

Submission
No 58

THE TRANSPORT NEEDS OF SYDNEY'S NORTH-WEST SECTOR

Name: Mrs Leisl Kimber

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Stewart & Leisl Kimber

The Director,
Beverley Duffy,
General Purpose standing Committee No 4
Legislative Council
Parliament House
Macquarie Street
SYDNEY NSW 2000

Dear Sirs

Transport needs of Sydney's North-West Sector (Inquiry)

I am writing to add value to the submissions currently being presented before the inquiry into Transport Needs and Infrastructure in Sydney's North West.

As a resident of Rose Street, Baulkham Hills, and previously of both Gladesville and Pennant Hills, commuting to the City, I have experienced both the best and worst of transport from the suburbs to the City.

My husband currently travels from Baulkham Hills to the City each day, now spending \$50 per week and averaging 12 ½ hours per week commuting on buses, with heavy daily traffic on the M2 exasperated by insufficient bus lanes.

I commute to North Ryde after dropping children at school and pre-school. When possible, I now travel on a newer bus service costing \$4 per trip, or if the mornings don't go as planned, paying \$4.40 in tolls each way to sit in traffic queued from the Epping Tunnel to Baulkham Hills, plus petrol. Whilst driving is a far simpler option when meeting deadlines to drop off and pick up children, I have found the cost to be prohibitive and the M2 traffic appalling.

As residents of Rose Street, we are unable to turn right out of Arthur Street each morning due to continual heavy traffic on Seven Hills Road and are forced to travel further each morning around the local roads, traveling the wrong way on Windsor Road to get to my son's local preschool. Further, we have seen numerous instances of near misses by cars exiting Arthur Street, and pedestrians crossing Arthur Street (and are aware of several accidents at this intersection).

Our location also requires us to cross Windsor Road daily as pedestrians where we have both almost been hit, and have witnessed numerous other close calls, by oncoming traffic at the pedestrian crossing by traffic turning left off Windsor Road onto Seven Hills Road. In the afternoons especially, the sun at this part of the intersection is blinding.

Accordingly we urge the Inquiry to recommend the following:

1. The urgent extension of bus lanes along the length of the M2 to the toll gates to help reduce traffic queues.
2. The introduction of an M2 cashback to place residents of the Hills district on an equal footing with those of Western and Southern Sydney.
3. The upgrade of the Windsor Road/Seven Hills Road/Old Northern Road intersection to allow cars to underpass and pedestrians to cross Windsor Road safely with full road width traffic lights rather than a pedestrian crossing.
4. The addition of traffic lights at Arthur Street/Seven Hills Road.

5. The addition of west facing ramps on the M2 at Windsor Road to allow traffic on Windsor Road direct access to the M7 in preference to traveling through local roads to Norwest Boulevard.

Further, as an ex-M2 to the City commuter (including whilst pregnant and regularly unable to get a seat on buses) and witness to the ongoing lengthy queues and full buses to the City, I implore you to recommend the approval of additional City bus services.

I support this enquiry and agree that transport and infrastructure in the Hills, especially when compared to my previous residences, is substandard and expensive compared to other regions of Sydney, and unable to support to growth of the region.

Yours faithfully

Leisl Kimber