

Director Infrastructure Projects
Planning Services
NSW Department of Planning and Environment
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14.01.16

Application Number: SSI 6788 **The proposed New M5**

I strongly **object** to the proposed New M5.

The roads around the St Peters Interchange are already at an unacceptable Level of Service and are worsening as a result of in-fill developments not accounted for by the EIS.

- Green Square: 61,000 residents
- Ashmore Estate: 6,000 residents
- Waterloo Estate: 30,000 residents
- Central 2 Everleigh: 56,000 residents, 25,000 workers.

With an extra 150,000 people in an area of a few square kilometres, this is going to be the most densely populated area in Australia. There is no evidence that the traffic models have factored in this huge increase in density that will occur in the area.

The Environmental Impact Statement clearly demonstrates that the traffic on roads in the Alexandria area will deteriorate as a result of WestConnex. But it also predicts that the Level of Service will improve at many intersections even if nothing is done – in the case of Euston Road and Sydney Park Road, from D to A, in the PM peak. This is clearly incorrect – that it suggests that the traffic modelling is broken (the EIS acknowledges that ‘modelling is probably optimistic’) and it suggests that the level of service on local roads will be several levels worse than predicted, either with or without the project.

According to the Business Case, Euston Road is supposed to handle 61,000 cars on 3 lanes each way. This is almost 10 times what it can handle on 2 lanes! There is no possible way it can handle 61,000 cars, however many lanes are added to it. Adding extra lanes to Euston Road will not help because the roads that Euston Road feeds into are also gridlocked. Traffic does not dissipate once it leaves the M5. It will only increase the damage done to the area and cause rat-running.

Meanwhile, usage of the M5 is not growing, and has not grown for some years. This project only makes an existing road more expensive for commuters. It will save little time, if any, and at an exorbitant price. As the EIS acknowledges, the tolls are going to force the drivers off the M5 and onto local roads and not surprisingly. The Updated Strategic Business Case shows that for almost all of its users, the Value of Time saved is less than the cost of using WestConnex.

The project will carve 11,000 square metres from Sydney Park and expose the rest of the green space to vehicle fumes and noise. This damage will be particularly felt as this area has one of the lowest amounts of public open space per person in Australia, even without considering the future in-fill projects that are already in progress.

Alexandria residents are currently exposed to levels of PM2.5 particles that exceed national guidelines, yet the EIS predicts that these levels will only worsen.

The New M5 is an unfair waste of taxpayers' money that could be better spent elsewhere, such as on projects that improve transport infrastructure out in rural and regional areas, or in our area to cope with the massive rise in density that will occur over the next ten years.

Finally, **I strongly object** to the quality of the EIS. There is too little information on the traffic volumes that will occur in Alexandria, and there is also conflicting information on possible mitigating strategies. Although the diagrams in the EIS show right-hand turn lanes in all four directions at the Sydney Park/Euston Road intersection, the next text of "New M5 EIS Vol 2B App G Traffic and Transport" instead indicates that there will be a "banned right hand turn from Mitchell Road into Sydney Park (because of) the banned right turn southbound at the Sydney Park Road/Euston Road Intersection". The text also indicates that there will be a "north-bound lane (which) will go as far as Maddox Street, where it becomes a new left-hand turn lane, but the diagrams do not show this. Not having clarity on which of these two scenarios is planned makes informed consultation impossible. If these right-hand turns into Sydney Park Road are not permitted, there will be enormous volumes of traffic on local roads as drivers try to rat-run. Likewise, the extra left-hand turn lane, if it is actually planned, seems destined to force traffic onto local roads in Alexandria.

Roads, especially tunnels, are expensive, and move relatively few people – perhaps 2,000 vehicles per hour per lane. This is a fraction of what can be moved by heavy rail, light rail, or bicycles. Even pedestrians can move more commuters per lane than can be moved by car.

The EIS Business Case states that with toll roads, "losses to investors (are typical) due to traffic demand forecast being overly optimistic. This has led to a situation where it is likely the private sector sponsors will be unwilling (and the State Government is likely to have) to take on all or part of the development and start up traffic risk" Why does the NSW Government think that WestConnex can be profitable when the private sector does not?

I call for the M5 EIS not to proceed. As a taxpayer, I want better value for money. Please halt this project and change the plans. Our community deserves better.

Sincerely,

Siew Kheng Low