

**JOINT SUBMISSION TO THE LONG-TERM PUBLIC TRANSPORT PLAN FOR SYDNEY
INDEPENDENT PUBLIC INQUIRY**

8 October 2009

Mr Ron Chrisie AM
Chair
Long-term public transport plan for Sydney
Independent Public Inquiry
GPO Box 248
SYDNEY NSW 2001

Dear Mr Christie,

We the undersigned set out the following joint submission in respect of Long-term public transport plan for Sydney Independent Public Inquiry for your consideration.

1. PARTIES TO THIS JOINT SUBMISSION

Blackheath Highway Action Group

Blackheath Highway Action Group ('BAG') is a subcommittee of the Blackheath & District Chamber of Commerce & Community Inc. and a joint initiative with the Blackheath Area Neighbourhood Centre. BAG has approximately 250 fully paid members and includes representatives from the Blackheath Public School Council, the Blackheath Streetscape Group, and the Blackheath Mt Victoria RSL Sub-branch. BAG was set up to address highway and transport issues that affect Blackheath.

2. BACKGROUND

2.1 Current situation

2.1.1 The current Sydney public transport network operates on two spheres.

The inner suburbs are well serviced by State Government operated bus services, ferries, light rail and heavy rail services.

On the other hand the outer suburbs, notably the South West, West and North West are serviced by infrequent and inadequate privately operated bus services and a rail network that is operating at over capacity levels during peak periods. The outer suburbs also suffer a significant lack of interconnectivity between major centres, i.e. the public transport systems are focused towards the CBD and not major suburban employment centres such as Macquarie and Norwest Business Park.

2.1.2 Lack of integrated public transport for outer Sydney

This is not to say that there is a lack of capacity on existing public transport servicing the inner suburbs. However, unlike the inner suburbs it is widely acknowledged that the outer suburbs lack an integrated public transport network which focuses on access to key employment and education centres outside the CBD. Instead residents in these areas are forced to rely heavily on private motor vehicles to get to and from work, university and to access other key services such as health care. This situation is reflected in the very high levels of private motor vehicle ownership and the susceptibility of these residents to fluctuations in petrol prices and mortgage interest rates at much greater factors than residents in the inner suburbs.

In addition a new and significant negative impact on household budgets for residents in the outer suburbs is tollways.

A university student living in Penrith and enrolled at Macquarie University faces total tolls of \$23.20 per day if he or she chooses to utilise motorways to travel to the North Ryde campus. This equates to \$116.00 per week¹.

An employee living in either Western Sydney or the Blue Mountains faces the equivalent amount of tolls if he or she chooses to work in the job rich Macquarie precinct. The burden of these tolls is reflected when you consider the total annual impact is equivalent to more than \$5,500².

Unfortunately there are no direct public transport links between the Blue Mountains, Western Sydney, South Western Sydney, North Western Sydney and the job rich centres such as Macquarie Park and Norwest Business Park. Recent media reports indicate some employers located in these areas are prejudicing against potential employees who do not own a motor vehicle to get to and from work.

2.1.3 Significant longer journey times

Cityrail journey and dwell times have significantly increased, particularly following the introduction 2005 timetable. Longer dwell times have been built into running schedules to

¹ Calculated tolls based on use of M7 and M2 Tollways between the M4 and Lane Cove Road

² Calculated tolls based on use of M7 and M2 Tollways between the M4 and Lane Cove Road

accommodate late running. At the same time the definition of late running has been extended, especially for interurban services to the Blue Mountains, Central Coast and Illawarra. Comparing the current timetable to the 1990 timetable journey times for commuters travelling between the Blue Mountains and Sydney have increased to the equivalent of more than 4 weeks annual leave per year. This has had an impact on patronage levels.

2.1.4 Lack of heavy rail capacity expansion

There has not been major expansion of the western heavy rail corridor since the 1950s. At the same time there has been massive growth in Western Sydney with the population currently totalling 1.85 million people³. It is forecast that the population will reach 2.3 million by 2026⁴. The number of dwellings in Western Sydney is estimated to increase by more than 46% within the next 25 years⁵.

It has been widely reported in the media that the current Cityrail underground network has reached capacity. Underground stations such as Town Hall and Wynard have been plagued by problems relating to overcrowding to the point that Cityrail has assigned additional staff to these stations to deal with overcrowding during the peak periods. Platform 2 at Town Hall Station which services the Western line has been notably affected by overcrowding as a result of the massive increase in patronage since the 1950s.

