

**Submission  
No 11**

## **INQUIRY INTO ROAD TOLLING REGIMES**

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As someone who lives in the North West of Sydney but commutes to/from the airport every work day, I pay my fair share of tolls (around \$40/day to use the toll roads). I am forced to use these roads as there is no public transport either close to me or at a time that I need to travel (often before 5am heading to work and/or after midnight heading home to Baulkham Hills).

Whilst I have no issue with a user-pays based toll road scheme I have zero access to cash-back schemes that other parts of Sydney do have access to as I do not use the roads they are available on. I do enjoy the free registration offer from the RMS as it does give back around \$500 of the \$8000+ I pay in tolls annually for my work commute.

I would like to see a daily maximum cap offered across the board of (say) \$25/light/private vehicle and (again, say) \$40/heavy vehicle. This would both encourage people off their rat runs and onto the roads that provide better, safer and faster commutes using less fuel, less wear and tear and above all - better air quality for everyone.

Everyone wins, the toll roads make money for their shareholders/superannuation companies, we have better air quality and less strain upon main (non tollway) arterials.

This of course needs to go hand in hand with not reducing said arterials down to single lanes each way like Epping Road has been (down from what was once three lanes wide).

Another win for all would be limiting bus only lanes to a narrower peak hour window (say two hours each peak in each direction which will enable the vast majority of bus commuters to get too/from their workplaces) and opening the bus lanes up to other traffic outside these times.