

**Submission
No 233**

INQUIRY INTO ROAD TOLLING REGIMES

Name: Daniel Egli

Date Received: 24 May 2022

Good afternoon everyone,

My name is Daniel and I'm living between Hurstville and Kingsgrove with my family in what used to be a quiet neighbourhood. Our daughter studies at Kingsgrove High School, what used to be a safe and healthy leaning environment. But this has dramatically changed almost 2 years ago when the Perrottet government – on behalf of Transurban - imposed a new toll on the old M5- tunnel.

This new and every increasing tax, is Tollmania on steroids! The Perrottet government - as the puppets of Transurban - are cost-of-living villains, that cause a massive health & safety crisis because the new toll is not value for money, becomes more and more unaffordable with every double-inflation increase and redirects most traffic from the tunnel to suburban streets like here in Bexley.

Fact is that rat-run traffic along Stoney Creek and Forest Road has more than doubled - this is an additional 7500 vehicles a day - trucks have increased 10-fold, noise pollution is on harmful levels and road accidents, hooning, speeding and dangerous driving have drastically escalated.

I really appreciate that you are coming here and listen to suffering communities that have become victims of the mistakes and inaction of the Perrottet government and the greed of Transurban. It is remarkable that this is the first time in two years of crisis, that somebody is listening to victims of the failed Tollmania and I would like to take this opportunity to once again encourage Dominic Perrottet, Natalie Ward, Transport for NSW and Transurban to follow suit and start listening to people, appreciate the unacceptable situation fist-hand, admit their mistakes instead of blaming others and resolve the crisis they have caused.

If last weekend's elections result wasn't proof enough that people are fed up with the Liberal's arrogance and ignorance of people, what is? People are disgruntled about politics paid by big corporates like Transurban, who bribes the Liberals for crooked deals and to ignore people's health and safety in return. The systematic discrimination of Southwestern Sydney by Dominic Perrottet is a disgrace and must stop!

Already this year there were several horrible accidents along Stoney Creek Road, also right in front of Kingsgrove High School, where my daughter not only must endure harmful noise levels every day but also more and more dangerous roads.

Show Appendix 1

Just last week a student was hit by a vehicle and is now in medical treatment, the school gate towards Stoney Creek Road has been damaged by a traffic accident and has cut the gas supply for heating and preventing cooking classes.

The widening of the intersection was in fact counterproductive for safety, but TfNSW refuses to act and it will just a matter of time for more and fatal accidents caused by Transurban's greed and at the watch of TfNSW.

Show Appendix 2

You should also be reminded of this accident, where a truck has hit a pedestrian in Bexley. It's not the fault of truckies' but rather this Liberal government and their toxic dealings with Transurban that are causing more dangerous roads and an increase of accidents.

The premier, Natalie Ward, Andrew Constance, Transport for NSW and Transurban are hypocrites when claiming to be concerned about road safety. They are not! They choose to ignore obvious health and safety concerns; they refuse to experience the devastation first-hand; they don't accept accountability and they are unwilling to resolve the crisis they have caused.

What I find most shocking is how cruel and corrupt the system works, the lack of checks and balances and how the transport minister, Transurban and TfNSW are working hand in hand to silence critics, hide inconvenient facts and deny any transparency and accountability for wrong, misleading, and forged reports.

I read some submissions to this committee and listened to the hearings. I was frustrated about the dishonesty, misinformation, deceptions, and denial of the inconvenient truth. It was also disappointing how soft this committee went on Transurban, TfNSW and Treasury that have caused this disaster.

Transurban's and TfNSW submissions to this committee are nothing shy of an insult to everyone in NSW, Sydney and in particular to the thousands of victims of their harmful, greedy and irresponsible business.

Transurban's 160 glossy pages of glorification of their toll monopoly is disgusting and shameful propaganda.

