

**Submission  
No 576**

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

**Name:** Davie Macdonald

**Date Received:** 28 June 2021

---

Davie Macdonald  
Hayberry Street  
Crows Nest NSW 2065

The Hon. Daniel Mookhey  
MLC Chair,  
Public Works Committee Parliament House  
Macquarie Street  
SYDNEY NSW 2000

Dear Chairperson and committee members I am Davie Macdonald and I object to the building of the Western Harbour Tunnel Warringah upgrade and Beaches Link

I am North Sydney Councils Citizen of the Year 2021  
Leading Organiser of the STOP Western Harbour Tunnel and Beaches Link that was formed by a group of 4 local women 3 North Sydney Councillors myself with 2 others in 17 May 2017.

The group believe there are far more important infrastructure projects and gaps that need to be filled throughout Country NSW and a need for investment that would be better spent fairly across all of Sydney.

Having been deployed South during the Bush Fires at the request of the Attorney General and Minister for emergency Services with my therapy dog to work with NSW Health (mental Health Services for over 3 months I saw the devastation the Bush Fires brought in 2019/20.

#### **OVERALL OBJECTION(s)**

1. Lack of a business case for the project, including the cost benefits ratio v existing and projected traffic need.
2. Nature of consultation methods and effectiveness, or lack of which were more of an exercise in a marketing approach as opposed to a community interchange with provision to identify and explore other solutions to commuter transportation needs
3. Apparent inadequacy of both the Western Harbour Tunnel and Beaches Link projects being subject to the appropriate transparency and accountability for a government i.e. public body for such huge expenditure.
4. Lack of a study and scientific study into and modelling of the data.

See as follows my detailed submission objections for both the Western Harbour Tunnel and the Beaches Link Tunnel.

Note: there will be some repletion as both tunnels go hand in hand

**I am also able to present a video of my findings and illustrations of the traffic data**

## **CONTENTS**

Note: there will be some repetition as both tunnels go hand in hand  
I am also able to present a video of my findings and illustrations of the traffic data

1. WE NEED FAIRNESS FOR ALL NSW
2. THERE IS NO NEED

### **WESTERN HARBOUR TUNNEL**

3. WESTERN HARBOUR TUNNEL OVERVIEW
4. RMS SOURCED DAILY TRAFFIC DATA
5. HOW MUCH TRAFFIC WILL USE THE WESTERN HARBOUR TUNNEL
6. CURRENT RMS TUNNEL DATA
7. NO GAIN
8. PREVIOUS WHITE ELEPHANTS
9. PUBLIC TRANSPORT AND THE TUNNELS
10. TOLLS WILL NEED TO BE SUBSIDISED
11. AFFORDABILITY
12. GREATER NEED 2
13. REAL NSW STATE NEED

### **BEACHES LINK TUNNEL IN DETAIL**

14. RMS SOURCED DAILY TRAFFIC DATA
15. HOW MUCH TRAFFIC WILL USE THE BEACHES LINK
16. NO BENEFIT
17. BETTER INVESTMENT FOR THE NORTHERN BEACHES

### **BOTH TUNNELS**

18. CONTEMPORARY EXPERIENCE
19. IMPACT ON THE ENVIRONMENT
20. FILTRATION
21. CURRENT STATE OVERALL
22. A BETTER MORE ECONOMICALLY SUSTAINABLE PLAN
23. NO TRANSPORT EXPERT THINKS THESE SCHEMES MAKE SENSE
24. GOVERNMENT BROKEN PROMISES
25. HISTORY OF TOLLS
26. CAN IT GET WORSE
  
27. THEY ARE BOTH FUTURE DUDS

## **WESTERN HARBOUR TUNNEL**

### **1. WE NEED FAIRNESS FOR ALL NSW**

People are still waiting to day for restitution after the 2020 Bushfires that were then followed by floods.

