

	Pro	Con
M4E	<ol style="list-style-type: none"> 1. Meets short term goals (relieves part of Parramatta Rd). 2. Could be a first stage of the ultimate works. 3. Financially viable in some toll scenarios. 	<ol style="list-style-type: none"> 1. Does not address Port/Airport/Green Square. 2. Would leave two unnecessary portals at Haberfield. 3. Those portals would reduce income in the ultimate connection. 4. Cost around \$1.8B. 5. To be viable, continue toll on M4. 6. Some say it is 'half-baked' proposal. 7. Major issue at Haberfield.
IWM	<ol style="list-style-type: none"> 1. Meets urgent needs of Port/Airport/Green Square. 2. Presents a 'big picture' to the public. 3. Financially viable in some toll scenarios. 4. Benefits a long length of Parramatta Rd. 	<ol style="list-style-type: none"> 1. Very large costs, around \$4.8B. 2. Wider range of impacts. 3. Major issue at Camperdown. 4. To be viable, continue toll on M4, and toll M5 East trucks. 5. Simpler traffic layout.
PRLT	<ol style="list-style-type: none"> 1. Meets urgent needs of Port/Airport/Green Square. 2. Presents a 'big picture' to the public. 3. Financially viable in some toll scenarios. 4. Benefits a long length of Parramatta Rd. 	<ol style="list-style-type: none"> 1. Very large costs, around \$4.8B. 2. Wider range of impacts. 3. Major issue at Camperdown. 4. To be viable, continue toll on M4, and toll M5 East trucks. 5. Requires a large, complex underground interchange at Annandale.
MM	<ol style="list-style-type: none"> 1. Meets urgent needs of Port/Airport/Green Square. 2. Presents a 'big picture' to the public. 3. Financially viable in some toll scenarios, but less so than above. 4. Benefits a long length of Parramatta Rd. 	<ol style="list-style-type: none"> 1. Inferior benefits for traffic to Anzac Bridge and Annandale area. 2. Very large costs, around \$4.5B. 3. Impacts less wide ranging than above. 4. Major issue at Haberfield and Marrickville. 5. To be viable, continue toll on M4, and toll M5 East trucks.