

**Submission
No 434**

INQUIRY INTO IMPACT OF THE WESTCONNEX PROJECT

Name: Ms Janette Willett

Date Received: 8 September 2018

To: **Legislative Council, Committees**
NSW Parliament
6 Macquarie Street
Sydney NSW 2000

RE: Submission regarding the Inquiry into the impacts of the WestConnex project

I refer to the following specific terms of reference of this inquiry in regard to the content of my submission:

- b) the cost of WestConnex project, including size and reasons for overruns
- c) consideration of the governance and structure of the WestConnex project including the relationship between Sydney Motorway Corporation, Roads and Maritime Services, the Treasury and its shareholding Ministers
- j) any other related matter

“The most likely cause of your bladder cancer is air pollution”

This shocking and alarming statement was made to my husband by his urologist after being told that he had a Grade three tumour inside his bladder.

We had always thought lung cancer was the predominant disease of which air pollution and asbestos were the cause. We had no idea at the time how many types of cancer and other lethal and debilitating diseases it was responsible for.

My husband has been extremely lucky to survive this cancer. After receiving radical surgery, extensive treatment and having annual investigations to ensure the cancer has not returned, so far he has been fortunate. His urologist informed us, that in his case, air pollution would have been the number one trigger for causing his cancer.

“Diesel exhaust poses a cancer risk that is 7.5 times higher than the combined risk from all other air toxins”

Dr Ray Kearney PhD OAM

The World Health Organisation in June 2012 classified diesel exhaust a Class One carcinogen. By October 2013 W.H.O. declared:

“Air pollution a leading cause of death in humans.”

People are dying from breathing the air in Sydney. Air pollution is the biggest immediate threat to our society. It kills millions of people every year around the world and causes chronic illness. It impacts daily on peoples' lives and costs our health systems billions of dollars every year.

Dr Ray Kearney is a retired Associate Professor in the Department of Infectious Diseases and Immunology at Sydney University. He has been an expert witness to no fewer than 6 NSW

Parliamentary Inquiries. He has repeatedly stressed the importance of the absolute need to install filtration in vehicle tunnels to remove toxic exhaust particles and noxious gases. He was a key advisor to Gladys Berejiklian on this same issue when she was in opposition.

In Dr Kearney's paper of June 2015, entitled [Towards a clean energy economy – achieving a biofuel mandate for Queensland \(see link below\)](#), he highlights:

“The relationship between air pollution, death and disease has been studied for decades, leading to the recent conclusion that combustion of diesel and petrol is among the most toxic sources today”.

Further on he identifies:

“In Sydney, twice as many people die from exposure to vehicle pollution than from road accidents.”

The particulate matter in emissions has been proven to cause lung cancers, **bladder cancers**, heart attacks, strokes, chronic obstructive pulmonary disease, acute lower respiratory disease, artherosclerosis, asthma, impaired lung growth in children, dementia, diabetes, abnormalities in foetuses, premature births, low birth weight and, most recently, links to Alzheimer's disease and autism.

“The only thing that stands between us and dramatically healthy air is the political will to require these toxic reductions”.

Dr Ray Kearney PhD OAM

When I began to research this issue I soon discovered the overwhelming volume of scientific evidence of the dangers of air pollution. I was staggered to find that both major parties in Australia have been aware of this evidence and yet still support emission producing projects such as WestConnex.

Why has WestConnex been approved when it is abundantly clear that the consequences of its construction will result in increased disease and death in the community?

https://www.dnrme.qld.gov.au/_data/assets/pdf_file/0003/301656/ray-kearney-biofuel-submission.pdf

Up to 8.4 billion dollars is the annual estimated cost to the health system in Sydney alone.

If the government is not concerned about the cost to family, friends and communities losing their loved ones, or the chronic illnesses that people are suffering due to the effects of air pollution, then maybe the government should be concerned about the monetary cost.

Transurban, by not paying to do tunnel filtration, shifts all the cost of the health impacts onto the taxpayer.