Such investment being considered for the Western Harbour Tunnels and Beaches Link should for in more School infrastructure and equipment and Affordable Housing. We knew from before Covid NSW needed more Hospitals and better aged care facilities especially in Country NSW; and of course better road systems many needing repairs better safety and improvement. It goes without saying the country needs more investment in public transport

The entire conversation to date has been too narrow and to date there has been lack of real meaningful community consultation! All the sessions held by the RMS have been nothing more than a marketing exercise to communicate a narrative to suit a predetermined outcome which is to justify the Building of the Western Harbour Tunnels and Beaches link often with misinterpreted and analysed traffic data

### **2. THERE IS NO NEED THE WORK PLACE IS CHANGING "Deloitte Millennial Survey 2017"**

There is not actual need as vehicle densities and movements are decreasing along the existing traffic routes the Western Harbour Tunnel and Beaches Link are supposed to alleviate also including Military Road, Spit Bridge, Warringah Freeway and the Harbour Bridge. These falls in traffic journeys were occurring before the introduction of the BLine Buses and pre Covid19. Business is moving to modifying start and finish times to align with common employee NEEDS and with international trade.

RMS data over the past decade proves and sourced from their monitoring stations confirms this. The claims made by RMS in their community engagement documentation is exaggerated as their own monitoring data shows.

### **3. WESTERN HARBOUR TUNNEL OVERVIEW**

I have argued as a representative of the STOP the Western Harbour Tunnel and Beaches campaign since the get go, modelling needs to be done to show HOW these proposed tunnels will reduce congestion. Modelling is critical because current and a decade of RMS monitoring station data shows traffic has either levelled off or has reduced...

THE data pre Covid19 showed we were being misled. It was already known that residents of the Northern Beaches, Lower North Shore and North Sydney were increasingly working more flexibly moving away from the 9 to 5 routine working 3 /4 day weeks and more often remotely from their usual place of work in the Sydney CBD or beyond. Deloitte Millennial survey supports this

Today many workers WERE ALREADY pre Covid and more today working remotely .This is obviously the case irrespective of an appalling broadband across the Northern Beaches which needs priority and effective broadband. My RFS Brigade Coal and Candle of which I am the Station and Equipment Officer in Mona Vale is an organisation that would undoubtedly benefit.

Throughout the consultations there has never been business case presented for either project, nor any alternative transport options presented including public transport we were promised to review over 7 years ago in 2014.

#### 4. RMS SOURCED DAILY TRAFFIC DATA:

When these projects were announced in 2014 the RMS made claims about traffic density that after examination of their Monitoring Stations across the area were shown to be exaggerated. This also affected the modelling poor data in poor solution out. I have only included data from the areas specific to these 2 projects but my findings indicate traffic volumes are either remaining constant or are decreasing across all North Shore.

In 2018 RMS claimed 69,500 were crossing the Bridge each day when the fact was it was 65,000. The RMS also claimed the volume would rise by 2027 to 74,500 EACH DAY an increase of 7% The fact is within 3 years the traffic has decreased by 21%

#### RMS Data Examples of those traffic movements

MONITORED	RMS CLAIM	ACTUAL
Spit Bridge	69,000	65,000
Warringah Free Way	78,500	53,000
Mona Vale Road	57,000	52,000
Total Harbour Crossing	250,000	200,000

#### Bridge Only: Shows no increases overall

2012 > 158,249

2014 > 152,000

2015 > 155,000 thereafter the s bridge monitoring station was removed

**Cahill Express Way** Data shows decrease though this traffic has no relevance to reasons for the Western Harbour Tunnel The decrease is most marked since 2016 going south with a variance pa of 2 to 5,000 in comparison to northbound traffic

