

# Warringah Freeway Upgrade

## Falcon Street interchange detailed design update

June 2023



We are simplifying the Warringah Freeway, making it safer and easier to use, and more efficient and reliable for the benefit of all customers, including public transport users.

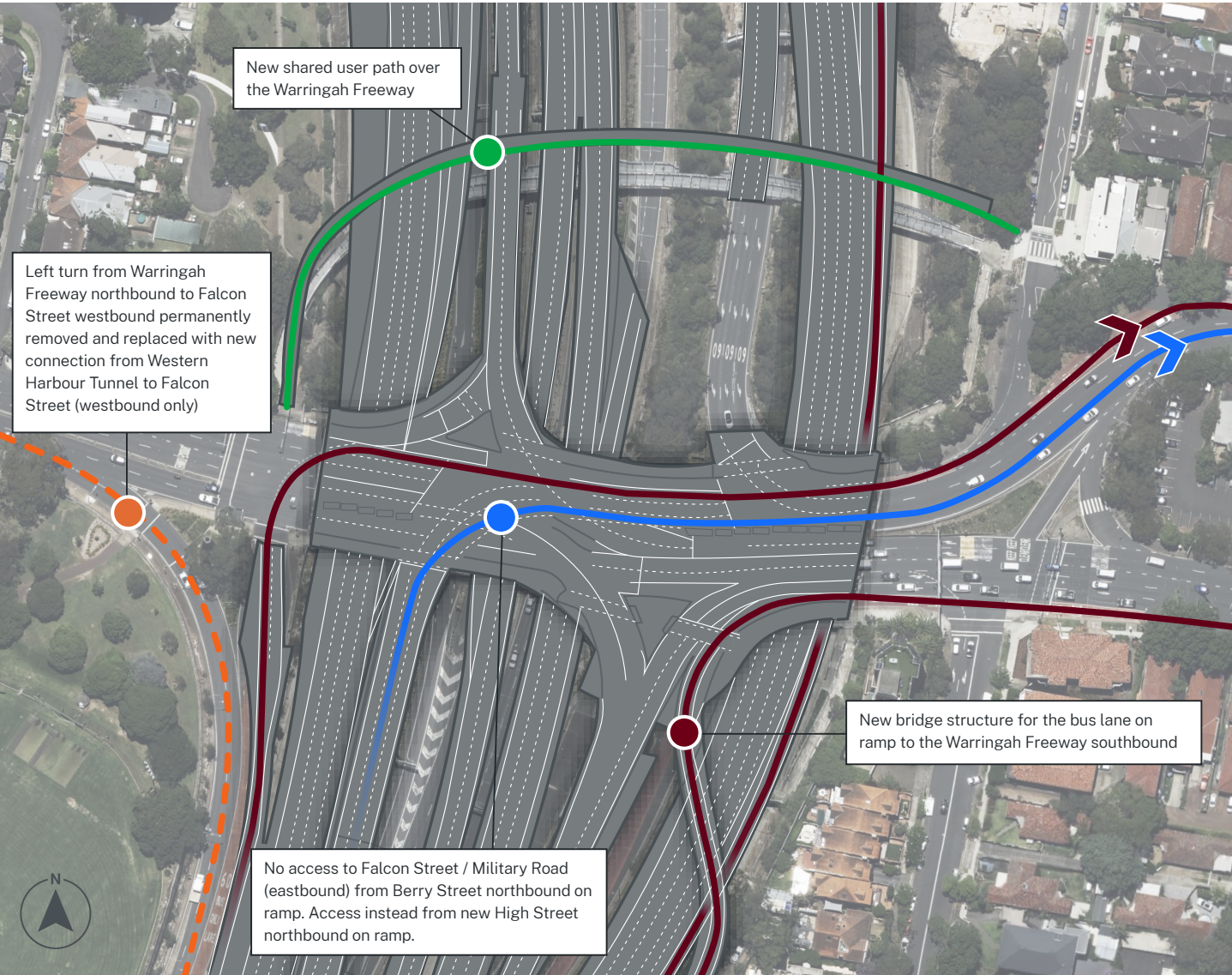
We have further assessed the balance of benefits and impacts of a diverging diamond interchange design at Falcon Street North Sydney. A diverging diamond has several benefits, but our review has found they do not sufficiently outweigh the impacts to pedestrian and cycling connectivity. We have therefore decided to mostly retain the existing interchange design, while adding some minor new features outlined in the Environmental Impact Statement (EIS). This has been assessed as consistent with the project's approval, resulting in comparable traffic connectivity and reducing impacts to pedestrians and cyclists.

