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<b>Project:</b>	F3 to Sydney Orbital Link Study		
<b>Place of Meeting:</b>	Dural Country Club, Dural	<b>Date of Meeting:</b>	31 July 2002, 7pm
<b>Present:</b>	Wilson Poon (WP) Christine Taylor (CT) David Holst (DH) Peter Prince (PP) Ken Robinson (KR) Jo Moss (JM) Margaret Harvie (MH) 21 representatives of the community including Galston Chamber of Commerce, Dural District Progress Association, Australian Association of Consulting Archaeologists Inc, Quarry Road Action Group, Jessica Place Bushcare Group, Rotary, Galston Area Residents' Association Inc, Blacktown Transport Coalition, Carters Road Action Group, Friends of Lane Cove National Park, Round Corner Village Residents Association Inc, Concerned Citizens Group, Kellyville/Rouse Hill Progress Association, Dural Chamber of Commerce	<b>Organisation:</b>	Roads and Traffic Authority (RTA) Sinclair Knight Merz team
<b>Purpose of Meeting</b>	Community Focus Group Meeting Number Two		

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**1) Introduction**

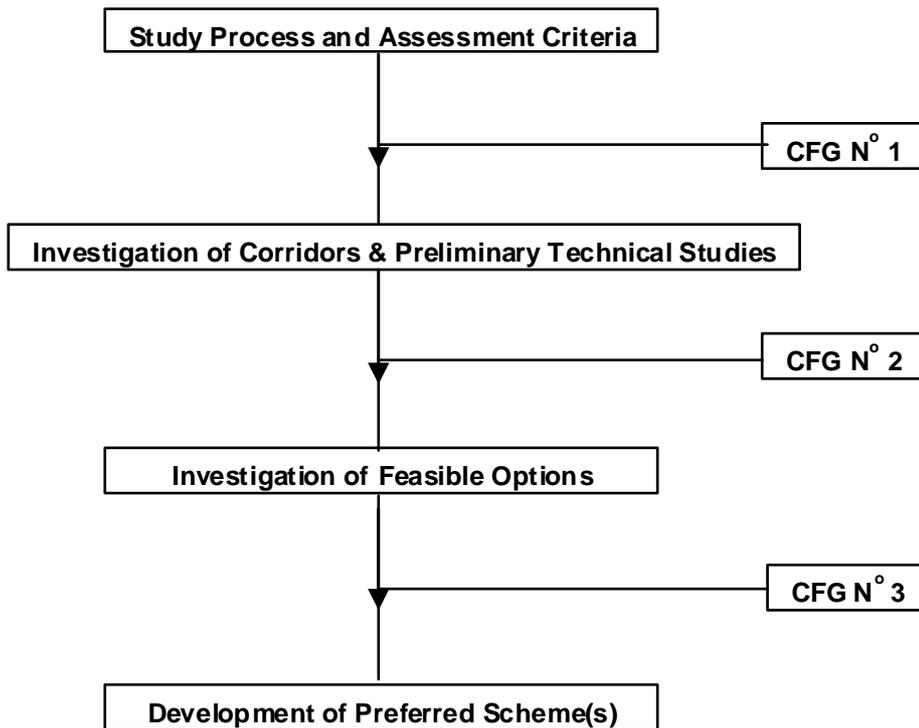
- DH welcomed the participants to this meeting and thanked them for their participation
  - DH gave an overview of the agenda and the outcomes being sought, including the following:
    - Presentation of the route option types
    - Presentation of information from the technical studies
    - Response on some of the current study issues
    - To hear from participants about current community views relating to the study.
  - There was an introduction of all of the participants including the RTA and Sinclair Knight Merz team members.
  - DH reiterated the key activities and responsibilities of the Community Focus Group (refer to detail in Notes of CFG Meeting No1). It was agreed that while public debate of issues and dissemination of information is encouraged, participants of the Group will ensure that any communications outside the Group are clearly represented as their individual view or that of their particular community group(s), and not being representatives of the Community Focus Group as a whole.
  - DH presented an overview of the community consultation program as at 30 July 2002:
    - 292 Emails
    - 1013 Comment Forms from Newsletters and Public Information Days
    - 241 Telephone calls to 1800 number
    - 55 Letters/Faxes
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- It was queried whether the geographic origin of community responses was available. JM indicated that this information can be made available.