In a document headed, 'Fuel Taxation Inquiry: The Air Pollution Costs of Transport in Australia', by P.Watkiss (2002) submitted to the Federal Government, data shows that for the inner parts of Sydney (covering 2.5 million), the annual health 'pollution' cost is about \$342,000 per tonne of particles and \$1750 per tonne for oxides of nitrogen (NOx). When this information is applied to current stack pollution from the unfiltered M5 East tunnel, the annual health-costs are about \$6 million. For the Lane Cove Tunnel (LCT) and using under-reported LCT EIS stack-pollution data for 2006, the annual health-costs alone are about \$5 million. Applied to Sydney, overall cost (including from other vehicle pollutants) on health exceeds \$3 billion. It is high time lessons from asbestos, tobacco, exposure to radiation and the like are learnt.

Unit Pollution Health-Costs¹ for Sydney² - BAND³ 1

Pollutant	Tonnes/year ⁶	Unit cost ¹ \$/tonne	Total cost annually
Particles (TSP)	24,370	341,640	8,325,766,800
CO	533,700	3.0	1,601,100
NOx	88,600	1,750	155,050,000
VOC ⁴	135,870	875	118,886,250
SO ₂	23,010	11,380	261,853,800
Benzene ⁵	2,850	2,425	6,911,250
1,3-butadiene ⁵	285	90,730	25,858,050
			8,895,927,250

1. Data from Table 23 in *Fuel Taxation Inquiry: The Air Pollution Costs of Transport in Australia* by Paul Watkiss (March, 2002)
2. Data (2002) provided by Chris Eiser
Manager Atmospheric Science
Department of Environment & Conservation (NSW)
Note: Data is for all sources (Mobile, Industry, Domestic/Commercial)
3. Band 1: Inner areas of larger capital cities (Sydney, Melbourne, Brisbane, Adelaide and Perth) – P. Watkiss 2002.
4. Non-methane hydrocarbons
5. Data for 2000, Sydney (C. Eiser)
6. Data provided by C. Eiser

Air pollution is responsible for:

36% of lung cancer deaths
34% of stroke deaths
27% of heart disease deaths
35% of pulmonary disease deaths

The smaller particulate matter in vehicular emissions, 2.5micrograms and less, are the worst and they are lethal. They absorb onto their shell a toxic mix of heavy metals and chemicals that are small enough to go directly into the lungs, pass into the blood stream and can travel to every part of the body.

These particulates are mostly produced by the combustion of diesel and there is no safe exposure limit.

Emissions carry a cocktail of toxins including heavy metals, lead, arsenic, toluene, sulphur dioxide, carbon and carbon compounds, nitrogen dioxide, carbon monoxide, benzene and formaldehyde making up a deadly collection of molecules and particulate matter.

The majority of the people that have died were exposed to pollution levels below the guidelines and legal limits.

Another fact that surprised me was how lethal the short term exposure of pollution can be on an individual. Medical research has proven heart attacks have occurred after only ONE HOUR of EXPOSURE. This is also of great concern to me as my mother in law has a heart condition and emissions could cause her premature death. She also lives within a couple hundred metres from the proposed dive site at Balmain Tigers club and the exhaust stack.

Children are extremely vulnerable to air pollution. A characteristic of children is that they breathe faster and have faster cardio vascular systems than adults...they also play outside a lot more than adults, breathing quickly and heavily with open mouths. Very easy for the smaller and more deadly particulate matter to go straight into their lungs and blood stream.

Another fact: **air pollution causes permanent impaired lung function in children** which is why these unfiltered tunnel smoke stacks and portals should be nowhere near schools.

Also vulnerable are pregnant women and unborn babies, elderly people and people with chronic disease... BUT... this does not mean the rest of the population is not at risk.

Perfectly healthy individuals can succumb to the effects of air pollution. My husband is one of them.

A number of years ago before we bought our home I made a point of contacting the EPA to find out if living near a major road would be a danger to our health because of pollution from traffic. The response was "there's no need to worry, because the pollution goes up into the air, disperses then comes down much further away.' He then went on to say "you're probably safer where you are." At the time I naively trusted the EPAs advice.

We live not far from Victoria Road in Rozelle near the Iron Cove Bridge.

