

Diane Sarkies - NWRL Final Doc

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Date: 29/11/2012 11:04 AM
Subject: NWRL Final Doc

“Attention: Director Infrastructure Projects.

From: Ray Doyle
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NSW 2126

Name of application: Robert Road Residents comments Re Buses along Robert Road

Application No: (SSI-5414)

Statement Concerning Support or Objection: We object to the use of Robert Road as a bus route. The reasons are as detailed hereunder.

NWRL
ROBERT ROAD
RESIDENTS
COMMENTS

MP'S STATEMENTS.

One of the points raised by NWRL regarding traffic flow is that there will be a serious increase in the volume of traffic in the future. I understand that it is estimated that this could be in the order of approximately 10% to 13% over the next few years. This flies in the face of an announcement made by Mr Dominic Perrottet which states. "The second EIS sets out some key benefits of the North West Rail Link. The project will reduce car trips by up to 14 million each year. This is a welcome outcome for our community which has the highest rate of car ownership in the country. This reduction in car trips is tipped to reach 20 million by the year 2036, a measure that will save us precious time whilst having a positive impact on the environment".

ROBERT ROAD

Another point which can be found in the Cherrybrook Station section of the Environmental Impact Statement 2 particularly page 22 Column 2 Paragraph 2 which states "The new design incorporates a realignment of Robert Road. And the new station access road to give priority to station access from Castle Hill Road and reduce the potential for "rat running" on residential streets"

The use of Robert Road as a main feeder to the Cherrybrook Station flies in the face of reducing the potential of "rat running" on residential streets.

ROBERT ROAD USED AS A MAIN FEEDER ROAD TO CHERRYBROOK STATION.

We understand that it is proposed to increase buses from County Drive turning left into John Road thence into Robert Road instead of proceeding along County Drive and turning left into Castle Hill Road thence into the top end of Robert Road into the new access to the Railway Station.

There are a number of reasons NWRL want to use this traffic route along Robert Road

1. Adhering to time tables
2. Potential of increased traffic on Castle Hill Road
3. Potential of increased traffic on County Drive
4. Pick up and set down points on both sides of John Road.
5. Proposed No Parking along Robert Road.
6. Danger with our children's playground at corner of Dalkeith & Robert Road
7. Danger of buses turning left from County Drive into John Road
8. Car Parking Spaces

In reference to the previous numbered points we object as follows.

1. ADHERING TO TIME TABLES.

There is certainly no difference to distance and certainly no issues with delays of traffic entering Castle Hill Road from County Drive. The writer has attended the intersection and taken numerous photos during the peak hours to become acquainted with the supposed problems associated with access to Castle Hill Road from County Drive. A series of photographs were taken during the hours of 7.00am until 8.00am weekday. A photo was taken each and every 5 minutes and proves that there are no delays for traffic in the left hand turn lane of County Drive, whilst in addition during one cycle of the traffic lights it should be noted that the left hand lane indicator on the traffic lights has two cycles whilst the right hand lanes have only one cycle. This is an advantage for traffic turning left.

2. POTENTIAL OF INCREASED TRAFFIC ON CASTLE HILL ROAD.

Indeed there is the potential for increased on Castle Hill Road., however gridlock on Castle Hill Road does not develop until Edward Bennett Drive and in any even traffic will be entering Castle Hill Road, either from County Drive or Robert Road. However as stated by our MP Dominic Perrottet. "There will be a decrease in traffic to the tune of 14 million each year with a build up to 20 million by 2036" The original intention of using County Drive turning left into Castle Hill Road is therefore justified and should be continued.

3. POTENTIAL OF INCREASED TRAFFIC ON COUNTY DRIVE.

It is possible that traffic would increase along County Drive as it is the intention that Cherrybrook Station is also to be utilised by residents of Dural and surrounding areas. It should be recognised that County Drive was originally provided to be the main connecting link between the M2 and the F3. as such it was provided with 4 lanes with a large divider in between. This divider is very large and is provided with trees with the intention of reducing headlight glare. Just recently it was decided by council to implement what they called Traffic Calming and the roadway was reduced to 1 lane each way. Instead of the 2 lanes each way. The roadway is now used to park cars for those wishing to catch a bus into the city. The original intention of having County Drive reverted to a 2 lane road will do much to relieve traffic stresses and could have a bus lane provided which would increase efficiency.