Unfortunately, the same applies to Transport for NSW, which has become a political organisation doing the dirty work for incompetent ministers. It's just copy & paste as both submissions claim the same lie about M5-East:

Show Appendix 3 & 4

It's hypocrite to claim safer roads when only looking at the now empty tunnel. It's grossly dishonest to ignoring the massive increase of accidents and more dangerous roads along the new rat runs they have caused. As a matter of fact, since Transurban's new toll for M5-East, roads in Sydney have become more dangerous and health and safety concerns along rat-runs are systematically swept under the carpet.

On combined more than 180 pages, there isn't a single mentioning of side-effects or empathy for people affected by their unsustainable and unethical business practice. No appreciation about harmful noise levels, increased road accidents, new danger zones, pollution, health impact or the huge amount of complains they have received from the public.

How much toll and tax payers money have those dishonest and unfair reports cost the public? Why do you allow Transurban and TfNSW to mislead, deceive and misinform the public and ignore inconvenient facts?

TfNSW is the same organisation that has forged the condition of approval in 2016 as the Environmental Impact Statement (EIS) stated: “reduction in traffic on major surface roads in the vicinity of the project”. However, TfNSW denies any explanation why their assumption was completely wrong and how they are accountable to mitigate for the illegit condition of approval with the massive increase of traffic, accidents, mental health issues, noise, dangerous driving, and pollution.

And it’s the same organisation that now conduct the so call “M8 performance review report” and denies any transparency about the process and whether local concerns such as health and safety will be included in this report.

How can you ever trust TfNSW again, if they are not at arm-length from Transurban and are incompetent and unwilling to appreciate and resolve most obvious health and safety concerns?

There were countless complaints to the Premier, Deputy Premier, Transport Minister, Transurban, Minister for Metropolitan Roads, Minister for Planning, WestConnex, Minister for Education, Transport for NSW, Schools Infrastructure NSW, Educational Leadership, The Treasurer, Minister for Mental Health.

The common answer was ignorance, deception, reluctance to appreciate and empathy, denial of accountability and inaction.

To this Liberal government, Transport for NSW, and everyone else responsible for Tollmania: How can you agree to a system whereby Transurban always wins, and everyone else loses? How can you defend more dangerous roads and unhealthy living conditions?

You are not only the worst cost-of-living villain, but also responsible to ignore student's health and safety on behalf of Transurban's greed. Don't blame others for the cost-of-living crisis, you could act for people - if only you would want. Start with integrity and stop being corrupted by Transurban. What does it need before you start listening to people?

Show appendix 5

It's the vicious circle of Tollmania that has caused the crisis in the first place. You could regain credibility by stop accepting Transurban's so-called "donations". While most of Transurban's bribes are going towards the Liberals, also Labor accepts them. If you don't stop, don't be surprised by the rise of independents!

To Transurban, you shamelessly admitted that Transurban wants to cash in on the current cost-of-living and inflation crisis. You are the problem for people doing it tough, when are you becoming part of the solution?

Scott Charlton, Andrew Head, Michele Huey, you are paying millions in so called political "donations" to receive beneficial contracts in return and to make this government to ignore suffering people. You should have a good look in the mirror, where is your social responsibility and moral compass?

You are making huge profits on the expense of road safety and people's health; you are the reason why students must study in unhealthy & unsafe schools. You are responsible for increased accidents on suburban rat-runs. At the same time, you are refusing to listen to victims, refuse to comply with ethical, morally, and responsible work practices and you are fighting against any transparency and improvements.

Are you comfortable to make your fortune and luxury living on the back of the most vulnerable?