The State Government has shelved all plans to increase capacity on the Cityrail network through the Sydney underground section. Further, plans to renew and expand capacity at Town Hall Station were shelved by the Lemma State Government.

We understand that the completion of the Epping to Chatswood rail line has allowed for a small number of additional services for the Western line, in particular the Richmond line. However this small additional capacity still does not address overcapacity on the Western line or allow for any growth in patronage levels despite the forecast growth in population in that area.

IPART noted in 2008 that approximately 13-16 per cent of peak period trains carried loads above 135 per cent of their seating capacity⁶.

2.1.5 Impact of lack of heavy rail capacity on freight

The Australasian Rail Association has identified congestion on the Cityrail network and the current curfew arrangements as a major impediment to moving freight by rail through Sydney. Bryan Nye, Chief Executive Officer, Australasian Rail Association noted 'Sydney is a corridor bottleneck' in a presentation titled 'The Future of Rail Freight in Australia' which he gave at the Parkes Rail Conference in September 2006.

The issues you highlighted in your report 'The long term strategic plan for Sydney' with respect to freight rail through the Cityrail network remain mostly unaddressed. The Australian Rail Track Corporation ('ARTC') has done some work to alleviate some of the problems relating to access from the South West and we understand work is being planned

³ Greater Western Sydney Economic Development Board

⁴ Greater Western Sydney Economic Development Board

⁵ Sydney Morning Herald Western Corridor public meeting held at Parramatta Riverside Theatre on Thursday 24 September 2009

⁶ Page 163, IPART Review of Cityrail fares, 2009-2012

for a grade separated junction at Strathfield to better access for freight trains between the main north line and Flemington.

We note the issue of congestion on the Cityrail network has flow on impacts for the transportation of freight through the Blue Mountains. There is pressure from freight forwarders who argue the current limitations of the existing rail network justify the expansion of road freight through the Blue Mountains. We have seen a recent push for the introduction of 26 metre 9 axle b-doubles, whilst Shell Australia has decided to shift the transportation of fuel from Clyde to Dubbo from rail to road. In addition Centennial Coal has recently made application to the NSW Department of Planning to seek approval to transport up to 500,000 tonnes of coal by road each year through the Blue Mountains to Sydney, which if granted would mean 148 coal truck movements per day through the Blue Mountains and Western Sydney impacting on highway safety and road congestion.

Enhancements to the Cityrail network would deliver multiple benefits, because such enhancements would facilitate increased passenger rail capacity as well as improve freight rail capacity and efficiency thereby reducing the numbers of trucks on our highways and arterial roads.

2.1.6 Impact on the Blue Mountains

The Blue Mountains City Council Better Future Forum noted that more than 55% of Blue Mountains residents who are employed leave the Blue Mountains each day to travel to work. The forum noted that the majority of these commuters travel to Sydney for work. This level of commuting outside the local government area for work is amongst the highest in the greater Sydney area and highlights the dependence on Western corridor transport links for Blue Mountains residents.

The introduction of the 2005 Cityrail timetable resulted in the Blue Mountains 'Fish' and 'Chips' express services being altered with additional stops added at Emu Plains and Penrith to increase capacity for Western line suburban services. As a result of the timetable changes the journey time for the 'Fish' was approximately 20 minutes longer than under the previous timetable.

Following the introduction of the 2005 timetable more and more passengers travelling from Sydney to Penrith and Emu Plains began to utilise Blue Mountains services limiting seating availability for Blue Mountains commuters boarding at Parramatta, a major regional employment centre. Many Blue Mountains commuters boarding Blue Mountains services at Parramatta for the evening return journey are now forced to stand between Parramatta and Emu Plains whilst suburban services between these two stations are often underutilised.

We note that patronage levels on Blue Mountains commuter services continue to fall as a result of this problem and significantly longer journey times as highlighted in 2.1.3 above.

Blue Mountains services as well as Western suburban services are affected by the lack of capacity on the Western line as noted in 2.1.4 above.

Further, research by Parramatta City Council in 2006 revealed that more than 60% of people who live in the Blue Mountains and Western Sydney and who work in the Parramatta CBD commute by car whereas less than 25% commute by train. We believe longer journey times and significant overcrowding continue to

We believe there is a clearly demonstrated need for more express Western line suburban services and the restoration of separate Blue Mountains commuter express services. The constraints of limited capacity on the Western line will only compound of longer journey

times and overcrowding as the population of Western Sydney continues to rise, reinforcing the dependence of residents in the Blue Mountains and Western Sydney on their cars to travel to and from work.

