

NORTHWEST RAPID TRANSIT

**CHERRYBROOK LOCAL
TRAFFIC CONSULTATION**

ENGAGEMENT AND OUTCOMES REPORT

Revision	Date	Document Number	Control Status

Approval Record

Function	Position	Name	Signature	Date
Prepared by	Stakeholder Relations Manager	Jodie Grant		
Reviewed by	Senior Project Engineer Norwest	Eugene O'Hanlon		
Reviewed by	Project Manager Cherrybrook	David Saggerson		
Approved by	Communication & Stakeholder Relations Manager	Deirdre McCue		

Amendment Record

Date	Revision	Amendment Description	By	Initials

Contents

1. Background	4
2. Engagement Summary	4
3. Stakeholder Feedback	5
3.1 Local school engagement	5
3.2 Local resident engagement	6
4. Conclusion	8

1. Background

Northwest Rapid Transit (NRT) is required to design and construct road improvements in and around the new Cherrybrook Station site and make adjustments to on-street parking arrangements to make Robert and Franklin roads bus capable.

NRT is currently progressing the design review and approval process for the Cherrybrook precinct with key stakeholders, including Hornsby Shire Council and its Local Traffic Committee (LCT). The precinct design is required to be submitted to the LCT.

To support this submission, Hornsby Council has requested that NRT engage with affected stakeholders and provide an issues report summarising the outcomes of this engagement.

“The results of public consultation, especially with effected residents and schools, be referred to the LTC with the amended plans. I also recommend there be preliminary discussions with bus operators and emergency services so there are surprises when the plans are formerly referred”.

2. Engagement Summary

To satisfy the above request, NRT has undertaken the following activities:

- Briefings held with Tangara School for Girls and Inala
- Doorknock of affected residents in Robert and Franklin roads
- Follow-up calls and meetings with residents unavailable during the doorknock

The issues addressed included the proposed amendments to the locations of the pedestrian crossing and bus stop on Franklin Road, intersection adjustments and the proposed removal of on-street parking on Franklin and Robert roads to enable two way bus movements to access Cherrybrook Station.

Tangara School for Girls and Inala were consulted in August 2016 regarding the proposed changes in Franklin Road. Inala had no objection to the removal of on-street parking, while Tangara advised that parking restrictions could be implemented on Franklin Road, however some short term parking for school pick-ups and drop-offs would be preferred. (Refer Table 3.1)

On 8 February 2017, NRT and Transport for NSW (TfNSW) doorknocked affected residents in Robert and Franklin roads to discuss the proposed changes and also provide an update on TfNSW's regional bus plan and proposed bus routes to service Cherrybrook Station. For residents who were not home at the time, a card was left in their letterboxes to advise of the purpose of the visit and provide contact details if they wished to receive further information.

Through this process 35 households participated in the engagement, 9 from Franklin Road and 26 from Robert Road and the adjoining private estate roads. Thirty residents who were not home at the time have not followed up for further information.

Of the households in Franklin Road, 6 did not object to the removal of parking while 3 did. Other associated issues including concern regarding increased traffic volumes when the station opens were also raised. (Refer Table 3.2 and Appendix 1)

On Robert Road the response to the removal of parking was split, with 13 households objecting and 13 not objecting. Other associated issues including proposed bus routes and volumes, increased traffic volumes, road condition and safety were also raised. (Refer Table 3.2 and Appendix 1)

TfNSW has been liaising with local bus operators during the development of the regional bus plan. The proposed local road changes and stakeholder engagement have also been discussed at the Sydney Metro Northwest Traffic and Transport Liaison Group, which is attended by emergency services representatives.

3. Stakeholder Feedback

3.1 Local school engagement

Activity	Audience	Issues Discussed	Date	Response
Briefings with local schools	Tangara School for Girls	<ul style="list-style-type: none"> • Overview of work within the station site area and precinct • School bus requirements and pedestrian access • Removal of on-street parking 	22 August 2016	<p>Stakeholder had no objection to location of pedestrian crossing on Franklin Road and advised that the bus stop could move back.</p> <p>Stakeholder advised that parking restrictions could be implemented on Franklin Road however some short term parking for school pick-ups and drop offs would be preferred.</p>
	Inala	<ul style="list-style-type: none"> • Overview of work within the station site area and precinct • Franklin Road widening works • Access requirements for both vehicular movements and pedestrians • Removal of on-street parking 	15 August 2016	<p>Stakeholders raised their preference for left/right out of driveway onto Franklin Road as they have other services within Franklin Road that they utilise.</p> <p>Stakeholders had no objection to the removal of parking on Franklin Road.</p>

