

## EIS Submission - Beaches Link Road Tunnel – Gore Hill Expressway

**below is a recent LinkedIn Post (which is a summary) - 23 Feb 2021  
(also see attachments)**

**Beaches Link Road Tunnel - a NSW Government rabbit hole and money pit.**

A project out of the old DMR's 1969 archive – that is the graphic below!  
(identical form to the proposed BLRT).

No acknowledge of the future growth of Chatswood and the impact of the new Sydney Metro on this growth. Chatswood has both significant east-west and north-south (Pacific Highway) traffic congestion issues.

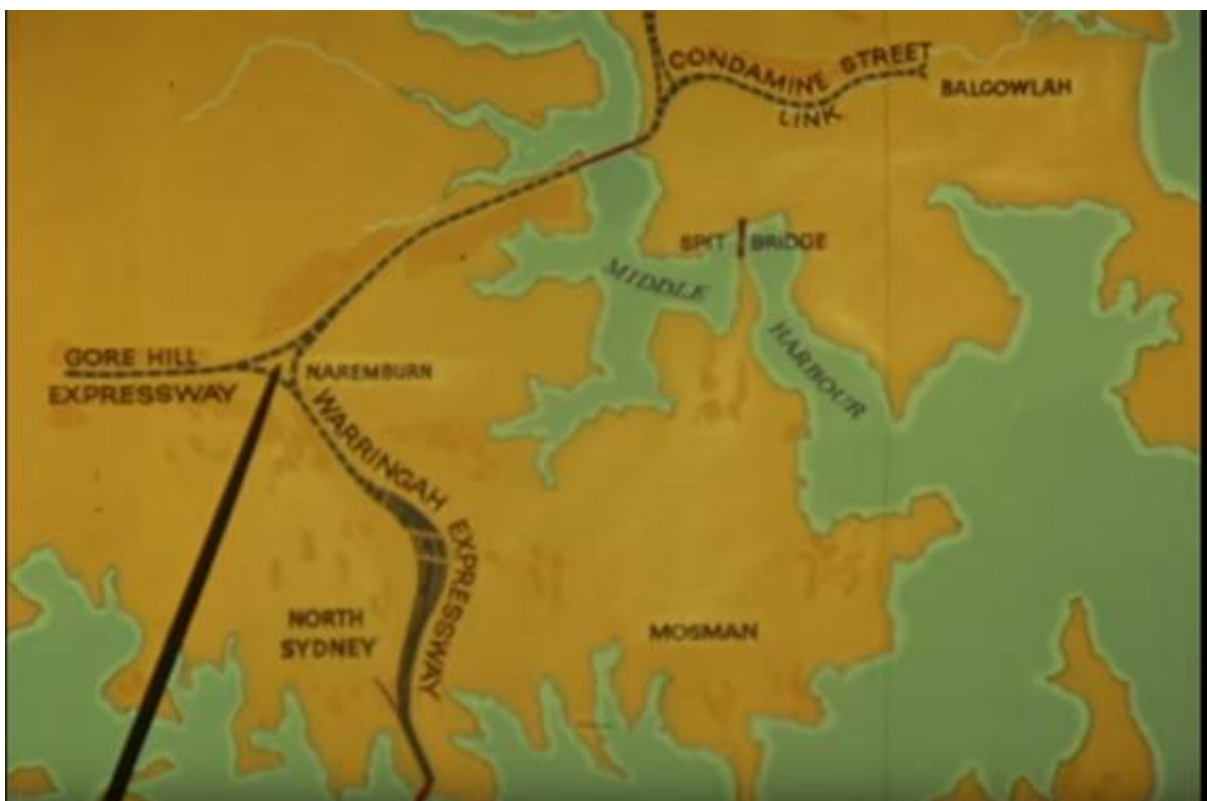
Warringah Road is the main east-west access road corridor with the Northern Beaches, ignored future potential even after a \$600m upgrade at Frenchs Forest (potential for new road tunnel link to Delhi Road, Ryde and the Sydney Orbital starting at the 6 lane wide Roseville Bridge).

WHC and the BLRT will be constrained by the pair of 2 traffic lanes only east portals of the Lane Cove Tunnel at peak times.

No acknowledgement of road safety and delay on the Warringah Expressway and Harbour Bridge road corridor and the negative impact on both that will follow from the increased complexity of the road network.

