

WESTCONNEX SUBMISSION NO.1
M4 TO HOMEBUSH BAY DRIVE WIDENING
VICTOR P TAFFA
28 AUGUST 2014

Special Interest Reasons

- Previously worked as a Taxi Driver from Oct 2002-May 2007.

While this EIS stage concerns the widening of the M4 to Homebush Bay Drive I am also including comments on the overall WestConnex Motorway proposal.

Please be advised that I have attended community consultation meetings at Haberfield.

WestConnex should not involve resuming affected residential properties' without compensating owners at current market rates.

WestConnex will not solve traffic congestion. The M2 Motorway was sold as the answer to traffic congestion and the final piece in the missing road network puzzle.

WestConnex will worsen congestion particularly on the City West Link.

WestConnex will not be going near Southern Cross Drive and there are no plans to widen the M5 East.

WestConnex will not be going to Sydney Airport.

Supporting Case

I do not oppose widening current lanes or improving lane configuration on the M4. Currently the M4 is four lanes in each direction in an area west of Parramatta.

Opposing Case

City West Link

The City West Link cannot currently handle traffic let alone funnel more traffic onto it with the construction of WestConnex. The only alternative is to widen the City West Link and this requires the purchase of homes.

Cross City Tunnel

William Street used to be a six lane road. When the Cross City Tunnel was opened traffic was forced to use Cross City Tunnel and William Street was reduced to one lane in either direction. There is no guarantee that Tunnel Funnelling will not occur with roads around WestConnex. The Cross City Tunnel has gone broke since opening to traffic.

Lane Cove Tunnel

Epping Road used to be a six lane road. When the Lane Cove Tunnel was opened traffic was forced to use Lane Cove Tunnel and Epping Road was reduced to one lane in either direction. There is no guarantee that Tunnel Funnelling will not occur with roads around WestConnex. The Lane Cove Tunnel has gone broke since opening to traffic.

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Alternative Plan

M4

Traffic at the M4/Centenary Drive intersection should be heading south via a widened Centenary Drive or a new tunnel connected to the M5. This will shorten the link between the M4 and the M5 which is what the WestConnex project is intended upon doing.

Sydney Airport Connection

Connection to Sydney Airport will be easier and more cost effective if the WestConnex Motorway proceeded under Centenary Drive to the M5 and did not join up with the City West Link.

King Georges Road

King Georges Road at Beverly Hills is a six lane road. Beyond South Hurstville King Georges Road is a six lane road. The section of King Georges Road between Beverly Hills and South Hurstville is four lanes and requires to be widened to 6 Lanes. The land for the widening is set aside.

Victoria Road

Between the area in the vicinity of the old White Bay Power Station and the old White Bay Hotel site a City Bound three Lane fly-over to connect seamlessly to the ANZAC Bridge for Victoria Road. The existing Bus Stop near the old White Bay Hotel site would be incorporated onto the new fly-over.

At present City Bound Traffic merges from three lanes to two lanes across the Goods Railway Bridge and goes back to three lanes. This Fly-over would join seamlessly with the Anzac Bridge. In addition to Traffic Congestion caused by the Iron Cove Bridge Duplication the Victoria Road White Bay area is also heavily congested at all times of the day.

Pacific Highway

Grafton

The Pacific Highway at Grafton is in urgent need of duplication. On 20 October 1989 21 people were killed and 22 people were injured in a horrific Bus Crash.

Kempsey

The Pacific Highway at Kempsey is in urgent need of duplication. On 22 December 1989 35 people were killed and 41 people were injured in a horrific Bus Crash.

The Pacific Highway between Newcastle and the Queensland Border similarly requires duplication.

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The Pacific Highway duplication projects are more urgent and important than building WestConnex.

Heavy Railway Expansion

Heavy Railway Expansion should occur in preference to Parramatta Road Light Rail. I do not support plans for Light Rail down Parramatta Road.

Expanding our heavy railways is more an urgent and important problem to overcome than building WestConnex. This includes new heavy railway lines, line duplication and line quadrupling.

Electrifying every railway line throughout New South Wales is more an urgent and important problem to overcome than building WestConnex.

High Speed Rail (HSR)

HSR to EVERY Capital City including Hobart via a Rail Ferry across Bass Strait is more an urgent and important problem to overcome than building WestConnex.

www.isput.com.au contains Heavy Railway Expansion Plans and is a better solution than WestConnex.

Restaurant/Lounge Carriages

Restaurant/Lounge Carriages will add a new enjoyable dimension to rail travel throughout Sydney and New South Wales enabling people to buy a drink or have something to eat in a lounge style environment on the way to or from work or a night out.

Conclusion

During the 1930s Victoria Road was widened to six lanes. The Sydney Harbour Bridge was built by Dr. John Bradfield with six lanes and four railway tracks and opened on 19 March 1932.

The M5 East was poorly planned and built for Sydney to a cost and not for a purpose. All road tunnels including the M5 East should have funnels to remove poisonous fumes.

Sydney needs heavy railway expansion that allows the road network to flow freely. Any stage of WestConnex needs to be built for a purpose and not to a price.

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