

THE TRANSPORT NEEDS OF SYDNEY'S NORTH-WEST SECTOR

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HILLS SHIRE Times

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To Whom It May Concern,

I write as member of the local business community but also as a local resident. As editor of one of the local papers which services the northwest I have first-hand experience of the discrimination that the district has suffered when it comes to lack of public transport facilities.

Since the inquiry was announced both our paper and our sister, The Rouse Hill Times, have run a weekly campaign encouraging residents and business people to make a submission. Hills resident have become so accustomed to queuing at bus stops as full vehicles fly past, handing over incredible amounts of money only to stand on a one-hour journey to the city, leaving home at 5.30am to beat the traffic or battle for a parking spot at a railway station outside the district that they seem to have given up.

The most popular topic of conversation in the Hills is without doubt the lack of public transport, the inability of our roads to cope and the dream that one day we may get a railway line.

The general consensus is that nothing will ever improve, so what's the point in complaining? No one cares.

Our campaign has been about encouraging people to take their dinner party conversation and put it down in writing and tell someone who does care – this inquiry.

We have told them that nothing will ever happen if they don't unite.

The residents of this area have been encouraged to move here by a government who continues to release more and more land but does not put on more buses, widen roads or present new transport solutions.

Major businesses are moving to Norwest Business Park every day but the big players like Woolworths must put on their own buses to ferry staff from the nearest railway station, which can take over 60 minutes in peak hour.

From a personal experience I have spent three hours a day commuting from the Hills to the city, driven past those 50-plus people at bus stops, spent 40 minutes driving a few kilometres just to get out of our district, paid way too much for a slow and crowded bus with no option of a daily or weekly pass.

As someone who spent three years working as the editor of The Glebe newspaper, the discrimination is obvious. In the inner west you can chose from a train, bus or light rail to get to work. In the Hills there is no choice.

Everyone I know would prefer public transport but when it fails, they return to the comfort of their car and add to the congestion of our already clogged city.

Many people see this inquiry as our last chance and I hope that you are able to deliver to this State Government the urgency of this problem and desperate need for a solution.



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Kind regards,

Monique Cowper
Editor
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