

City of Ryde

Integrated Transport and
Land Use Strategy

Centre Report for West Ryde

August 2007



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1 West Ryde

1.1 Introduction

The Centre Report for West Ryde accompanies the City Wide Integrated Transport and Land Use Strategy (ITLUS) report, and provides a local overview of the centre, previous work undertaken, and the transport and land use context.

The Centre Report concludes with a plan for West Ryde, consisting of a Vision, Objectives and Recommended Actions, which correspond with the City Wide Actions.

1.2 Description of Area

West Ryde is a traditional strip shopping centre which grew around the railway station from the 1880s and developed rapidly with Ryde's residential growth after World War II. In the late 1950s West Ryde accommodated at least two department stores.

West Ryde began to decline in the 1960s with the vacation of the original department stores. The decline is evident with the loss of 8,000m² of retail floorspace since the mid 1980s.

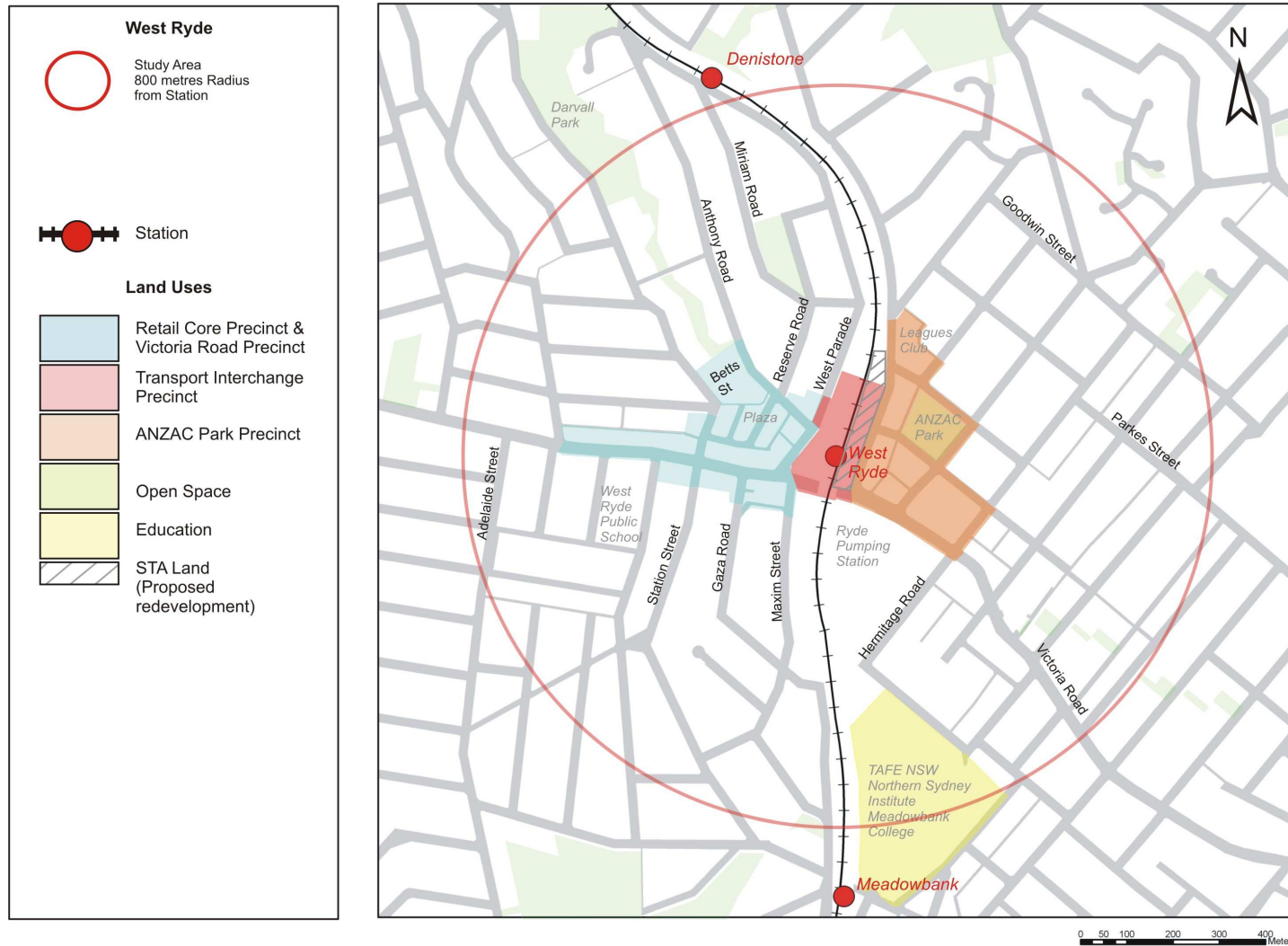
The presence of the railway station and bus interchange as well as a main east west arterial road (Victoria Road) ensures West Ryde is easily accessible. West Ryde is dominated by Victoria Road which ensures good access for vehicles but acts as a barrier to pedestrian movement throughout the centre.

