

**Submission
No 302**

INQUIRY INTO IMPACT OF THE WESTCONNEX PROJECT

Name: Ms Joanna Robinski

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: Joanna Robinski

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

Inadequate

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

Waste of public money

(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

SMC setup is shocking to me - a government owned business that hides information because its a private company

(d) The compulsory acquisition of property for the project

Very unfair process. Families were not adequately compensated for buying into houses in the same area. Desane's win in the Supreme Court over compulsory acquisition disclosure exposed the lack of honesty in government processes.

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

Very hard to audit anything when information is withheld and so the audit cannot be thorough

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

The success of WestConnex is linked to the construction of further roads and parking infrastructure, and all these other roads will have to be built if WestConnex goes ahead because the cars need to have somewhere to go.

(j) Any other related matter

It will increase traffic, pollution and parking stations in the city centre, and reduce funding available for pedestrian, cycling and public transport infrastructure.