

HarbourLink

HarbourLink will extend from the deck of the Sydney Harbour Bridge cycleway as far as the Military Road/Falcon Street crossing of the Warringah Freeway and link to the adjacent St Leonards Park. The map (copyright) was produced by council's consultants, however it is proposed to extend the cycleway further north along the freeway corridor past the Cammeray Golf Course, under Miller St, then elevated above the Brook St on-ramp to connect to the recently completed SUP (shared user path) at Naremburn that proceeds to Lane Cove and North Ryde, this latter section being 7.5 km long.

HarbourLink was developed using RTA and North Sydney Council maps of the Warringah freeway corridor, incorporating detailed height information. The **HarbourLink** project would extend the existing Sydney Harbour Bridge cycleway along the railway alignment then pass beneath the railway line to the southern end of the extension of Blue Street (old tramway reservation).

From here, as well as connecting to the North Sydney CBD, the structure would curve above the adjacent Pacific Highway as well as nearby High Street, then Mount Street, proceeding to the reservation at the end of Berry Street, where there would be a second connection to the CBD.

HarbourLink, still elevated, would gently curve above the Berry Street freeway on-ramp (northbound) to the western reservation of the freeway, then cut into the rockface towards the Ridge Street pedestrian bridge (a shared facility above the freeway) proceeding beneath it with a 2.5m clearance (as per the national standard). **HarbourLink** would then fork, connecting:

1. adjacent St Leonards Park. Here cyclists have reached the lower North Shore plateau, offering generally well-graded terrain for many kilometres
2. The principal Regional Bicycle Route, which would overpass the freeway to its eastern side, then link to the Falcon Street bridge about 400 metres distant, where the construction of a new shared ped/cycle bridge over the freeway and an underpass of Falcon St has just started, then proceed to a future underpass of the Ernest Street bridge just 250 metres to the north.

From Ernest Street, the principal route is just over a kilometre short of the recently completed 7.5km long shared user path (SUP) facility which links Naremburn through Lane Cove to North Ryde - part of the Lane Cove Tunnel Project. These facilities known as Regional Bicycle Routes (RBR), include a proposed branch along the railway corridor to Chatswood station. These RBRs form a vital network of bike routes that link into existing local bike routes.

New design work: Further to the previous paragraph, the RTA has started designing a bus storage area that would be located between the Miller St underpass and the Miller St (city-bound) on-ramp about 500 metres to the NW of Ernest St. Currently, a number of buses store on the freeway (city-bound) shoulder in the lead-up to peak hours. We've raised design aspects with both North Sydney Council and the RTA, requesting that the SUP be incorporated into this design immediately to the north of the freeway. We understand the SUP would underpass the Miller St on-ramp.

