

**INQUIRY INTO IMPACT OF THE ROZELLE
INTERCHANGE**

Name: Name suppressed

Date Received: 15 March 2024

Partially
Confidential

When the award for the Cross City Tunnel was granted, the contract apparently included a requirement that the government stage the lights along Park and Druitt Streets so that vehicles accessing the Anzac Bridge are delayed, inducing them to use the Tunnel.

The model for the evaluation of the public benefit of the project was never released ("commercial in confidence"), but it is fair to surmise that it did not include any accounting of the time, petrol and frustration incurred by millions of drivers inconvenienced on the surface-level roads.

I point this out because:

1. Costs of these PPP projects are often socialised while benefits are privatised, or partly captured by government who claim the projects work because they do not take into account all costs.
2. Government is acting as an agent for the people. To deprive the public of information used to make these major decisions is a dereliction of duty.
3. If these projects are evaluated and awarded in secrecy, the likelihood of bad decisions is vastly increased.

No surprise, we see the disaster that is the Rozelle Interchange. Why are there no penalties on the private operator when costs are imposed on the public? Why are there apparently no performance standards to which the operator is held? Why is the operator not foregoing profits during the period that the infrastructure does not perform as expected?

And why is government not recognising that infrastructure is created in trust for the people and not for profit?