

## **M4 Widening Stage of WestConnex - EIS Submission**

I strongly oppose the proposed WestConnex toll road. As Australia's largest infrastructure project with an estimated cost of \$15 billion, this toll road does not meet the needs of NSW, and will not reduce the high and rising cost of Sydney's congestion.

I have further concerns in relation to the proposed project as follows –

### **1. Lack of clear economic, social or environmental benefit to building WestConnex.**

Toll-roads have failed to meet predicted toll-revenues both locally and globally.

Cumulative impacts of the full WestConnex project have not been calculated

**2.Planning of WestConnex lacks transparency.** The public have been denied a cost benefit analysis for any stage of the project. The final route of the full WestConnex project is not known, however the project is justified based on the purported benefits of the full project design

### **3. Lack of integrated land use and transport planning**

The WestConnex is not an integrated transport solution and does not follow integrated land use and transport planning. It is restricted to one mode, does not reduce congestion for car-users and impedes access to the surrounding public transport options

Encouraging a mode-shift to public transport is a viable solution to congestion and demands public investment

### **4. Rail-freight alternatives have not been adequately investigated**

Shifting to rail-freight would benefit congestion and the economy. Rail freight has almost five-fold less social and environmental costs compared to road-freight

Designing an effective intermodal freight solution for NSW would reduce the predicted increased need for road-freight transport

### **5. Social and economic impacts**

Many households experience high oil and mortgage vulnerability in the region and will not benefit from the project as they cannot afford to pay more tolls.

The mobility requirements of an ageing Australia are not considered by the project

### **6. Health and environmental impacts**

Ventilation stack locations for the full project are still unknown and impacts on local communities remain unassessed.

The project does not work to reduce the high levels of transport-related carbon dioxide emissions in NSW

### **7. Claims that the project will have benefits for freight transport do not stack up**

Heavy commercial vehicles will not be forced to use WestConnex and will remain on local roads

### **8. The M4 Widening Stage of WestConnex will not reduce congestion**

M4 Widening will shift congestion onto Parramatta Rd and surrounding roads due to toll-avoidance. Further, the congestion bottleneck will only be moved down the M4 to Parramatta Rd

Yours sincerely

Sandra Langtree