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Dinuka McKenzie - M5 West Widening - application number 10_0052

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To: <plan_comment@planning.nsw.gov.au>
Date: 5/31/2011 10:42 PM
Subject: M5 West Widening - application number 10_0052

Having received your letter & brochure regarding the abovementioned project, I would like to offer the following comments.

First of all, I believe the original request for submissions should have gone to every Tag holder. This project goes far beyond those of us who live in the corridor. You probably would have had hundreds of respondents instead of 67. Every regular M5 user, as a minimum, is entitled to comment.

I do not change my opinion that the project does not go far enough. This widening should include the M5 East. The explanation given to me when I attended the Environmental Assessment was that most drivers leave the Motorway at King Georges Road. That is total nonsense. The fact that your brochure indicates that no one made mention of this appears to be an attempt to hide what we all know – without the widening including the M5 East, the bottleneck created from King Georges Road could almost void the benefit of the work proposed. Perhaps this assessment was made by “one” of the previous Ministers, David Campbell, who had the temerity to suggest that Sydney roads “had not changed in 18 years”. What hadn’t changed in 16 years is the ineptitude of the previous State Government. As I suggested in my first submission, a toll on this part of the motorway would probably be acceptable. After all, those entering the motorway at King Georges Road have never paid a toll, unlike those of us who come from further afield, something I always considering unjust. And I believe that most would accept a toll for something that actually works. We’re currently paying tolls for sitting in a car park. We’ve probably been paying the penalty of having to wait so long for this action due to Bob Carr removing the tolls for many users years ago as an election promise, therefore not generating the revenue required to go ahead with the project earlier.

The “new motorway control centre at Hammondville” was not explained. Hopefully this means that the toll gates will be removed for electronic ones as used on the M7 & tolled in sections, also as on the M7. In the meantime open up more E lanes for the majority of motorists who have tags- NOW.

Entry merging lanes should be made longer to enable entering cars to reach the same speed as those vehicles already on the motorway thus giving everyone ample opportunity to merge seamlessly. This should also be followed up with media advertising educating motorists how to actually merge because many do not have a clue (due to our inadequate driver training).

With three lanes either side, trucks should be banned from using the “fast” lane. Any uphill areas should incorporate an extra truck only lane as is the case in Europe.

Rather than “speed cameras”, how about some “tailgating” cameras? They should also be placed on the M7 as tailgating is a dangerous epidemic in this country. And also some “going slow” in the fast lane cameras as this is an offence which is also prevalent. These two dangerous acts rarely occur in Europe. However, their driver training is far superior to ours as well.

The variable speed & warning alerts are a wonderful idea provided they are constructed in a way that the two are positioned far enough apart that the driver has the opportunity to first read the warning before the speed reduction thus not becoming just another revenue raiser as is the case in the Lane Cove Tunnel.

I also agree with those who asked that construction begin as soon as possible. Two of the biggest community issues, physical & mental health, are exacerbated by people having to sit in their cars going

nowhere instead of enjoying more quality time with family & some time to have adequate exercise.

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