

**Submission**

**No 23**

**INQUIRY INTO THE UTILISATION OF RAIL CORRIDORS**

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# The Utilisation of Rail Corridors (Inquiry)

Submission From:

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**Attention:** Mr Charles Casuscelli, MP  
Chair, Legislative Committee on Transport and Infrastructure  
Parliament House  
Macquarie Street  
SYDNEY NSW 2000

27<sup>th</sup> February 2012

**Submission for The Utilisation of Rail Corridors (Inquiry)**

Mr Charles Casuscelli and Honourable Members.

This submission proposes to utilise a very small, unused area of RailCorp's property to construct an underpass below Pacific Highway in Turrumurra.

With reference to Attachment 4, the proposed underpass and ramp would run from the end of Jersey Street, alongside the railway line, following the track between Hillview Centre and the railway line. Then, under Pacific Highway, utilising the existing bridge, see Attachment 6. Thereafter it joins up with the new Turrumurra Station Bridge. Land excavated in situ would be used to fill in the area between Jersey Street and Hillview Centre to form the ramp section.

In addition, I have included Rohini Street and Kissing Point Road as part of the wider Turrumurra Station Precinct discussion. An underpass, which is the primary focus of this submission and minor changes to these two feeding roads will impact our Turrumurra Village most positively.

This submission endeavours to outline how these changes will benefit:

- √ Road safety in general
- √ Various Turrumurra Community groups
- √ RailCorp
- √ Roads and Maritime Services (RMS)
- √ Businesses in the area
- √ Ku-ring-gai Council

## A. Background:

There is a major disconnect between North and South Turramurra due to the North Shore Railway line and Pacific Highway, the construction of an underpass will benefit a number of groups, businesses, RMS and RailCorp.

Attachment 1 (Small):



In addition to RailCorp, RMS, the Council and our local businesses around Turramurra Station, my research identified five groups of commuters and potential users who will find an underpass very useful and who have stated they will use the facility without hesitation.

### 1. Park and Ride Commuters:

Due to a lack of parking in and around the station, many park and ride commuters are forced to park on either side of Pacific Highway. Many commuters park on the south side of Pacific Highway, down Boyd Street, Jersey Street, Catalpa Crescent and beyond. Their daily challenge is to negotiate the climb up Kissing Point Road or Boyd Street and the crossing of Pacific Highway at Kissing Point Road or Rohini Street. Either challenge includes a 27 degree climb in Kissing Point Road or more than 35 degrees climb in a short stretch of Boyd Street, especially challenging when wet and slippery.

### 2. Children Crossing Pacific Highway:

Many of our children in the Turramurra community cross Pacific Highway everyday as commuters walking to school or to the railway and bus stations or simply popping across Pacific Highway to the shops or their extra-mural activities.

They run a daily gauntlet and face potential confrontation with motor vehicles. This crossing is a concern for many parents and children. Remember the children who were run down nearly three years ago. [27<sup>th</sup>](#)

[August 2009](#). It was this incident more than any other that worried me, I have two children that cross Pacific Highway frequently.

### 3. The “Station Dropper”

Whether it is a child or an adult, this group clogs up a number of roads around the station.

The “Station Droppers” from South Turrumurra, drive up Kissing Point Road, turn right into Pacific Highway, left into William Street to kiss ‘n drop off their passengers, then go around the circle down Forbes Lane, left into Ray Street, left into Pacific Highway and then finally right back into Kissing Point. Wow, this journey is around 8 minutes, depending on traffic lights and congestion. More importantly the “Station Droppers” are adding to the congestion, if there were an easier way, it would be used.

### 4. Older members of the Community and mobility scooter Users

The block alongside Pacific Highway including North Haven Nursing Home and Turrumurra Self Care Village, houses many retirees who are challenged each time they wish to cross Pacific Highway at Rohini Street. Some of these individuals cannot cross Pacific Highway in the allocated pedestrian time, causing anxiety. An easier and safer way to get to the station or shops, via an underpass, would result in greater freedom, less trauma and greater mobility.

