

**Submission
No 150**

THE TRANSPORT NEEDS OF SYDNEY'S NORTH-WEST SECTOR

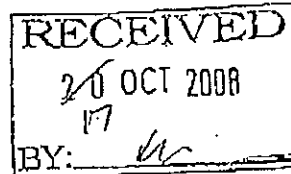
Name: Mr Graham Hoskin

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to MOT. KC

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17/10/2008.

North-West Sector Submissions,
Ministry of Transport,
Level 21,
227 Elizabeth Street,
SYDNEY, 2000.



Dear sir/madam,

I understand from an ABC program that this is the closing day for submissions from the public on the subject of the North West Rail or Metro link.

Please consider this submission. I do not live in the NW Sector, but do visit it occasionally, and am interested in the future needs for Sydney's transport.

1. Because of the needs to keep the NSW spending budget under tight constraints, I believe that the most sensible course is to scrap the idea of the Metro-Rail and go back to the original idea of a rail-link from Epping Station to the North West. My thinking is in line with that of Garry Glazebrook, the UTS planning expert who published an article in the Sydney Morning Herald, just after the news came out that the NSW budget would need to be cut back because of unforeseen shortfalls.
2. I believe that this is the right course and is certainly preferable to axing the project altogether. It has already been planned for, so planning costs can be minimised.
3. While the Metro link would have also served the Ryde-Gladesville and Inner West areas, these are already reasonably well served by buses, and many of those who want faster transport by rail, and use park and ride, or kiss and ride are likely to access the new railway stations at Macquarie University, Macquarie Park and Delhi Road. The use of these stations should be monitored once the new Epping-Chatswood Railway opens.
4. Like many others, including respected planners, I considered it questionable to have an entirely different system running alongside the current City Rail network, and tended to believe it would be better to have a railway service to the new areas which is fully integrated with the present network.
5. The fact that the North-West area needs a rail link is evidenced by the fact that it is being called a Growth Area. The Government cannot honestly have it both ways. If it is a Growth Area it needs a form of transport independent of roads, which are subject to congestion. If the Government is not prepared to give it that necessary transport it should scrap the Growth Area idea. To make it a Growth Area and then go miserly on transport is to ask for problems - traffic, environmental, social, energy, greenhoususe adverse etc.
6. Past plans were for developments which were planned with a promised rail link to the City clearly understood. The Government should always attempt to fulfil its

promises. A delayed promise is better than a promise where the Government has completely reneged on the deal.

7. To minimise costs the Government should take as much as possible of the rail link above ground, rather than underground. People generally do not like underground trips which are boring and devoid of scenery. The Government seems to have had no qualms about bludgeoning out corridors for Motorways, but has ~~they~~ decided to go environmentally sensitive when it has come to railways, hence the ridiculous and damaging decision to put the Epping-Chatswood Railway under the Lane Cove River rather than by bridge, a foolish decision which has caused cost over-runs, engineering problems, delays, and will result in a much less attractive rail trip.

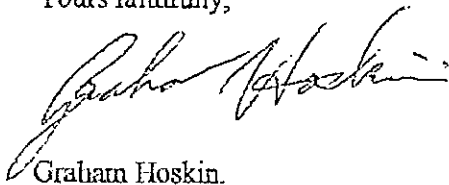
8. I believe that the Government should aim at an over-ground corridor across Darling Mills State Forest and Excelsior Reserve. That would minimise costs, and get the Railway very close to the targeted area, the Hills Area and would allow for some above ground travelling, and thus a more scenic trip. (Maps attached)

Any damage to these areas would be compensated by the fact that we have to consider overall environmental consequences, and a railway is important to eliminate greenhouse emissions from the large number of cars which end up being used if a fast rail link is not built. In any case the Government has been prepared to damage forests and parklands for motorways which are much less environmentally friendly.

9. The Hills Area is a growing area, and includes some big trip generators. For example it has by far the largest church in Australia - the Hillsong Church. The population is generally young, and there are many children who will need transport to business districts when they grow up and enter the workforce, at the same time as their parents are still in the workforce. The Government should plan for this increase in the area's workforce.

