

REVIEW OF F3 to M7 CORRIDOR SELECTION- SUBMISSION/ RESPONSE

Dear Sir/ Madam,

I wish to make the following submission in reference to the above named , ie F3 to M7 road linkage. My response will address Terms of Reference Numbers 1 to 3.

1 a) Analysis and methodology used in the F3 to Sydney Orbital Link Study was too limited in only focusing on Corridor A and removing Corridor B and C from any further analysis.

b) The options chosen in Corridor Type A, whether Yellow, Blue or Red are not feasible when considering these options are all Tunnel options. This removed any further examination of Corridors B and C.

c) The models used, in particular the models addressing Corridors B and C, are far too simplistic in their assumptions when considering national traffic flows, projected population growth rates and regard for the environment.

d) The accuracy and appropriateness of assumptions made in the study were rather general in their nature.

e) The accuracy and appropriateness of the data used was probably more applicable at the time of compilation. This data would be now dated requiring new collections of data for cross comparison.

f) Other models and data that were available, at the time of compilation, were hopefully consulted by the contracted consultants.

g) The adequacy of the consultation process and the methodology used to consider and incorporate the input did not adequately address key stakeholders in the affected communities.

2. There has been significant changes since the Report's publication, such as the new extension of the M7 to the M2 with a resulting traffic increase to Pennant Hills Road, northbound from the M2 connection, and increasing traffic to and from the NSW central Coast region. Traffic flows need to be addressed in connecting the M7 to F3 as a matter of urgency in the Twenty First Century. Much of the traffic flows are heavy vehicles, either travelling interstate or to Sydney's industrial heartland in the metropolitan southwest. To entertain ideas of heavy transport in tunnels as part of a national highway strategy seem to be non logical. Dangerous and heavy cargoes would pose a major traffic hazard in tunnels of any description, given the lack of

emergency access to such structures. The proposed length of the tunnels outlined in Corridor A do not satisfy any benchmark of community safety standards. The secret positioning of proposed exhaust stacks is also a cause for concern. What guarantee does the community have that a national highway tunnel will not be a terrorist target? As this is now a real issue in the Twenty First Century, a CCTV system is not reassuring in a tunnel situation, let alone a truck with a flammable or dangerous load. Tunnel access is limited and flawed. An above ground road option for either Corridor B or C would be the ultimate orbital road, linking the suburbs of Sydney to the north and south, without further road congestion on already overcrowded and dangerous roads.

3. The changes that need addressing are listed below:

- **Government planning and policy needs to be coordinated tightly to ensure Sydney, indeed, the eastern seaboard, receives a national highway befitting of such a title- something that all stakeholders will be happy and proud to use. Facilities such as infrastructure projects of this level, will be fully utilized by the community, if provided.**
- **Timing and costing implications. Without access to such figures, I assume an above ground road option would be cheaper to construct in Corridors B or C, a safer work environment, and less disruptive to established communities. Option C in particular would provide an alternative route to and from the central coast and provide an effective travel linkage to the other motorways.**
- **Societal impacts. Least disruption to communities would be in Option C. This would also promote development in Sydney's northwest which is lacking any effective and safe modern road. Health impacts are also not as severe when tunnel exhaust stacks are factored in to such road plans.**
- **Provision of public transport. This is lacking in Sydney's forgotten region. In the absence of any rail, ie light or heavy, an effective road linkage would go some way in addressing this issue.**
- **The economic benefits of the proposed Corridor C would be far reaching- an effective interstate link, a real orbital road in outer Sydney, rather than through its suburbs.**
- **Toll arrangements would be addressed by the operators, on a user pays system, with different tolls for different lengths of traveling. This seems to be quite effective in existing M7 sections and in Melbourne's motorways.**
- **Surrounding networks would enter and exit the proposed new above ground road, linking all surrounding suburbs in an effective network.**
- **Demographics. As Sydney's population expands to the west and northwest, an effective road linkage is required. People need access in and out of their communities. The choice of another road allows for this flexibility.**
- **Industry groups have indicated their preference for a second crossing of the Hawkesbury River. The proposed northern exit point at Somersby would provide ideal warehouse facilities and jobs growth for the Central Coast Region.**

- **Land use. Whilst in the short term , the flora and fauna of the northwest may be disrupted, during construction, and Aboriginal sacred sites may be threatened, consultation with the respective stakeholders, as did occur for the M2, should be able to address these issues with the same level of importance and effectiveness.**

In summary, an above ground round option, preferably Option C , from the SKM report would give Sydney, an orbital road that effectively links the Central Coast with an alternative route to the Sydney Basin, and another road that can only serve to foster a more coordinated system of communities, increase safety to the Central Coast, as it is cut off in times of bushfires, and be a real showpiece for Sydney as it enters the Twenty First Century with a modern road that is urgently required, indeed now overdue.

Yours Faithfully



M Divola