

**F3 TO SYDNEY ORBITAL LINK STUDY  
COMMUNITY FOCUS GROUP NO.3  
ATTACHMENT TO NOTES OF MEETING**



***F3-Sydney Orbital Link Study  
Community Focus Group  
Meeting***

*August 2003*

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***Welcome and tonight's agenda***

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- > Introductions and "housekeeping"
- > Tonight's agenda
  - o Recap on background to the project
  - o Presentation on study outcomes to date
  - o Feasible Type A options
  - o Questions following the presentation
  - o Feedback from CFG participants on behalf of their organisations or groups they represent

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## Housekeeping

- > Purpose of the meeting is to:
  - o facilitate understanding of the project and thereby promote discussion
  - o hear community comment and feedback
  - o opportunity for everyone's view to be heard
  - o respect others' views and comments
- > Questions on specific issues following the presentation
- > Opportunity for feedback from each participant on behalf of their organisations or groups they represent
- > Communications
- > Close on time

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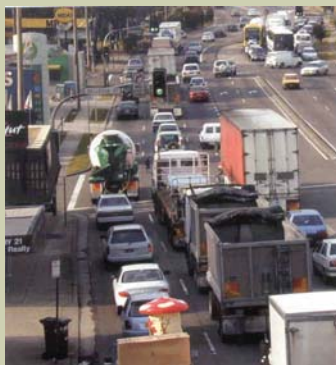
## Contents

- > Issues
- > Need and Link Objectives
- > Options and their Effects
- > Next Steps



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## Some Issues



- > Existing Social/Environmental Impacts from traffic
- > Population and Employment Growth
- > Urban Development/Bushland Constraints
- > Public Transport Solutions
- > More Freight on Rail
- > Forward Planning Assumptions

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## Major Planning Assumptions

- > 5 million in Sydney by 2021
- > WSO plus other projects including:
  - o improvements to Pennant Hills Road south of M2
  - o M2 improvements
  - o Lane Cove Tunnel
- > Rail capacity upgrade to Main Northern line
- > F3 widened to 6 lanes



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## Destination/Origins of Light Vehicles

### Southerly

- > 35% City, Inner, North Sydney
- > 30% North-west, Baulkham Hills, Hornsby
- > 20% South and South West
- > 10% West
- > 5% North-east



### Northerly

- > 65% Central Coast (35% commuters)

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## Where do trucks start and finish?

### Northern O/D's

- > 25% north of Newcastle
- > 22% Newcastle + Hunter
- > 19% Central Coast
- > 26% NW Sydney (Hornsby/Baulkham Hills)
- > 8% NE Sydney (Ku-ring-gai/Warringah)

### Southern O/D's

- > 30% Sydney, Botany
- > 24% South and SW
- > 18% West
- > 15% NW Sydney
- > 13% NE Sydney

About 20% local trucks on Pennant Hills Road

About 7% Dangerous Goods

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## *Public Transport Only Option*

- > Long term rail proposals advanced to 2010
- > Two new train services linking Central Coast to Western Sydney by 2021
- > Transitways program completed by 2010



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## *Results of Public Transport Only Option*

- > Significant increase in total rail travel in Sydney
- > No significant mode share change in National Highway corridor
- > More trips to railway stations at peaks - no real gain in car traffic relief on Pennant Hills Road



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## *Need for a New Link*



- > 100,000 vehs/day on Pennant Hills Rd by 2021
- > Growth in HGVs - 18% by 2021
- > Increasing traffic impacts on interim National Highway
- > Missing motorway link
- > Rail investment only - not a feasible option

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## Scope and Link Objectives

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Study has 20 year horizon:

### Planning

- > Alleviate poor travelling conditions
- > Improve local amenity
- > Improve travel reliability
- > Serve future growth

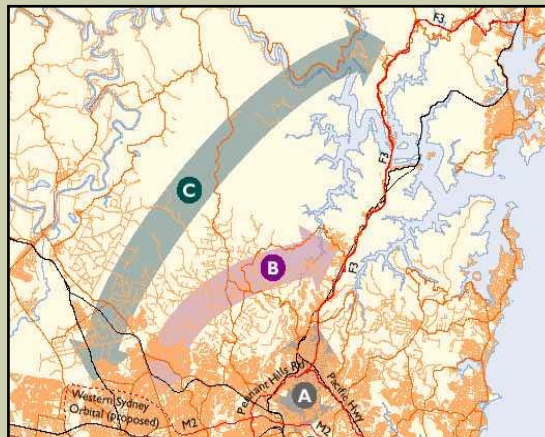
### Project

- > High standard integrated link
- > Minimise construction impacts
- > Provide PT opportunities
- > Economically justified
- > Be affordable