2006 > 42,000

2007 > 41,000

2008 > 38,000

2009 > 37,000

2010 > 37,500

2011 > 38,167

2012 > 37,838

2013 > 38,536

2014 > 38,797

2015 > 39,253

2016 > 36,175

2017 > no monitoring data in either direction

2018 > only west bound data available

2019 > traffic density similar to 2009 > 2016 @ 37,000

#### 5. HOW MUCH TRAFFIC WILL USE THE WESTERN HARBOUR TUNNEL?

Current data

An analysis of the RMS monitoring data of Traffic exiting the \*Harbour Bridge via the Western Distributer and then using the ANZAC bridge suggest based on \*2018 and 2019 RMS traffic volumes, only 33,000 vehicles have a need IN BOTH DIRECTIONS in peak hours considering the exit will be in Rozelle Much of the traffic like that of the Cahill Expressway show most Western Distributer traffic

## 6. RMS EXISTING TUNNEL DATA

What is surmising is that data that could be used by RMS to justify the potential of building both tunnels is missing or does not exist

Traffic Density Tunnels

### Lane Cove

2007 > 40,409

No monitoring data until which indicates no growth

2017 > 40,407

2018 > 40,077

2019 > 41,000

2020 > 37,000

**Cross City Tunnel:** No data available

### Eastern Distributer:

Entry South of Flinders Street: The data show an overall a decrease in traffic

	Northbound only	Southbound only
2008	> 20,921	
2009		50,265
2010	no data both directions	
2011	> no data	29,586
2012	> 8,688	no data
2013	>10,802	24,314
2014	>11,712	28,043
2015 & 2016	no data both directions	
2017	>no data	27,636
2018	>no data	26,041
2019	>no data	20,665

The claimed increase in traffic flow the reason for building the tunnels requires road widening on the Warringah Freeway, Miller and Falcon Street. These present (previously identified by the STOP campaign) threats to St Leonards Park and increase in pollution from induced traffic. Past experience of toll ways also results in rat running i.e. toll avoidance which ultimately defeat the intended purpose of the "solution"

## 7. NO GAIN

Irrespective whether the tunnels have filtered exhaust stacks or not the increase in traffic as currently claimed and extrapolated in to the future by RMS will bring with it vehicle pollution from the open carriageways of the Warringah and Bradfield Freeways. These will affect all the schools and homes in the area. Even with advent of EVs referenced as a silver bullet to pollution or more efficient internal combustion engines the volume of traffic is not there to justify both tunnels on a cost for benefit basis. Private journey and traffic density data trending down shows no justification.

There is absolutely no evidence that shows a need for this construction and the predictions by journey scientists like Dr Michel Zeibots a highly thought of specialist by our Premier Gladys Berejiklian shows that it will be a white elephant similar to the Cross City and Lane Cove Tunnels Road history worldwide shows once that traffic has been induced to use the tunnels and the resulting congestion plus toll fees most of that traffic will seek to avoid tolls once commuters add up cost of tolls to travel time saved. The result will be traffic will return to the main arteries as use previously. Based on road densities, time flexible journey starts and remote working behaviours pre and now post Covid19 the tunnels will be little used and the adjoining infrastructure built to serve will be costly White Elephants.

## **8. PREVIOUS WHITE ELEPHANTS**

Wherever a new motorway has been built it has resulted in inducing and increased traffic AND has not solved the issue.

No better examples can be found but in North Sydney

1st was built the Cahill Expressway to reduce congestion

2nd the Bradfield for the same reason

3rd the Harbour Tunnel

4th the Gore hill freeway

5th the Lane Cove Tunnel

6th the M2 and then some more widening and more widening again...and again

Proof building roads in our City and urban environs just doesn't make journey of financial sense

## **9. PUBLIC TRANSPORT AND THE TUNNELS**

Public Transport Buses will obviously not use the tunnel unless there is a surcharge payable to the Tunnel operators to compensate for revenue lost by commuters choosing public transport who would otherwise be expected to use their cars.

The RMS has been quite misleading in its marketing material showing busses in the Harbour Tunnel and the Beaches Link.

