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An objection to Robert Road Cherrybrook being utilised by the North West Rail Link (NWRL) proposal as a footprint for a "Feeder Road" with increased traffic flows by way of Buses and general traffic.

My name is Lynda Casey, and I have been a resident 2 Louise Way Cherrybrook NSW 2126 for the last four (4) years.

I along with other residents both from within Louise Way and along Robert Road became aware of a proposal to make Robert Road a "Feeder Road" with increased traffic flow from Bus routes and general traffic in conjunction with the NWRL.

I strongly object to this proposal and my objections are outlined as;

1. Lack of Road Width on Robert Road as opposed to surrounding roads
2. Volume of traffic
3. Damage to Robert Road surfaces
4. Excessive noise in a quiet residential street
5. Safety factors including access to Robert Park

Item 1.

The current routes for both Private (Hills Bus) and Government Bus travel in both directions in the near vicinity to Robert Road travel along **County Drive**, turning into **John Road**, (passing the northern end of Robert Road), **Franklin Road** at the round-about, **Neale Avenue** and **Edward Bennett Drive** before turning back onto Castle Hill Road. Some buses also travel along County Drive before turning onto Castle Hill Road at the traffic lights.

County Drive is a major thoroughfare that carries a large volume of traffic particularly in peak times. The road was designed as a four (4) lane road and is situated between New Line and Castle Hill Roads. For much of its length there is also a tree planted median strip in the middle. Recently, and against much local protesting, this major roadway was for much of its length reduced from a four (4) lane roadway to a two (2) lane roadway using the term "traffic calming."

The lane markings on the road surface has the lane divider at 3.5 metres for the carriageway lane and the non-flow (gutter) lane which is used mainly used by the residence of County Drive for parking and the buses to allow passengers to embark/disembark is set at 3 metres in width. Total carriageway width either side of the median strip is 6.5 metres.

At this point in the objection I would like to add, that the current buses which frequent the roads in this report are **12 metres in length and 2.5 metres in width.**

John Road which runs basically east-west between County Drive and Franklin Road is for much of its length 10 metres in width and can accommodate passing traffic, including buses as well as allowing for legally parked vehicles on both sides of the roadway. There is however a short portion of the road that is steeply graded close to the Franklin Road roundabout. This narrow portion of John Road is only 5.3 metres in width and is a straight section passing very close to a timber boundary fence of an undeveloped passage of land which is on the southern side of the road.

The double unbroken lanes lines are set at, 2.8 metres for lane width for downhill traffic and 2.5 metres for the uphill traffic. There is virtually zero room for passing where two (2) buses meet on this dangerous portion of the road. In time, this land may be sold or resumed to complete the 10 metre road width so as to make it safer and uniform for its entire length.

I will return to Franklin Road later in this report.

Neale Avenue is a sloping and slightly curving section of roadway that runs east-west between Franklin Road and Edward Bennett Drive. It is also 10 metres in width for its entire length and has unbroken separation lines in much of the length marked on the road surface. It is worthy of mention that the double lines are not consistent with the middle of the carriageway along its length and vary in lane width depending on the curving of the road. This has no doubt been done to allow the buses to travel along the road surface and pass vehicles legally parked without or predominately NOT crossing the unbroken separation lane lines.

Edward Bennett Drive is the same as both Neale Avenue and John Road in its 10 metre width which continues all the way until it intersects back with Castle Hill Road at the traffic lights. Interestingly, the unbroken double centre lines are again not consistent with the centre of the carriageway where the road surface bends, again allowing for the buses to pass the legally parked vehicles without crossing to the incorrect side of the road.

Franklin Road travels between New Line Road in the north, (Closed off) and Castle Hill Road at its southern end which is expected to have traffic lights added under the proposal for NWRL. The portion of the roadway which I will make mention of in this report, refers to the section of road from the Neale Avenue intersection near the top of John Road and the intersection with Castle Hill Road.

