

Join the fight to make the State Government come clean on the WestConnex Project and what it will mean for the Inner West.



For more than 12 months, councils across Sydney have been asking for evidence from the State Government about how their \$11.5 billion WestConnex project will actually ease congestion in Sydney.

The WestConnex Delivery Authority has submitted an application for the massive motorway project to the Planning Assessment Commission with **no cost-benefit analysis or supporting traffic analysis.**

Reducing travel times for western Sydney commuters is an important goal but the NSW Government has yet to provide a skerrick of evidence that WestConnex will achieve this.

Worse still, spending all this public money on roadway will leave **no funding for desperately needed public transport.**

It has become clear that WestConnex is proceeding to a political timetable without any regard for proper planning processes.

Given the Government's failure to reveal how this astronomically expensive project will improve transport in Sydney, Council has launched a community campaign in opposition to it.

Together we must ramp up the pressure on the O'Farrell Government to be transparent about what this project will mean for inner west communities.

Darcy Byrne

Cr Darcy Byrne
Mayor Leichhardt

What You Can Do

You must let our State Politicians know that this secrecy is **NOT** good enough.

Have Your Say

Make a submission directly to the WestConnex Team. Go to www.WestConnex.com.au and click on "Have Your Say" at the top of the page.

Online Petition

Go to www.leichhardt.nsw.gov.au/WestConnex to add your signature to Council's online petition.

Get In Touch

There are plenty of people you can contact to make your concerns clear.

Contact the Minister for Roads and Ports, Duncan Gay MP, the Minister for Infrastructure and Planning, Brad Hazard MP, or your local Member, Jamie Parker MP.

Tell them your concerns and ask for more information.

The Hon. Duncan Gay MP

Minister for Roads and Ports
9228 5271
Duncan.Gay@parliament.nsw.gov.au
office@gay.minister.nsw.gov.au

The Hon. Brad Hazard MP

Minister for Planning and Infrastructure
9228 5258
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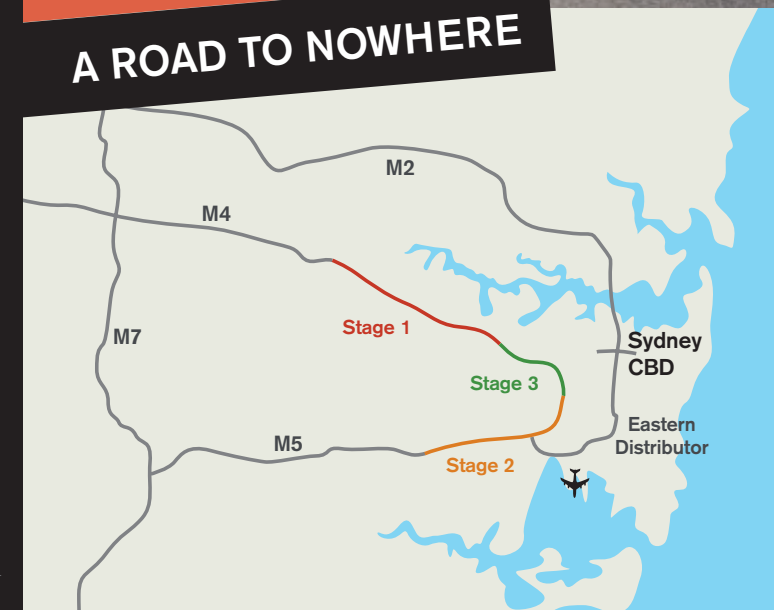
The Hon Jamie Parker MP

Member for Balmain
9660 7586
Jamie.Parker@parliament.nsw.gov.au



WestConnex

A ROAD TO NOWHERE



What's Proposed for the WestConnex?

Stage 1 - M4 (Parramatta to Haberfield)

Stage 1 of WestConnex includes a widened M4, from Church Street, Parramatta to near Concord Road and an extension of the M4 via a tunnel under the Parramatta Road corridor to Parramatta Road and City West Link, Haberfield.

Work is due to start on this stage of WestConnex in early 2015.

- M4 Widening (Church Street to Homebush Bay Drive)
- M4 East (Homebush Bay Drive to Parramatta Road and City West Link)

Stage 2 - M5 East Airport Link (Beverly Hills to St Peters)

Stage 2 will increase capacity along the M5 East corridor and extend the motorway to St Peters, plus an access link to the Sydney Airport area.

Construction is due to start in 2016 with Stage 2 scheduled to open to traffic in 2020.

- M5 East duplication
- Airport Link

Stage 3 - M4 South (Haberfield to St Peters)

Stage 3 will connect Stages 1 and 2 with a motorway tunnel with three lanes in each direction.

It will generally follow the Parramatta Road corridor before heading south near Camperdown.

Key work includes:

- A road tunnel around 8.5km long with three lanes in each direction Stages 1 and 2
- Connections along the route including at Leichhardt and Camperdown.



What Aren't They Telling Us?

What the WestConnex project team isn't telling you:

Property seizures—compulsory acquisition of houses

Reintroduction of **tolls** on the M4

Local streets used as rat-runs

Thousands of people living next to noisy on/off ramps and/or belching smoke stacks

Valuable **Parkland to be lost**

Years of construction chaos, noise and traffic disruption

Stage one of the WestConnex project involves construction of a tunnel from Strathfield to Haberfield.

When it is completed **thousands more cars** will be dumped each day onto the already congested City-West-Link, Parramatta Road and our local streets.

There will be no additional capacity to handle these thousands of extra cars until **2023 at the earliest**, when the tunnel would be extended to Botany but not the City.

Hundreds of homes and businesses in the Inner West will be **compulsorily acquired** but the Government is refusing to reveal exactly who will be affected.

What \$11 Billion Could Really Do

The NSW 2011/12 Household Travel Survey shows the need for more public transport, not more roads.

In the past decade Sydney's population has increased by 12% but the demand for trains has increased by 23% and Buses by 16%.

Leichhardt Council has a commitment to reducing our dependence on private cars for travel. If our city is to survive and thrive, we need to take alternative forms of transport seriously.

It's time the State Government got on board and start to really support public transport, biking and walking as realistic ways of getting around our global city.

Here's just a sample of what they could do with the funds instead...



6,800

light rail vehicles
OR 500 km of
light rail track



15,700

natural gas buses
OR 120 km of
separated bus
rapid transit line



550

eight car trains



36,000 km

of separated cycleway



78,000 km

of pedestrian pathways