

Diane Sarkies - Fwd: NWRL EIS 2

From: plan_comment
To: Diane Sarkies
Date: 21/11/2012 10:10 AM
Subject: Fwd: NWRL EIS 2
Attachments: NWRL EIS 2; Cherrybrook Station - North West Rail Link

Attention: Director, Infrastructure Projects Re: Application number (SSI-5414)

I am writing to object to the EIS 2 of the Northwest Rail Link on the following grounds:

1. Although there is already a good network of cycle paths around most of the proposed **new** stations, here seems to be no mention of developing cycle paths around the existing stations between Epping and Chatwood (inclusive).
 2. The new stations will have undercover parking for 40 bicycles (insufficient in my opinion - I think 100 would be closer to the mark given that the stations won't be fully operational until about 2019 and cycling is an increasingly growing preference for many Sydney citizens).
 3. The metro trains do not appear to have a bicycle carriage (such as they have in Denmark and other European countries), so it would seem that the only option being offered is you can ride to your departure station and lock your bike there but you cannot take it with you to ride from your destination station. This is not consistent with international systems and makes it difficult for those whose workplace is not within an easy walk from a train station.
 4. There appears to be multi-level car parking being constructed at the new stations but no such proposal for the existing stations (Epping to Chatswood).
5. It seems to me that the needs of those residents living to the north west of Epping are being prioritised at the expense of those living between Epping and Hornsby. Most commuters travel to North Sydney or to the city, not just to Chatswood (in my observation as I commute daily by train to North Sydney from Cheltenham), so with this system, everyone will have to change at Chatswood. Why not terminate the metro trains at Epping so that only the North-west people need to change to the current trains? Then everyone can remain seated from Epping to the city if they don't need to disembark sooner.

Many of us have purchased our homes on the northern line between Epping and Hornsby because of the existing train service. Many of us have taken jobs in North Sydney (or similar) since there was a train service travelling directly from Hornsby to North Sydney. In my case, I will have to travel one station to Epping, then take lifts or elevators to change to a (possibly already-filled) second train, then travel four stations to Chatswood, only to change again to travel the five stations to North Sydney. We cannot read a book or newspaper, do some work on laptops or have a settled train ride to work if we have to keep changing trains - three times in what is now a half hour trip, but which will surely become at least 45 minutes with the train changes.

You are narrowing the usage potential of the Epping/Chatswood tunnel if you limit it to metro trains only. This is not a forward-thinking plan.

yours sincerely,

Leigh Gibbens

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