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Director
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Submission to the North West Rail Link EIS 2 SSI-5414 Cherrybrook Station:

Dear Sir,

The NWRL needed to be built before the development of the NW sector, so is somewhat overdue. Consequently, I am pleased that the process to complete this vital piece of infrastructure has begun. While supportive of the NWRL, there needs to be improvement in various areas for it to be successful, and have commuter support and goodwill.

Little real discussion:

Ideas and suggestions presented to the project team in August 2011 did not generate any discussion with the local community. There is little evidence that the project team have any understanding of the West Pennant Hills Valley, WPHV, (in the technical papers it stated that Old Northern Rd and County Drive are access routes to Cherrybrook Station when in fact these roads are north of Castle Hill Rd while the WPHV is on the south).

WPHV residents overlooked:

The information presented in the technical papers validates my concern that the needs of the residents of the WPHV have been overlooked. It would appear that little consideration was given to how residents would cross Castle Hill Rd to access Cherrybrook Station. Nominating Highs Rd as the access route for the "potential" shuttle bus plainly demonstrates poor understanding of that intersection.

Glenhope Rd:

Glenhope Rd is likely to have commuters parking their cars along the roadside so they can then walk across Castle Hill Rd to Cherrybrook Station. It is also likely to attract kiss and ride commuters, so the drivers can then return back into the WPHV without having to cross Castle Hill Rd. Glenhope Rd is one lane each way, has 2 childcare centres in close proximity to its intersection with Castle Hill Rd, and a footpath for a short distance on one side only. This intersection will have traffic lights to allow all vehicle movements, with a pedestrian phase. The potential for accidents is high, given the likely mix of vehicles and pedestrians.

WPHV Rat Run:

From the moment construction of the first set of traffic lights begins on Castle Hill Rd, the traffic flow through the rat run of the WPHV will increase. Significantly. As construction progresses, the volume of traffic diverting off Castle Hill Rd will continue to increase in volume, duration and direction. This point was not identified in the technical papers, yet will have a major impact on the residents of the WPHV for at least the next 7 years.

Castle Hill Rd:

Castle Hill Rd is a major arterial link. It is therefore difficult to understand why the project team decided it wasn't necessary to have

1. grade separated pedestrian access across Castle Hill Rd
2. kiss and ride bays on the south side of Castle Hill Rd
3. bus bays on the south side of Castle Hill Rd
4. route the potential shuttle bus so it takes advantage of above bus bays

These facilities form a necessary part of any integrated transport plan for the area, and would ensure less interruption to the flow of traffic along Castle Hill Rd.

Reduction of Bus Services:

It is documented that the current bus services from the north west will be reduced or cancelled once the NWRL is operational. Given the expected growth in population and the stated objective of removing cars from the road system, this seems counter-productive. The demand for bus services continues to grow as residents of the north west realize the benefits of utilizing public transport. By the time the NWRL is operational, it is likely that there will be demand for both bus and rail services. Support the rail stations with bus services, but also maintain the current bus routes, as not all destinations can be reached using the NWRL.

Cherrybrook Station Precinct:

It is concerning that all bus, and kiss and ride facilities, are contained within a small section of the station precinct. Would it not allow a better performance of the "new road" if the majority of buses (servicing areas to the north of the station) were able to drop/pick up their passengers on the northern side of Castle Hill Rd in bus bays. Keep the kiss and ride facilities within the precinct, as that traffic is unpredictable. Otherwise it is likely that all movement will be stymied, as well demonstrated during peak periods at the Sydney airport drop off facility.

Chatswood Station:

There are many issues yet to be resolved at Chatswood Station. The main question is, how will the platforms work with a massive influx of extra commuters, and will there be enough carriages to service them.

Reading the assessment of submissions and the responses provided to EIS 1, it is debatable as to how seriously the information presented by the public is considered. A great deal has been invested in the appearance of community consultation, but little actual discussion has occurred. Detailed information and references have not been provided as the author considers it not worth the time involved. I refer you to the submission from the WPHV Progress Association for further detail.

I want the NWRL, especially Cherrybrook Station, to be an invaluable asset to the public transport network. I hope that the information provided will assist in ensuring that happens.

Should you require more information or need any points qualified, I can be reached on margaretwhalen@hotmail.com or 9871 4231.

Regards,

Margaret

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