It is a fair assumption to make without some agreement between the Government and toll way operators there will be compensation payable by the NSW taxpayer for the tolls lost by toll operators due to commuters choosing bus travel

## **10. TOLLS WILL NEED TO BE SUBSIDISED**

A cost benefit analysis that has been done shows that the cost Vis-à-vis the proposed tolls will not make this a viable commercial proposition and will require the need of heavy Government subsidy to cover and compensate the operators for losses to make it viable...and only viable for the Toll operators.

Such compensation would obviously be due to compensate for any loss of revenue if Express busses were to use either tunnel. In all their marketing material the RMS continually include pictures of buses using both tunnels.

## **11. AFFORDABILITY:**

The return on investment for the State Government financing WHTBL has always been fraught. I have always believed and argued as has the STOP the Western Harbour Tunnel and Beaches campaign the conversation regarding the project should be broadened to include the entire Lower North Shore. Northern Beaches the City the Northern suburbs and the State as a matter of scrutiny, because they are unnecessary and an unaffordable impost on Government finances and the people of all NSW.

## 12. GREATER NEED 2

Today there are far more pressing needs resulting from the devastation of the Bushfires. The focus for our North Shore and beached communities should be on directing on the reconstruction of our fellow people who have suffered from drought Bushfires Floods and now the impact of Covid19.

12a. Significant and devastating loss of public open parkland and sporting space.

12b. Loss of storm water harvesting in Cammeray that provides water for North Sydney Sporting field and flora loss of trees and canopy, loss of water treatment infrastructure

12c the unnecessary loss of public open space and future open space, loss of sporting facilities, loss of trees and canopy, loss of water treatment infrastructure

12d unnecessary impact on our schools and school children

12e environmental impacts on waterways, reserves, flora and fauna

12f lack of concern for the health and wellbeing of our residents already suffering under the psychological burden of Covid19

12g significant adverse impacts on aboriginal heritage and maritime environment

## 13. REAL NSW STATE NEED:

There is need for infrastructure investment that would be better spent fairly for all across Sydney and NSW. Fellow NSW people are still waiting for assistance after the devastating 2019/2020 Bushfires

We have communities still facing the mental anguish that was then followed by floods.

The financial outlay should be invested in more School infrastructure, sports equipment, air conditioning books, and notebooks for every student and investment in affordable housing and community rental housing. We need more Hospitals and better aged care facilities and much more

## BEACHES LINK IN DETAIL:

### 14. RMS SOURCED DAILY TRAFFIC DATA

#### Spit Bridge: Monitoring Station

Since 2013 the daily volume crossing the Spit Bridge has consistently fallen each years from

2013 >66,162

2014 >65,000

2016 > 63,000 2017 there was a spike to 66,000

**2018 > 65,566 >>>RMS claimed 69,500<<<**

2019 > 55,000

2020 > 54,000

**2021 > 51,000**

Military Road: Mosman Melrose Street Monitoring Station

**2012 > 53,000**

2014 > 52,000

2015 > 2017 no data monitored

2017 > 49,000

2019 > 53,000

**2021 > 51,500**

Military Road: West of Watson Street Monitoring Station

2008 > 80,000 average until

2014 > 74,000 thereafter **East Bound monitoring station critical to this project was removed**

Military Road: West Of Watson Street; **West Bound** only Monitoring Station

2014 > 2015 > 2016 average traffic remained @ 37,000 per day



## **15. HOW MUCH TRAFFIC WILL USE THE BEACHES LINK?**

Some Spit traffic of course will also use Ourimbah Road Mosman as route to Artarmon, Crows Nest via Ernest Street and as an alternative route to North Sydney via Miller Street or West Street. Ernest is to be closed for a period thus adding to traffic chaos

Doing a comparison Of the Spit Bridge traffic 2016 v the Military Road Traffic at Watson St the evidence suggests is 10 > 13% of traffic originating in or dispersing later in the day is from Neutral Bay. The reasonable implication of all this is Over 30% of the traffic currently using the Military Road and part of the reason to build will not benefit from the Beaches Link Tunnel.

