

Mr John McMahon  
19 Bowerman Place  
CHERRYBROOK NSW 2126

3 December 2012

Major Projects Assessment  
Department of Planning and Infrastructure  
GPO BOX 39  
SYDNEY NSW 2000

Dear Sir/Madam

**Re: Norwest Rail Link  
Second Environment Impact Statement**

I am writing to you with regard to the Second Environmental Impact Statement issued by your Department. I offer the following information regarding the roads and traffic flows in the Cherrybrook area and my thoughts on how the traffic congestion can be minimised and the flow of traffic optimised. I hope that these suggestions can be beneficial in the final planning stages of the impending Norwest Rail Link to Cherrybrook:

The road network in the area surrounding Cherrybrook Station largely consists of narrow streets. Essentially Franklin Road, Robert Road and John Road need to be widened in sections to prepare for the upcoming changes in traffic conditions and impending congestion.

The proposal of traffic flow and direction stated in the EIS 2 does not take into account the existing road uses and congestion. Additional road works will need to be done to satisfy the traffic increase that is on the horizon.

This includes but is not limited to:

**Franklin Road** between Castle Hill Road and Neale Avenue is occupied by two large educational facilities. These are Tangara School for Girls and Inala. Therefore the population density and traffic congestion is already very high, especially at school drop off and pick up times. This road needs to be widened in sections to facilitate parking and traffic flow.

**Robert Road** needs to be realigned for better sight lines and widened to decrease the chance of congestion when cars are parked on the road. There are currently twists in the road designed to slow traffic. If these were to be straightened, the traffic congestion would be minimised. Also ease of access for buses and trucks carrying materials for the construction of the station need to be taken into account.

The end of **John Road** that attaches to Franklin Road is a very steep and extremely narrow section of road. This needs to be widened, as it is too narrow to accommodate buses in both directions, and is already a hazard.

The community and drivers of Cherrybrook, especially the residents in the vicinity, know the roads and the existing hazards well. It would be wise to widen and straighten **Robert Road** for future congestion. It would be wise to widen **Franklin Road** because of present congestion from the schools. It would be wise to widen **John Road** hill (attached to round-about on Franklin Road) as this is probably the most dangerous road at present.

- On a safety note, pedestrian crossings and flashing light up 40km/hr speed signs should be placed along **Franklin Road** as there are 1000 or more students, teachers, parents and disabled that emerge and flood this road in peak school pick up and drop off times (ie 8:00-9:00am and 2:30-4:00pm)

If I can be of any further assistance please do not hesitate to contact me on PH: 0418 465 655.

Yours sincerely

John McMahon