Two years ago we heard, via a channel 9 news report that the government was going to acquire and tear down 27 homes and businesses along Victoria Rd to build a tunnel. This is when we began to find out about the impacts that this tunnel and the massive smoke stack at the top of our street would have on our neighbourhood. We also found, through our research, that **the advice provided to us by the EPA was false.**

In the middle of Victoria Rd adjacent to our street an unfiltered smoke stack will be built and the tunnel portal entry and exit will be at the top of our street, all within 100 metres of our house.

The smoke stacks fans will suck kilometres of unfiltered emissions from the tunnel. The particulate matter from this stack will not magically float upwards into the atmosphere and disappear as the government and its agencies would have us believe.

The drawing below is what the RMS has offered to the community to show what happens to pollution after it comes out of a tunnel ventilation stack. It depicts particulate matter floating from the stack upwards into the sky and dispersing.



Dr Kearney has stated that this is an incorrect portrayal of how particulate matter behaves when vented through a stack.

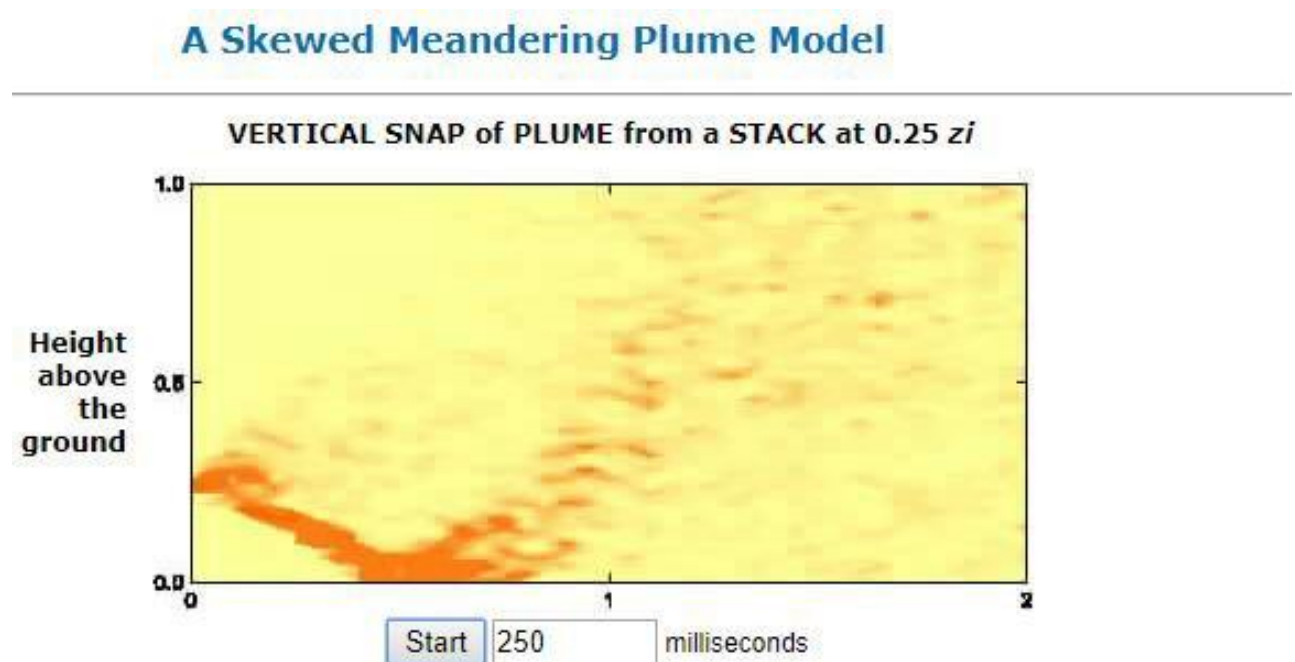
WestConnex's own website and commercial advertising promotes the fact that trucks will be moved from surface roads to underground tunnels. These trucks are the major source of diesel emissions which will now be concentrated and spewed out via the unfiltered smokestacks and tunnel portals.

I have included below links to two videos that provide scientific evidence of what actually occurs when pollution is sucked through a stack. These videos were provided to me by Dr Kearney and were sourced from two CSIRO scientific studies.

