

Mr. Kevin Lategan
52 Robert Road
Cherrybrook
2126

Department of Planning and Infrastructure

Attention: Director, Infrastructure Projects

Application number (SSI-5414)

I strongly object to some parts of the EIS2 proposed by the NWRL concerning Operational traffic and transport at the Cherrybrook station.

New Bus routes (NWRL-10038-R-TS-00006-v4.0-Operational T&T Report.docx. 8.1.7 Access Rationale)

Five alternatives and a preferred option have been tabled. All of these options do have advantages and disadvantages as described in the report, but the preferred solution is not the best option.

Our preferred option would be any option that does NOT route buses through Robert road. The NWRL report states the advantages to these options as parking availability on the road. This is an important part but the only one reasons for not using Robert road a bus route. The NWRL must consider the residents that have to live on a road that has buses passing every few minutes. This has impacts of noise, pollution and other traffic problems including pedestrian safety.

Most of the homes along Robert road have bedrooms close to the road. These houses were designed this way considering that the road was a small suburban road. Without doing expensive modifications to our homes it would be impossible to sleep while buses are running. Even having a BBQ in the back yard would not be pleasant with buses and cars passing; not only the noise but also the smell of exhaust fumes.

With buses every few minutes and much of the car traffic to the Cherrybrook station passing up Robert road it would be dangerous and time consuming to reverse out of our drive ways during peak times.

Our preferred option is Option 4 (NWRL-10038-R-TS-00006-v4.0-Operational T&T Report.docx page 59)

4. Re-routeing buses via County Drive and Castle Hill Road (Bus slip lane)

Re-routeing buses via County Drive and Castle Hill Road and providing a separate (eastbound) bus only slip lane off Castle Hill Road with an entry near the Glenhope

Road intersection and an exit via a reconfigured Franklin / Castle Hill Road intersection was also considered. This was assessed in conjunction with the provision of an indented (westbound) bus bay along the southern side of Castle Hill Road.

Such an arrangement would create difficulties in safely managing eastbound bus access at speed into the station precinct. The poor sight lines to the eastern egress point of the slip lane back onto Castle Hill Road also creates concerns for safety and the consequent traffic flow efficiency impacts for eastbound traffic on Castle Hill Road.

It would weaken the servicing of key catchments to the north of the station and result in longer journey times for bus passengers. It would complicate the Castle Hill Road / Franklin Road / Glenhope Road intersection geometries. It could also encourage illegal use of the slip lane by kiss and ride traffic.

Conversely, it would avoid the need for routeing buses via Robert and Franklin Roads which would reduce traffic activity and lessen on-street car parking impacts.

However, commuter car parking and kiss and ride traffic would still need to use Robert and Franklin Roads to access the station precinct and parking would most likely need to be managed.

Main advantages

- **Avoids operating buses on Robert and Franklin Roads**
- **Removes requirement to remove parking on Robert and Franklin Roads, although parking controls would be likely in order to manage commuter parking demand.**

Main disadvantages

- **Creates safety concerns for buses entering and exiting the slip lane.**
- **Eliminates bus services from a large residential catchment in John Road / Neale Avenue / Edward Bennett Drive area.**
- **Longer bus travel times and delays due to congestion.**
- **Potential for increased pedestrian safety risks on Castle Hill Road.**
- **Commuter and kiss and ride traffic would still use Franklin and Robert Roads from the north and on-street parking demand would need to be managed.**
- **Increases traffic on County Drive and Castle Hill Road and impacts flow of traffic on Castle Hill Road.**

Response to the disadvantages

The safety of this slip road is as dangerous as any other slip road used in NSW.

The current bus stops on John road, Neale Ave and Edward Bennett Drive are within walking distance of either Castle Hill road or County Drive and in some cases to Cherrybrook station itself.

With most of the other commuter traffic also going down Robert road I would suggest there would be congestion on that route as well.

Increased pedestrian risk can be avoided with the construction of a pedestrian bridge over Castle Hill road. This should be mandatory for any solution.

As mentioned above the parking on Robert road is not the only concern of residence.

Our independent traffic <http://www.saverobertroad.com/page10.html> show that Country drive to Castle hill traffic is not as congested at peak times as reported by the NWRL.

Moving traffic from main roads to local roads

The NWRL have contracted a plan from the traffic around the Cherrybrook station, passing the traffic to Robert or Franklin road with no regard what happens after. This traffic will go through these small suburban roads and end up at the junction of John and County Road.

According to the NWRL report, traffic in Robert will increase by 150%, then add the bus traffic of the 632 (Pennant hills/Hornsby), 642 (City via M2) and the 621 (Macquarie via M2. This bus currently does not pass through John Rd, this seems to be an extra bus in this area) all traveling down Franklin and Robert Road at a rate of more than 16 per hour (This is the preferred routing by the NWRL). In the AM peak all these vehicles will need to enter John road at Robert then off to John and County drive.

The idea of 50% of the traffic being fed into Franklin road is nonsense since there are only two exits from Franklin road. One is John road back to County Drive or via Neale Ave to Castle hill road. So for most kiss and ride vehicles from the north will have to go back to County Drive, therefore it is likely to be 90% Robert road and 10% Franklin and the two together all meeting up at John and County. This intersection would be very busy and probably be blocked as far up a Robert road. This will also impact the safety at the Kindalin Child Care Centre well as make it very difficult to enter on to John road from Roslyn place and Ashford road.

In conclusion we are opposed to the current solution to the traffic and bus routes for to the Cherrybrook station. We hope that some compromise can be reached that can both serve the needs of the NWRL and the concerns of the residents of Robert Road.

Kevin Lategan