

**Submission to
REVIEW OF THE F3 TO M7 CORRIDOR SELECTION**

I support the selection of the Type A Purple or Blue Options as the preferred corridor link of those considered for construction to link the F3 to the M7, as a short term measure to alleviate traffic congestion and resulting burning of fossil fuels. However, this measure must be supplemented by increased provision of, and incentives to use, public transport for movement of people and rail for freight movement.

My further comments below relate to:

Term of Reference 1, Areas of interest b), d) and f); and

Term of Reference 3, Areas of interest bullet points 1-6,

but in particular to:

Term of Reference 1, Area of interest b), The appropriateness of the options selected for further examination and to

Term of Reference 3, Government planning and policy, environmental considerations and societal effects, and provision of public transport.

Since the release of the **SKM F3 to Sydney Orbital Link Study 2004**, there has been more widespread acceptance of the scientific evidence of global warming resulting from human activities, particularly from the burning of fossil fuels oil and coal.

All transport planning must therefore place the highest priority on reducing use of oil as fuel, both in construction of infrastructure and in ongoing transportation. Failure to do this will contribute to ever-increasing global warming that will lead to such rapid environmental change that economic and social stability will be at risk.

Therefore, I ask the Review to reject any proposals for considering, now or in the future, the Type B or Type C corridors. These proposals appeared to be promoted as longer term ways of addressing, only partially, the current traffic congestion.

The Type B and Type C proposals require large infrastructure items likely to use more fossil fuels in construction than Type A, and would contribute to continued increasing use of fossil fuels in transportation.

It has been demonstrated that increased road construction leads to more vehicles using the roads. Just yesterday the media carried complaints from business that traffic congestion in Sydney was worse now than previously, despite increased road and motorway construction in recent years.

It is imperative that all traffic planning now concentrates on reducing drastically the use of fossil fuels.

I ask the Review to reject consideration of Type B and Type C options, and to recommend immediate planning for greatly increased use of rail and other public transport in the subject area, and planning for incentives and any infrastructure required for this to be achieved.

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13th April, 2007