

While motorway building continues, public transport is being so that there are now two congested roads instead of one. remained congested and traffic volumes on the motorway soon grew the M4 was built between Mays Hill and Prospect, Parramatta Road traffic. Motorists avoiding tolls will use it. When the last section of money for no real gain. Parramatta Road will not be relieved of The M4East would continue this tradition, wasting huge sums of The Cross City Tunnel, like the Eastern Distributor, is unlikely to reach the traffic volumes published in its prospectus. The M4 East would help to increase traffic volumes and boost revenue. It is also likely that the tollway lobby will try and have the M4East toll amalgamated with the existing toll on the M4, giving the private sector company access to state government funds through the Tollway Cashback scheme. This would have the effect of denying public transport precious catch-up funding.

When the M4East was built, the additional traffic it generated helped to boost ailing traffic volumes on the Eastern Distributor. One of the main problems with private sector involvement in the construction of tollways is that traffic congestion actually helps their businesses to thrive, so they encourage it. This motivation has the effect of skewing transport planning so that many decisions become irrational and dysfunctional with local communities paying a heavy price.

Clash of interests

Even though the RTA and the road lobby talk up private sector involvement as a way of saving governments and tax payers money, large subsidies are provided by governments in the form of the Infrastructure Borrowings Tax Offset Scheme (IBTOS) and Tollway Cashback schemes. These cost tax payers hundreds of millions of dollars every year.

Chatswood rail link will be delayed even longer because of shelved Parramatta to Epping section of the Parramatta to money to do both. Just for a start, if the M4 East goes ahead the RTA's options and demand the development of a comprehensive public transport strategy instead.

IT DOESN'T MATTER which version of the M4 East you look at, any option would result in higher traffic volumes and congestion levels for the inner west. All options will result in more road traffic and air pollution, and all will destroy somebody's home or ruin someone's local neighbourhood. This is why the community must reject all the

The M4East will be a disaster for Sydney's inner west

Making a bad problem worse

and the environment. The simple fact is that there is not enough public transport solutions that have lower impacts on communities as a transport solution, the less attention is given to higher capacity denied money. The more governments focus on motorway building While motorway building continues, public transport is being so that there are now two congested roads instead of one.

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Communities in the inner west need a return to the efficient deteriorating travel times experienced on the roads today. combined factors led to the pollution, gridlock and transport services saw a decline in local amenity. These car traffic caused by people who abandoned the inferior public diesel buses battling to do the work of the trams. The increased This efficient and high capacity network was dismantled, were low on noise pollution.

Being electric trams, they didn't emit exhaust fumes, and Streets were more livable for locals, and...
Frequent services that moved large numbers of people without detracting from the character of surrounding suburbs.
Higher carrying capacity than buses (up to 80 passengers per tramcar instead of the 40-70 on buses)

Until November 1958 an extensive tramway network served the inner west. Neighbourhoods like Five Dock, Lilyfield, Leichhardt and Haberfield benefited from trams in many ways:
Higher carrying capacity than buses (up to 80 passengers per tramcar instead of the 40-70 on buses)
Frequent services that moved large numbers of people without detracting from the character of surrounding suburbs.
Streets were more livable for locals, and...

Public transport in inner west was better in the 50s!

Modern trams: quiet, efficient and non-polluting people movers!



POLITICAL ANALYSIS

What the RTA really thinks about the M4

SECRETLY, the RTA is not confident of getting the M4 East project off the ground. We know this because their usual pattern of behaviour is to just dump a full-blown Environmental Impact Statement (EIS) on the community. No road project that's been put through the EIS process has been knocked back. But this time the pattern is different. Instead, the RTA has produced an 'Options Study', which is low on detail and easier for a government to walk away from if the political backlash looks as though it might cost them state seats.

The State Government is under pressure from the construction industry to find the next big project. The RTA and private sector tollway lobby always want more roads—they're good for business! Together, these interest groups put a lot of internal pressure on state governments and the big construction companies are big donors to both major parties. But when in full public view the pressures become different. Voter backlash and community anger enter the political equation.

The Government knows that votes in the seats of Port Jackson and Drummoyne are not a done deal. Their back-flip over Callan Park before the last state election is proof of this. In the past, the government has said no to the RTA and the road lobby. When Carl Scully announced that no M6 Motorway would be built through southern Sydney, he didn't just save hundreds of homes, wetlands and parts of the Royal National Park. He was also working hard to secure Miranda, the state's most marginal seat.

