Nimal Stanley Ekanayake
48 Robert Road,
Cherrybrook, NSW 2126
30th November 2012

Attention: Director, Infrastructure Projects

Major Projects Assessment,
Department of Planning and Infrastructure,
GPO Box 39, SYDNEY, NSW 2001

Fax No. 02 9228 6355
Email address: plan_comment@planning.nsw.gov.au
Website via: www.majorprojects.planning.nsw.gov.au

RE: North West Rail Link (NWRL) Submission
48 Robert Road, Cherrybrook NSW 2126
The Application Number (SS1-5414)
ADDITIONAL INFORMATION RELATED TO TRAFFIC STUDY

Dear Sir,

I refer to my submission letter dated 27th November 2012 in response to EIS 2, we wish to submit further additional information related to traffic study and impact on Robert Road residents which were undertaken by INCO P/L ATF KIMIA TRUST (ABN: 94 674 843 011) on behalf of the residents of Robert Road, Cherrybrook.

A] We refer to the "***ENVIRONMENTAL ASSESSMENT No 2 TECHNICAL PAPER: CONSTRUCTION TRAFFIC & TRANSPORT MANAGEMENT***" and wish to comment as below:

We have been previously advised by NWRL personnel that the intersection of County Drive and Castle hill Road has a classification of "F". This represents the base indication of the worst case in peak traffic. The document provided by NWRL provides the code for the Intersection Performance which is LoS=Level of service & DoS=Degree of Saturation at Intersection.

Table 13 on page 33 refers to the Cherrybrook Site – Intersection Performance and indicates that the referenced intersection has a LOS of "D" & a DOS of .090 in the am

Whilst in the pm the LoS is E & the DoS is E.

The LOS Criteria for intersections is provided on Table 4 page 12 and shows the various LOS from A to F with F being the worst case scenario.

Therefore as can be seen the intersection is categorised as being near operating capacity not as advised as category F which is Over Capacity, unstable operation.

In addition the waiting time at the lights has a bearing on the category nominated for any particular intersection. However the point which has been overlooked at this intersection is that the count appears to be taken with the 2 right hand turn lanes and possibly the centre lane in mind. They have not taken the left hand lane into consideration in their formulation of the NWRL document. For anyone who can avail themselves of the time they would quickly observe that the left hand lane is indicating green twice during a single green mode of the right hand lanes.

In short this means that the left hand lane is in the category of A, B and perhaps C which puts the left hand turn lane in the category of A = Good Operation, B = Good with acceptable delays and spare capacity, and C = Satisfactory.

This is a lot better than the original verbal advice provided to us where the designation of the intersection was nominated as F = Over Capacity, Unstable operation for the intersection as a whole.

B] Traffic Heading East of John Road

The number of buses heading east on John Rd at morning peak is 19 and the total number of persons who caught the buses was 78 at both stops (an average of approximately 4 per bus). Of that number, approximately 20% drove from another area and left their car on John Rd and the afternoon stats are worse.

The conclusion of the traffic study undertaken by RTA/RMS AUTHORISED Traffic Controller is as below:-

*(Note: A copy of the Draft Report is in **Annexure 2**.The final report is yet to be completed and published).*

B.1 DISCUSSION

As mentioned, the major arguments/assumptions for using Robert road as the main feeder road to the station seem to be that County Drive and Castle Hill roads cannot be used as the main feeder route to the station because:

a) There is a need to maintain bus stops along John Road, and

b) The intersection of County Drive and Castle Hill road is already saturated with traffic so buses cannot use County Drive.

c) Robert Road is well below is traffic capacity and can handle far more traffic.

B.2 These arguments do not stand up to analysis.

a) There is no need to maintain bus stops along John Road.

- Bus stop 1 is within 20 metres of County Drive and Bus stop 2 is barely used. Further Stop 2 is only 250 metres away from bus stop 1.

b) The intersection of County Drive and Castle Hill road is not saturated with traffic.

c) Robert Road is at traffic capacity and cannot handle far more traffic.

C] Traffic Heading South of County Drive

1. Traffic currently heading south up County Drive to Castle Hill Road is free flowing in the mornings between John Road and Castle Hill Road. Shortly after John Road, County Drive, heading south, expands into 4 lanes as traffic approaches the intersection of County Drive and Castle Hill Road.

