

**Submission
No 176**

THE TRANSPORT NEEDS OF SYDNEY'S NORTH-WEST SECTOR

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General Purpose Standing Committee No 4
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Introduction:

The Annangrove Progress Association (APA) is a local community group that meets once a month.

The APA represents the interests of local residents in a variety of ways. These include organising community events (eg Australia Day celebrations), making representations at Council and supporting other community based organisations (Rural Fire Service etc) and local schools.

Rural Area:

Residents in the rural areas are constantly criticised for our "love of our cars".

We are unable to use public transport on mass due to:-

- Frequency and cost of public transport in rural areas is not sustainable;
- There is no commuter car parking facilities (eg Round Corner), where you can park to use the City bus

We have found ourselves with no other option but to use a car and pay a toll. I would suggest that a transport interchange with adequate car parking facilities that is accessible to rural residents would be well supported.

Also, with the development in our rural areas of facilities supporting the residential areas of our community (eg education facilities, retirement villages, houses of worship, childcare centres etc) we have seen a considerable increase traffic volumes, yet no upgrading of the transport infrastructure has occurred.

Eg: Kenthurst Road/Annangrove Road intersection
Kenthurst Road/Old Northern Road intersection

Windsor Road/Annangrove Road

The industrial and employment centre proposed at the Windsor Road end of Annangrove Road (Rouse Hill) will greatly increase all forms of traffic movements (cars, trucks, buses), yet no plans for transport infrastructure have been substantially developed on Withers Road and/or Annangrove Road and into the employment area.

Now is the time to develop and build the necessary transport infrastructure in this precinct before major development occurs.

Showground Road, Burns Road and Memorial Avenue:

These roads are only partly upgraded yet already carry in excess of 40,000 vehicles per day. The upgrading of these roads should have been completed years ago. This transport infrastructure should already be completed and operational. This infrastructure needs to be developed before development occurs and should be able to cope with the traffic demands that will be generated by the planned development.

Toll Roads:

The cost of tolls for residents from the Hills District is estimated at \$4,292 per annum. This is outrageous, and when you consider the cash back scheme in other areas it seems more like a penalty or a fine.

The M2 and M7 toll roads are well supported and show considerable profits for their owners.

These roads, though, should be State owned. Borrow the funds, build the road, charge a toll, pay the loan.

If the same tolls were charged the surplus could be used for other transport infrastructure in the Hills District , or even removed once the loan was paid as they were on the F3.

Planning:

Transport infrastructure needs to be planned with a main objective of allowing vehicles to access major roads to arrive at their destination.

At present many projects fail to achieve this goal. When projects like Showground Road and the west facing access ramps to the M7 are deleted, or not completed, it has the effect of making Norwest Boulevard a car park rather than an effective road in a large commercial and residential development, this is but one example of the failure of the provision of adequate transport infrastructure.

Conclusion:

Traffic is like water, it needs to flow to its destination. Planning should reflect this goal and projects must be completed as you go to achieve this.

The RTA and State Government must stop the piece meal approach which they have adopted.

Thank you for the opportunity to make this submission and should you have queries, or if I can help in any way, regarding this submission please do not hesitate to contact me.

Yours faithfully

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