The study area for West Ryde Urban Village extends for 800m distance in each direction from the Railway Station overbridge as shown in **Figure 1** below.

The study area includes various zonings and land uses. Within West Ryde Urban Village the predominant land use is 1-2 storey commercial premises including the Woolworths Shopping Centre together with several 10 storey residential flat buildings to the west of the railway line. There is also a range of public land uses including West Ryde Library and open space such as Anzac Park.

To the south-west of West Ryde Urban Village automotive businesses continue on the south side of Victoria Road. There are a number of 3-4 storey residential flat buildings to the south-west and north-east of West Ryde Urban Village. To the south-east of West Ryde Urban Village are a range of mixed use industrial development and special uses which include Sydney Water Pumping Station and Meadowbank TAFE. Surrounding these land uses are predominantly 1-2 storey dwelling houses.

Figure 1: Study Area and Land Uses



1.3 Previous Work Undertaken by Council

Previous studies, as outlined below, have identified West Ryde's chief economic strength as its local convenience retail role, expressed by convenient and visible car parking and available shopping for small household goods.

These studies developed guidance for the centre's growth and change over the next 20 years and recommended that:

- New residential dwellings be developed;
- Higher floor space potential be used as a lure to encourage new investment;
- Public spaces throughout the area be made more safe and attractive;
- Drainage system capacities be amplified to rectify existing stormwater inundation problems; and,
- The centre be better managed and be actively marketed.

New development controls have been approved for the centre and renewal of private property will be complemented by public space improvements in the footway and pedestrian areas.

Council has undertaken a range of works to improve transport in West Ryde in recent years including:

- Installation of traffic signals including pedestrian crossing phases at the intersection of Anthony Road/West Parade;
- Installation of 5 new roundabouts at Chatham Road/Dickson Avenue, Chatham Road/Betts Street, Anzac Avenue/Herbert Street, Miriam Road/Reserve Street, Terry Road/Ryedale Road;
- Provision of new pedestrian crossings in Graf Avenue, Anthony Lane and Wattle Street;
- Installation of pedestrian crossings in Ryedale Road adjacent to the railway station; and,
- Additional short term parking in Anthony Lane, Reserve Street and additional angle parking in Anthony Road.

Council has also undertaken a range of studies and developed a range of planning instruments which relate to the West Ryde study area as outlined in **Section 1.5**.

1.3.1 Planning Controls and Studies - Summaries

Metropolitan Strategy (2005)

The Metropolitan Strategy recommended that a hierarchy of centres be developed together with increased densities via mixed use development in Centres with good opportunities for employment and accessibility by public transport. According to the Metropolitan Strategy classification, West Ryde is likely to be designated as a Town Centre. The Metropolitan Strategy also recommended that development of renewal corridors which included the

Victoria Road enterprise corridor which was recommended to incorporate mixed use development whilst ensuring “no net loss” of employment capacity.

Ryde Planning Scheme Ordinance (2006)

The Ryde Planning Scheme Ordinance provides for legally binding controls on land use and development within the City of Ryde.

For West Ryde Urban Village a series of planning principles are provided which guide the future development of West Ryde as an urban village with increased accessibility by public transport and active transport to be matched with corresponding increases in the level of development and a reduction in the amount of parking provision.

The Planning Scheme ordinance allows for a general increase in development density within West Ryde Urban Village via an increased floor space ratio with additional increases in the height limits allowable subject to certain development incentives being provided such as mixed use developments which provide improved facilities for pedestrians. Above the maximum height limits further bonus floor space ratios are allowed for subject to the provision of specific public facilities such as footbridges or community buildings.

For other areas within the West Ryde Study area, the controls set out in the planning scheme ordinance are the same as other areas with equivalent zonings in other parts of the City of Ryde.

Ryde Development Control Plan 2006

The main section of the Ryde Development Control Plan 2006 (Ryde DCP 2006) which relates to West Ryde is Section 4.3 which sets out a number of objectives, planning principles and strategies to control development and improve the transport performance of West Ryde whilst enhancing its role as an urban village. The controls address pedestrian access and amenity, public car parking, development incentives, vehicular access, active street frontages, pedestrian colonnades and mixed land use development within West Ryde Urban Village.

Outstanding facilities proposed as part of the DCP include:

- Various new pedestrian links were required to be provided in accordance with the Pedestrian Circulation Strategy (as shown in Figure 4 of Section 4.3 of the DCP);
- Shared zones were to be considered for Graf Avenue, Market Street, Anthony Lane, Ryedale Road and Anzac Lane; and,
- Four alternative locations for pedestrian bridges over Victoria Rd were proposed which would enable development incentives to be provided to potential developers.

