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**Sent:** Monday, 14 September 2020 11:57:28 AM  
**To:** Council's Email  
**Subject:** Council Meeting 14 Sept, Item 1.2 Minutes of Traffic Committee meeting

Council Meeting 14 September 2020  
 Item 12.1 Minutes – Local Traffic Committee held 19 August 2020  
 Traffic Committee Report 5.2 Chatswood to St Leonards via Artarmon – Bicycle Route Improvement Plan

Greetings Mayor and Councillors

I ask that you support the recommendations of Item 1.2 being the Minutes of the Traffic Committee meeting held on 19 August, in particular the recommendation of Traffic Committee Report 5.2 to approve the Chatswood to St Leonard via Artarmon Bicycle Route Improvement Plan.

This approval will allow the **detailed design for the route to proceed in 2020/21, at no cost to Council** as it will be funded by the NSW Department of Planning, Infrastructure and Environment. I congratulate Council's initiative and expertise in obtaining this funding. You will then have the opportunity to review the fully detailed plan and once you are satisfied with the proposal such that it is adopted, this will put Council's in a great position to obtain state funding to proceed with construction of this exciting cycleway.

As a long term (40+ years) resident of Naremburn and keen enthusiast for using a bike as sustainable active transport in place of a car for short journeys, I urge you to support this proposal. Together with two Artarmon residents, I surveyed this route in the context of the proposed conceptual design and subsequently prepared the submission on behalf of Bike North based on our joint considerations. This submission strongly supported the proposal and made a number of suggestions which we believed would improve the proposal.

I am very excited at the prospect of this cycleway which will provide great alternative direct access to the major centres of Chatswood and St Leonards, the Health and Education Precinct at St Leonards, Artarmon Industrial Centre and the Artarmon Village Centre. Connections can also be made to the major cycleway between Naremburn and Epping as well as local routes to Naremburn and Willoughby and through Artarmon. It will be a major connector.

I understand that this proposal excludes the section through the Artarmon Local Centre which is the subject of a separate project so this approval makes no commitment to the design through that section.

I also understand that there have been concerns expressed about the project and I make comment as follows:

1. **Shared Paths** – Concern has been expressed about shared paths which is quite confusing as a major positive of this proposal is that it is **primarily as separated cycleway**, separation from pedestrians and vehicles. There are a few places in the concept where shared paths are proposed and Bike North have already made suggestions in our submission as to how much of this can be avoided. The report to Council also makes it clear that the detailed design will investigate opportunities for more separation.
2. **Parking** – This proposal focusses on better balance of road use space, and separated cycleways are usually designed to minimise loss of parking. There is only a small number of car spaces lost and most of those are in the industrial area and do not front any residence. This is a minimal loss for a safe and useful cycleway.
3. **Bicycle Route Choice** – we are aware that Council has looked at the potential for using the railway lane easement for this bike route and Bike North has been a keen advocate in the past for using this space. But for the very reason that we have tried hard in the past. we are also very aware of the great difficulties and barriers to this option. It could only be considered long term, if that, and there is the disadvantage in making connections to destinations along the route. This

route along Herbert and Hampden Street is needed now and there are so many useful connections this makes.

4. **Stakeholder and Community process and results** - we were quite delighted to see the **large number of positive response (94 out of 117 – ie 80% of respondents)** to this proposal. We also noted that 81% of these results came from within the Willoughby LGA, so this support clearly is mainly local, even though its usage given the regional connections will be both local and regional.

Thank you for the opportunity to make representation on behalf of what is certain to be an exceedingly well used and successful bicycle route.

Regards

Carolyn New

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