

Submission  
No 109

**INQUIRY INTO IMPACT OF THE WESTCONNEX  
PROJECT**

**Name:** Name suppressed

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Partially  
Confidential

Parliamentary Inquiry into the Impact of the WestConnex Project  
Submission by

Extent to which the project is meeting the goals of the project articulated in 2012:

1) "Improvements to surface roads around the port and airport" were goals of the WestConnex Project in 2012.

These goals are not met by the current proposal.

A whole separate project: "The Sydney Gateway" is proposed to meet those needs.

2) The budget for "The Sydney Gateway" project is estimated to be \$1.8 billion. This was noted by ABC News

<http://www.abc.net.au/news/2018-02-06/new-sydney-airport-toll-road-planned-in-leaked-cabinet-papers/9397150>

3) Stage 3 of the WestConnex proposal follows a route to the CBD and under Victoria Road Rozelle, making connections to a future cross harbour tunnel and a "Southern Motorway" connection.

None of these things were objectives of the 2012 scheme.

True Cost:

1) There will be additional cost to the State NSW when they refund registration fees to residents who pay more than \$25 per week in road tolls.

The Premier has stated that she can't reveal how much this will cost.

<http://www.abc.net.au/news/2017-11-20/nsw-government-announces-free-car-rego-for-toll-road-users/9168264>

2) Costs will be paid by NSW State Government, to the private operators of WestConnex, if traffic use is not as predicted.

The company hired to make those predictions: Aecom has overestimated traffic use before, costing State Government millions of dollars.

Sydney's Cross City Tunnel, Lane Cove Tunnel, Brisbane's Clem 7 and Airport Link.

They have being sued for \$1.6 billion in damages for faulty modelling.

<https://www.wsj.com/articles/legal-wrangle-over-australia-toll-road-collapse-1392242857?tesla=y>

3) There will be costs associated with health damage from exposure to unfiltered exhaust from 29 proposed stacks.

Studies by the RMS confirm that these stacks will belch substances known to cause damage to health, such as ultra fine particles from diesel exhaust as well as Nitrogen Dioxide, Carbon Monoxide and PM10 particles.

The 6 stacks planned for Rozelle will all be sited near to either parks or schools.

In 2011 the US EPA:

"...looked at the results of the Clean Air Act from 1990 to 2020. According to this study, the central benefits estimate exceeds costs by a factor of more than 30 to one..."

... Emissions control programs that reduce air pollution from smokestacks and tailpipes provide enormous air quality and health benefits today, and the benefits will grow over time as programs take their full effect.

In 2020, the Clean Air Act Amendments will prevent over 230,000 early deaths. Most of the economic benefits (about 85 percent) are attributable to reductions in premature mortality associated with reductions in ambient particulate matter."

<https://www.epa.gov/clean-air-act-overview/benefits-and-costs-clean-air-act-1990-2020-second-prospective-study>

It would probably save a great deal of money to prevent pollution by filtering WestConnex exhaust stacks or not building the WestConnex through residential areas.

4) Many of the sites proposed for development and for exhaust stack pollution by the Westconnex are parks.

Access to green spaces in urban areas has significant measured health benefits, as shown by a Scientific Study from Exeter University.

"Would You Be Happier Living in a Greener Urban Area? A Fixed-Effects Analysis of Panel Data", Mathew P. White, Ian Alcock, Benedict W. Wheeler and Michael H. Depledge, Psychological Science, published online 23 April 2013, DOI: 10.1177/0956797612464659

Governance:

1) I have lost sleep every night since last November due to traffic noise, exposed by trees being cut down between my home and the existing A4.

This was done in preparation for the Rozelle Railyards section of the WestConnex Stage 3.

No sound barriers have been put up.

Existing heavy rail lines have been ripped up.

Local business premises have been served with notice of compulsory acquisition.

All of these things were done in 2017, before WestConnex Stage 3 had funding.

Today, the design and extent of Stage 3 is still not confirmed.

Hundreds of residences and business exist near the Stage 3 site, so the implications of any development are complex.

How is it possible that sufficient assessment of impacts has been carried out?

The Auditor General's report states that many governance standards have not been met.

2) Poor planning of WestConnex has already exposed toxic waste in Alexandria.

<https://www.theguardian.com/australia-news/2017/jul/08/westconnex-the-stink-of-controversy-th-at-fails-to-go-away>

3) Leightons (CIMIC) and Samsung, 2 contractors for construction of the WestConnex give large donations to the Liberal party.

They also have been exposed for giving bribes in order to win government contracts in overseas.

<https://www.smh.com.au/national/first-charges-laid-in-unaoil-bribery-scandal-20171117-gznelf.html>

4) In spite of the substandard governance mentioned above, the poor reputation of the traffic modellers and contractors,

in spite of the project not achieving its stated objectives, it has already been passed to a private company: "Sydney Motorway Corporation"

A private company is entitled to keep all project details confidential.

If the 51% sale of this project is sealed, any changes to the project will potentially result in compensation payments from the State Government to the buyer.

## Public Interest

- 1) This project has missed its major stated goals.
- 2) WestConnex as it is currently proposed, will incur enormous escalating costs.
- 3) Project governance is known to be flawed. If it can be examined, there are signs that it could be negligent and possibly even corrupt.
- 4) Traffic on the Anzac Bridge is currently heavy and slow at peak times on a typical weekday.  
Adding more vehicles to the bridge, going to and from proposed WestConnex tunnels, will definitely make the traffic heavier.
- 5) The tens of billions of dollars of public money slated for WestConnex could instead have been used to build a freight rail line, similar to the one ripped up by the State Government as part of preparation for WestConnex.  
It could also have been used to fund public transport.  
Reducing the need to drive heavy trucks and private cars would probably cause less pollution and take up less space than new tollroads and tunnels.
- 6) None of the above seems to be to be in the public interest.  
Judge for yourselves.