The Blue Mountains is a major tourism destination with more than 3 million people per annum visiting Echo Point and more than 1 million people per annum visiting Scenic World at Katoomba. Recently the Blue Mountains were named the number one day visit destination in NSW. Yet local research indicates the majority of visitors, mainly from Sydney, travel to the Blue Mountains by car or private coach. A lack of express services on the weekend and continual service disruptions due to track maintenance act as a disincentive for visitors to travel to the Blue Mountains by train. In addition, the lack of weekday services west of Katoomba has a major impact on the tourism villages of Medlow Bath, Blackheath and Mt Victoria as well as the regional centre of Lithgow.

3. OPTIMISATION AND INTEGRATION OF EXISTING PUBLIC TRANSPORT OPERATIONS

3.1 Ticketing

We strongly believe that there needs to be an integrated ticketing system for public transport in Sydney which covers all transport modes and includes both State Government and privately operated services. Such a system must extend to cover the existing Cityrail network and include outer metropolitan areas such as the Blue Mountains, Central Coast and Newcastle and the Illawarra. We also believe that there needs to be flexible payment facilities such as direct debit, credit card and EFTPOS incorporated to make the system more user friendly and to improve efficiency during peak periods.

An integrated ticketing system would not only benefit commuters but would also encourage tourists to use public transport during off peak periods thereby increasing utilization during this period.

Flexible ticketing would also encourage greater use between different transport modes, particularly between rail services and privately operated bus services which is the current public transport arrangement in outer Sydney.

3.2 Maintenance

The Boston Consulting Group's report into Cityrail services which was publicly released on 9 October 2009 found that *'maintenance standards on Sydney's trains were "three times worse" than on similar networks. If maintenance was done properly, it found this would reduce the number of train breakdowns by as much as 50 per cent. Breakdowns are the largest cause of delays on the network, accounting for about 30 per cent of all hold-ups, with problems worse on the Western, Northern and North Shore lines.'*⁷

Better maintenance and the establishment of associated performance targets would improve Cityrail reliability and improve interconnectivity within the Sydney public transport system.

We also note that large number of different types of rolling stock on the Cityrail network impacts on maintenance costs and overall system efficiency.

3.3 Timetabling and information availability

⁷ 'Cityrail complaints', Andrew Clennell and Brian Robins, Sydney Morning Herald, 10 October 2009

Timetabling and service information availability is one area that can be addressed quickly. This is one area that impacts not only on commuters but also affects tourism which is a major economic contributor to the Sydney economy.

4. EXPANSION OF PUBLIC TRANSPORT SERVICES AND INFRASTRUCTURE OVER A 30 YEAR PLANNING HORIZON

4.1 Integrated Public Transport Ticketing System

We suggest the Inquiry consider the implementation an integrated ticketing system similar to the Octopus card system adopted in Hong Kong as a key recommendation. We recommend that such a system incorporate both private and public operators and be designed to incorporate all modes of public transport available in Sydney.

4.2 Recalibrate the existing public transport system

We strongly recommend that the Inquiry consider the recalibration of existing public transport services to facilitate the major non CBD employment centres such as Macquarie Park as the basis for developing an integrated long term public transport plan for Sydney. We envision part of this process would include the change in focus from departure to destination point for regional centres such as Parramatta.

4.3 Identify and address current Cityrail operational deficiencies which impact on services and operational effectiveness

We have identified a number of Cityrail operational deficiencies which negatively impact on current service operations and efficiency. Addressing these operational deficiencies will deliver immediate service improvements without substantial cost to taxpayers or service users.

Example 1 – Decanting operations at Mt Victoria

Currently Blue Mountains 'V' set services are decanted at Mt Victoria station whilst occupying the main line. This is because the decanting facilities are adjacent to the main line and not within Mt Victoria yard which is located in very close proximity to the station. Currently the 5.09pm Sydney to Mt Victoria service does stop at either Blackheath or Medlow Bath because it has to be decanted before the arrival at Mt Victoria of the 5.24pm Fish service from Sydney. The repositioning of the decanting services to the yard would allow the 5.09pm service sufficient time to stop at both Blackheath and Medlow Bath stations thereby improving service frequency and capacity for upper Blue Mountains train users and commuters.

Example 2 – Lack of bidirectional signaling between Emu Plains and Mt Victoria

Implementation of bidirectional signaling for the entire section of the Western line between Emu Plains and Mt Victoria would allow increased capacity on that section for peak Blue Mountains commuter services as well as allowing additional and longer freight trains to utilise the network whilst increasing the number of train paths and allowing for greater redundancy levels within the system.

