

94 Waratah Street  
Haberfield NSW 2045

Westconnex M4 East Tunnel (SSI 6307)  
NSW Department of Planning and Environment  
GPO Box 39, Sydney NSW 2001

26 October 2015

RE: WESTCONNEX - EIS SUBMISSION

To whom it may concern,

As residents of Waratah Street, Haberfield we are highly concerned by the predicted traffic impacts, associated noise and reduction in safety that will result from the construction of the M4 East Tunnel. Of particular concern are the proposed entry and exit Tunnel portals on Dobroyd Parade and the new turning lanes being provided, into and out of Waratah Street, to facilitate greater access to and from the proposed M4 East Tunnel.

The resulting traffic impacts on Waratah Street from the proposed new turning lanes are blatantly unfair upon residents who purchased property in this area for its heritage conservation value.

We note that in Volume 2A, Appendix G of the Traffic and Transport Assessment of the EIS, there is limited reference to traffic volumes and impacts in Waratah Street, which will be one of the most seriously impacted streets from the M4 East Tunnel project. This hopefully inadvertent omission by the authors of the EIS overlooks a serious flaw in the design of the project and the associated adverse traffic impacts this will have on Waratah St and the surrounding suburbs.

**Please provide the following information** that is missing from the EIS and which will provide a more accurate picture of the proposed Project's impact on the residents and Public School in Waratah Street. The provision of this information will demonstrate that there are no benefits of this design for motorists, local residents, local school children or local businesses.

1. **Data collection** - please provide the following information in relation to the traffic data collected and predicted traffic volumes for Waratah Street Haberfield:-
  - Confirmation that the traffic data was collected in accordance with Austroad's 'Guide to Traffic Management' and if not, what guidelines were followed in the selection of Waratah Street as a major entry/exit point for the tunnel.
  - Sample size of the data collected and analysed.
  - Criteria for data acceptance.
  - Data coding and entry methodology.
  - Traffic time and delay study results.
  - Timing of study (including day/s, time of day, period of study).
  - Means for overcoming sampling error and bias.

2. **Traffic study results** – please provide the following information in relation to the traffic data collected and predicted traffic volumes for Waratah Street Haberfield:-
- Traffic flow rates in Waratah Street:-
    - a. **Actual** traffic survey results expressed in terms of average weekday traffic as well as morning and afternoon peak hour flow rates.
    - b. **Predicted** average weekday traffic flow rates with the proposed M4 East Tunnel:
      - i. In the opening year.
      - ii. In the study years.
      - iii. Forecasts to 2031.
    - c. **Predicted** morning and afternoon peak flow rates in both directions with the proposed M4 East Tunnel:
      - i. In the opening year.
      - ii. In the study years.
      - iii. Forecasts to 2031.
    - d. **Predicted** average weekday traffic flow rates without the proposed M4 East Tunnel:
      - i. In the opening year.
      - ii. In the study years.
      - iii. Forecasts to 2031.
    - e. **Predicted** morning and afternoon peak flow rates in both directions without the proposed M4 East Tunnel:
      - i. In the opening year.
      - ii. In the study years.
      - iii. Forecasts to 2031.
  - **M4 East Tunnel traffic impacts** on Waratah Street, for the following points of interest.
    - M4 East **eastbound** (or CBD-bound) exit at Dobroyd Pde  
Please provide the following requested details in terms of average weekday traffic, morning and afternoon peak hour flow rates:
      - a. The predicted total number of east/CBD-bound vehicles that will exit the proposed M4 East Tunnel at Dobroyd Parade.
      - b. The predicted number of east/CBD-bound vehicles exiting the proposed M4 East Tunnel at Dobroyd Parade that will subsequently turn right into Waratah Street (rather than continue in an easterly direction along Dobroyd Pde).
    - M4 East **westbound** entry at Dobroyd Pde  
Please provide the following requested details in terms of average weekday traffic, morning and afternoon peak hour flow rates:
      - a. The predicted total number of westbound vehicles that will enter the proposed M4 East Tunnel at Dobroyd Parade.
      - b. The predicted number of vehicles that will travel in a westerly direction on Waratah Street for the purpose of entering the westbound M4 East Tunnel at Dobroyd Parade (ie number of vehicles that will turn left from Waratah Street then subsequently enter the westbound M4 East Tunnel at Dobroyd Parade).
    - Specific results of any/all travel time and delay surveys. If none have been done, please explain why this is the case. Specifically we are interested in:
      - Travel route from M4 East eastbound tunnel portal (on Dobroyd Pde) via the City West Link to Anzac Bridge



- Any alternative travel routes to the Anzac Bridge that have been analysed (ie alternatives routes to the Dobroyd Pde/City West Link route).
  - Predicted location/s and causes of vehicle congestion and person delay and the planned mitigations.
  - Confirmation that the above and all other predicted traffic impacts on Waratah Street have been assessed and found to be:
    - a. Appropriate to the current local traffic usage of Waratah Street.
    - b. In accordance with relevant road design, geometry and traffic volume standards applicable to a residential street.
    - c. Sustainable given the existing design, configuration and usage of Waratah Street.
- 3. Traffic Management Plan – Dobroyd Point Public School**
- Please provide details of traffic plans in relation to Dobroyd Point Public School (in particular around school drop off and pick up times) to ensure safety of children during the construction and after opening of the M4 East Tunnel.
- 4. Reports –** please provide copies of the following reports and (in the event that they are not available or do not exist) please provide justification for not having them available.
- Results of the speed surveys undertaken, the exact location of the measure point and the proposed mitigations against excessive speed of future traffic
  - Results of noise and fuel emission surveys, justification for selecting Waratah Street where 250 children attend Dobroyd Point Public School and mitigations against the ill effects of immediate and prolonged exposure to emissions around Dobroyd Point Public School (250 students)
  - Results of Waratah Street capacity analysis
  - Results of the vehicle classification analysis and description of how heavy vehicles will be managed in Waratah Street
  - Results of the origin-destination surveys and justification for using Waratah Street to meet the needs of motorists
  - A copy of the final traffic report

Further to the above, we ask that the following measures be included in a revised concept design for the M4 East Project and ultimately the project approval:

- A. Full or partial closure of the western end of Waratah Street (at Dobroyd Pde) such that as a minimum:-
  - i. Right-hand turning movements from Dobroyd Pde eastbound into Waratah Street are prevented; and
  - ii. Left-hand turning movements out of Waratah Street to Dobroyd Pde westbound are also prevented.
- B. Removal of the currently proposed M4 East/Dobroyd Pde (City West Link) interchange at Haberfield. In lieu of this interchange, a 3km extension of the M4 East Tunnel should be provided to the virtually disused Rozelle-Lilyfield Rail Yard. This simple modification to the current EIS concept would:-
  - i. significantly reduce further congestion by M4 East traffic along the busy City West Link route by bypassing six existing signalised intersections

- ii. significantly reduce acquisition and demolition of high-value, heritage properties in Haberfield
- iii. overall reduction in travel time to the CBD achieved by the M4 East Project
- iv. enable the relocation of the tunnel ventilation structure away from sensitive receivers in a residential suburb, to an area of existing light industrial development located within and bordering the Rail Yard

We look forward to the timely receipt of the previously omitted information listed above and thereby the opportunity to fully review and understand the impacts the M4 East Project will have on Waratah Street and Haberfield.

Regards,



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