

**Submission
No 146**

THE TRANSPORT NEEDS OF SYDNEY'S NORTH-WEST SECTOR

Name: Mr Shayne Dumbrell

Date received: 17/10/2008

Submission from Shayne Dumbrell

Tuesday, 21 October 2008

The Director
General Purpose Standing Committee No. 4
Legislative Council
Parliament House, Macquarie St
Sydney NSW 2000

Submission to: Inquiry for the Infrastructure and Transport shortfalls for Sydney's North West Sector

Re: Opening the "Lane Cove Tunnel" for Sydney Buses to and from North Ryde, Macquarie Park, Marsfield and Epping and the City

I wish to formally ask you standing committee to determine why the Lane Cove Tunnel is not used by Sydney Buses. This is a very significant piece of public transport infrastructure does not benefit the people of the North West Sector who live North Ryde, Macquarie Park, Marsfield and Epping. Why has State Government spent millions of dollars on the tunnel, yet those closest to the tunnel in North Ryde who rely on public transport have received no benefit?

Opening the tunnel to some or all of these buses would reduce peak travel time by 10 to 15 minutes as the stop start travel through Lane Cove would be removed. This is 20 to 30 minutes a day, up to 2.5 hours a week, 10 hours a month the local people of Ryde will no longer spend sitting in traffic on Sydney Buses. It flows that MORE PEOPLE WOULD USE PUBLIC TRANSPORT if the travel time was reduced.

If a charter service through the Lane Cove Tunnel is OK for the large corporation "Optus" from Sydney CBD to their site in Macquarie Park, why is this not ok for the local people of North Ryde. This is fair and equitable?

Can the Standing Committee investigate the potential for Sydney Buses to commence using the tunnel?

1. Starting with peak services and keep normal services as it.
2. Next steps
 - a. For travel to the city amend route times to stop buses before the Lane Cove tunnel so those going to Chatswood, Lane Cove, and North Sydney, can change to another bus before the tunnel.
 - b. For travel from the city amend the routes to commence at the western end of the tunnel
3. Macquarie Park Service
 - a. Amend trips from the city so more service go directly from Sydney CBD through Lane Cove tunnel directly to Macquarie Park. This will assist the local businesses and will assist them to attract employees to the area

Can the committee investigate any barriers for Sydney Buses using the tunnel, including;

1. Legal agreement between NSW Government and Lane Cove Tunnel operator that Sydney Buses do not use the Lane Cove tunnel. SPECIFICALLY, THE
-

CONTRACT BETWEEN THE LANE COVE TUNNEL OPERATOR AND
THE NSW GOVERNMENT.

2. Impact if any of bus services being reduced along Lane Cove rd from Mowbray Rd to Lane Cove bus interchange. No impact may occur if buses from North Ryde are already full by the time they get to Mowbray Rd, so Lane Cove residents many not be impacted.
3. Impact of the New Rail line from Epping to Chatswood. As this up to 12 months from open and no commitment has been given to the service level (ie Is it 1 train every hour, ½ hour or ¼ hour, and the initial testing period after open has not been disclosed). Until this service level is known and is in place, local transport in this area will remain buses.

I look forward to your response with interest.

Regards

Shayne Dumbrell
