

**Diane Sarkies - Robert Rd- EIS2**

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**To:** <plan\_comment@planning.nsw.gov.au>  
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**Subject:** Robert Rd- EIS2

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The proposed Cherrybrook Station on the proposed NWRL obviously offers far more advantages than disadvantages and with any progress people are bound to be disadvantaged in some way. I believe we all have to share some increased traffic burden bearing in mind that the proposed rail will theoretically take a significant number of cars off the roads generally. That would be a good thing.

But logic would tell you that County Drive is the most appropriate road to accept the largest portion of bus traffic to the new station simply because it was built as a two lane divided road and for whatever reasons the local council have allowed one lane each side for parking which defeated the whole purpose of building the two lane road in the first place. It was always considered to be a major thoroughfare and no parking should be allowed even now regardless of the future traffic for the railway. It almost seems like there has been political interference/corruption at either the state or local Government level to illogically allow parking all day on this road.

Realistically Robert Road and Franklin Road must also accept some increased traffic volume. With Robert Road the problem is, as you are obviously aware, that Hornsby Council allowed various private estate developments without making the developer provide specific off street visitor parking. This means that visitors to the various estates by and large park in Robert Road. The next biggest issue with Robert Road is the intersection on the corner of Robert Road and John Road which is reasonably dangerous at peak traffic times with John Road traffic cutting the corners to enter Robert Road. If this corner could be widened that would alleviate part of that problem.

The proposed no parking in Robert Road will obviously disadvantage to some extent all those residents of the private estates and their visitors who have limited off-site parking for visitors. There is an issue for people accessing Robert Road from Dalkeith where there are many homes as this is the only exit. With more (and heavier) traffic movements comes the increase in accident rates exiting that intersection.

In relation to traffic using County Drive and the comment that it is a congested road already, I must say that commuters leave home for work at between 7:30am and 7:45am each morning exiting Arundel Way and turning right into Robert Road, left in John Road then left into County Drive where one can travel south and cross Castle Hill Road. At that time of the morning there is little traffic heading south and at the intersection of Castle Hill Road and County Drive probably 50% to 60% of the traffic turns right heading towards Castle Hill, a further 30% to 40% crosses directly over the road heading down through the valley and only a small minority of traffic turns left into Castle Hill Road heading towards Thompsons Corner. It has to be acknowledged that as the later peak hour develops there is significant traffic heading north down County Drive with a view to entering New Line Road but that does not affect the issue concerning the station. It is also acknowledged that there is traffic congestion travelling east on Castle Hill Road towards the location of the new rail station. However this occurs mostly after 7:30am and I would have thought that in terms of buses using this area most people catching a bus to the station to travel towards the city for work would be at least on the trains by 7:30am.

In conclusion, as I have said we must all bear a portion of the increased bus movements but there is no real logical explanation why the bulk of those movements could not be via County Drive with some also using Franklin Road which again is a wider road than Robert Road.

Regards,

Enrico Pelleri