

**Submission
No 303**

INQUIRY INTO IMPACT OF THE WESTCONNEX PROJECT

Name: Mr Patrick Li
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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: Patrick Li

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

The cost of our community is more than a simple \$200 fine for transport ticket evasion.

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

The cost of Westconnex should be devoted to world class public transport rather than a waste for destruction.

(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

I think that under any circumstances a passenger travel without paying can cost the government. However, I still don't think polluting toll roads is the budget friendly answer.

(d) The compulsory acquisition of property for the project

They are not 'compulsory' but a 'legalised' crime against public property.

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

We should actually invest in light rail, more buses, more trains (NOT SYDNEY METRO) and more ferries.

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

This is an ill defined goal, however I know you want to stop traffic congestion.

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

NONE of such DAMAGING toll roads should EVER be constructed against all costs.

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

It was plain stupid, (enough of activism!!) we should open our questions to our community earlier.

(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

This is a bad investment, our banks (like marine life in oceans) can't take any more! Our taxes and super should be paid for public transport.

(j) Any other related matter

Hi, my fear is unprecedented global warming and environmental destruction. NO JOKE!!

There is GLOBAL WARMING, ENVIRONMENTAL POLLUTION and (forget about ice age hoax) PROPERTY DAMAGE!! There are three things to keep in mind of.