Proposed Solutions

1. Tolls are cost sensitive: If Transurban would significantly reduce tolls, the traffic volume would increase, resulting in the same revenue.
2. Demand a truck mandate to use the tunnel in conjunction with a massive toll reduction – this was done for NorthConnex, why not for Southwestern Sydney?
3. Threaten to tear the one-sided and very beneficial contract for Transurban apart if they don't come the table for serious re-negotiations of the current toxic contracts. Publish the full contract with Transurban, it's in the public interest to know the entire contract conditions.
4. Beside the cost-of-living impact, also keep highlighting the health and safety impacts on the constantly discriminated Southwest. Publish mental health, noise levels and road accident numbers along the new rat-runs. Currently these facts are kept as a state secret by authorities - because they tell the inconvenient truth.
5. Expose the terrible impacts Tollmania has on schools and our most vulnerable. For instance, finally follow-up on concerns raised by the principal at Kingsgrove High School.
6. Make Transurban part of the problem and resolution and call out their social responsibility, their unsustainable business model and name and shame for benefiting from the cost-of-living crises.
7. Keep Transurban at arm's-length and refuse political party donations. Stop the conflict of interest and start govern with integrity and empathy for people.
8. Investigate TfNSW's role and responsibility, their dependency from politics and Transurban, their complain handling and the lack of transparency and fairness when conducting approvals and reports.
9. Expose the untransparent nature of the so-called 12-month review by TfNSW and what kind of
10. Launch new petitions and reintroduce motions/bills to the parliament. Work with the crossbench on a similar motion such as this:
<https://www.parliament.nsw.gov.au/Hansard/Pages/HansardResult.aspx#/docid/HANSARD-1323879322-113815/link/124>
11. Bayside council recommendations:

5.3 M5 Conditions of Approval - Road Network Performance Review Plan Requirements

Committee Recommendation

That Council:

- 1 Writes to Transport for NSW outlining its concerns that the EIS failed to adequately predict the increase in vehicle movements on the surrounding road network as a result of toll avoidance, or provide for mitigation measures, which needs to be addressed in the Road Network Performance Review Plan.
- 2 Requests that Transport for NSW include targeted public engagement of Bayside residents as part of their Road Network Performance Review Plan recognising the culturally diversity of the Bayside Community.
- 3 Requests that TfNSW provide a planned scope and timeline for the preparation of the WestConnex Road Network Performance Review Plan including stages of consultation and engagement.
- 4 Seeks confirmation from TfNSW on whether the Clearways project along Stoney Creek Road and Forest Road was consistent with approval and that Condition E42 of the approval applies to these roads.
- 5 Approaches South Sydney Region of Councils (SSROC) to lobby the relevant NSW Government Ministers and departments in relation to M5 East/M8 matters on behalf of member Councils.
- 6 Extends an invitation to the Minister for Planning and Public Spaces to visit the Bexley Town centre to experience the conditions first hand.
- 7 Seeks information on the NSW Government noise abatement program being implemented in the immediate vicinity of the Stoney Creek Road and Forest Road and Bexley Road corridors specifically requesting information on justification for works to understand why some residents have been approached with offers of works whereas others have not..

Remarkable and shocking statements

Dominic Perrottet:

"WestConnex is a tourist attraction" with his arrogant grinning.

"Alternatives flow faster because of the investment"

"We are looking at these issues at the moment, where we can put downward pressure on the system, we will." – December 2012, promise for Christmas 2021 – remained empty promise and no delivery

(<https://fb.watch/9CJKUk40vo/>)

Natalie Ward:

"The free option is always there"

Transport for NSW:

"the outcome will not change"

Condition of approval in 2016 - Environmental Impact Statement (EIS) stated: "reduction in traffic on major surface roads in the vicinity of the project".

Transurban:

"Transurban – which operates almost all of Sydney's toll roads – told investors on Monday that it was 'well positioned' to benefit from the inflation-linked toll charges which would boost revenue." – SMH

"We haven't been engaged in what the change could be, what the options could be and what role we may or may not play" – December 2021, Transurban denies negotiations that Dom Perrottet claims to happen (<https://www.youtube.com/watch?v=UWtRff7UIt0>)

Appendix 1:



Appendix 2:



Pedestrian critical after being hit by truck in Bexley

7NEWS Sydney July 21, 2021 · [Follow](#)

An elderly pedestrian is in a serious condition after being pinned by a truck in Sydney's south.

The 88-year-old man was struck by a B-Double on Forest Road at Bexley just before midday.

The truck driver was taken to hospital for mandatory testing.

More local news: 7news.com.au/news/hsw

7NEWS at 6pm.