Too many ways to avoid this tolled road tunnel. Military Road, Warringah Road and Mona Vale Road (major upgrade east of Terry Hills, under construction).

Please view previous post for one alternative that aims to address all the above issues and which should divert more traffic to the WHC and Westconnex.



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## **A. North-south Connection**

1. Given the potential increase in traffic with a rising population the Western Harbour Crossing connection with the Warringah/Gore Hill Expressway is unsustainable as the number of accidents (impacting on road safety and delay) will increase over time (refer to Figure 1 attached).
2. The standard of motorway design on the north side is not compatible with the high standards adopted for Westconnex on the south side of the Harbour. An example from the south side being the Rozelle Interchange (refer to Figure 2 attached).
3. The current proposal, while it in part addresses the north-south traffic, it does not extend sufficiently north to Chatswood and the Pacific Highway. Our proposal would strategically locate on-and-off ramps along its length.
4. Chatswood is expected to have significant employment growth of 38% by 2031, from a current base of 95,000(2015 study) to 130,000 workers. Chatswood is both a very significant traffic generator/attractor and has increasing traffic congestion problems (both north-south and east west).

## **B. East-west Connection**

5. Boundary St (Chatswood)/Warringah Road are currently the main east-west arterial roads bringing traffic into the Northern Beaches (2014 report, at 80,000 vehicles per day) and the route should continue to be improved. The NSW Government has already spent \$600m on road works on Warringah Road, grade separating Forest Way and Wakehurst Parkway in Frenchs Forest and increasing the railway bridge span over Boundary Street.
6. An east-west tunnel from the west side of the Roseville Bridge to Dehli Road, Ryde and connecting with the Sydney Orbital is a logical route given the current and future growth of Western Sydney to improve east-west traffic flow.
7. The Beaches Road Tunnel Link(BRTL) entry and exits are at the south end of the northern beaches and with the “double toll” (BRTL and Lane Cove Tunnels) and extra travel distance and time is unlikely to attract east-west traffic from most of the Northern Beaches. Note also the pinch point at the east portals of the LCT, only 2 lanes.
8. Without an east-west tunnel the rabbit runs and traffic on Dehli Road west of the Pacific Highway will continue to be used together with the long route to Macquarie and Lane Cove Road etc via Forest Way/Mona Vale Road to the north of Warringah Road.

## **C. Alternative Route - Plan**

9. The attached concept plan is an alternative to the current Government proposal, and it has been developed to address the issues raised above (refer to Figure 3 attached).
10. The outcome of this short paper is to persuade the WHC/BRTL team to assess this alternative given the billions of dollars involved in projects of this type and the problems, in my opinion, that have been highlighted with the current proposal.
11. The combined north-south and east-west tunnel is designed to direct as much traffic as possible into/from the Westconnex network on the south side of the harbour.
12. Please also refer to Figure 4 and the notes. This is the 1969 DMR concept for the BRTL.

Figure 1

Traffic Accidents Summary - reported by police for each Road Corridor, over 5 year period 2014-2018

