

Supplementary  
Submission  
No 18a

## THE TRANSPORT NEEDS OF SYDNEY'S NORTH-WEST SECTOR

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1. Inadequate road system making egress and entry to the shire unnecessarily long. Considering we are 30 km out from the CBD, it ought not take 10 minutes to get out of the suburb. The problem is that Castle Hill only has 6 lanes either in or out. That's 2 up to Pennant Hills via Castle Hill Rd, 2 south to Baulkham Hills and 2 out west via Showground Rd.

We cannot sustain any further development, let alone a significant increase of the Towers shopping centre without extra road capacity.

2. Railways. Back in the 1920s when Sydney was considerably smaller, some brave politicians agreed on a world standard suburban rail system and a Harbour Bridge. Since then we have only added to the edges, a line to Bondi Junction and another to the Airports and another to Olympic Park.

Meanwhile the government dithers about Metro or Heavy Rail to the Hills, the area desperately needs a rail line. Couldn't we at least do something that could be used either way until some consensus is arrived at. At the moment we have a brilliant bus service to the city using the M2, but the M2 is at or almost at capacity and it now takes more than an hour most mornings to get to the city by bus.

Bus services anywhere else e.g. Parramatta are still on the 1980s timetable of 2 services to the hour and take a good 15 minutes more than schedule to get to Parramatta. This half hour frequency is inadequate for the growing demand on the service, now considered an alternative to the M2 bus service.

3. Sustainable methods. Because Castle Hill is hilly it really is an awful place to cycle. One is either coasting down hill or walking it up. That aside, there is no safe cycle lane that goes anywhere useful. A cycle road needs to go to Parramatta or a transport node like Epping or Barclay Road Bus stop.

4. Resident reaction. It appalls me that our own residents make it difficult for the Government to make a transport decision. Take the recent reaction for a Morning Peak Bus Lane through West Pennant Hills accessing the M2 somewhere near Barclay Road. Another is the reaction against trucking out spoil from rail tunnels via the Castle Hill showground. And the reaction to the proposal to run the rail above ground out near Rouse Hill.

And I recall that the Carr Government released a right-of-way from the M2 to the M5 at Waitara owing to perceived environmental issues. It seems that residents prefer to have traffic rat-running in their street as an alternative to sacrificing some trees for a transport initiative.