Other sections of the DCP which relate to different land uses within the West Ryde study area are Section 3.4 which relates to residential flat development, Section 3.3 which relates to dwelling houses and duplexes and Section 3.5 which relates to retailing within the automotive zone. Other general sections of the DCP which relate to transport and accessibility include Section 9.2 “Access for People with Disabilities” and Section 9.3 “Carparking”.

West Ryde Urban Village DCP No 18 - Amendment 1 (1998)

West Ryde Urban Village DCP No 18 - Amendment 1 sets out a number of strategies to improve the transport performance of the area and enhance its role as an urban village. The strategies address pedestrian access and amenity, public car parking, development incentives, vehicular access, and mixed land use development in the transport interchange precinct.

Among the initiatives proposed are:

- To integrate public transport services into the retail core via re-routing existing bus services;
- To improve personal access, safety and security in and around the West Ryde Railway Station;
- To encourage complementary development in the immediate vicinity of West Ryde Railway Station;
- To provide traffic management facilities in connection with full redevelopment of several Council car parks; and,
- Ensure that development in the Transport Interchange Precinct should:
 - Contain the highest density of development in the West Ryde urban village;
 - Promote increased use of local and regional public transport services;
 - Facilitate convenient pedestrian access between the eastern and western parts of the urban village; and
 - Incorporate a standard of design befitting its landmark location.

The quality and convenience of the pedestrian link traversing the railway station linking Ryedale Road to West Parade is recognised as crucial in the development of West Ryde as an “urban village”. The link not only serves to unite the precincts on each side of the railway but is also the connection linking pedestrians to regional public transport.

City of Ryde s94 Development Contributions Plan (2003)

For West Ryde, the s94 contributions plan provides for contributions for construction of a 50-100 space public car park at 15-19 Chatham Road and/or for additional parking at the Anthony Road car park or for construction of additional short term on street parking in the Anthony Road and Graf Avenue precincts. This rate is presently set at \$12,733 per car space for West Ryde Shopping Centre.

The specific contribution for various types of developments are set out in Appendix C of the s94 plan. These contributions will be used to pay for a range of capital works within West Ryde including:-

- Streetscape embellishment as identified in West Ryde Centre Study, 1996; and,
- Village Square/Civic Space.

At this stage most of the works proposed in the s94 plan are still to be undertaken apart from works which have already been undertaken as part of the Woolworths development.

Transport Report for Proposed Redevelopment of Woolworths Supermarket at West Ryde (2002)

This report investigated the likely traffic, pedestrian and public transport impacts of the Woolworths Supermarket and recommended a range of measures to manage these impacts including a range of pedestrian, road and car parking projects which have since been constructed.

Analysis of road access concluded that the Victoria Road/Chatham Road intersection was likely to continue to operate poorly which has proven to be the case.

Recommendations from this report which have not yet been implemented include:

- Council should regularly monitor long stay parking on residential streets and consider selective time restrictions if needed to ensure adequate visitor parking and/or to provide regular passing opportunities on narrow streets;
- To cater for the expected growth in traffic volume along Dickson Avenue that this either be converted to one way or that time restricted parking be introduced along half of the road on one side and along the other side on the other half; and,
- Provision of a pedestrian path through the rearranged Council car park between the Woolworths development site and Betts Street.

West Ryde Centre Study, 1996

The West Ryde Centre study sought to present a vision for the revitalisation of West Ryde and incorporated a Master Plan to guide the centre's growth over the next 20 years. The study included an extensive public consultation program, with issues raised relating to transport and access shown in **Table 1**.

The West Ryde Masterplan recommended a range of changes to existing land uses including more mixed used development with increased retail and commercial floorspace and improved public domain areas with specific recommendations for improved pedestrian facilities.

The West Ryde Centre Study involved a review of the following key issues:

- Potential retail development within West Ryde and its position in the retail hierarchy;
- The views and interests of the community and other stakeholders in West Ryde; and,
- Urban design guidelines that provide a framework for the revitalization of West Ryde.

The study sought to present a vision for the revitalisation of West Ryde that addresses these areas of concern.

Public consultation was a fundamental component of the study. Issues relating to transport and access from public consultation are shown in **Table 1**.

Table 1: West Ryde Centre Issues

Issue	Concern	Desired Outcome
Traffic Management	Use of West Parade to bypass Victoria Road underpass; traffic flow in Chatham St.; traffic infiltration of residential street; awkward connections across Victoria Road; Confusion at bus interchange.	Improved traffic management – less “regional” traffic; easier vehicular access to Centre; better designed bus interchange.
Pedestrian Linkages	How the “new” will integrate with the “old”; crossing the railway line; crossing Victoria Rd.	Easy pedestrian links between “new” and “old”; improved pedestrian links across railway line/Victoria Rd.
Parking	Proximity of car parking to both new and old development; convenience; location of commuter and long stay parking; what happens to car parking that has been paid for by contributions from shopkeepers.	All shops and services to be close to parking – very important for Victoria Rd; parking to be safe and secure; adequate provision to be made for commuter and long stay parking.
Public Transport	Connections.	Improved services to wharf, Top Ryde, Ryde Hospital.

