

I OBJECT to the lack of key information which has failed to be provided to North Sydney residents in this WHT- EIS.

I include below a portion of my recent correspondence with TfNSW.

I make the obvious point that the maps, orbitals, modeling and driver views issued support only a position of those travelling in or on the new infrastructure. They do not properly illustrate the changes and effects to any existing North Sydney streets. This is key in understanding the problems or benefits in the design.

My *objection* is that one of the main issues for North Sydney residents is understanding the effect on the arterial road system to which this proposal connects. The operation and flow of the Junctions, filters and traffic lights which will provide entrance and exit to the WHT, SHB, SHT, Cahill Expressway and WF.

I requested better modeling/tools (See below) but was told that this was not possible during the consultation.

You can listen to my call with your operative.

The main reasons cited by TfNSW were lack of specifics in the proposed design? - and that enough time would only be available to model this post APPROVAL. It was recommended that I seek this as a CONDITION OF APPROVAL. It should be provided at CONSULTATION.

If we liken this to a regular house DA it is the equivalent of asking a neighbour to support a general design concept drawing with no right to meaningful objection post that approval?

TfNSW claimed to me that the design is not sufficiently locked down to make such modeling. This is a worry in itself. How can the community appraise the proposal when the Environmental Impact Statement fails to include such basic modeling?

Even accepting the case that the design might be "tweaked " this is not an entirely new road and relies heavily on its connection to existing local roads. These are the FIXED POINTS in the design and possibly the simplest to factor. These are the known quantities with existing traffic data and projections.

The EIS FAILS to **demonstrate** those arterial connections clearly and assess the impacts of differing the various connection points. I OBJECT because it must assess traffic, wait times, journey times and pollution from queuing traffic on the local access paths.

Pollution not just from the tunnel itself (I'm ignoring the Beaches Link Tunnel here – as does the EIS) , but from arterial traffic queuing on roads like Berry, Miller, Falcon, Ernest, Merlin St. etc.

Quoting the detail provided... For example: "Technical working paper: Traffic and transport (page 241)"
"Access restrictions proposed by the project are as follows:

- The existing Falcon Street westbound off ramp from the Warringah Freeway would be converted to the northbound off ramp from Western Harbour Tunnel, **thereby removing connectivity between the Warringah Freeway northbound and Falcon**

Street westbound. Adjacent interchanges north and south of Falcon Street would provide similar alternative connectivity

- **Existing connectivity** between Sydney Harbour Tunnel in the northbound direction to Falcon Street (in the westbound direction only), Miller Street and Brook Street **would be removed.** Alternative connectivity would be retained by providing a new northbound access between Sydney Harbour Tunnel and Ernest Street

- There would be **no access from the Berry Street northbound on ramp** to the Falcon Street eastbound off ramp (in addition to the Falcon Street westbound off ramp identified above), or to the Warringah Freeway mainline. Connections to Western Harbour Tunnel, Beaches Link, and the Miller Street and Brook Street off ramps would only be provided from the Berry Street northbound on ramp. **Traffic would be required to travel via the North Sydney road network to access the new High Street northbound on ramp, Falcon Street eastbound, or the Warringah Freeway via the Falcon Street interchange**

- **Access**

from the Falcon Street southbound on ramp to the Cahill Expressway would be removed. Access would be maintained from the Falcon Street southbound on ramp to Sydney Harbour Bridge (Bradfield Highway) and Sydney Harbour Tunnel, providing connectivity to the Sydney CBD and Western Suburbs, and the Eastern Suburbs, respectively

- **Access**

between the ramps at Falcon Street and Brook Street via the Warringah Freeway would be removed. Traffic would instead be required to travel via alternative roads to access these locations

- **Access**

would be removed from the Alfred Street North southbound off ramp to Alfred Street North in the northbound direction. Traffic would be required to exit the Warringah Freeway at Falcon Street or continue onto High Street and travel via alternative roads to access Alfred Street North."

All of these "access restrictions" require local traffic from North Sydney - Crows Nest – Willoughby – Cammeray - Neutral Bay - Cremorne and Mosman to travel via local roads as existing access points have been blocked or changed.

There is no modelling in the EIS of the routes that this traffic is supposed to use. This is a major flaw in the EIS.

The devil is always in the detail and this has either been ignored entirely or (as above) mostly left as itemized or obscure textual reference. For many this is hard to picture – let alone being able to visualise the cumulative changes in a wider picture of a 'flowing network.'

This is the role of TfNSW on this project. To clearly communicate an improved and better design. To make the business case for the tunnel (?), explore alternatives, reduce congestion, reduce pollution levels and model the benefits *AND be clear about* any restrictions which might result. I OBJECT the EIS has failed to provide this standard.

My suggestion (which I require as a CONDITION OF APPROVAL) is that TfNSW considers this large flaw in their document and provide an interactive "Route Planner" style web MAP. This would allow people accessing the new infrastructure to model their own journeys including how they would access the various parts of the new infrastructure via local roads. Ideally there would be a BEFORE (current) and AFTER portal to give context. This accurately allow all users to project how the new system would operate and its effects on local road performance. It's the easiest way to "sell" the project in North Sydney – provided the benefits are tangible and demonstrable. The portal would be constrained to a limited radius - for example Spit Junction to say St Leonards train station (Pacific Highway) . This should include junction performance, projected wait times at traffic lights and filtering systems.

To make an informed decision the community and the Minister requires a clear demonstration of the access changes to the proposal. This is not contained in the current EIS.

