

WestConnex Stage 1 M4 Widening and reintroduction of Tolls: Submission by Councillor Rochelle Porteous to the Environmental Impact Statement (EIS):

I am opposed to the WestConnex Stage 1 M4 Widening and reintroduction of Tolls for the following reasons:

- 1) Consideration of the EIS of WestConnex Stage 1 requires a publically available detailed business case, concept plan, the detailed cost benefit analysis and detailed information about the final route and Stages 1a, 2 and 3. None of this information has been provided. Nor has the EIS for Stage 1 been informed by the impacts of the projected Parramatta Road Urban Renewal Program which is reported to bring up to 50,000 new dwellings (with their associated additional population, additional vehicles and road and public transport users) all added to the Parramatta Road corridor but their impacts not considered as part of this EIS.
- 2) Traffic congestion and travel times are identified as key issues which the WestConnex seeks to address however this EIS does not consider alternative and potentially better and cheaper solutions to the traffic congestion and travel times such as investment in public transport infrastructure rather than investment in widening the M4 and the reintroduction of tolls.
- 3) It would appear that the traffic data used to develop traffic modelling for this EIS is not up to date, and in fact it seems that some of the data is as old as 2006. Traffic data and traffic counts need to be based on 2014 figures for this EIS and traffic modelling needs to be extended to include where the traffic impacts further down the corridor and small residential streets located nearby to the corridor.
- 4) More road capacity on the M4 will, over time, encourage more private vehicle use. Higher use of private vehicle use will see many of those vehicles travelling into or through the Inner West, hence increasing traffic congestion and parking pressures.
- 5) The reintroduction of tolls will mean the avoidance of the M4 for many vehicles, including large numbers of heavy vehicles which will seek to use alternative routes such as Parramatta Road and Victoria Road in order to avoid the tolls. This will mean more intensive use of major arterial roads throughout the Inner West and subsequent higher use of local residential streets as motorists and heavy vehicle drivers rat run in order to seek out alternative routes to avoid paying the tolls. These impacts of this are in no way adequately addressed in this EIS.
- 6) This EIS has been very poorly advertised and the period of submissions has been too short. I have spoken to a number of residents and business owners in Ashfield, Haberfield, Leichhardt, Annandale and Marrickville who want to put in a submission but were unaware of the EIS and now feel that they will not be able to make a submission in time. This is a large and costly project funded by the taxpayer and with widespread impacts it should be open for submissions for a further month and notification should be significantly improved.