Key issues identified from the responses received:

- Air Quality
- B2/B3 Corridor
- Community identity/values
- Consultation
- Design
- Flora & Fauna
- Noise
- Property Value
- Tolls

- PP gave an update on the corridor development process (shown below). He indicated that the study was progressing in accordance with the timing given in Newsletter No.1. This CFG is an important input on issues of identification of feasible route options.



- Copies of Notes of Community Focus Group Meeting No.1 for both Pennant Hills and Dural were made available, and they are also available to view on the study website

## 2) Study Outcomes to Date

### *Background*

WP reviewed the project background:

- Study in response to poor NH connection.
- Commonwealth funding the study.
- RTA coordinating the study.
- Sinclair Knight Merz undertaking the study.
- Robust, comprehensive & consultative study.
- Report on Preferred Scheme(s) planned to be submitted to the RTA/DOTARS in November 2002.
- Full Environmental Impact Statement (EIS) on Preferred Scheme after November 2002 if it is agreed to be developed further.
- Start of construction in 2007 subject to a feasible and environmentally acceptable route being found.

### *Studies and Processes*

- KR described the range of environmental and social effects studies that are underway.
    - Environmental Overview.
    - Social Overview.
    - Urban Design, landscape and visual assessment.
    - Traffic Investigations.
    - Preliminary Geotechnical Investigation.
    - Preliminary Engineering Investigation.
    - Options Assessment Framework.
  - KR stressed that this is a feasibility study at this stage, not a detailed environmental impact assessment. Those detailed studies would be undertaken when and if a route is selected and agreed to take forward. At that time an EIS would be prepared. Currently a process of constraints identification and analysis, largely based on desk top studies, is being used to generate options and for the environmental and social effects minimisation.
  - He broadly described the range of environmental and social effects studies, explained data and information sources and showed examples of the sorts of environmental constraints maps that are being developed to assist in identification of options. The studies are investigating:
    - Conservation reserves (National Parks, Nature Reserves, Berowra Valley Regional Park, Lane Cove National Park)
    - Important habitats, urban bushland, threatened species & ecological communities (terrestrial and aquatic)
    - Hydrology and water quality
    - Indigenous heritage (sites recorded by the National Parks and Wildlife Service,
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Native Title claims)

- Non-indigenous heritage – Australian Heritage Commission, State Heritage Register, Local Environmental Plans (buildings, areas, environmental)
- Air quality and noise
- Landscape and visual
- Social (community features, community acceptance, property effects, severance concerns, regional and local access)

**Study Overview**

- PP spoke about the study findings to date. He started by explaining the Base Case assumptions, which are:
    - Population of Greater Metro Sydney to 6 million by 2040 (around 7.5 million if the Hunter Region is included)
    - F3 widened to 6 lanes (3 in each direction) by 2011 between Wahroonga and Kariong.
    - Improvements to the Main North Line rail capacity
      - improved frequency by 2011
      - improved travel time by 2021.
    - Growth in rail freight share through industry reform and rail investment.
  - PP then explained that there are 3 basic “types” of options that have been identified. He stressed these are not actual routes, but representations of corridors or types of routes that enable strategic evaluation against the study objectives. These are:
    - Type A options: potentially link the M2 part of the Sydney Orbital with the southern end of the F3 at Wahroonga. Majority of the length would be in tunnel.
    - Type B options: potentially link the M2 or Western Sydney Orbital with the F3 south of the Hawkesbury River but north of Hornsby
    - Type C: looks at opportunities to link the northern part of the Western Sydney Orbital with the F3 in the vicinity of Mt White or Kariong; would require a new crossing of the Hawkesbury River.
  - PP explained that these types are different in terms of their strategic value. Differences have been identified in terms of traffic relief, traffic demands and environmental impacts. For example, Type A options relieve Pennant Hills Road more than Type B or Type C. This is demonstrated by considering the forecast reduction of daily traffic on Pennant Hills Road in 2021:
    - Type A Options: 20 - 30% reduction in traffic on Pennant Hills Rd
    - Type B Options: 10 - 15% reduction in traffic on Pennant Hills Rd
    - Type C Options: 5 - 10% reduction in traffic on Pennant Hills RdThat is, the further west the route is located, the less relief there would be for Pennant Hills Road.
- The characteristics of traffic on Pennant Hills Road are:
- Today: 75,000 vehicles per day
  - 10-12%: heavy commercial vehicles.
  - 3-4%: 6 axle - 9 axle articulated trucks ( i.e. half of the heavy vehicles are “very heavy” )
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- 20 years time --> demand is predicted to be 110,000 vehicles per day, based on present forecast of population growth.
- Accident rates on Pennant Hills Road are significantly higher than the Sydney average.
- Current Origins/Destinations (O/D) of northbound traffic on Pennant Hills Road:
  - 25% to/from the west
  - 15% to/from the east
  - 60% to/from the south