As part of the masterplan a number of recommendations were developed. The most relevant recommendations to this plan are outlined under the access and circulation section of the masterplan.

An objective, strategies and guidelines for the following transport related guidelines were developed:

- Public Transport;
- Traffic Management;
- Parking;
- Pedestrian Network; and
- Cycleways.

A number of design guidelines for each heading were developed to aid implementation.

Recommendations from this Masterplan which have not yet been implemented include:

- A pedestrian overpass connection for Victoria Road should be incorporated into a new development;
- Graf Avenue up to Anthony Road, Anthony Lane and Market Street together with the intersection of Herbert St and Ryedale Rd should become shared ways allowing for improved pedestrian connectivity;
- Through site connections to Dickson Lane should be encouraged and the pedestrian amenity of Dickson Lane improved;
- Access points into the centre should be clearly defined;
- Street closures or traffic calming may need to be investigated in order to preserve the amenity of residential areas; and,
- The possibility of converting the existing bus interchange to a pedestrian forecourt and relocating the interchange to the Eastern side of the railway line should be investigated.

Ryde Urban Villages Study - Technical Report 3 - West Ryde Pilot Study, 1995

The urban village concept is based on providing a range of living, recreational, educational and working opportunities in defined urban villages with good quality public domains and higher densities to be provided near nodes which provide good accessibility by public transport, walking and cycling. Ryde was selected as the pilot study for the Ryde Urban Villages Study to demonstrate how the urban village concept could be applied using a range of design principles which included revitalising the centre, providing a sense of safety and of a place not dominated by traffic.

The West Ryde Pilot Study considered a range of responses and alternative schemes including 5 short term schemes and 1 long term scheme. In general all of these schemes provided for an increase in residential density, promotion of small businesses and shop top housing, development of new cycleways and linkages and reduced requirements for residential car parking. The long term scheme was based on the redirection of the Macquarie Rail line through West Ryde which was not realised in the development of the new Macquarie Rail line which is currently under construction from Epping to Chatswood with three new train stations in the Macquarie area.

In general, the recommendations of the West Ryde Pilot Study were used to develop the West Ryde Centre Study and Masterplan which in turn guided the development of the West Ryde Urban Village section of the Ryde DCP and the relevant controls set out in the Ryde Planning Scheme Ordinance.

Further work recommended by the West Ryde Pilot Study which has not yet been undertaken includes:

- A detailed investigation of car parking policy and the potential for dedicated car parking structures; and,
- Undertaking a detailed building envelope and development control study for West Ryde.

The work achieved in this study was built upon in the development of the West Ryde Urban Village DCP No. 18 discussed above.

1.3.2 Summary of Planning Objectives

Planning Principles for Urban Villages from Schedule 17 of the Ryde Planning Scheme Ordinance specifically lists for West Ryde:

- Public streets and spaces should be created generally in accordance with the West Ryde Masterplan prepared by Council in relation to land shown edged with a blue line on the Map marked “Ryde Local Environment Plan No 100- West Ryde Urban Village” deposited in the office of the Council.

The Ryde DCP lists a range of objectives which aim to revitalise West Ryde Urban Village which include:

- Facilitate the creation of a “community convenience retail centre”;
- Encourage new development or the re-use of existing buildings containing a mix of land uses;

- Describe the desired maximum scale and bulk of new buildings;
- Improve the appearance of the existing buildings;
- Improve pedestrian amenity and develop a sense of community place;
- Create a people-friendly place with active street life;
- Increase the number of people living within walking distance of high frequency public transport services;
- Provide for safe and convenient motor vehicle access and parking;
- Provide for safe, well used and attractive public spaces;
- Are consistent with the development of the West Ryde centre as an “urban village”;
- Accord with the planning principles, objectives and standards espoused in the West Ryde Centre Study and Master Plan; and,
- Specific objectives are developed for various precincts/types of development within West Ryde Urban Village.

Objectives for other land uses outside West Ryde Town Centre such as residential and automotive business are the same as other similar areas within the City of Ryde as described in the general section of this report.

1.3.3 Summary of Planning Controls

Relevant planning controls are summarised in **Table 2** below.

