

Submission  
No 501

**INQUIRY INTO IMPACT OF THE WESTCONNEX  
PROJECT**

**Name:** Name suppressed

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Partially  
Confidential

I am a resident of Annandale and a parent to 2 young children – one a Year 1 student at Annandale North Public School, the other, soon to turn 3, attends Toxteth Childcare centre on Johnston Street.

I like to think I'm well informed about Westconnex but only recently found about the updated plans for Stage 3 and what that would mean for parts of the Annandale community.

There was a lot to be worried about, but I suppose the thing that worried me most was the idea that hundreds of heavy truck trips were slated to be directed up Johnston Street per day if things proceed as planned.

Cities around the world are trying to get older diesel vehicles, like the trucks that have been operating on Westconnex to date, off their roads. This is because, while diesel engines produce 15% less CO2 emissions than petrol engines, they also produce 22x - that's 2200% more - particulates - tiny particles that penetrate the lungs, brain and heart and have local effect - i.e. the effect is felt most where the pollution is developed – in this case a street where over a thousand primary school students, and hundreds of pre-school children walk, play and learn. Add to that the fact that there is only 1 pedestrian crossing in the 1km between The Crescent and Booth Street so people frequently cross where there are no lights and the horrendous state of trucks on the project as evidenced by the police blitz on Westconnex trucks last year and it becomes even more worrying.

That's brand new heavy traffic as well by the way. Buses don't run on Johnston Street and truck traffic is minimal because Sydney Buses and truck drivers know what residents know - but what Westconnex appears not to - despite its looks Johnston Street is a local street. A 1-1/2 lane, 50km/h (though 40km/h in large parts for large parts of the working day) street that is a poor thoroughfare for heavy traffic. And when I say 1 ½ lanes I really mean 1 lane. Sit on the street for an hour and you can count on one hand how many cars risk using the smaller ½ lane that runs along the parked cars.

I started speaking to parents at the school and just like me, none had any idea what was being proposed. What's probably more important is that, to a person, each was desperate to find out more and to understand how their voice could be heard.

Now that's a specific example but mirrors the broader situation around the lack of information about the impacts of Westconnex on Annandale which is of serious concern.

If the lawyers, doctors and engineers who are parents of the children in my daughter's class have no idea what was going on then that's a failing of communication - not comprehension. This failing of communication appears to be something that has been engineered into the Government planning and decision-making bringing in to question the legitimacy of the process. That, in and of itself, is worrying but becomes more so when the effect of that possible illegitimacy will directly affect the health of the children and elderly of suburban Annandale once it is placed, for years to come, at the heart of the transport route for some of the largest construction projects in Australia's history.