

19 July 2014

EIS: 551 6136

B/W copy of Waite colour map used at Parramatta meeting

F3 – Sydney Orbital Link

CONSULTANTS SKM 2003 \$ COST ESTIMATES

Western option	\$3 billion
Tunnel – 4 lane	\$2 billion
Widen F3 to 8 lanes circa 2020	\$1 billion
TOTAL TUNNEL COST	\$3 billion

Western Option has no hidden extras essential for tunnel to function :

Costly exhaust stacks to build and maintain ?

(Ongoing associated health problems ?)

Narrow Pennant Hills Rd to 4 lanes ?

Widen F3 to six lanes – immediate ?

Widen M2 to 6 lanes ?

New M2 tunnels at North Epping ?

Alter North Rocks – Pennant Hills Road intersection ?

Widen Pennant Hills Road to Parramatta ?

Ten year disruption costs to community and road builders ?

TOTAL unknown extras \$5 X BILLION

The WESTERN OPTION

- The Nation's best interests demand an immediate strategic alternative route. This is not a NIMBY issue. It is an issue about responsible leadership of Honesty, Integrity and Transparency by the Prime Minister and Premier.
- Meets both the short and long term objectives for a second route as identified in the consultants Sinclair Knight Mertz (SKM) report.
- Minimum traffic disruption especially when all but two bridges along the F3 will have to be widened to four lanes – if this is possible.
- Because four lanes are not as safe as three, F3 speed limits must be lowered.
- Supports plans for more freight and port related activities to be provided in Newcastle.
- Reduces average trips by about 20 ks. Especially for trucks, there are major savings in time and running costs.
- Diffuses both traffic and pollution, rather than concentrating them as will happen with the tunnel proposal.
- Splits sand and gravel trucks using the F3 for the increasing Sydney demand.
- Will not require traffic diversions onto Pacific Highway from Pearce's Corner at night whilst tunnels are built and F3 widened to three and then four lanes.
- Far less overall cost in safety, dollar and convenience terms.
- Supports western region growth plans for dwellings and jobs identified in the 2006 – 2031 Metropolitan Strategy.
- Tolls need not be reimposed on the F3 to pay for the widening program.
- Addresses all the disadvantages identified in the SKM report.
- Reopens the opportunity to upgrade the Calga to Broke road to the New England Highway and Golden Highway to the Newell Highway.
- Apart from local strategic value opens the opportunity for new recreation and boating facilities around Spencer.

DISADVANTAGES

- A western route is contrary to cosy relationships between governments, bureaucrats and their construction and financing mates whereas politicians are elected to represent community interests, not vested interests.
- Will go through National Parks. But, the SKM report and both the Australian and State Governments acknowledge a second route must be built in this area.

(REALITY CHECK: By choosing 'short term options' the current governments have abdicated their responsibility to avoid making a decision that would upset a strong but small vocal lobby.

This area already houses over 50% of Sydney's population that governments have failed to plan for, and provide public transport for 50 years. This has created a community forced to use cars because there is no other practical alternative.)

DO IT ONCE, DO IT WELL
Peter Waite

- Who will pay for these necessary extra works, if they are ever done;
- Toll Road Companies, or
 - State and Federal Governments, or
 - The public ?

Completion by **2010!**