Table 2: Summary of Relevant Planning Controls

Zoning	Typical allowable uses (subject to development consent)	Minimum allotment size	Site requirement area	Maximum Heights/Storeys	Maximum Floor Space Ratio	Public facilities which may generate bonus floor space provision
3uv (Victoria Rd Precinct)	Mixed uses allowable that will create a precinct with opportunities and facilities for living, working, commerce, leisure, culture, community services, education and spiritual nurture	NA	NA	Using Development Incentives 4 storeys, otherwise based on FSR	1.25:1	Pedestrian footbridge over Victoria Rd at four possible locations.
3uv(Retail Core/Anzac Park Precinct)	Mixed uses allowable that will create a precinct with opportunities and facilities for living, working, commerce, leisure, culture, community services, education and spiritual nurture.	NA	NA	Using Development Incentives 4 storeys, otherwise based on FSR	1.25:1	Civic Square/Open Space, public information and resource centres, performance theatre, art gallery, museum, child care facilities, cinemas, non-private sports facilities, multi purpose youth centres.
3uv (Transport Interchange Precinct)		NA	NA	Using Development Incentives to allow additional height, generally up to 10 storeys, otherwise based on FSR	1.25:1	
2c5	Residential Flat Buildings	840 sq m if along main/County Rd otherwise 610 sq m	Site area for each dwelling varies from 70-130sqm with additional landscaping requirement of 40-75 sqm	3 storeys with overall height not to exceed 11m	0.75:1	Not applicable

Zoning	Typical allowable uses (subject to development consent)	Minimum allotment size	Site requirement area	Maximum Heights/Storeys	Maximum Floor Space Ratio	Public facilities which may generate bonus floor space provision
2a	Urban Housing	300 m ² for each 1/2/3 bedroom dwelling, 365 m ² for each 4 bedroom dwelling	600 m ²	Any dwelling with frontage to street not more than 2 storeys and not attached to 2 storey dwelling and all other dwellings not more than 1 storey. Overall height normally to be no more than 3.7m unless two storeys then 7m height limit	0.75:1	Not applicable
2a	Dwelling Houses and Duplexes	580 sq m if not hatchet otherwise 740 sq m	NA	2 storeys or seven metres with overall height not to exceed 9 metres	0.5:1	Not applicable
4c1	Industrial Special	1500 sq m	NA	NA	1.0:1	Not applicable
3c1	Business Automotive	NA	Site area not to exceed 500 sq m unless car repair or service station then 1000 sq m	NA	1.0:1	Not applicable
Special Uses	The existing use or any purpose incidental or subsidiary to existing special use shown in LEP plan	NA	NA	NA	NA	Not applicable

1.4 Land Use

The Sydney Strategic Travel Model baseline model for 2006, 2016 and 2026 was analysed and baseline data on population and employment for West Ryde was extracted as shown in **Table 3** below. Population in West Ryde is forecast to grow, however employment is forecast to reduce.

Table 3: Population and Employment Projections

Year	Population		Employment	
	Persons	Growth from 2006	Jobs	Growth from 2006
2006	5,728		1,254	
2016	5,812	+1.5%	1,145	-8.7%
2026	5,859	+2.3%	1,017	-18.9%

The origin and destination data for West Ryde was extracted from the 2006, 2016 and 2026 STM AM 2-hour peak period matrices as is shown in **Table 4** below.

1.5 Trip Demand

The NSW Transport, Population and Data Centre's (TPDC) Strategic Travel Model (STM) for the metropolitan area was used to extract traffic data for the current year (2006) and future years (2016 and 2026) for the Ryde area. The STM uses Sydney Statistical Division and is based on TPDC's 2001 Travel Zone system.

Car Driver and Public Transport trips are summarised in **Table 4**. Full modelling outputs are included Appendix L of the City Wide Report.

Car Driver AM peak trips to TZ 483 increase by 5% from 1,685 trips in 2006 to 1,770 trips in 2026. Trips from TZ 483 increase by 7% from 2,043 trips in 2006 to 2,189 trips in 2026. Public Transport Passenger AM peak trips to TZ 483 increase by 35% from 118 trips in 2006 to 159 trips in 2026. Trips from TZ 483 increase by 27% from 326 trips in 2006 to 415 trips in 2026.

Table 4: West Ryde Travel Zone Origins and Destinations – AM 2-hour Peak Period**West Ryde (TZ 483*) – Internal Ryde LGA Car Trips (Units: Car Driver)**

		2006		2016		2026	
		To	From	To	From	To	From
476	Marsfield	37	26	36	25	37	25
477	North Ryde	11	30	11	35	11	40
478	Ryde East	15	12	15	12	15	12
479	Ryde	28	22	28	22	28	22
480	Eastwood	41	35	41	35	41	35
481	Denistone East	60	55	59	53	60	53
482	Denistone	42	54	41	52	41	52
483	West Ryde	92	92	86	86	85	85
484	Meadowbank	80	65	79	63	79	63
485	Ryde Bridge	53	64	52	60	53	58
486	Putney	31	28	31	27	31	27
487	Field Of Mars	20	29	20	28	21	28
784	Macquarie Uni	11	52	11	55	13	67
785	Northern Suburbs Cemetery	3	21	3	24	4	32
	Total (Internal)	524	585	513	577	519	599
	External to Ryde LGA	1,161	1,458	1,202	1,507	1,251	1,590
	Total (Internal & External)	1,685	2,043	1,715	2,084	1,770	2,189

