



# Ryde ITS 2041: Integrating the

*pieces*

*of*

*the*

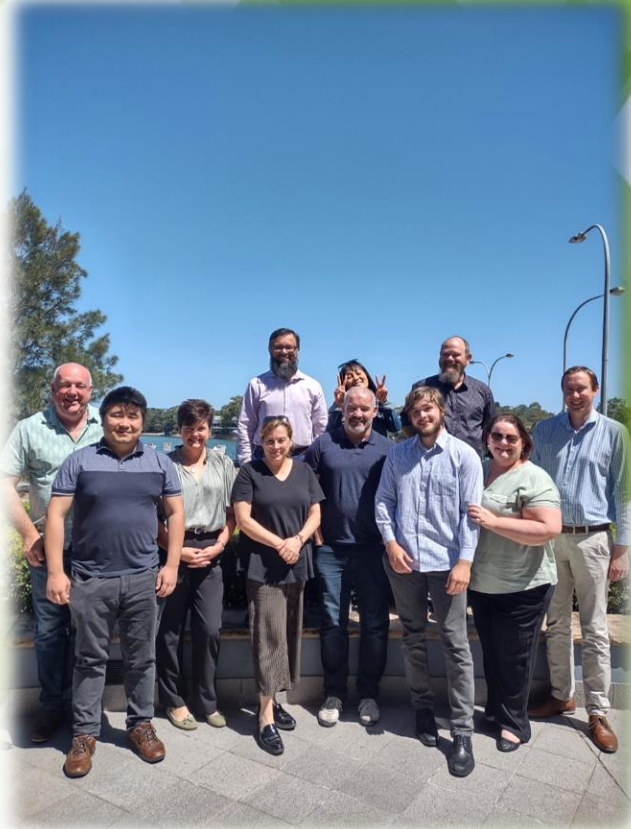
*puzzle*



Presented by Michael Dixon

Monday 20<sup>th</sup> June 2022

# Our team



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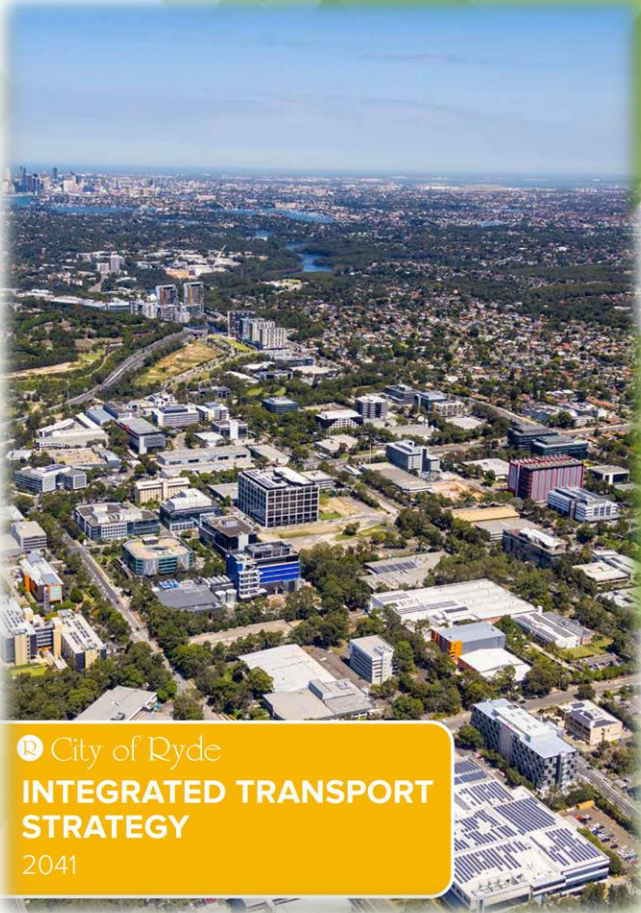
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# What is ITS 2041?

*A multi-modal, long-term sustainable transport system plan that is...*

- ◎ Visionary
- ◎ Inclusive
- ◎ Holistic
- ◎ Action-oriented
- ◎ Best practice



# Visionary



Waterloo linear park

*'A sustainable, accessible, safe and convenient transport system for a vibrant global city'*

AI TPM: *' A sustainable, efficient, safe, multimodal transport system that is accessible by all communities'*

Mode split targets

Projects for better places

Council cannot? Who? How?



