**Western Harbour Tunnel and Warringah Freeway Upgrade**

**Sample Community Objections February 2020**

**Submission Tips**

Make a statement of position about the project; make it personal to where you live, travel, work, go to school or play; try to reference specific examples or concerns; ask for what you would like to see happen. Save your submission and upload to the DPIE portal (don’t email or send to Transport for NSW) and then forward to your and other relevant State MP’s and other decision makers ie Chief Scientist/ Medical Officer. Instructions on how to do that can be found at stopthetunnel.org/eis

**Sample 1: Local Resident, Naremburn**

"In summary I object to this project on many grounds, including: a failure to demonstrate meaningful improvements in travel times, a failure to consider and compare other (public transport) options (without tunnels and tollways), misrepresentation of travel time improvements and the 30-minute City objective, misrepresentation of the resilience benefit when access to the Sydney CBD isn't afforded via the WHT, misrepresentation of the detail analysis in the glossy summaries and not taking community feedback seriously.  
  
I provide specific detailed objections below.  
  
I object to this project because according to the information in Appendix F - Traffic and Transport there is very little improvement in travel times. For example, table 7-19 (morning peak - Warringah Freeway) states the Average vehicle trip time through the network would be 5:37 with the project and 6:01 without.  
  
I object that Transport for NSW has failed to consider other options to achieve a reduction in congestion and improved travel times for the relevant communities. Specifically, I believe a range of options should be analysed that include 1) funding via northbound tolling on the Harbour Bridge and Harbour Tunnel, 2) reduction in capacity allocated to private vehicles (in particular at peak time), 3) greater dedication of capacity to public transport - in particular bus lanes - with a focus on end-to-end trip times for commuters, 4) streamlining of the Warringah Freeway, without the tunnels and tollways. These should be modelled and compared. Instead the gross simplicity of 'Do something' (i.e. the WHT) and 'Do minimum' (i.e. nothing) are presented.  
  
I object that the analysis doesn't identify the origins and destinations of travellers by mode (by time of day) and then seek to optimise the travel times, via consideration of a raft of strategic interventions. The EIS takes the traffic volumes on 'the network' and growth as a given and proceeds from there. Clearly there is an opportunity to shape the way we move around and deliver an improved system outcome, not just to deliver a (tunnel tollway) 'product' between A and B.  
  
I object to the project because it doesn't improve the transport network for the people of the Lower North Shore. There are frequent mentions of the need to improve the resilience of the network, however there are already two crossings (Sydney Harbour Tunnel and Sydney Harbour Bridge). If both of these are blocked then access to the Sydney CBD isn't available. The proposed addition of the WHT doesn't actually help with resilience of access to the Sydney CBD.  
  
I object that the summary information presents a 'spin' on the travel time improvements rather than what the modelling shows and what people can expect. An example is in the Executive Summary E-4 it says "journeys from Dee Why to Sydney Kingsford Smith Airport are expected to be 56 minutes faster" however this isn't shown in the analysis. Without traffic congestion that trip is currently 35-40 minutes by car. At peak time the trip is currently 75 minutes via B Line and Train. If we have a significant increase in the number of people going to the airport then it would make more sense to focus on public transport options to get everyone there faster. If there are a small number of people who insist on travelling by car from Dee Why to the Airport at peak time, then assuming Beaches Link Tunnel is done they could choose to use that on the Brookvale to Cammeray section and perhaps save 10 to 15 minutes. However, from that point they would travel via the Sydney Harbour Tunnel and Eastern Distributor to the airport. So those hypothetical travellers wouldn't actually use the WHT anyway. And this is an EIS for the WHT not the BL.  
  
I object to the project documents not aligning between detail and summary / synthesis. For example, the detail reveals a huge amount of greenhouse gas impact from the construction and operation. However the summary concludes that this is a sustainable development. It is the antithesis of sustainable development.  
  
This is not a project that Sydney needs. We need to reduce our greenhouse gases and switch to sustainable modes of transport. We should not be building more roads for private cars and inducing more people to enter the road systems in their private cars. We should be favouring public transport, for the vast majority in particular for those travelling at peak times.  
  
I like the 30 minute concept but I think this is misrepresented as favouring the project. Section 7.2.2 is ridiculous. "Access to Sydney CBD would increase as a result of Western Harbour Tunnel, with trips from North Sydney being able to access Sydney CBD within 30 minutes by road". Everyone can already travel from North Sydney to various points in the Sydney CBD via public transport (Train or Bus) in about 10-15 minutes. There is no need to travel by road in a private vehicle. If you did you would have to add a further 10 minutes+ at both ends for parking. It isn't sensible to encourage people to drive into the Sydney CBD.  
  
The 30 minute City is enabled by and is co-dependent on effective public transport. Not on travel by private car, via tunnels and tollways with parking at either end. TfNSW should be thinking of moving people all around between many different community centres, not just between both ends of a new tunnel.  
  
We should allocate main roads capacity to public transport, trades and freight, in particular at peak time. Expansion of the public transport system should take an end-to-end journey time perspective and streamline interchanges.  
  
I object that this project removes the bus layover on the Warringah Freeway - this currently helps the buses meet their timetable expectations. There is no modelling of the consequences of reduced reliability of bus services.  
  
I object that this project doesn't address the complex intermodal / interchange requirements at North Sydney. It focuses on vehicle / network performance and not human travel time and amenity. It suggests that a deterioration of travel experience around North Sydney can be expected. This isn't a good thing! This project originates and pushes West-bound traffic down Berry Street and causes congestion problems. We need to focus on public transport for access to North Sydney and keep the private car volumes to a minimum so we can preserve and improve system outcomes for all.  
  