In the first of the videos from the CSIRO Marine and Atmospheric Research it shows what is called a 'meandering plume'. **The plume descends to the ground more often than it travels upwards**, suggesting a mean descent of the locus of the averaged plume, as confirmed by field and laboratory studies. Professor Kearney said it is basically showing the many "**ground strikes**" of a plume of pollution when it leaves the stack as a point source.

<https://www.cmar.csiro.au/airquality/meander/index.html>

Below is a screenshot from part of this video demonstrating that the particulate matter from exhaust stack hits the ground.



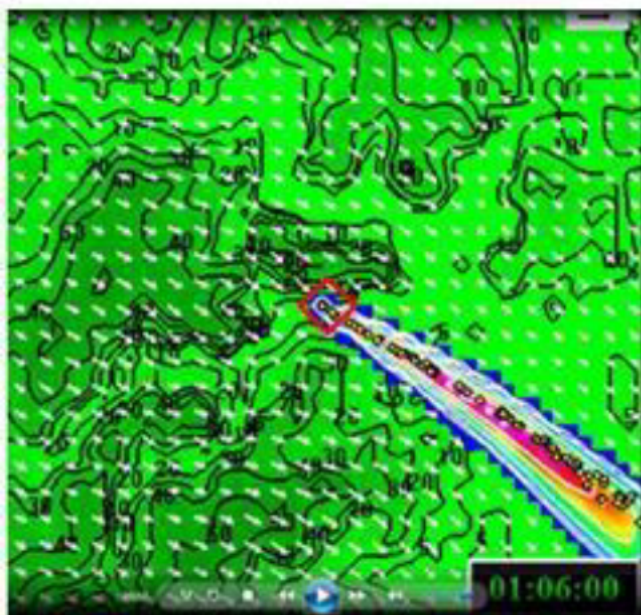
On the left is the point source. Air flow carries the plume from left to right.

The second video shows the meandering- plume of pollution coming from the **M5 EAST SMOKE STACK** over an area of one kilometre square.

<https://wettransfer.com/downloads/2e8c8c0c0b4d7102107aa844eee46cb520180815005830/17b701a107b815ab63d1723ffb5e1a5120180815005830/e49e32>

The red and yellow areas show where there is actual 'ground strike'. The yellow dots are where data has been collected. Arrows show wind direction. The numbers indicate the height of the terrain in metres. The numbers in the corner box show the time.

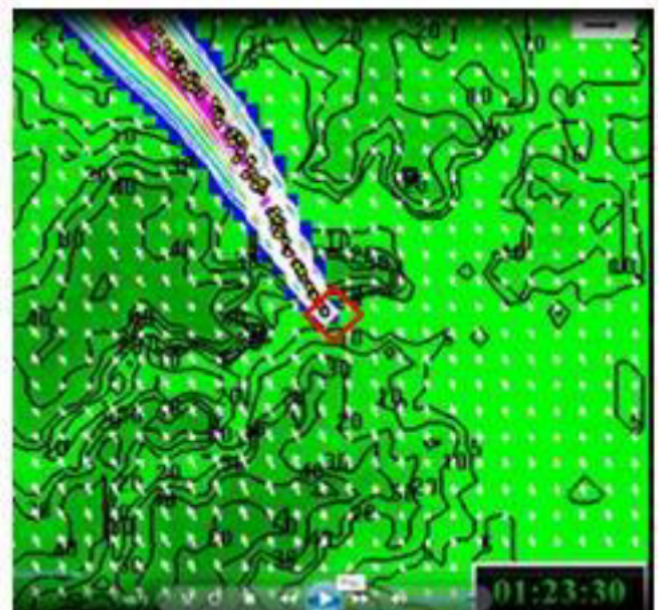
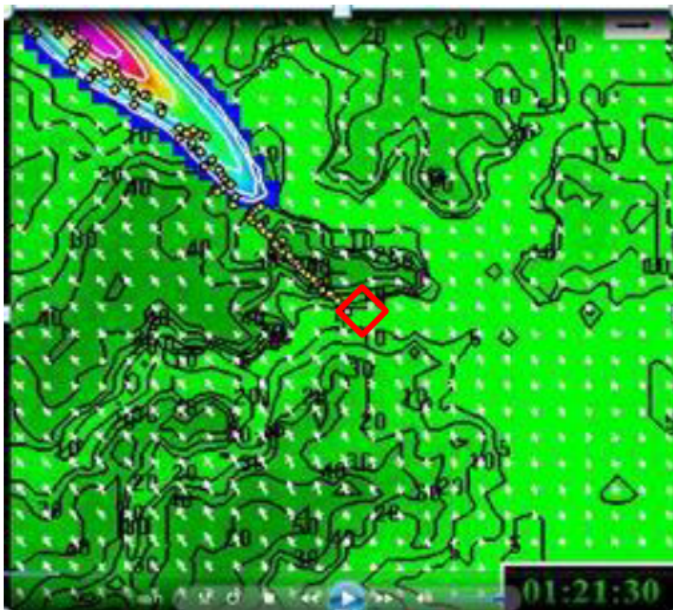
Dr Kearney explained to me that the PM10's, because they are larger and heavier, tend to fall straight down. The PM2.5's bounce around and when blown onto vertical surfaces (for example walls of homes, apartments, cliffs, hills) and get sucked down to ground level by the down drafts. Below are some still shots from this video showing the ground strikes as described above.



