

**Submission on the EIS WestConnex Stage 1 M4 widening of
Church Street, Parramatta through to James Ruse Drive.
by
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As a concerned life-long resident and citizen of the inner-west of Sydney, and one who does not call herself an expert on traffic and road engineering, I, nevertheless, object strongly to the above proposal based for the following reasons:

Key points of objection:

- There has not been enough time allocated for concerned parties to read, thoroughly, analyse and respond to the lengthy EIS documentation. The Executive Summary obfuscates the social and technical difficulties of this the most challenging, most expensive infrastructure project in Australia's modern history.
- Transparency of information is not forthcoming due to critical information being embedded deeply within a large volume of text without clear labelling pathways
- Costs of each stage of the project could increase over and above projected estimates, thereby bringing into question its future delivery. Ten to thirteen billion dollars per stage is a fortune this state absolutely cannot afford to misuse through faulty conceptual theory that promulgates car growth as linear with population increase and density.
- Engineering and road material Quality controls would be compromised due to costs of project far exceeding original estimates.
- Where is the business plan? Where and how are the billions of dollars of funding for each stage to be found, and is this money proposed to be allocated across each individual stage? What will happen if only part of the stage is completed? Will this create more traffic jams around all the entrance/exit portals, adding further duress to the suburbs abutting the road extensions, yet alone the motorists on the merge junctions?
- Taxpayer motorists being forced to subsidise road infrastructure through imposed tolls that will encourage the users of the tollway to use auxiliary routes in the Stage 1 precinct that do not incur a toll. Therefore the M4 road 2-lane widening extension may not be utilised to its original maximum potential while the traffic escaping the tolled M4 will disturb the suburban quality of life through increased car noise and air pollution.
- All the above are counter-productive outcomes that are not transforming or enhancing the quality of daily life outcomes for western Sydney residents.
- The EIS report acknowledges that the imposition of tolls will lead to more traffic on parts of Parramatta Road from Church Street to Homebush Bay section. The WDA needs to address this increased pollution effect along this corridor
- There does not appear to have been any genuine, transparent planning exercise that has been truthfully related to the public. For example, there have been a great deal of vague assertions around high-rise building development along many sections of the M4, but with no accompanying technical plans or announcements of names of successful tenderers, their building development plans that clearly show the height and full extent each new apartments.
- Have due tendering processes and submission periods been advertised. Have any safeguards been put in place in order to track down the real prospects of averting corruption across any public/private partnership?
- Recent reports indicate that car usage is declining within the Sydney district even though its population has grown while the use of public transport has increased.
- Instead of extra road lanes, the city requires more sophisticated railroad tracks and train routes with speed trains that are well maintained as they can move more all its citizens efficiently and

comfortably around and across this sprawling city, particularly from the Sydney outer western districts and more densely populated suburbs in the Inner-West such as Strathfield and Ashfield.

- The 2011 census indicates that most people work close to where they live and very few people who live on the outskirts of the city drive to work. Eg Penrith domicile to work at Bondi. A person in that situation would use rail from home to work as an optimum time and money saving option.
- There is the distinct creative possibility of designating the two lanes from Church Street right up to James Ruse Drive as lanes that can carry light rail, instead of being dedicated for cars only. Light rail has proved to be highly successful in the inner-west of Sydney, with the Dulwich Hill extension hailed a great success by all. The population increase of 75,000-100,000 people who can only afford to live in the city outskirts, such as Parramatta and its outlying districts would experience a more enjoyable workday by a light-train loop, such as those I experienced in Eastern Europe and Central Europe and Scandinavia, yet alone Melbourne.
- As a child in Sydney during the 1950s I only knew buses and trams as the only means of transport to the city from Abbotsford, as the ferry service had ceased to operate. During weekly work days it is now the transport of choice to the car in this area. Light rail could do the same for Church Street to James Ruse Drive.
- WestConnex refuses to acknowledge that people are looking for more affordable and efficient public transport models as an alternative to the car, resulting in a surge in public transport usage. As stated earlier in this submission, the assumption cannot be made that if you build extra motorways that there will be no extra traffic, and that traffic journey time will decrease.
- I have not been convinced that the widening of the M4 is primarily an excuse to create an urban building corridor of high rise apartments, hence the excuse for extra road width to service private transport entering and exiting these buildings. This is a joint property development/road service private development that is essentially an enormous business enterprise aimed solely to create massive profits at the expense of its citizen's wellbeing.
- Community consultation has been solely of a superficial public relations/marketing style with a premium on detailed answers to the questions raised by concerned taxpayers.
- Extra 50,000 truck movements are expected along the extended M4. An extra two trains could be accommodated instead of the roadway for trucks that, unlike trains, usually don't enter the city centre.
- The tollway business model could fail due to the proposed high price of these daily tolls.
- The M4 extension in the Parramatta/James Ruse Drive precinct does not take into account the universal accessibility for the aged and disabled.
- Public transport out in the west is very poor and infrequent, therefore isolating its more vulnerable citizens, such as the aged, disabled and poor, thereby added to their marginalised social exclusion. The inner-west of Sydney is most densely populated and therefore would benefit the most from an increase in public transport provision, especially light rail and extra train services.
- Finally, at a macro level, I wish to draw your attention to the article in the *Sydney Morning Herald* (10/9/14) entitled *CO² levels in atmosphere rising at record breaking rate*. This United Nations report with data gathered by the World Meteorological Organisation citing evidence and statistics showing carbon-dioxide emissions levels into the atmosphere had almost doubled over the past year compared to previous decades average increases, and thereby contributing to an accelerated warming of the planet. This has been particularly attributed to increased emissions from cars and smoke stakes.
- I therefore put the future and safety of the health and wellbeing of future generations over and above the convenience of saving short bursts of travel time by providing increased roadwork in the main for the benefit of cars and their dependents.

In summary, I object outright to the WestConnex model of infrastructure transport and urban development for Sydney in all its stages as not being suitable or visionary for our times as it is heavily oil dependent and contributing to the city's future degradation as a quality city. The scheme is too expensive and puts the expensive petrol dependent car at its centre not the electricity dependent light and heavy rail public transport as Sydney's more efficient and cost effective people mover.