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752249
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F3 to M7 Review Secretariat
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Dear Sir

REVIEW OF F3 TO M7 CORRIDOR SELECTION

Reference is made to the call for public submissions on the Review of the F3 to M7 Corridor Selection and enclosed is a copy of Ku-ring-gai Council's submission to the review panel.

The main points of Council's submission can be summarised as follows:

- The assumptions and data used in the F3 to Sydney Orbital Link Study 2004 were considered relevant at the time but since then there has been the implementation of the Metropolitan Strategy, changes in land use patterns and the opening of the M7 - Sydney Orbital Link. The impacts of these changes need to be assessed against the assumptions made in the previous study. Under the Metropolitan Strategy, it is anticipated that Ku-ring-gai Council will experience an increase of approximately 10,000 dwellings over the next 25 years that will be concentrated along the Pacific Highway and railway corridor and Council's traffic studies have shown that traffic generation from the proposed development will heavily impact on the Pacific Highway. The figures shown in Table 9 of Section 3.6 of the Interim Report is inconsistent with the anticipated growth along the Pacific Highway Corridor.
- The proposed lower predicted levels of growth on the Pacific Highway and Ryde Road due peak traffic conditions could be attributed to the roads being at saturation levels and any traffic growth is diverted to alternative links such as regional and local roads. The broader road network needs to be included in the modelling and the assessment should not be limited to the main road network.
- The assessment of the preferred option should not focus on optimising tolling revenue and the Transurban study appears to have this criterion as one of its main objectives. The Sydney road network is now heavily dependant on toll roads. The State Government has provided minimal improvements to the road network because of the toll roads and relies on local government to upgrade and maintain its road network to overcome the deficiencies created by the inadequate main road network. The State Government places controls on Local Government with regard to proposed traffic changes and

consequently Councils are facing added pressure on issues associated with increased development, damage to local roads, road safety and residential amenity. Any new link needs to be sufficiently wide enough to help cater for the inefficient main road network and the likely growth expected over the next 20 years.

- The opening of the M7 - Sydney Orbital link has now created additional traffic on the M2 because of the inefficient M4 and changes are soon to be implemented on the M2 to enable widening from 3 lanes to 2 lanes west bound to help cater for the deficiencies caused by constructing the M2 as a 4 lane road.
- Major improvements to the public transport system are not likely to eventuate in the northern Sydney Region for a significant number of years and the growth in the north western and western Sydney regions and the Central Coast region will place added demand on the road and transport network of the Northern Sydney region.
- The terms of reference are limited to traffic data and population assumptions but any proposed change of route selection will also raise other related issues of environmental and social impacts. Therefore, if the outcome of the review was to recommend a change to the preferred option, then these other factors need to be considered.

If you require any additional information on Council's submission, please contact Council's Director, Technical Services, Mr Greg Piconi on 9424 0796.

Yours sincerely



Gr Nick Ebbeck
MAYOR