

20 June 2021

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

Dear Mr Farrelly

**RE: WCC Chatswood to St Leonards Bicycle Route via Pacific Hwy Draft Detailed Design plans**

The Artarmon Progress Association (APA) welcomes the opportunity to provide comments on the Willoughby City Council (WCC) Chatswood to St Leonards Bicycle Route via Pacific Hwy Draft Detail Design Plan.

**General Comments:**

- This shared path has generally been well designed.
- This shared path should be designated the primary path between Chatswood and St Leonards as it:
  - links St Leonards to Lane Cove via a connection to the Gore Hill Freeway shared path,
  - has grades far more benign than the Hampden-Herbert route and will be a faster, safer route for the large majority of cyclists who are not super fit.
  - links to Eric Rd and Palmer St, low-volume, local traffic roads, which provide access to the Artarmon village.
- We assume details in the Detailed Design (Engineering) Draft B apply where it disagrees with the Simplified Plan.
- If all the works are not part of one contract, the intersection treatments should follow the shared path construction and its activation.
- Appears that 9 trees are to be removed and 3 trees to be added along the route. This appears to be contrary to the information provided in the flyer which states “An increase of street trees and shade canopy”.

**Detailed Comments:**

**Engineering draft – sheet 1**

The cover sheet shows the shared path connecting with the Hampden-Herbert and Frank Channon Walk paths at Mowbray Rd. This is supported.

## **Engineering draft – sheet 2**

### **Figure 1**

- The 3.0-metre shared path width is preferred to the 2.9-metre width of the Simplified Plan. A vegetation verge of 0.5-metres is adequate to put distance between cyclists and pedestrians and the fast-moving traffic on the Pacific Hwy.
- The vegetation verge should be grassed to make it trafficable for pedestrians and passengers entering and alighting from vehicles such as taxis and Uber-style services.
- The vegetation verge also needs to be trafficable to vehicles belonging to the telecom, water, gas, sewer and electricity utilities doing maintenance, repairs and upgrades on an ad hoc and regular basis. The operators of these vehicles have a right to park anywhere on footpaths by virtue of the laws that regulate the utilities without Council consent.

### **Figure 2**

- A full width path should apply when the vegetation verge is less than 0.25 metres wide.

## **Engineering draft – sheet 3**

- Trees in full-width path detail is OK

## **Engineering draft – sheet 4**

- Trees in grass verge detail is OK

## **Engineering draft – sheet 5**

- Path marking details are OK

## **Engineering draft – sheet 6**

- Path marking details are OK

## **Engineering draft – sheet 7**

- Driveway and pram ramp details are OK

## **Engineering draft – sheet 8**

- The shared path should also go along the south side of Mowbray Rd to link with the Hampden-Herbert path and the Frank Channon Walk shared path. There is more opportunity to cross Mowbray Rd at Hampden Rd than at the Pacific Hwy, and the traffic environment is less intense. Once the Metro works are complete and Frank Channon Walk/Roadway is extended to the Mowbray/Hampden intersection, this intersection should be 4-way, 4-phase intersection with 4 shared-path road crossings.
- It is unlikely cyclists will wait at PH-Mowbray to cross this very wide intersection when they could proceed onto the southside of Mowbray to access Frank Channon Walk by crossing Mowbray Rd at Hampden Rd.
- The relocation of the Palmer St bus stop is supported. The current bus stop location should be given noise suppression treatment.

### **Engineering draft – sheet 9**

- The relocation of the Eric Rd bus stop is supported. The current bus stop location should be given noise suppression treatment.
- The Rimmington St narrowing is supported.
- The current pedestrian crossings treatment at the Gore Hill Freeway (GHF) ramps treats each crossing to a pedestrian island as separate to maximize traffic flows. The intersection should be remarked to give a straight path for, and show respect for, pedestrians and cyclists.

### **Engineering draft – sheet 10**

- The Alto Place road-narrowing is supported.
- The connection to the Gore Hill Freeway shared path is not shown. A detail drawing is needed for:
  - the crossing of the GHF,
  - the connection to the GHF path, and
  - the crossing of the motorway on-ramp.
- The shared path on the bridge crossing of the GHF should be further from the traffic lanes.
- Garden beds should also be added to the bridge crossing like the garden just off its northern end.

### **Engineering draft – sheet 11**

- The Whiting St road-narrowing is supported.

### **Engineering draft – sheet 12**

- The path width between Dickson Ave and Carlotta St varies. The use of a full-width path should be subject to detailed on-site measurement.
- Dickson Ave road narrowing is supported.
- The Carlotta St narrowing is supported.

