

Questions submitted to NSW Premier Mike Baird on 1 December 2016

1. Today in the SMH we read of cost blow outs on light rail which were not reported accurately to Parliament by neither the present n previous Minister for Transport. The current cost of WestConnex is \$16.8 billion. Has the Premier, any of the Ministers, RMS or SMC had any notification official or unofficial that the cost of WestConnex will exceed 16.8 billion?
2. How is WestConnex being funded? What is the complete funding model for WestConnex?
3. Has the government entered into any negotiations or initial discussions with any organisations, including transurban about contracting the toll concessions for the M4 or any other part of WestConnex?
4. Will the government commit to not tendering for the M4-M5 link until the EIS has been approved?
5. What revised traffic modelling and traffic studies were undertaken before the latest changes to the M4-M5 link were announced?
6. Has any modelling been done to understand the cumulative effect of the air pollution from all the proposed exhaust stacks associated with all three stages of WestConnex, not just each stage individually? What is the estimated quantity and nature of contaminants that will be released per annum, the height and dispersal of these contaminants and where they will settle?
7. Have independent health experts been commissioned to understand the health impacts from air pollution along the entire route of all three stages of WestConnex and to understand what the health impacts of the accumulated total of the increase in air pollution due to WestConnex with the existing air contaminants in NSW?
8. According to the SGS Economics & Planning review of the Business Case, there are significant holes in the Benefit Cost Ratio calculation. The BCR is incorrectly quoted as 1.71 instead of 1.64. Then when one accounts properly for induced demand, a further 30% can be taken off the presumed benefit. Similarly, travel time savings of less than 5 minutes are considered too small to notice and take a further 32% off the benefits. These errors and false assumptions, among others, bring the benefits down to well below the costs. Isn't it unwise to proceed with WestConnex on these grounds?
9. No WestConnex: Public Transport commissioned Reachtel to survey of Parramatta voters earlier this year. The results showed that 65% of them preferred the money being spent on WestConnex be spent on public transport and 62% said they would use other roads once the M4 tolls came back on. How can you then claim you are acting with the blessing of western Sydney?
10. At the time of the state election, polling showed that only 22% of voters knew that WestConnex was a road project. In fact 42% thought it involved rail. Even if the public said they wanted WestConnex, how can you claim this as genuine when people are so misinformed about it?
11. Ever since the Kirby Roads Inquiry of the early 80's, there has been a long term target of 40% of freight from Port Botany to go on rail. The figure today is only 16%. When does the government intend to achieve the 40% freight target on rail and how do they intend to achieve it?
12. The following list of experts in transport and urban planning have spoken out publicly against WestConnex: Adj Prof John Stanley, Ass Prof Roderick Simpson, Dr Garry Glazebrook, Dr Michelle Zeibots, Prof Michiel Bleimer, Prof Peter Newman, Assoc Prof Philip Laird, Dr John Goldberg, Ken Dobinson, Terry Rawnsley, Chris Standen, Dr Tim Williams. There are no experts

who speak in favour of it. Isn't it time to scrap WestConnex and base our transport planning on sound evidence, rather than the roads lobby?

13. The current plans for WestConnex don't yet connect to the port or airport. When will those plans be revealed and how much extra cost will these add to the \$17 billion cost? Wouldn't a quick fix to improve the situation be to scrap the airport station surcharge, where the Government reaps \$1 million per week extra from people doing the right thing and catching public transport?
14. If the goal of WestConnex is to 'connect the west' as the name suggests, what is the purpose of the Rozelle interchange and other tunnels in that area? Is it just to provide future connections for north shore drivers via the proposed new harbour tunnel?
15. One of the most effective improvements to Sydney's train system would be high capacity ('moving block') signalling. For about \$3 billion dollars it could improve capacity of the network by around 40%. If the government wants to reduce traffic congestion why is this not being prioritised?
16. Light vehicles account for 10% of emissions in Australia, making cars one of the biggest contributors to our greenhouse gas emissions. Considering this, how does the WestConnex toll road fit into NSW's planned goal of net zero carbon emissions by 2050?
17. When asked by the City of Sydney where all the extra cars pouring into the City will go, SMC replied they will 'disperse'. Can the Government commit to making public the results of a proper, rigorous independent traffic study of the inner city with complete traffic modelling of all arterial and connected residential roads, to investigate what will happen when all these cars converge on already congested roads? The traffic study will also need to take into account the increases in population, and therefore traffic, which will be occurring in these areas.

Questions submitted by members of the community who are opposed to WestConnex, and presented on their behalf by Adrienne Shilling at a meeting with Premier M. Baird on 1 December 2016.