

**Submission  
No 290**

**INQUIRY INTO IMPACT OF THE WESTCONNEX  
PROJECT**

**Name:** Ms Alexa Wyatt

**Date Received:** 31 August 2018

---

August 2018

The Director  
c/- Legislative Council  
Standing Committee on Public Accountability  
Parliament House  
Macquarie Street  
Sydney NSW 2000

**Submission to the Inquiry into the Impact of WestConnex**

**Name: Alexa Wyatt**

To the Director,

**Please find my comments on the Inquiry into the impact of WestConnex based on the Terms of Reference as follows.**

**I agree to my name being published.**

**(a) The adequacy of the business case for the WestConnex project, including the cost-benefits ratio**

Totally inadequate. Traffic projections show that Westconnex will be clogged in under 10 years

**(b) The cost of WestConnex project, including the size and reasons for overruns**

Completely unreasonable, especially given the government's lack of transparency in explaining the cost blow out

**(c) The governance and structure of the WestConnex project including the relationship between Sydney Motorway Corporation, Roads and Maritime Services, the Treasury and its shareholding Ministers**

Given the lack of transparency and accountability of all these organisations it is hard to make a judgement on the governance of the project, other than to say that it is this very lack of transparency and accountability which makes the whole process highly flawed.

**(d) The compulsory acquisition of property for the project**

Disgraceful when the efficacy of the entire project is doubtful. It is a futile land grab destroying communities

**(e) The recommendations of the Audit Office of New South Wales and the Australian National Audit Office in regards to WestConnex**

Thoroughly support the audit office's highly critical review of Westconnex which showed the rationale for enormous funding is highly flawed

**(f) The extent to which the project is meeting the original goals of the project as articulated in 2012**

It's already been well documented that the project will fail to meet original goals (especially given the time frame blowout for completion)

**(g) The relationship between WestConnex and other toll road projects including the Sydney Gateway, Western Harbour Tunnel, F6 and Beaches Link**

I am deeply concerned by the fact that one company, Transurban, may end up owning all the major toll roads in Sydney. This is akin to handing the city to a private company on a platter. The monopoly could end up crippling the city's motorways

**(h) The circumstances by which WestConnex and the Sydney Gateway were declared to be separate projects in 2017**

Another example of the lack of transparency relating to Westconnex. The government could not answer questions as to whether the separation would incur yet another toll. A farcical situation in which the government could not attract a contractor to build the gateway and the only bid was rejected.

**(i) The cost of the project against its current valuation as determined through the sale of the Sydney Motorway Corporation and whether it represents a good investment for NSW taxpayers**

The cost is outrageous and given projections of the new roads being gridlocked in a very short time, it in no way represents good investment for NSW taxpayers - what would have been a good investment was spending big on public transport which is at crisis point

**(j) Any other related matter**

The enormous negative impact it will have on the community and the fact that it will generate more traffic instead of being a traffic solution.

Solutions to all the traffic that will pour off the St Peters interchange into local streets around Alexandria and other inner city suburbs. The consequences of this are going to be horrendous