

SUBMISSION TO M5 EIS

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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 getting worse because of in-fill developments not allowed for by the EIS:

- * Green Square: 61,000 residents
- * Ashmore: 6,000 residents
- * Waterloo Estate: 30,000 residents
- * Central 2 Eveleigh: 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 EIS clearly demonstrates that the traffic on roads in the Alexandria area will deteriorate as a result of WestConnex. But it also predicts that Level of Service will improve at many intersections even if nothing is done – in the case of Euston Rd/Sydney Park Rd, from D to A, in the PM peak. This is clearly wrong - so wrong that it suggests that the traffic modelling is broken (the EIS does acknowledge 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. Adding extra lanes to Euston will not help because the roads that Euston Road feeds are already gridlocked. It will only increase the damage done to the area and cause rat-running.

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

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 mitigation strategies. For example, although the diagrams in the EIS show right-hand turn lanes in all four directions at the Sydney Park Road/Euston Road intersection, the text of "New M5 EIS Vol 2B App G Traffic and Transport" instead indicates that there will be a "banned right turn from Mitchell Road into Sydney Park Road [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 drive traffic onto local roads.

I am particularly concerned to the impact on the local environment in Alexandria, the changing nature of the suburb has seen a dramatic increase in the population density that is starting to impact on the quality of life of the residents.

Already, traffic on Mitchell Road and McEvoy Streets is regularly at a standstill due to recent commercial

and residential developments - there is no doubt that the situation will continue to deteriorate once the Ashmore and Green Square developments come on line. Indeed, due to this increase local residents have recently successfully lobbied for permit parking in the area - a direct result of population density increases. This against a backdrop of no proposed improvements or expansion of services through local train stations.

The proposed development of the St Peter's interchange - in particular the widening of and funnelling of traffic onto Euston Road will have a massive and direct detrimental impact on the lives of residents in Belmont Street and surrounding streets.

Maddox Street is a narrow residential thoroughfare that is likely to be gridlocked as traffic tries to move between Euston and Mitchel Roads. Despite the infrastructure challenges of the city as a whole I cannot understand how stationary traffic idling in a purely residential area - impeding the movement of local residents many of whom cycle and/ or walk their children to school - can be seen as a suitable solution (especially when so much industrial/ waste land exists in the surrounding suburbs).

The longer term, health, quality of life and property value implications of this short sighted decision are clearly obvious. As such I would encourage a further review of the EIS and replanning to prevent against the impacts detailed above.

More so because these changes will so negatively impact a suburb that simply provides a vibrant, growing, prosperous and welcoming community close to the city.

I have not made a reportable political donation.