Situated on the eastern side of the roadway approximately 100 metres south of the Neale Avenue intersection is Tangara School for girls ranging in classes from Year 3 to year 12. On the same side and close to the intersection with Castle Hill Road is "Inala" special school. On the western side of Neale Avenue is "Dulkara" which is also part of Inala. This section of road should have a pedestrian overpass erected to allow children to cross from both sides of the roadway on Franklin Road.

The northern portion of Franklin Road, south of the intersection of Neale Avenue begins at a width of 10 metres. After that and heading towards Castle Hill Road, Franklin Road changes

width at various points. Opposite a bus embark/disembark area outside Tangara School the road surface is 10 metres in width and also has an extra concrete area to allow buses to be parked along it and still allow the 10 metre wide area, but the centre broken lines painted on the road is only 3 metres from the eastern side, which means that with legally parked cars, traffic has to cross to the incorrect side to pass.

Further along Franklin Road outside “Dulkara” the width reduces to 8.8 metres and it continues to decrease until the area around the intersection of Kayla Way where it is 7.8 metres. At this stage of the road, there are signs erected along Franklin Road on the western side which display “No Stopping on School Days 8am to 4pm”. Also further along the road, there is an undeveloped area on the eastern side where there is no kerb and gutter and the road width has further reduced to only 5.5 metres.

Although Franklin Road’s width varies from 5.5 metres to 10 metres in width, at this point in time there is a significant amount of building associated with improvements to Tangara School, which could ultimately increase the road’s width. If a line of sight is taken along both sides of Franklin Road, a total road width of 10 metres or more seems quite possible without resuming any privately owned land in the process.

NWRL’s also indicated that it proposes to install traffic lights at the intersection of Franklin Road and Castle Hill Road which when combined with the potential to widen to 10 metres the remaining portions of Franklin Road, make it an obvious choice to handle the extra traffic which would be generated with NWRL’s proposal as the buses are already using a portion of Franklin Road for the school children.

There is only one (1) housing complex (Kayla Way) and three (3) other streets running off Franklin Road which services a total of **90 residential blocks.**

Robert Road runs between John Road at its northern end and at its southern end, has a “Left Turn Only” onto Castle Hill Road. It is a mainly straight section of road and has a width of 7 metres for the most part of its length, except for a slight widening to 7.2 metres near the intersection with John Road. There is a section of this road at the bottom of the hill opposite the creek where it narrows down to 6 metres as it snakes through a chicane that has double unbroken separation lines on it.

At this point in time there are no parking restrictions to speak of and the area is marked with 50KPH speed restrictions.

There are currently four (4) housing complexes, (Cherry Haven Way, Oliver Way, Louise Way, Arundel Way and three (3) other housing complexes/private roads, Robert Park, five (5) other streets running off Robert Road and a proposed large housing development on the eastern side of Robert Road south of the creek. **Robert Road services a total of 265 residential blocks.**

The placement of “No Stopping” signs on one or both sides of Robert Road to increase traffic flow in this narrow street will do nothing but increase parking problems for the current residents of the area.

Summary of item 1.

The current bus routes in the area concerned around the NWRL proposal all have a road width in each direction of between 5 to 6.5 metres. (10 to 12 metres in total road surface width) Franklin Road when completed with the school building works and with the addition of the correct kerb alignment to its total length can easily accommodate 5 metres in each direction. (10 metres in total)

Robert Road has an inadequate road width of 7 metres and is totally unsuited for buses or increased traffic flow as its width is classified as a cul-de-sac or access road. Robert Road has been referred to as a local Road by Hornsby Shire (REFER CHAPTER 9, SECTION 9.5.2) as per Ausroad (National Association of Roads and Traffic Australia which is the national body for road standards), A Local Road is classified as a two way lane with 2 parking lanes allowed and the width of the carriageway is nine (9) metres. Franklin Road fits into this category of local road, not Robert road.

The decision to have the majority of County Drive as a one lane main road for ("Traffic calming") in each direction is absurd when NWRL's proposal is taken into consideration. County Drive is already a main thoroughfare that was designed as a 4 lane road. Instead of turning off County Drive into John Road, the buses should continue along County Drive to Castle Hill Road and then turn into the Cherrybrook Railway Station at the proposed traffic lights at Robert Road and exit out onto Franklin Road.

