

## **Planning Institute of Australia Submission on WestConnex M4East**

The Transport Planning Chapter and other members of PIA NSW have discussed concerns regarding the WestConnex proposals and has resolved to make this submission. We request that the review considers the following issues:

### **Process**

We understand that the NSW Government has already signed contracts for the works to which the EIS relates. The Government will therefore need to be particularly careful to consider community feedback and input to the EIS and that any warranted changes are able to be incorporated in the construction of WestConnex.

### **Comprehensive Plan**

The history of motorway development in Australian cities has been of missing links and stubs that terminate in local streets. The rationale for WestConnex is to some degree rectifying these mistakes, such as the M4 motorway terminating at Strathfield. However, there is a real risk that we will perpetuate this history unless the NSW Government is clear about a comprehensive long term transport plan for Sydney, including what it considers to be a comprehensive motorway network plan. That motorway network would then be supplemented by a public transport system and emerging technology such as road pricing and Intelligent Transport Systems including smart cars. Without an overall plan, each new segment of motorway is likely to generate more than necessary community anxiety. Part of that comprehensive plan will be to encourage the vital arterial flow of freight onto railways and motorways 24/7 by technology and attractive toll pricing for trucks.

### **Protection of local Streets**

Again, there is a history of not locking in the benefits of road tunnels to local residents. For example, the Sydney Cross City Tunnel is underused, and the potential reductions of traffic in city streets not fully realised. The EIS does not appear to contemplate the perhaps draconian and politically difficult measures required to protect local streets from traffic, and to ensure that the increased development density contemplated in the corridor will be adequately served by public transport.

### **Enquiry**

If these matters, and other matters such as 24-hour noise and emissions cannot be adequately resolved in the response to the EIS, we suggest that a further step in the process may be required. Whilst we understand that the government may consider it has a mandate to extend the motorway tunnels, there is still time to improve many of the details of the scheme that will seriously affect the community.

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