

Submission
No 25

THE TRANSPORT NEEDS OF SYDNEY'S NORTH-WEST SECTOR

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There has been some good progress made with the creation of the Rouse Hill T-way. In my opinion this addresses public transport into Parramatta for those along the t-way corridor, as the frequency of buses makes this a user friendly way of travelling

The lane cove tunnel improves traffic flow between the gore hill freeway and the m2 significantly, as this former bottleneck is now almost never a source of delay.

It is also pleasing to hear the north west metro link proposal. The latter will particularly help those in castle hill who have long had only Hillsbus as an option, and should shave travel time by approx 45% (based on current bus travel time in peak hours)

For the benefit of those living in the hills district and catching public transport, it is important that the metro link goes ahead. Despite calls from some reports saying that at present the density of living is too low to justify this, it is nice to see the government using some forward thinking in what is undoubtedly one of the fastest growing areas in Sydney.

An alternate solution may be that there are unbroken bus lanes created along the M2 and into the city. Currently i would estimate that , as travel in non peak times via buses is roughly 40% faster than during the peak.

Bottlenecks in particular are:

city bound - the m7/m2 merge, the m2 between windsor and old windsor roads, the end of the bus lane through the Epping tunnel and the toll gates, and again at the end of the Lane Cove tunnel.

hills bound - between the harbour bridge and gore hill freeway, the end of the m2 and the epping tunnel.

Bus lanes in these zones would shave travel times significantly and create higher public transport patronage - a win for the people of the hills and the environment.