

Diane Sarkies - Attention: Director, Infrastructure Projects

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Date: 3/12/2012 4:20 PM
Subject: Attention: Director, Infrastructure Projects

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 its 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.

- 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.

Please see <http://www.saverobertroad.com/page10.html> for data.

Regards

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