Over 20% to 23% of traffic crossing the Spit Bridge originates within or disperses into Mosman. The data shows the amount of traffic that also came via the Spit that also disperses into Cremorne via \*Ourimbah Road recorded by that monitoring station.

This traffic will not benefit from either the Beaches Link or the Western Harbour Tunnel including traffic that joins from within Mosman that enters along Military Road. This traffic transitions to the Warringah Freeway also showing a decrease in traffic to the Bradfield and then to the Bridge.

## **16. NO BENEFIT**

As the DATA FROM THE RMS MONITORING STATION 10m West of Melrose Street Mosman shows traffic volume has decreased between 21% and 23% moving across the Spit Bridge! None of this traffic will benefit from the Beaches Link Tunnel

Since 2013 the daily volume going either way at this point has consistently remained virtually the same from 2009 to 2021 What this data shows from 2009 generally 20% of the traffic that came from the Spit Bridge but not including the traffic that disperses via \*Ourimbah Road disperses into Cremorne and Mosman while traffic crossing from the Spit has decreased almost 23% since 2018 and is 26% less than the traffic volume RMS claimed in 2018!

In peak times (a journey I did regularly 3 days a week pre Covid19) other than a short wait to cross the Spit going north the only hold up was a few minutes and even when the bridge opens at scheduled times the wait is little more than 5 minutes; but one can time the journey to avoid this Traffic flow in the opposite direction using 3 lanes (same as the proposed tunnel) was and is always seen to run smoothly.

Traffic going east can be seen to move fairly quickly and arguably if ALL this traffic were to all use the Beaches Link tunnel it will run into a bottle neck at its exit. This is because as traffic would have to navigate north.

A key argument is for 6 lanes (3 lanes in either direction) at peak journey time of day are only for 1 direction south to the CBD a.m. returning p.m. north. Thus the stated advantage of the Beaches link will be the missing of 12 sets of traffic lights and an RMS claimed reduction of total journey time if the destination is the CBD only a maximum has been claimed 10 mins from the extremity of Manly Vale for a mean estimated investment cost of \$20billion notwithstanding the 2 way toll fees; which will as University of Sydney research shows will induce rat running to avoid toll fees

## **17. BETTER INVESTMENT FOR THE NORTHERN BEACHES, LOWER NORTH SHORE, AND NORTH SYDNEY**

An efficient fibre to the home network.

More “bline” bus type services from the Northern Beaches to Chatswood and Macquarie Park

Rail from Brookvale to Chatswood which would provide a scalable transport option providing a researched 30 minute journey to the City.

Such a rail system would also provide a direct link to Parramatta and a loop to Macquarie Park

Today work practices are changing often people increasingly work 3 to 4 day weeks at the CBD office some even less according to studies by consultants including Deloitte and McKinsey show “knowledge” workers now enjoy flexible and staggered working times and days.

The real peak period is now primarily stretched between 7.30 > 8.45.

The investment with potential cost blowouts of at least \$20 > 25 Billion do not warrant the small reduction in journey time from Balgowlah to the City or personal costs to any commuter. Nor so when seeing the traffic volumes are decreasing.

## **BOTH TUNNELS**

### **18. CONTEMPORARY EXPERINCE:**

One of the crucial lessons from Covid19 19 is the co-relation of vehicle pollution and geographically greatest area of impact this virus has impacted! It is not just a matter of density of the population but the level of industrial or vehicle pollution that exists.

### **19. IMPACT ON THE ENVIRONMENT**

There are devastating and significant environmental impacts associated with dredging and cofferdam construction in the harbour are significant, unnecessary and will result in adverse and permanent impacts on water quality and marine biodiversity.