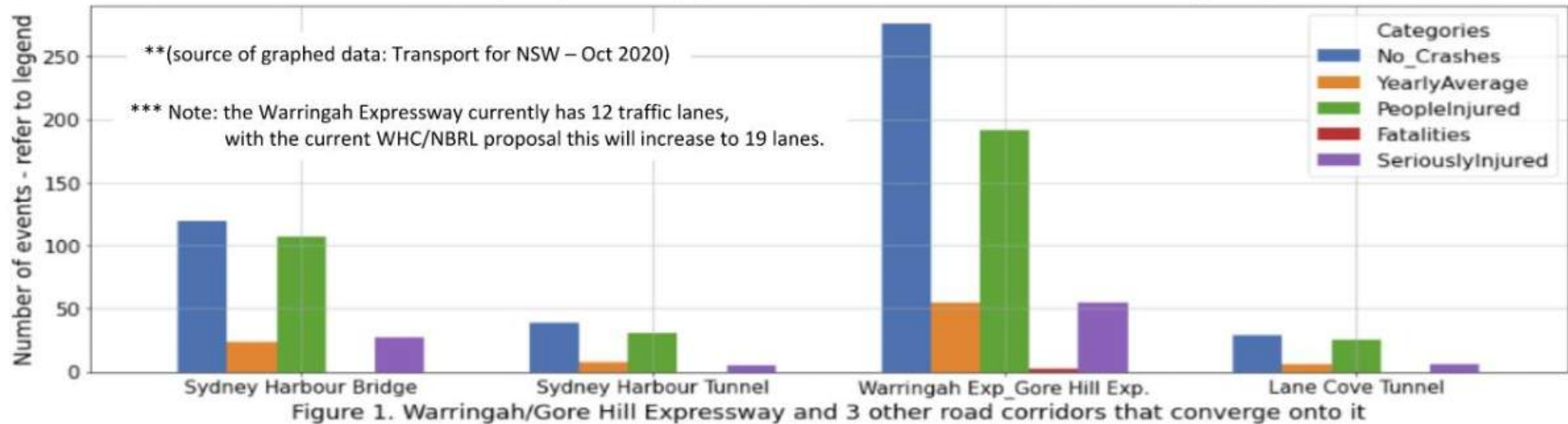


Figure 1. Warringah/Gore Hill Expressway and 3 other road corridors that converge onto it

Totals of the categories from each road corridor, 2014-2018

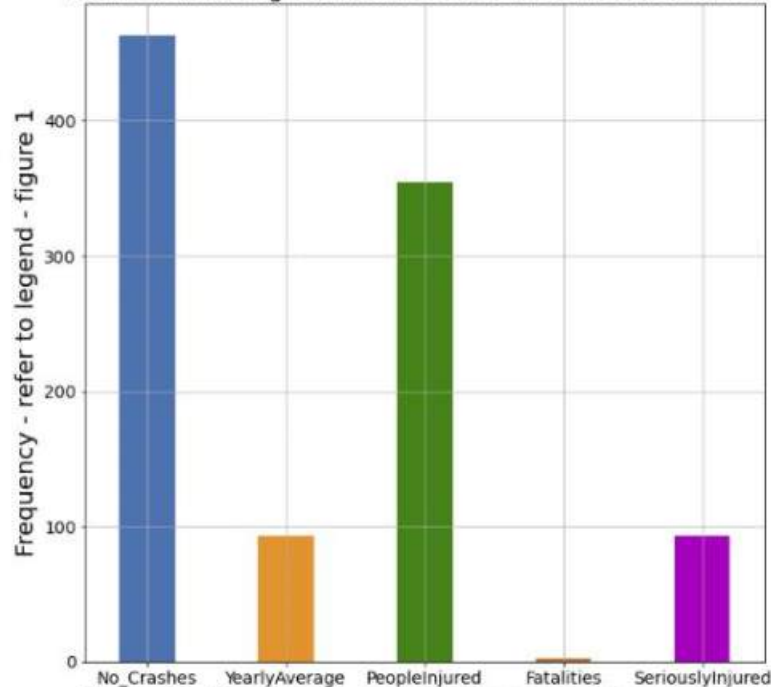
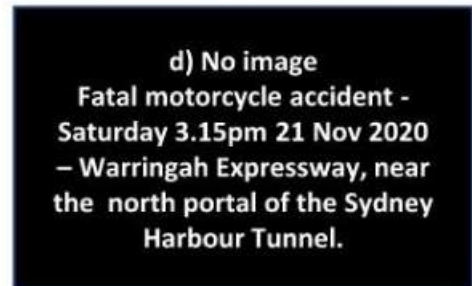