### **Engineering draft – sheet 13**

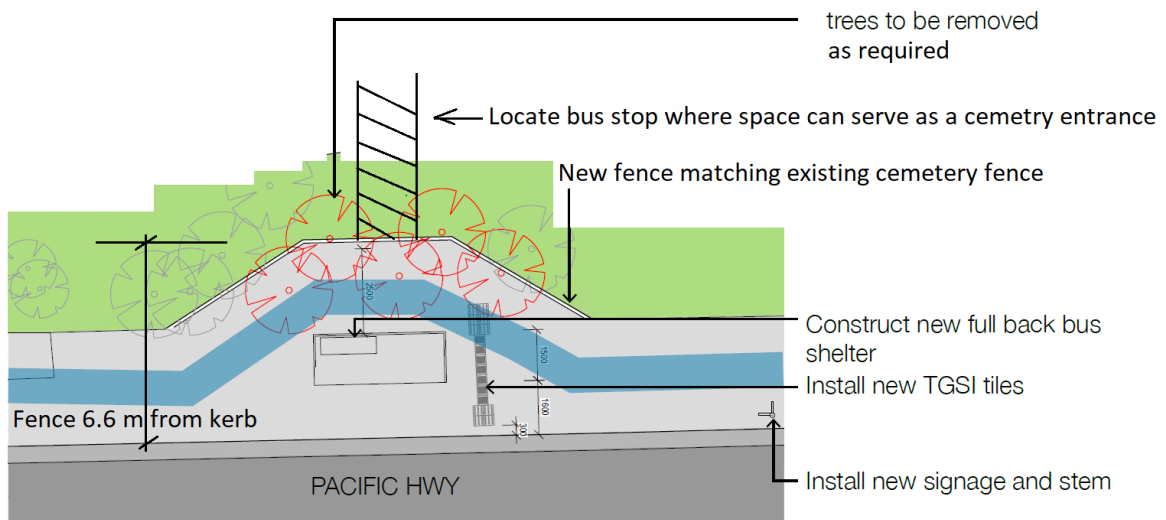
- Bus Stop 9 is reported as both retained in its existing location and relocated 20 metres south. Relocation is preferred.
- Discuss with TAFE about locating part of the 2.5-metre-wide path on the TAFE side of the bus stop onto the TAFE property.

### **Engineering draft – sheet 14**

- Bus Stop 10 is 85 metres from the pedestrian crossing to Greenwich Rd with which it is intended to connect. Relocate the bus stop 60 metres closer to the crossing and align with a new pedestrian entrance to the cemetery. The aim here is for the community to use a small section of cemetery land as both a shared path and cemetery entrance. The Council would fund the works, with the cemetery trust only required to approve this dual use of its land.
- See Figures 1 to 3 below:



**Figure 1 – Relocate Bus Stop 10 closer to Greenwich Rd.**



**Bus Stop - Adjacent Gore Hill Cemetery near Greenwich Rd (located where graves not impacted)**

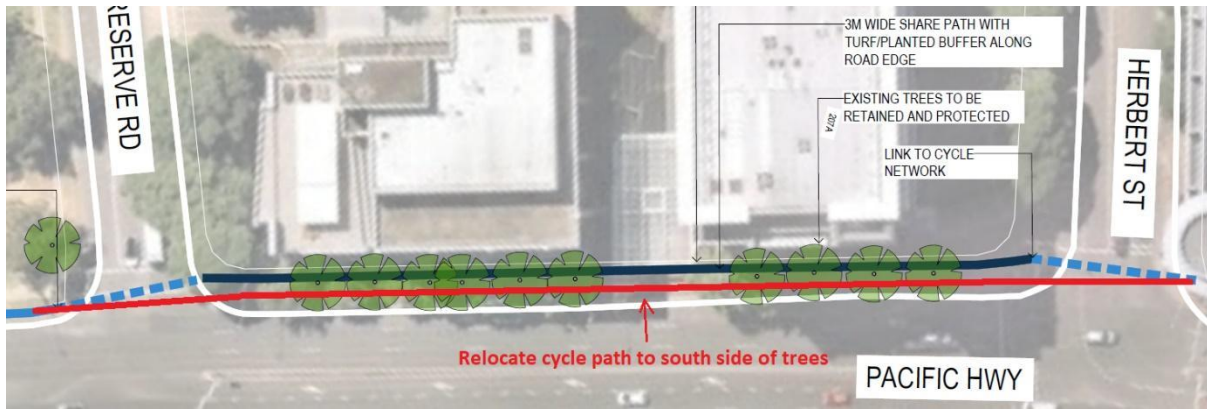
**Figure 2 – Detail of Bus Stop 10 relocated closer to Greenwich Rd.**

**Engineering draft – sheet 15**

- Details OK

**Engineering draft – sheet 16**

- The footpath is over 6 metres wide with a row of trees in the middle. The building (north) side of the tree should be for pedestrians, and the kerb (south) side for cyclists.
- See Figure 3 below:



**Figure 3 – Reserve Rd to Herbert St - Use the row of trees to separate pedestrian and cycle movements.**

**Engineering draft – sheets 17, 18, 19, 20, 21**

- Rimmington, Alto, Whiting, Dickson, Carlotta intersection details OK.

**Engineering draft – sheet 22**

- Details for bus stops 1 & 2 – Require details for restoration, including noise treatment, at current Palmer St and Eric Rd bus stop locations.
- Details for bus stops 3 (429 Pacific Hwy) and 4 (near 403 Pacific Hwy) are OK.

**Engineering draft – sheet 23**

- Details for bus stops are OK.

**Engineering draft - sheet 24 of 24**

- Bus stop 9 (TAFE) shows inadequate space behind the bus shelter. A 2.5-metres wide path on the TAFE side of the shelter will extend onto TAFE land. TAFE permission for this intrusion likely required. Also see Sheet 13 comment.
- Bus Stop 10 – See also sheet 14 comment. 1.0-metre wide space behind the bus shelter is inadequate. Bus stop is too far from Greenwich Rd. Relocate closer to Greenwich Rd as shown in Figures 1 to 3.
- Bus Stop 11 – OK.

Please do not hesitate to contact us should you have any queries regarding our submission.

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.*