F3-Sydney Orbital Link Study
Community Focus Group Meeting

August 2003

Welcome and tonight’s agenda

> 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
**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

**Contents**

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

**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
Major Planning Assumptions

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

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)

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
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

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

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
**Scope and Link Objectives**

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**

**Type A**
- Over 20 year time horizon, Type A best satisfies link objectives

- **Type C** corridor
  - over 50km long
  - many properties affected
  - high impact on National Parks
  - some relief to Interim National Highway
  - very expensive (>3 billion)
  - may be needed in longer term

- **Type B** corridor
  - many properties affected
  - unacceptable impact on Berowra Waters Park and Galston Gorge
  - some relief to Interim National Highway
  - expensive (>2 billion)
Four Feasible Type A Options

Transport Improvements

<table>
<thead>
<tr>
<th>Summary of effects</th>
<th>Purple option</th>
<th>Blue option</th>
<th>Yellow option</th>
<th>Red option</th>
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</thead>
<tbody>
<tr>
<td>Number of vehicles per day (2021)</td>
<td>30,456,000</td>
<td>30,456,000</td>
<td>75,400,000</td>
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<tr>
<td>Whole trip duration of Pacific Highway (2021)</td>
<td>55.4 mins</td>
<td>55.4 mins</td>
<td>55.4 mins</td>
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<tr>
<td>Whole trip duration of Pacific Highway (2021)</td>
<td>Free</td>
<td>Free</td>
<td>Free</td>
<td>Free</td>
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<tr>
<td>Number of vehicles per day (2021)</td>
<td>12,400</td>
<td>12,400</td>
<td>7,300</td>
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<tr>
<td>Estimated reduction in the number of vehicles, road closure year in urban road in the study area in 2021</td>
<td>10</td>
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Public transport opportunities

- Improved access to vital services and opportunities for
- Improved access to key roads

Social and Environmental Effects

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<th>Red option</th>
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<tr>
<td>Social effects</td>
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<tr>
<td>Improved social distancing</td>
<td>Significant</td>
<td>Some relief</td>
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<td>Environmental effects</td>
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<tr>
<td>Impacts on flora, fauna, natural areas, wetlands, floodplains, air quality, noise and land use</td>
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Economics and Finance

> 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)

The Next Steps

> 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)