### 5. Cyclists:

Cycling up Kissing Point is a challenge. It is the dangerous and challenging pinch point around the “S” Bend section of Kissing Point Road that is of particular concern. There is very little room for a cyclist when negotiating these bends alongside the 575 bus or a truck, making the ascent even more dangerous.

By offering an alternative route to cyclists via an underpass, the cyclists will avoid the Kissing Point Road “S” Bend danger entirely. In addition, by eliminating the steep climb, more residents may cycle to the station or other parts of Turrumurra.

B. Benefits:

1. Overall Benefits and Road Safety Improvements:

- √ This is an opportunity to fix the disconnect between both sides of Pacific Highway
- √ Improves access and usage for all road users - Cyclists, Pedestrians and Motorists
- √ Reduces the steep elevation (danger pinch point with trucks or buses) up Kissing Point Road for cyclists and pedestrians
- √ Makes crossing Pacific Highway easier and safer for pedestrians, mobility scooters, perambulators, children and cyclists.
- √ Reduces the number of pedestrian and cyclist crossings at Kissing Point Road and Rohini Street, thereby improving the “through traffic” flow on Pacific Highway

2. Turramurra Community Groups:

All groups stated above will benefit from improved access to Turramurra Station and the result will be greater train usage for RailCorp as well as improved safety and more pedestrian and cycling activity in the area.

3. RailCorp:

RailCorp will benefit through increased usage of Turramurra Station.

4. RMS:

RMS will benefit from the reduction in Pacific Highway cross traffic at Rohini Street and Kissing Point Road, thereby improving the through-flow along Pacific Highway between the F3 and Chatswood.

Kissing Point Road and Rohini Street will flush more rapidly as a result of the reduction in pedestrians and there may be the opportunity to reduce the traffic light cycle time in order to improve the Pacific Highway traffic flow.

Kissing Point Road and Rohini Street intersections frequently cause back-ups of traffic, up and down Pacific Highway due to their their current design which creates unnecessary congestion when waiting for pedestrians to cross.



I have not included the specific details of potential improvements to Kissing Point Road and Rohini Street in the body of this submission, nonetheless for interested RMS and Council parties I have included attachments 7, 8 and 9 which address potential changes to these roads as a result of an underpass.

5. Businesses in the Turrumurra Station Precinct:

Increased use of the Station area, improved mobility and access to shops will increase the number of feet into our shops.

6. Ku-ring-gai Council:

Ku-ring-gai Council will benefit due to the improved traffic flow and general road safety in Turrumurra, this is a cost effective and practical Pacific Highway crossing solution which will improve the Turrumurra Station precinct, a commuting focal point for the area.

Thank you for affording me the opportunity to submit this proposal.

I am available to answer any questions, or to conduct further research, or to offer practical hands-on assistance with the actual design and project implementation.