If the community fights the M4 East and refuses to be sidelined by debates over long versus short tunnel options, but stands firm and says no to all motorway options, the Government will force the RTA to back down. An emphatic NO is the best way to defend homes in the direct line of fire and preserve local neighbourhood amenity. It also provides an opportunity to fight for a comprehensive public transport network for the whole of Sydney. All worth a good fight!

Have your say

Tell the RTA to get stuffed



There's lots to do!

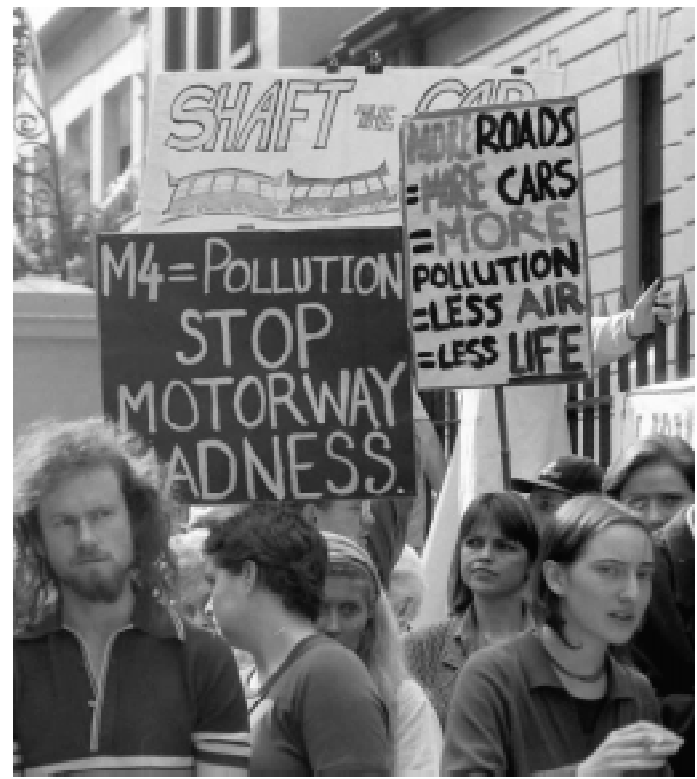
1. Fill in the enclosed coupon and send it to EcoTransit Sydney. We'll hand them over to the RTA and make sure the media knows!
2. Photocopy the coupon and get as many of your family and friends to sign as possible.
3. Write a personal letter to Premier Bob Carr. Ask him for a comprehensive public transport strategy instead of a motorway. Write to:
Premier Bob Carr
Parliament House
Macquarie Street
Sydney NSW 2000
4. Phone your local member and protest!
Port Jackson Drummoyne
Sandra Nori Angela D'Amore
9660 7586 9713 2999
5. Contact your local community group and get involved: **Residents Against Tollways**, call Jason on 9810 1916 or Email rats@humungus.com.au

For further information:
PO Box 630, Milsons Point NSW 1565
www.ecotransit.org.au
stopm4east@yahoo.com

