

SUBMISSION TO THE REVIEW OF F3 TO M7 CORRIDOR SELECTION

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

I was a participant at the initial meetings with Sinclair Knight Merz and I wish to challenge the accuracy and appropriateness of assumptions made in the study

A major assumption made in the Link Study 2001-2004 was that a tunnel was the most appropriate solution to relieve the traffic congestion on Pennant Hills Road. At that time, tunnels were considered to be a perfect solution to traffic problems, but in 2007 the bungled Cross City and Lane Cove Tunnels Sydney have eroded public support for them.

We now know that it is unlikely that relief will be obtained from the semitrailers and B doubles on Pennant Hills Road as it is presumed that they will use the surface route, especially if they are carrying dangerous goods. We also know now that funnelling will occur, something not widely known by 2004, which will reduce the lanes on Pennant Hills Road to encourage tunnel use in order to maximise profits for the private operator. Public road closures are resented and safety issues are now uppermost in the mind of residents who require more lanes, not less, to avoid the speeding trucks on the surface.

PUBLIC PRIVATE PARTNERSHIPS

Another inappropriate assumption, made up to 2004, was that a Public Private Partnership [PPP] was the best way of funding the Orbital Link. In a media release of 19 October 2005, the National President of the Australian Institute of Project Management, Dr David Dobkins, said all PPPs should be stopped until a better approach is used. He said they are not delivering and the public purse is bailing out failures. Sydney's toll road history in 2007 is a textbook example of the failure of PPPs in building infrastructure. Private operators, with their goal of profits for shareholders, do not act in the public interest. Road closures to force motorists into tunnels to maximise profits is an outstanding example. The failure to construct a full length emergency stopping lane in the Burnley tunnel has led to allegations of putting profits before safety. It is of great concern that the proposed tunnel is almost the length of the three city tunnels combined [8km] and an emergency lane must be a priority if it is constructed. Lack of public accountability and lack of ministerial responsibility compounds negative perceptions of private sector participation in public works.

ENVIRONMENTAL AND HERITAGE CONSIDERATIONS

The Review failed to explore the property impacts of vibration during the tunnel construction. There is a great risk of damage to the Heritage Conservation Area of Pennant Hills, with heritage listed homes in The Crescent and Hampden Avenue, as well as damage to residential and commercial buildings in the tunnel's trajectory. My house, one hundred yards from Pennant Hills Road, is a heritage listed home, ninety years old, with a cavity brick and mortar construction. Its age and structural characteristics will be unable to withstand

the frequency spectrum of vibrations. The consultants failed to conduct a noise and vibration study, which should be externally peer reviewed. To provide access to compensation, a Building Condition Survey must be conducted prior to a tunnel's construction. The collapse of a block of flats during the Lane Cove tunnel construction has been a warning to us all.

SOCIETAL EFFECTS, INCLUDING HEALTH IMPACTS

Wendy Frew, Environmental reporter at The Sydney Morning Herald, wrote on 23 January 2006 that heavy road congestion is killing us. Unfortunately, tunnels increase vehicular traffic. Road transport is costing Sydney \$1.4 billion annually in green house gases and other air pollutants, according to a study by the Centre for International Economics. We all will share the damage from rising emissions, and pollution from cars and diesel fume particles cause heart attacks and strokes, lung cancer and asthma. Pollution from cars may kill 2000 a year and will cause another 2000 asthma attacks. Congestion in Sydney generates and additional 4 million tonnes of carbon dioxide emissions a year with domestic transport accounting for 14% of greenhouse emissions and 88% of this coming from road traffic. This is serious in terms of climate change, and sustainable public transport and the undesirability of carriage of goods by road was a matter inconveniently excluded from the review in 2004, when climate change was not an issue. Current government strategies are sending inappropriate price signals about the use of cars and trucks. Subsidies for road users should be discontinued and if traffic is to be taken off Pennant Hills Road, a toll needs to be paid on it.

Another problem is air quality in tunnels and there is currently no proper filtration system in any of Sydney's tunnels.

TOLL ARRANGEMENTS

A trip to the city via the M2, the Lane Cove Tunnel and the Harbour Bridge Tunnel costs me \$16.90, but a trip from South West Sydney is subsidised and costs \$4.90. There is no equity and no integration of motorways with eight different operators in Sydney.

CONCLUSION

Most local people are unable to make submissions to the review as they feel inadequate and the terms of reference are too narrow. There is no reference to concerns voiced by the local people and a submission by citizens without specialised knowledge or a vested interest would be almost impossible. Two public meetings have filled the local hall and attendees unanimously endorsed the long term strategic solution of a Western transport corridor via a second crossing over the Hawkesbury, a useful project which would avoid the recent traffic chaos caused by closure of the Pacific Highway there due to fires. This option was not part of the 2001-2004 Link Study.