# Visionary

*'In the future, there is also the opportunity to implement dynamic signage which allows for the re-allocation of kerbside space for different uses at different times of the day'*

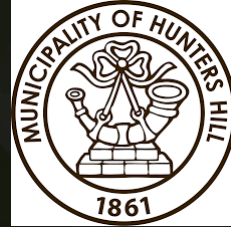
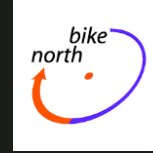
# Inclusive



Councillor  
Working Group



Explain strategic directions  
Get buy-in to recommended projects  
Obtain community feedback



Internal departments  
Macquarie Park Forum  
Bicycle advisory committee  
Local community

Various forms of consultation



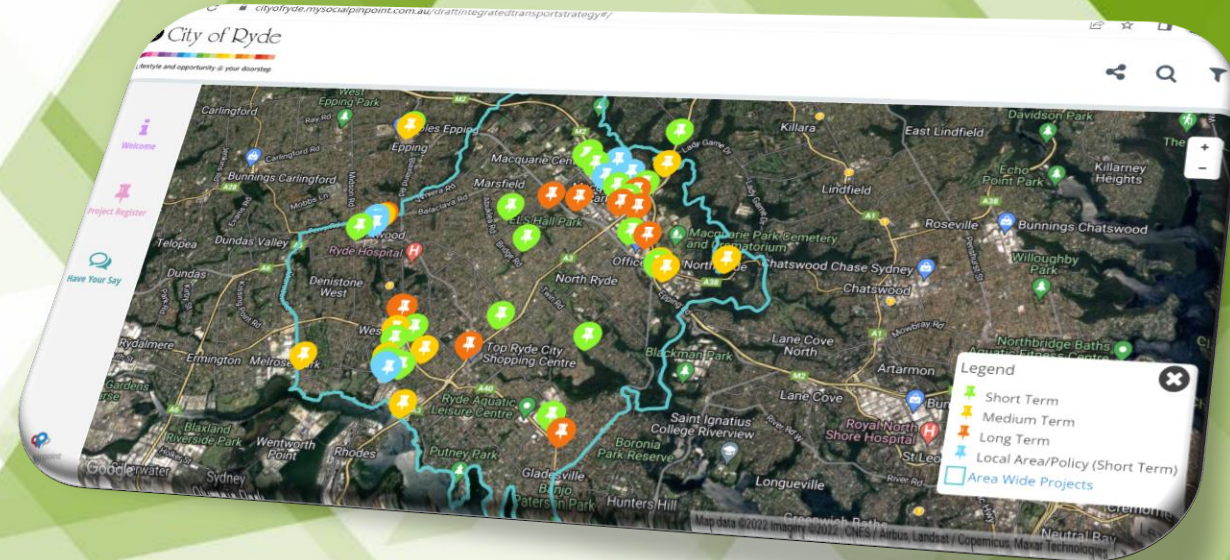
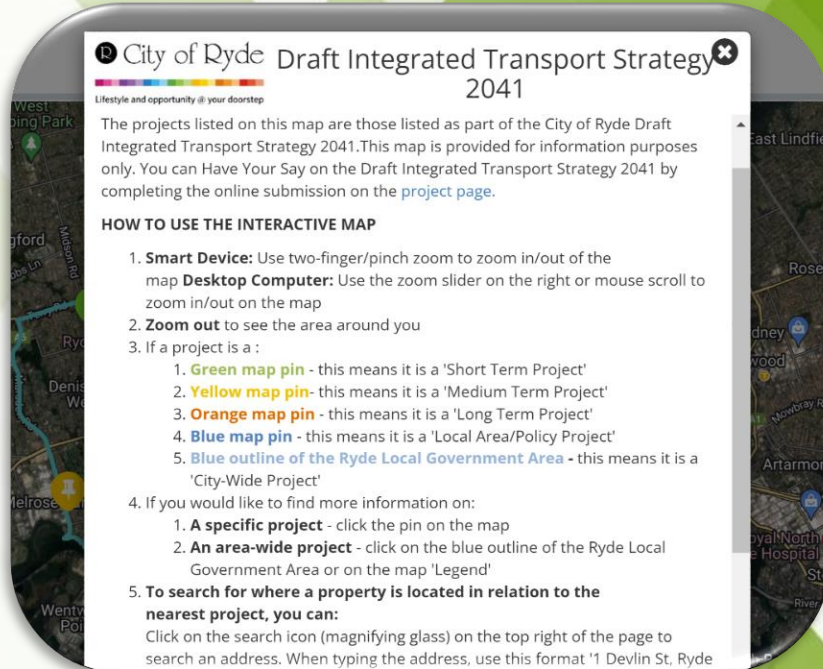
# Inclusive

