To the Secretary, Dept Planning & Environment

WEST CONNEX PROJECT: EIS for M4 East Tunnel Project

I have many concerns about the WestConnex M4 east proposal project that are not answered by the current available documentation. I strongly believe no decision on this project should be made untilALL information is available publically for assessment. This is critical given that AECOM's data and methods have been discredited. Data from AECOM clearly can no longer be used towards the analysis of the project.

As such I strongly object to the current project as it stands as in amongst the thousands of pages on offer, with inadequate time to review, there is still an inability to adequately show us that the use of mutiple billions of public dollars in this manner actually meets the objectives of the proposed tunnel and tollway. I object because :

. There is no clear evidence that the project will deliver this main obiective, so why go ahead with such a
huge investment? The cost benefit analysis has not been available to review and is a major omission. No
decisions should be made without this being made available. Where is the analysis?

. Current traffic analysis and EIS from AECOM is discredited. traffic analysis by organisations such as
Leichhardt council show differing results. The potentially flawed AECOM study needs to be removed from
the evidence of any benefits the project would have (which we have not been made aware of). lt either
needs to be redone or the current data needs to be made available to be scrutinised thoroughly by truly independent organisations before being used.

. There is inadequate analysis of alternatives to a tunnel and tollroad. This needs to be remedied BEFORE
decisions are made.

There must be lessons learnt from existing toll roads which are under performing financial projects such as the Cross City Tunnel - the impact of the tollroad has not been properly assessed as it does not consider the capacity of drivers to pay this toll daily - the result being a clogging of current non-toll arteries and smaller suburban streets and an multi billion dollar failed project.

There is no evidence that Parramatta Road will be used less and the proposed M4 East Tunnel will create "ratruns" off the City West Link eg the proposed a right hand turn into Waratah Street will lead the clogging up of suburban streets in Haberfield and Leichhardt. These streets are one lane each way and narrow with Hawthorne parade not built for volume traffic. Some of these areas already show signs of traffic issues as highlighted by Liechhardt council traffic studies. These "costs" are shown where???

Prediction models into 2031 suggest traffic on Parramatta road and Victoria Road traffic will increase as a
result of Westconnex. Again the stated objectives here will not be met.

Building roads does not reduce traffic. Lessons from M4 and M5 construction should tell us these roads add
cars to the road.

. Each component has been assessed individually. All costs and benefits should be considered against the
whole project not piecemeal as it suits.

I would like to ask all decision makers on this toll road (including Mike Baird) to sit at the city west link between 7am and 1Oam and watch the bank up of traffic into the city. Widening the road partially and supposedly bringing traffic to this point faster will not alter the run into the city....it will just move and increase the congestion to a different point, again putting in question why people would pay and use the tollway, putting pressure back onto Parramatta road.

The primarily objective for this project is to improve traffic flow and connection with the western suburbs. Demonstration of this is the key to the validity of the project so this MUST be done properly with the alternate "what if' assumptions considered fully. The project has not been justified. Unfortunately this has not been demonstrated. .

There has been inadequate analysis on alternatives. People want to move efficiently, if a co-ordinated public transport system was available they will be used. Noone wants to sit in a carpark of traffic. The aim should be to move people in a volume method (public transport) to and from school and work and leave the roads for those needing their vehicles for work. A viable public transport alternative needs to be considered" As per all major cities, the current view is to focus on public transport not major roadways within the city.