

**Submission
No 8**

**INQUIRY INTO WINDSOR BRIDGE REPLACEMENT
PROJECT**

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Upper House Portfolio Committee No 5 – Industry and Transport

Inquiry into the Windsor Bridge replacement project.

Parliament House

Macquarie Street

Sydney. 2000

Campbell Anderson

27-11-17

Honourable Committee Members

May I please make a submission in regard to the above inquiry?

This is done with an appreciation that those protesting are people of genuine belief and after 5 years, certainly a dedication to their cause.

I appreciate that politics must enter into this process, but query whether this is not disruptive.

The address is to 1 c) of the request for public submissions “other matters”.

- A) During the protest, subsequent court losses and now this enquiry there has been considerable inconvenience to traffic flow in the area, within 2 kms of the proposed bridge.
- B) One should have been able to, assume without the protest, that the bridge replacement would have been completed 3 years ago.
- C) No obvious single alternative proposal seems to have been presented by the protesters to the RMS with a view to do anything by way of a single alternative to the proposed bridge. Not even a proposal, which I expect may have cost, at a minimum, \$200 million, by running an alternative bridge from Pitt Town Road to Ebenezer. This would be much to the inconvenience of population centres of Wilberforce, Freemans Reach and Glossodia. To this would have been added the cost of rectifying the current bridge, assuming that it is structurally sound.
- D) To the issue:
 - i) Often in the morning peak hour period traffic is backed up along Freemans Reach Road a distance of a little over 1 Km to what is commonly known as “The Breakaway” with a feeding journey time of 20 minutes to cover that distance to Wilberforce Road, just short of the bridge. Even here the peak time can be for 1.5 hours.
 - ii) The same impact occurs with traffic coming from the north along Wilberforce Road where one morning last week traffic was held up to the bridge just south of Wilberforce, a distance in excess of 2 Kms with, again a 20 minute hold up to the intersection with Freemans Reach Road.
 - iii) In the evenings traffic proceeding towards Windsor can be held up east (Sydney side) of the Hawkesbury Valley Way/Windsor Roan intersection and although the Jim Anderson (not related, but a good Labor man) Bridge provides a flood free access to

Windsor and an alternate route to traffic into Windsor heading west or south. Taking this bridge and proceeding along Macquarie Street to the top of Windsor takes the same time, as for the Windsor Road route in the about 2 hours of peak traffic. This is also 20 minutes on average.

- iv) Regrettably over the past 3 years these hold ups are costly and come, at least in the evening peak traffic, at a time when much of the traffic has already travelled 1.5 hours to get to this traffic delay area.
- v) The Jim Anderson bridge helped as prior to that being constructed traffic in the afternoons was held up from Vineyard to Windsor a distance of 5 Kms so RMS do know about traffic flow.

It is hard to protest against a protest group. No-one likes an alternate protest and the loudest group always get the major publicity as the press only like stories showing disaffected people. Regrettably politicians have to pay attention to the press.

Perhaps the best example of press abuse relates to our "original" Australians where there is a tendency to show the worst aspects in the press and not the best. For instance I recently went to Sydney University and in Masters Courses relating to the medical field 10% of the 100 or so recipients of second degrees were of our ancient cultural heritage and nothing in relation to this appears in the press, even though (or perhaps because) it was positive. We all need these good examples of success and commitment to effort as it lifts the whole population. "Original" Australians can benefit from good news and aim higher whilst we newer Australians can see that the stereotypical view presented is not entirely, perhaps nowhere near, correct.

It is appreciated that the general enquiry you are conducting is designed to be technical in nature and this is probably another delaying tactic

Might I request the Committee members put their heads through the windows of cars held up each day and see what their drivers really think. Many drivers travel to Sydney and probably appreciate the relaxation one achieves in traffic jams for 40 minutes per day in journey sections which should take about 5 minutes

Further delay is just a stalling tactic and is not helping the environment as we all burn petrol or diesel as well as the cost and delay stresses with the current hold ups.

I am of an age where I remember the 1949 flood and in the main the height of any bridge build for a "modest" cost does not interfere with the general day to day commute.

I thank the Committee for the ability to submit an opinion and hope a practical and quick decision can be made by 29-6-18.

Campbell Anderson