

# REVIEW OF THE F3 TO M7 CORRIDOR

Basically I am against the proposal on many many grounds all of which will have been covered in great detail by others (I hope).

I wish to draw the Tribunal's attention to the additional costs that have not been accounted for in the capital costs, for instance:

## THE COST TO THE PUBLIC OF CONSTRUCTION DISRUPTION IS AT LEAST

It is anticipated that the tunnel under Pennant Hills Road will take some two to three years to construct. During that time a lot of materials have to be taken out and a lot more brought into an already heavily congested area. The alternative route via a second Hawksbury crossing is a green field site with very little disruption to existing usage.

The Twin Tunnels will be 8.5 km in length and will have a cross section of 500 sq m, on this basis the amount of material to be removed via Pennant Hills Road is 4,250,000 cubic meters. If an average trucks capacity is 15 cubic meters then to remove the excavated material will require 283,000 truck loads. Assuming the excavation takes 2 years (i.e. 500 working days), then each day there will be an additional 566 truck **round trips** on the roads, accounting for both the leaving and returning of each truck, it means an additional 1,132 vehicles will be imposed on the road each day (i.e. almost three every minute for an eight hour day) to dispose of the material.

In addition, account needs to be made for the materials, labour and equipment being brought to the site. I estimate that this could impose another 1,132 trucks per day on Pennant Hills Road.

Thus there could well be **an extra 2,250 truck movements per day**. Generally when a project like this is constructed, not only do you have the extra construction traffic, but it is necessary to restrict and divert use of the existing road, as we saw with the Lane Cove Tunnel, however, in this case it is not just busy at peak times (as was the case with the Lane Cove Tunnel), but is busy at all times. **Its worthy of note that in relation to the Lane Cove Tunnel it does not carry the number of trucks and B doubles that use Pennant Hills Road.**

Based on the above conservative deduction, the extra traffic generated by the construction operation on a very busy road and the resultant disruption of the diversion of traffic etc, will have a dramatic effect on slowing down the travel time for the whole of Pennant Hills Road affecting very badly families, school children, working people and business for the entire construction period. This added chaos will increase travel times on Pennant Hills Road. My very **conservative estimate** is that it will increase the travel time by 10 minutes per trip, others have suggested 20 minutes.

The additional chaos will certainly increase the likelihood of accidents in peak traffic.

The SKM Summary report April 2004, states that in 2002 (there has been a considerable increase since then with the opening of the M7) there were an average of 69,000 Average Annual Daily Traffic using Pennant Hills Road of which 8,800 were large trucks. The trip is 9kms and currently the traffic travels at an average speed of 25 km/hr, i.e. it takes about 21.6 minutes to complete the trip. The report also says the trip can be as slow as 14 km/hr which would then extend the trip to 38.57 minutes an extra 17 minutes for the trip. Its not inconceivable that with the construction activity the 14 km/hr speed will become the norm. With all the construction activity and the additional trucks diverted onto the road and road diversions it seems reasonable to assume that the activity could increase the trip time by 10 minutes. **For 8,800 trucks per day that means an extra 1,467 hours of travel a day. For the other 60,200 vehicles it means an extra 10,033 hours per day.**

A charge out rate for these large trucks is probably an average of \$250 per hour. The other vehicles are assumed to be all private vehicles. A 10 minute delay for a private vehicle would probably average out at \$2 for the 10 minutes. But what is the cost of the private vehicles passengers who are tied up in this mess? Some would be housewives (what cost for a housewife) and some would be very high powered consultants who could earn upwards of \$400 per hour. The average is probably \$40 per hour. However, being conservative let us only allow for the cost of the fuel at \$2.

**On this basis the total additional cost of both Commercial and Private transport delays is \$487,150 per day, however, lets not forget the lost opportunity cost of the private vehicle drivers sitting in the traffic.**

**The total additional cost to the economy over the 500 working days is \$243,575,000 plus the opportunity cost of the Private Vehicle drivers.**

## **THE COST OF TRAVELING FROM WHERE THE ALTERNATIVE SECOND HAWKESBURY RIVER CROSSING WOULD OCCUR TO THE TUNNEL UNDER PENNANT HILLS ROAD IS EQUIVALENT TO THE RETURN ON AN**

Most traffic using the F3 will be going to or going from the direction of the M7, a minority will come from the direction of the city.

The additional travel distance from where Option C leaves the M7 to where the Purple option leaves the M2 is about a 5 minute trip and a toll cost of about \$4. With the 69,000 (the 2002 figure) using this road it equates to a total **extra** travel time of 733 hours per day for trucks and 5,017 hours per day for other vehicles. The cost of additional tolls will be \$276,000 per day. The total cost of all this, using the figures in the previous section, will be \$183,250 per day for the trucks, \$120,400 for other vehicles and \$276,000 per day for tolls a total of \$579,650 per day. Over a period of 12 months this equates to \$211,572,250 per annum.

**In order to understand the magnitude of this cost we would have to invest a sum of \$4.23 billion at a rate of 5% to get a return of \$211,572,250.**

## **WHAT IS THE ENVIRONMENTAL COST?**

I am sure that this has been covered elsewhere, however, did it consider:

- Where will the 4,250,000 cubic meters of excavated material (i.e. a cube of 162 meters or an area 10 meters high by 652 meters square ) be disposed?
- What is the environmental damage and green house gas generation (i.e. Carbon into the atmosphere) required to get it to the tip?
- What is the green house gas and environmental damage caused by making the trucks travel the extra distance along the M7 and M2 to get to the tunnel