

West Valley
Pennant Hills
PROGRESS ASSOCIATION INC

Representative of the residents of West Pennant Hills Valley,
P.O. Box 35 West Pennant Hills NSW 2125

A.B.N. 63 014 220 905

F3 to M7 Secretariat
PO Box 593
Canberra ACT 2601

23rd April 2007

Included is the submission from the West Pennant Hills Valley Progress Association.

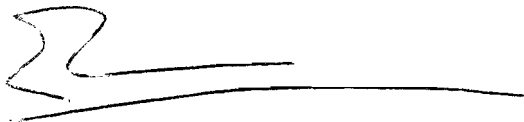
My apologies for the late dispatch of the document following email submission on the 12th April., as some specific details needed to be qualified.

In relation to the continuing use and proposed widening of Pennant Hills Road between the M2 and James Ruse Drive, a distance of 6.6km, the following statistics should be contemplated:

- 10 sets of traffic lights for cross traffic purposes
- 1 set of traffic lights for pedestrian use only, mainly Carlingford High School students
- Cross traffic access for Carlingford Railway Station
- 3.3km or 50% as school zones, with the associated hazards of having a truck route adjacent to 5 schools
- 3 major intersections: Pennant Hills Road with North Rocks Road, Carlingford Road and Marsden Road

Should you need clarification on any point, please do not hesitate to contact me on 9871 4231.

Yours sincerely,



Margaret Whalen
Traffic Representative, WPHVPA



News and Views of the residents of West Pennant Hills Valley,
P.O. Box 35 West Pennant Hills NSW 2125

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12th May 2007

The Hon Justice Pearlman AO
Review Chair: Review of F3 to M7 Corridor Selection

Your Honour,

I am writing to you in my capacity as the Traffic Representative of the West Pennant Hills Valley Progress Association (WPHVPA). The views in this submission reflect the views of the WPHVPA membership.

We have serious reservations about the conclusions reached in both the “**F3 to Sydney Orbital Link Study of April 2004**” and the “**Interim Report – F3 to Sydney Orbital Corridor Review March 2006**”.

It is our opinion that as the Type C corridor is considered a significant financial impost, the same reasonings were not applied to consider its worth as were applied to a Type A solution. Points made against the viability and feasibility of the Type A Red option could equally be applied against ALL Type A options.

Questions to be answered:

- **Why** is it considered acceptable to have one major route north out of Sydney? Road closures have been caused by traffic accidents and hazards associated with fires and smoke. During peak periods, the F3 is as slow as any other Sydney arterial. Southbound congestion is governed by the ease of egress, a point which is unlikely to be improved with any Type A solution. Northbound congestion relating to traffic volumes is accentuated by reduced traffic speeds north of the Hawkesbury River.

As a Type C corridor would have implications for all truck/traffic movements from the greater Sydney region, we believe that this could have been included in the assessment. There are distinct advantages to all suburbs in having truck traffic and north bound traffic using the motorway system to access the western segment of the Sydney Orbital prior to heading north via a route in the Type C corridor.

- **Why** is truck traffic brought from the “outer rings” into and through the “middle rings”?

Northbound traffic could easily go west via the M4, M5 or the M2 to connect with the M7 and then north along a Type C solution, instead of heading along the M2 to Pennant Hills Road (or a Type A corridor).

All areas of potential growth that are purported to “ need” a Type A solution for the truck traffic generated would be better served by a Type C solution.

The fact that during the morning peak, eastbound traffic on the M2 often backs west past the M2/Pennant Hills Road interchange was not acknowledged. This situation will only get worse. To encourage more traffic into this scenario is extremely short sighted and will not serve even the short to medium term traffic needs of Sydney.

- **Why** is it considered acceptable to have the National Highway Link brought into and through the suburbs of the demographic centre of Sydney?

We accept that truck routes are a fact of life, and that it is important to make them as efficient as possible by ensuring that the routes are not adversely impacted by local traffic. This facilitates timely delivery of goods, less stress on the drivers and a subsequent cost saving. Trucks will continue to be essential for the movement of freight, and as such they need to be able to travel without the constraints placed upon them by suburbia. A decision to not build an alternative route north will curtail the potential for an efficient transport system and will not achieve the planning objectives as stated for the National Highway Link.

Currently there is no true bypass of Sydney, so all travelers are subjected to the vagaries of Sydney traffic and the horrors of Sydney drivers.

- **Why**, when all traffic growth predictions in the initial report have underestimated the actuality, does the statement “ faster than forecast travel demand growth may require a long term solution sooner than 2021” not cause a serious rethink of the choice made.
- **Why**, when the truck counts were being performed at the M2/Pennant Hills Road interchange, was the truck traffic already on Pennant Hills Road and heading north not also tabulated?

Do these trucks contribute to the number that are used to determine that a Type C solution will not significantly lessen the number of trucks on Pennant Hills Road? Has the origin of these trucks been considered to evaluate the possibility that a Type C solution would be beneficial?

- **Why** is it considered acceptable to widen Pennant Hills Road to 3 lanes each way between the M2 interchange with Pennant Hills Road and James Ruse Drive?

Whilst the challenges of the James Ruse Drive/ Pennant Hills Road intersection and the reconstruction of the Pennant Hills Road/Carlingford Road/Marsden Road intersection will be addressed, have these costs been included in the final analysis? Will not the widening of Pennant Hills Road further divide the community here and achieve the opposite of what is being stated as a benefit to the community of a Type A solution north of the M2?

The impact on the North Rocks Road/Pennant Hills Road intersection and subsequent traffic flow has not been evaluated.

Whilst not stated, it would appear that the “improvements” are for increasing truck/traffic volumes. Wouldn't it be a more sensible solution for the traffic to utilise the M4 to M7 and an alternative route north?

We believe that the data used in the “F3 to Sydney to Orbital Link Study 2004” and the subsequent document, “Interim Report – F3 to Sydney Orbital Corridor Review March 2006” was not inclusive, and therefore, that the assumptions made were invalid.

The reports acknowledge the inevitability that a route further west and north will be required, perhaps as early as 2021. Therefore would it not be prudent to utilise the funds earmarked for the current proposal towards the development of a longer term solution, that is, a route within the Type C Corridor.

Should you require further clarification on any point, please don't hesitate to contact the undersigned on (02) 9871 4231 or via the postal address.

I look forward to your considerations on this most critical matter, with major implications for the long term growth and viability of Sydney.

Yours sincerely,

Margaret Whalen
Traffic Representative, West Pennant Hills Valley Progress Association

cc. S. Thanapalasingham, President WPHVPA