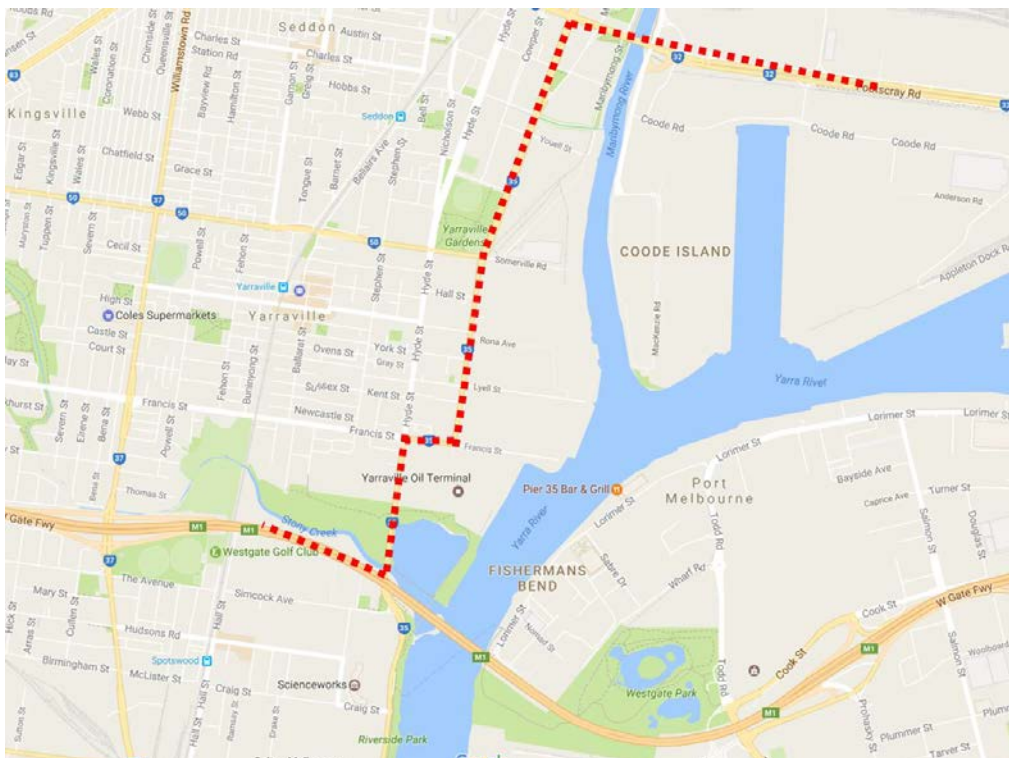


There are cheap and simple solutions to truck problems in the inner west. But instead we're being sold a massive toll road which won't solve congestion, and just delivers mega profits to Transurban.

Do we need the West Gate Tunnel to get trucks off residential streets?

No. There are two much easier and cheaper options to get trucks off our local streets. One option is for the government to bring in truck bans on local streets right now, forcing trucks to use the West Gate Bridge to get to the port.

The other option is for the government to build truck off-ramps to take trucks off the West Gate Freeway before the bridge and around the edge of Yarraville on Whitehall St. This is the plan Labor took to the last election, and it would save Victorian taxpayers a billion dollars compared to the West Gate Tunnel project. But it wouldn't make mega profits for Transurban!



Dedicated truck route that could be created with truck off-ramps from the West Gate Freeway.

Even if the Labor Government and Transurban build the West Gate Tunnel, there's a good chance lots of trucks won't use it and will defy truck bans in the inner west. The trucking industry has already said it doesn't want to be forced to pay tolls, and the government has already admitted they won't properly resource enforcement.¹

And for some parts of the inner west, truck numbers will be much worse. Williamstown Road truck numbers will double.² People on Millers Road north of the freeway can expect 7000 more trucks passing their door every day.³ People on Blackshaws Rd and Hudsons Rd can expect to see trucks rat running to avoid the tolls.⁴

Will air quality improve with the West Gate Tunnel?

At the moment, kids in the inner west get hospitalised for breathing problems at twice the rate of kids in the eastern suburbs.⁵ But the government's own report reveals that the toll road will barely make any difference to air quality.

Regardless of whether the toll road goes ahead, we can expect peak concentrations of the harmful air pollutant PM₁₀ to be "significantly above the applicable standard" near the tunnel portal sites by 2031.⁶ In other words, after spending \$5.5 billion, asthma rates in the inner west will be just as bad as they are today.

The only way we can really tackle diesel pollution in the inner west is for the government to commit to getting more freight off trucks and onto rail, through the Port-Rail Shuttle project. One freight train alone takes 110 trucks off the road. The Port-Rail Shuttle is ready to be built, it's already funded, and it only costs \$58 million -- a fraction of the cost of the \$5.5 billion West Gate Tunnel.

What plan do The Greens have to solve trucks and traffic in the inner west?

We need to ban trucks from local streets in the inner west, but we don't need an expensive toll road to make it happen! We could bring in truck bans now, or with truck ramps off the West Gate Freeway, for a fraction of the cost of the West Gate Tunnel.

We also need to move into the 21st century when it comes to how we get freight out of the port. The Port of Melbourne is Australia's biggest container port, and we still move most containers on trucks, one container at a time.

The smart 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.

Finally, we need a massive boost to public transport, so commuters in the outer west get a real choice in how they get to work. A train line can carry 40,000 people per hour, but a 12-lane freeway can only handle 24,000 per hour. With fast and reliable public transport, more people will choose to leave the car at home which will ease congestion on our roads.

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**

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1 Herald Sun, "Impacts of West Gate Tunnel project on commuters revealed", 30/5/17.

2 Figure 67, page 116 and figure 215, page 345, Technical Report A - Transport, GHD Pty Ltd.

3 Page 346 and figure 214, page 344, Technical Report A Report A - Transport, GHD Pty Ltd.

4 Pages 339, 377 and 381, Technical Report A Report A - Transport, GHD Pty Ltd.

5 Pages 299 and 301, Australian Atlas of Healthcare Variation.

6 Page 11, Chapter 20 – Effects on Health and Amenity, Volume 3 – Tunnels, Western Distributor Authority.