

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

**Name:** Jamie Parker MP on behalf of 985 constituents

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**JAMIE PARKER MP**  
Member for Balmain



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To the Inquiry into the impact of WestConnex,

### **SUBMISSION TO THE PARLIAMENTARY INQUIRY INTO THE IMPACT OF WESTCONNEX**

My community wants and needs world class public transport, not more polluting toll roads.

Global experience of major toll road construction has demonstrated conclusively that projects like WestConnex increase air pollution, encourage more car use, fleece road users with exorbitant tolls and eventually fill the increased road capacity they create.

WestConnex is shaping up as the most expensive road project in the world but it won't solve Sydney's congestion problem.

I have collected a total of 985 signatures in support of this submission.

Signatories are united in their opposition to this project on the following grounds:

- The **business case** does not properly consider alternatives such as public transport and demand management.
- The **budget** is now \$16.8 billion – a 68% increase on the original estimate.
- A project of this scale, using taxpayers funds, should be subject to rigorous assessment but both the NSW Auditor-General and Infrastructure Australia have criticised the **governance** of this project.
- Hundreds of homes, businesses and parklands will be **compulsorily acquired**.
- It is diverting funding from **public transport** which is desperately needed across Sydney.
- WestConnex will turn Rozelle into a dumping ground for toxic exhaust fumes with three unfiltered **exhaust stacks** at the Rozelle Rail Yards and one at Victoria Road at Iron Cove Bridge just meters from homes and a primary school.

I have attached a selection of further, individualised comments from the 985 signatories in the table below

Yours sincerely,

**Jamie Parker MP**  
Member for Balmain

| Comments   | Suburb     |
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| As a resident of Rozelle, my family are directly affected by this carbuncle. I cannot see the sense of simply moving traffic a little further to the congestion site - our bridges. Then, where do we go? All roads converge on the city. Why are we continually funding car transport when we should be getting people on buses and trains or bikes. Why does the State govt consistently antagonise bike riders and pedestrians in favour of cars? Why do we build housing estates without transport infrastructure? The blind favouritism towards cars is mind-boggling and simply highlights a government more interested in creating business profit for banks and corporations than the health and wellbeing of its citizens. Time to Stop.  | Rozelle    |
| We definitely should be building more public transport for Sydney, NOT more roads! Look at successful major cities around the world - they have outstanding public transport options. Any tunnels which require smokestacks should without doubt have air pollution filters on those smokestacks.  | Balmain    |
| A disgrace, a project driven by greed..turning Sydney into a nightmare of a city to live in.   | Leichhardt |
| A major concern is the predicted massive tenfold increase in traffic and trucks resulting from the perfect storm of major NSW government projects coinciding ( WestConnex, Western Harbour Tunnel, metro rail and port expansion of Glebe Island), lets drill down to the impact on the lives of local residents of the Inner West.<br>Main roads congested, in gridlock and local streets become unsafe rat runs. The implications? Emergency vehicles face delays, delays in ambulances transporting critically ill patients to hospital, police unable to respond to crime incidents in a timely manner. Huge delays faced by tradesmen, Australia Post, delivery services, council workers, removalists and commuters. Bus services not meeting timetables, workers late for work. Children cannot be driven to schools or child care centres in time for parents to start work or collect them. Many areas of Sydney would become unlivable.<br>Air pollution through inadequate treatment of exhausts is another concern with negative health impacts especially for children.   | Annandale  |
| Absence of adequate public transport in that area already hinders commercial development as has been shown by bailing out of major potential tenants for White Bay Terminal. Locking it in a circle of motorways is only exacerbating the problem.   | Ultimo     |
| Additionally, too many people have already lost their homes, many of these of heritage value and many having been occupied by the same family for years - a devastating occurrence due to West Connex.   | Leichhardt |
| WestConnex fails to meet its originally stated objective of getting heavy vehicles off Sydney's roads by connecting to Port Botany and the airport. Driven by its own internal logic of selling off publicly financed assets to private corporations (with unhealthily close ties to the decision-making politicians involved), the project seems to have taken on a life of its own and is demonstrating massive overreach;<br>This project has been conducted in such a secretive manner that the entire project is open to mismanagement, corruption, poor planning decisions (which we have seen manifested as 'planning on the fly', e.g. years of anxiety about Darley Road with extremely negative impacts for residents and taxpayers) and other matters of proper governance. Residents and homeowners across the Inner West (and soon to be many other areas from North to South) have been treated in a high-handed manner at odds with the Governments claims of 'community consultation and partnership'. A full review into all of these areas is essential. The roles of Nick Greiner, Barry O'Farrell and Gladys Berejiklian need to be scrutinised as part of this review; No proper consideration has been given to alternatives, particularly public transport. This whole project appears to have been conceived as an ideological venture as opposed to a properly thought through strategic plan. It is notable that NOT ONE independent expert supports the mass toll-road 'solution' put forward and indeed every other major city is moving away from | Leichhardt |