3.2 Local resident engagement

Issues raised	Robert Road	Franklin Road
On-street parking removal - objection	<ul style="list-style-type: none"> 13 x households Issues: <ul style="list-style-type: none"> Not want buses in the street Would have no visitor parking Not have adequate off-street parking for personal vehicles 	<ul style="list-style-type: none"> 3 x households Issues: <ul style="list-style-type: none"> Not want buses in the street Not have adequate off-street parking for personal vehicles Would have no visitor parking Concerned that Tangara school already has inadequate parking for staff and students
On-street parking removal – no objection	<ul style="list-style-type: none"> 13 x households Issues: <ul style="list-style-type: none"> Have adequate off-street parking Would like resident parking scheme implemented Concerned about commuters parking in street Alternative to retain parking on one side of the street 	<ul style="list-style-type: none"> 6 x households Issues: <ul style="list-style-type: none"> Have adequate off-street parking Would help reduce issues related to school drop-off and pick-up
Introduction of bus services in local streets - objection	<ul style="list-style-type: none"> 9 x households Issues: <ul style="list-style-type: none"> Road too narrow County Drive preferred alternative Concerned about traffic volumes / congestion 	<ul style="list-style-type: none"> 2 x households Issues: <ul style="list-style-type: none"> Road too narrow Edward Bennett Drive preferred alternative Concerned about traffic volumes / congestion Travel time savings in bus modelling would be lost due to congestion created in local streets
Introduction of bus services in local streets – no objection	<ul style="list-style-type: none"> 0 x households Issues: <ul style="list-style-type: none"> No one supported the introduction of bus services on Robert Road 	<ul style="list-style-type: none"> 0 x households Issues: <ul style="list-style-type: none"> Issue was not discussed with most properties. Discussion was had regarding parking only.

Suggest alternative bus routes	<ul style="list-style-type: none"> • 6 x households <p>Issues:</p> <ul style="list-style-type: none"> • County Drive is preferred for buses to access new station 	<ul style="list-style-type: none"> • 2 x households <p>Issues:</p> <ul style="list-style-type: none"> • County Drive and Edward Bennett Drive preferred to access new station • Disagree that travel time savings in modelling
Concerns regarding increased traffic volumes when station opens	<ul style="list-style-type: none"> • 3 x households <p>Issues:</p> <ul style="list-style-type: none"> • Access to station and car park will create congestion in Robert Road • Road is too narrow 	<ul style="list-style-type: none"> • 3 x households <p>Issues:</p> <ul style="list-style-type: none"> • Access to station and car park will create congestion in Robert, John and Franklin roads • Road is too narrow
Safety	<ul style="list-style-type: none"> • 5 x households <p>Issues:</p> <ul style="list-style-type: none"> • Removal of parking will encourage speeding • Road is too narrow for buses and traffic volume • Road condition not suitable for heavy traffic volumes • John Road also too narrow and steep 	<ul style="list-style-type: none"> • 2 x households <p>Issues:</p> <ul style="list-style-type: none"> • Road is too narrow for buses and traffic volume • Road condition not suitable for heavy traffic volumes • John Road also too narrow and steep • Concerned about safety of pedestrians from Inala crossing between their two sites

4. Conclusion

The response by residents potentially affected by the proposal to remove on-street parking in Robert and Franklin roads to enable the introduction of bus routes to access the new Cherrybrook Station was mixed.

26 households from Robert Road participated in the engagement with 13 objecting to the removal of on-street parking and 13 not objecting.

9 households from Franklin Road participated in the engagement with 3 objecting to the removal of on-street parking and 6 not objecting.

As detailed in Table 3.2, the main reason for objecting to the removal of parking was due to residents not wanting their street to be used as the bus access route to service the new station, and the lack of available off-street parking for residents and their visitors.

A number of residents suggested that County Drive and Edward Bennett Drive would be the preferred bus access routes. Other associated issues included the width and condition of both Robert and Franklin roads making them unsuitable for high volumes of bus movements.