

**Submission  
No 10**

## **INQUIRY INTO ROAD TOLLING REGIMES**

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I am here to submit that a toll road in Sydney as an independent individual project is by far the fastest way the State have been able to be infrastructure in record time and record amounts.

But put these tolls together. Then the common road users pay an extremely expensive endeavour to use multiple tolls.

Currently the new M4 East tunnel is \$4.20. Combine this trip with the rest of the M4 then this trip increases to over \$9.

A complete orbit clockwise around the toll network is \$57. Anti clockwise it drops to \$54.

Trucks pay 4 times more.

If tolls are the way to go, then a universal maximum daily, weekly and monthly charges should be mandated to the toll companies to prevent households from suffering huge toll fees.

Improve the current incentive of cheaper registration but at a lower threshold of \$1000 of total tolls per year.

Also, we should penalise the toll companies when traffic blocks the tollways, when the "service of faster trips" is not provided. As such the toll should be refunded or at least credited for "failure to provide adequate service".

The toll companies are currently on a build own operate strategy. But if they are true private companies providing a service, then they should also be penalised for failing to keep that service to a high standard.

But locking in these costs, you are preventing excessive fees to be charged to homes and businesses, yet give companies certainty of how much vehicle traffic/charge can be made.

Its a win win. Without huge legislative changes.