

Is this the future Berry Street?



Or this?



The future Berry Street – if the tunnels are built and Transport for NSW misuses the city as a freeway interchange.

Thousands of community members and hundreds of organisations made submissions on the plans for the Western Harbour Tunnel and the Beaches Link, almost all critical of the inadequacy of the planning.

Alternatives like rail, or alternative routes, were not considered. Global warming was ignored. The long term problems from converting our highways into private profit centres were ignored.

No thought was given to the uptake of intelligent electric vehicles or the future of commuting to offices in CBDs. There was no sign of financial or economic analysis.

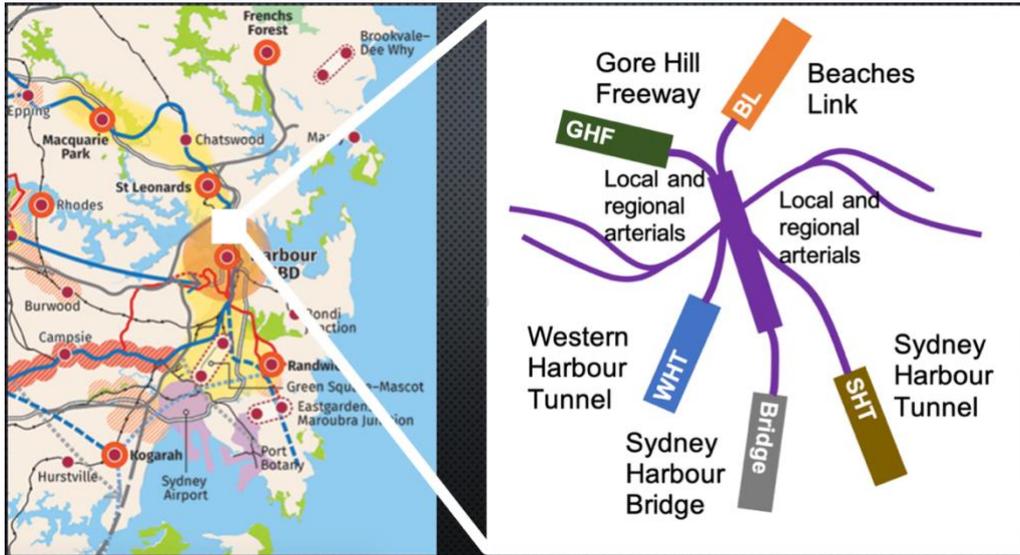
The North Sydney Council's report on the Western Harbour Tunnel identified many deficiencies and gaps, and a complete absence of a business case.

The Committee for North Sydney supports and endorses the well-researched submissions that call for these deficiencies to be rectified before the planning and approval process goes any further.

This paper is concerned with the most glaring deficiency of all: there was no assessment of dire impacts on the North Sydney city centre.

In *A Metropolis of Three Cities*, the GSC says that the Western Harbour Tunnel and Beaches Link will "reduce through traffic in the Harbour CBD". Of course! New superhighways *should* connect only with other highways and arterial roads, and take traffic off city and suburban streets.

The exact opposite is planned for the North Sydney city centre. We can't let that happen!



It's all about connections

The NSW Government sees the North Sydney city centre as part of the most traffic-focused node in the Sydney region (see the above diagram).

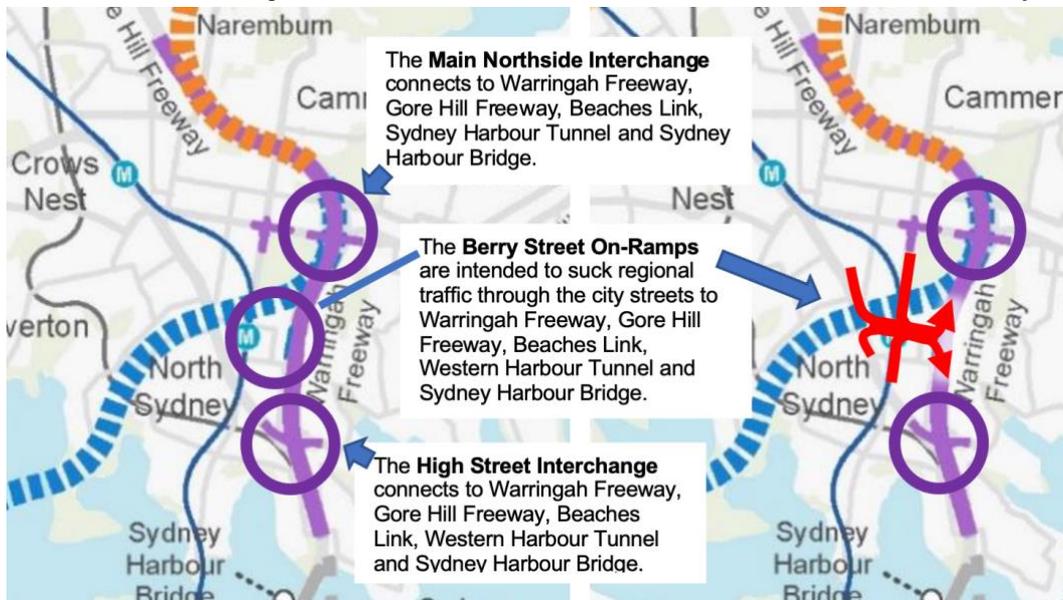
If the two new tunnels are built, the Warringah Freeway becomes the connector for five superhighways and the regional traffic rushing to and from those superhighways.

The NSW Government intends to manage those connections in three interchanges.

Transport for NSW calls the southern interchange the *High Street Interchange*. They don't name the northern interchange, other than "the Warringah Freeway upgrade". We call it the *Northside Main Interchange*.