Stack location



Stack location



Less than a kilometre away in the Rozelle Rail Yard where Victoria Road meets the Anzac Bridge there will be **5 tunnel portals and three 35 metre high smoke stacks** with their meandering- plumes dumping carcinogenic particulates all over the proposed playgrounds and 'recreation areas' below them.

HOW can the RMS and the government think it's safe for human health to have a recreation area where children and park users are showered by lethal particulate matter?

The plume, depending on the wind direction and some days no wind, will be blanketing surrounding suburbs comprising Annandale, Lilyfield, Leichhardt, Haberfield (which has another smoke stack) Rozelle, Balmain, Drummoyne, Glebe, Pyrmont, Ultimo, White Bay, and the surrounding harbour and of course into the CBD. The traffic on the Anzac Bridge and the Cross City Tunnel smoke stack already contributes tonnes of unfiltered particulate matter on Darling Harbour's playgrounds and recreation areas.

The current location of the governments air pollution monitor for Rozelle is not anywhere near the traffic or the homes near these roads. Instead, it's located in Callan Park, where there are hectares of trees and park and NO traffic. The air quality monitoring cannot be accurate indicators of the particulate matter people are inhaling if they are not near to where people are exposed.

The government has stated in their own documents that traffic will actually increase around the Anzac Bridge after Stage 3 is built, so exhaust pipes will be idling away on vehicles at peak hour moving very slowly or at a standstill. There should be air monitors right around those areas below the bridge, and next to all the roads affected by high volumes of traffic. There should definitely be one at the Iron Cove Link.

Traffic that is trying to enter and exit from the tunnel portals to and from the Iron Cove Bridge will be backed up all the way to the Anzac Bridge. This combined with the traffic on Victoria Road's on and off ramps trying to merge, will make **Iron Cove Bridge a continuous giant bottleneck** for extended periods of peak hour traffic.

HOW will 5 lanes of traffic merge onto a 3 lane bridge? This question was put to Sydney Motor Corporations Project Manager, Peter Jones, during a 'community consultation' meeting last year. His response to the resident's question was, **"it's not my responsibility what happens beyond the Iron Cove Bridge because it's beyond my remit"**. That's very convenient for Mr Jones, but for commuters, that means traffic jams will continue along Victoria Rd on to Drummoyne, Gladesville Bridge and beyond. This is a perfect example of the blatant irresponsibility of the government and the private company they created, the Sydney Motor Corporation.

HOW can Gladys Berejiklian, Andrew Constance and Stuart Ayres justify spending billions of tax payers dollars on such poor planning?

Meanwhile, for my family, emissions will be pumping from all those cars, trucks and buses, completely shrouding the entire area with pollutants. Ground Zero will be where my husband and daughters will be inhaling these emissions while waiting on the side of the road for their late, overcrowded buses to arrive which will inevitably be stuck in this bottleneck.

Our home, our neighbours homes, our street, our suburbs, our city and all who live, work and play in them will be the constant inhalers of deadly meandering plumes and their ground strikes.