I object that this project doesn't address the requirements and expectations of integration of travel between North Sydney and the Inner West. It focuses on 'plumbing in' to the M4-M5 road system. Due to the way the project has been sliced into pieces the Rozelle Interchange is already being built assuming the WHT will happen. I object to that approach as it favours further motorway development.  
  
I object that the project will not deliver any benefits during the long construction period. I object that there will be substantial disbenefits / negatives and these will fall hard on our Lower North Shore community. We want improvements now and in the 2020-2025 period.  
  
I object that simpler, less expensive and more scalable solutions could be and should be pursued now. Building on successes such as the B-Line buses.  
  
I object on many other grounds that have been captured in the community consultation chapter and 7.3.1. Although that chapter summarises the feedback and references where in the EIS information is included, it doesn't actually address or respond to the feedback. One example will suffice: "Potential impact on local streets, rat runs, local road safety, construction traffic, impact on parking spaces, congestion, road network performance, local road connections, increased traffic, cumulative traffic impact, travel time". 4023 comments. The EIS presents information that confirms and substantiates the fears and concerns of the community. There will be negative impact on local streets, rat runs, congestion, increased traffic, etc. So why should the project proceed when all those negatives are presented in detail? It shouldn't proceed!"

**Sample 2: Local Residents North Sydney**

**NORTHERN BEACHES AND WESTERN HARBOUR TUNNEL**

The Northern Beaches and Western Harbour Tunnels is an issue, which dramatically affects the everyday lives of millions of people commuting into and around Sydney.  The only way forward if Sydney wants to be a ‘city of the future’, is to build rail transport (trains and metros).  Should this road tunnel ever be built, it will again be jam packed full of cars by the time it is completed.  The road congestion already created in and around Sydney is well documented and experienced.

It is essential that Councils and Residents **demand** a rail link to the Northern Beaches so that –

1.    there is no pollution (the health hazards of roadways have been well documented, including long term health impacts on school age children and loss of cognitive function)

2.    no negative effect on our urban corridor, eg. The Spit Bridge can then operate with a reasonable traffic flow

3.    no increased traffic on roads

4.    no loss of amenity

5.    no loss of tree canopy or parkland

The reasons FOR a rail link to the Northern Beaches are as follows:

·      Less excavated material to dispose of

·      Fast and reliable for commuters

·      Fits in with Opal Card

·      No pollution

·      No road tunnel blocked by overhead vehicles, vehicle breakdowns and accidents

·      No changes to local environments

·      Easy transport to Northern Beaches Hospital and Frenchs Forest commercial area

·      Rail generates far less continuous noise than main roadways

·      Tunnelling costs for a 2-track metro would be 1/3 the cost of two three lane road tunnels

·      A single metro can move 40,000 people per hour.  A road lane only moves 2,400 (when there is no congestion or delays).

In order to make this a livable city for the future, you have a once-in-a-generation opportunity to make the correct long term decision and provide rail transport, as other progressive cities around the world have done.

The motion passed at the Combined Precincts Meeting held on May 22, 2018, Min. No. 481, overwhelmingly voted for North Sydney Council to continue with its 2017 position -:

THAT the Sustainable Transport Reference Group call again on the State Government to undertake a holistic traffic and transport plan for both the north shore and the northern beaches, **which includes consideration of the additional densities**which are a planned approach and that RAIL be undertaken **NOT a road tunnel.**

These precincts represent the voices of the communities on this very important issue.

The North Sydney Council has an **unequivocal responsibility** to act on this decision of the combined precinct meeting vote on May 22, 2018.   This was an overwhelming majority vote, which the Council cannot ignore.

**Sample 3: Local Resident Naremburn**

Re:   Environmental Impact Statement for the Western Harbour Tunnel and Warringah Freeway widening

Regarding the above, our community in Naremburn are asking for more time to thoroughly understand and review the Submission, and we are asking for your leniency in giving us all extra time to gain greater comprehension.  1,000 pages is a lot of reading and inner digestion!

I am teaching at Artarmon, and still trying to get my head around the syllabus as well as helping with fundraising for the recent horrific fires,  plus have been flooded in my foyer due to recent heavy rains.

Time consuming ‘black swan’ events, which do not help with the time required to understand your complex and large  document.

Your understanding for an extension in time would be much appreciated,

Sample 4: Local Resident Cammeray

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**Sample 5: Local Community Action Group email to Gladys in advance of submission**

Dear Gladys  
As you are well aware, residents of Naremburn gain no benefit from the tunnel projects that severely impact our community during the 5-6 years of construction. When the projects are completed and more cars have access to Crows Nest, the residential infrastructure is not there to support this increase, including parking.  
In preparing a response to the cumulative effect of both projects in the exhibited EIS for the Western Harbour Tunnel and Warringah Freeway Upgrade, it seems that the relentless push to  bring  more cars into the city and suburbs close to the city needs to be re-examined.   
  
A delay in the commencement of these projects until the Metro is completed in 2024 would be an acknowledgement that your Government is mindful of how communities are affected by major infrastructure projects. Such a delay would allow time to assess the financial risk of the tunnel projects and the evidence of harm to the community with unfiltered ventilation  stacks, construction noise and vibration.The cost of $20 billion is prohibitive and we have seen no costing of a public transport alternative.   
  
This Summer has made us all focus on people in Regional NSW which has been devastated by drought and bush fires. The large amount of taxpayer funds needed to rebuild lives and townships so that these areas can not only survive but thrive is an essential commitment by the Government that is supported by residents across the State. Infrastructure projects in Regional NSW are certainly more urgent than the tunnel projects that will adversely affect our lives. In fact the Beaches Link and Western Harbour tunnel are not a priority with Infrastructure Australia.   
  
We ask that you delay the commencement of the construction of the tunnel projects until the Metro is completed.