In addition to traffic relief from the new link, the study is also considering opportunities for improvements to Pennant Hills Road. Investigation on the re-allocation of road space is being conducted by considering:

- Provision of Bus/Transit lanes
  - Provision of Cycle lanes
  - Pedestrian movements
  - Redistribution of local traffic.
- A key goal for transport planning is the sustainability of the preferred scheme(s), particularly with respect to long distance freight movement. However:
- **Even if** rail's share of freight increases from 27% (now) to 40% (2021) and,
  - Growth in rail is 6% pa, compared with road freight 4% pa growth
  - **Then** heavy vehicle numbers on F3 are forecast to be:
    - 7,600 (2,500 articulated) in 2002
    - 15,000 (5,500 articulated) in 2021

That is, despite increased use of rail there will be a doubling of road freight movement on the F3.

- The required capacity of the F3 between Wahroonga and Kariong in meeting the forecast traffic demand is as shown in the table below.

Year	Forecast Peak Direction Traffic Volume (vehicles/hr)	Required Improvement (one direction)	Capacity at Level of Service "D" <sup>(i)</sup>
2002	3,700 (existing)	2 lanes (existing)	3,700
2006	4,200	3 lanes	5,600
2021	5,500	3 lanes + climbing lanes + incident management + ITS	6,000
2026	6,000	Further upgrade or demand manage	6,000

<sup>(i)</sup> Unstable traffic condition at design capacity, long delays at the daily peaks, holiday periods and during accidents/incidents

- Other considerations include:
  - Engineering feasibility and costs
  - Consideration of tunnels
  - Tunnels or bridges
  - Funding and finance.

***Discussion and Comments***

- Will overheads be available on the website?
  - JM responded that the information presented would be included in the Notes of the Meeting, and these would be sent to all participants in addition to being posted on the website.
- What is the basis of the assumptions and forecasts?
  - Traditional transport modelling approach has been used to look at how the different options will behave in the network. Together with land use information it is possible to predict to a reasonable level how the traffic will grow.
- In terms of the Origins and Destinations of northbound traffic on Pennant Hills Road, what does “south” mean?
  - PP clarified that he was referring to truck traffic in this discussion. About 60% of trucks with southerly origins/destinations (south of the M2) travel to/from the south; which includes the south-west, south-east, south including Port Botany, inner west and the city. In 50 years time, more traffic will come from the west.
- Does the traffic model take into account people’s willingness to pay tolls, or to use other routes to avoid them?
  - Yes, both “toll” and “no toll” options are being investigated.
- Would two routes be considered in the Preferred Scheme(s)
  - At this stage, all feasible options are being evaluated.
- What are the relative construction costs of each option type?
  - In very broad terms only: Type A is in the order of \$1 billion; Type B in the order of \$1.5 billion; Type C in the order of \$2 billion.
- Some of the statistics in terms of heavy vehicles don’t seem to match anecdotal evidence, which suggests that heavy traffic is higher.
  - The information provided is based on traffic counts.
- What if rail is not upgraded?
  - Then there will be more road traffic/freight. This is part of the sensitivity analysis.
- This decision affects the community and they should decide, not the politicians
  - DH commented that CFG meetings are one way of the community making their views known.

**3) Key Questions for Discussion by the CFG**

The study team is seeking feedback and community views on some key questions

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and these were discussed by the Group. Key issues raised and comments made by the CFG participants are included below.

