

The Chair
Review of F3 to M7 Corridor Selection
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The Federal Government controlled review is heavily biased against the interests of a major residential sector of Sydney's population due to the following factors:

1. The review appears to ignore the fact that the M2, yet another toll road which cuts through residential Sydney, is in fact the key link between the F3-M7.
2. The Sydney region appears to be the only section of the National Highway that the Federal Government refuses to accept responsibility for joint government funding. This has necessitated tolls being levied for the entire Sydney section of the National Highway. This Federal Government action clearly discriminates against NSW taxpayers.
3. The NRMA July/August 06 issue of Open Road stated that Federal Government collected \$14B in fuel excise in 2005/2006. Only \$2.7B in total, was allocated for all road and rail projects across Australia. As a major source of this revenue, NSW residents have been unfairly discriminated against in both road and rail funding by the Federal Government.
4. The Federal Government has managed to jointly government fund all other National Highway projects throughout Australia and then forced private toll funding for the Sydney section of the National Highway.
5. Upgrading the National Highway has generally diverted new routes around both large and small population centres. Sydney is the exception with the M7, M2 and the Pennant Hills Road route residential population all adversely affected by a combination of existing local traffic congestion and 24hr. truck movements. Inflicting increasing truck movements, truck noise, vehicle pollution and traffic congestion on these existing residential routes adversely effects a large proportion of Sydney's population.
6. The proposal to build a tunnel under the Pennant Hills Road route will perpetuate Sydney's North/South combination local and interstate traffic congestion problems. A major traffic incident on this route could shut down all traffic in this region of Sydney.
7. Concentrating all of Sydney's north bound traffic movements in an already traffic congested corridor is a short term fix which will not cope with long term traffic growth. We now have major peak period traffic congestion on the M2, F3, M4, M5 and Pennant Hills Road.
8. An additional toll for a Pennant Hills Road tunnel route would also impose another unfair cost burden on a region of Sydney already unfairly burdened by multiple toll road travel costs. With NSWs residents already contributing a major proportion of Federal Government fuel excise, it would be inequitable for further toll road costs to be imposed on NSW residents.
9. The F3 to M7 direct link could divert from the M7 prior to Western Sydney

residential development with a new route across the Hawkesbury River and link with F3 north of the River. This would provide an alternative route to bi-pass the multiple F3 closures due to traffic accidents and bush fire incidents.

10. The route would also divert the majority of 24hr. truck movements that now cause noise complaints throughout suburbs along the M7, M2 and Pennant Hills Road. Such a diversion would also reduce the carnage caused by the combined traffic and heavy truck congestion on the F3.

11. The inquiry is to determine whether assumptions and data used in the 2004 Orbital Link Study were "valid and reasonable". The proposal that Sydney residents should be burdened with another inequitable toll road cost which will also substantially add to existing road congestion, truck noise and vehicle pollution, cannot be termed "valid and reasonable". An alternative route which bi-passes Sydney's residential development and local traffic congestion is therefore the only "valid and reasonable" determination for NSWs taxpayers.

Yours faithfully


John Longton