

**Submission
No 103**

THE TRANSPORT NEEDS OF SYDNEY'S NORTH-WEST SECTOR

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Date received: 15/10/2008

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Wednesday, October 15

To Whom It May Concern,

I write to you as not just the editor of a local paper servicing the rapidly growing North West Growth Sector, but as a long-time local resident with first-hand experience of the long-standing discrimination of consecutive governments when it comes to providing for the transport needs of north west Sydney.

Since the inquiry was announced both our paper and our sister paper, the Hills Shire Times, have run a weekly campaign encouraging residents and business people to make a submission.

This was strongly motivated by the constant feedback and steady stream of stories from our readers, local businesses and local, State and Federal Government representatives complaining about the serious lack of state-provided transport infrastructure.

The infrastructure that has been provided in recent years, ie. The M2 and the M7, have all come with a toll that is not accessible to everyone, given the high levels of mortgage stress, especially in the current economic climate. While other areas of Sydney, better served by trains and notably aligned with the current ruling political party, enjoy cash-back schemes of the M4 and M5, no such scheme has been extended to this area of Sydney. This has resulted in our readers paying up to four times as much for the privilege to drive to the city for work, not even taking in to consideration the rising costs of fuel. Those who do opt for a bus are squeezed on to overpacked M2 buses and only after waiting up to an hour at the bus stop for a bus with room for them to stop.

Our readers have also endured two decades of broken promises by the State Government to provide a heavy rail link to the Hills District, and most recently a metro rail line, to link them with other areas of Sydney. This again has been thrown in to doubt recently. While a metro line would be beneficial, it would not solve the issue that not all residents in this area work in the Sydney CBD – many work in Macquarie Park for instance – meaning that a heavy rail link to the existing CityRail network would be preferable.

The lack of transport links also threatens to stymie the growth of businesses in the area. More and more businesses are moving to the Norwest Business park every day and I note with interest that a similar business park is planned for the Box Hill area, further west along Windsor Rd, which is already beginning to struggle to cope with rising traffic numbers. If it is indeed the State Government's intention to make other areas of Sydney attractive as alternative business hubs to draw investment away from the congested CBD, then these links must be established, and now. Otherwise, billions in potential investment in to the city and particularly the north west where the majority of Sydney's residents of tomorrow will live could be lost.

I expect that many of the views expressed here will merely echo those you will receive in the course of the submission process and I trust that you will acknowledge

that something needs to be done to aid the long-suffering residents of north-west Sydney and those who are about to call this area home.

Kind regards,

David Catt
Editor
Rouse Hill Times