



## Forty Percent More Traffic

The Government is planning a motorway that will bring thousands more vehicles to the streets of Ashfield, Leichhardt and Concord, as well as Parramatta Road and the City West Link. It's the M4 East.

This is part of a plan to carry 40 percent more containers by road from Port Botany, and thousands of extra vehicles to the Airport. To do this the RTA wants to widen the existing M4 by two lanes and extend it to suburbs southeast of Concord, connecting one four-lane arm to Parramatta Rd at Ashfield, and a second four-lane arm to Dobroyd Parade, Haberfield.

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The RTA says the motorway will remove 80,000 vehicles per day from our roads. This is absurd. Just widening the M4 will feed thousands of additional vehicles into the Inner West, and the extra traffic will have to squeeze on to Concord Road, the City West Link, the Anzac Bridge, Parramatta Road, and surrounding streets.

NSW Government studies show up to 40 percent more peak-hour traffic will be dumped, by the M4 East, on to Parramatta Road and the City West Link. This means up to 30,000 more cars at Taverner's Hill on Parramatta Road. Hundreds more vehicles will travel daily through Marrickville, Leichhardt, Rozelle, Dulwich Hill,



**The City West Link in peak-hour.**

Lewisham, and Ashfield just to use the tunnel. As with the M5 East, when the tunnel becomes congested, traffic will spill into residential streets and "rat-runs". Trucks will use rat-runs to avoid the toll. As a result, traffic on Concord Road and many other local streets is actually predicted to increase.

A few local streets in Canada Bay could get a temporary reduction in traffic, but this will be achieved by moving the bottleneck from one street to another - not fixing

the problem - and eventually the traffic will return.

For years the RTA has just shifted and exacerbated traffic problems instead of fixing them. Once more they are trying it on - selling us a road, and more traffic, instead of a transport solution.

## Your Suburb How will it be affected?

### Summer Hill

Site of interchange between M4 East, Parramatta Road and Mascot motorway. Exits on Parramatta Road. Increased traffic on Sloane and Ormond Sts, Grosvenor Cres and Liverpool Rd. Two emission stacks.

### Annandale

Traffic diverting along The Crescent and Booth, Johnston and Collins Sts, to avoid congestion on the City West Link and the Anzac Bridge. The Crescent widened and extra turning lanes added. Pedestrian overpass eventually required in Johnston St.

### Concord

Proposed site of emission stack. Increased traffic on Concord Rd. Traffic diverting down Queens Rd when tunnel becomes congested. New motorway off-ramp to be constructed.

*Don't see your suburb?  
Hold that sigh of relief until  
you see the full list.*

**See all affected suburbs p.3**

## Integrated Planning: "Brilliant!"

The Planning Department is developing a "Metropolitan Strategy" for Sydney, including integrated transport, land use and public infrastructure planning, as well as a freight strategy, and options for managing freight through Newcastle and Port Kembla.

Incredibly, the Government is allowing the RTA to push ahead with the M4 East before these strategies are ready. If the NSW Government is committed to genuine, integrated transport planning and sensible decisions about freight, it should:

1. Put the M4 East on hold until the Metropolitan Strategy is finalised;
2. Use developer contributions for transport - not carparks and roads;
3. Plan public transport as part of all new developments;
4. Integrate the RTA into a new Transport Department;
5. Establish reasonable limits to growth and development in Sydney; and
6. Commit to moving 50 percent of road freight by rail by 2011.



*HOLDING PUBLIC TRANSPORT TO RANSOM...*