

Sample Link Study Data Attachment

1. 24 hour Traffic Volumes in 2021 on the F3	93700
- or draft Options Development Report	100000
Traffic Origin/Destinations	
- 60% S/SW/W/NW Sydney regions	60000
Projected Purple Tunnel Traffic Volumes:	
- maximum if 100% selected the tunnel	60000
- as per Link Study Newsletter #2 – July 2003	80-85000?
draft Options Development Report	70-105000?

Can these numbers be reconciled? If the arithmetic is 60000 and the large numbers are the result of traffic induction why does traffic induction not apply to Option C?

2. 24 Hour Traffic Volumes in 2021 on F3 (as above)	100000
- Heavy vehicle 13%	13000
- 57% S/SW/W/ NW Sydney origins/destinations	6700
Projected Purple Tunnel Truck Volumes:	
- maximum if 100% selected the tunnel	6700
- as per draft Options development Report	4-11000?
Executive Summary – removed from P/Hills Road	11000?

Same questions as 1. above.

3. 24 Hour Traffic Volumes in 2021 on F3	100000
Traffic Origins/Destinations	
- 60% S/SW/W/NW Sydney regions	60000
Projected Use of Corridor C Option	
- as per draft Options Development Report	30-50000
- as per Executive Summary	
removed from Pennant Hills Road	12000?

If the 30-50000 doesn't come off Pennant Hills Road, where does it come from?

4. Vehicles taken off the Pacific Highway

By the Purple Tunnel option	
- as per Link Study Newsletter #2 – July 2003	fewer than 1000
By Corridor C option	
- as per draft Options Development Report	about 10000?

How are these figures explained?

5. 24 Hour Traffic Volumes in 2021	
- F3 at Hawkesbury River (71200 in 2001)	93700
- PH Road north of Boundary Road (75600 in 2001)	99400 (A)
(projected at same rate as for the F3)	
Projected Volumes via Purple Tunnel	
- as per draft Option Development Report	70-105000 (B)
Traffic relief on P/Hills Road	20- 40000 (C)
Traffic remaining on P/Hills Road (A-C)	59000 (D)
Total Traffic Volumes (B+D)	129-164000 (E)

How can the Pennant Hills Road traffic projection be both A (99400) and (E) 164000?.