Yours sincerely

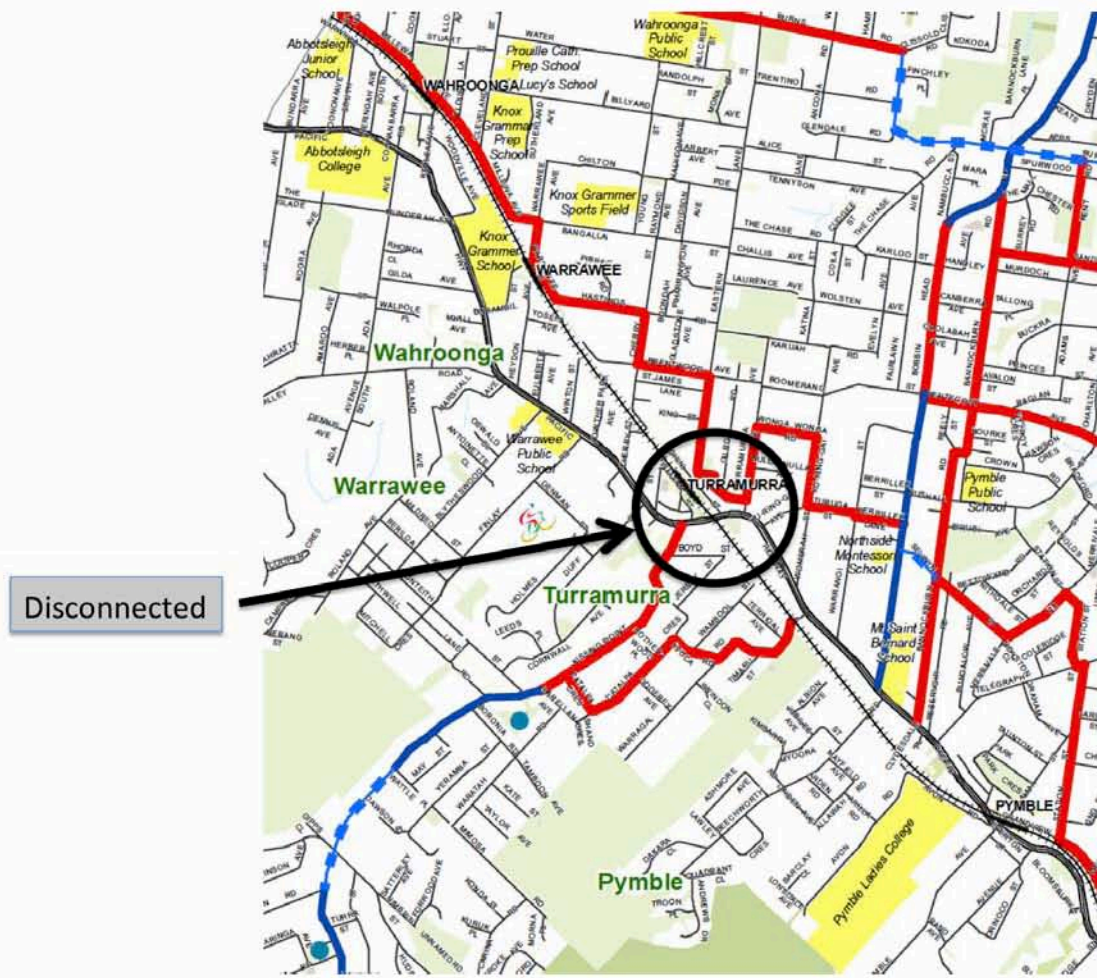
John Watt



Attachment 1

The 1995 Ku-ring-gai Council Cycleways Roadmap highlighting the dissection of North and South Turramurra.

