

**Submission  
No 345**

## **INQUIRY INTO IMPACT OF THE WESTCONNEX PROJECT**

**Name:** Ms Maggie Aitken

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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: Maggie Aitken**

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**

I feel no one has compared sufficiently the cost of the project compared with a public transport alternative. The latter would be much cheaper, more sustainable and reduce rather than increase pollution. I am sure there was inadequate consultation on alternative ways to use funds for transport

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

The cost does not take into account the accidents that will occur on overcrowded local roads, the spiralling cost of lung disease in our area or the additional local road changes as a result of WEStCONNex. The cost is blowing out even without these inclusions. What could be done with that money if it had gone into public transport?

**(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 don't know much about that. What I gather is that the various groups work in isolation. So much better outcomes are achieved when there are MANY heads coming to a conclusion. Knowledge and ideas need to be shared widely and that includes public consultation. "The wisdom of crowds"

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

It sucks. It should be illegal. If there is not enough space, they are using the wrong area. I am horrified that so many Federation houses were demolished at the whim of some bureaucrat who thought s/he had a good idea. No amount of planting can replace trees that have been growing for

decades or a hundred years. Those trees are the lungs of the city and that number of growth -years cannot be replaced with a few saplings

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

It should have been done at the beginning . Now it is too advanced to believe a positive outcome is possible

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

I suspect they again work in isolation. They should all be working together and there should not be any private companies - it should all come under a government umbrella. The right leg does not know what the left leg is doing so best outcomes are difficult to achieve

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

Better solutions occur when groups of people connect with each other, listen and come to a unanimous decision. Any less is doomed to second rate failure

**(j) Any other related matter**

I live 1km from the St Peters exit. I am concerned about the level of traffic exiting the tunnel. There is no where for it to go. Euston Road is at capacity now at 6,000 units of traffic per day. What will it be like with 60,000 units./d? The local residential roads will be congested with angry car drivers.. Maddox Street needs to be closed at Euston Road to protect the local residents and those in Park Sydney from the heavy traffic and accidents will occur if this does not happen. I am also concerned about the air pollution which is anticipated to exceed safe upper limits. Base line monitoring of lung health needs to be conducted NOW. Diverting traffic from residential streets and building many exhaust stacks with proper and adequate filtration systems to remove pollutants from our atmosphere should be best practice

The health of residents living in high traffic corridors. Pollution levels will increase above safe standards at the St Peters exit. Cant talk about the other end as I dont live there. Base line monitoring of lung disease needs to start now. There needs to be a very high standard of emission stacks with first class filtration systems included to combat the rise in the health budget to cope with increased lung disease.

Why are we even considering a road tunnel when research and strategies from overseas are moving away from road transport and towards public transport. We are becoming a third world country with third world ideas