It is easy to view by attendance and see that there are no more than a handful of local residents' cars, a trailer and a taxi parked in the gutter lanes on both sides of County Drive, South of the John Road intersection during a 24 hour day cycle. If these vehicles were removed and the owners put them in their unused driveways, the road could be better utilized to achieve the following outcomes, "Clearway"; "Bus Lane Only during peak Periods"; "Bus Lane Only"; "No Stopping" or something similar and revert the road back to what it was originally designed for. This would enable the buses to run up County Drive in their own lane and not be caught in traffic which is trying to turn right (west) onto Castle Hill Road. The left hand turn lane on Castle Hill Road from County Drive is almost completely void of any traffic and is underused. Their timetables could then be kept and not delayed due to traffic congestion.

Robert Road Action Group enlisted the services of an independent traffic survey company and found that during the peak times on John Road, the two (2) bus stops on that section were only serviced by a group of passengers which totalled less than one (1) bus load out of approximately twenty (20) buses for that portion of road. A small percentage of those patrons actually drove and parked their personal vehicles on the side of the road, before catching the buses.

Item 2.

The volume of traffic which currently uses Robert Road is typical for this type of road. It is able to support residents' vehicles with the odd delivery/postal/removal vehicle and a weekly waste transfer service. It is on the whole not used by drivers to short cut their route

in peak hours instead of travelling along County Drive and turning left onto Castle Hill Road as no additional gain is really achieved.

The roads that the current bus routes take around the area are better able to support the proposed massive increase in traffic over the Robert Road proposal.

Item 3.

Robert Road is a typical roadway contained within the Hornsby Shire. It was never intended as a major arterial road within the network and indeed has a speed limited to 50 KPH. This type of speed limit, coupled with the narrow 7 metre road width is usually associated with a quiet residential street and not a busy road thoroughfare. Many of the dwellings along Robert Road and the surrounding streets are between 15 and 20 years of age.

The road bitumen road surface is reasonable to good in condition and supports mainly light traffic with the occasional heavier vehicle. It is clearly visible on some sections of the roadway, where there has been some settling of the compacted aggregate under the tarred surface, causing the roadway to subside. This has caused cracking of the top tar coating. A possible cause of this developing problem could be the weekly waste disposal trucks standing stationary for periods of several minutes to empty the local resident's bins. It is immediately obvious that whatever the reason for the road's deterioration, it is simply not up to the task of being able to handle heavy vehicles, such as buses and increased traffic flow for any extended period of time.

In short, Robert Road is unsuitable for heavy and increased traffic flow.

Item 4.

Excessive noise from Heavy Vehicles such as Buses and other increases in traffic flow will destroy the predominately quiet suburban street. A huge increase in vehicle emissions both petrol and diesel will have an adverse effect on the air quality in the narrow street and further damage the health of many of the elderly residents in many of the "Way" complexes along Robert Road.

Item 5.

If NWRL's proposal is successful to increase traffic flow and bring buses along Robert Road, then it will become extremely dangerous for children to play in Robert Park. It is the only park in the vicinity for well over 350 residential dwellings in the area and is constantly used 7 days a week from morning to night by both individual to groups of children of all young ages. Some children arrive by walking, some ride bikes, and some come with adults in motor vehicles. They play ball games on the grass area outside the fencing, ride bikes around the concrete pathways or play inside the fenced play equipment area.

The parents that arrive by car, park on Robert Road unstrap their children from child restraints and then take them to play. It will take only one child to run, chase a ball, not

look on their bike or some other scenario and the consequences will be fatal. There is also no “Off street” parking for parents when they come to the park, so it is all done on Robert Road or its side street.

Crossing Robert Road to both go to and leave the park will also become much more dangerous and at present there is only one (1) street light for the entire area surrounding the park, which means in low light it may be extremely dangerous to see small children playing.

The proposal to use Robert Road by the NWRL proposal must be declined on this simple safety factor alone.

Lynda Casey