FAQs

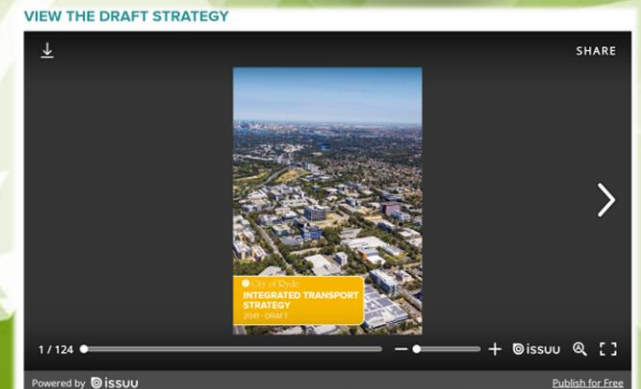
Email

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Libraries





# Inclusive

We informed the community how we used their feedback

City of Ryde resident	Waterloo Road at Macquarie Park currently favours car traffic. Limited pedestrians or cycle crossings available - discouraging active transport use. Recommend pedestrian and cycle over-pass bridges on Waterloo Road.	At-grade crossings are considered more appropriate in this location to reduce travel distances for pedestrians. These are proposed through the Bus Priority Infrastructure Program (BPIP) Stage 2 project, and are also being supported through developer works. The Macquarie Park Transport Study currently being undertaken to support the Macquarie Park Place Strategy will also consider at-grade crossing opportunities. The Waterloo Rd Linear Park assumes more at-grade crossings will be provided across Waterloo Road.
City of Ryde resident	Epping - Carlingford Light Rail should be a priority to connect Macquarie Park and Parramatta.  High density apartments in Carlingford are missing a rapid option to reach Macquarie Park and the city.  Strongly against Eastwood - Macquarie Park Light Rail.	The ITS already includes projects aimed at increasing public transport access between Parramatta and Macquarie Park, including Metro, Light Rail and rapid bus connections.  See comment above.  The ITS proposes developing the Eastwood County Road Corridor as an active transport / green link. It is intended that the corridor will be considered for public transport options in the long term, however this would not be implemented until surrounding land uses support the feasibility of Light Rail, which is unlikely to be in the short to medium term.
City of Ryde resident	Residential densities on the south side of the Ryde Town Centre should be increased, considering the planned development of the Ryde Town Centre.  Higher residential densities would provide opportunities for business and residential uses, including activating the Town Centre and Top Ryde City.	Top Ryde is not currently well supported by efficient modes of transport. However, there may be an opportunity in the longer term should Top Ryde benefit from access to a Metro railway station and/or efficient north-south bus priority.  See comment above. The limited accessibility to Top Ryde currently constrains Council's ability to propose much more high density residential development in this local area.
City of Ryde resident	The use of bike paths are certain to increase significantly during the life of the ITS. Charging stations needed within easy reach of paths.  Public transport throughout Ryde is addressing demand overall but off peak services needed for shift workers and students.	ITS has been modified to emphasise the expected increase in electric bicycle / scooter use and the potential need for charging stations at strategic locations.  Public transport will be addressed through the LGA Review of Existing Bus Routes and Services policy project.

## Integrated Transport Strategy 2041 Community Consultation Feedback

Community consultation on the Draft Integrated Transport Strategy 2041 was undertaken via Council's 'Have your Say' process and occurred from Monday 6 December 2021 to Sunday 6 February 2022 during which time the community could provide feedback via an online form or written submission. The consultation was promoted on the City of Ryde 'Have Your Say' website, advertisement in the local newspaper (The Weekly Times) and Council newsletters (Smarter Cleaner Greener and Your City News) and social media.

A total of 28 external responses were received. Feedback received from both residents and organisations was overwhelmingly positive, with particular praise for considering the types of transport infrastructure and services needed for the City of Ryde's future.