Nothing escapes the rules of gravity...that includes particulate matter.

HOW can Gladys Berejiklian and the Liberal Party justify exposing communities to the lethal particulate matter and gasses that WestConnex will deliver via an ever-increasing volume of traffic? Especially after making this statement in 2008 when Liberal was in opposition:

“Members of Parliament should examine their conscience and consider how they would feel if their children or the children of loved ones were exposed to this level of fumes every day and they were part of a government that could have put in place measures to reduce the impact of the fumes.”

“Why won’t they (Labor) allow people to sleep at night, knowing their children aren’t inhaling toxins that could jeopardise their health now or in the future?”

“It is not too late; the government can still ensure that filtration is a possibility. World’s best practice is to filter tunnels.”

A speech Gladys Berejiklian made in Parliament in 2008 regarding the Lane Cove Tunnel.

In 2007, when Labour was in power in the NSW Parliament, Anthony Roberts, on behalf of his community in Lane Cove, introduced a bill to require pollution filtration equipment to be installed and maintained in order to remove particulate matter and toxic gasses from the air within and at the exits of the Lane Cove Tunnel (see link below).

<https://www.parliament.nsw.gov.au/bill/files/2525/LA%20Roads%20Amdt.pdf>

“I believe the totality of the evidence is beyond reasonable doubt in favour of installing filtration and makes it obligatory for Government to unanimously endorse the installation of filtration technology in tunnels and stacks as a responsibility and a duty of care.”

2007, Anthony Roberts, (now NSW Minister for Planning)

During his debate on this bill, he lauded the work of Dr Ray Kearney and labelled him as “one of the greatest men of our times and a champion of the vulnerable because of his invaluable work and advocacy for the installation of filtration systems in traffic tunnels.”

Mr Roberts went on to state: “My colleague, Gladys Berejiklian, the member for Willoughby, has been a strong advocate and supporter from the very start. Gladys, together with Joe Hockey and me, has stood up for the health and wellbeing of our local constituents. I also thank the Leader of the Opposition, Barry O’Farrell, who has been a great supporter and advocate in making sure this becomes coalition policy.”

“If we were assembled to deliberate on such life and death issues as capital punishment and abortion, the process of discourse and the elements of reason would be different. The issue before us is also about life and death.”

“My observations over the years confirm that the Roads and Traffic Authority managed workshops

and taxpayer-funded reports have little to do with a search for the truth and a great deal to do with the confirmation of prejudice in this case that tunnel stacks do not require filtration, the technologies do not work and there is no risk to health. It is my understanding, and it is the understanding of the extensive scientific community throughout the world, that nothing could be further from the truth,” said Mr Roberts.

One such report is from **Andrew Mattes**, the Senior Environmental Scientist (Air Quality) for the RMS: Trends in Motor Vehicle Emissions and Near Road Concentrations. This report is full of conjecture and lacks any source references for the assertions it makes. The projections shown within this report are supposed to support Mr. Mattes’ argument that pollution levels have consistently decreased. Even if the projections are accurate, they show an inflection point at about 2023 where pollution begins to increase again. This report does not take into account the effect that multiple tollways and tunnels will have to induce increased traffic and congestion. Nor does it allow for the concentrated pollutants of unfiltered stacks and portals. In short, his report portrays a false impression based upon incomplete and unsubstantiated data. It is clearly a biased report from a bureaucrat beholden to the government agency’s view to progress road projects at any cost.

The tunnel lengths and amount of smoke stacks needed for Westconnex in comparison to the Lane Cove Tunnel is massive. Gladys Berejiklian is allowing a dive site which is equivalent to a mine directly across the road from Rozelle Primary school, two pre-schools and an after care unit. She is also allowing an unfiltered smoke stack within metres of the school. The school is on a higher gradient of Victoria Rd compared to the smoke stack so its emission plumes will be in a direct line with the school. This is nothing less than criminal.

How could Gladys Berejiklian be so hypocritical and be so morally bankrupt to have completely dumped ALL the evidence about the toxicity of air pollution on the population once the Liberal Party got into power?