West Ryde (TZ 483*) - Internal Ryde LGA Public Transport Trips (Units: Passengers)

		2006		2016		2026	
		To	From	To	From	To	From
476	Marsfield	1	1	1	1	1	1
477	North Ryde	0	2	1	3	1	3
478	Ryde East	0	1	0	1	0	1
479	Ryde	0	2	0	1	0	1
480	Eastwood	0	0	0	0	0	0
481	Denistone East	0	0	0	0	0	0
482	Denistone	0	1	0	1	0	1
483	West Ryde	2	2	2	2	2	2
484	Meadowbank	3	0	3	1	3	1
485	Ryde Bridge	3	6	3	5	3	4
486	Putney	0	3	0	2	0	2
487	Field Of Mars	0	0	0	0	0	0
784	Macquarie Uni	1	7	1	7	1	8
785	Northern Suburbs Cemetery	0	0	0	0	0	0
	Total (Internal)	10	25	11	24	11	24
	External to Ryde LGA	108	301	129	383	148	391
	Total (Internal & External)	118	326	140	407	159	415

* Travel Zone differs in size and coverage to the ITLUS centre study area.

Projected major new growth sites include the CRI site (eastern side of the rail station) and Council’s West Ryde car park development in the western retail core.

The CRI development on State Rail Authority land is currently being assessed by the Department of Planning as a Major Project according to SEPP (Major Projects). The proposed project is for multiple mixed use buildings of various heights up to 12 storeys consisting of residential, retail, commercial uses, together with a childcare centre, provision of 90 commuter parking spaces, public plaza, provision of a cycleway link adjacent to the railway line, an east-west connection across the railway line and streetscape enhancements.

The West Ryde car park development will be progressed through the later part of 2006. At this stage it is known that the development will include a minimum of 134 car parking spaces as an offset, together with a childcare centre and a range of other community facilities.

1.6 Transport Modes

1.6.1 Rail

Existing

West Ryde has one train station located between West Parade and Ryedale Road just north of Victoria Road. West Ryde is serviced by the Northern Line that runs from Hornsby to North Sydney via Strathfield. The Northern Line interchanges with the Western, South and Inner West lines at Strathfield, and with the North Shore Line at Hornsby. Interchange between the Northern Line and the Eastern Suburbs, Bankstown and Airport Line can be made at Central. There is no direct interchange between the Northern Line and Cumberland and Carlingford Lines.



As shown in **Table 5** West Ryde station has good facilities. West Ryde station is the only station in the Ryde LGA that is fully accessible by those with mobility difficulties. Bicycle parking is available at station but is under utilised.

Table 5: West Ryde Station Facilities

Station / Facility	West Ryde
Wheelchair Access	Y
Ticket Windows	Y
Ticket Machines	Y
Ticket Gates	N
Staffed	Y
Kiosk/News	Y
Bicycle Parking	Y
Bus Interchange	Y (501, 520, 523, 534, 543)
Bus Stop close by	Bus Interchange
Ferry Wharf	N
Taxi Rank	Y
Car Park	Y (110 spaces)
Kiss 'n' ride	N

The service frequency during the week and at the weekend at West Ryde station is outlined in **Table 6** below. West Ryde is the second most frequently serviced station in the LGA after Eastwood.

Table 6: Train Frequencies at West Ryde Station

Period	To City					From City				
	First Train	Last Train	No. of Services*			First Train	Last Train	No. of Services*		
			AM	PM	Day			AM	PM	Day
Weekdays	4:20 AM	12:35 AM	17	13	65	4:06 AM	1:22 AM	18	16	69
Weekends	4:12 AM	12:05 AM	6	6	43	5:04 AM	2:04 AM	6	7	42

* Number of services in the AM peak period (0700-1000), PM peak period (1600-1900) and all day (24 hours).
Source: www.131500.com.au

CityRail produce a table each year showing the rank and patronage of every station on the network. The rank of a station is calculated by comparing the patronage levels of all stations in NSW, with the station having the most patronage ranked number one. (Patronage levels are the number of people boarding and alighting from trains at each station.)

West Ryde Station is ranked at 44 with a patronage of 9,700 persons boarding and alighting. There a total of 303 stations in the NSW area with patronage numbers for all stations totalling over 890,000 persons per day.

Committed

A new time table for Northern Line services will be introduced in 2008, in order to integrate the rail network with the opening of the Epping Chatswood Rail Link (ECRL).

The existing Northern Line rail corridor between West Ryde and the Parramatta River is likely to be affected by the proposed Main North Line track amplification (announced in the NSW State Plan, 2006). The proposal aims to increase rail capacity for freight and passenger services and to improve the reliability of rail services by providing capacity to segregate fast passenger services from slower passenger services and freight services.

1.6.2 Bus

Existing

One of the main bus interchanges in Ryde LGA is located at West Ryde Station. Waiting facilities at the bus interchange are good quality with shelters, seating and timetable information. The bus routes serving West Ryde are shown in **Figure 2**.



