

## SUBMISSION TO M5 EIS

Name ..... AUSON MIEGEL  
Full address ..... 268 Belmont Street Alexandria 2015

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