Begin forwarded message:

From: Brightmore Precinct <brightmore.precinct@gmail.com>
Subject: Re: Warringah Freeway Access
Date: 25 March 2020 at 09:54:08 GMT+11
To: whtbl <whtbl@rms.nsw.gov.au>, Isommerv Isommerv <Isommerv@bigpond.net.au>
Cc: "naomi.moss@planning.nsw.gov.au" <naomi.moss@planning.nsw.gov.au>, precincts <precincts@northsydney.nsw.gov.au>

Hi

Yes - I'm happy to speak although we now have our two children conducting their school work from home - so time is rather tight - after 3pm would be best thanks.

My main focus is on getting better (personalised) awareness/modelling for North Sydney residents trying to connect to the proposed changes.

This is not so much for myself but so that it's easier for the wider community to hit a web link and model the changes to their regular (local) journeys for work, children's sport etc

I feel that an interactive "route-planner" is quite a basic requirement in helping to explain the different routes from all the localised entry points. This should include the junctions and any filtering required. I will also request this through North Sydney Council.

My colleague - Lesley Sommerville (Secretary Of Brightmore Precinct) also had some questions . If you don't mind I might connect you with her also?

Thanks

Chris

Begin forwarded message:

From: Brightmore Precinct <brightmore.precinct@gmail.com>

Subject: Re: Warringah Freeway Access

Date: 18 March 2020 at 12:36:02 GMT+11

To: whtbl <whtbl@rms.nsw.gov.au>

Cc: "naomi.moss@planning.nsw.gov.au"
<naomi.moss@planning.nsw.gov.au>

Hi

Thanks for responding.

I have previously viewed the orbitals - and the map - which was only released recently. The map is helpful in addressing a few more specifics.

It adds benefit in a general sense but doesn't describe the new situations/flow for traffic that is not already "on" or on a slip road near the tunnel link roads. In fairness you haven't answered my question but directed me to resources which I have already accessed and which I referenced in my original email.

As I mentioned previously the key for residents in North Sydney is access from the arterial road systems on to the proposed new links. This is not modelled and should be.

This could show specific "access" animations of Driver View from roads such as Merlin/Military/Falcon/Ernest/Miller/Berry etc.

I understand you can't demonstrate/model the traffic flow at an "F" scheduled junction - but you can show the number of junctions (right turns/traffic lights/filters) needed to gain access - and most importantly - where this differs from the current situation.

It's only fair to clearly identify the new routes you will install which people living nearby will need to access.

So for example... describing the benefits of a current journey entering at Ernest Street which currently has access to 3 links (HT, HBR, Cahill) being cut to 1 (tunnel) is absolutely vital.

If a resident is travelling on Ernest St. and needs to access the Bridge (not the tunnel) what is their new route? If they are on Ernest Street and need to use the Cahill Expressway what's their new route?

Perhaps the best methodology would be to provide a separate "proposed routes" TFNSW style journey planner? An approximate 5 mile radius from North Sydney CBD.

Residents could then model the type of new trip they'd have to take in an interactive and personalised way.

I know there was quite a simple tool at the drop in centres. This was fairly "bug" laden as I recall.

You have the resources and talent to provide such a resource. This could then be considered an informed consultation.

If you cannot demonstrate the local benefits of the project I do think opposition will only increase

North Sydney could well suffer the brunt of 6 to 10 years of heavy construction.

If you wish residents to be "supportive" it will be essential to highlight the positives for North Sydney.

That has been the feedback from the community meetings and discussions which have been held prior to COVID -19 restrictions.

Phrases like "generally improve" and "appropriate levels of traffic movement" do not instil confidence.

if we are making a change and spending large amounts of time and money the results should be "significant and quantifiable" in time saving, lower pollution levels, parking!? and connectivity.

To conclude, I take from your response that you have no plans to model or provide any further animations to the community.

You appear to agree that the proposed changes can be, "challenging to understand" but seem resistant to explaining the proposal in clearer methods?

Kind regards

Chris Holding

On 18 Mar 2020, at 10:45, whtbl <whtbl@rms.nsw.gov.au> wrote:
Hi Chris,

Thank you for your email and ongoing interest in the Western Harbour Tunnel and Warringah Freeway Upgrade.

We received your questions you sent to the Department of Planning, Industry and Environment.

We appreciate the proposed changes on Warringah Freeway and the surrounding roads can be challenging to understand. We have created a 'How to use the Warringah Freeway Upgrade' factsheet which explains the possible traffic movements at each key intersection on Warringah Freeway. It can be accessed [here](#).

In addition I would encourage yourself and the community to access

the interchange orbit videos available [here](#). It gives you a good understanding of the upgraded key interchanges when the Project is in operation.

The Western Harbour Tunnel and Beaches Link program of works has been designed to preserve opportunities for a future integrated and multi-modal transport network.

The Project would generally improve network performance for roads within and surrounding North Sydney. The proposed road integration works and resultant traffic performance in the North Sydney area have been developed in the context of the growing North Sydney CBD environment. The works in the area proposed by the Project seek to maintain an appropriate level of traffic movement while also preserving capacity and connectivity for other customers whose needs conflict with traffic, particularly pedestrians.

I hope this information has helped to answer your enquiry and thank you again for your interest.

As always, please feel free to contact us on 1800 931 189 or email us at whtbl@transport.nsw.gov.au

Regards,

The Western Harbour Tunnel and Beaches Link Project Team

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