2. Please find the photos taken on Wednesday 21st November 2012 between 7.00am to 8.00am at County Drive / Castle Hill Road Intersection. Photos were taken at every 5 minutes irrespective of whether there were lines or traffic or not. Copies of the photos are in **Annexure 1**. There is any traffic congestion turning left at the County Drive/ Castle Hill Intersection during peak period.

3. There is rarely any traffic congestion when travelling east down Castle Hill Road towards Thompson's corner, until Edward Bennett Drive. The traffic congestion occurs generally only up to Edward Bennett Drive as the congestion is created due to Thompsons corner at West Pennant Hills.

4. County Drive and Castle Hill Road are built for the purpose of handling large volumes of traffic and large heavy vehicles. They do not have the traffic hazards and weight restrictions that the narrow suburban street of Robert Road has.

5. County Drive was originally designed as a two lane two way road with a wide median strip. County Drive was then converted into one lane each way with the other lane being used for parking and bus stops. Should County Drive be restored to its original two lane two way road, it can carry far more traffic. As an argument, one could turn the kerb side lanes on County Drive to a bus lane, giving buses free traffic flow down County Drive.

6.

D] Review of Google Traffic management data at Country Drive/ Castle Hill Intersection

Please note that in addition to the traffic data collected by INCO P/L the Google Maps also has an application called Google Traffic Management. To further support our case the Google application also lets us pick any day, any time in the past to check what the conditions were in terms of traffic in County drive. Colours overlaid on the Google Maps roads correspond to the speed of traffic, with green meaning "free sailing", yellow "medium congestion", red "heavy congestion" and black refers to "a parking lot".

We picked a number of days at random and checked between 6 am and 9 am. Never in all the occasions we checked relevant to peak hour, was the lane turning left at Castle

hill Road from County drive in the red "heavy congestion" as suggested by the EIS2. Actually it was always green.

a) Turning right into castle hill road varied between yellow and red. South along County drive, as one drives out of the circle from New line road, a **bottle neck began (red) as cars are funnelled into one lane. In the afternoon, red (congestion) is clearly seen when travelling north along County drive as one nears the circle to turn right into New Line road again due to the single lane restriction of County drive.** The intersection of County Drive and Castle Hill road is not saturated with traffic.

E] Robert Road is at traffic capacity and cannot handle more traffic.

- Robert Road is a narrow road (7.5 metres wide)
- There are often cars parked on Robert road, making the road effectively a one lane road with cars having to give way to oncoming traffic. There is a need to maintain on street parking on Robert road as Robert Road has four private estates each with 7 and 35 houses each. All having to use Robert Road as on street parking.
- Currently Robert road has 120 vehicle movements per hour or one every 30 seconds.
- With the completion of Cherrybrook station, and signalling of the intersection of Robert Road and Castle Hill Road, Robert Road traffic will increase significantly with cars "rat running" to Castle Hill road.
- With the completion of Cherrybrook station traffic will increase significantly with cars using it to access the station.
- Robert Road is not designed for heavy traffic movements.
- Adding bus routes to Robert road is not a realistic option. See Tables 5 and 6 for data in the Traffic Report

Summary:

- There is no need to maintain bus stops along John Road.
- The left turning lane at the intersection of County Drive and Castle Hill road is not saturated with traffic and
- Robert Road is at traffic capacity and cannot handle more traffic.

Therefore, adding bus routes to Robert Road is not a realistic option. An alternative route with buses travelling from New Line road to County Drive, turning left onto Castle Hill Road and approaching the station would be a better and safer option.

For decades, Franklin Rd was the designated entry for the station, and all residents who purchased in and around Robert Rd knew that. Now suddenly the NWRL has decided that decades of planning

are wrong, and Robert Rd is the BEST option for the buses. There are 2 main roads in the area that are under-utilised and built for this very purpose.

Robert Road is narrow, and was never designed for the type of traffic levels that are being suggested by NWRL. It will create a dangerous and noisy environment in a quiet street. Use the main roads as they were designed to be used.

We hope that the impacts and affects on Robert Road residents detailed in this submission (EIS2) and in the EIS 1 submission is more than adequate to reject such proposals and You will consider the alternative options proposed in this submission (EIS2) and the submission to EIS 1.

Thanking You in advance.

