

Submission on St Leonards Crows Nest 2036 Draft Plan

Bicycle Paths & Pedestrian Access

I commend the objective of developing active transport links for pedestrian and cycling in the St Leonards/Crows Nest area. I make this submission as an existing frequent user in this area as both a walker cyclist.

The 2036 Draft Plan sets out concepts which require further development, assessment and finalisation. To facilitate feedback the comments below are separated into the main geographical sections of the precinct

North of Pacific Highway

This area includes Herbert St and access to St Leonards Station.

- a) I strongly agree with the need to provide access from the Gore Hill shared path from the northern end of Francis St crossing Dalleys Rd and continuing to St Leonards Station. As an alternative to using Francis St I suggest that there is ample space beside the railway line on the eastern side from the northern end of Francis St to St Leonards station (see diagram last page of this submission). A walking/cycle path along this section could go underneath Dalleys Rd and provide total separation from traffic. Appropriate connections could be made along the route. I see this route as adding enormous value to the St Leonards/Crows Nest area as it would provide safe easy access for pedestrians and cyclists to the Gore Hill shared path, Artarmon Reserve and surrounds.
- b) I strongly agree with the extension of Herbert St shared path from Clegg St to join the Gore Hill cycle path at Punch St.
- c) From Herbert St it is suggested that safe access be developed to Royal North Shore Hospital. This could be achieved through Westbourne St or via Frederick St and Reserve Rd. There is currently no safe cycle access to the hospital from the Artarmon area and the walking route options are rudimentary.
- d) For the more eastern area north of Pacific Highway the Infrastructure Map p12 "Proposed Special Infrastructure Contribution" dated October 2018 and Figure 30 of the Draft Plan show Chandos St as the cycle access route. There is no route completion and no connections are shown to existing cycle routes. It is understood that Willoughby Council is considering that the route from St Leonards station use Evans Lane/Henry Lane or a short section of Chandos St with separated cycleway. Either option would join Oxley St and then the existing cycle route on Atchison St which connects to West St through Matthew and Devonshire Streets. I agree with this route strategy but have strong concerns over use of Chandos St which is extremely busy with people and cars and the roundabout joining with Northcote St is often totally choked.

- e) I agree with the use of Oxley St as a connector which should lead to the Metro Station, provide a route across Pacific Highway and join the existing Clark St cycle path access to Willoughby Rd.

South of Pacific Highway

In this area the concept of the Foreshore link using a totally traffic separated access route would provide a wonderful amenity to residents of St Leonards, Crows Nest, Wollstonecraft and Greenwich.

- a) I fully support the aim of forming a safe pedestrian/cycle route across River Rd to Greenwich/Wollstonecraft. This then provides access to Wollstonecraft Station, Berry Island and surrounds and Greenwich Infant School. As you are probably aware on the Greenwich/Wollstonecraft side of River Rd there are already some pedestrian and cycle routes along Russell St and beside Greenwich Scout Hall to Greenwich, Smoothey Park and Wollstonecraft Station.

Given the amount of traffic on River Rd, poor pedestrian visibility and valley topography I strongly recommend a totally traffic separated crossing for pedestrian and cyclists. The Draft Plan currently shows shared path access along the rail line from St Leonards terminating at the road bridge where it crosses River Rd. This does not provide significant value unless the shared path is extended along the rail line to near Wollstonecraft Station. Alternatives suggested are overhead crossings either by a ramp from Canberra Ave/Newlands Park toward Eastview or Russell Streets or a continuation of Berry Rd across to near Wilona Ave. I favour the connection from Newlands Park area as it could link easily to existing paths. It is acknowledged that engineering design studies would be required to determine the preferred crossing.

- b) I fully support the access improvements proposed for Lithgow and Oxley Streets.
- c) Without knowing the layout of St Leonards South area I cannot comment. There does appear to be a cycle route proposed from Berry Rd across Pacific Highway turning right from the south end of Reserve Rd to join Herbert St. The concept looks constructive but as I have no details of how these links would be made I am unable to comment.

Crossing Pacific Highway at St Leonards

The infrastructure plans appear to make no provision to cross Pacific Highway at St Leonards Station. Given the development planned near the rail line here and possibly St Leonards South, this is unsatisfactory. Lane Cove Council has a plaza area planned over the rail line south side between Lithgow St and Canberra Ave. No provision seems to have been made for easy cycle or pedestrian crossing of Pacific Highway at street level. This needs to be addressed.

Summary of Recommendations

- (1) Use the rail line corridor east side from the northern end of Francis St Naremburn to St Leonards Station. This would provide easy access linking St Leonards station to the Gore Hill shared path, Artarmon Reserve and surrounds. **(Key Recommendation)**
- (2) Provide a fully separated shared path across River Rd in the Newlands Park area (overhead ramp/bridge or shared path beside the railway line). This would substantially enhance the Foreshore Link concept providing easy access to Wollstonecraft Station, Greenwich Infants school and the green areas of Smoothey Park, Berry Island and both Greenwich and Waverton Peninsulas. **(Key Recommendation)**
- (3) Add a safe access route from Herbert St to Royal North Shore Hospital using either Frederick St/Reserve Rd or Westbourne St.
- (4) On the east side of St Leonards Station use Evans Lane & Henry Lane instead of Chandos St to link to existing access routes due to heavy traffic on Chandos St.
- (5) Provide easy safe pedestrian and cycle access across Pacific Highway in the St Leonards Station area. This could be tunnel, street level or via the proposed new Lane Cove Council provided Plaza.

Thank you for the opportunity to comment on the 2036 Draft Plan.

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Proposed Share Path Gore Hill cp Francis St to St Leonards Station

