

18 July 2020

Mr Gordon Farrelly  
Traffic & Transport Team Leader  
Willoughby City Council  
Level 4, 31 Victor Street  
Chatswood NSW 2067

Dear Mr Farrelly

**Willoughby City Council - Chatswood to St Leonards Bicycle Route Improvement Plan**

The Artarmon Progress Association (APA) welcomes the opportunity to provide comments on the Willoughby City Council (WCC) Chatswood to St Leonards Bicycle Route Improvement Plan. The APA has incorporated input in this submission from its members and also encouraged members to make their own submissions.

On the whole our members have expressed strong support for investment in local cycling infrastructure. Many have cited the significant flow-on benefits to people's health and lifestyle, easing congestion, reducing carbon emissions, and facilitating an inexpensive mode of transport.

However, there are mixed views about the proposed Hampden Road – Herbert Street route. Some members have indicated support for the route while others have raised significant concerns. A number of members also expressed support for shared paths that are open to all users, as opposed to cyclist only bike paths.

**Connection to Frank Channon Walk:** many cyclists and pedestrians strongly support connection to Frank Channon Walk/Nelson St and crossing of Mowbray with bicycle lens or lantern.

**Loss of parking on Hampden Road:** parking for industrial area employees and Hampden Road shoppers is currently in short supply. The plan will result in the removal of an estimated 23 on-street parking spaces along the length of the route. Many residents and businesses in the community are concerned the proposed plan will exacerbate the parking situation further.

**Traffic lights at Brand St/Hampden Rd intersection:** A number of members consider roundabouts to be more efficient than traffic lights, particularly at this intersection given the high volumes of peak-hour traffic and the short distance from lights at the Hampden Road shops and the Hampden Rd/Mowbray Road T-intersection. However, other members have

expressed strong support for replacing the roundabout with a signalised intersection and bicycle/pedestrian crossings so cyclists can safely access both sides of Hampden Rd through the shopping precinct.

**Safety for pedestrians and cyclists:**

- Exiting parked cars (opening of car doors, crossing of the bike path, movement of children, prams and items from parked cars) is potentially dangerous for pedestrians and cyclists. Members have suggested car parking spaces should be adjacent to the footpath to avoid car passengers needing to cross and interfere with the bike path.
- The plan proposes retaining on-street car parking while incorporating two-way bicycle lanes. It is unclear whether this would be achieved by narrowing the road lanes to provide space for cycle lanes or narrowing footpaths. Additionally, there is concern that the bike paths seem to be generally narrower than the required minimum widths for unobstructed bike traffic. Members raised safety concerns for pedestrians, motorists and cyclists related to each of these scenarios.
- While the plan does not detail the bike path in Artarmon Village, Council Officers have advised APA that a shared pathway is proposed for this section of Hampden Road. Members are greatly concerned about the conflict this will create between cyclists and pedestrians accessing the station, waiting at the traffic lights and when the temporary train replacement bus stop is in use.

**Smooth connections and links:** Request for smooth connections and improvements where the bicycle and pedestrian route from Burra Rd joins at the southern underpass of the railway line. Underpass exit and ramp are in poor repair and need improvement for safe access to Hampden Road. In general, recognise and provide smooth connections and improvements where other cycle routes join the Chatswood - St Leonards route e.g. integrate smoothly with the Gore Hill Freeway route, provide smooth connection with proposed Frederick Street route, link route with proposed Pacific Hwy bicycle route near St Leonards station (currently the design does not refer to these connections).

**Way finding:** The plan does not currently identify destination points, note existing bike parking, indicate directional signposting or comment on any proposal for additional facilities (at Artarmon shops, Artarmon station, Royal North Shore Hospital, St Leonards station). Members requested that this information be included in the design.

**Have Your Say survey:** APA is concerned the wording of the first question may lead to erroneous survey results. WCC CEO has advised APA that "Current consultation only refers to and seeks community input on the bicycle route from Chatswood to St Leonards via the Artarmon Local Centre". This is not obvious in the first question of the survey. Members have also questioned how such a brief survey that is not tailored to the proposed route can effectively inform Council of the community's views.

APA would be happy to work with WCC to further discuss the Hampden Road-Herbert Street route and develop plans for alternative cycle routes between Chatswood and St Leonards.

Yours faithfully,



Georgina Roussac  
President  
Artarmon Progress Association

### **Who we are**

The Artarmon Progress Association, Inc. (APA) was founded in 1906 as a not-for-profit group and our objectives are to promote the welfare, physical and intellectual advancement of the suburb of Artarmon and the City of Willoughby, to protect the interests of the residents, and to encourage a keener spirit of citizenship and mutual help amongst residents.

Our newsletter, the Artarmon Gazette, is distributed quarterly to over 5,000 homes and businesses in Artarmon. We regularly communicate with residents and act as a conduit between local residents and elected representatives on matters concerning our local community.