Details of routes and service frequencies by route for West Ryde are shown in **Table 7**. West Ryde is reasonably well serviced by buses and when compared to other centres in Ryde LGA is ranked **fifth** for the number of bus services per day.

On weekdays 7 routes service the West Ryde area with 320 buses servicing these routes. Almost half of these weekday services occur during the AM and PM peak periods. However, on weekends the number of routes servicing the area drops to 5 routes providing 189 bus services on Saturday and 4 routes providing 123 services on Sunday.

During the week and on Saturday's only 3 bus routes run services after 7.00 pm, and on Sundays only 2 services run after 7.00 pm.

The bus frequency analysis shows that West Ryde is well serviced during the AM and PM peak periods from Monday to Friday. Weekend and evening services are more limited especially Sunday services.

Table 7: West Ryde Bus Service Analysis

Route Number	Route	Weekday (2-Way)									Saturday (2-Way)									Sunday (2-Way)											
		To Direction			From Direction			To Direction			From Direction			To Direction			From Direction			To Direction			From Direction								
		1st Bus	Last Bus	No. of Services*	1st Bus	Last Bus	No. of Services*	1st Bus	Last Bus	No. of Services*	1st Bus	Last Bus	No. of Services*	1st Bus	Last Bus	No. of Services*	1st Bus	Last Bus	No. of Services*	1st Bus	Last Bus	No. of Services*	1st Bus	Last Bus	No. of Services*						
501	West Ryde to City	3:51 AM	2:30 AM	0	0	20	4:39 AM	3:20 AM	6	0	21	4:31 AM	2:30 AM	7	0	20	5:23 AM	3:20 AM	4	1	22	5:01 AM	11:06 PM	6	7	36	5:57 AM	11:59 PM	4	8	32
513	Carlingford to Meadowbank Wharf	6:29 AM	6:40 PM	6	6	19	6:30 AM	6:10 PM	3	5	18	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0
520/L20	Parramatta to City via West Ryde	6:03 AM	11:07 PM	10	11	43	6:44 AM	11:17 PM	7	11	40	7:33 AM	12:07 AM	5	4	27	8:15 AM	11:18 PM	3	0	21	8:04 AM	10:03 PM	2	3	15	9:09 AM	10:18 PM	1	2	10
523	Parramatta to West Ryde	5:30 AM	6:30 PM	6	6	21	5:59 AM	6:45 PM	5	7	20	7:30 AM	5:15 PM	3	3	12	7:36 AM	6:36 PM	3	3	12	-	-	0	0	0	-	-	0	0	0
524	Parramatta to West Ryde	5:45 AM	6:15 PM	4	5	19	5:43 AM	7:05 PM	5	5	19	7:11 AM	5:48 PM	4	2	12	8:06 AM	6:06 PM	2	2	11	9:16 AM	5:18 PM	1	1	5	7:54 AM	3:54 PM	2	1	5
534	West Ryde to Chatswood	5:50 AM	8:50 PM	11	7	38	5:36 AM	9:33 PM	7	11	38	6:43 AM	7:30 PM	7	5	26	7:10 AM	8:10 PM	6	6	26	8:30 AM	5:30 PM	2	2	10	8:45 AM	5:45 PM	2	2	10
543	West Ryde Station to Eastwood Station	8:05 AM	4:00 PM	1	1	2	8:38 AM	3:35 PM	1	0	2	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0
				38	36	162			34	39	158			26	14	97			18	12	92			11	13	66			9	13	57

AM 7:00 AM - 10:00 AM
 PM 4:00 PM - 7:00 PM
 DAY 24 hours

Committed

Sydney is split into 15 bus contract areas. Ryde LGA is part of contract area 7. Contracts have just been awarded for the 15 contract areas by the Ministry of Transport. As part of these contracts integrated networks and strategic bus corridors have to be planned and designed in accordance with the Ministry of Transport Service Planning Guidelines

The integrated network for area 7 will be introduced by 2008 in line with the opening of the new Epping to Chatswood Rail Link. Consultation on the integrated network will occur prior to this, likely in 2007.

The Ministry of Transport in conjunction with Sydney Buses are currently developing an Integrated Network Planning process to identify opportunities for service adjustments in keeping with land use changes and travel patterns.

State Transit is currently investigating changes to bus routes and bus stops as a result of implementation of the Parramatta to City Strategic Bus Corridor and the introduction of articulated buses along this route.