Respondent	Main issues raised	Response
City of Ryde resident	Support for diversion of traffic and extension of pedestrian spaces.  More traffic signals needed, including both ends of the Eastwood mall to improve safety and movement. Improvements needed to alleviate congestion on the Korean side of Eastwood.  Currently too many cars turning onto First Avenue and Rutledge Street during the PM peak.	Central theme of the ITS is to encourage the use of alternative modes of transport, including active transport  Projects already included in ITS to install signalised intersections at either end of existing Rowe Street mall. Most prior recommendations associated with the Eastwood Traffic and Parking Study (2018) have been implemented, including a combination of 'No Stopping' and 'No Parking' restrictions on East Parade southbound on the approach to First Avenue.  Issue of traffic congestion at intersection of First Avenue / Rutledge Street Eastwood previously raised with Transport for New South Wales who manage First Avenue and Rutledge Street.
City of Ryde resident	Traffic congestion / flow on Lane Cove Road between Epping Road and Talavera Road, Macquarie Park a major problem.	With limited carriageway width available, City of Ryde is advocating for TINSW to provide bus lanes on Lane Cove Road (a State managed road) to efficiently move large volumes of people along the corridor (this could be an extension of the Bus Priority Infrastructure Program). A project to improve the efficiency of movement at the Talavera Road / Lane Cove Road is also proposed in the ITS. Grade separated pedestrian connections across Lane Cove Road as proposed in the ITS should also support more efficient vehicle movement along the corridor.



# HOLISTIC

The relationship between the various key strategies and plans above is as follows:



Alignment  
internally and  
externally +  
advocacy

Data!

# Holistic

Item	Project Description
SHORT TERM PROJECTS	
1	Lane Cove Road / Talavera Road, Macquarie Park - Intersection improvements
3	BPIP Stage 1A and 1B, Macquarie Park - Bus priority lanes with intersection upgrades
6	Macquarie Park to Mona Vale rapid bus connection
7	Macquarie University Bus Interchange - Public and active transport plaza
8	Lane Cove Road / Waterloo Road, Macquarie Park - Grade separated active transport link
13	BPIP Stage 2 - Waterloo Road, Macquarie Park - Bus lanes with intersection upgrades
15	Waterloo Road / Road 16, Macquarie Park - Intersection upgrade
22	Macquarie Park - New Rapid Bus Connections
MEDIUM TERM PROJECTS	
4	Browns Waterhole - Improved active transport link (flood immunity)
9	External bicycle network - Link from Macquarie Park to Gordon
LONG TERM PROJECTS	
2	Macquarie Park Light Rail - Macquarie University to Riverside Business Park, North Ryde
4	Lane Cove Road / Dirrabari Road, Macquarie Park - Grade separated active transport crossing
5	Lane Cove Road / Hyundai Road, Macquarie Park - Grade separated active transport crossing
6	Epping Road / Lyon Park Road, Macquarie Park - Accommodate additional traffic movements
7	Waterloo Road / Eden Park Drive, Macquarie Park - Intersection improvements
LOCAL AREA / POLICY PROJECTS	
7	Develop Waterloo Road linear park, Macquarie Park
8	Develop fine grain road network, Macquarie Park

