

Chapter 25 Sustainability

Objection: The project is in direct contradiction of a number of RMS Sustainability Principles as noted below

1. **RMS Sustainability Principle:** *Minimise the air quality impacts of road projects and support initiatives that aim to reduce transport-related air emissions.*

Objection: Adding new roadway capacity will create new demand for those lanes or roads, maintaining a similar rate of congestion, if not worsening it, the phenomenon of **induced demand**: When you provide more of something, or more convenience, people are more likely to use it. A well known example of this is The Katy Freeway in Houston. It's the widest freeway in North America at 26 lanes. Refer <https://www.citylab.com/transportation/2018/09/citylab-university-induced-demand/569455/>

It was expanded to alleviate severe traffic congestion, but over time studies showed congestion actually got much worse.

This will likely increase project congestion in feeder roads and neighbourhoods surrounding the project. There seems to be no discussion or modelling of how the project may induce demand and increase traffic flows vs not building the project or alternative low pollution transport options.

Solution:

Direct funds into more efficient and low pollution transport option such as a metro, light rail dedicated bus lanes etc.

Publish/undertake studies on induced demand that may be created by the project and when existing roads such as Military Road will again reach capacity after the projects completion.

2. **RMS Sustainability Principle:** *AQ1 Projects and operations will identify and apply best practice controls and initiatives for in-tunnel network and ambient air quality.*

Objection: The project description has no indication that exhaust stacks will be filtered in any way. Best practice is to filter exhausts particularly in heavily populated areas. World's best practice for managing vehicle emissions from tunnels was found in countries such as Japan, where filtration systems removed 98 per cent of particulates

Solution:

Include fine particle and NO2 filtration into the proposed exhaust stacks

3. **RMS Sustainability Principle:** *Minimise noise, water and land pollution from road and maritime construction, operation and maintenance activities*

Objection: **Noise:** Ongoing operational noise from the freeway and its health effects are a major concern of residents surrounding the project. There seems to be an absolute minimum, if anything at all, being done to mitigate noise levels emanating from the Warringah Freeway. Existing noise barriers are not being replaced with noise absorbent materials, higher barriers or other best practice solutions.

Quieter low noise pavement materials are not considered. There seems to be no consideration in the design for intervening ground works to absorb sound through sound absorbing landscape design.

Water: According to National Geographic 28% of microplastics in our oceans come from car tyres. The more cars the more microplastic pollution. Converting to electric cars doesn't solve this problem and the new tunnels will increase the number of cars on the roads. There is no consideration given in the design to filter microplastics in runoff. Refer: <https://www.nationalgeographic.com/environment/2019/09/tires-unseen-plastic-polluter/>

Solution:

- Utilise low noise pavement materials for all surface roads.
- Improve the design of existing and new noise barriers to be sound absorbent and worlds best practice
- Introduce sound absorbent landscape materials along the length of the surface motorway
- Introduce filtration system for microplastics resulting from tyre wear in motorway drainage systems

Specific Objections to the EIS

1. Table 25-5 *Reduction of operational greenhouse gas emissions on Sydney's road network when compared to the project not being built*

Objection: There seems to be no evidence that there will be a reduction in operational greenhouse gas emissions either through the implementation of this project or any discussion of alternatives solutions to reducing greenhouse emissions.

Solution: Publish relevant studies showing that the construction of this project will reduce operational greenhouse emissions

2. Table 25-2. *The opportunities identified in the design development to improve local amenity, improve public transport access and active transport connections, and create additional green spaces*

Objection: There seems to be no improvement in local amenity. Green space additions look like they are marginally increasing the width of the Ernest Street overpass to accommodate a shared pedestrian user path. Green open space is being reduced at Cammeray Golf course. No consideration is being given to improving the local pedestrian/ bike user experience. Pedestrian access and bike user access is already noisy, polluted and dangerous in the areas around the proposed project
No consideration is being given to improving the connectivity and cohesion of the community divided by the freeway. The freeway is like a "Berlin Wall" between the 2 halves of Cammeray and North Sydney

Solution:

- Develop a pedestrian bike user access plan that prioritises people over cars to improve the amenity for the local community. Provide safe well designed pedestrian and bike links across and adjacent to the project.

- Consider significantly broadening the Ernest Street overpass to provide give back green space to the community lost as a result of the construction of the Warringah freeway. Consider other opportunities for similar solutions along the length of the freeway
- Consider building over the freeway to provide significantly improve connectivity for the local communities