

From: David Owen New [<mailto:dowenmail@optusnet.com.au>]
Sent: Wednesday, 18 October 2017 11:59 AM
To: 'tim.reardon@transport.nsw.gov.au'; 'projects@transport.nsw.gov.au'
Cc: 'bega@parliament.nsw.gov.au'
Subject: B-Line Newport Extension - CABPRA Submission
Importance: High

Please find below a brief CABPRA Submission for the proposed B-Line service to Newport. The Clareville and Bilgola Plateau Residents Association (CABPRA) represents some 1200 households on the west facing Pittwater peninsular. We have studied the relevant B-Line documents and make the KEY comments on behalf of our community.

CABPRA does NOT support Newport as the northern terminus for the B-Line.

- We support Mona Vale as being the northern terminus with feeder and express services catering for communities north of Mona Vale:
- CABPRA have supplied the B-Line project team with a proposed service schedule for residents north of Mona Vale. This proposal is supported by the 4 resident associations being CABPRA, Palm Beach and Whale Beach (PB&WBA), Avalon (APA) and Newport (NRA).
- Under the TpNSW B-Line proposals commuters north of Newport would have to board 3 buses on average to get to the city in off peak. Clareville (say), Avalon (say) then Newport. This is unacceptable.
- Mona Vale has the appropriate infrastructure to support a B-Line terminus around Darley St. Newport has no acceptable infrastructure. Developing such infrastructure will change the very nature of this beach side suburb and cost a considerable amount, funds better spent on service improvements instead.

CABPRA does NOT support the proposal to construct a roundabout on the corner of Neptune St and Barrenjoey Rd at Newport

- The steep downhill slope south of “the bends” makes this a very dangerous intersection, (comparable to the original Mona Vale Rd roundabout at Warriewood where a number of people have died in horrific accidents).
- The roundabout area has a high beach related pedestrian activity making it doubly dangerous
- The roundabout will also create a significant traffic “pinch/choke point” with approx. 100 large buses per day turning through 360 degrees.
- Commuters and residents north of Newport are likely to suffer major traffic delays wiping out any theoretical benefit from alleged faster B-Line transit times to the city. Traffic would be banked up from North Avalon, Kamakazi Corner, the bends to the Newport roundabout. This would apply in both directions at weekday rush hour and weekends. I.e. TpNSW B-Line project team is creating choke points and increasing travel times **not** the reverse.
- Some of the existing Norfolk Pine trees seem almost certain to be sacrificed if not by initial lopping then by root damage.
- An iconic beach side carpark would be used to house commuter’s cars all day probably free of charge denying use to shoppers and beach users
- The design diagrams do not show any acceptably safe entrance/exit arrangement for residents (and rugby spectators) from Burke and Attunga Rds.
- There appears to be a lot of “unknowns” that should be “known”. E.g. Need for tree lopping in the village area, relocation of the 2.4 metre wide footpath, toilet facilities for drivers, potential loss of the netball court, unknown entrance and exit to the carpark, etc.

Regards
David Owen
President CABPRA
(02) 8919 0185
0411 538 973
dowenmail@optusnet.com.au
<http://cabpra.wordpress.com>