Figure 2. Combined event categories from Figure 1





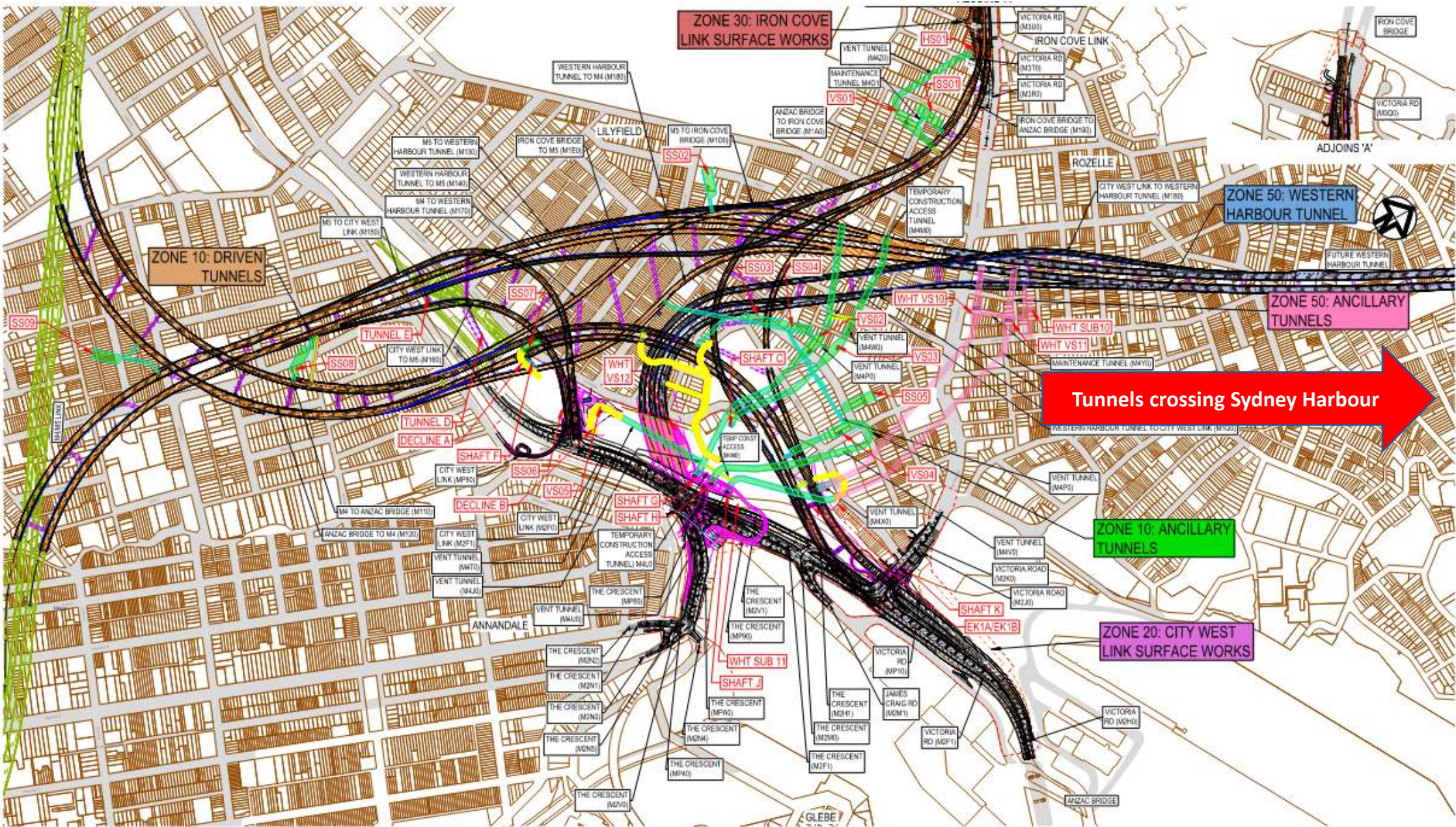
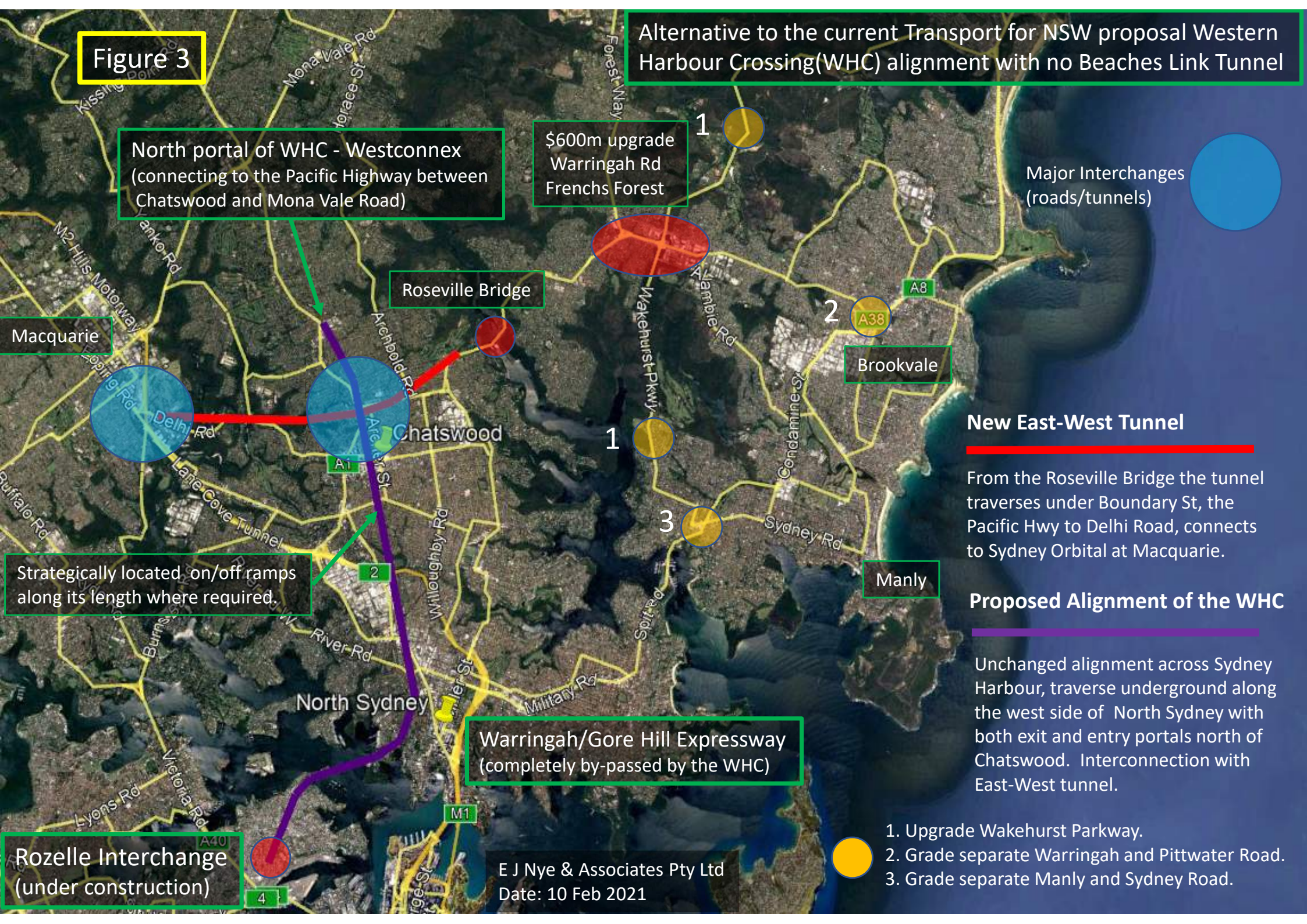