We understand that restrictive train paths and insufficient siding lengths currently limit use of the Western line through the Blue Mountains by both freight and passenger services.

4.4 Adopt the heavy rail network Capacity and Service Improvement Initiatives as set out in the 2006 NSW State Plan⁸.

The NSW State Plan as released in 2006 sets out heavy rail Capacity and Service Improvement Initiatives that we understand have been determined based upon the findings of the Metropolitan Strategy for Sydney, prepared by the NSW Government and released in 2005. We believe the heavy rail Capacity and Service Improvement initiatives should be adopted by the Inquiry as part of its key short term recommendations.

4.5 Complete the Parramatta to Chatswood Line

Completion of the heavy rail link between Parramatta and Chatswood would allow for significant additional capacity on the Western line whilst also allowing major improvements in public transport access to the key employment and education centre of Macquarie for residents in Western Sydney, North Western Sydney and the Blue Mountains. The link would also allow for improved public transport access to Chatswood and other employment centres located on the lower North Shore. This would benefit both employers and employees whilst significantly reducing traffic congestion in the M2 corridor.

4.6 We support the recommendations outlined in 'The long-term strategic plan for rail'

We support the proposed recommendations as outlined in your report titled 'The long-term strategic plan for rail' and believe that these should form the basis of the Inquiry's recommendations.

We also call for the Inquiry to implement the recommendations of 'The long-term strategic plan for rail' in respect of freight rail, particularly the construction of a Sydney West industrial dedicated freight line between Rooty Hill and Leightonfield.

4.7 Investigate possible fast rail services between Western and South Western Sydney and the CBD as part of the proposed M4 East project

We would ask the inquiry to consider incorporating a rail component as part of the proposed M4 East project. We believe incorporating a rail component could provide a possible linkage to the proposed alternative rail corridor under the CBD and Sydney Harbour. A rail component could also allow for expansion of rail freight and the possible introduction of fast rail services between Sydney, Parramatta and Western Sydney.

We ask the Inquiry to consider the proposal put forward by the private consortium Western FastRail back in 2005/06 in respect of the introduction of fast rail services between Penrith and Sydney which was rejected by the State Government in 2008⁹.

4.8 Abandon the proposed CBD Metro

We believe the proposed CBD Metro as put forward by the State Government should be abandoned and the funds allocated to this project diverted to enhancing the existing heavy rail network as outlined in the NSW 2006 State Plan, the completion of the Parramatta to Chatswood rail link and the introduction of an integrated public transport ticketing and information system.

⁸ Appendix A, NSW State Plan, November 2006

⁹ Joe Hilderbrand, Daily Telegraph, Monday 11 August 2008

The arguments against the proposed CBD Metro are well publicised however we draw the Inquiry's attention to the fact that this project may, if implemented as planned, severely impact on the following corridors:

- The Parramatta to Chatswood heavy rail corridor between Parramatta and Rydalmere
- The proposed heavy rail corridor under the CBD and Sydney Harbour which may utilise existing unused rail tunnels at Wynard and Central

5. GOVERNANCE ARRANGEMENTS

5.1 Address corporate governance issues within the various State Government agencies responsible for public transport in Sydney

At the same time the State Government has allowed a culture within the bureaucracy to develop that has not been conducive to the development of an integrated public transport plan for Sydney. Further the taxation and planning regimes that operate within the State and Federal Governments have acted to further stifle public transport in Sydney. The problem has been further compounded by the political approach the State Government has taken to transport infrastructure by repeatedly promising and then cancelling numerous projects disrupting major planning decisions.

5.2 State Government Ministerial Portfolio Reforms

We welcome the State Government's restructure of the Cabinet and the establishment of the Ministry for Transport and Roads. We also welcome the establishment of the Department of Transport and Infrastructure and believe that these initiatives will help facilitate better transport planning New South Wales.

5.3 State Government Agencies

There are currently 11 agencies within the portfolio of Transport and Infrastructure not including Tow Truck Licensing and Compliance which oversee public transport in Sydney. There are also two separate corporations assigned to heavy rail infrastructure, the Rail Infrastructure Corporation and the Transport Infrastructure Development Corporation¹⁰.

