

## SUBMISSION TO M5 EIS

Name Felicity McDowell  
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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. There is no way it can handle 61,000 cars, however many lanes are added to it. Adding extra lanes to Euston will not help because the roads that Euston Road feeds are also gridlocked. Traffic does not simply 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 drivers off the M5 and onto local roads, and no wonder. 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.

This project will carve 11,000 square metres from Sydney Park and expose the rest of the park to vehicle fumes and noise. This damage is particularly felt, because this area already 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 already 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 used elsewhere, such as on projects that improve transport infrastructure out west or in the regions, or in our area to help us cope with the massive rise in density that we are facing 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 mitigation strategies. 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.

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, or light rail, or bicycles. Even pedestrians can move more commuters per lane than can be moved by car.

The EIS business case says 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 NSW 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 NSW taxpayer, I want better value for money.

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*Please see attached*

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MAIL: SSI 6788, NSW Department of Planning and Environment, GPO Box 39, Sydney NSW 2001

IN PERSON: deliver it to the main desk of the Department of Planning, Information Office, 23-33 Bridge Street, Sydney NSW 2000

For more details, see <http://www.arag.org.au>

## WESTCONNEX OBJECTIONS

1. The New South Wales Government appears to be concerned about those taxpayers using the M5, which is slow moving.

This proposed extension merely moves the gridlock to another venue.

Due to the ever increasing local traffic, due to continuing local high/mid-level residential developments in the area, this proposed extension (Westconnex) would add to the already difficult gridlock and make the situation so much worse for commuters, including those coming in on the M5 who are supposed to benefit.

2. The New South Wales Government has acknowledged the need to house our increasing population by facilitating changes to zoning to allow higher density housing in areas including Alexandria.

What the New South Wales Government has failed to do in that exercise is insert a reasonable road/transport infrastructure to cope with the extra people.

The New South Wales Government now seeks to compound that by adding traffic from further out with no real attention to the local road infrastructure.

The proposed model outlines large road converting, without any infrastructure, to smaller roads, a gridlock can be the only outcome.

3. With the gridlock will come noise and pollution, and soon thereafter ill health for those living in the highly populated area, particularly the elderly and young.

This will drive up health costs as a good part of the local population will rely on hospitals for care.

I do not think this indirect cost has been included in the modelling and should be, to weigh up the true benefits/burdens of this project, particularly having regard to the format for the "benefits" set out in the Environmental Impact Statement.

4. The gridlock will be both ways, with cars and trucks backing up to get onto the Motorway waiting in small roads which are the exit/entry to the Motorway.
5. The use of this Motorway will be short-term, the New South Wales Government is treating those coming in from outer Sydney with disrespect.

Those travellers will pay their fee, go quickly through the Motorway, but still end up taking the same time for their journey when they come to the gridlock once out of the Motorway.

They will have to look at other options rather than pay \$100.00 per week (minimum to start) for no real improvement.

6. The ever increasing higher density housing in the Alexandria area has meant the importance of open space areas has become more critical, including the flora and fauna that exist in those open spaces.

Aside from the noise and pollution aspect of this project, the implementation of this project removes a substantial portion of the only real open space area for the public of Alexandria and removes substantial flora and fauna which have been present for years and can never be replaced.

In all, this project is ill conceived and without proper and detailed thought as to the negative outcomes to the residents of Alexandria and the users of the Motorway extension.

Therefore, I would request the project be reconsidered and scrapped.