Noel Child, independent engineering and environmental consultant and expert in tunnel filtration, has stated that driving inside these tunnels is the most dangerous place to be breathing if the tunnels don’t have filtration. Even if the smoke stacks are filtered that does not address the pollution within the tunnel. Closed windows are not enough to stop high concentrations of deadly emissions from getting into cabin areas of trucks and the interiors of cars.

If there is a traffic incident there will be even higher concentrations of emissions building up throughout the tunnel from halted or slowly moving vehicles and their idling exhausts. When approaching the already existing tunnels in Sydney you can smell the concentration of pollution before you enter the tunnel. This actually prompts commuters to close their windows....even if they haven’t noticed the **caution signs telling them to ‘close your windows’**.

When there is a foreseeable and preventable risk of harm to citizens then it surely should be the government’s duty of care to their constituents to remove that risk. The people of Sydney have a right to breathe safe air.

Why aren’t our elected officials doing everything in their power to protect the community from the harm caused by these deadly toxins?

More Australians die from air pollution than in car accidents, wars that we have been involved in, or acts of terrorism. Yet the pollution death rate gets no mention by the government, very little coverage by the main stream media and consequently zero information about this issue to the public.

Three thousand Australians die premature deaths every year due to air pollution.

This increasing number of deaths cannot be ignored.

WestConnex tollways will irrefutably contribute to a huge increase in preventable deaths of the population of Sydney.

“Double the amount of people die in major cities due to air pollution compared to regional areas”.

HOW can our government forge ahead with the building of motorways through the heart of a densely populated city knowing full well the dire consequences that air pollution has on human life?

There are also other serious health and safety issues associated with this project.

Accidents in Tunnels

Accidents that cause explosions in tunnels would be a catastrophic event. In the Burnley tunnel in Melbourne there was a collision. “Explosions rocked the tunnel and there were huge walls of flames. Black smoke poured from stacks above the tunnel. The fire was so hot it was estimated to be above 1000 degrees Celsius. Vehicles were melted beyond recognition.” People were killed and motorists had to exit their cars, run for their lives and make their own way out of the tunnel.

HOW would you evacuate people in an emergency from the kind of tunnels proposed for the Rozelle interchange that spiral several levels down?

HOW do emergency services get to the accident? Are these tunnels being designed with a lane specifically designated for emergency vehicles only?

White Bay and Glebe Island: from a potential tourist attraction to a dumping ground.

Instead of the original proposal of building a technology hub, waterfront cafés, and beautiful recreation precinct in a prime waterfront location, Glebe Island will now be a dumping ground for the Westconnex extension – the Western Harbour Tunnel.

A concrete batching plant and site for the building of the Western Harbour Tunnel tubes has been proposed for White Bay. This is where the precast concrete sections of tunnel will be transferred from the land to the harbour. To do this it is proposed that the harbour bed be dredged. Tonnes of highly toxic sludge (accumulated on the harbour bed from many years of industry using the harbour as a place to dump toxic waste) will be dredged from the harbour bed and will be dumped on Glebe Island for drying out and disposal.

This is a potential environmental catastrophe for the harbour. Experts have been highly critical of attempting to dredge this area of the harbour as it is difficult to contain the contaminants with such a strong current in that section of the harbour.

A consequence would be a toxic harbour that could have a devastating effect on all marine life which finally, after years of being poisoned by industries, has started to flourish again. It most certainly will be unsafe for all the usual recreational harbour activities that so many Sydney siders enjoy.

It has been estimated **one million truck movements per year** will be coming and going from Glebe Island which will add to the congestion and increase diesel particulate pollution in the surrounding suburbs. Many trucks are still run on diesel as are many of Sydney's buses. It is critical that both modes of transport be upgraded to the non-use of diesel.

WHY does the government not recognize that pollution from vehicles is as dangerous, if not more dangerous than cigarette smoke?

The government classifies cigarette smoke as a dangerous hazard to human health therefore has banned people from smoking on planes, pubs, cafés, restaurants, clubs and the areas outside these establishments. People would be outraged if we pumped funnels of cigarette smoke at children sitting in their strollers on footpaths outside cafes but diesel exhaust pumping out of an exhaust pipe a metre away from a child is acceptable?

