

**Submission
No 124**

**INQUIRY INTO IMPACT OF THE WESTERN HARBOUR
TUNNEL AND BEACHES LINK**

Name: Ben McKeown

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I object to the Beaches Link Project proposal for the following reasons:

1. Sydney does not need more tunnels – what is needed is an integrated public transport service solution that takes cars off the road, not put more cars on the road.
2. The EIS is flawed. There is no discussion of the climate change impact that this project will ultimately have given the increase in road traffic it will generate. Road transport accounts for approximately 15% of total CO2 emissions (source: ourworldindata.org) - global efforts are focused on reducing road transport, not increasing it. Why is Sydney moving in the other direction?
3. The Sydney CBD is making it increasingly difficult to drive around, and parking is either astronomically expensive or non-existent. Likewise, all the other destinations listed in the EIS as being made easier to get to by the proposed Beaches Link all have issues with local road infrastructure and parking availability. Why is there a proposal to build infrastructure taking more cars to the CBD, when the CBD is trying to reduce traffic?!
4. Similarly, many of the roads in the northern beaches are a disgrace. There is no mention in the Beaches Link proposal of how this road infrastructure will be upgraded so that the Beaches Link tunnel doesn't just move a bottleneck from one location to another. I.e. there are no proposals to improve the road infrastructure, and so the residents of the northern beaches will be left to live with yet more congestion.
5. It has not been clear how much the Beaches Link Project will cost to build, but rumours are it will be A\$8bn+. If the NSW government can raise this sort of financing, it would be much better spent on public transport infrastructure focused on taking cars off the road (such as a Dee Why to Chatswood rail link) or plans to improve the efficiency of existing roads (e.g. develop ways to utilise the forthcoming wave of autonomous or semi-autonomous vehicles), rather than adding yet more infrastructure that will contribute to road congestion in other parts of the city.
6. From the perspective of a northern beaches resident, ending up in a situation where we pay substantial tolls for a piece of infrastructure that we will have limited options but to use (given that traffic will be restricted going over the Spit Bridge) and that will make the overall quality of life in the northern beaches worse is not a great trade-off.

I have not made any reportable political donations in the last two years.