



**The Hon. Gladys Berejiklian MP**  
Member for Willoughby  
NSW Premier



2 February 2021

Our Ref: 20/ 2-5297

Ms Gail Giles-Gidney  
Willoughby City Mayor  
PO Box 57  
CHATSWOOD NSW 2067

Dear Cr Giles-Gidney,

I am writing in relation to the representations I made on your behalf regarding the Western Harbour Tunnel and Warringah Freeway.

I have now received a reply from the Hon Andrew Constance MP, Minister for Transport and Roads, and enclose a copy for your information.

Thank you for bringing this matter to my attention. Please do not hesitate to contact me if I can be of assistance to you in relation to any State Government matter. Again, thank you for bringing your concerns to my attention.

Yours faithfully,

**Gladys Berejiklian MP**  
Member for Willoughby  
NSW Premier

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*Working for Willoughby*

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The Hon Andrew Constance MP  
Minister for Transport and Roads

COOPY

Our Ref: 01169121  
Your Ref: 20/2-5297

The Hon Gladys Berejiklian MP  
Premier  
Member for Willoughby  
PO Box 428  
NORTHBRIDGE NSW 1560

Dear Premier

Thank you for your correspondence on behalf of Councillor Gail Giles-Gidney, Mayor of Willoughby City Council, about the Western Harbour Tunnel and Beaches Link (WHTBL) project.

I note Cr Giles-Gidney's comments and appreciate the reasons that have prompted her to write.

Sydney is expanding and the NSW Government is working hard to deliver an integrated transport system that meets the needs of customers now and in the future. The Western Harbour Tunnel and Beaches Link program is designed to ease congestion throughout Greater Sydney. As you may be aware, 4.3 million trips are made across Sydney Harbour each week, making the Warringah Freeway one of the busiest and most complex roads in the country. This program will help ease pressure on the road network and customers, providing a direct connection to WestConnex it will also reduce congestion on the Anzac Bridge, Western Distributor and Sydney Harbour Bridge corridor.

The Western Harbour Tunnel and Beaches Link is a major transport infrastructure program that will make it easier, faster and safer to get around Sydney. As Sydney continues to grow, faster and more reliable trips are essential to reducing congestion and providing new levels of access to jobs, recreation, and services such as schools and hospitals.

Cr Giles-Gidney may be interested to know that by creating a western bypass of the Sydney CBD, the Western Harbour Tunnel will take pressure off the congested Sydney Harbour Bridge, Sydney Harbour Tunnel and Anzac Bridge; while Beaches Link will create an alternative to the Military Road and Warringah Road corridors to relieve traffic pressure on the North Shore.

Cr Giles-Gidney may be assured that the program has been designed as part of an integrated transport network, with a focus on new public transport connections and improved journey times and reliability for buses. Beaches Link, for example, will improve B-Line services between the Sydney CBD, North Shore and the Northern Beaches, accommodate new express bus service routes, and provide for a fast and efficient bus interchange with Sydney Metro at North Sydney.

The Western Harbour Tunnel will integrate with public transport and boost reliability for cross-harbour bus trips, creating new options for express bus services between the Inner West, Lower North Shore and beyond. You may be interested to know that the Western Harbour Tunnel alone will deliver significant time savings for customers, including up to 38 minutes between Balgowlah and Sydney CBD, 54 minutes between Frenchs Forest and Rozelle, and 32 minutes between Manly and Macquarie Park.

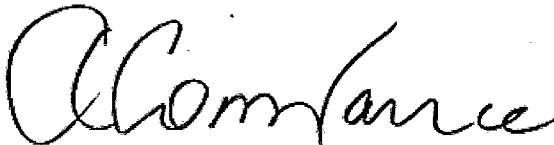
In addition, the Western Harbour Tunnel and Beaches Link program is anticipated to support up to 15,000 full-time-equivalent jobs during its construction.

I am advised that Transport for NSW carried out extensive community engagement during 2017 and 2018. As a result of these earlier rounds of feedback, I am advised that the project design had already benefited from the input of local knowledge, insight, experience, goals and priorities to identify potential issues, potential mitigation strategies and opportunities to improve project outcomes prior to the exhibition of the Environmental Impact Statement.

Cr Giles-Gidney may be assured that this feedback helped Transport for NSW to refine the design and make a number of positive changes which were presented in the Environmental Impact Statement. Some of these included minimising the construction footprint in St Leonards Park and Anzac Park, maintaining the connection between the Warringah Freeway and Ernest Street by keeping the Ernest Street ramps, avoiding impacts to Birchgrove Oval, and reducing the land the project needs at the Cammeray Golf Club. I am advised that as a result of this, no major changes to the project's design are proposed as a result of the submissions received.

I trust this information is of assistance.

Yours sincerely



01/02/2021

**The Hon Andrew Constance MP  
Minister for Transport and Roads**