

3.3 Victoria Cross - Transport and Movement Opportunities - Miller Street

Transformation of Miller Street

The arrival of the Metro presents an opportunity to transform the function and character of Miller Street, with the objective of creating an active, pedestrian friendly heart currently lacking within the North Sydney Centre.

Miller Street Vision

The establishment of a long-term vision for Miller Street can be led by the desire to address the following issues in North Sydney:

- The shortage of quality open space
- The lack of a beating heart in North Sydney
- The encouragement of the night time economy
- The provision of world class public domain and retail amenity
- The creation of the conditions for future growth.

An opportunity exists to realise a vision for Miller Street in which it becomes North Sydney's premier

destination for passive recreation, dining / cafe / bar culture, public gatherings and events, and retail experience. This vision aligns with Council's wider vision for the North Sydney Centre in terms of facilitating growth and improving amenity.

Setting the conditions to facilitate this vision will require further work to develop options and assess them against a set of criteria, based on the objectives and principles set out throughout this Study.

Potential Interventions

The sketches below illustrate a number of options that may be considered to incrementally achieve the vision for Miller Street. Options range from relatively minor traffic and public domain interventions to the potential full closure of Miller Street between the Pacific Highway and Berry Street.

With regard to the potential closure of Miller Street, this would require significant and careful consideration. Experience globally suggests that a number of criteria would need to be met prior to this occurring.

These can include:

- An appropriate mix and level of commercial activity
- Destination qualities with high volumes of foot traffic
- Safety and accessibility
- The appropriate resolution of constraints such as vehicular entries and bus routes.

The existing commercial car park access to 100 Miller Street is recognised as a constraint in achieving potential full closure, as is the current role of Miller Street as a key public transport route.

Incremental Change

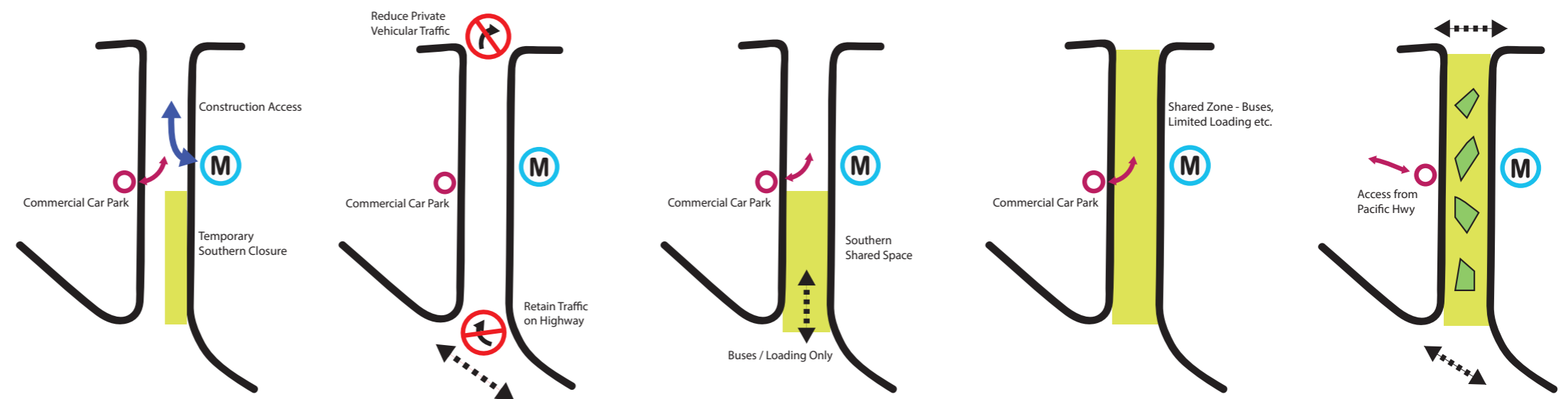
A staged approach to achieving the vision will allow for the success of various interventions to be assessed, and allow for the gradual facilitation of the amenity and conditions required to reach the optimum achievement of vision and objectives.

Temporary Miller Street Closure

Should the Metro construction require the temporary closure of a portion of Miller Street, an opportunity exists to trial place-making initiatives to mitigate the lost amenity during construction.

Further Study

It is critical that the approach to transforming Miller Street is evidenced based. As such, Council will undertake appropriate studies and modelling to understand the potential implications of a number of options for Miller Street.



Temporary Trial Closure

The Metro construction presents the opportunity to trial a partial closure of Miller Street. This would allow for the implementation of place making initiatives to mitigate the impacts of the construction phase.

Traffic Interventions

The banning of the right hand turn from Miller to Berry Street is one short term option to significantly reduce private traffic on Miller Street. This was a recommendation of the 2014 Traffic and Pedestrian Study.

Southern Closure

The illustration shows the potential removal of private vehicular traffic from Miller Street, allowing access to and from the Northpoint car park from the northern end only. Buses and off-peak loading zones could also be accommodated.

Shared Zone

A pedestrian priority shared zone could allow access to Northpoint, bus movements, and off-peak loading.

Full Closure

Would require the re-routing of bus movements and alternate vehicular access to Northpoint, but would facilitate a major public domain offering in the heart of the CBD. May require two-way Berry traffic flow.