

WestConnex M4 Widening Submission

To Whom It May Concern

I am writing as a resident of Granville 2142 and am a daily user of the M4, primarily travelling Eastbound and back, both in peak and off-peak times.

After reading the EIS relating to the M4 widening proponent of Stage 1, I submit the following comments:

- 1.** Currently the most direct access for us to the M4 Eastbound is via Bold Street, along Parramatta Road, crossing the operating Carlingford Railway Line on Parramatta Road, and then on to James Ruse Drive and the M4 on-ramp. This is a short distance, but one which can take anywhere from 5 to 25 minutes depending on the time of day.
- 2.** The EIS has studied traffic at intersections for Granville viz. Parramatta Road intersections at Bold & Good Streets and states that traffic is operating at near capacity (LOS C) at Bold Street. [Table 4-4, Volume 2]. Projections estimate that the LOS at Bold Street will "deteriorate from D to F" in the morning with just the M4 widening by 2021 and remain at F with the full WestConnex infrastructure in 2031.
- 3.** Further, the EIS states pertaining to Granville, "with the M4 Widening, the morning peak would result in reduced performance at Parramatta Road intersections due to increased traffic volumes, with road users seeking to exit the tolled motorway to use Parramatta Road as an alternative." I anticipate that unlike other residents along the M4 widening route, my total journey time Eastbound and Westbound returning home will either stay the same or indeed be increased, but with the added burden of paying a toll for the privilege.
- 4.** I note that currently the crash rate for Parramatta Road (84 crashes with casualties per 100 million vehicle kilometres travelled) exceeds figures for those on the M4 Motorway (19 crashes with casualties per 100 million vehicle kilometres travelled). This does not auger well for motorists using Parramatta Road as capacity continues to increase in our area.
- 5.** In relation to noise, the EIS states that: "The forecast traffic numbers for the 'build' scenarios indicates an increase in vehicles along sections of Parramatta Road (predominantly between Church Street, Granville and Silverwater Road, Auburn)... [with] increases in predicted noise levels of more than 2 dB to the total road traffic noise". Residents south and north of Parramatta Road in Granville are already impacted by unnecessary and unenforced noise polluters particularly at night – truck exhausts and air brakes emanating from both Parramatta Road and the M4, and poorly maintained freight trains that screech along the railway corridor in the early hours, disrupting sleep. Any increase in noise from Parramatta Road resulting from the M4 widening, does not appear to be addressed in the EIS's proposed mitigation measures.
- 6.** We are disappointed that some options considering new on/off ramps at the junction of Woodville Rd/Church St/Parramatta Rd/M4 have been rejected. From the EIS, I note that there appears to have been no consideration of an on ramp from Woodville Rd onto the M4 Eastbound. Potentially a tricky engineering

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construct but one that would go a long way to easing congestion on Woodville and Parramatta Roads.

Given the billions of dollars that are being spent on this infrastructure, I believe WestConnex needs to further and more fully explore options to address the congestion associated with this intersection and its traffic flow-on effect on Parramatta Road.

Now is the time to do something about it with construction contemporaneous with the M4 widening. It would appear that "loop style ramps" are possible but these were rejected because they are too "expensive to construct" and would require "substantial property acquisition". The EIS provides no costings regarding this option so it is difficult to compare with the Spend on other sections of the WestConnex project.

7. Granville residents rely heavily on Parramatta Road as a local transport route to access shopping and entertainment and for access to the suburb. In fact, access to the town centre of Granville and majority of residences can only be made from the vicinity of the M4 and Parramatta CBD via the following routes: Church Street/Parramatta Road/Bold Street (in the eastbound direction); James Ruse Drive/Parramatta Road/Bold Street (in the westbound direction); M4 Eastbound ramp/Church Street/Woodville Road.

I am informed that historically, the State government purchased land to extend James Ruse Drive across Parramatta Rd and create an overpass over Clyde Railway Station providing a direct route into the Granville industrial area, South Granville and suburbs beyond. This would have relieved Parramatta Road of traffic that now must enter the suburb via Bold Street, over the single lane two directional Bridge and through the Town Centre towards Clyde. Further, land was also acquired to extend Bold Street across Parramatta Road and into Harris Park/Parramatta. However, plans were abandoned and acquired properties resold with no investment into Granville that I am aware of. I believe that this legacy has left Granville struggling for many years to keep pace with other Sydney suburbs due to its "land-locked" nature which has negatively impacted its development, value and lifestyle attributes.

For example, a car breakdown or accident on either side of the Bold Street Bridge results in lengthy queues on Carlton Street, Railway Parade and The Avenue causing an extra 15 - 30 minutes' journey time in accessing Parramatta Rd a mere 500 metres from my home! One's only option to avoid such a breakdown is to use Woodville Road. (I note from the EIS, that the intersection of Woodville Road and Parramatta Road in morning peak times is currently operating at LOS D-E.)

Many residents living in Granville and South Granville wishing to head Eastbound on the M4 and who are not close to the Bold Street exit point, currently access the Eastbound M4 by turning right onto Parramatta Road from Woodville Road, and then on to James Ruse Drive. Many residents living in Parramatta also have to access the James Ruse Drive Eastbound M4 via Parramatta Road. As we know, this traffic corridor is already at capacity [4.4.2] and adds unnecessary time to a City bound journey.

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With the anticipated increase in population, particularly in Parramatta CBD with substantial numbers of high-rise apartment buildings slated for development, this corridor and intersection will only get worse, a fact confirmed by the EIS.

8. Reduction of travel time for Granville residents also requires smooth traffic flow entering and exiting the M4 at James Ruse Drive. Widening and/or lengthening the M4 on ramp at James Ruse Drive heading eastward may promote better traffic flow for those travelling south on James Ruse Drive, but is a doubtful benefit for those entering from my direction. It is also unclear from the EIS whether my access to the M4 is still subject to traffic lights.

In afternoon peak times, it is common for traffic on James Ruse Drive to take up to 20 minutes to access Parramatta Road heading west, and not uncommon for traffic to be backed up towards Rosehill Racecourse at various times.

Further, in my experience, the current state of traffic on Parramatta Road travelling westwards in the late afternoon from Silverwater Road to Bold Street is appalling with this trip taking around 30 minutes and best avoided.

In summary, the proposed widening of the M4 will exacerbate the already at capacity local road network around Granville and it's about time the NSW Government gave **Granville a Fair Go** and spent the extra dollars needed to really help ease congestion now and for the future. With no mitigation measures in place, paying a toll for the M4 adds insult to injury.

The proposed upgrading of M4 infrastructure offers a unique opportunity for the current State Government to redress the short-sighted abandonment of previous plans targeted at unlocking Granville and diverting unnecessary traffic off Parramatta Road, by re-implementing those plans, and/or seriously reconsidering all options for building Eastbound access ramps on Church Street/Woodville Road to ease current and future traffic congestion on Parramatta Road and Church Street.

Yours faithfully, Inara Molinari