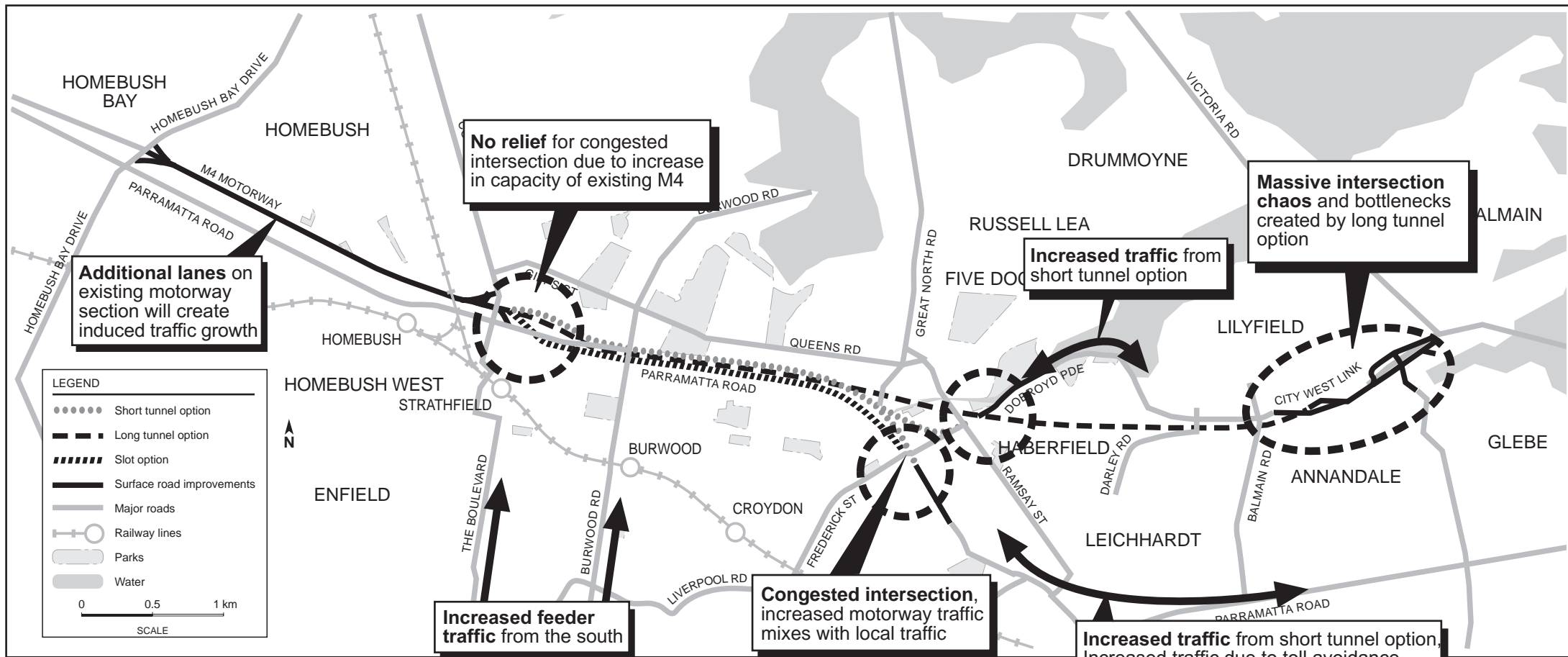
Moving people not cars

M4 East Madness

The RTA's co-option strategy revealed



Digital mischief by Greg Zhukov



The real effects of the RTA's motorway options reveal a strategy of disaster

IF YOU LOOK at the RTA's M4 East options closely, it's hard to see why anyone would want to build any of them. None of them make sense. All of them simply make traffic worse and generate huge new bottlenecks at key locations. It is unclear how any of the options might form part of a broader transport plan for the area that would help to manage traffic and improve access throughout the wider inner city area.

Clearly, the RTA are not serious about trying to build the slot option. It's simply a scare tactic, so the community needn't bother thinking about that one. The so-called choice is between a short and long tunnel option.

Let's start by considering what both have in common. First, both will involve a widening of the existing M4 Motorway from two to three lanes in each direction between Homebush Bay Drive and The Boulevard at Strathfield. This will have the effect of increasing traffic volumes along that section.

This will accommodate motorists who wish to use the M4 as they have before but avoid paying tolls on the new M4East. At the same time the additional capacity will encourage new or induced traffic. Some motorway advocates wrongly believe that traffic congestion at the Strathfield bottle-neck will suddenly disappear and some residents have been informed that there will be no exit or entry ramps at this point. This is complete nonsense. Widening of the existing M4 section will ensure that very little changes.

Short Tunnel

The short tunnel will increase travel speeds between The Boulevard and Concord Road at Strathfield and Frederick Street at Parramatta Road and Dobroyd Parade at Haberfield—at least in the short term and in off-peak periods. The additional capacity through this section will give rise to induced traffic growth. This has happened before when the M4 from Mays Hill to Prospect was opened in May 1992. An additional 20,000 vehicles on average per day flooded into the M4 corridor and adjoining Great Western Highway within three months of opening. Local roads that acted as feeders to the motorway, saw a massive increase in traffic.

The additional traffic will fuel development of new congestion hot-spots at Frederick Street and at the intersection with Ramsay Street and Dobroyd Parade. Neighbourhoods in Haberfield will experience a sharp increase in traffic that passes through their area.

Needless to say the tunnel will require exhaust stacks although the locations for these have not been revealed. The stacks will concentrate exhaust fumes and dump them on local residents. This will add to the already damaging impacts of aircraft noise and exhaust emissions that residents have to cope with.

The RTA claim air pollution will be reduced as a result of the motorway. This is complete nonsense. The combined effects of induced traffic growth and toll avoidance will see pollution levels on Parramatta Road stay much the same while some residents will be

exposed to huge increases from stacks.