We strongly suggest the Inquiry consider recommending major reforms to the agencies that deliver public transport in Sydney including:

- Consolidation of the Railcorp Infrastructure Corporation and the Transport Infrastructure Development Corporation into one transport infrastructure delivery and ownership corporation to remove unnecessary duplication and provide better coordination, and
- The amalgamation of Cityrail, the Public Transport Ticketing Corporation, the State Transit Authority of NSW and Sydney Ferries into one agency responsible for delivering Sydney public transport services.

5.4 Railcorp

ICAC has conducted several hearings into alleged corruption within Railcorp. Concerns about systematic corruption which have been raised in several media reports need to be

¹⁰ New South Wales Government Directory – Portfolio: Transport and Roads

addressed and properly deal with by internal management reforms, strengthening internal controls and increased levels of management accountability and reporting transparency. We would ask the Inquiry to consider seeking advice from the NSW Auditor General as to whether or not adequate reform has taken place within Railcorp that will deliver improvements in accountability and service delivery.

5.5 Cityrail

*'IPART has noted that Cityrail's costs are increasing at an unsustainable rate, and there are insufficient incentives for Cityrail to rein in these costs by improving its efficiency.'*¹¹ *'IPART's investigation found that while the current institutional and governance arrangements provide the appropriate overarching framework they are not sufficiently specific, detailed or transparent to enable the Government to set strategic direction and required performance standards, evaluate Cityrail's performance, hold it accountable for this performance or create effective incentives for it to improve its performance. This lack of transparency and accountability is contributing to confusion regarding the separate roles of government and Cityrail management with the Government being held responsible for issues which are beyond its control such as the day to day operations of Cityrail.'*¹²

IPART has noted significant concerns about the governance arrangements of Cityrail which we believe have not be adequately addressed by the State Government. In order to avoid the day to day operations of Cityrail from becoming a political football we strongly suggest the Inquiry recommend that both IPART and the NSW Auditor General report on whether or not the State Government has adequately addressed initially raised by IPART in its draft report titled 'Improving Cityrail's accountability and incentives through stronger governance arrangements'.

6. KEY ENVIRONMENTAL SUSTAINABILITY ISSUES

6.1 Carbon emissions

High and rapidly growing carbon emissions from the transport sector represent a key negative of Sydney's existing transport framework. As governments worldwide identify and set targets to reduce carbon emissions transport must become a key consideration. Therefore future transport planning must factor possible carbon trading schemes and emissions targets. An effective and integrated public transport plan is a key measure to reduce Sydney's carbon emissions and thereby assist Australia to reach its emissions targets.

6.2 Congestion and road safety

Recent media reports indicate that traffic congestion costs Sydney \$12 million per day in lost productivity. There are also significant social and economic impacts of accidents that occur on our roads each day.

7. KEY SOCIAL AND ECONOMIC ISSUES

7.1 Vulnerability of families to rises in interest rates and petrol prices

¹¹ Page 1, IPART, Improving Cityrail's accountability and incentives through stronger governance arrangements, Transport – Draft Report, October 2008

¹² Page 1, IPART, Improving Cityrail's accountability and incentives through stronger governance arrangements, Transport - Draft Report, October 2008

Data presented at the Inquiry public meeting held at Parramatta on Thursday 24 September 2009 clearly demonstrates the vulnerability of families located in the outer suburbs of Sydney to fluctuations in petrol prices and mortgage interest rates. We believe that an integrated public transport plan which provides a viable alternative to using the car to get to and from work would have significant financial benefits for these families as well as reducing the level of car dependence. Feasibility of future investments in public transport must be put into a greater context, one that includes the financial impacts of the lack of public transport on families as well as employers. Shifting financial risk onto households who are not serviced by adequate public transport by not investing in public transport has long term social and economic implications. At the extreme a major rise in both interest rates and petrol prices would create a significant flow on risk for Australia's banking system similar to that of the subprime crisis which affected the United States of America. Jobs and access to those jobs are crucial issues of planning that must be addressed by the State Government if families located in the outer suburbs are to have a sustainable future.

7.2 Social and economic impact of longer journey times

There is no doubt that longer journey times on all modes of public transport is having an impact on family life within Sydney. It has been widely reported that workers are spending more and more of their day travelling to and from work. The result of this is workers have less time to spend with their families. Reducing travel times particularly for those in the outer areas of Sydney therefore we believe should be a key priority underpinning any expansion and improvement of public transport.

