



Objection to the Beaches Link EIS

Traffic Problems and Pedestrian Safety

Bay Precinct strongly objects to the EIS because the impact on traffic throughout the North Sydney Local Government is unacceptable for the residents; and because the safety of pedestrians is endangered.

Bay Precinct also objects to the adverse impacts on the built environment, pedestrian safety and sustainable transport that will result from worsening traffic on local streets, which will be a consequence of the proposed design.

Problem Synopsis:

This motorway project would have unacceptable impacts on the local street networks of the Lower North Shore during the construction and operational phases (eg, intersections: Amhurst and West Street; Miller and Falcon; Miller and Berry).

- NSW Government Future Transport 2056 'Liveable Communities' outcomes identify "*mobility as placemaker*" p.06. Whereas the project would produce significant additional traffic in local neighbourhoods around our schools, shops, and parks.
- The "Sustainable Society" outcome refers to the "*aspirational target to achieve net-zero emissions by 2050*" p.07. Whereas, the investment of \$14 Billion in a road project would come at an opportunity cost of more sustainable alternatives. This must be considered in the new work-from-home and local living in the post-COVID world.

Problem in more detail:

The proposal will result in the loss of connectivity between local streets and the motorway system. The set of existing motorway connections collectively distribute the traffic across several main arterial streets (Miller, West, Ernest, Falcon, Berry Streets). This connectivity plays an important role in the quality of life and the amenity of the built environment in this part of the city. Under the proposal, cars will be forced into longer routes, travelling further on local streets to reach the remaining access points. Furthermore, this problem is exacerbated by additional traffic on local streets seeking to access the proposed tunnel.

The Miller Street corridor is particularly sensitive from Cammeray to North Sydney, because it includes twelve (12) schools: elementary, primary and high schools. As such, it has very large numbers of children walking and parents picking up and dropping children. Traffic in this corridor is made significantly worse by the proposal.

The main problems are as follows:

1. Lost connection for traffic from North Sydney CBD to Neutral Bay, Cammeray and Mosman using Berry Street via the motorway to Falcon Street westbound and Military Road eastbound. Result: northbound and eastbound traffic from North Sydney CBD will use local roads such as Miller Street and West Street.
2. Northbound traffic from Sydney Harbour Bridge and Sydney Harbour Tunnel will no longer be able to access Falcon Street westbound. Result: worse traffic in Cammeray and North Sydney.
3. Lost connection for northbound traffic from the Sydney Harbour Tunnel to: Falcon Street eastbound; Miller Street and Brook Street. Result: longer routes on local streets in North Sydney, Neutral Bay and Cammeray (or longer route using Cahill Expressway and Harbour Bridge).



4. Connection lost for southbound traffic from Brook Street to the Sydney Harbour Tunnel (also no connection to WHT). Result: longer routes on local streets through: Crows Nest, Willoughby, Cammeray and Naremburn (eg. increased congestion on West Street and Alexander Streets).
5. Connection lost between Ernest Street and Sydney Harbour Bridge for northbound and southbound traffic. Lost direct connection to important local routes along Park Avenue and Ourimbah Road. Result: Longer traffic routes on in local streets in Cammeray, Neutral Bay, Mosman and Cremorne. (eg, Merlin Street and Young Streets).
6. The loss of the existing cycle route alongside the eastern side of the Warringah Freeway from Cammeray to North Sydney/Kirribilli off-ramp, which currently provides a quick and direct route to the SHB for cyclists bound for the Sydney CBD. The redirection of this route results in significantly less convenient and poorer amenity for these many cyclists.

The EIS for the Western Harbour Tunnel stated the performance of the following intersections will fail at peak hours:

- Miller St and Falcon St
- Miller St and Berry St
- Miller St and Ernest St
- Miller St and Amhurst St
- Pacific H/way and Bay Rd
- Pacific H/way and Berry St
- Military Rd and Ben Boyd Rd

Results:

- Reduced amenity in the public domain is the result of heavier traffic on local streets through the impacts of noise, air pollution and physical presence of the vehicles. Additional traffic also limits the potential for future works to improve amenity through measures such as footpath widening, pocket parks and outdoor dining.
- Reduced safety of the public domain results from heavy traffic on local streets through increased difficulty crossing intersections.
- A less pleasant public domain reduces the people's propensity to walk thereby diminishing passive surveillance brought by many people walking.
- Architectural design responses to heavily trafficked streets tends to be fortified to deal with the environment. This can have the effect of further diminishing passive surveillance.
- Opportunities for sustainable transport are diminished by heavier private motor vehicle traffic. Competition at intersections and road space with more sustainable transport options such as walking; cycling and busses.

**Recommendation:**

Modify the design to prioritise safety, amenity, and sustainable transport, for example by retaining existing all existing connections to the motorway system. The absolute performance measure for the design should be improvement of the built environment: reduce surface traffic in the local street network; improved amenity; improved safety; and improved sustainable transport function.

Conditions of approval:

1. Undertake a review of the traffic design of the Beaches Link project seeking modifications which will protect and improve local traffic connectivity and function.
2. Following the above review, undertake an urban design investigation across the areas impacted by the project to improve amenity in the public domain through projects such as: footpath widening; pocket parks, upgrades and other public domain improvements.
3. Undertake a project to improve sustainable transport in the areas affected by the projects. This should include elements such as: walkability; pedestrian networks; bus routes and shelters.

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