

INFRASTRUCTURE SERVICES

Director

11 April 2007

The Chair
Review of the F3-M7 Corridor Selection
PO Box 593
CANBERRA

Dear Sir

Re: SUBMISSION - F3 - M7 CORRIDOR SELECTION

Willoughby City Council (WCC) welcomes the opportunity to make the following submission to the current Review.

WCC has previously supported the 'Red' or most easterly route option on the basis that this route provides the most significant benefit to the Pacific Highway. Whilst the terms of reference for the review are limited to the Yellow and Purple options, Council's view remains that the Red option is its preferred route.

Given the limited terms of reference, however, Council considers that the yellow option provides significant benefits over the Purple option.

As the report itself notes "...it is also important to take a broader view of the relative effects of each option on societal welfare". There is a danger in assessing the route selection purely on the basis of the Auslink objectives, with its emphasis on freight and regional traffic.

Clearly impacts, costs and benefits on local communities, and economies, need to be taken into account, and a balanced decision made. Financial considerations such as government funding sources and/or private sector interests in toll roads, whilst valid considerations, should be transparent and separate from assessment of benefits of each corridor.

The MWT report also addresses the need for a Type C western option and concludes that a decision is required on widening of the F3 or a Type C option.

Council believes that this decision should be made concurrently with the Type A route selection.

It is submitted that a decision to provide a Type C route with the Yellow option would provide relief for both the Pacific Highway and Pennant Hills Road as well as providing a long term strategic corridor from Western Sydney to the Central Coast and Lower Hunter.

The MWT report notes the uncertainties associated with land development, and postulates that the Transurban figures supporting the Yellow option are skewed potentially by cyclical trends. No substantive evidence is provided, although historical assessment does identify such patterns in development.

The conclusion to support the Purple option is nevertheless not founded on solid data or projections but rather the current traffic composition and flows. Projects such as this have the capacity to redefine actual development and investment decisions.

The report does not address the allocation of road capacity that may be “freed-up” by development of a new route. Decisions on any route should be done only in conjunction with assessment of road space allocation, and improvements in public transport and non-road transport eg HOV or bus lane creation.

In summary WCC;

- Supports the adoption of the Yellow option.
- Recommends adoption of a Type C corridor
- Recommends assessment of all benefits and impacts separately from funding sources
- Seeks assessment of all transport issues including public and non-road transport in this review and subsequent planning process.

Yours faithfully

Jeff Organ
INFRASTRUCTURE SERVICES DIRECTOR