

# THE WEST GATE TUNNEL WON'T WORK

# FACT SHEET INNER MELBOURNE

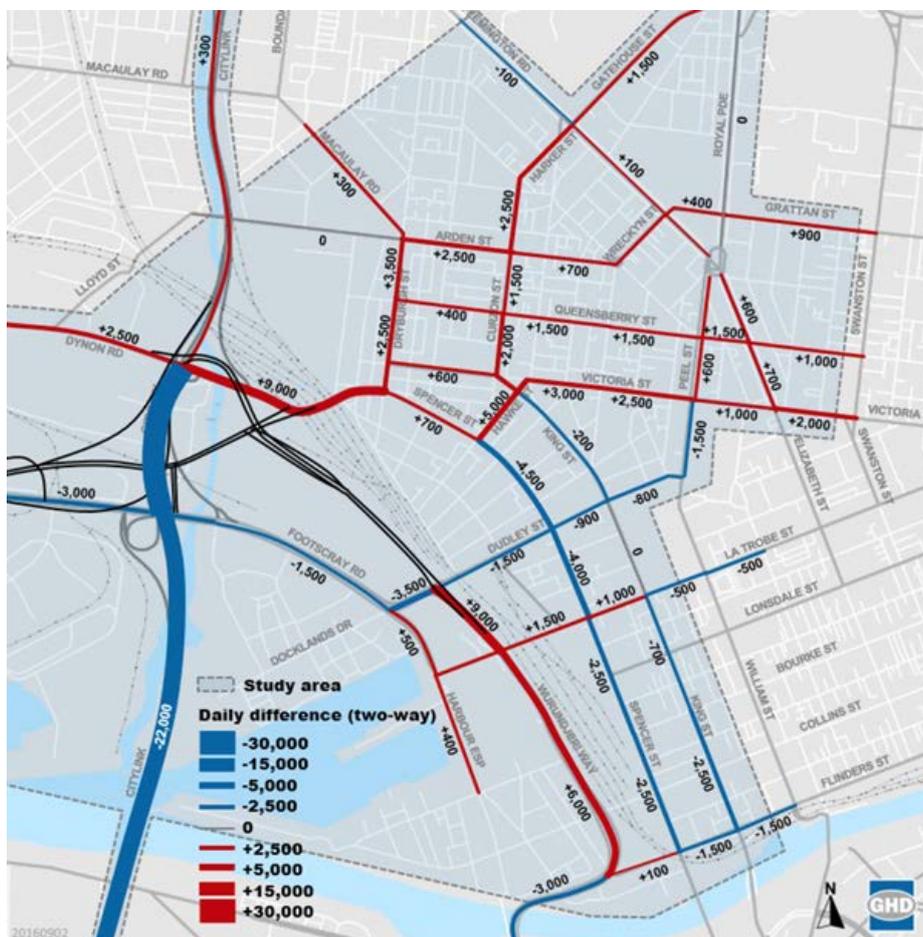
**The West Gate Tunnel toll road will flood inner city neighbourhoods with more traffic.**

**What will the toll road mean for North Melbourne, West Melbourne and Parkville?**

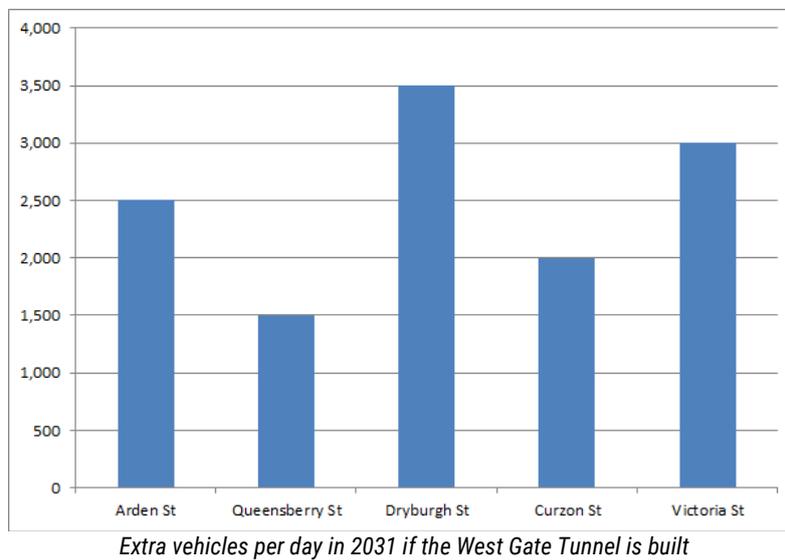
The West Gate Tunnel will generate tens of thousands more car commutes into inner Melbourne every day. Most of them will be dumped onto local streets in North Melbourne, West Melbourne and Docklands, thanks to cars exiting the toll road at Spencer Street, Dudley Street and Wurundjeri Way. Trucks serving construction sites in the CBD will be pushed through these local streets, leading to an increase in pollution and an uptick in respiratory illness in the local community.

**How will the toll road impact traffic in the inner city?**

The Andrews Government's own report shows that traffic in suburbs close to the CBD will be far worse with the West Gate Tunnel than without.<sup>1</sup> The largest traffic increases will be on relatively quiet streets in North Melbourne, West Melbourne and Parkville. People in West Melbourne can also expect increases in traffic noise on top of already high levels. In Docklands, Wurundjeri Way would be widened from 4 to 6 lanes,<sup>2</sup> and is expected to carry another 9,000 vehicles per day. This would convert Docklands into a throughway between the West Gate Tunnel and industrial areas in Port Melbourne and South Melbourne. With no noise barriers planned for Docklands, Harbour Esplanade will have a significant increase in noise levels, taking away from its appeal as a place to cycle or stroll.<sup>3</sup>



*Difference in daily traffic volumes - West Melbourne and North Melbourne – extra cars in 2031 if the West Gate Tunnel is built*



### What plan do the Greens have to reduce traffic in inner Melbourne?

You can't solve congestion by building more and bigger roads. Melbourne has been trying this for decades and our travel speeds just keep getting slower. What we need is massive investment in public transport, so people can get to where they need to go more quickly and reliably.

Public transport can move people in a way that roads just can't – a train line can carry 40,000 people per hour in both directions, while a freeway only manages 24,000, and that's when it's a massive 12 lane one. It's also surprisingly cheap – the overall economic cost per passenger kilometre is much lower for public transport than roads. We also need to get more freight off trucks and onto rail. The Port of Melbourne is Australia's biggest container port, and we still move most containers on trucks, one container at a time. The solution is to put containers onto rail where they get taken out to three distribution hubs around Melbourne. Most of the infrastructure is already in place for this and finishing it off (through the Port-Rail Shuttle project) would cost just 1% of the cost of the West Gate Tunnel.

### Submissions to the Labor Government's report on the West Gate Tunnel (the Environment Effects Statement) are open until 10 July.

**For more information on the West Gate Tunnel, and to make a submission, go to: [www.thetollroadwontwork.org.au](http://www.thetollroadwontwork.org.au)**

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<sup>1</sup> Figure 160, p. 254, Technical Report A – Transport, Part 1. GHD Pty Ltd.

<sup>2</sup> pp. 5-29 - 5-30, Chapter 5 Project Description, Volume 1, Environmental Effects Statement, West Gate Tunnel project.

<sup>3</sup> p.245, Technical Report H – Noise and Vibration (Surface), pp. 27-44, Chapter 27 Effects on Health and Amenity, Volume 4, Environmental Effects Statement, West Gate Tunnel project.