



Reverend the Hon. Fred Nile, MLC
Chair, Legislative Council Public Accountability Committee
Parliament House
Macquarie Street
SYDNEY NSW 2000

Dear Reverend Nile,

I write to you about the questions on notice directed to me during the public hearing for the Inquiry into the Impact on WestConnex, convened by the Legislative Council Public Accountability Committee on 9 October 2018:

- 1) Can you provide the Committee with a summary of the WestConnex business case?
- 2) Was there an assessment undertaken to compare whether it would be more efficient or cost effective to have tunnel or an above ground development?
- 3) Have Roads and Maritime Services or Transport for NSW done any modelling in relation to a potential cost of the return of the cashback scheme?

I request to answer the questions in the following terms:

- 1) *The Westconnex Updated Strategic Business Case can be found here :*
<https://www.westconnex.com.au/sites/default/files/WestConnex%20Updated%20Strategic%20Business%20Case%20-%20November%202015.pdf>
- 2) *Most of WestConnex is being built underground, to minimise the need for land acquisition and remove through traffic from local streets. Key sections that have been built or are being built at or above the surface are:*
 - *The King Georges Road Interchange Upgrade;*
 - *The New M4 Widening; and*
 - *The St Peters Interchange.*

Please refer to Chapter 5 of WestConnex Updated Strategic Business case for a description of the option design process. See 5.2.2 2013 Business Case options design process.

*The development of the original WestConnex reference design included in the 2013 Business Case had two main phases as shown in **Table 5.1** in the document. Both phases focused on exploring a wide range of ideas to optimise value for money and functionality, while ensuring feasibility and deliverability.*

In developing options, the industry partners and the review team were asked to consider the following components:

- *Option alignment;*
- *Engineering structure (tunnel, slot, viaduct, surface road, or a combination of these);*
- *Interchange locations; and*
- *Tunnel portal locations¹.*

3) This question would be more appropriately addressed to Transport for NSW and Roads and Maritime Services.

Yours Sincerely,

Sally Walkom
Executive Director, Commercial Branch,
Commercial and Economic Group
Department of Premier and Cabinet

Click here to enter a date.

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<https://www.westconnex.com.au/sites/default/files/WestConnex%20Updated%20Strategic%20Business%20Case%20-%20November%202015.pdf>