Transport is committed to using community feedback to understand what is important to you and making positive changes to project design. So as part of our review, we have worked to optimise the design to reduce impacts and deliver better outcomes for the community.



Taking into consideration the feedback from the community and Department of Planning and Environment during the EIS about the impacts of the diverging diamond design, including on pedestrians and cyclists, the Minister's Conditions of Approval (MCoA) required us to consider some alternatives. These included an overpass, reduced number of crossings or priority phasing of traffic lights for pedestrians and cyclists.

The diverging diamond design involved building cross-over intersections at each end of the interchange. This temporarily swaps the carriageways across the bridge and creates free-flowing right turns. When compared with the existing interchange design, pedestrians would need to walk further and cross more roads if a diverging diamond was built.



Key

- Blue line: Eastbound travel to Military Road
- Green line: New shared user path over the Warringah Freeway
- Dark red line: Bus lane
- Orange dashed line: Permanent access change

Figure 1. Final design of the Falcon Street interchange

## Key features of the Falcon Street interchange

The Falcon Street interchange will retain its existing standard configuration and access points to the Warringah Freeway, plus we will be adding some new features as outlined in the EIS:

- Western Harbour Tunnel off ramp
- A new southbound bus on ramp from Falcon Street onto the Warringah Freeway
- A new upgraded Falcon Street shared user bridge.

The updated design maintains the interchange's connections presented in the EIS and remains consistent with the project's approvals.

Once completed the Falcon Street interchange will include:

- a modified and widened Falcon Street bridge on ramp adjacent and over the southbound outer carriageway
- an additional curved bus on ramp in the same location to provide southbound access from Falcon Street to the dedicated bus lane on the freeway
- upgraded lighting
- median fencing installed between Merlin Street and the southbound on ramp between the eastbound and westbound lanes
- modified bridge supports (abutments and piers) below the interchange to suit new main carriageway alignments.

All other line marking, kerb lines, medians and traffic signals will remain the same.

Access from the Warringah Freeway northbound to Falcon Street westbound will be removed to accommodate the off ramp from the Western Harbour Tunnel. Together, the adjacent interchanges at Pacific Highway, Ernest Street and Miller Street will provide similar alternative connections to what is currently provided by Falcon Street.