Figure 2 – Westconnex - Rozelle Interchange  
 (these are all tunnels -around 20km of them) except for lower centre and lower right)



Figure 3

Alternative to the current Transport for NSW proposal Western Harbour Crossing(WHC) alignment with no Beaches Link Tunnel



North portal of WHC - Westconnex (connecting to the Pacific Highway between Chatswood and Mona Vale Road)

\$600m upgrade Warringah Rd Frenchs Forest

Major Interchanges (roads/tunnels)

Roseville Bridge

Brookvale

New East-West Tunnel

From the Roseville Bridge the tunnel traverses under Boundary St, the Pacific Hwy to Delhi Road, connects to Sydney Orbital at Macquarie.

Proposed Alignment of the WHC

Unchanged alignment across Sydney Harbour, traverse underground along the west side of North Sydney with both exit and entry portals north of Chatswood. Interconnection with East-West tunnel.

Strategically located on/off ramps along its length where required.

Warringah/Gore Hill Expressway (completely by-passed by the WHC)

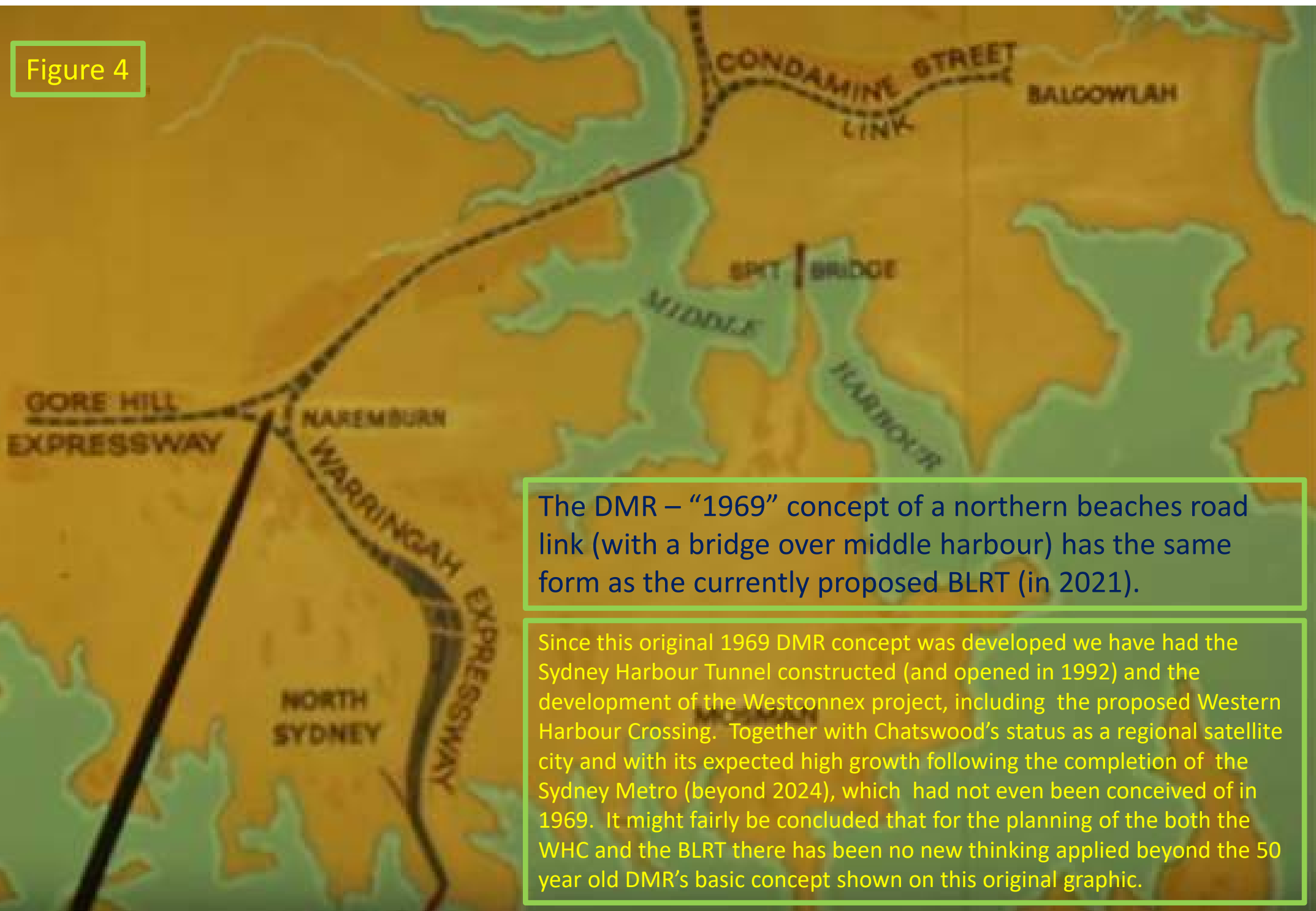
Manly

- 1. Upgrade Wakehurst Parkway.
- 2. Grade separate Warringah and Pittwater Road.
- 3. Grade separate Manly and Sydney Road.

Rozelle Interchange (under construction)



Figure 4



The DMR – “1969” concept of a northern beaches road link (with a bridge over middle harbour) has the same form as the currently proposed BLRT (in 2021).

Since this original 1969 DMR concept was developed we have had the Sydney Harbour Tunnel constructed (and opened in 1992) and the development of the Westconnex project, including the proposed Western Harbour Crossing. Together with Chatswood’s status as a regional satellite city and with its expected high growth following the completion of the Sydney Metro (beyond 2024), which had not even been conceived of in 1969. It might fairly be concluded that for the planning of the both the WHC and the BLRT there has been no new thinking applied beyond the 50 year old DMR’s basic concept shown on this original graphic.