



BEECROFT-CHELTENHAM CIVIC TRUST

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Special Transport Edition

Transport, and the infrastructure to provide it, are critical to every world city. The 2119 postcode area, despite being a quality residential area, is being adversely impacted by poor transport planning, if we do not have strong representation in government. Your Trust is working hard to advocate for residents and your opinions are vital if we are to do this. If you have feedback on our efforts – *good or bad* – please email, colinjohnston@bigpond.com or write to the Trust at PO Box 31, Beecroft 2119. The following highlight our current work:

Thanks to 2119 Residents

Thanks to those residents who completed response forms from to our display at the Beecroft shops late in September – your submissions have been forwarded to the Independent Public Enquiry into Sydney's Long Term Transport Plan.

EcoTransit News – being delivered with this Bulletin.

More details of that Independent Public Enquiry are on page 6 of the EcoTransit News – being delivered with this Bulletin. Trust volunteers kindly distributed well over 1000 copies to commuters at local rail stations in September –

EcoTransit News sets out good information on:

- **Stop the Metro madness.** – how it freezes City rail expansion in Sydney
- **North West Rail Link** – stage 1 Epping to Hills Centre
- **Parramatta to Epping Rail Link** – small link & *big benefit!*
- **South West rail link** (Glenfield to Leppington)
- **Extending light rail line** (already operating from Central-Star City-Leichhardt) on via Haberfield to Dulwich Hill – *at small cost!*
- **New rail lines across the harbour** – and rail to Dee Why?

To oppose Metro transport, complete the form on the last page of Eco-transit News:

M2 to be Widened – *Beecroft and Cheltenham impacted ...*

Transurban and the NSW Government have announced agreement on the physical widening of the carriageways of the M2 through our area, not simply the former emergency/ cycle lanes. It is notionally at no cost to the Government – shame about increased tolls on residents and the indication that *the car's the way to go ...*not the North West Rail Link! If you are interested in actively opposing the M2 widening – which implies loss of local bushland, plus increased traffic, pollution and noise – please email powellsyd@ozemail.com.au. More information at www.hillsm2.com.au.

Meeting with Minister Albanese & Parliamentary Secretary McKew

Two representatives from your Trust were amongst a group of some 12 persons invited to brief these two key Federal MPs (who direct the Federal portfolio of Infrastructure, Transport, Regional Development & Local Government) at Epping, on 24 September. The group included Hornsby Shire Council Mayor and General Manager, the State MP for Epping (Greg Smith), representatives of Ryde City Council, Ryde Chamber of Commerce, Epping Civic Trust and North Ryde Chamber of Commerce. Our notes for that meeting included the following points, (with which not all present agreed):

- **Pennant Hills Road Tunnel - is *no solution*** as it simply concentrates traffic at the southern end of the F3 freeway – fed by M2/Pennant Hills Road/Beecroft Road and Pacific Highway/Ryde Road traffic flows.
- There are two good roads and rail links to the south of Sydney – coastal Freeway to Wollongong and the Hume Freeway to Goulburn, Canberra and Melbourne
- Going north, we have the F3 and the Putty Road from Sydney – the latter is *up to Putty* in more ways than one
- East coast Australia needs two good roads to the north from Sydney – not an F3 throttled by daily and weekend peaks, by regular accident and summer bushfire fire – *and worse*.
- A second crossing of the Hawkesbury River is essential – a *western option* – referred to by Commissioner Marla Pearlman.
- The plans by the RTA were prepared for it – new roads to and from it will run through national park area – so does the F3.
- In fact, the Hume Freeway runs through Sydney's water catchment area – good government can manage these issues.
- We need a *western option* solution from Dean Park (Blacktown) to Ourimbah (near Gosford) - similar in construction to the Mandurah *road and rail* link in Perth – funded by Fed and State there
- If Mandurah cost \$800M, then many times that cost for a key eastern Australia road/rail linkage, carrying many times Mandurah traffic, is fair.
- It is refreshing to travel to Mandurah by rail at 120kmh - *with freeway both sides of the rail* – it sends a strong message when road traffic slows.
- To action the *Western Option* = Step one: build western Hawkesbury bridge for rail and road – RTA made plans years ago
- **Road tunnelling and freight rail duplication through the steepest parts of Sydney's residential areas are *expensive and avoidable***
- In 2006, 20% of Australians lived in Sydney Metro area, 2% in Newcastle, 1% Wollongong, 9% Brisbane, 18% Melbourne – a *western option* will better link and serve these
- **CityRail heavy rail provides a link to most key suburban centres** and into Sydney CBD – intended by Dr Bradfield – let's avoid *metro rail* duplication – avoid the transit costs

- **Rather than the Feds taking over the hospitals, take over NSW transport – *more people use that every day!***

Castle Hill Public Meeting – hosted by Hills Shire Council

This meeting was held on 14 September as part of the above Independent Public Inquiry (Chaired by Ron Christie). The meeting heard from residents in the north-west sector of Sydney about:

- Rail needs from Epping to Castle Hill/ North West Sydney, and Epping to Parramatta
- The “*no solution*” Pennant Hills Road tunnel
- M2 widening issues
- Lack of buses from Rouse Hill to NorWest business park area
- Poor Cycling infrastructure
- Vested interests and RTA
- Need for Integration of public transport.

