

GENERAL ISSUES

The SKM report April 2004 was titled "F3 to Sydney Orbital Link Study".

Your review is titled "F3 to M7 Corridor Selection"; we are not comparing like with like.

Note the original title; it is supposed to be an ORBITAL LINK.

What part of the meaning of Orbital Link puts the nation's main highway through the densely populated suburbs of Pennant Hills, Thornleigh, and Normanhurst, etc; albeit in the form of a tunnel?

The proposed tunnel is set up to maximise the profits of the operating companies, i.e. construct the tunnel, and restrict the size of Pennant Hills Rd to choke the traffic into the tunnel at the expense of Hornsby Shire Council residents. These Public Private Partnerships conflict with good public policy, eg Cross city tunnel is a classic: these are no longer tolerated by current community standards.

The F3 at peak hours is a moving car park because Central Coast people travel to Sydney and back to work; it will only get worse as more people move to the Central Coast. If the traffic wishing to bypass Sydney on a true orbital are taken out of this equation then everyone will be satisfied, i.e. the M7 Kariong orbital solution.

Redundancy is essential to the Gosford to Warringah F3 route as seen from incidents of bushfire and major accidents. The old Pacific Highway is NOT such a solution when buses and semi trailers are involved.

The proposed two by two lane tunnel is too few lanes and the lanes too narrow now for an ORBITAL link; it will be obsolete, if it is finally built; then we will build the M7 Kariong orbital.

I understand that the M7 Kariong orbital will be 20 km shorter than the proposed tunnel concept; making it more acceptable to semitrailers and through motorists.

The M2 at peak hours is a mess from Baulkham Hills to Ryde and beyond in the peak flow direction; the unfiltered Lane Cove tunnel is not solving this problem. The required transitions from the M2 into and out of the proposed tunnel will only make this worse.

There appears to be no up to date statistics of the breakdown on the numbers, types of vehicles, travel directions etc of users of F3, M2, M7 and Pennant Hills Rd (north and south of M2 junction). The SKM work was carried out in 2002/3 and must be out of date with no account of the completion of the M7, expansion of warehousing facilities off the M7, expansion of Botany Container terminals, proposed Container facility outside Liverpool, expansion of Central Coast, etc.

The truth of the matter is that the country needs both the M7 Kariong Orbital and a solution to Pennant Hills Rd. The M7 Kariong Orbital should be first priority followed closely by an appropriate solution to Pennant Hills Rd.

FINANCIAL ISSUES

People say the M7 to Kariong Orbital will cost more; well that should be determined by organisations with more knowledge than myself. My position is: if so, then so what.

Have you seen the new Karuah bypass with river crossing? There are only 100 people and a black dog living there.

Have you seen the dollars going into the Brunswick Heads bypass or the Coolangatta bypass?

Have they factored in the dollars from resulting HEALTH issues?

HEALTH ISSUES

By placing the “orbital” through a tunnel it concentrates the increasing pollution into 2 or perhaps 4 unfiltered stacks in built up areas. CSIRO studies have shown that wind and topography conditions will dump this pollution in pockets in higher concentrations by a magnitude of 1000s than are currently experienced.

Annual health costs from vehicle pollution only in the whole of Sydney are estimated to be \$2 to 3 Billion. What was allowed for in the SKM report?

Main killer pollution items are:

- Fine particles {pm 2.5 particulates} mainly from diesel trucks and
- VOC (Volatile Organic Compounds) eg Benzene and other compounds.

Health problems are:

- asthma,
- bronchitis,
- cardio-vascular disease,
- increase mucous production,
- lung cancer
- leading to premature death.

One has only to look at the health of Bill Aitken the Editor of the Monthly Chronicle who works on Pennant Hills Rd to see the results of this type of pollution.

People are using the phrase “equivalent to asbestos epidemic”. If cigarettes don’t get you traffic pollution will.

Although Phillip Ruddock has said the tunnel will be filtered we all know that **the RTA is politically locked into unfiltered stacks, if they filter this tunnel they will have filter all the existing ones.**

SAFETY ISSUES

Tunnel safety aspects are in the public’s mind following the 3 deaths from a very simple accident in the relatively short Melbourne tunnel. There are many overseas tunnel deaths and if you exclude those involving trains you get to over 100 people dead, eg 39 dead (30 cars) at Europe’s highest mountain Mont Blanc.

Trucks carrying dangerous goods will be forced onto the “new improved” but choked from 3 to 2 lane Pennant Hills Rd to satisfy PPP corporate greed.

A fire such as happened in Melbourne but in the centre of an 8 to 8.5 km tunnel sucking up all the oxygen would be hard to contemplate despite sprinkler systems.

POLITICAL ISSUES

Jim Lloyd's seat is in the Central Coast his constituents will see he has dropped the ball for several years over this mess and the new Judicial Inquiry is a predetermined farce due to short deadlines and minimal publicity.

The terms of reference have been established to only review old data and assumption and not examine the impact on residents of a large part of the Hornsby Shire and all road users.

The terms of reference will not establish who directed Sinclair Knight Merz to ignore the M7 Kariong Orbital solution in their original investigation.

Phillip Ruddock's constituents will see that he has failed them and will be fighting for his life if he stands again.

He has displayed lack of political will and has misjudged the impact of the near sighted tunnel no solution.

Federal Labour Party Kevin Rudd has indicated he will go with the M7 Kariong Orbital but details are sketchy and talk is cheap

The Hornsby Shire Council should present a point of view but I understand it has gone missing in inaction. I understand that Ku-ring-gai Council is to place a submission to endorse the Pennant Hills tunnel as it may take traffic off the Pacific Highway.

Frank Murray