

## **IPC hearing:**

Good afternoon Madam Speaker & Panalists. Thank you for the opportunity to talk today. I'm Don Murchison, from Innes Rd, Greenwich. I am currently on the School Council at Greenwich Public School, Lane Cove Council's Bicycle Advisory Committee & a committee member of the GCA. I am speaking today as a resident with concerns, & not representing any one particular group.

Thank you to previous speakers, who have covered concerns of mine, with regards to high rise creep & the precedent it would set for our area.

I am here to talk about 2 topics:

- The effect of the massive population increase on Greenwich Public School &
- Active transport solutions to chronic traffic congestion in our area.

I'll begin with education.

I have 2 children at Greenwich Public School. My son is at the Kindy Campus on Greenwich Rd & my daughter at the Kingslangley campus. Both campuses are undergoing significant building work to accommodate an increase in their rolls. The playgrounds in both schools have been chronically depleted as a result of the building work. Once completed both campuses will be able to contain more children, with less open space. There are many pressures on the school, which to date has had a village-type atmosphere, rather than the hustle & bustle of a busy metropolis. Parents do not want to see the personable tone of the school changed.

With the massive increase in dwellings proposed for SLS, from 138 to up to 2,400, I can't see how Greenwich Public School can contain such an increase in kids. Figures are floating around that this will result in 240 extra kids on the roll & also another 150 kids for high schools. I contend that these figures are significantly less than would be the case. The current array of 12 demountables are supposed to be removed so netball courts can be reinstated. At present they house approximately 250 kids. The new Kingslangley building is planned to house 16 classrooms for 320 kids, which leaves 70 kids from SLS at the Kingslangley campus & a few extra at the Greenwich Rd campus. Add St Leonards South & where will all the additional kids go? With local high schools at capacity, where will high school kids go? We're told there will be a new school at St Leonards. Where is the planning for this? No one wants to see their kids at a school at the top of a high rise building, where the only benefit is one of the best views of the Sydney fireworks.

School pick up & drop of time at GPS is like Piccardilly Circus, with traffic in all directions & sometimes lined up right back to River Rd. Because Stage one classes have been added to the Kingslangley campus this year, due to the rebuild at Greenwich Rd, half the school now has to exit at 3.10 pm, via a gate into Henningham Park. The path from the road to the school won't accommodate the extra kids. Furthermore the teachers are to loose their car park, so where will they park, without competing for 4 hour parking on the street & lugging books long distances from their cars to the classroom.

This leads me into my 2<sup>nd</sup> topic, Active Transport.

Riding to schools is a solution to relieve chronic localised traffic congestion. Indeed it is quicker to ride to school than travel by car. However most parents won't allow this

because there isn't functional off-road infrastructure. There needs to be SUP or separated off-the-road infrastructure to all schools in the area, & critically from SLS to both campuses of GPS.

At present, there is still a 19<sup>th</sup> century goat track of a footpath at the narrow cliff section of River Rd, where cars whiz past at up to 80 kph & many parents will not allow their kids to walk due to safety concerns. This is approximately 200 metres from GPS. After years of lobbying Council & the NSW Govt, & despite falling boulders, this has still not been widened to a SUP & made safe. So what confidence do we have that the proposed cycling infrastructure planned for SLS will be build & if it is, will it be constructed BEFORE residents move in or donkey's years later?

To LCC's credit, there is planned SUP cycling infrastructure for SLS & this I strongly endorse. However this is needed NOW, with the existing population. Given LCC's reluctance to commit to sufficient previous Active Transport funding & its current Bike Budget of only \$150,000 p.a., I think priority & more substantial govt. funding, coupled with developer contributions is absolutely essential.

Vital active transport infrastructure must include:

- A ramped bridge crossing River Rd, linking Berry Street St to Wilona Ave & the laneway leading to Greenwich Rd. This could be at a sufficient elevation to reduce uphill climbs that would be associated with a more dangerous crossing at Canberra Ave. The traffic lights proposed for Canberra Ave raise all sorts of safety issues for cyclists & children. A bridge would give safe & direct access for school kids to the Greenwich Rd campus & also to Wollstonecraft

Station, which for many in SLS will be closer than St Leonards Station.

- There needs to be significant investment in off-the-road cycling infrastructure beyond SLS, which directly links to Greenwich, Crows Nest, the Kingslangley campus, Willoughby & the LC town centre. This means the small stretch of SUP on River Rd needs to be extended to stretch from Canberra Ave to the entrance to the Lane Cove Golf Course, then through bushland to 266 Longueville Rd, as planned for the seniors development there, & onwards beside Longueville Rd to the Lane Cove Town Centre. This would then enable SLS residents to access shops, libraries, aquatic centres, tennis courts & other destinations with amenities that are not available in SLS.
- The narrow footpath on the bridge crossing of the Railway line on River Rd needs to be made safe with an active transport underpass. This directly links lower SLS & Greenwich to Crows Nest.
- SUPs need to be completed along Greenwich Rd to GPS & likewise along St Vincents St & Kingslangley Rd to the Kingslangley campus.
- SUP or off-the-road cycling infrastructure needs to link SLS to St Leonards Station, the Crows Nest Metro, North Sydney at Nicholson St, & Willoughby at the crossing of Berry St to Reserve Rd & RNSH. This would then link to Willoughby Council's proposed SUP along the Pacific Highway from St Leonards Station to the Epping Rd Cycleway at Epping Rd.
- The proposed shopping plaza over the railway line at St Leonards, which will link Canberra Ave to Lithgow St, must include an active transport link, free of steps and lifts.
- There should be no steps on any footpaths so they are all cycle & pram friendly.

- The previous underpass by the railway line at St Leonards Station needs to be reopened as an Active Transport link to Willoughby & the Gore Hill Freeway Cycleway.

In summary, traffic congestion is already chronic. People in Greenwich now have to Q 100's of metres to cross River Rd. School pickup / drop off time is a nightmare. Our area can't cope with the extra traffic burden of SLS. SLS can't be treated in isolation. It is part of the big picture for Active Transport in Lane Cove & indeed also for North Sydney & Willoughby. So substantial government funding must be committed to ensure active transport infrastructure is meaningful & substantial, & likewise so new appropriate schools are built & existing schools, especially GPS campuses, are not overcrowded. The safety predicaments without proper SUP or separated off-the-road cycleway infrastructure are too dire to comprehend.

Thank you for listening to these concerns.

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