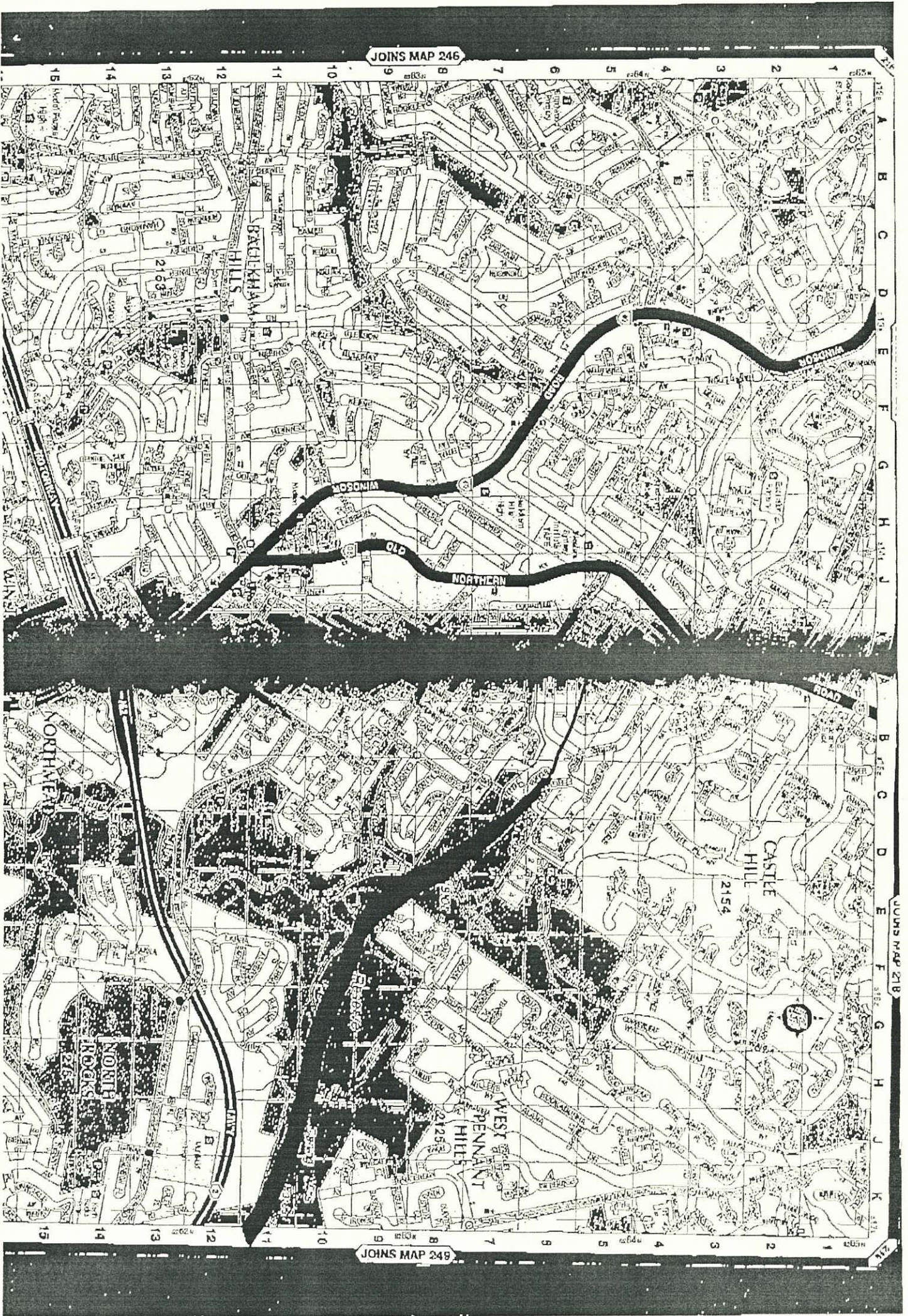
10. Compared with other areas, the Hills Area definitely needs a rail link. Residents of my area, the East Hills area would not like to be told it does not need a railway, but the Hills Area is bigger, and its need for a Railway is greater than my area. Logically therefore a railway should definitely be built.

Yours faithfully,



Graham Hoskin.





JOINS MAP 246

JOINS MAP 249

JOINS MAP 218