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| the private transport / private toll model.  |           |
| An absolute waste of money and a lot of hardship for our community. We want public transport not Westconnex.   | Rozelle   |
| As an immigrant, and coming from a polluted city called Tehran, with one of the worst traffic congestion problems in the world, I hate to see my new home, Sydney, to share the same fate as Tehran. I believe decision makers should do more research about similar experience and projects in other countries and their outcome before rushing into spending billions of dollars on a failed project.<br>If in Tehran they invested more on public transport rather than new roads and highways (as well as producing more cars), Tehran would have been one of the best and most beautiful cities in the world to live in. However, right now Tehran is ugly because of the pollution and thousands of people die every year just because of this (According to local officials, 3,600 people died in a single month due to the hazardous air quality). It is almost impossible to commute to work in the rush hours and not get stuck in one of the worst traffics in the world.<br>Sydney is one of the most beautiful cities in the world, and let's not ruin everything by an ugly and expensive project called WestConnex. | Annandale |
| As voters and citizens we really do need to feel comfortable that major decisions that greatly impact our city's local environments and liveability are achieved with the greatest levels of transparency and ethical governance.  | Rozelle   |
| Australia should invest public money into public transport.  | Balmain   |
| Can we not add to the cost with these pointless impacts review? My prediction, Westconnex goes ahead regardless. Sure, more public transport will be good but so are more roads. Can't keep cramming more people in without expanding road capacity.   | Annandale |
| Environmentally Westconnex will be a disaster. The extra fumes added to the area will have a detrimental effect on residents' and workers' health. It only invites more cars on our roads when there should be more focus on updating and improving public transport. I strongly oppose Westconnex!!!  | Rozelle   |
| Having recently visited China and experienced the air pollution, please do everything in your power to learn from their mistakes. The efficiencies of the Japanese rail system show that public transport in large cities is very doable.  | Rozelle   |
| I am a resident of Balmain. We need better public transport NOT more cars on our roads and more toll roads.  | Balmain   |
| I am appalled at the idea of unfiltered exhaust stacks in a built-up area! I live just a breeze away from where they will be located. This is not the action of a forward thinking government in a first world country. I am equally appalled at compulsory acquisition of hundreds of home and of parkland. If public transport were improved there would be no reason for increased road traffic and no reason for WestConnex. Please represent the people of Sydney and scrap this atrocious plan.  | Glebe     |
| Better public transport, not more roads  | Rozelle   |
| I am hugely concerned about the environmental impact of West Connex on the Rozelle neighbourhood. I have children in pre-school and primary schools in the area, which means they will be greatly affected. One of my children suffers from asthma - pollution increases her susceptibility to the problem so increasing in traffic in this area will affect her and many children like her. I am 100% opposed to WestConnex.  | Rozelle   |
| I am outraged by the incompetence displayed by the government in embarking on this mammoth undertaking, at a time when surely undeniable climate change indicates that we ought to be getting fossil-fuelled vehicles off the road, and a rapidly increasing population into public transport. The greatest beneficiaries will be, not the people of Sydney and its environment, but the construction companies.   | Balmain   |
| I am very concerned regarding the impacts of the West Connex, especially for Rozelle. My largest concern is with that of increased pollution to our area and especially the impact it will have on our children. Also the impact to our  | Rozelle   |

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| parks and play areas being used for construction. Then obviously impacts to local traffic and also how this will affect our local house prices. And yet I still see no confirmed long term plans for improving public transport to the area.   |         |
| I do not want WestConnex. I want a state of the art public transport system that will ease Sydney's traffic congestion. Building more roads encourages people to use those roads instead of getting on a train or bus. WestConnex is a 1950s solution to a 21st century problem. The whole thing makes me furious. | Balmain |