

Beaches Tunnel/ Warringah Rd Upgrade/Western Harbour Tunnel

01 03 2021 1226 hours

I object on the following grounds in no order of priority.

1 Workers Parking

Workers required to be transported to site from a designated workers carpark, so their motor vehicles are not taking motor vehicle parks already utilised by local businesses or residents. A solution similar to that utilised for Northconnex is acceptable.

2 Smoke Stacks

These need to be filtered to meet international standards. It is not acceptable to risk students and staff' and also local resident lives.

3 Alpha Rd/Flat Rock Drive/Brook St Bridge

When the original Warringah Rd was built in the mid 1960s Flat Rock Drive was built as a temporary road. This was never returned to what is now parkland. As part of the remediation a pedestrian/cyclist/motor vehicle bridge meeting all design standards needs building to straddle the point between the intersection of Alpha Rd & Sailors Bay Rd and Brook St & Grafton Ave. This will honour a previous commitment by the DMR, as it was, and return parklands to Willoughby LGA. It will also reduce fuel consumed,& reduce speed in this area.

4 Active transport (permanent)

There is an opportunity here, totally missed at present. Other than remediating existing infrastructure, there is nothing new in these plans. In fact it appears active infrastructure will be lost. As a note I was actually shocked on attendance at an RMS information session to find their was absolutely no new infrastructure in a \$15,000,000,000 spend. Genuinely shocked. TfNSW needs to utilise their own planning documents. 1 Practitioners Guide to Movement and Place. 2. The walking Space Guide. 3. Cycleway Design Toolbox. A recent document

called “Providing for Walking and Cycling in Transport Projects Policy” needs to be implemented here.

No consideration is given to main road cycling. By that I mean there is no connection between Naremburn and the harbour bridge. Also no access to the harbour bridge that complies with policy towards 2056.

No consideration to linking between the adjoining suburbs for active transport.

Frankly, this aspect of the project alone is disgraceful in the proposed planning

To assist in remedying this disgraceful proposal I endorse appointing Bike North as a stakeholder with full involvement through the life of the project for both temporary and permanent infrastructure.

- At all times and places ensure a safe environment for bike riders and pedestrians as a result of construction, including any truck access route
- At all times and places ensure any diversion/detour or final bicycle routes are separate from vehicles, protected from heavy vehicles and to Austroads Standards and approved by TfNSW, Active Transport
- With regard to the cycleway alongside the Gore Hill Freeway at Artarmon ensure that access along the path remains continuous, safe and easy to use. Any necessary detour should:
 - Be minimised to continue along the existing alignment wherever possible.
 - Provide separation from vehicles, protection from heavy vehicles, to Austroads standards and TfNSW Active Transport approvals.
 - Be included as part of the overall site design, rather than fitting around a pre-determined site design.
 - Be based on final designed path as much as practical.
 - At all times be developed in consultation with Bike North with timely notification of any adjustments.
 - Provide an underpass of the railway line preferably connecting to Punch Street, so as to avoid steep hills and merging with vehicles on and around railway overpass road
 - Preferably provide an underpass of Herbert Street

- If detoured away from the existing cycleway alignment, connect directly back to the path from Waltham Street to avoid Reserve Road.
- With regard to construction of the Herbert Street / Hampden Road bridge over the motorway
 - Ensure safe access for people riding along this on-road bicycle route
 - Provide a widening of the bridge to enable a fully separated cycleway across the bridge as part of the proposed Willoughby Council Chatswood to St Leonards separated cycleway
- With regard to Flat Rock access site
 - Ensure safe access for people riding along the detour which is to full Austroad standard and TfNSW Active Transport approved.
 - Provide continuous access to both Small Street, Willoughby and Sailors Bay Road, Northbridge to the north AND to Market Street East to the south AND the underpass of Flat Rock Drive to the west.
- With regard to provision of new cycling facilities as required for any transport project
 - Include an extension of the existing cycleway which terminates at Merremburn Avenue, Naremburn to West Street at equivalent standard including protection from the motorway and total separation from vehicles through an overpass bridge.

Then linkage to the harbour bridge and improved access to the harbour bridge in line with Ausroads standards

4 Active Transport (temporary)

Reserve Rd locale in Artarmon. A semi permanent (temporary) deviation is proposed around the back streets of the industrial area of Artarmon. No. Not good enough. Bike North needs to be appointed as a stakeholder to the project, for the full duration of the project, both for permanent and temporary cycling infrastructure.

The active transport issues Bike North have raised & I agree with for this project are:

- Major accessibility, continuity and safety issues at the Artarmon site with the closure of the existing wide and quality pathway between

Naremburn and Artarmon for at least four years of construction and no alternative provided except for an on-road route along busy, fast and heavy vehicle trafficked roads through Artarmon Industrial Area. This is the best section of the regional separated cycleway between Eastwood and Naremburn. Despite the obvious huge impact on cycling the EIS describes this impact as 'minor' which is completely and dangerously misleading.

- Safety issues for riders on existing Herbert St bike route at the bridge over the freeway.
- Failure to consider an increase in the width of Herbert St bridge to enable continuity of Willoughby Council's proposed separated cycleway
- Moderate safety and continuity concerns for proposed detour path at Flat Rock site.
- Failure to include any improvement to the existing unsafe gap from where the cycleway terminates in the middle of the motorway at Naremburn to West Street, Cammeray.
- Failure to include Bike North as a stakeholder for this project in the EIS

5 Cammeray Golf Course

This needs to stay in use for the public. The proposed control centre needs to be built on top of the motorway, this ensuring the park remains untouched.

6. Odour management

As Flat Rock Gully is a former refuse facility, this needs to be managed. It is unclear from the 12000 pages of EIS how this will be addressed.

6 Noise abatement

Noise levels need to be maintained at around 60-70db. Monitoring stations need to be set up & accessible via weblink to the citizens of NSW at all times.

7 Flat Rock Gully

This must be remediated and not turned into a carpark as rumour indicates

8 Public Transport (Rail & Bus)

This project needs review to also consider rail infrastructure to the Northern Beaches. Previous studies have considered a Chatswood Dee Why rail link. Why is there also not consideration to an additional line from Warriewood to North Sydney for example?

Also 24 hr permanent dedicated bus lanes between Chatswood and various locations on the Northern Beaches. Perhaps a bus lane in the tunnel

9 Traffic Studies

No traffic studies were done on Eastern Valley Way/Edinburgh Rd or Willoughby Rd. How will traffic be impacted here?

Forestway to Chatswood direction on Warringah Rd. I use this road regularly during morning peak & note it is common to travel at 10km/h on Warringah Rd between Forestway and the Roseville bridge. How will the project tunnel improve this? Given the majority of traffic continues along Boundary St towards Chatswood. Then assumably towards Macquarie Park or Norwest. Perhaps a train link is really required given Warringah road is already at capacity.