

M4 EAST WAYS FORWARD

Option 1	Proceed with Present EIS.
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- Publish EIS in late April/May 2005.
- Do strategic planning for easterly extension after release of EIS. There would be a community expectation for RTA to do so.
- Risk – Possible inappropriate connections for a later Easterly Extension .
- Risk - Financial structure to build an M4 East would be locked in and would compromise funding structure for a future easterly extension.
- End of existing M4 concession in 2010 and the need to retain an M4 toll with no Cashback would need to be addressed at time of release of M4 East EIS.
- Acquisition funding to precede construction would be a budgetary challenge.

Option 2	Delay EIS for say 6 months, to allow further work.
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- RTA could examine Inner West Motorway in broad detail to determine tunnel widths and layouts, stubs for future easterly extension, etc.
- Allows DIPNR's Metro Strategy to be released first to set the scene.
- Risk – Parramatta Road Task Force work would lose direction.
- Enables an EIS Chapter which could document future plans to extend eastwards with any retention of M4 toll or new M5 East toll.

Option 3	Put EIS on hold. Do a Strategic Study for an extended Inner West Motorway to include M4 East, Extension to Port and Airport, and F6.
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- Such a strategic study would be complex – need about 18 months. Major issue is understanding trip making around Port Botany and Airport.
- Likely that the whole Inner West Motorway could be built and funded in one package, with economy of scale.
- More robust strategic context, layout and connections would deliver better transport functions overall.
- Depending on DIPNR's timing, could potentially contribute to DIPNR's Metro Strategy, especially if DIPNR participated in the study.
- New EIS would then follow in the Metro Strategy context.
- Would delay project by around 2 years, but if revenue continued from M4, it could fund early acquisitions for an Inner West Motorway.
- End of existing M4 concession in 2010 and the need to retain a toll with no Cashback would need to be addressed by 2010. This issue would become public knowledge during strategic option development.