

Attention: Director Infrastructure Projects

Major Projects Assessment,

Department of Planning and Infrastructure,

GPO Box 39, Sydney, NSW 2001

North West Rail Link (NWRL)

Environmental Impact Statement 2

Response to NWRL EIS2 -

Opposition to Robert Road being used as an access road into the
Cherrybrook Station Precinct

The application number (SSI-5414)

December 2012

Sandra Finlay
1 Robert Road, Cherrybrook
(02) 8677 3107 or 0409 122076

Dear Sir/Madam,

Thank you for the opportunity to respond to NWRL Environmental Impact Statement 2. Although I am in support of the North West Rail Link as a whole, I am opposing the use of Robert Road as a bus and vehicle access road into the station precinct in any capacity.

I am fully in support and have signed the group submission lodged by the residents of Robert Road, which include the residents at 210 Castle Hill, 1, 1a, 1b, 1/3, 2/3, and 3/3 Robert Road. In particular, I would like to address two issues that have been brought up as concerns by NWRL representatives at various meetings over the past few weeks.

These are as follows:

Issue:

1. County Drive and Castle Hill Road will not be able to handle the increase in traffic that needs to access the station.

Proposal:

1. During peak hour times, dedicate the current 'parking lanes' on County Drive between John Road and Castle Hill Road to "Bus Only Lanes" (see Appendix A).

Discussion:

County Drive is currently a single lane road heading both north and south. Dedicating these currently unused lanes to 'bus only' lanes during peak hour times will ensure buses are not caught in any general traffic.

There is 'No Parking' on Castle Hill Road between County Drive and the proposed Cherrybrook station. Further, there is never any bank up of traffic on that stretch of Castle Hill Road heading east during peak hour (as can be seen on the www.saverobertroad.com website).

Both the south end of County Drive after John Road and the section of Castle Hill Rd between County Drive and the proposed station should have no problem in coping with a substantial increase in traffic if necessary.

Pictures of County Drive, heading south towards the Castle Hill Road intersection showing little to no traffic in the left hand turning lane. Taken Wednesday 21st November between 6.51am and 7.49am



Issue:

2. Bus routes that currently travel up John Road to the City or Hornsby Station will be disrupted.

Proposal:

2. Current bus routes should remain the same and a dedicated shuttle service to the station should be introduced.

Rationale:

People will have a choice of 2 public transport services. They will either

1. choose to catch the existing bus to their destination or
2. choose to travel via the NWRL.

Those who choose to catch the bus have no need to bypass the proposed Cherrybrook Train Station in fact this will only make their journey longer. In addition, there is no need for these buses to pick up passengers travelling to Hornsby or the City from the Cherrybrook Station as presumably these commuters will be using the rail network.

Those who choose to take the new NWRL will only need to be delivered to the station as they will then travel to their final destination via the rail system. Therefore, a dedicated shuttle bus can pick up passengers from the Cherrybrook Station catchment area and deliver them directly to the station via County Drive and Castle Hill Road. This will also alleviate concerns regarding increases in traffic heading to the station. In other words, the County Drive/Castle Hill Rd route will be solely dedicated to shuttle buses accessing the station. The existing bus network would not be affected and would continue with their current routes and timetables.

In conclusion, I am totally perplexed as to why the NWRL would want to squeeze buses up the narrow street of Robert Road when a perfectly sound and underutilised major road network exists. Even the distance via both routes is exactly the same.

There are approximately 265 residences that use Robert Road as an access road out onto the adjoining major roads. Not only will the NWRL be putting the lives of these residents at risk but they will also be turning the quiet neighbourhood street that we have chosen to live in, into a "rat-run" that is not only noisy and busy but will offer no resident or visitor parking.

I am sure you are now well aware that legal action will need to be pursued by the residents should this proposal go ahead.

Yours sincerely

Sandra Finlay
1 Robert, Rd, Cherrybrook NSW 2126
0409 122076

APPENDIX A

