

INQUIRY INTO ROAD TOLLING REGIMES

Name: Name suppressed

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Partially
Confidential

I am a 19 yr old Uni student who lives in the South-West of Sydney, yet works, study's, socialises and plays sport predominately in the Eastern and northern suburbs. I spend over \$2000 a year on tolls, and as a student who earns barely minimum wage, tolls take up over 15% of my weekly wage, simply because I have to drive to and from work, Uni, or sport. Yes, I take toll-free roads as often as possible, generally when I am coming home very late and there isn't traffic or when I am not in a time crunch. However, sometimes it is unavoidable. As someone who wants to go from West Hoxton to North Sydney, I have no choice but to take the Harbour Bridge and ED, and this still takes 1 hr and 15 minutes. If I don't, it can take upwards of 2 hours to get to my destination. I spend, on average, over 70 hours a month driving, a majority of which is additional because I am taking back streets or detours to avoid the crazy amount of toll roads this city has.

I only take the tolls when it makes financial sense, for example, the M7 from Cowpasture rd to M2 makes sense, because it's \$8 the whole way. Yet going from M7 Cowpsture Rd to M4 is already \$7, yet half the distance. In this instance, I have to take a long way, which adds 23 minutes to my trip presuming there is no traffic.

if the roads are paid for using taxpayers money, then we shouldn't have to pay again. I am studying city planning, so I understand Transurban's whole private-public partnership stuff, and I am also a Transurban shareholder. But this is crazy, some people pay more in tolls than me and earn less and it simply isn't fair and is a root. Thank you for your time.