

**Submission  
No 336**

**INQUIRY INTO IMPACT OF THE WESTCONNEX  
PROJECT**

**Name:** Mr John Caley  
**Date Received:** 31 August 2018

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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: John Caley**

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 business case does not stand up to scrutiny as the benefit is based on a claimed time saving that will quickly disappear due to induced demand.

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

The cost is outrageously large and cannot be justified by the small claimed travel time savings as we know people just use better road to live further away from their work and the induced demand will soon lead a congestion level where there is no time saving.

**(j) Any other related matter**

Westconnex will facilitate an increase in private motor vehicle usage which is known to lead to worse health for the driver due to less exercise, everyone else due to vehicle emissions, increased death and injury due to motor vehicle accidents, and will lead to greater greenhouse gas emissions which impact on the entire planet. The increased traffic on connected roads will increase the noise and make it less pleasant for pedestrians and cyclists. Providing motorways does not help mobility for anyone who doesn't have or cannot drive a car - including some older people, anyone under 16 yo and poorer people.

The enormous amount of money the Australian public has spent on this project and will continue to spend for decades through the new tolls and the tolls reinstated on the M4 and M5 would have been much better spent on integrated public transport and active transport. If those are done well, the existing road network would have less demand and traffic congestion would reduce.