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Major Projects Assessment
Department of Planning and Infrastructure
GPO Box 39,
SYDNEY
NSW 2001

Attention: - Director Infrastructure Projects
Email: - plan_comment@planning.nsw.gov.au

Dear Sir /Madam

NORTH WEST RAIL LINK (EIS no 2 App. No SSI-5414)
CHERRYBROOK RAILWAY STATION
FRANKLIN ROAD
CHERRYBROOK

This Practice has been engaged by Inala, an organisation providing support for adults with intellectual disabilities, being located on Franklin Road Cherrybrook in the vicinity of the proposed Cherrybrook Railway Station, to provide a submission in response to the Environmental Impact Statement No 2 currently on exhibition.

A previous response was provided by PGH Environmental Planning on behalf of the same organisation in 21 May 2012 addressing essentially environmental issues including some commentary on traffic and safety issues as part of the original EIS 1 previously placed on exhibition.

This submission primarily provides comment on the traffic and transport matters raised in Chapter 9.5.2 of the referenced documentation EIS 2 including an audit of the existing traffic facilities that exist within the Cherrybrook local road network adjoining the proposed railway station as well as the existing accessibility available for both vehicle and pedestrian traffic to Castle Hill Road including buses. It seeks to have, those proposals and recommendation contained within the report , being modified as result of our investigations to ensure that local amenity and safety is not compromised by the proposed transport facility.

BACKGROUND

Inala Sites

Inala has its main older residential buildings located on eastern side of Franklin Road adjoining Castle Hill Road as well on the western side of Franklin Road with a newer educational day service facility located opposite Tangarra Secondary Catholic School some 200m north of the main buildings. Vehicular access is available to both sites with the existing older buildings being serviced by 2 gates nos 1 & 2 (with internal connection not being possible due to site constraints) on either side of the proposed link road servicing the proposed Cherrybrook Railway Station whilst the northern most facility to the north is provided with separate entrances servicing a car park and site servicing.

Pedestrian activity takes place between both building sites with persons with intellectual disabilities traversing the western footway of Franklin Road and endeavouring to cross to and from the eastern side residential buildings undertaking such crossings in the vicinity of the new link road and mostly unescorted by a staff carer. These crossings occur generally in the early morning between 8-9 AM and mid-afternoon between 3-4 pm coinciding with the commencement and cessation of the day services classes at the northern most facility

Vehicle activity generated by each of the site buildings whilst not high in numbers is generally consistent during most parts of the day and is related to staff movements to and from each of the sites but is generally confined to start /finish times of the existing facilities

Public Roads

Our observation of existing vehicle traffic movement on a Franklin Road and Roberts Road as well as the existing traffic management measures available when entering Castle Hill Road confirm that bus services exist on Franklin Road but primarily to service the Catholic high school but no regular services currently exist along Franklin Road. Current vehicular movements on Franklin Road consist of some residential trips in the morning peak with restricted left out only access to Castle Hill Road except for left turn entry to Roberts Road but are primarily related to school trips associated with Tangarra School in both the morning and evening peak periods

Site inspections have confirmed that that road widths and alignments along Franklin Road are such that traffic service levels provided on this road is generally poor. Roberts Road has a improved alignment with most sections having uniform widths and reasonable alignment however there are sections of narrow width and a section adjacent to undeveloped land of poor alignment.

The roadside environment with respect to Franklin Road is influenced by the presence of Tangarra secondary school along with the Inala facilities and as a result is considered to have an environmental index much higher than on Roberts Road which primarily caters for residential traffic with the exception of the child care centre adjoining Castle Hill Road however which will be demolished a part of the NWRL proposal.

COMMENTS ON EIS ROAD UPGRADES by NWRL

Figure 9.1 of the EIS document shows details of bus and vehicle access routes to and from the Cherrybrook Railway station. It would appear that both Franklin and Robert will share the access for both public vehicles utilising on street bus zones and private vehicles utilising the park-and-ride facilities. On street bus zones are to service bus movements entering from the east from Franklin Road and entering from the west from Robert Road with exit movements for westbound buses via the link road to Castle Hill Road in the eastbound bus movements to operate via Franklin Road to Castle Hill Road.

The proposed arrangement will increase both bus movements on Franklin Road along with private vehicle access to the park-and-ride facility as well as increasing movement on Roberts Road over and above that which currently exists. Whilst the impact of such movements will be significant over both roads, the impact on Franklin Road due to its alignment and frictional impacts (notwithstanding the localised widening to be provided on Franklin Road in the vicinity of the link road to this railway station) the overall impact on Franklin Road will be to provide unacceptable service levels on the remaining section of Franklin Road particularly in the vicinity of the high school and Inala learning facility.

It is proposed that to facilitate access to and from Castle Hill Road that a signalised junction be provided with that road and the new access link road along with modification to the existing Franklin Road junction to permit a left turn entry to Franklin Road from Castle Hill Road. These modifications are intended, it is assumed, to ensure that bus movements servicing the railway station do so without requiring bus movements to undertake turning manoeuvres but simply to drop /pick up and continue in the same direction.

Whilst this arrangement would seem to best suit bus connections with the railway station, it does lead to number of issues which directly impact on existing users as well as properties on Franklin Road in particular. Such impacts are:

- Despite localised widening on Franklin Road introduces additional bus movements as well as general traffic on a road with a substandard alignment and width
- Generates additional pedestrian conflicts with existing secondary school and Inala facilities
- Makes little or no provisions in the master plan to accommodate the above items associated with increased flows and pedestrian conflicts and safety over Franklin Road
- Provide increased traffic movements at Franklin Road with Castle Hill Road at a junction where site distance is restricted and where increased traffic movements will likely lead to increased accidents (the original reasoning behind the historical decision to partial close the junction, it being a prelude to its planned eventual full closure at the time to reduce the risk of accidents)

RECOMMENDATIONS

It is our view that the following matters be given consideration with a view to reducing the impact of the rail link and associated railway station patronage on the existing amenity and safety of the properties fronting Franklin Road as well Roberts Road :-

- Remove bus movements from Franklin Road along with Roberts Road except for existing school services.
- Importantly give consideration to rerouting all route buses from the local roads proposed for reasons of safety consideration due to the inability of the narrow roadways to accommodate two way bus flows as well as the impact on general residential and educational facilities amenity.
- On these local road routes, discourage through commuter trips on both Franklin and Roberts Road in preference for greater use of the higher order collector road County Drive along with the state road Castle Hill Road to better service rail patrons directly and without intrusion into the existing residential precinct.
- Confine all vehicular access to the railway station to the western end of the link road onto Castle Hill Road at which signal control is proposed and at which point sight distance far surpasses that at available at Franklin Road junction with Castle Hill Road .
- Restrict all access to and from the Cherrybrook railway station to the link road to the western end only providing a turnaround facility in the link road adjoining the bus set down/pick up areas to enable all incoming buses to the station to turn around and exit to Castle Hill Road at the traffic signals
- Maintain the current arrangement with respect to Franklin Road restricted access to Castle Hill Road and eliminate the left deceleration entry proposal which is to be located within a tight curve and whereby left turn exiting traffic from Franklin Road is subjected to further restricted sight distance by the auxiliary lane
- Ensure that ample pedestrian facilities are provided over Franklin Road to accommodate both existing residents needs as well that projected by the railway station to ensure safe crossings over Franklin Road,

Submitted for consideration on behalf of Inala

Yours faithfully,



David Thompson
Transport Planner
Principal, Thompson Stanbury associates