4. PICK UP AND SET DOWN POINTS ON JOHN ROAD

Currently there are 2 pick up points on John Road, one near the corner of County Drive and one near Robert Road. The deletion of all stops in John Road would minimally inconvenience very few people who could walk to County Drive or walk to the station. Thus, reducing the problem of traffic turning in and out of Robert Road. Remembering that bus routes are not implemented to have a door to door service unless by chance you happen to live beside a bus stop, the rest of us have to walk.

5. PROPOSED NO PARKING ALONG ROBERT ROAD.

This will have a profound effect on the lifestyles of the residents of Robert Road and impact on residents of John Road, Dalkeith Street and surrounding streets. I have also taken some photos of traffic conditions along Robert Road. These roads were designed to serve the community and particularly the people living in our area.

The implication of no parking long Robert Road page 22 of Environmental Impact Statement 2 Page 22, Column 2, Paragraph 1 states; "Following Community feedback improvements have been made to the design of the precinct to improve access and mitigate and reduce potential impacts on local residents". It would seem that the people responsible for the design have not taken into consideration the words or the intent of this document. Perhaps they should visit the area and read the documents before implementing the design. I would suggest that instead of Googling Maps and observing a map of the area they should purchase a bus ticket and be driven to the area and get realistic with their design.

6. DANGER WITH OUR CHILDREN AT THE CHILDRENS PLAYGROUND AT THE CORNER OF DALKEITH STREET AND ROBERT ROAD.

The Robert Road playground was selected by council to be safe for children. This was conditional upon it not being located beside a main road. Experience has shown that it is impractical and in fact dangerous to have a children's playground located on a main road. It should be recognised that whilst an accompanying parent will do everything they can to ensure the safety of their child, it sometimes happens that the safety of our children could be in jeopardy. To increase the safety of our children I am opposed and in fact reject the implementation of Robert Road as a bus route.

7. DANGER OF BUSES TURNING LEFT FROM COUNTY DRIVE INTO JOHN ROAD

Currently the buses turning left from County Drive into John Road must be in the right hand lane to allow the bus to navigate the corner, which is illegal for any other driver to do. In fact it has occurred regularly that the bus mounts the corner and anyone standing adjacent to the signal fixture has to step back from the corner to ensure that they are not run over by the bus. In fact recently the lights were wiped out by a bus encroaching on the footpath. With additional buses attempting to navigate this very dangerous corner the chance of causing further accidents is significantly increased. I can see no rational in increasing this route to service the station and strongly suggest that the logical route to the station would be via the existing main arterial road of County Drive for all of the above reasons.

8. CAR PARKING SPACES.

EIS 2 on page 22 indicates that there will be approximately 400 Commuter Car Parking Spaces at Cherrybrook Railway Station.

The original drawing for Cherrybrook Railway Station (Indicative Plan Drg No: 2152055-AR-SK101 Rev 02 Dated April 2007) indicates that there will be parking spaces for approximately 960 cars. In view of the fact that the station precinct is now double the size of the original footprint. Why are there not more car parking spaces instead of less? So what has happened to the other 560 parking places?

IN CONCLUSION

There are other objections which are too small and minor to detail in this document like installing new footpaths, like who is responsible for the repairs to the roadway damages caused by heavy buses and additional traffic caused by turning a light suburban road into a main arterial road. As I understand it this is the council responsibility and we the members of the electorate end up paying in the form of increased rates. I am sure that you would have to agree that this is not a good idea. However as those making the decisions do not live here they have little concern for those who do and just make the lame excuse that "That's Progress"

Further you may rest assured that those responsible for this cavalier attitude will have much to answer for in the future. We will not lie on our backs to have our tummies tickled and remain unresponsive to these underhand methods and be receptive to the Gov and NWRL Spin Doctors.