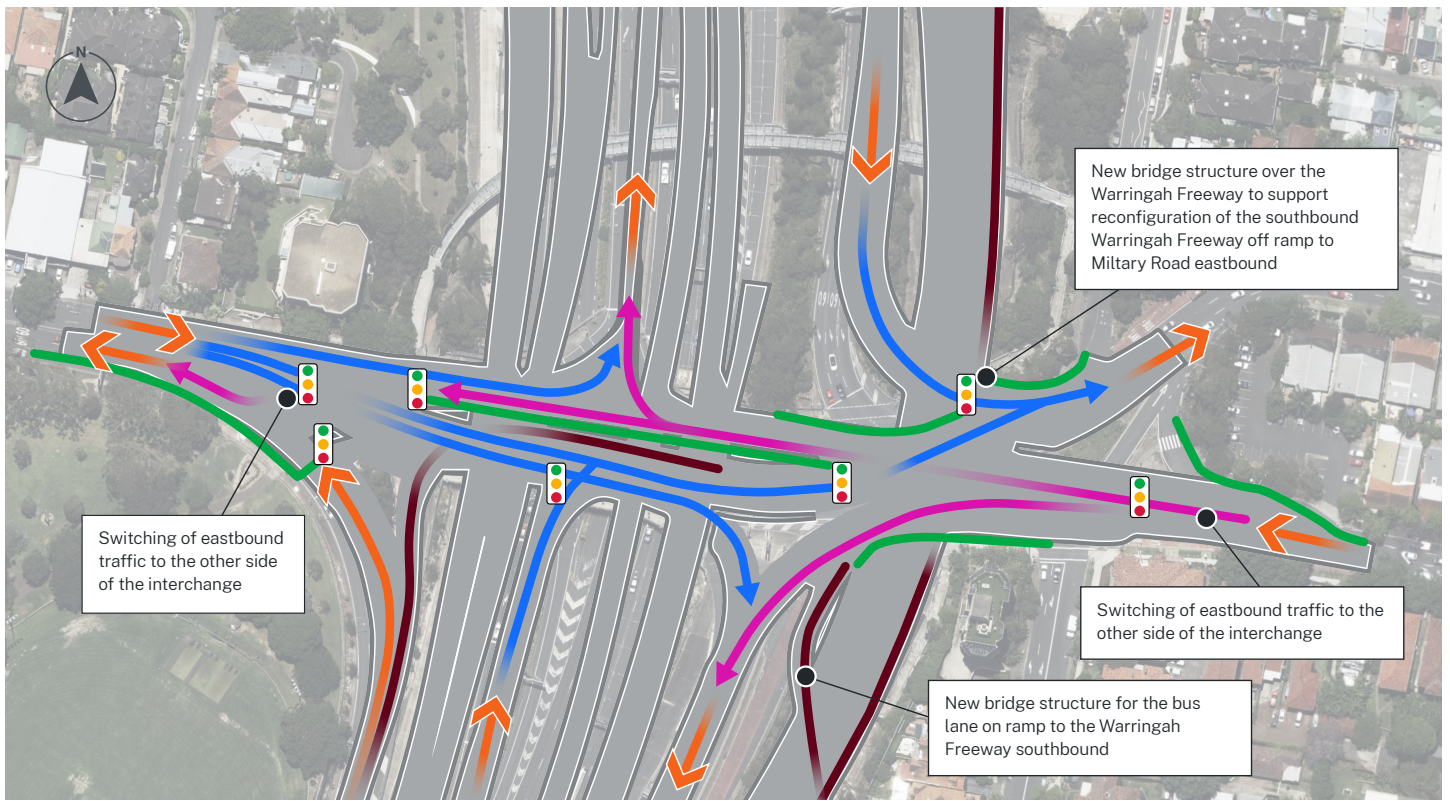
## Using community feedback to reduce impacts

While the diverging diamond is associated with several benefits, including improved northbound travel times along the Warringah Freeway to Falcon Street and consolidated pedestrian crossings into a central median shared user path, further analysis has revealed they do not substantially outweigh the overall impacts.

During the EIS public exhibition, the community and Department of Planning and Environment raised the following concerns about the diverging diamond proposal:

- The proposed design would increase the number of crossing points for pedestrians and cyclists which would increase the time to cross this intersection
- The design would make east-west routes more time consuming for motorists
- The left turn from Merlin Street onto Falcon Street (for travel to North Sydney and Crows Nest) or onto the Warringah Freeway northbound currently allowed, would be removed
- The design would have temporary and permanent impacts to the northeast and northwest corners of St Leonards Park.

Based on our additional analysis during detailed design we have decided to keep the existing interchange design and add some new features as outlined in the EIS. By keeping the existing configuration, we will minimise or avoid the above impacts and reduce the scale and duration of construction impacts on residents and motorists by around 12-18 months.



## Key








-  Surface road
-  Bus lane
-  Pedestrian/shared user path
-  Direction of travel to / from the interchange
-  Eastbound travel
-  Westbound travel
-  Signalised intersection

Figure 2. EIS diverging diamond interchange design

## For more information



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[nswroads.work/wfuportal](https://nswroads.work/wfuportal)



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### We're here for you

To make an inquiry or a complaint about the project, you can call our community information line, which is available 24 hours a day and is attended during the project operation hours. Inquiries and complaints may also be received by the project email and by post.



If you need help understanding this information, please contact the Translating and Interpreting Service on **131 450** and ask them to call us on **1800 312 772**.