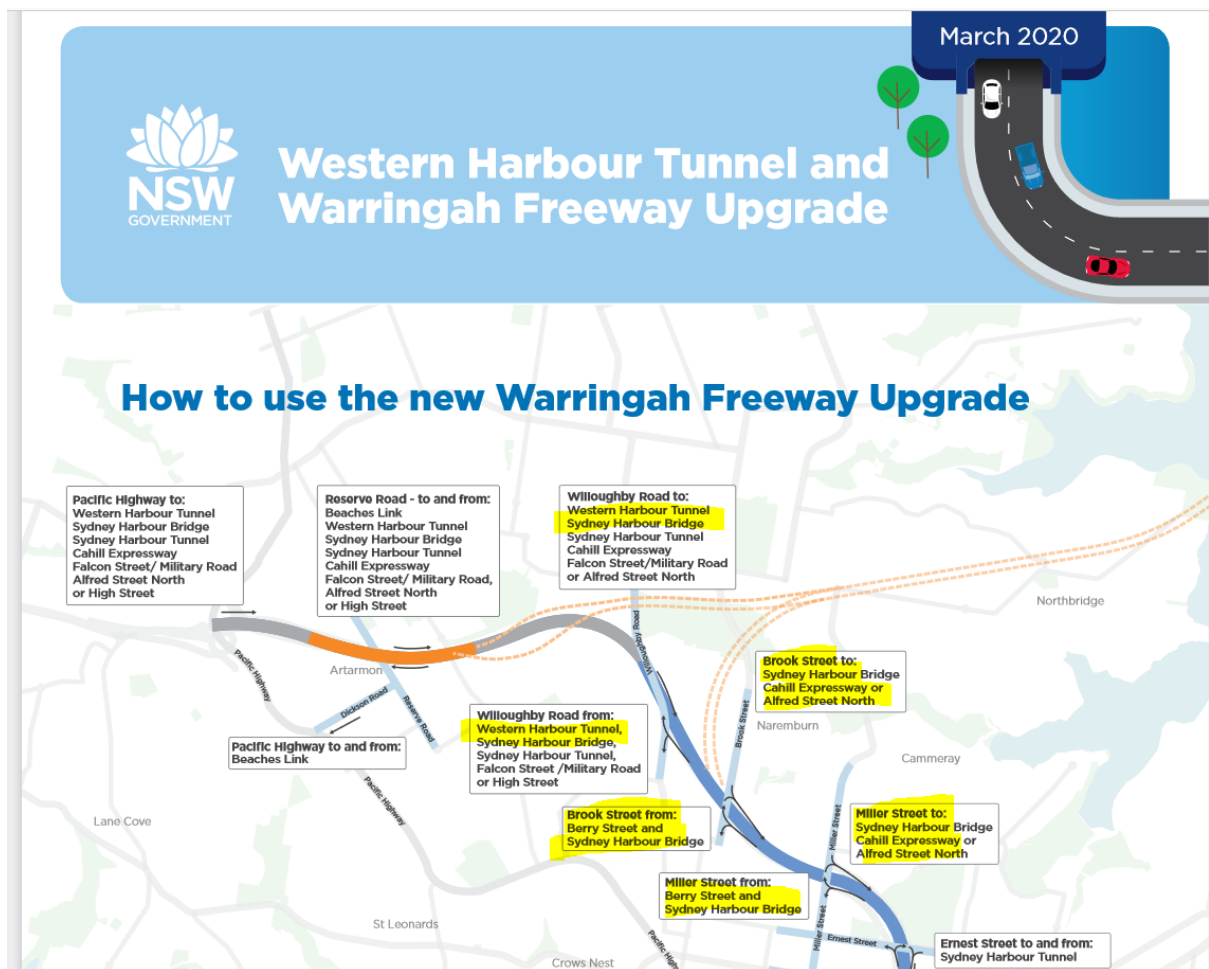


I object to this project and the WHT as it is too expensive both in terms of cost and of the restrictions placed on folk living in the Willoughby NSW electorate

Point 1 access to Miller and Brooke street ramps

This is being cut off traffic using the Harbour tunnel and will likely result in additional traffic congestion on Willoughby Road, as well as a lot of inconvenience to folk travelling to Northbridge, Castlecrag, East Roseville and Killarney Heights.



Point 2

The following bus services which I in the past have relied on to get around Sydney and ran via Willoughby Road have already been withdrawn restricting my movements further and adding to many trips I make on a weekly basis by forcing me to make one or more transfers and use two or more buses to make the trip. In particular the 257, on which you need to allow an additional 30 minutes to make the transfer (to bus has a 20-minute frequency of 20 minutes and can run up to 10 minutes late). The 257 took me to Balmoral Beach where parking is very expensive and for example as I write this on Jan 26 involves parking as far away as Military Road an walking up and down a giant

hill to get to the beach. I live near the netball courts at Willoughby and even the President of the association has a daughter who regularly used the 257 to go to netball, and cannot believe, given the weekly parking and traffic disaster that occurs when as many 25 netball courts change over on a winter Saturday, that the government would think it is a good idea to withdraw this service and require anyone who then does not switch to car transport to allow an extra hour to make the bus changes in Crows Nest for a game that goes for around 55 minutes. As a resident of this area I have found the netball traffic very concerning and once had a car parked across my garage when I needed to rush my daughter to hospital. The removal of this bus service will only make matters far worse.