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## The Broad Corridor Types

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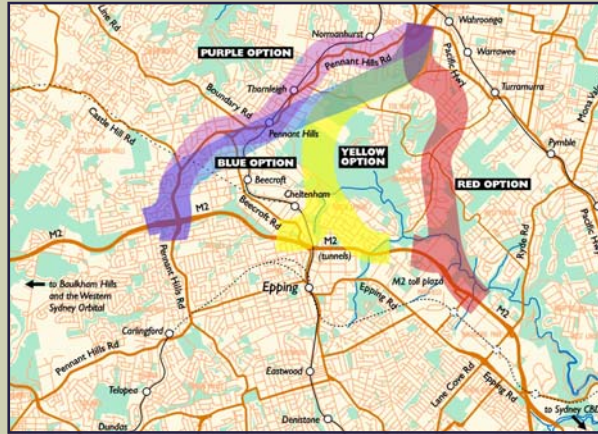
## Selection of Corridor Type A

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- > Over 20 year time horizon, **Type A** best satisfies link objectives
- > **Type C** corridor
  - o over 50km long
  - o many properties affected
  - o high impact on National Parks
  - o some relief to Interim National Highway
  - o very expensive (>\$3 billion)
  - o may be needed in longer term
- > **Type B** corridor
  - o many properties affected
  - o unacceptable impact on Berowra Waters Park and Galston Gorge
  - o some relief to Interim National Highway
  - o expensive (>\$2 billion)

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## Four Feasible Type A Options



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## Transport Improvements

Summary of effects	Purple option	Blue option	Yellow option	Red option
Total vehicles per day on link (2021)	80-85,000	80-85,000	70-75,000	70-75,000
Vehicles per day taken off Pennant Hills Road (2021)	35-40,000	35-40,000	about 20,000	about 20,000
Vehicles per day taken off Pacific Highway (2021)	None	None	Fewer than 5,000	about 5,000
Heavy vehicles per day taken off surface routes (2021)	12,000	12,000	7,000	7,000
Estimated reduction in the number of fatal and serious road crashes per year on arterial roads in the study area (2021)	15	15	10	15
Traffic relief on local roads	All four options would provide some traffic relief on local roads			
Public transport opportunities	Improved bus access to railway stations and opportunities to introduce transit lanes etc on Pennant Hills Road		Improved bus access to railway stations	

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## Social and Environmental Effects

Summary of effects	Purple option	Blue option	Yellow option	Red option
<b>Social effects</b>				
Relief from existing community severance	Significant relief along Pennant Hills Road.		Some relief along Pennant Hills Road.	
Approximate number of properties potentially directly affected on the surface	20-80	50-130	20-100	20-100
Improvements in amenity and community well-being along Pennant Hills Road	Severance in the vicinity of the Backyard Pit. Some improvement in noise and air quality.	Most improvement in noise and air quality.	Improvement such as reductions in exhaust emissions and noise.	
<b>Environmental effects</b>				
Impacts on flora and fauna, natural areas, waterways, heritage, air quality and noise and vibration	For all four options, similar minimal impacts from the tunnelled routes once they are in operation. Construction impacts would be minimised through the boring of tunnels. Potential impacts and their mitigation would be defined at the environmental impact assessment stage, but no heritage sites or threatened species would be directly affected by these options.			

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## *Economics and Finance*

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- > Willingness to accept additional costs of avoiding social and environmental impacts of surface routes
  - o High capital costs
- > No Toll
  - o Economically justified (benefits > costs)
  - o Affordability uncertain
- > Toll
  - o More affordable
  - o Less benefits (costs > benefits)

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## *The Next Steps*

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- > Stakeholder Meetings
- > Final Report - November 2003
- > Decision from Ministers - anticipated early 2004
- > Proceed to Concept Design and EIS - mid 2004
- > Review long term needs (beyond 2021)



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