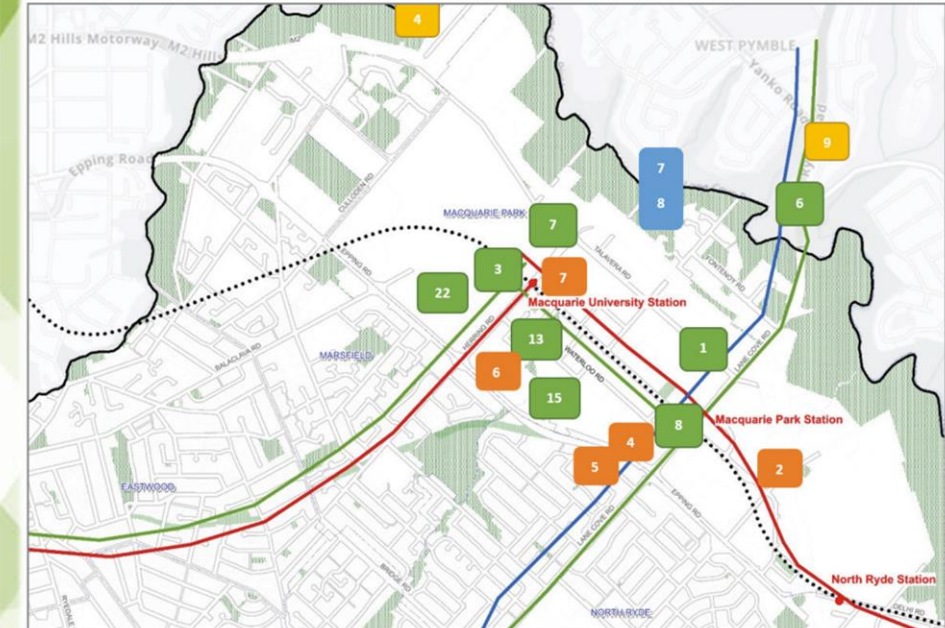


Figure 26  
Macquarie Park Map

Advocacy focus



# Action-oriented

What we need to do next

Item	Location	Project Description	Next Steps
SHORT TERM PROJECTS			
1	Macquarie Park	Lane Cove Road / Talavera Road, Macquarie Park - Intersection improvements	Review current plans / determine current status with TfNSW. Conduct initial feasibility study and recommend intersection design.
2	City of Ryde	Parramatta to Epping Metro Rail	Review current plans / determine current status with TfNSW. Conduct initial feasibility study and recommend project design.
3	Macquarie Park	BPIP Stage 1A and 1B, Macquarie Park - Bus priority lanes with intersection upgrades	Continue to advocate for improved pedestrian and cyclist space on footways. Promote benefits of improved local public transport services.
4	North Ryde	Epping Road / Pittwater Road, North Ryde - Intersection upgrade	Continue to support TfNSW in developing the Final Business Case for the project.
LOCAL AREA / POLICY PROJECTS			
1	City of Ryde	LGA review of existing bus routes and services	Assess current routes and bus service levels.
2	City of Ryde	Develop an individual parking Strategy for each suburb	Assess existing parking arrangements and outline way forward to balance user needs in a sustainable manner - focus on key local centres.
3	City of Ryde	High Pedestrian Activity Areas (HPAAs) - Eastwood, West Ryde and Meadowbank	Identify key local areas suitable for reduced speed limits.

By

ITS Priority Project List		Lead Section	Supporting Section
LOCAL AREA / POLICY PROJECTS			
1	LGA review of existing bus routes and services	Transport	Community & Ranger Services / Environment
2	Develop an individual parking Strategy for each suburb	Transport	Urban Strategy / Assets & Infrastructure / Environment / Parks / Community & Ranger Services
3	High Pedestrian Activity Areas (HPAAs) - Eastwood, West Ryde and Meadowbank	Transport	
4	High pedestrian Shared User Path network - Review safety and performance	Transport	Parks / Assets & Infrastructure / Urban Strategy / Environment
5	Bank Street bridge upgrade, Meadowbank (minor upgrade)	Transport	Assets & Infrastructure

# Best practice

Logical structure

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# Best practice

**Movement and Place**

## ATTACHMENT 2: FULL PROJECT LIST AND MULTI-CRITERIA ANALYSIS

...CONTINUED

Item	Location	Project	Project type	Relative project size	Transport type	Customer focus		Successful places		A strong economy		Safety and performance	Accessible services	Sustainability	Responsibility for delivery	Approach
						Improved public transport access	Building an integrated network	Additional walking & cycling facilities	Better centre access & amenity	Greater trip containment	Improved cross-regional freight	Efficient vehicle movement	Accessibility for all users	Contribution to Net Zero Emissions 2050		
9	Gladesville	Victoria Road, Gladesville - Improved pedestrian connectivity	Infrastructure	Small	Active transport	—	—	✓	✓	—	—	—	✓	✓	TfNSW	Advocacy
10	City of Ryde	Real-time dynamic management parking systems - Macquarie Park and Eastwood	Infrastructure	Small	Road	—	—	—	✓	X	—	✓	—	—	City of Ryde	Non-advocacy
11	City of Ryde	Regional Bicycle Route 3 - Completion of missing links between West Ryde and Macquarie Park	Infrastructure	Small	Active transport	—	✓	✓	✓	✓	—	—	✓	✓	City of Ryde	Non-advocacy
12	City of Ryde	Regional Bicycle Route 4 - Completion of missing links between Putney and North Ryde	Infrastructure	Small	Active transport	—	✓	✓	✓	✓	—	—	✓	✓	City of Ryde	Non-advocacy
13	Macquarie Park	BPIP Stage 2 - Waterloo Road, Macquarie Park - Bus lanes with intersection upgrades	Infrastructure	Medium	Public transport	✓	✓	✓	✓	—	✓	✓	✓	✓	TfNSW	Advocacy

MCA



# Best practice

## Contemporary content

### 8.7 TECHNOLOGY STRATEGY

Transport has benefited greatly from technology in recent years, including better managed roads and vehicles. Access to real-time information, both on electronic signage and mobile phones, has increased travel options for a wide variety of trips. Transport apps on mobile phones will become more common, allowing better selection, coordination and scheduling of trips.

