

Diane Sarkies - NWRL - Cherrybrook Station

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To: <plan_comment@planning.nsw.gov.au>
Date: 10/11/2012 8:26 PM
Subject: NWRL - Cherrybrook Station
CC: "mal bargh" <malbargh@hotmail.com>, "Steven and Sandra" <sandssix@gmail.com>, "Ross and Dianne Franklin" <randdfranklin@yahoo.com.au>

Dear Sir/Madam,

On the 18th May this year I emailed my objection to the plan to use Robert Road and Franklin Roads as bus feeder routes for the station but at that time I had no idea of why such an apparent harebrained idea was gaining currency. I attended the information session at Cherrybrook Uniting Church today and was pleased to be able to get some idea of the thinking behind it.

From section 8.1.4 of the Technical Paper 2 issued with the EIS2, I read that the decision was made so as to not 'weaken' the service provided by the existing bus routes. To boil it down it comes to this:

- The buses (services 632 and 642 eastbound) currently run along County Drive, into John Road where there are two stops (one just around the corner from County Drive and the other at the corner of Robert Road), up the hill, briefly into Franklin Road, Neil Avenue, Edward Bennett Drive and thence into Castle Hill Road and onto either Pennant Hills or the city (M2 Citybus). Westbound service runs along the same route in reverse.
- By routing the services along Robert Road into the station precinct and out along Franklin Road to re-join the route at Neil Avenue, both the stops in John Road and those in Neil Avenue and Edward Bennett Drive- would still be serviced therefor the service is not 'weakened'.

That's all very admirable but:

- The corner of County Drive and John Road poses a problem for large buses now as there is no set-back and buses have to occupy both lanes of County Drive when approaching the corner so as to keep enough room on their left to negotiate the corner without colliding with either westbound traffic in John Road or the power pole on the corner. More buses making this turn exacerbates the problem. I was actually involved in a collision at this corner myself as a consequence of a bus making a wide turn.
- Robert Road cannot support bus traffic. The options available (no-parking, etc.) to make it slightly more feasible are objectionable to all of the residents in Robert Road and all those in the streets off Robert Road. I can list some of the reasons why:
 - Parking restrictions in Robert Road will seriously inconvenience residents.
 - The width of the roadway even with no parking will challenge two way bus traffic.
 - There is a playground in Robert Road.
 - Pavement strength is questionable.
 - The chicane at the bottom of the Robert Road hill near the playground was designed as part of the plan to have Robert Road continue around the back of Louise Way and the continuation of Robert Road was to become a T intersection. At present this challenges drivers of cars to keep on the right side of the road, a bus would not be able to negotiate it without stopping traffic heading in the opposite direction.
- The same objections apply to Franklin Road with the added concern:

- There are two schools in Franklin Road and the kiss and drop and pick up traffic around school starting and finished times provides considerable congestion. This traffic includes school buses and at these times only one lane in Franklin Road is passable.
- Inala residents, handicapped people, cross Franklin Road on foot daily on their way to and from Dulkara, Inala's Day Centre in Franklin Road 100m further to the north. They make these trips at 8:30 – 9 am and back at 3 – 3:30 pm. Traffic is a problem for them now with the school kiss and drop/pickup without the added complication and hazard of bus traffic in and out of the station.

So what's the alternative? Simple – route the 632 and 642 service along County Drive to Castle Hill Road where they turn left and down to the station precinct. On leaving the station, they re-enter Castle Hill Road and continue to their original destinations. So how is the serviced weakened? Well for a start those presently catching a bus to Pennant Hills or the city from the two stops in John Road would either catch the bus in County Drive or walk to Cherrybrook Station. Remember, bus services are not door to door unless you happen to live next to the bus stop. Everybody accepts that if you want to catch a bus you walk to the bus stop. People who might catch the bus at Neil Avenue or Edward Bennett would likewise either walk to the station or the bus stop in Castle Hill Road. Many would possibly walk less distance than they presently do and those that live on the northern side of John Road would be at a disadvantage. But remember, we don't know where they are going. They may be better serviced by the station anyway and their bus journeys curtailed after the station opens.

Both County Drive and Castle Hill Road are designed for and very capable of supporting heavy traffic.

Weighing up the pros and cons the pros of this solution far outweigh the cons. I hope this point of view, supported by every one of my neighbours, can be given due consideration.

John Laherty
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