The proposed submerged tunnel construction method across Middle Harbour will require significant dredging and huge disturbance of known and unknown toxic material sediment currently submerged in the harbour bed.

500,000 Cubic metres of this contaminated material will be dredged from Western Harbour to construct a trench for the Western Harbour Tunnel

This toxic material containing heavy metals sucked from the bottom into an open vessel Contaminated water is drained and the toxic sediment dumped on open platforms in White Bay from and pumped immediately back into the Harbour

At White Bay Balmain, the sediment will be stored in the open to dry and then inserted into large concrete tubes which will then be sunk in the harbour

At the Spit dredged material will be dumped back into Middle Harbour upsetting the local ecology

As the project facilitates private vehicle travel and will result in induced demand, there will be consequential environmental impacts from increased traffic movements along the tunnel corridor. The projects will have devastating adverse impacts on the environment.

Loss of Trees and Green Spaces and disruption of all communities around the exits and entry points to both tunnels.

## **20. FILTRATION:**

Rather than tinker around the edges with mitigating the impacts of both tunnels the key issues is one far wider; affordability, viability and need for these tunnels.

This is a Sydney wise issue a State wide issue and the case for building either has not been made scientifically or economically.

Filtration of the exhaust stacks will do nothing for pollution arising and impacting the community from vehicles that enter or leave the tunnels. All our schools in North Sydney will be impacted

Filtration will do nothing for the impacts of loss of park land (St Leonards)

Filtration will do nothing to ease the pollution and impacts that will take a minimum of 5/6 years while the tunnels etc. are constructed

Filtration will do nothing for the increased traffic journey that will be induced to use local streets

I stress again I object to the entirety the project. NONE OF IT is affordable for the Sate of NSW

## **21. CURRENT STATE OVERALL**

I also oppose the WHTBL specifically due to all of the above but stress the financial challenges we now face. They are simply not affordable to the State of NSW!

21.1 Costs of the Bushfire recovery that will be with the State for a long time including but not limited to

Physical health issues

Mental Health

Rebuilding infrastructure

21.2 Costly challenges of building the Rozelle interchange

21.3 A football stadium to be built

21.4 Reliability and cost overrun on the City Light Rail

21.5 Reliability and UNDOUBTED more cost blowouts on the Metro

21.6 Cost of the City West light rail link

21.7 more people working in remote teams (home office)

20.8 Covid19 is not behind us and we are yet to see what winter brings. The ongoing Health Costs as a State are unknown

21.9 Covid19 Has seen a dramatic expedient change of working people working remotely and though people will return to the collective of the "office" a change has been made and "knowledge" workers are post the main Covid lockdowns working flexibly in greater numbers from decentralised hubs or home office.

## **21. A BETTER MORE ECONOMICAL SUSTAINABLE PLAN**

People living in the Northern Beaches have poor access to Sydney's "global" economic activity centres. The history of motorway building in North Sydney, North Shore and North West Sydney is proof urban road building is not the answer. Only Public transport is and Rail connecting Northern Beaches via Chatswood to the CBD, Macquarie Park or to Parramatta City would cost less than either the Western Harbour Tunnel or Beaches Link. Brookvale and Dee Why business Hubs cannot effectively access and provide a diverse labour pool due to no fast and significant public transport services.

Decent NBN for the Northern Beaches North Shore

Decent NBN for the whole of Sydney will

Decent NBN for the State will

Bline from Narrabeen, Mona Vale or Brookvale to Chatswood

All of the above have been researched and proven

North Sydney and Sydney CBD cannot provide MORE parking for more Beaches Link Traffic.

## **22. NO TRANSPORT EXPERT THINKS THESE SCHEMES MAKE SENSE:**

Rather, the proposal appears to have originated from the toll road industry - in collusion with a former Prime Minister with the sole objective to increase profits through the expansion of Sydney's toll road network. You will not find an erudite independent transport expert who thinks the scheme makes sense from a transport or economic perspective.

