

**Submission
No 171**

**INQUIRY INTO IMPACT OF THE WESTCONNEX
PROJECT**

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Submission: Inquiry into the impacts of the WestConnex project

The WestConnex project has failed Sydney by not sharing a clear business case. Instead, a private company was created to avoid freedom of information rules. The project is shrouded in secrecy. I've been told by an ex-employee of one of the suppliers that contracts for Stage 3 were signed long before the submission even went to public for feedback.

Without clear objectives, I have to assume the business case is based on information that the Premier (of the time) and/or Transport Minister has published in newspaper interviews. The first objective I saw was that the WestConnex would make it easier to move goods between Western Sydney and Botany Bay (including the airport). Given that the final connection to the airport was never negotiated, why was the project allowed to start with that connection missing.

The follow up reason I've read is that WestConnex will help those living in the west to get into the CBD for work. This too is horribly flawed as, according to data published by the City of Sydney Council, over 80% of the commuters from the west use public transport. Those commuters would be better served getting more reliable public transport and more work opportunities closer to where they live. Those that do drive will face large increases in toll fees, which may push them onto already overflowing public transport.

I live in Glebe. I've been told that Premier Wran stopped a motorway from being built straight through Glebe in the early 80s. Glebe is a lovely suburb where neighbours care about each other. Communities are being destroyed in the Inner West by WestConnex. It's not too late to pause and re-evaluate the business case - and end the secrecy. If it's a good idea then the business case and cost benefit should be shared publicly.