

INQUIRY INTO ROAD TOLLING

Name: Name suppressed
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Partially
Confidential

Submission: Tolls

I would support tolls, just as I support payment for use of public transport, if the tolls were returned to the public purpose of maintaining the resource and funding the provision of further public transport.

Under the proposals for tolling the new series of WestConnex tollroads, the tolls will unfairly hit lower income users in Sydney's west. The average wage is \$600 per week in Sydney's west. Tolls are estimated to cost \$120 pw for a commuter from, for example, Campbelltown, by the time the toll roads are completed in approximately 2023. This is clearly unsustainable and inequitable.

Aside from the fact that the best way to remove traffic is to provide proper public transport alternatives, the fact that the tolls will only serve to enrich a private company (Transurban) is an example of appalling planning.

The need to avoid tolls will create further gridlock. In WestConnex's own reports they acknowledge that many roads (including those in my area) will be worse off if WestConnex is built, than if it is not built. When the tolls start on the currently-'free' section of the M4, drivers will begin to understand the true cost of these roads: we pay four times: our taxes are building the tollways; our taxes will underwrite any losses; we are paying for the lost opportunity of NOT spending the money now, before Sydney becomes even bigger; AND we will pay way more than we can afford, to use the roads, with the cost increasing at 4% a year while our wages decrease or remain at an all-time low. This multiplying effect is compounded by the fact that it is proposed to actually decrease lanes in existing roads (including sections of Parramatta Road) in order to force people onto tolled roads.

I live very close to Parramatta Road, at one of its narrowest points. It is currently only ever congested during peak hours. Were commuters to be provided with good public transport during peak hours (the parallel Western rail Line is critically and increasingly congested during these times), there would be no need to build motorways; only people needing their vehicles for work or to transport goods or people (elderly or incapacitated) would need to use the roads.

WestConnex, as it is currently proposed, is a scam that will pour tolls into the selected company for decades to the detriment of millions of people. Presumably, the lack of provision of public transport alternatives is to ensure that more money ends up in the hands of those same selected companies.