

## **Submission for Review of F3 to M7 Corridor Selection.**

**April 10th 2007.**

### **1. Whether the assumptions and data used in the F3 to Sydney Orbital Link Study 2004 were valid and reasonable at the time of the study;**

#### **1.1. Was SKM analysis & methodology appropriate?**

Link roads of the Type B and Type C are based on the assumption that the majority of traffic wish to go west of south west. The analysis of the traffic split between Pennant Hills Road and the Pacific Highway assumed traffic using Pennant Hills Road only went west. For various reasons some of those cars used either the M2 between Pennant Hills Road and various destinations each such as Sydney CBD, the airport & Port Botany. Cars travelling east on Beecroft Road/ Epping Road were similarly ignored.

The selection of "origin & destination" catchment boundaries confounds southern and south-western areas. Changes mentioned in heading (2) below are affected.

#### **1.2. Appropriateness of the options selected.**

There was no comparison with previous studies such as "NORTH WEST SECTOR ROAD NEEDS STUDY, Analysis of the area bounded by the Pacific Highway, Pennant Hills Road, Beecroft Road, and Epping Road", published by the RTA in 1988. This best option from this study should have been included as a comparison with the latest options. This Minimising impact was a major criterion for the route chosen in the 1988 study.

#### **1.3. Accuracy & appropriateness of assumptions**

The principal prejudicial assumption that a surface freeway on the "B3" route should not be included in the options, because of local community objections can be challenged by looking at the community response to the M2. Since there was no economically viable alternative to the M2 it was finally built, over active local protests. Community response as a whole has been positive even in areas the previously expressed otherwise.

#### **1.4. Accuracy & appropriateness of data.**

Traffic forecasts are not always borne out in reality. Examples are the forecasts for the Cross City Tunnel.

This Review is occurring partly as a result of the observed difference by a decisive amount between the figures adopted by SKM and those of the Transurban F3M2 Traffic Forecasts Comparison focussing on comparative usage for the purple and yellow options,

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### **1.5. The consultation process, and the incorporation of input provided.**

The introductory stage of consultation involved displays of information in major shopping centres was limited. There was no display in the Pacific Highway area and very limited representation of that area in the focus groups. To ensure the views of the residents in the area was heard a petition was presented in State Parliament by Willoughby MP Gladys Berejiklian.

## **2. Whether changes since the report's publication affecting land use and transport flows in Western Sydney would support any significant changes to these projections.**

**2.1.** There have been significant changes in both land use and transport flows and further changes are proposed. The Metropolitan Strategy released last Christmas requires higher density population along the North Shore Line plus an increase in job availability in North Sydney, St. Leonards, Chatswood & North Ryde. The Port Botany Master Plan has gone ahead without the supporting rail terminal leading to an increase of freight sorting & loading facilities throughout the Botany & Mascot area and consequence road freight journeys.

## **3. Whether any significant changes to those projections would alter conclusions reached in the F3 to Sydney Orbital Link Study of April 2004**

There are changes that have not been considered which would have impact on the projections.

**3.1.** If the Metropolitan Strategy was to designate land use for transit car parking in outer suburban areas this would further encourage public transport use.

**3.2.** Economic analysis regarding tolling by the federal Bureau of Transport Economics quoted by SKM indicates tolls will substantially reduce tunnel usage. Recent publication in the Sydney Morning Herald indicates some 40% of peak hour trips could be made at other times. Consideration should be given to differential tolls (similar to the current differential between Peak and Off-peak train tickets in Sydney) to encourage greater spread of travelling times and less congestion in peak hours. This together with the introduction of a Toll Rebate Scheme similar to that which is currently available to residents in South-western Sydney would encourage traffic onto toll roads and away from the major arterial roads such as Pennant Hills Road and Pacific Highway.

**3.3.** Possible changes to the rail network which should be examined to encourage greater use of such. This should include examination of the freight curfew restrictions in the Metropolitan area; night noise restrictions limiting freight movement and the fast tracking of road/rail freight interchanges on the western edge of the Sydney region. Consideration needs to be given to the possible increase in rail passenger numbers coming with the opening of the Chatswood Epping Link if correspondingly transit car parking areas were also developed. Finally there would appear to be lack of sufficient acceptable rolling stock to manage any further increase and the current budgetary constraints have an unacceptably long lead time for delivery of new carriages..

**3.4.** Cost implications at today's values since the original costings are at 2004 estimates. Infrastructure construction costs have changed and in light of experience gained with the development of the Lane Cove Tunnel and the M7 the economic cost of each option needs review.

**3.5.** Health impacts on neighbourhoods in close proximity to unfiltered stacks are slowly becoming more a part of accepted knowledge. The volume of pollution from tunnel stacks may be as much as 30% depending on road grades and possible speeds. As with many of the inhaled dust conditions the long term impact is not appreciated until years after the initial event. Tunnel filtration can limit the health impacts of stack neighbours & tunnel users admittedly with a higher upfront cost. The potential long term benefits of better health and less usage of the health system and consequently less long term cost should be offset against such an immediate short term cost.