Dr Gary Glazebrook’s discussion paper was traversed and a public discussion followed. It is regrettable his paper didn’t address *Western Option* alternative to any M2-F3 tunnel.

State Theatre Public Meeting – Hosted by Sydney City Council

Held on 16 September, the meeting was part of *Citytalks* 2009 – and entitled: ***Integrated Transport for a Connected City***. Keynote speakers were Lord Mayor Clover Moore MP (NSW), Federal Minister Anthony Albanese MP, Ken Livingston (former Lord Mayor of London), and experts Robert Whitehead and Dr Garry Glazebrook, who spoke also of the Independent Public Inquiry into Sydney’s Long Term Transport Plan.

Ken Livingstone gave an excellent and inspiring talk on his challenges reshaping public transport in London. Most notable was a Congestion Tax which quickly reduced car and truck travel by some 40%! He also spoke of the Oyster Card which allows easy access to a number of different modes of London public transport. For more information, please visit http://en.wikipedia.org/wiki/Ken_Livingstone

Infrastructure Requirements for Sydney

The following are key elements from the Beecroft Cheltenham Civic Trust’s letter delivered to Infrastructure Minister Albanese at our recent meeting with him, and Parliamentary Secretary Maxine McKew, on 24 September:

“Sydney has been swamped with a plethora of transport infrastructure plans. Most of these have never been delivered and some can be viewed as political point-scoring announcements. Additionally, they do not appear to encompass the holistic integrated approach that is required by our city with its unique topography and expansion pattern.

This failure to plan and construct has resulted in Sydney falling behind other cities in terms of utilisation of public transport and our dependence on cars has resulted in some major daily congestion on our roads.

We believe that the **30 Year Public Transport Plan, released 21 August 2009 by Dr. Garry Glazebrook, is a good starting point.** Its main shortcoming is the absence of a discussion of the proposed F3 –M2 tunnel or the preferred option of a second road north from Sydney to Newcastle. That road corridor should include a freight rail line utilised to transfer freight between the warehousing and industrial hubs centred in Wetherill Park and Eastern Creek areas to the shipping port in Newcastle and other centres north to Brisbane.

We would specifically seek additional dialogue with you on the options available in preference to the construction of any F3-M2 road tunnel. The Honourable Marla Pearlman, completed a review of the tunnel options under very narrow terms of reference. Pearlman stepped outside those terms of reference and recommended that planning for the western option (“C”) commence immediately. This was July 2007 and we are still waiting. **This western option ... would provide the following benefits:**

- A second crossing of the Hawkesbury River to remove dependence on only one main northern rail and road route.
- Complete the much needed Sydney bypass ring-road to remove heavy truck and other traffic not requiring access to Sydney when using the national highway.
- Provide an efficient transport link between industrial, warehouse and distribution facilities located in Western Sydney with bulk freight movements from Newcastle port (following closure of Sydney harbour as a working port).
- Provide opportunity for a new parallel rail link from western Sydney northwards, using the same new Hawkesbury River bridge crossing as the Western Sydney F3 to M7 corridor connection. This would remove dependence for all rail freight movements on the northern rail corridor; one that already has notable capacity and commuter timetable problems.

The proposed tunnel to link the F3 and the M2 should be removed from the agenda once and for all. It is not a sustainable option for the following reasons:

- By 2021 Sydney will need either another road north or a F3 widened to four lanes in each direction. If we do not build the western option, we will look very short-sighted trying to funnel cars on any widened F3 into a tunnel that is two lanes in each direction.
- A tunnel won't notably reduce traffic congestion on Pennant Hills Road, as there are no planned entrances and exits along its proposed course.
- A tunnel will not remove many trucks from Pennant Hills Road. All trucks carrying dangerous or hazardous goods will not be allowed to travel in the tunnel and will need to use the surface road.
- **Current planning ...for exhaust stacks has not been released, but common sense suggests that the tunnel will follow a best-practice design path from the M2 to the F3 ...often well away from that road's 19th century Pennant Hills Road alignment.”**

Reflecting resident concerns, your Beecroft Cheltenham Civic Trust's position is that our area is being adversely impacted by key national road & rail links.

Better considered transport will benefit our locality, our city – and our G20 nation.