Nimal Stanley Ekanayake and Bernadette Ekanayake

Annexure 1- Photos taken at Country Drive / Castle Hill Junction between 7am to 8 am on 21st November 2012.

Annexure 2 – Draft Copy of the Traffic Study prepared by INCO P/L on behalf of the residents of the Robert Road Cherrybrook.

Copies to:-

- Barry O'Farrell. The State Premier and also minister for Western Sydney. Ph 9228 5239, Fax 9228 3935, email is; office@premier.nsw.gov.au
- Andrew Stoner. Deputy Premier and Minister for Regional Infrastructure & Services. Ph 9228 5209, Fax 9228 5970, email is; office@deputypremier.nsw.gov.au
- Duncan Gay. minister for Roads and Ports. Ph 9228 5271, Fax 9228 5499, email is; office@gay.minister.nsw.gov.au
- Gladys Berejiklian. The minister for Transport. Ph 9228 5266; Fax 9228 3744, email is office@berejiklian.minister.nsw.gov.au
- Donald Page. The minister for Local Government. Ph 9228 2403, Fax 9228 3442, email is; office@page.minister.nsw.gov.au
- Dominic Perrottet. The local Liberal member for Castle Hill. Ph 9634 7474, Fax 9899 3340, email is; castlehill@parliament.nsw.gov.au
- The Hon. Brad Hazzard – Minister for Planning and Infrastructure, Governor Macquarie Tower , Level 31, 1 Farrer Place, Sydney NSW 2000. Email: wakehurst@parliament.nmsw.gov.au
- John Robertson. Leader of the opposition and shadow minister for Western Sydney. Ph 9671 5222, Fax 9671 5266, email is; blacktown@parliament.nsw.gov.au

- Linda Burney. Deputy Leader of the opposition. Ph 9718 1234, Fax 9787 1999, email is; linda.burney@parliament.nsw.gov.au
- Luke Foley. Shadow minister for Planning and Infrastructure. Ph 9230 2927, Fax 9230 3349, email is; Luke.Foley@parliament.nsw.gov.au
- Penny Sharpe. Shadow minister for Transport. Ph 9230 2741, Fax 9230 2589, email is; Penny.Sharpe@parliament.nsw.gov.au
- Ryan Park. Shadow minister for Roads. Ph 4285 1588, Fax 4285 1858, email is; Keira@parliament.nsw.gov.au
- Sophie Cotsis. Shadow minister for local government. Ph 9230 2080, Fax 9230 3056, email is; sophie.cotsis@parliament.nsw.gov.au
- Cecilia Densham. phone is 0478 407 152. her email is; Cecilia.Densham@transport.nsw.gov.au

ANNEXURE 1

Traffic Conditions on "County Drive / Castle Hill Road Intersection

Photos Taken on Wednesday 21 November 2012 from 7.00am to 8.00am.

Note: -

The photos were taken every 5 minutes from 7 to 8 am. This was irrespective of wether there were lines of traffic or not.


40

ANNEXURE 2

INCO

LABOUR HIRE | RECRUITMENT

TRAFFIC MANAGEMENT | TEMPS

TRAFFIC STUDY

OF

PROPOSED DEVELEOPMENT OF

NWRL CHERRYBROOK STATION AND IMPACT ON ROBERT RD

30 NOVEMBER 2012

RMS
Authorised
Traffic
Controller

Traffic Management
Association of NSW

THIS TRAFFIC MANAGEMENT PLAN IS PREPARED BY INCO TRAFFIC MANAGEMENT

ON BEHALF OF THE RESIDENTS OF ROBERT ROAD, CHERRYBROOK.

INCO P/L ATF KIMIA TRUST
ABN: 94 674 843 011
Ph: (02) 8882 9150 **Fax:** (02) 8212 9034 **Mobile**: 0404 349 000
Email: kaveh@incogroup.com.au **website:** www.incogroup.com.au
Suite D, 409/ 5 Celebration Drive, Bella Vista NSW 2153

1. EXECUTIVE SUMMARY

As part of the North West Rail Link development, it is proposed to build a rail station at Cherrybrook on Castle Hill road, between Robert Road and Franklin road (See figure 1). The Environmental Impact Study (EIS2) for NWRL proposes that Robert road be used as a major feeder road to the station carrying the majority of car and bus traffic. This report shows that adding bus routes to Robert road is not a realistic option. An alternative route with buses travelling from New Line road to County Drive, turning left onto Castle Hill Road before approaching the proposed station would be a better and safer option.