We are forced as a population to inhale pollution. The government's promotion and construction of massive tollways, spaghetti junctions, tunnels and their accompanying smoke stacks is forcing us to breathe air that will kill us.

As individuals we have no control over these pollutants especially when the government is hell bent on promoting the idea that these tollways are "congestion busters." The truth is that they are congestion promoters. Independent traffic experts around the world and here in Australia have slammed this failed and antiquated solution to move commuters around a city. The government has heard them, but it is not in their own interests to acknowledge them.

No government of any major city in the world is going down this path anymore. Many of these highways are being torn down or being converted into places to be used by people not cars. These more enlightened cities long ago came to the realisation that people are what make a city, not roads and cars. In fact, in the 1960s a major highway was proposed to go right through the much loved and famous Greenwich Village in New York, but thank heavens for the people who fought this, because they stopped it from happening.

The Village is one of the most significant heritage areas in New York and is a huge generator of income for the city as it attracts not only a huge amount of tourists but also New Yorkers who absolutely treasure the area. My husband, an ex-New Yorker, being one of them.

Paris, London, New York and Tokyo all have good, comprehensive public transport systems and in particular rail.

If this government tries to tell Sydney siders we can't afford a good quality comprehensive public transport system then how on earth do they think we would believe them, when Westconnex continues to metastasise to the north shore and southern suburbs with toll-roads that will blow out to a cost of \$45 billion and upwards.

HOW can this government justify the expenditure of taxpayers money to build this conglomerate of roads, sell it to a private tollway corporation for way less than it cost to build it, charge us billions of dollars in tolls over the next 43 years to use them, compensate those tollway corporations millions of dollars if they don't make their quota of vehicles each year, AND cover the huge health cost on our medical system?

I grew up in the south western suburbs of Sydney and was fortunate enough to live close to a railway station. This was my mode of transportation when commuting to the city. Vast areas of Sydney are not covered by railways and there isn't that option for transportation for the many people living in those areas. They are forced to use cars to commute. Train lines are what they desperately needed long ago.

I moved to the inner city in my twenties at a period in time when rents and housing were affordable. Eventually my husband and I scraped up a deposit and bought our home in Rozelle and have lived here ever since. So when the government or media try to make out all people living in these areas are some kind of spoiled, privileged elite that don't relate to the people's problems in the Western suburbs it angers me because of the false image and division they are trying to create. Many people that live in our area are working class people that have lived here for decades. Many have come from the western suburbs. The government is trying to disconnect us and promote the idea that we are just spoiled nimbies to weaken our cause. Well, they haven't succeeded.

With all the suffering caused by WestConnex over such a broad area of Sydney, people are coming together and are supporting each other. Whether it's the people in the Western suburbs going broke from being slugged with perpetually increasing tolls, or whether it's the people in Beverly Hills, Haberfield and St Peters whose homes have been forcibly acquired then bulldozed to the ground or the leftover victims subjected to the pollution, destruction, damage to their homes, sleep-deprivation and anxiety that WestConnex has delivered to their doorsteps, or whether it's the people in the inner west or the northern and southern suburbs that are filled with trepidation about the living hell that is heading their way. All of these people are united in fighting this project no matter what part of Sydney they live in.

We have all done our homework, we have informed ourselves and we have made our own investigations. We have had to take it upon ourselves to do this because there has been no transparency and no honest communication by this government about anything connected to this project... even though it is the most expensive, ill-conceived and ill-fated project in Australia's history, has had, and will have, devastatingly huge impacts on so many people's lives and has destroyed so much of Sydney's heritage both man-made and natural.

The only possible solution to Sydney's congestion is a high quality and sustainable public transport system!

In the 59 years of my life in Sydney this is the closest I have ever felt that I am living in a dictatorship. It is also the closest I have ever felt that my family's lives are under threat. Not from terrorism or a war. **The threat is from the negligent actions of this government.**

My two daughters are worried, anxious and depressed about their future. Between dying from a disease caused by increasing toxic emissions or running out of water from drought, or many of the other extremes that climate change will bring, they don't believe they will have the same opportunity that previous generations have had.....**the opportunity to live a long life!**

I will never stop fighting to make sure that they DO have that opportunity.

Janette Willett