## **23. RAIL DOES LOOK TO THE JOINT VENTURE: BRAZIL AND SOUTH AFRICA**

Carriage space for bulky luggage, pushchairs, wheelchairs, space for 12 cycles, equipped with sockets for charging e-bikes. Speeds of 120 km/h. LATER 160 km/h. Carries over 1300 passengers with 6 carriages offering real-time on-board information and Wi-Fi.

At \$12 Billion contract to supply 600 passenger trains (3600 vehicles) components and technical support for 20 years: What cost for Northern Beaches? How much would be saved for Education, Health and the building of NSW after the Bushfires, Floods and assisting Farmers fight the mouse plague. Developing NSW Countrywide services, roads and housing.

## **23. GOVERNMENT BROKEN PROMISES:**

Six years ago we were promised a range of Sustainable Transport Options and Plans. A business case still unavailable which is because it is predicated on fraught reported RMS data claims of project need and economic viability which has been proven time and again problematic.

If tested, the uneconomic, material non viability and promised outcomes of the Beaches Link and Western Harbour Tunnel are not difficult to debunk.

There are sustainable long term scalable transport solutions to be explored

STOP IT and have a proper independent evaluation conducted. There is absolutely nothing to lose by STOPPING and really looking at the viability of the project scientifically.

## **24. HISTORY OF TOLLS:**

In context, toll fee history shows drivers will Rat Run and the toll operators want wider road access hurting the environment to induce more traffic and income?

What will occur is traffic being redirected back to Military road (see cross City Tunnel AND Eastern Distributer North Bound)

## **25. CAN IT GET WORSE?**

Can the RMS be trusted not to fib some more...they have in the past?

In May 2017 RMS stated there would be no impacts to St Leonard Park! In 2018 our communities were told by RMS there will be some permanent BUT ONLY MINOR impacts to the Park. Fact is in 2018 shown in RMS documentation those impacts are not minor at all but RMS went into denial Today we are seeing EVIDENCE of confirming there will be significant impacts.

We have argued since the get go modelling needs to be done to show the HOW tunnels will reduce congestion and travel time. This is critical because the current and a decade of RMS monitoring station data shows traffic has either levelled off or reduced... THE data pre Covid19 showed we were then misled It was already known that residents of the Northern Beaches, Lower North Shore and North Sydney were increasingly working more flexibly moving away from the 9 to 5 routine and more often remotely from their usual CBD or beyond place of work.

## **26. THEY ARE BOTH FUTURE DUDS**

STOP and HAYBERRY PRECINCT of which I am a resident have always demanded the entire project be STOPPED until some detailed evaluation is PRESENTED to our communities and to the treasury of NSW. There is no Business case that has been made in support. Perhaps because one can't be made? If it can let's see it.

History shows City Urban Motorways don't work. North Sydney is the example Cahill, Bradfield, Warringah, Harbour Tunnel Gore Hill, Lane cove Tunnel, M2 have all failed as has the Cross City Tunnel.

The Project to build the Western Harbour Tunnel and Beaches Link are not a viable answer to North shore, North Sydney or Northern Beaches congestion; which CURRENT DATA trends is predicting to fall further. If this is not to be the case and the RMS freight predictions were to be correct the tunnels will create more traffic in open carriageways, access roads to tollways creating more pollution and congestion at a cost by reducing and causing permanent loss and damage to what will remain of our parks and green spaces

Parks will be used as construction zones including St Leonards Park Anzac Park Cammeray Golf Course Naremburn Baseball Park and Spit reserve

An intrusive spaghetti junction will be built at Military Road and Falcon Street that will take 5 years of disruptive construction.

Fact is these toll way tunnels will not deliver the material and economic benefits the Government claims they will

To date all the urban road schemes have failed

The Western Harbour Tunnel and the Beaches Links are tunnels to nowhere **THEY ARE BOTH DUDS.**

**Davie Macdonald**