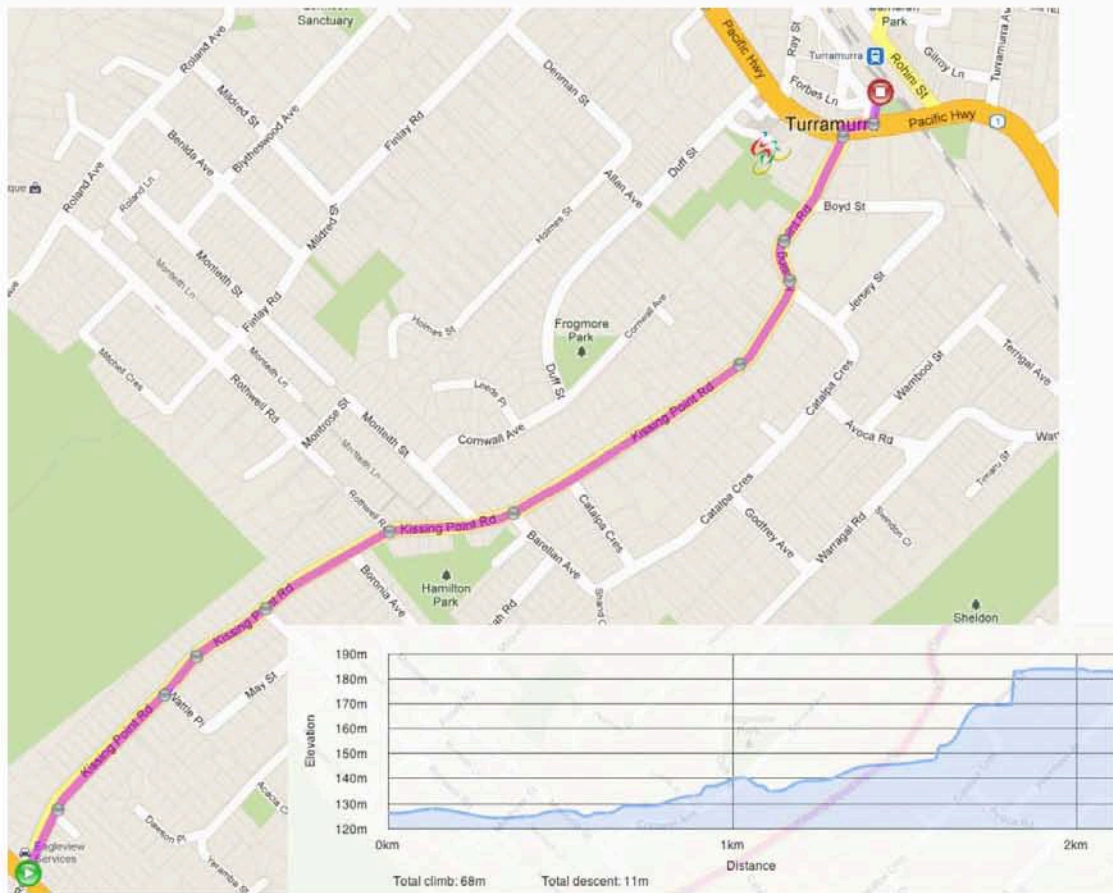
This map is currently going through an upgrade however the section around the station remains a disconnected challenge.





Attachment 2:

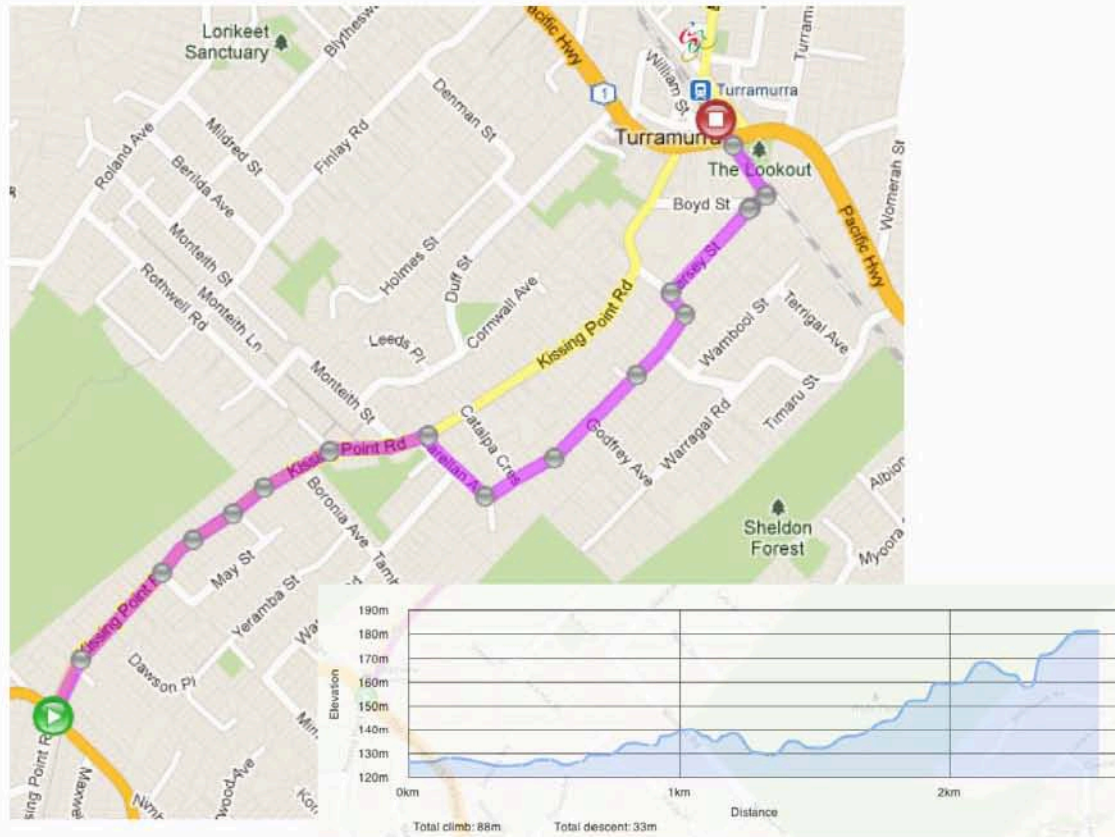
Current route used by cyclists, pedestrians or park and ride commuters.