7.3 Operational system risk and associated impacts

Sydney's current public transport network, particularly the rail network is dependent upon a narrow single corridor through the CBD and on only one harbor crossing. Any event which severely impacts on either the Sydney Harbour Bridge or the underground rail corridor through Town Hall and Stations would cause catastrophic disruption to Sydney's entire heavy rail network and public transport system. It would also cause inconvenience to non CBD as well as CBD based users of the rail network. Therefore we strongly urge the Inquiry to call on the State Government to implement plans to minimise the risk to rail system disruption should a disruption event occur within this section of the Cityrail network (i.e. from Central to Milsons Point). We also believe this operation risk further justifies investment in another stand alone rail corridor under the CBD and Sydney Harbour that has connectivity with the existing system.

7.4 Dysfunctional public transport reduces the pool of potential employees

Access to public transport has an impact on the number of potential employees available to an employer. We have noted

8. PROPOSALS FOR SHORT AND LONG TERM FUNDING

8.1 Policy foundation key to funding solutions

The policy foundations are the key to finding the most appropriate funding solutions for Sydney's public transport needs. We believe all levels of government but particularly the Federal Government need to play an integrated role in setting the policy parameters to facilitate and encourage investment in public transport. We also believe greater use of the Council of Australian Governments ('COAG') and the development of better links between the state and federal bureaucracy will encourage the sharing of ideas and the development of policy solutions. Further, consistency in policy settings at all levels of government is

crucial to encourage investment participation in public transport assets by the private sector over the long term.

8.2 Taxation

We note the Federal Government is currently undertaking a comprehensive review of taxation in Australia, titled Australia's Future Tax System, which is being conducted by Dr Ken Henry, Secretary of the Commonwealth Treasury. We believe any review of taxation has important implications for public transport and therefore recommend the Inquiry consider the initial findings of the Commonwealth tax review.

We suggest that the current fringe benefits tax ('FBT') regime, in particular the concessions offered to employees who package motor vehicles as part of their salary under the statutory method need to be addressed.

We also believe additional funding could be achieved for public transport in all major cities including Sydney if the tax system was reformed to:

- Encourage investment in public transport through incentives such as an investment allowance, and
- Extend concessions and exemptions under the current FBT regime to employers who provide their employees with periodical long term public transport tickets for travel to and from work.

We will be making a submission to the Commonwealth tax review incorporating the suggestions we have noted above.

We believe the right mix of tax incentives would encourage greater levels of investment from the private sector, particularly from superannuation funds which are a major source of funds in Australia at the current time.

Providing FBT concessions and exemptions to employers who pay for public transport for their employees would lead to a longer term and more consistent revenue source. Such reforms would also allow for fares to be increased without directly impacting on current public transport users thereby increasing funding to allow be service improvements and greater investment in capacity building infrastructure. So may argue that this is a form of cost shifting from the states to the Commonwealth. However this can be justified from a number of perspectives including the economic perspective if the aim of the Federal Government is to achieve sustainable growth within Australian cities.

8.3 Carbon Pollution Reduction Scheme

The proposed Carbon Pollution Reduction Scheme should be structured so that State Governments and or their agencies are properly compensated for projected rises in electricity prices in relation to the provision of electric train and tram services to ensure that there are no unintended consequences such as higher public transport fares or negative impacts of state government budgets as a result of the introduction of the scheme.

On this basis we would ask the Inquiry to make appropriate representations to the Australian Government to seek assurance that the scheme will address these issues.

9. COST EFFECTIVENESS OF SOLUTIONS

Our submission has not examined the cost effectiveness of the major infrastructure solutions proposed in this submission on the basis that these solutions have been proposed by leading transport authorities and accordingly we have relied upon them as such. The exception is the

10. ACKNOWLEDGEMENTS

We would like to thank Mr Paul Trevaskis of Glenbrook and Mr Gavin Mascord of Leura for their assistance with the preparation of this submission.

We would also like to thank the Sydney Morning Herald for conducting this public inquiry and all those who have participated in the Inquiry thus far, particularly Dr Garry Glazebrook for his expertise and very informative and professional presentation at the inquiry public meeting held at Parramatta on Thursday 24 September 2009.

Finally we would like to thank you for chairing the inquiry and providing your expertise and experience in what is a difficult yet crucial aspect to the future development Sydney and the wellbeing of its residents.

11. CONTACTS FOR THIS SUBMISSION

Michael Paag, the primary author of this submission would be willing to appear at a public hearing to discuss this submission. Please do not hesitate to contact him on (m) 0423 596 240 or email, michaelpaag@bigpond.com.au should you require further information in respect of this joint submission.

Yours sincerely,

Michael Paag
Convener
Blackheath Highway Action Group

