

Draft Submission for BNSW Bike Plan Workshop

Location: Town or Suburb:

Warringah—Northern Beaches

Streets:

Pittwater Road
Condamine Street
Warringah Road
Wakehurst Parkway
Spit Road
Spit Bridge
Roseville Bridge

Project title and short description:

- 1** Safe cycle lanes/cycleway along Pittwater Road, leading from Dee Why to the Spit Bridge (and Harbour Bridge).
Item 14—RTA Bike Plan 2010
- 2** Safe cycle lanes/cycleway along Warringah Road and over Roseville Bridge to Chatswood.
Item 11—RTA Bike Plan 2010
- 3** Safe cycle lanes/cycleway along Pittwater Road, leading from Dee Why to Manly Wharf.
- 4** Safe cycle lanes/cycleway along Wakehurst Parkway from Narrabeen to Seaforth. Current road shoulders do not constitute a safe or designated cycle lane. An existing fire/mountain bike trail and Bantry Bay Road provide a basis for this route.
- 5** Secure bicycle parking and end-of-trip facilities at central locations in the CBD, North Sydney, Chatswood and Manly.
Secure bicycle parking and safe access for cyclists is required at all transport hubs (train stations, ferry wharfs and main bus terminals) as well as in shopping malls and business precincts to encourage retail employees and shoppers to ride.

How will this project encourage more people to cycle:

Traffic in and out of the northern beaches peninsula is notoriously gridlocked for several hours every day. Buses and ferries are full to capacity in peak hour, yet inconvenient for many people to access.

Cycling offers commuters a door-to-door method of transport, cuts their travel time, saves them money and benefits their health and the environment.

More people cycling will reduce traffic congestion for those who legitimately rely on motorised transport or use it for their business activities.

Cycleways that offer a safe, clean and viable alternative are what many commuters consistently ask for.

There is currently no safe way to avoid riding on Pittwater Road, which is a busy four to six lane road with little or no rideable shoulder and dangerous expansion cracks (for cyclists).

The narrow corridor through the northern beaches means that, along much of its length, no parallel back streets exist for cyclists to use.

Many more peninsula residents would cycle, at least to the ferry terminal at Manly Wharf, if there were a safer route than riding on busy roads.

Many cyclists already cross the Spit Bridge to reach North Sydney or the Harbour Bridge. Despite the dangers of mixing with traffic on the bridge and back streets, this is faster trip than by car or public transport (in peak hour).

Providing a separate lane on the Spit Bridge would make it much safer and encourage more commuters out of their cars.

We recommend adding a lightweight, 'bolt on' cycleway to the side of the bridge with an off-road bike path to Parriwee Road.

A similar facility is urgently required for the Roseville Bridge.

Your name and Contact details:

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Secretary: ManMosBUG
Community Representative: Manly Council Bicycle Committee
Organiser: Sydney Ride of Silence

I have attached some recent photographs of Spit Bridge and Condamine Street, which is currently being widened with no bike lane, no shoulder and no consultation with cycling groups.