Smart motorways use real time information, communication and smart traffic management systems that help smooth traffic flow, particularly during peak periods. The M4 Motorway in Sydney's west has recently been upgraded to be a smart motorway. Variable Message Signs inform drivers about expected travel times and traffic conditions ahead, allowing drivers to better plan their journey or choose an alternative route. Variable speed limit signs are used to vary speed limits if there is heavy traffic, an incident or bad

Council's new 'Ryde Central' development will also be provisioned with electric vehicle charging infrastructure.

Travellers will have access to a range of additional 'micro-mobility' devices, including e-bikes and e-scooters. At the same time, the management of roads will continue to include smart motorways and improvements to the way traffic signals work. These help to accommodate increased trip demand and improve road user safety. The use of additional cameras to monitor and influence traffic conditions will also help to better understand and regulate traffic. The widespread use of drones to monitor traffic conditions, as well as deliver goods, is also on the horizon. The use of technology to clearly understand how all users travel on the network will allow for responsive planning to meet changing needs.

The trial commenced in March 2018 and concluded March 2020, during that time 80,000 trips were taken, with an average of 4,800 trips per month. The service operated 6am to 7pm Monday to Friday with an expanded timetable at peak times. Pricing was based on kilometres travelled with payment only by credit card. Customer satisfaction was high (96 percent) as it was safe and convenient, taking passengers between their homes and key hubs in the Macquarie Park precinct. City of Ryde supports the return of the successful Keoride service, using third-party contributions and advertising support.

Mobility as a Service will be further enhanced with the future introduction of driverless electric vehicles, enabling options for at-call driven services. Such services have the potential to reduce the need for vehicle ownership,

### COVID-19 Pandemic

The COVID-19 pandemic drastically altered travel patterns in Australia throughout 2020 and 2021. Lockdowns have resulted in more people staying at home, whilst the fear of catching the virus and need for traveller separation has resulted in reduced public transport patronage. Over time, as we emerge from the pandemic, it is expected that the confidence to travel using public transport will return. However, travel conditions are not expected to 'go back to normal'.

More people will be working from home on an ongoing basis, which will result in reduced demands on the transport system. Unfortunately, reduced travel may result in a greater

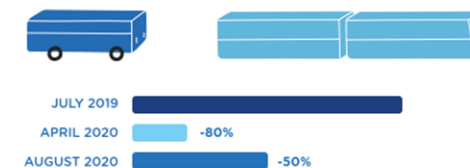
proportion of people driving as the road network comes under less pressure. The challenge will be sustaining increased public transport usage in the months and years ahead, while maintaining the uptake in active travel once the workforce returns to 'new normal' travel.

The bonus of more people working from home option is the reduced travel patterns, particularly car as main mode. This has the benefit of reduced congestion, however it may result in longer peak hour periods as workers spread their start and end times. There has been a rapid rise in on-line shopping, resulting in more home deliveries.

### How COVID is driving change

#### HOW COVID-19 IMPACTED TRANSPORT DEMAND\*

As at August 2020 public transport trips are now 45% of the August 2019 rate, up from 20% in April 2020



**62%** of people are walking more



**↑ 106%** 106% increase in cycling in April 2020, when compared with April 2019



**83%** concerned about hygiene on public transport which could see more private car use (April 2020)



\*Source: City-shaping of COVID-19, Greater Sydney Commission, September 2020

Figure 15

Source: Future Transport 2056 Covid Response



# The outcome



- ◎ A long-term plan for a sustainable transport system that considers the needs of all, the safe and efficient movement of people and enhances places.
- ◎ Considers emerging technologies and travel behaviours.
- ◎ Has a clear action plan – policy, infrastructure, services.
- ◎ Generally aligns with the State planning framework but also identifies advocacy projects – encouraging further dialogue.
- ◎ Has internal buy-in and the support of most in the community.

# The outcome

*'I 've grown up in Eastwood and I love these ideas - in particular, the diversion of traffic and extension of pedestrian spaces'*

*'I support what appears to be a well thought out approach to urban design and transport'*

*'Excellent! Finally, we can have a good transport system, really looking forward to the future metro / light rail connections / projects proposed'*





# Thank you

## Questions and discussion

- Michael Dixon, Leader Transport Planning, Turnbull Engineering  
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- The strategy documents are available here: <https://www.ryde.nsw.gov.au/Council/Plans-and-Publications/Integrated-Transport-Strategy-2041>