

**Submission
No 139**

THE TRANSPORT NEEDS OF SYDNEY'S NORTH-WEST SECTOR

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I have lived in the Hills District for the past 36 years. In that time, I have witnessed enormous growth and experienced the consequences of failures by both Labor and Liberal governments to provide adequate infrastructure to meet the needs of the increased population.

The residents of the North West are disadvantaged in 2 ways;

1. Inadequate public transport. Residents of the North West rely solely on private bus operators. Driven by profit the services these bus companies provide are infrequent, slow and expensive. It is frankly cheaper and easier to use private transport as public transport is not a viable option.
2. Toll Roads. I have a home based Interior Design business which requires numerous trips to and from the Eastern Suburbs, Lower North Shore and the City each week. Whilst the M2 and Lane Cove Tunnel make travel to the city (outside of peak hours) relatively easy the cost to use these roads is prohibitive. My toll bills were around \$650.00 per month. My business could not support these costs, so I now avoid the tolls and use Epping Road. This is incredibly time consuming especially as Epping Road has been reduced to one lane to encourage drivers to use the Lane Cove Tunnel. Nowhere in Sydney have drivers been disadvantaged in this way.

Whilst the people of the Hills District are disadvantaged by a lack of services they also through payment of taxes pay for the services enjoyed by residents in other areas of Sydney. This discrimination must be exposed and problems addressed as a matter of urgency.

Governments have gained from the levies imposed on development of the area. These levies should have been used to provide transport infrastructure.

The residents of the North West/Hills District require no less than a metro rail system and a toll cash back system as the users of the M5 and M4.