Attachment 3:

Proposed route for cyclists, this route removes pedestrians and cyclists from the Kissing Point "S" Bends, taking beneath Pacific Highway to Turramurra Station.

Although marginally longer, the gradient is greatly reduced for ease of use.



Attachment 3:

The current scenario highlights the steep section ascending the Kissing Point "S" Bends.

The second, proposed scenario highlights the slightly longer route with a more gradual and agreeable climb.

## Comparison



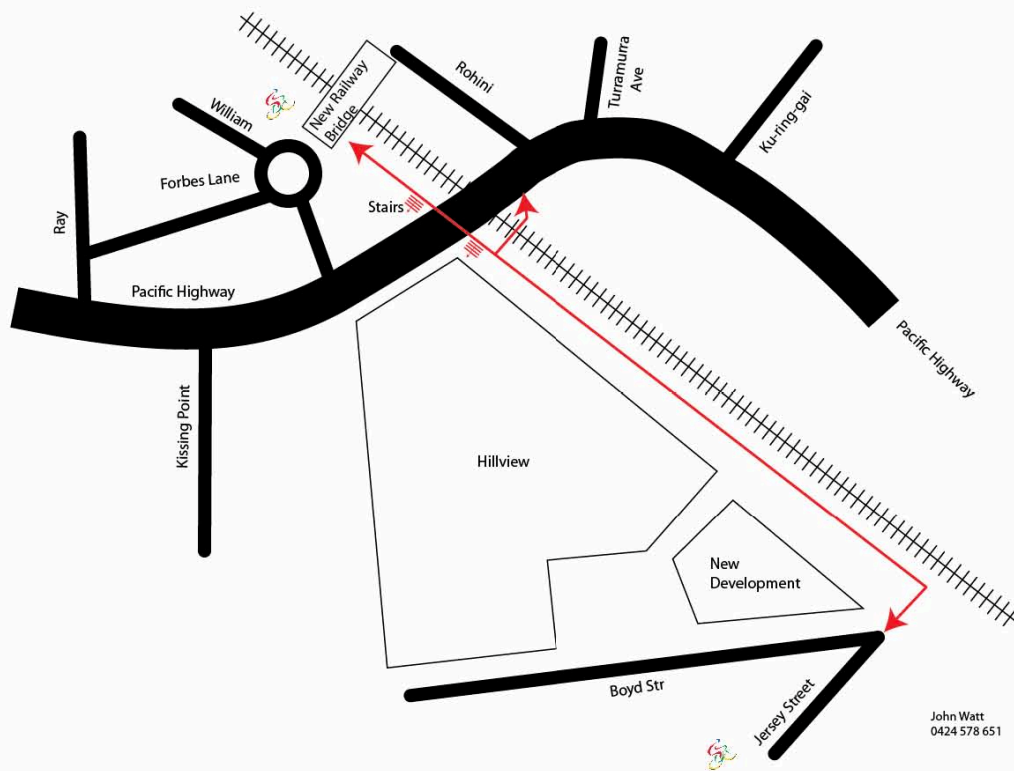
Current



Proposed

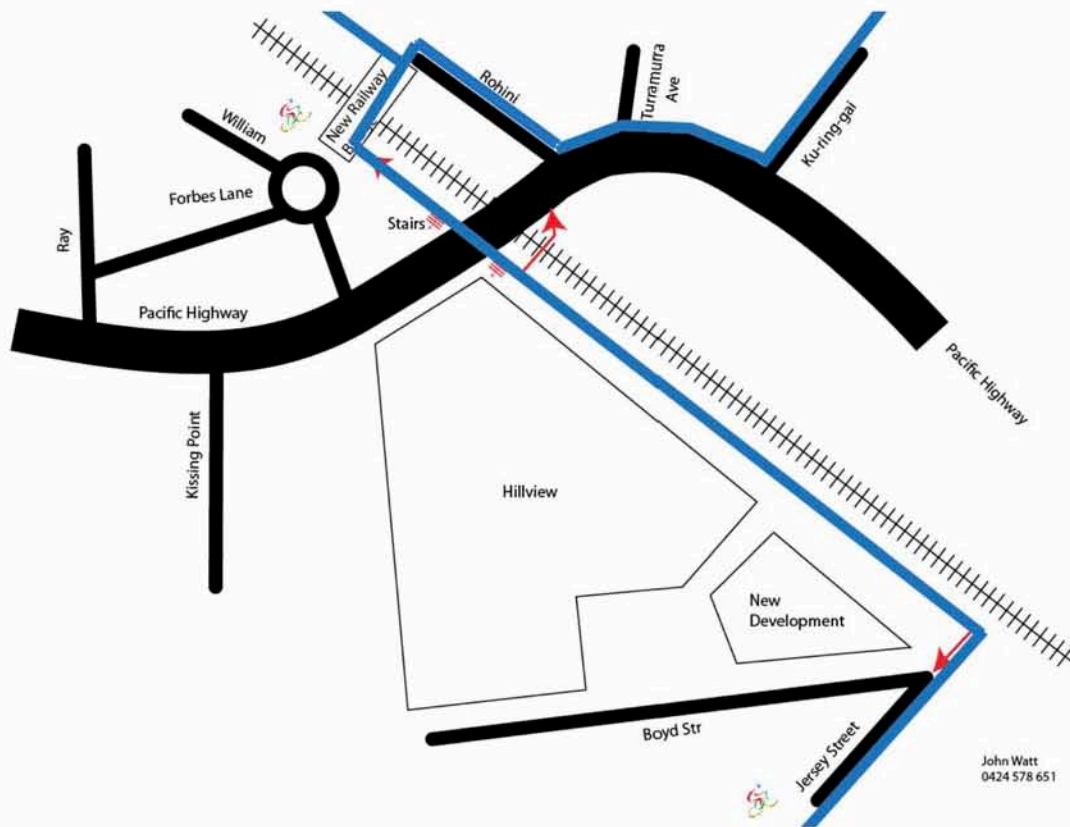
Attachment 4:

The red line highlights the proposed Turrumurra ramp, the majority of the area that this ramp will utilise is overgrown with vegetation and currently unused RailCorp property on the Jersey Street end of the ramp with direct access to Jersey Street via a small 30 metre section of unused Council property.



Attachment 5:

This image highlights in blue, potential routes that a pedestrian, mobility scooter or cycling commuter may follow.





Attachment 6:

Photograph taken from the new Turrumurra Station Bridge, looking through the glass towards Pacific Highway.

The photograph highlights the available headroom and park on the righthand side that will accommodate a shared footpath and underpass.

