

For people in the outer west, The West Gate Tunnel will make daily commutes even longer.

Will traffic to and from the city improve after the West Gate Tunnel is built?

No. The Labor Government's own report shows that Transurban's new toll road will only make things worse.

The commute from the outer west over the West Gate Bridge will be even longer than it is today, as two lanes will be cut from parts of the freeway to make way for the toll road.

Commuters will be able to use the West Gate Tunnel, but it would only save 3 minutes on the way in, or 5 minutes on the way out. And that's after enduring five years of roadworks, and paying a toll to Transurban for the so-called "convenience".¹

Will I spend more time in traffic after the West Gate Tunnel is built?

People in Wyndham Vale, Werribee, Hoppers Crossing, Tarneit and Williams Landing will be spending more time in traffic, and average speeds will actually decrease by 2031 if the toll road is built compared to if it were scrapped.²

The toll road will draw more traffic on to local and arterial roads near the Western Ring Road and the Princes Freeway, which means longer queues to get onto the West Gate Freeway and CityLink.

Demand for road space will continue to grow, but the government simply can't keep up by building more and wider roads, then having to do this again as they fill up.

What plan do The Greens have for commuters from the outer west?

People in the outer west spend a lot of time on the road stuck in traffic jams, and they deserve better transport choices.

There's a massive demand for better public transport options in the west. When the Tarneit Train Station opened in 2015, people flocked to it, quickly making it the busiest V/Line station after Southern Cross. We need a fast and reliable public transport system that includes frequent buses connecting to trains.

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 lanes wide.

It's also surprisingly cheap – the overall economic cost per passenger kilometre is much lower for public transport than roads. Making it happen is also affordable because the immediate need isn't more infrastructure, it's better buses and more frequent trains.

We're not saying people have to give up their cars. We're saying they deserve choice. We must invest in better public transport for Melbourne's west and its rapidly growing population. It's a much more long-term solution than building a freeway, widening it, then widening it yet again as it continues to fill up.

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 Figure 199, page 331, and Figure 204, p. 334, Technical Report A - Transport, GHD Pty Ltd.

2 Tables 169 and 1171, Appendix E, Technical Report A – Transport, GHD Pty Ltd.