#Bexley #7NEWS

See less

Like Reply 35w

All comments

Top fan

Aaron Huang

This accident should not happen if the transport minister willing to bring down the toll fees and trunk will avoid that 2line road. I drove pass the road everytime and it can be so dangerous as there are car which park at the street and left with 1line.

The Leader July 21, 2021 · [Settings](#)

"It appears a pedestrian has been hit by one of the many B-double trucks coming through Bexley residential streets in order to dodge the NSW Government's new toll on the previously free M5 East tunnel," said a resident. [Chris Minns](#) Andrew Constance MP

THELEADER.COM.AU

UPDATE | Man in his 70s in critical condition after being involved in accident with truck on Forest Road, Bexley

90 53 Comments 4 Shares

Brett Cross

You should try living on or near Stoney Creek and Forrest roads, Trucks and cars back and forth all NIGHT none stop. Get rid of the stupid M5 East Toll from King George's Road to General Holmes drive. "Put LIVES before Tolls"

Like Reply 35w 9

↳ 2 Replies

Paul Ricco

Only a matter of time before a kid gets killed. 4 school zones from Bexley to King Georges road.

Like Reply 35w

Appendix 3:

Case study 8

M5 East: faster, safer travel

Used by around 100,000 motorists every day, the M5 Motorway corridor is a major passenger, commercial and freight route, which provides a vital connection between south-western Sydney and the CBD, Sydney Airport and Port Botany.

Since opening in 2001, the M5 East has been one of the city's busiest motorways but, from the outset, operated at capacity with some of the slowest travel times of any motorway in Sydney.

During peak traffic times, average speeds were down to around 40km/h, creating significant congestion and unreliable travel times for tens of thousands of motorists and freight who relied on the motorway.

The opening of the WestConnex M8 in July 2020 has addressed this transport challenge by doubling capacity of the corridor to four lanes in each direction and halving travel times on the M5 East. Motorists are enjoying smoother, safer journeys and productivity has improved for businesses and freight vehicles.

A toll was applied to the M5 East when the M8 opened reflecting the significant benefit thousands of motorists are experiencing on both tunnels.

While some motorists are choosing to use the toll-free alternative route, the full benefits of the newly tolled corridor won't be realised until the WestConnex and Sydney Gateway projects are complete.

Travel-time savings

Drivers are saving up to half an hour a day on a return trip on the M5 East and average travel speeds have doubled.

A one-way trip using the 5.5km M5 East used to take up to 18 minutes. The same trip now takes around 8 to 9 minutes during peak traffic times.

Average travel speeds along the existing M5 corridor have improved by almost 60%—from 45 to 71 kilometres per hour.

A trip from Campbelltown to the Sydney airport via the M5 East used to take around one hour. Motorists are now saving around 20 minutes on the same trip compared with this time last year, and around 35 minutes compared with the toll-free alternative.

The maximum toll cost for a one-way trip on the M5 East is \$7.23 for cars and motorbikes and \$21.70 for heavy vehicles.¹

A safer journey

Since the M8 opened, crashes on the M5 East have also dropped significantly, down by more than 40%, a result of less traffic and smoother traffic flow in the tunnels. Incidents involving over-height vehicles entering the tunnel have dropped by almost half, meaning motorists are spending less time stuck in gridlock while the incident is cleared.

Investing in operations

Since Transurban began operating the M5 East in May 2020, we have invested more than \$4.7 million to upgrade technology, safety equipment, and maintenance facilities to bring the tunnels in line with the rest of the WestConnex network.

This includes:

- \$2.5 million to replace the original water treatment plant, which was commissioned more than 20 years ago
- \$1.5 million to upgrade the Emergency Telephone and Fire Emergency Telephone Systems and replacing more than 300 phones throughout the motorway control centre and tunnel
- a security upgrade of the M5 East to an electronic key entry system and
- upgrading the in-tunnel PA system.

Further projects are planned next financial year with an additional \$2.4 million allocated to:

- replace more than 25 in-tunnel cameras
- upgrade tunnel ventilation fans
- replace fire pumps
- drainage and electrical upgrades.