The RTA has not provided any cost estimates for this option, but there would be very little spare change from \$500m. While they state that the road would be privately funded you can bet there will be a wide range of subsidies in the form of associated road works that State Government would pay for and attempts to amalgamate tolls with the existing M4 so that tollway companies can take advantage of the Tollway Cashback scheme. In the final analysis, value for money is low and will simply deny public transport further funding.

Long Tunnel

Like the short tunnel, the long tunnel will increase travel speeds between The Boulevard and Concord Road at Strathfield through to Frederick Street and Parramatta Road at Haberfield—at least in the off-peak. The higher toll would encourage higher levels of toll avoidance in off peak periods, pushing traffic back onto Parramatta Road and existing networks.

While many residents in Haberfield feel the long tunnel will keep traffic out of their area because it would avoid an exit ramp at Dobroyd Parade, traffic from the Frederick Street exit would still be able to access Dobroyd Road—a route that will be used by motorists avoiding tolls.

The RTA claim that they would have to introduce tidal flow measures on the Anzac Bridge to help cope with all the additional traffic. They also raise the problem of queues forming as traffic from City West Link and Victoria Road battle

to get onto the Bridge. Irrational though this may seem, the RTA is no stranger to shoehorning additional amounts of traffic into motorway intersections. They did this with the M5 East at General Holmes Drive, spreading massive disbenefits to existing traffic across the network.

All of the RTA's options will be expensive and all of them are pointless. All of them will generate more traffic that may be good for tollway companies, but none of them seriously address the need to move people through the region in an efficient and effective manner. The RTA rightly point out that the long tunnel would encourage more private vehicles to commute into the CBD and nearby areas. The short tunnel will also have this effect. Building expensive infrastructures that encourage car growth in the city centre at the expense of improving public transport is irresponsible and vastly out of step with modern thinking on urban transport and land use planning.



Induced traffic what it is and how it happens

INDUCED TRAFFIC is the big increase in car trips that occurs after the opening of a new motorway or the widening of an existing road. The increase occurs because, when more road space is added to the network, congestion temporarily drops so that it becomes more attractive for drivers to use the road. This can result in drivers making longer trips or making short trips more often than before.

Drivers respond very quickly to new road capacity, so a big leap in traffic typically occurs within months of the new road or road widening being opened. As the road becomes congested and travel times increase, the rate of traffic growth slows until it reaches the same congested state it was in before.

Where does the extra traffic come from?

Several types of changes to travel patterns may occur after a new road has been built. These can include drivers changing their choice of route. For example, regular journeys involving the same origin and destination might be made quicker by using the new road. Traffic engineers call this 'traffic reassignment'.

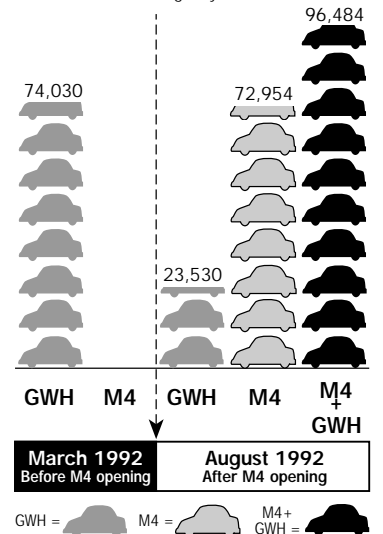
Some drivers choose to go to different destinations. The destination is further away, so the distance travelled becomes greater even though the travel time remains the same. This is called 'traffic redistribution'.

In Sydney, shifts from public transport, particularly rail, to private car use is common after motorway openings. If a journey by private car is made quicker, commuters using rail may switch to car use. This is called 'mode shifting'.

The most controversial source of new traffic is 'induced trips'. This occurs when people make greater numbers of trips than they did before. The travel time of a regular trip may be reduced to such an extent that making the trip more often becomes attractive.

How the opening of the M4 tollway generated 30 per cent more traffic

Average vehicles per day (thousands) on M4 and Great Western Highway



The M4 opened on 15 May 1992. Within 3 months, traffic on the combined M4 and Great Western Highway had increased by 27 per cent. * Two years later it had increased by 33 per cent. * Source: Confidential report for RTA by TEC Consulting, 1992.

Induced traffic growth is most common on urban networks that are highly congested. Because urban densities are high the demand for travel is also high. In these cases, well coordinated public transport systems that combine bus and rail offer more effective solutions.

For more details about induced traffic growth go to www.ecotransit.org.au and see editions of Hell on Wheels.