



Leading to the future –
whilst serving for today

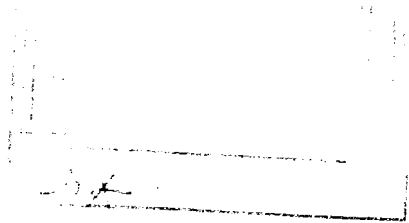
Central Coast Regional Organisation of Councils

incorporating Wyong Shire Council and Gosford City Council

RCB/R Burch
F2004/06677

2 April 2007

Hon Mahla Pearlman AO
F3 to M7 Review
PO Box 593
CANBERRA, ACT 2601



Dear Sir

Review of the F3 to M7 Corridor Selection

The Central Coast Regional Organisation of Councils (CCROC) would like to thank the Minister for Local Government, Territories and Roads, the Hon Jim Lloyd MP for the establishment of an independent Review of the F3 to M7 Corridor Selection. Both councils are very concerned with congestion on the F3, particularly with lack of connections to the M2 and M7.

The CCROC makes the following submission to the Hon Mahla Pearlman AO in regards to the Terms of Reference for the Review and giving due consideration to the information in the Interim Report – F3 to Sydney Orbital Corridor review March 2006:

“Whether the assumptions and data used in the F3 to Sydney Orbital Link Study 2004 were valid and reasonable at the time of the study”.

After considering the Interim Report – F3 to Sydney Orbital Corridor Review 22 March 2006 by Masson Wilson Twiney (MWT Report) it is considered that the information contained in the F3 to Sydney Orbital Link Study 2004 (SKM) was correct at the time of the study.

“Whether changes since the report’s publication affecting land use and transport flows in Western Sydney would support any significant changes to these projections”.

The Interim Report – F3 to Sydney Orbital Corridor Review 22 March 2006 prepared by Masson Wilson Twiney identified that there have been significant changes since the preparation of the F3 to Sydney Orbital Link Study 2004 that affect traffic projections identified in the earlier SKM report. The projections identified in the MWT report are supported.

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

It is apparent from the MWT Report that there have been significant changes since the SKM report was prepared in 2004 which does affect future traffic projections.

There certainly does appear to be more justification for construction of an alternative link from Kariong to the M7 in the medium term, certainly by 2021.

Both Council's concur with the findings of the MWT report that the *“Traffic capacity on a six-lane F3 between Sydney and the Central Coast is likely to be exceeded in peak periods by 2021”*. However, the MWT Report, Sect 8.8 – Summary, identified that a Type C Option would not provide substantial relief to the current F3 to Sydney Orbital Corridor's Links of Pennant Hills Road, Ryde Road and Pacific Highway by 2021, if an alternative link was constructed. It is difficult to understand why this would be the case. Surely a connection from Kariong, generally along the alignment of Corridor Type C must have a significant impact on these roads?

Also, we do not agree with the statement that: *“At that future time (2021), the decision making process may determine that a Type C option is warranted.”* As planning for a road such as this and its connections into the Sydney Road network will need extensive lead times, the assessment needs to be carried out now so that the appropriate corridor can be identified, the necessary planning and studies carried out and the alternative route completed to coincide with the heavy congestion that will occur on the F3. If the Government waits until the road reaches capacity before another assessment is carried out, there will be severe congestion for at least 10 years whilst the alternative route is being planned, studies carried out and it is constructed.

CCROC suggests that planning for a TYPE C Option should be extended to include planning for its connections into the Central Coast Road Network. In this regard, the regional significance of the Kariong F3 Interchange has been overlooked by the two studies undertaken (SKM and MWT). It should be recognised that almost 50% of morning peak hour freeway traffic south of Kariong (southbound), enters the freeway at Kariong and similarly some 45% for the evening peak hour (northbound) exits at Kariong (refer RTA Traffic Counts No 5.005 and 5.015 in MWT report). Already, the interchange itself and its feeder roads such as the Central Coast Highway to Erina are severely saturated at peak times and they require a major review, preferably in conjunction with any M7 to F3 corridor study. Given the local geographical constraints and the Gosford City Centre Local Environmental Plan 2005 which proposes to revitalise (and populate) the Gosford town centre and waterfront, an alternative long term east-west corridor from the F3 Freeway from say the Somersby Interchange to Erina should be investigated.

Also, given the significant impact closure of the F3 Freeway has on the economy when it is closed due to the Bush Fires recently, it would be preferable to have the alternative alignment opened sooner rather than later.

Given the considerable capacity constraints of the Pacific Highway from Wahroonga to Sydney CBD and Pennant Hills Road from Wahroonga to the M2, Central Coast residents, tourists and businesses have difficulty accessing Sydney and the M2 corridor destinations at peak times, often resulting in long traffic queues on the F3 and on these feeder roads themselves. To address this issue, CCROC supports the proposed TYPE A Corridor option as a short term solution. Currently DOTARS favours the PURPLE Option, which provides substantial traffic relief for Pennant Hills Road (however provides no traffic relief for Pacific Highway) and favourable access towards the M7. If however the primary objective of the TYPE A corridor were to provide an efficient linkage between the F3 and M2, then the YELLOW Option could be favoured as it provides F3 traffic with more direct access to the M2 for access to the M7 and **more direct** access to Sydney CBD - and significant traffic relief benefits for both the Pacific Highway and Pennant Hills Road.

CCROC views the creation of an alternate major additional transport corridor between the M7 and the F3, generally in accordance with Corridor Type C (as per the SKM Report), as a high priority whilst also recognising and supporting the need for a short term solution to the missing link between the F3 and M2/M7 (TYPE A Corridor) as a higher priority for the Central Coast and for Australia and that planning for such routes should commence as a matter of urgency.

Yours faithfully,

A handwritten signature in black ink, appearing to be 'S. Glen', written over a faint circular stamp.

Stephen Glen

for

Peter Wilson
Honorary Secretary