¹ Toll, as at April 2021

Appendix 4:

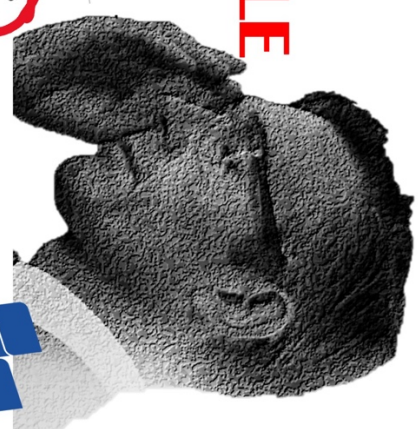
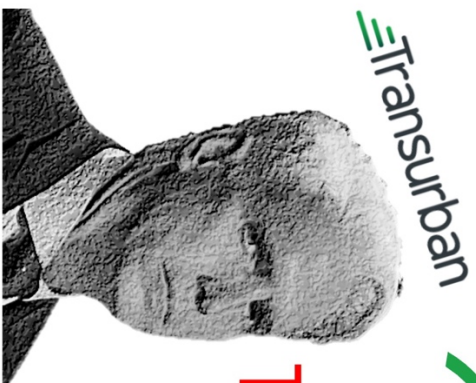
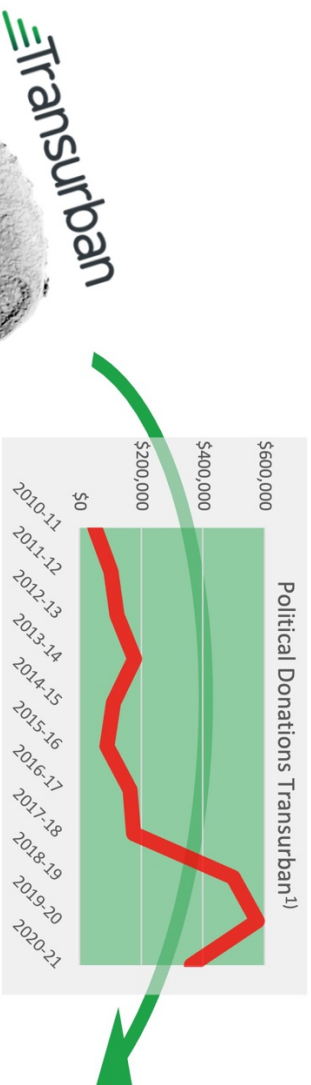
<https://www.parliament.nsw.gov.au/lcdocs/submissions/73460/0146%20Transport%20for%20NSW.pdf>

M5 East – since the opening of the M8

- A morning peak hour journey has reduced from 21 minutes to around 7 minutes.
- Motorists are saving around 14 minutes per trip (morning peak) and 7 minutes per trip (evening peak) compared to toll free alternative.
- Trips on the entire M5 corridor are now 20 minutes faster in the morning peak.

In addition to travel time benefits, the delivery of the M8 has improved the safety of our roads. For example, crashes are down by a third on the M5 East and over-height vehicle incidents have also dropped 44 per cent.

TRANSURBAN PAYS MILLIONS IN BIG PARTY DONATIONS



THE VICIOUS CIRCLE OF TOLLMANIA

WestConnex M8 / M5 East ²⁾

Each direction / Distance based

Direction charges / Tolling method	Cost - Class A (cars)	Cost - Class B (trucks)	Escalation rate
	\$1.42 flagfall + \$0.5266/km maximum toll of \$7.23	\$4.27 flagfall + \$1.5798/km maximum toll of \$21.70	Greater of CPI or 0% (2041 until 2060)
			Greater until 2040

**DOM PERROTTET'S GOVERNMENT AWARDS
CROOKED DEALS AND IGNORES PEOPLE**

COST-OF-LIVING CRISIS

HEALTH & SAFETY CRISIS

¹⁾ <https://transparency.asc.gov.au/AnnualDetailedReceipts#>
²⁾ <https://www.parliament.nsw.gov.au/iccoc/submissions/73460/01465%20Transport%20to%20NSW.pdf>