

Submission
No 361

**INQUIRY INTO IMPACT OF THE WESTCONNEX
PROJECT**

Name: Name suppressed

Date Received: 30 August 2018

Partially
Confidential

29/08/2018

To: NSW Government Parliament Via submission website
Re NSW Parliamentary Inquiry - Impact of the WestConnex project

I am in total opposition to this project, as I believe it does not best serve any of the communities that it is supposed to. It does not meet its initial goals. The link to the airport and port are now no longer even included in this project. The link to the city does not properly address the bottleneck at Anzac bridge. It would seem that justifications are being sort for a fundamentally flawed project.

However, in summary, if the project does go ahead:-

- To have community /local council representation and final say on any design panels and final detailed design
- A stop made to the project and a transparent assessment and comparison of other public transport options investigated with financial and environmental benefits weighed up.
- To have the City of Sydney's alternative plan considered instead
- To have all traffic modelling use real data of maximum capacity on Anzac bridge after all road enhancements have occurred in the CBD.
- To have traffic and air quality modelling altered accordingly
- Filtering the emissions from the ventilation stacks
- Making sure the stacks are at a height that will effectively and safely disperse the pollutants
- Reducing the visual impact of these stacks
- Monitor the air quality independently, at Rozelle Public School before, during and for the next ten years after construction, and give a personnel guarantee that air quality will not deteriorate.
- Research native trees that are effective at trapping particulates and plant them at regular intervals along Victoria and Lilyfield road.
- Start the project with the construction of an additional footbridge at the junction of Victoria Rd and Darling Street.
- Guarantee to put any profits made from this taxpayer-funded project back into public transport for the good of all the people.

In an age of climate change, when Australia has one of the highest carbon emissions per person, when we have an obligation regarding the Paris agreement and to the next generations to try and reduce our emissions; how can toll roads and road expansion be the answer to our transport needs?

What alternatives were truly considered? There was a lack of public consultation and a lack of transparency regarding its development. The exorbitant amount of money being spent on it is taking money away from efficient public transport projects.

Public transport projects should come first, and road expansion should come second, only if the former is not providing a complete solution. Not the other way round.

NSW and Australia are at risk of becoming an embarrassing example of how not to do things when planning for the future.

I object to the lack of detailed design made available for comment. The current design is vague and non-specific in nature regarding crucial aspects of the design.

On enquiring at the information session how the detailed design would be implemented and how much consultation the community would have. The answer varied depending on whom I spoke to. This did not give me confidence in the process.

I have concerns regarding the traffic modelling, especially regarding the Rozelle interchange.

Both the Anzac Bridge and the Iron Cove Bridge are at capacity in peak hour traffic. Neither of these two bottlenecks have been addressed by the project. Extra traffic is going to be funnelled into these already overloaded junctions.

Modelling that shows an increase in volume makes is surely unbelievable in the present situation. The increase in pollution seen in the air quality models in Drummoyne is surely a reflection of the worsening traffic situation at this location. The problem is just being passed further along.

When I addressed this question to the traffic experts at the information session. The Iron Cove bridge situation was ignored and the question was avoided and instead I was told that the Anzac bridge is now at a lower maximum capacity than it previously has been and that some road improvements will be made in the CBD to improve flow over the bridge.

None of this gives me faith in the modelling used.

If all it is going to take is a few changes in the CBD to improve flow, then why are these not being done now so that maximum traffic flow over the Anzac bridge can be accurately determined and thus correct figures can be entered into the model.

All the modelling shows air quality improving at Rozelle Public school, with less traffic on Victoria road, but if the bottle neck at the Anzac bridge isn't resolved and traffic is increased with higher density living, what guarantee is there that people will preference a very slow moving tunnel over going above ground?

As there is no monitoring of PM2.5 anywhere close to the school (I believe the nearest site is a recently operational one in the Rozelle rail yards, which does not reflect what the children will be breathing in at school) how will we know if air quality deteriorates during the 5 years of construction with diesel trucks moving spoil and contaminates along Victoria road, right next to the school?

Air quality monitoring must be measured at Rozelle public school, and the data made available in an understandable form before any modelling is applied. The air quality should be measured before during and after construction for at least the next ten years.

I would like to know why they are unfiltered when proposed to place them right in the heart of Rozelle right next to our local school. Filtering is needed for all of the emissions from these ventilation facilities.

Thank you for taking my feedback seriously.

Yours sincerely