Even if this is not being done because they are expecting that buses on Willoughby Rd will not be a good idea in future as it will become the traffic jam that encourages folk to use the beaches link, clearly that is what is going to happen and these road tunnels appear to be the cause of the chaos we can expect here in future years.



Correspondence from the Minister for Transport and Roads Changes to bus services on Sydney's Lower North Sh...

Transport Feedback (no reply) response@transport.nsw.gov.au

20/1/21 12:22 • 0

Dear Mr Wilson

Thank you for your correspondence to the Minister for Transport and Roads about changes to bus services on Sydney's Lower North Shore. As you may appreciate, the Minister receives thousands of items of correspondence each year. Transport for NSW is therefore responding to you directly.

As you are aware, on 20 December 2020 more than 2,000 additional weekly bus services were added across Sydney's Northern Beaches and Lower North Shore to improve frequency and give customers more choice.

Customers benefit from overnight B-Line services operating between Mona Vale and Sydney's CBD for the first time, and new frequent routes operating every 10 minutes, including:

- Route 100 Mosman to the city
- Route 144 Manly to Chatswood via St Leonards
- Route 160X Dee Why to Chatswood
- Route 199 Palm Beach to Manly via Mona Vale and Dee Why.

As you may appreciate, a few service changes were made to other routes in the Northern Beaches and Lower North Shore to enable these improvements. Some routes were replaced by new ones or extra services added to existing routes.

I understand route 257 was replaced by routes 114 and 343. Customers travelling to Balmoral Beach from Willoughby or Chatswood can transfer from route 114 to route 343 at Crows Nest.

While some customers may be required to change between services or modes of transport to get to their destinations, this situation is not uncommon for many customers across Sydney.

More information is available at [www.transportnsw.info](http://www.transportnsw.info).

I trust this information is of assistance.

Yours sincerely

**Terry McSweeney**  
Principal Manager  
Ministerial Correspondence  
Transport for NSW

Point 3. The NSW transport minister tells us I will be able to use the WHT to drive to my work at Olympic Park, saving 20 minutes, and indeed I have already seen an advertisement for Wesconnex at Lidcombe Railway station. However I do not have carparking at work and the streets of Lidcombe near my office are usually parked out at the time I arrive there. Clearly Transport NSW has completely lost the plot by building so many toll tunnels without that "connect sydney" by car and service places where parking is expensive and difficult to find. I have no expectation that folk going to the Beaches on the Beaches link will be easily able to find parking there when they arrive.

4. Another restriction of folk living around the Willoughby leisure center is access to a great walking track through flat rock gully over a cleverly engineered clay and bolder construction at the edge of what used to be the Willoughby tip. A great achievement of Willoughby Council is about to be dug up to create a dive site for the BL tunnel construction.

5. At the consultation session I attended recently they admitted that extra traffic is expected on the Gore Hill freeway between the Pacific Highway and the east bound entrance to the Beaches link. They are planning to remove the T2 lane on the Gore Hill freeway which will extend travel times for carpoolers and Bus service from Lane Cove. By coincidence or intended effect this will discourage

car pooling and encourage more single occupant motor cars onto the roads, but either way this will be good news for toll revenue on all the toll booths this lane currently leads to.

6. I frequently go to Macquarie Park/ Macquarie University and Lane Cove (for band practice), on my bicycle. The project will restrict these movements as they intend to close these movements by closing the excellent and popular separated shared bike/walking path along the Gore Hill freeway that I use for these trips. They did make a promise to reinstate it like for like at the end of the project however don't appear to yet have worked out how they are going to do this as it would appear the need the space occupied by this path for the BL project, particularly in the underpass of the North Shore train line.

7. I also object to the flawed consultation process that now continues based on the one recently completed for the WHT. For example despite providing evidence to the contrary my latest in my latest communications with the WHT team they continue to insist that the consultations have gone well, including with Willoughby Council. Judging by this extract from the council minutes nothing could be further from the truth.

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**ORDINARY COUNCIL MEETING**

**14 DECEMBER 2020**

**7 MAYORAL MINUTE**

**7.1 MAYORAL MINUTE - WESTERN HARBOUR TUNNEL AND WARRINGAH  
FREEWAY UPGRADE ENVIRONMENTAL IMPACT STATEMENT (EIS)**

**MEETING DATE: 14 DECEMBER 2020**

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Subsequent meetings were also held with the relevant TfNSW team to reiterate and reinforce Council's submission, however, no amendments were made to the project as proposed and it remained entirely unchanged.

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**ORDINARY COUNCIL MEETING**

**14 DECEMBER 2020**

The two key issues taken on board by the DPIE were:

1. The effects of the modification of the on-off ramps at Miller and Brook Streets, which Council believes will increase traffic volumes on Willoughby Rd to the detriment of local neighbourhoods the subject of a recent Local Centres Strategy; and