

**Responses from Various Precincts to Military Road T3 Conversion to Bus  
Lanes  
21 December 2017**

**Response from Neutral Precinct**

Thank you for the opportunity to comment on the above issue. As noted by North Sydney Council, TfNSW has not conducted modelling or an impact assessment to clearly indicate the benefits of this making this change. Without such modelling it is hard to form an opinion as to whether the changes should be supported. We also agree the TfNSW letter provided was confusing as the included plans indicated signage changes that just say “Bus Lane” and not “Bus Only Lane” while the report talked about Bus Only lanes and there is a significant difference between the two. This needs to be clarified.

We share North Sydney Council’s concerns about the potential impacts of the T3 replacement with Bus Only Lanes as follows:

1. Forcing previous T3 vehicles back into general traffic – this may discourage car sharing as there will no longer be any benefit from sharing a ride with a fellow commuter.
2. Bus only lanes prohibit cyclists – this is undesirable as cycling should be encouraged as an important part of supporting sustainable transport solutions. Discouraging cyclists by making it more dangerous for them to travel a route, particularly when there are no good alternatives, is short sighted and disappointing.
3. Bus only lanes can be confusing as drivers must wait in the general traffic lane to turn left, instead of being able to move out into the bus lane 100m prior to turning. This could be dangerous for both buses and car drivers and may lead to more accidents.
4. Impact on local residents by potential for more “rat-running” is highly undesirable. Again, proper modelling would help determine if this is likely to occur and other changes might be able to be made to try and reduce this impact.
5. Impact on local businesses: a bus only lane further restricts the ability for taxis or mobility impaired drivers to access businesses and therefore is undesirable.

Neutral Precinct is, like Council, very supportive of improving sustainable transport options, and keen to encourage public transport options over private car use. It is, however, hard to support a measure which has not been appropriately assessed and modelled prior to its introduction.

## Response from Bennet Precinct

Concerns by the Bennet Precinct include:

1. That the B-Line buses bring no significant benefits to **Neutral Bay** and **Cremorne** and yet our suburbs pay a high price for their introduction.
  - analysis of the motivation for the B-line buses was that they primarily serve the interests of the northern beach commuters and that **Neutral Bay** and **Cremorne** pay the price for their benefit. The cost to **Neutral Bay** and **Cremorne** residents include:
    - further crowding of traffic brought by the B-Line buses on an already overcrowded Military Rd.
    - greater pollution from more diesel fumes brought by the B-Line buses
    - loss of parking due to increased curb-side fencing brought by the additional B-Line bus stops
    - elimination of vitality of our communities due to a reduction of parking brought by the added B-Line bus stops, causing a loss of access to shops
    - a further reduction of community vitality and environmental degradation due to tree cutting and to tree removal to allow access for the B-Line buses.
  - despite all of the above concerns, improved transport to the city by the B-Line buses is minimal for residents of **Neutral Bay** and **Cremorne**, owing to the existing limit to carriage being the bottleneck on the Harbour Bridge. More buses makes little difference.
2. The loss of the T3 lanes was an immediate issue because their loss results in adding to the existing chaos of military road through introducing dangerous entry paths to military road from sides streets.
3. A further concern from the loss of the T3 lanes will be the introduction of "Tidal Flow" barriers that will result in permanent loss of adjacent parking, catalysing the loss of shops and community activity along military Rd.

As a precinct we oppose the use of Military Rd as a conduit for the northern beaches B-Line buses which bring little advantage and many disadvantages to our Precinct and adjacent Precincts of North Sydney Council.

In the immediate term, we oppose the elimination of the T3 lanes as we consider this as further reducing the viability of an active community in our area. This is a result of the loss of parking and consequent loss of access to businesses along Military Rd.

### **Response from Precinct Willoughby Bay Precinct**

The Willoughby Bay Precinct notes the Proposal by the State Government to convert T3 lanes to Bus lanes and objects to the Proposal on the following grounds.

1. Adverse impact on the traffic flow for both local and through traffic.
2. Consequent safety implications for cyclists and pedestrians.
3. Effect on local commerce from any reduction of on street parking.
4. Impact on turning traffic by imposition of a Bus Lane.
5. Apparent absence of any broad cost/benefit analysis.
6. Precinct is particularly concerned if any Bus Lane is introduced that it not be a Bus Only Lane.

### **Response from Harrison Precinct**

Harrison Precinct would like to express gratitude to North Sydney Council for the opportunity to provide feedback on the TfNSW proposal to convert the existing *AM T3 Lanes to an AM Bus Lane along Military Road the lines of commentary provided in this report.*

However, please note that on and around 14-15 December, residents in Harrison Precinct received a flyer from B-line announcing that on the 14 January 2018 the existing citybound T3 lanes will be converted to bus lanes.

From this information we are concerned that the proposal is not a proposal but instead is 'fait compli'.

First we would like clarification on what sort of bus lane is proposed. There are two types of bus lanes: 'bus lane' or 'bus only lane'

We assume that the bus lane proposed is of the type that permits: Taxis, bicycles, motorbikes, hire cars and allows general traffic to travel in the bus lane for up to 100 metres.

Consideration needs to be given that Military Road acts as a feeder road for many residents living in local streets. In Harrison Precinct, citybound these roads include Spofforth Street, Spencer Road, Holt Avenue, Murdoch Street and Hampden Street. For residents of these streets entering Military Road, it is necessary to first make a left turn directly ONTO the bus lane before attempting to move to the adjacent lane. Sometimes due to the volume of traffic it is not possible to move to the adjacent lane within the 100 metre rule.

Harrison Precinct residents would like to know the impacts of the 'proposed' T3 conversion on feeder streets. The community is concerned that a dedicated bus lane may cause delays for residents joining Military Road and that this may result in increased rat-running through residential streets.

We agree with Council that a traffic impact assessment should be completed before incorporating the proposed T3 conversion permanently into the B-Line project, and that careful consideration needs to “be given to the social, health and economic impact of proposed changes on Military Road communities”.

Before this ‘proposal’ is allowed to proceed, Harrison Precinct would like RMS/TfNSW to make a thorough and public assessment of the impacts on local residents. According to Council RMS is “in the process of finalising a detailed traffic impact assessment that will assess:

- travel times for all modes of transport during the AM peak as a result of the T3 Lane conversion;
- assess the impact of the conversion on delays at existing signalised intersections along the routes.”

We would like to be informed of the outcome of these assessments.

According to the recent flyer distributed by B-line, the reason for the bus lane conversion is to “improve on-time running and reliability of buses”. This proposed conversion of the T3 lane to a dedicated bus lane was not included in the original REF and associated traffic modelling. If improvement in bus transit and reliability can be achieved with the conversion of the T3 Lane to a dedicated bus lane, then we would like to question the need for a Tidal Flow system in Cremorne. For this reason, we believe that the Tidal Flow proposed for Cremorne should be suspended until the benefits of the new bus lane can be quantified.

### **Response from Brightmore Precinct Committee**

Brightmore Committee supports the council and Harrison Precinct initiative on this.

Clearly the B-Line is a fact but any work being done to avoid overly negative impacts to the immediate vicinity is supported by Brightmore. Many of the Precinct have signed the petition.

T3 should remain for use by cars with multiple passengers and bus.