Transport for NSW pretends that the central interchange doesn't exist.

This third interchange is the main local access to the new tunnels and it's called **Berry Street!**



Want a future for the city centre? *Delete the Berry Street On-Ramps!*

Two massive Warringah Freeway interchanges are enough!

The use of Berry Street to access the Warringah Freeway (and from there the Sydney Harbour Bridge and, today, the Gore Hill Freeway) was always a bad idea and unnecessary.



It was a cheap and easy way to access the Freeway when it was planned in the 1950s – when North Sydney was a village. There were no office buildings and no sign of Australia's then-biggest office building (MLC).

So the road builders have consistently relied on Berry Street just because it was there, even as this north sector of the 'Harbour CBD' has come of age.

Berry street is still being misused as a cut-price way to avoid building necessary infrastructure at the Northside Main Interchange and the High Street Interchange.

The Committee for North Sydney invites the North Sydney Council, the community, and all who care about our city to join the fight against transport plans that will kill it.

By the time the Minister approved the Western Harbour Tunnel planning application the Council had negotiated a critical condition, E162, that the Western Harbour Tunnel must not prevent *reducing the arterial traffic function of Berry Street.*

It's one or the other!

A city centre with safe, leafy pedestrian-friendly streets – OR the whole city centre as a *congested interchange for the superhighways.*

Everyone with a stake in the North Sydney city centre – whether owner, driver, city worker, visitor or member of the local community – wants the Berry Street On-Ramps *scrapped.*

Everyone wants well-planned access to and from the superhighways and local arterials from the two existing interchanges – as shown on the map.

The five superhighways feed into each other, and connect with the regional arterials at the two interchanges –

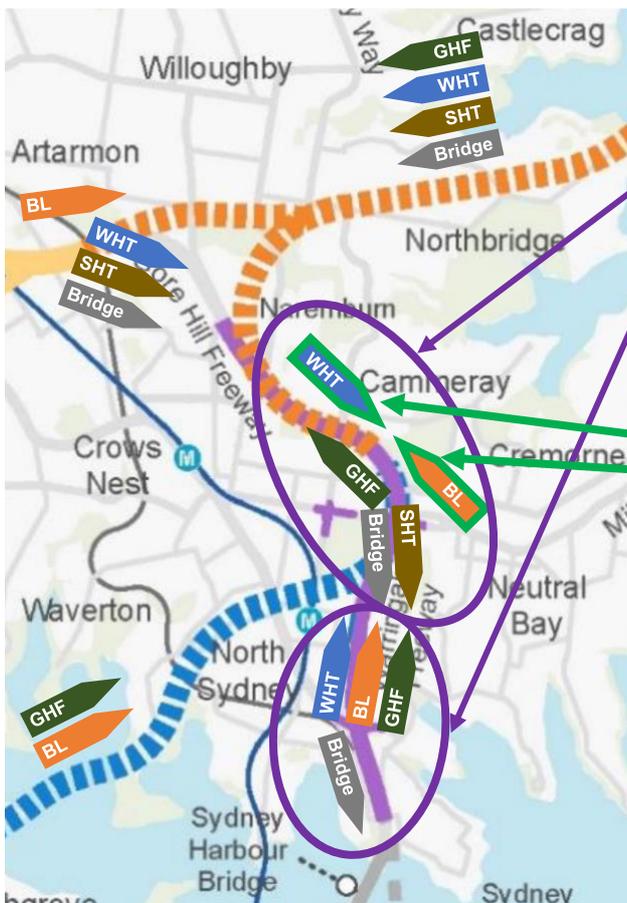
- the Northside Main Interchange and
- the High Street Interchange.

The High Street Interchange enables traffic to access the Western Harbour Tunnel and Beaches Link, though these connections may need amplification.

As planned, the Northside Main Interchange is deficient. It is the primary interchange for northside traffic. It must allow regional traffic to access –

- the Western Harbour Tunnel and
- the Beaches Link.

When the main interchange has been redesigned to meet the *actual* needs of regional traffic, the Berry Street On-Ramps become redundant, and the North Sydney city centre can become a place for people.



- GHF To Gore Hill Freeway
- BL To Beaches Link
- WHT To Western Harbour Tunnel
- SHT To Sydney Harbour Tunnel
- Bridge To Sydney Harbour Bridge
- Warringah Freeway

The members of the Committee for North Sydney are eminent practitioners in architecture, planning, urban design and related fields and respected members of the North Sydney community. Their primary purpose is to involve the community in planning for the strategic evolution of North Sydney from merely a CBD to an appealing city centre – a place for people.

Write to us at info@committeefornorthsydney.org.au. Visit us at committeefornorthsydney.org.au.

Appendix 1 How bad will it be? What can be done?

The NSW Government made no local traffic forecasts before committing \$14 billion to both tunnels. Estimates were made only for immediate connections to the super-highways. Why? They knew the congestion will be terrible.

The map on the right uses data from the EISs and the council's highly critical submission on the WHT. From mid-afternoon, almost every city street will look like a car park, with traffic queued to get through every intersection.

The most frustrated people in North Sydney will be behind the wheels of all those cars, vans, trucks, semitrailers and buses. Using Berry Street as the main on-ramp is disastrous for traffic, disastrous for business, disastrous for the city.

The map below is taken from Figure 9-5 of the Beaches Link EIS. Like the rest of the EIS, it is incomplete and barely comprehensible. But three things are clear. (1) As planned, the connections don't meet the needs of regional traffic. (2) The High Street intersection doesn't need Berry Street. (3) The Northside Main Intersection has to be redesigned to provide access to the WHT and the BL.