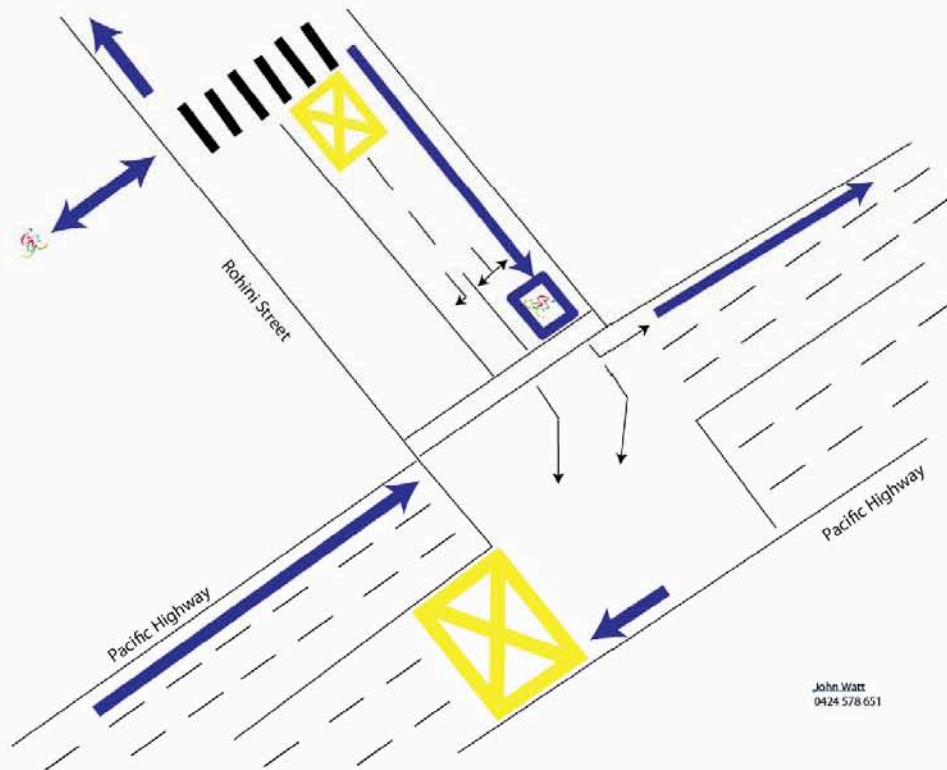
Attachment 7:

**Rohini Street** to be read in conjunction with Attachment 8

- √ Improve the flushing rate of Rohini Street into Pacific Highway
  - No pedestrian crossings allowed across Pacific Highway
  - Underpass should be the only pedestrian method for crossing Pacific Highway
  - Increase Clearway up Rohini, from before post boxes to Pacific Hwy which will then accommodate two lanes
  - Right lane to be right turn only
  - Left lane to be marked as Left and right turn thereby almost doubling the number of vehicles entering Pacific Highway
  
- √ Pacific Highway to have a “Clear Zone” painted on the northbound side as blockages occur frequently preventing Rohini Street motorist from entering Pacific Highway
  
- √ Left lane to have bicycle right-hand turn box
  
  
- √ Cycleway marked on the road from the pedestrian crossing to the railway egress heading towards Cherry Street
  
- √ Cycleway marked on the left-hand side of Rohini to Pacific Highway
  
- √ **Introduce a “Clear Zone” at the pedestrian crossing to improve visibility for drivers heading towards Eastern as well as pedestrians and cyclists crossing the pedestrian crossing.** This should be further explored as a preventative measure by RMS for other pedestrian crossings where visibility may be blocked e.g. outside schools

Attachment 8:

Improved traffic flushing from Rohini Street whilst simultaneously achieving an improved flow along Pacific Highway for through-traffic.



Attachment 9:

Kissing Point:

- √ Kissing Point should be widened marginally to accommodate a fourth lane
- √ The left north bound lane should be left only
- √ The two centre lanes should be dedicated to turning right into Pacific Highway with only the left hand lane of the two allowed to turn into William Street
- √ The fourth and remaining lane for south bound traffic from Pacific Hwy
- √ The corner of Jersey and Boyd Streets could be considered as an alternative station drop off point with the introduction of a drop zone
- √ Reduces the number of station “drop-offs” required in William Street, therefore will reduce the number of vehicles turning right into Pacific Highway and right back into Kissing Point after circumnavigating the Turramurra Station Precinct