

## **Review of F3 to M7 Corridor Selection – FINAL SUBMISSION**

### **CONCLUSION**

If the SKM study, DOTARS and the RTA, had been subject to the principles of Honesty, Integrity and Transparency this Independent Review would not have been necessary.

Compelling evidence indicates there has been considerable political interference in what should have been impartial studies that would have stood up to transparent examination.

Whilst there have been many so called policies no explanations have been forthcoming to explain why they have not been complied with. Instead Ministers and the bureaucracy have avoided responding to many simple questions.

Equally so, some elected representatives at a Federal, State and Local Government level have preferred to rely on misleading advice.

I believe the Independent Review will not have time or resources to make an informed determination in accordance with the ambiguous 'Terms of Reference'.

In my opinion, in the first instance, the Independent Review should put these unanswered questions to DOTARS and the RTA that were raised in The HIT Group 4 page March 12, 2006 meeting paper; item 150 and my FOI, item 204.

The following questions demand answers:

1. Why was a decision made to disregard both the Study 'purpose' as defined in Newsletter 1 and the Australian Government's AusLink guidelines?
2. Was the 'community consultative process' genuine? Newsletter No. 2 – July 2003 clearly indicates that months prior to the September 2003 Value Management Workshop a decision had been made to select a short term option.
3. What evidence exists in government files to justify abandoning the proposed tunnel under Pennant Hills Road in favour of a western above ground connection from the F3 to the Sydney Orbital for completion before 2010?

# DISCLOSURES TO THE INDEPENDENT INQUIRY

## POLITICAL ASPECTS

In 2002 some members of the Liberal Party of Australia, Pennant Hills Thornleigh Branch, raised concerns with SKM, MPs about the 'community consultative processes' of the SKM Study. Obviously SKM cannot comment.

The concerned members called themselves the 'Concerned Citizens Group' and made numerous representations to SKM, Politicians, in particular the Federal Member for Berowra, the Hon Philip Ruddock whom I have known as well as his late parents as nearby residents for nearly 50 years.

Similarly MP Barry O'Farrell lived opposite me for several years. As an informed person for a number of years I provided advice to Barry and wrote his draft letters/advice on matters relating to local issues raised by the Hornsby Shire Local Traffic Committee. (I had previously been Hornsby Council's representative on this committee during the 1980's as a Hornsby Councillor.)

**The SKM report** was fatally compromised when *"the instruction from DOTARS was that the Australian Government felt that examination of longer term options was outside the scope of the Link Study and the issue should be addressed in another forum"*. VM Workshop No2 Record

VM Workshop No2 Record records concerns raised over numerous issues by nine (9) state agency professional officers from RIC, DIP&NR, SRA, EPA and National Parks. Twenty three (23) attended from DOTARS, RTA DEM, SKM and TPM.

In other words the Study has never properly, and appropriately, considered the western option B and C that had previously been identified as the preferred options. These matters were referred to in 'our' submissions and again later at several public meetings. **Despite numerous requests and meetings no explanations have been given to explain why the 'SKM terms of reference' were changed.**

It is my and many other's belief that through no fault of SKM the findings in their report are of little, if any value.

Whilst having no formal technical qualifications I possess substantive 'local knowledge' on historical traffic, planning, geographical, construction and logistical experience that I have acquired for well over the sixty-five of my seventy five years.

If called on I will give the Independent Review impartial advice and opinion.

The ICAC November 2003 paper **"Fact-Finder A 20-step guide to conducting an inquiry in your organisation"**. Page 36 ***"was I a participant in any of the issues in the inquiry? If you witnessed something or supervised a particular area, you should not be involved in inquiring into those aspects"***.

It would be wrong for the Roads Ministers, DOTARS and RTA staff involved in the SKM and or MWT reports or assessments to be involved apart from explaining, and producing documents to prove that 'due process' has occurred and that there was no political intervention in any way.

## **PREFERRED ROUTES – PLURAL**

Proposals in the SKM report supporting the tunnel under Pennant Hills Road were driven by the RTA wanting to use Federal funds to overcome major local traffic problems. DOTARS should have advised the RTA before 2002 that this was unacceptable. Equally so the Transurban's suggestions 'validated' by MWT did not address numerous other issues.

Whilst I do not agree with it, the State's government 2006 December decision (without appropriate legislation – another political decision) to exempt 'critical infrastructure' from all regulations removes any obstructions to the RTA building the 'local link', with State funds, on the existing road reserve near the Lane Cove Valley and the National Highway from Deane Park to near Mount White via a second Hawkesbury River crossing using National funding'.

When my, and other submissions are critically reviewed by the Independent Inquiry I believe it will be found that the community concerns are justified.

## **SYDNEY HARBOUR BRIDGE 75<sup>th</sup> ANNIVERSARY CELEBRATIONS**

This bridge was called for in the 1850s and was part of Dr Bradfield's thesis for his doctorate that outlined Sydney's future rail system as it is today.

Since then politicians, who do not have Dr Bradfield's skills, have had many visions that will achieve little because they are merely 'Band-Aid' or 'pipe dream' solutions.

Successful politicians surround themselves with impartial experts who will give them 'frank and candid' advice. Instead, many surround themselves with 'spin doctors' whose expertise is to tell them what they want to hear and how they can convince the public they are right.

I repeat – my IMPARTIAL REVIEW has been caused by **A POLITICAL PROBLEM**

## **REQUEST**

That the Independent Inquiry immediately direct DOTARS and the RTA to:

- Comply with the ICAC Guidelines referred to above.
- Release all documents that prove every community submission was impartially assessed by SKM and appropriately taken into account.
- According to 'procedural fairness' respondents be given the opportunity to question the validity of the assumptions made by SKM during the Independent Review.

## **My SUBMISSION to Independent Inquiry by April 13**

Following are details of extracts from over 200 documents to support my views that the SKM and MWT reports have failed to impartially address the original objectives of the SKM report and Government Policy.

This is not to be seen as a criticism of SKM and MWT. They, and the Independent Inquiry findings can only be as good as the limitations of the terms of reference and instructions imposed — by politicians and the bureaucracy.

## **DISABILITY - ASSETS**

I am dyslectic, have no formal education to assess the correctness or otherwise of traffic studies and the basis of computer analysis or grammatical analysis.

I do however have practical skills in preparing counter disaster plans and working with government agencies to develop practical and workable systems and organisational structures. Such work included the Sydney Region Bushfire Association, Police and ASIO for the 1998 World Scout Jamboree near Cataract Dam.

The Independent Review will probably find grammatical errors or lack of detail to understand some of this submission. This should not be an impediment to affording me 'natural justice'.

Should the Independent Review require further information or details I will make it available as soon as requested by hard copy or email.

**In the following table a bold DOCUMENT description indicates my belief the item is political.**

**Peter Waite OAM JP**