F3-M2

In March 2012, the NSW Government received an unsolicited proposal from Transurban to design, build, operate, maintain and finance a tolled motorway linking the F3 Freeway at Wahroonga to the Hills M2 at West Pennant Hills. This community update outlines the proposal and next steps in the process.

Background

In 2002, the Australian Federal Government commissioned an investigation to identify a preferred option to link the F3 Freeway and the Sydney Orbital Network, to deliver an improved travel experience for road users. The preferred F3-M2 corridor was announced in May 2004. The selected corridor was confirmed as the preferred option in 2007 following a review by the Hon Mahla Pearlman AO.

In May 2013, the NSW Premier and the Minister for Roads and Ports announced the proposal had progressed to stage three of the Unsolicited Proposal process. Stage three involves the negotiation and submission of a final binding offer. The key steps include:

- Negotiations between Government, Transurban and the Westlink M7 shareholders to finalise and agree the commercial terms and conditions for the proposed agreement.
- Obtaining planning approval for the proposed project.
- Obtaining a firm price for the project.
- Agreeing a program to deliver the project.

Proposed project objectives

- Reduce traffic congestion, particularly along Pennant Hills Road, providing shorter travel times for road users.
- Provide a motorway that is safe and reliable for road users.
- Reduce the number of heavy vehicles along Pennant Hills Road, and as a result improve safety, local air quality and noise amenity along the corridor.
- Provide opportunities for improved public transport in the area around Pennant Hills Road.

Indicative F3-M2 project corridor

The F3 Freeway has recently been renamed the M1 Pacific Motorway. The F3-M2 is a working name for this project at this preliminary stage.
• Improve the efficient movement of state and national freight.
• Minimise adverse social and environmental impacts in the local area during construction and operation.
• Provide a high standard access controlled motorway that integrates with the regional transport network.
• Demonstrate excellence in design and environmental sustainability.
• Be economically justified and affordable to Government.

Key features of F3-M2
• Twin motorway tunnels with two lanes in each direction and provision for future widening to three lanes.
• A northern interchange connecting with the F3 Freeway, the Pacific Highway and Pennant Hills Road.
• A southern interchange connecting with the Hills M2 Motorway and Pennant Hills Road.

Funding
The Federal and State Governments have each committed around $405 million to the project. The remainder of the cost will be funded by Transurban and the Westlink M7 shareholders.

Process and next steps
Transurban and the Westlink M7 shareholders have issued a Request for Tender for the design and construction of the project to a shortlist of three parties. The tendering period is due to close at the end of November 2013.

Field investigations
Field investigations, involving a range of studies, are being undertaken to inform the project. Upcoming studies include air quality monitoring which will involve the placement of five air monitoring stations along the project corridor to collect air quality data.

Community involvement
The project team would like to thank property owners, residents and businesses for their co-operation during the studies.

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