***Discussion on each of the option types and their value in the short and long term. Feedback on option types A, B and C.***

**Type A**

- Start at Macquarie Park, in tunnel
- Have to consider Type A as short term solution, with longer term as well
- Tunnel and cheapest tunnel and long term route possibly further west than Type B/C
- Ensure impacts on M2 are calculated
- Preferred in terms of minimal impact on flora/fauna and archaeology
- Greater benefits in long term than Type B or C
- Type C is cheaper/quicker to build and will achieve the outcomes
- Railway line from Dean Park – need Type A plus Type B
- Concern re Berowra Valley Regional Park
- This option still needs to use F3 – other options are better
- Need interchange facilities at Macquarie Park to go east
- Least environmental impact / least cost
- People still living in the east and this will assist them
- Other options are longer term, for future generations
- Need to look at Putty Road as potential long term option
- Need for second road out of Sydney
- Long term options serve National needs
- Need relief of Pacific Highway as well, so essential to build Type A
- Widening of M2 is required
- Design for 3 lanes in each direction in the tunnel
- Control over trucks – demand management to assist in flow of traffic

**Type B**

- Not acceptable because of impact on Berowra Valley Regional Park and on Berowra Creek
- Legal agreement governing development in the Park
- Have road from Dean Park and then option Type C; heavy rail with light rail on top
- Vital to plan for the future and need to have greenbelts
- Type B not acceptable – locate route further west of Type C
- Type B does not make sense – needs to connect F3 further north
- Freight issue needs to be dealt with other technology i.e. trucks to rail
- In terms of Aboriginal cultural heritage, B is second worst - (C-B-A)
- Inappropriate for needs
- Commercial interests would favour Type B
- High cost / high social impact
- Question whether long term benefits outweigh environmental impact

**Type C**

- 50 years out option
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- Opens the western industrial area
- Will relieve Pennant Hills Road and free up other roads.
- Need to go further north
- Cessnock link
- Dean Park to Kariiong – 1 lane south and 1 lane north
- Bells Line Road/Putty Road option
- Good in terms of decentralisation and impact on regional centres (such as Hunter)
- Build in conjunction with Type A because of construction time
- Recreational tourism opened up
- Easiest route to construct
- Opens up economic opportunities
- Worst in terms of indigenous and environmental
- No short term benefit
- Long term benefit for the west
- High cost
- Putty Road will make it easier to stage
- Need Types C and A

***Potential issues for tunnels surrounding tunnels for relief of Pennant Hills Road***

- Filtration – needs to look at overseas examples
- Air quality / health impacts
- Heavy vehicle restrictions / dangerous good transport
- Accidents in tunnels

***Study findings show that investment in rail will still lead to the doubling of road freight. What are other potential solutions to the issue of freight on the road?***

- Impact of B-triples
- Develop a port at Woy Woy
- Encourage industries to have rail sidings as they did in the past
- Support for more localised industry
- Need to future planning

***Public transport? \_ What are some of the public transport needs and what are some of the public transport opportunities that may result from this project?***

- Heavy rail Glenfield-Berowra
  - Light rail Blacktown-Castle Hill
  - Heavy rail through tunnel
  - High speed rail
  - If better public transport, may only need Type A
  - Public transport is currently centralised (designed like spokes on a wheel) and it is difficult to go across; also need integrated ticketing
  - Good private bus services
  - Park & Ride concept
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**4) The Community Response**

- Community was disappointed in Information Days held in April as they expected to get information on routes. Use a different name for this sort of activity in the future.
- Display locations were satisfactory – all attended Dural display.
- Concern that political process may override technical considerations.
- Community would like to know when the final report will be released.
- Some people are cynical about the study.
- Hold a Referendum on which option people want
- How politically influenced is the study and the outcome

**5) Recap on the Next Steps in terms of Consultation**

- The next steps in the consultation process are:
  - Webpage update
  - Newsletter Number 2
  - Public Displays on route options in mid to late September
  - CFG meeting 3 – opportunity to present issues and questions from the public in response to the release of route options
- DH advised that a letter would be sent to all CFG participants before the next public display (likely to be mid-late September)
- DH sought feedback on the display locations used in April, and suggestions for the next public displays

**6) Close and Thank you**

- PP and DH closed the meeting, and thanked everyone for their contribution and participation.
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