2. INTRODUCTION

This traffic study has been prepared by INCO Traffic Management (INCO) was commissioned by residents of Robert Road, Cherrybrook, NSW. This traffic study has been prepared to assess the traffic impact of alternative proposed routes of buses accessing the proposed Cherrybrook NWRL station.

3. ABOUT US

INCO Traffic Management is a fully licenced and insured provider of traffic management services. INCO is also a subcontractor for the RTA under the NSW RTA scheme for Provision of Traffic Services (Category G). Link:
http://www.rta.nsw.gov.au/doingbusinesswithus/tenderscontracts/registeredcontractors.html

4. PROPOSED NWRL STATION AT CHERRYBROOK.

The NWRL comprises an electrified railway with services operating between Chatswood and Rouse Hill. As part of this rail development, it is proposed to build a rail station at Cherrybrook on Castle Hill road, between Robert Road and Franklin road (See figure 1). The Environmental Impact Study (EIS2) for NWRL proposes that Robert road be used as a major feeder road to the station carrying the majority of car and bus traffic. To achieve this, EIS 2 proposes widening Robert road and instigating no parking along Robert road.

The major arguments/assumptions for using Robert road as the main feeder road to the station seem to be that County Drive and Castle Hill roads cannot be used as the main feeder route to the station because:

a) There is a need to maintain bus stops along John Road;

b) The intersection of County Drive and Castle Hill road is already saturated with traffic, so buses cannot use County Drive, turning left onto Castle Hill Road and approaching the station; and

c) Robert Road is well below is traffic capacity and can cope with far more traffic.

5. TRAFFIC STUDY

INCO was commissioned to test the arguments/assumptions mentioned above by measuring the commuters at two bus stops on John Road (Stop 1 and 2 in Figure 1), vehicular traffic on Roberts Road, and the intersection of County Drive and Castle Hill road.

6. METHODOLOGY

Observations were taken in the morning (7.00am-9.30am) and afternoon peak (3.00pm-6.30pm) traffic time on both the 27th and 28th of November 2012 on Robert road, two bus stops on John Road (Stop 1 and 2 in Figure 1) and video of the junction of County Drive and Castle Hill road.

7. OBSERVATIONS

Bus Stop 1

Table 1: Commuters at Bus Stop 1 AM peak (average 27th & 28th Nov 12)

Times	Number joining bus	Of which number drove	Of which number walked	Number Alighting Bus	Of which number drove	Length of Commute
7.00-7.30	19	1	18	0	2	5 mins
7.30-8.00	19	2	17	0	4	7 mins
8.00-8.30	15	3	12	0		
8.30-9.00	4		4	0		
9.00-9.30	1		1			

Table 2: Commuters at Bus Stop 1 PM peak (average 27th & 28th Nov 12)

Times	Number joining bus	Of which number drove	Of which number walked	Number Alighting Bus	Of which number drove	Length of Commute
3.00-3.30	0	0	0	5	1	5 mins
3.30-4.00	0	0	0	4	1	15 mins
4.00-4.30	0	0	0	0		
4.30-5.00	0	0	0	0		
5.00-5.30	0	0	0	0		
5.30-6.00	0	0	0	0		

Bus Stop 2

Table 3: Commuters at Bus Stop 2 AM peak (average 27th & 28th Nov 12)

Times	Number joining bus	Of which number drove	Of which number walked	Number Alighting Bus	Of which number drove	Length of Commute
7.00-7.30	5	0	5	0		
7.30-8.00	8	2	6	0	2	5 minutes
8.00-8.30	6	2	4	0	1	2 minutes
8.30-9.00	0	0	0	0	1	15 minutes
9.00-9.30	1	0	1	0		

Table 4: Commuters at Bus Stop 2 PM peak (average 27th & 28th Nov 12)

Times	Number joining bus	Of which number drove	Of which number walked	Number Alighting Bus	Of which number drove	Length of Commute
3.00-3.30	0	0	0	3	1	5 minutes
3.30-4.00	0	0	0	0		
4.00-4.30	0	0	0	0		
4.30-5.00	0	0	0	0		
5.00-5.30	0	0	0	0		
5.30-6.00	0	0	0	0		

