

The estimating of the number of motor vehicles that will be using new motorways in the metropolitan area of Sydney has proved difficult.

The projected figures for the cross city tunnel were inaccurate and the owners of the M5 are proposing legal action as the number of vehicles using that motorway far exceed the projected number of vehicles that was the basis for the building design of the motorway.

We now have a situation where there is divided opinion on the accuracy of the data that will be the basis of the construction of the F3 to M7 Link.

We certainly do not want to repeat the mistakes of the cross city tunnel and the M5.

The terms of review " Whether changers since the report's publication affecting land use and transport flows in Western Sydney would support any significant changes to these projections."

I believe a major change has occurred with the opening of the Lane Cove Tunnel.

The Tunnel has made a vast difference to the travelling time for motorists who use the M2 and the M7 and useage patterns for the M2 and the M7 will change significantly.

These changes will take some time to develop and I believe any decision on the F3 to M7 link should be delayed until these changes can be taken into consideration.

The review also asks if "Whether any significant changes to those projections would alter to the conclusions reached in the F3 to Sydney orbital link study of April 2004"

This would depend on the changed traffic patterns resulting from the Lane Cove Tunnel useage. however I believe it may require a completely new approach to the F3 to Sydney Orbital Link