

**The Chair,
Review of the F3 to M7 Corridor Selection
PO Box 593
CANBERRA ACT 2601
per Email: ReviewF3toM7@dotars.gov.au**

Submission to the review of the F3 to M7 Corridor Selection

From Dr Brian & Mrs Kathrine Vern-Barnett

Having lived for 32 years on a road (Mowbray Road West, Lane Cove North) that connects two major arterial roads, namely Pacific Highway and Epping Road, the following comments are primarily concerned with lessening the traffic that already occurs in the area defined in both SKM and the Transurban studies.

The Metropolitan Strategy released late last year requires higher density population along the North Shore Line, and this will result in massive added local traffic generation. The Strategy also envisages many tens of thousands of jobs created within the "Crescent" including North Sydney, St. Leonards, Chatswood & North Ryde.

Link roads of the Type B and Type C are based on the assumption that the majority of traffic wish to go west. Both studies show that this is not correct. We agree with the proposal in the summary of the interim report "that sources of demand are primarily further to the East of the type C options." The Metropolitan Strategy supports this assumption. We do not agree that the efficiency of Type A options would depend on the ability of traffic from Sydney's north and west to access such an option. It is also dependant on the ability of the traffic to move freely between their access points from the North blending with the traffic from the West and Northwest and desired eastbound exits such as Chatswood, North Sydney or the Sydney CBD. Consequently both Yellow and Red Options in Type A which feed into the M2 Sydney end should be considered due to the lesser impact on the eastbound traffic from the west. The Purple Option which feeds into the M2 further west at Pennant Hills Road would only increase congestion at a point that is already saturated at peak times.

1. Were the 2004 Link Study ASSUMPTIONS & DATA valid & reasonable?

❖ Assumptions not valid and reasonable because

- the assumptions as regards the increased use of rail was based on an unfunded study that had not been accepted by the government as reasonable for further examination.
- The change in land use as announced in 2003 was not considered.
- There are limitations on type of loads that can utilise tunnels but alternatives to tunnels were not examined in detail.

❖ There was little attempt in the analysis to examine the end destinations of the traffic split between Pennant Hills Road and the Pacific Highway and also the use of the M2 between Pennant Hills Road and Sydney CBD, the airport & Port Botany and other eastern destinations. The traffic flow to the east on Beecroft Road/ Epping Road was similarly ignored.

❖ The consultation process at the time appeared to be flawed. There was negligible publicity given. Although there were displays in some major shopping centres, no such display was available in the Pacific Highway area. Attempts to have the needs of this community considered were virtually ignored.

Accuracy & appropriateness of data.

In recent times it has become increasingly obvious the modelling of traffic flows and usage is a very inexact science. The Cross city tunnel and the M5 are good examples.

It concerns us that whatever route is finally decided upon the bottlenecks will simply be moved into a different area.

2. Whether any significant changes to those projections would alter conclusions reached in the F3 to Sydney Orbital Link Study of April 2004

Changes to the projections that need to be considered are:

- differing toll arrangements
 - designated land use for transit car parking in outer suburban areas
 - transport mix and flows and economic consequences when there is a failure to meet expected demand such as occurred with the Cross-City Tunnel
 - changes in land use surrounding the M7 away from industrial usage
 - percentage of freight that for safety reasons cannot use tunnels
 - A surface freeway on the "B3" route should be included in the options.
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- Costings are now 3 years out of date and need revision in light of experience gained with the development of the Lane Cove Tunnel and the M7.
 - The demographic changes that will occur as a result of implementation of the Metropolitan Strategy released in 2006 must be taken into account.

In general terms we would support the "Yellow option" as being the most beneficial in relieving the existing traffic pressures in the area bounded by Pacific Highway to the East and Epping Rd. in the West.

Brian & Kathrine Vern-Barnett

p.s Hard copy to follow by mail.