

To Whom It May Concern,

My key concern is that the current process has basically ignored the Western Orbital Option. It is therefore structured, in my view, to achieve a less than optimal outcome.

In amongst the recent celebrations of 75 years of the Harbour Bridge, one thing stood out to me. Here was a long term perspective, a vision for the future, in that the Bridge was designed with a capacity far in excess of current (1930's) requirements - and with even an ability to support a second level of traffic above the present one! I see none of this type of vision in the Tunnel Options.

I would also like to highlight four other matters:

- ① Sydney has only one northerly exit. (Why? The frailty of this as a functioning exit for the country's largest city is seen all too often when there are significant disruptions on the F3. This was graphically illustrated with the total

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shutdown of the F3 during the recent summer bushfires.

② The recent tunnel accident in Melbourne highlights the danger of tunnel accidents, especially those involving trucks. Given that the proposed link tunnel is 8 km long, this is a major concern, in my view.

③ Most of the trucks on Pennant Hills Rd are through traffic. Therefore, if the Western Orbital Option was implemented, most of the trucks and many of the cars would never reach Pennant Hills Rd, because they would be using the second crossing over the Hawkesbury River. Traffic would be dispersed between 2 exits, rather than funnelled or channelled into one, as is the current situation.

④ The disparity of tolls on the Sydney Orbital System is perhaps causing unwanted outcomes, such as truck drivers using local roads in Western and North Western Sydney to avoid tolls on the M7 and M2. Some rationalisation of tolls needs to take place. Currently, drivers using tollways in North Western Sydney, are clearly paying more in

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tolls than other Sydney drivers. Also, the practice of substituting toll lanes for public lanes by closing public lanes and roads, with the building of new tunnels, needs, in my view, to be stopped.

Yours sincerely,  
Mr Jim Clark

J. G. Clark