Robert Road

Table 5: Vehicular Traffic on Roberts Rd AM peak (average 27th & 28th Nov 12)

Times	South bound	North bound
7.00-7.30	12	23
7.30-8.00	16	51
8.00-8.30	26	61
8.30-9.00	36	35
9.00-9.30	23	23

Table 6: Vehicular Traffic on Roberts Rd PM peak (average 27th & 28th Nov 12)

Times	South bound	North bound
3.00-3.30	8	5
3.30-4.00	29	16
4.00-4.30	35	22
4.30-5.00	44	25
5.00-5.30	38	24
5.30-6.00	53	16

Intersection of County Drive and Castle Hill Road - See attached video evidence

The data shows that:

- Bus stop 1 is used far more often than Bus stop 2.
- During peak morning and afternoon times, an average of 10 commuters an hour use bus stop 1 and average of 5 commuters an hour use bus stop 2.
- Up to 20% of commuters who took buses drove to the bus stop with an average commute of 5 minutes.
- Robert Road has about 120 vehicle movements per hour during peak times or about a vehicle every 30 seconds.
- During peak times, the right turn lanes on County Drive heading West has lengthy queues, but that the left hand turning lane has very short queues.

8. DISCUSSION

As mentioned, the major arguments/assumptions for using Robert road as the main feeder road to the station seem to be that County Drive and Castle Hill roads cannot be used as the main feeder route to the station because:

a) There is a need to maintain bus stops along John Road, and

b) The intersection of County Drive and Castle Hill road is already saturated with traffic so buses cannot use County Drive.

c) Robert Road is well below is traffic capacity and can cope with far more traffic.

These arguments do not stand up to analysis.

a) There is no need to maintain bus stops along John Road. Both bus stops can be moved to County Drive because:

- Bus stop 1 is within 50 metres of County Drive and walking such a short distance would not be an inconvenience.

- Bus top 1 is used by about 60 people on an average day (AM and PM peak). Of whom, 10% to 20% drove to the stop. So for the remaining 50 or so commuters it would not be an inconvenience.

- Bus stop 2 is barely used. Further Stop 2 is only 250 metres away from bus stop 1. Amalgamating these stops into one on County Drive would not be an inconvenience. See Tables 1,2,3 and 4 for data.

  Furthermore, with the completion of Cherrybrook station, it is predicted that most of these bus commuters will use the station instead.

b) The intersection of County Drive and Castle Hill road is not saturated with traffic.

- Although the right turning lanes heading South at the intersection of County Drive and Castle Hill Road can be quite busy, there is very little traffic on the left hand turning lane.

- County Drive was originally designed as a two lane two way road with a wide median strip. County Drive was then converted into one lane each way with the other lane being used for parking and bus stops. Should County Drive be restored to its original two lane two way road, it can carry far more traffic. As an argument, one could turn the kerb side lanes on County Drive to a bus lane, giving buses free traffic flow down County Drive.

  See video evidence for data

c) Robert Road is at traffic capacity and cannot handle more traffic.

- Robert Road is a narrow road (7.5 metres wide)

- There are often cars parked on Robert road, making the road effectively a one lane road with cars having to give way to oncoming traffic. There is a need to maintain on street parking on Robert road as Robert Road has four private estates each with 7 and 35 houses each. All having to use Robert Road as on street parking.

- Currently Robert road has 120 vehicle movements per hour or one every 30 seconds.

- With the completion of Cherrybrook station, and signalling of the intersection of Robert Road and Castle Hill Road, Robert Road traffic will increase significantly with cars "rat running" to Castle Hill road.

- With the completion of Cherrybrook station traffic will increase significantly with cars using it to access the station.

Adding bus routes to Robert road is not a realistic option. See Tables 5 and 6 for data.

9. CONCLUSION

We have shown that

- There is no need to maintain bus stops along John Road.
- The left turning lane at the intersection of County Drive and Castle Hill road is not saturated with traffic and
- Robert Road is at traffic capacity and cannot handle more traffic

Therefore, adding bus routes to Robert Road is not a realistic option. An alternative route with buses travelling from New Line road to County Drive, turning left onto Castle Hill Road and approaching the station would be a better and safer option.

FIGURE 1: PROPOSED CHERRYBROOK STATION AND BUS ROUTES