

Submission
No 352

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

Name: Name suppressed

Date Received: 16 June 2021

Partially
Confidential

16 June 2021

Submission regarding Western Harbour Tunnel and Beaches Link.

This submission relates to the Beaches Link

(a) the adequacy of the business case for the project, including the cost benefits ratio,

The costs and toll income needs to be compared with the cost of public transport solutions and income from fares.

(b) the adequacy of the consideration of alternative options,

To build more road networks in this millennium is an out of date option, lacking in innovation.

Methods of transport are changing so rapidly with the use of electric cars, driverless cars, electric bikes, light rail, Uber, etc and transport solutions need to be considered that anticipate the future transport environment.

This is an opportunity to consider options other than more roads and tunnels.

This is an opportunity to consider an efficient and contemporary public transport upgrade. The Northern Beaches has a direct transport corridor along Pittwater Rd/Condamine St/Spit Rd/Military Rd, another corridor along Warringah Road and another along Mona Vale Road. Public transport along these routes should be upgraded and this would enhance transport choice.

(e) the extent to which the project is meeting the original goals of the project,

There is a conundrum. Building more roads attracts more cars on to the roads and then the new fast connecting roads end inevitably in bottlenecks that cause traffic jams necessitating even more new roads. So the Western Harbour Tunnel and Beaches Link might appear to solve a traffic issue but would instead create a new traffic problem.

Climate change means that we should be reducing carbon emissions and so we should be using public transport rather than individual vehicles.

The aim, therefore, should be to reduce the number of cars on the roads not to increase it.

(h) whether the NSW Government should publish the base-case financial model and benefit cost ratio for the for the project and its component parts,

The New South Wales government should definitely publish the information to give full transparency and to demonstrate integrity.

(i) whether the project is subject to the appropriate levels of transparency and accountability that would be expected of a project delivered by a public sector body,

The New South Wales government should definitely publish the information to give full transparency and to demonstrate integrity.

(k) the adequacy of processes for accessing and responding to noise, vibration and other impacts on residents, during construction and operationally,

The extra road and traffic around the Beaches Link will create noise and extra traffic around Balgowlah and North Balgowlah. It will impact the quality of life of the residents.

In considering quality of life, people enjoy living on the Northern Beaches because it is not full of congested roads. I used to live in the Chatswood/Artarmon/St Leonards area which is very accessible to the rest of Sydney but is very built up and has very busy roads which reduce the quality of life in that suburb. I don't want to see Balgowlah become another Artarmon.

(l) the impact of the project on nearby public sites, including Yurulbin Point and Dawn Fraser Baths, and

Regarding Balgowlah Golf course, I have looked at images depicting how the area will look if the project goes ahead. There are playing fields squashed in between roads and surrounded by roads. It looks like a dog's breakfast! It is horrendous! It is a completely unacceptable proposal.

(m) any other related matter.

There is a conundrum. Building more roads attracts more cars on to the roads and then the new fast connecting roads end inevitably in bottlenecks that cause traffic jams necessitating even more new roads. So the Western Harbour Tunnel and Beaches Link might appear to solve a traffic issue but would instead create a new traffic problem.

Climate change means that we should be reducing carbon emissions and so we should be using public transport rather than individual vehicles.

The aim, therefore, should be to reduce the number of cars on the roads not to increase it.

Those people who have chosen to live on the Northern Beaches, including myself, did so knowing the current road conditions and the distance of other areas of Sydney and so these factors were not a deterrent to their choice of residence.

People don't choose to live on the Northern Beaches so that they can get to Western Sydney easily! They don't say 'Oh, let's go and live at Palm Beach so we can commute to Western Sydney! People choose where to live based on distance from work and affordability.

In considering quality of life, people enjoy living on the Northern Beaches because it is not full of congested roads. I used to live in the Chatswood/Artarmon/St Leonards area which is very accessible to the rest of Sydney but is very built up, has very busy roads which reduce the quality of life in that suburb. I don't want to see Balgowlah become another Artarmon.

When I go into the city or western suburbs I use public transport because it is less stressful than driving and because I don't have to worry about finding a parking spot. I therefore want improved public transport, not a road tunnel.