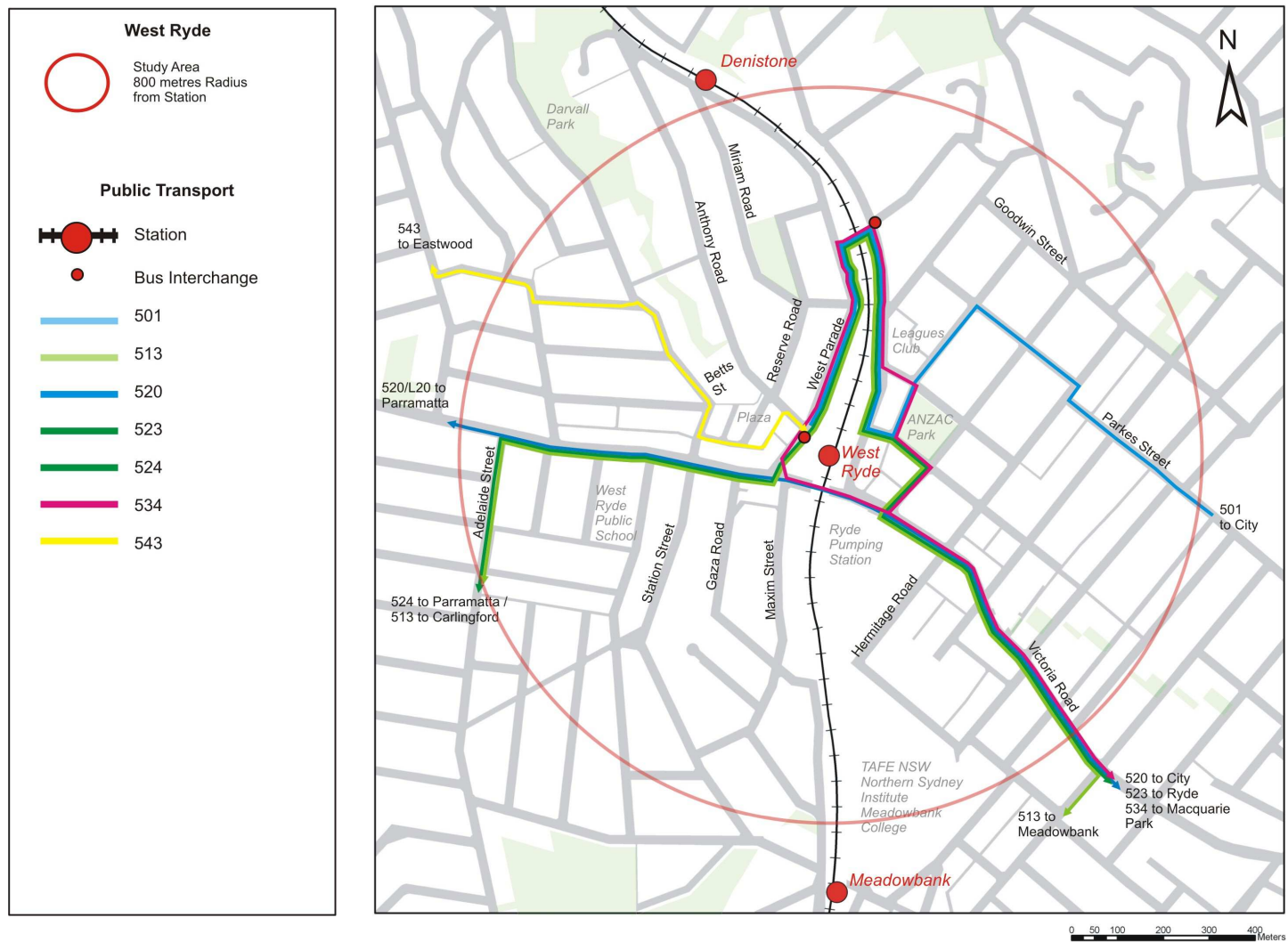
Possible alternative bus stop/interchange locations are currently being considered in conjunction with the West Ryde Masterplanning process that may allow for a pedestrian plaza to be developed in place of the existing bus interchange.

A number of Strategic Bus Corridors were identified in the Unsworth Report. These are being implemented jointly by the RTA and Ministry of Transport progressively. Two of these strategic bus routes pass through and serve West Ryde:

- Castle Hill – City (via Macquarie); and,
- Parramatta – City (via Ryde).

There are a number of bus priority measures planned for Victoria Road as part of the strategic route works. Details of these measures are outlined in the Top Ryde and Gladesville section of this report. Although these proposals do not occur in the West Ryde area they will have a positive indirect effect of improving travel times and service quality for buses servicing West Ryde via Victoria Road.

Figure 2: Public Transport Services



1.6.3 Taxi

Existing

There is a taxi rank on East Parade as part of the bus interchange outside the train station. Seating and shelter are provided at the rank. There is no phone available at the rank to call a taxi if no vehicles are waiting.

It is recommended that West Ryde taxi rank should have a free phone service to call a local taxi.

Committed

There are no specific proposals for taxi services in the West Ryde area.

1.6.4 Community Transport

Community Transport Services cover all of the Ryde LGA and are discussed in **Section 5.3.3** in the **City Wide Report**.

1.6.5 Walking

Existing

The local pedestrian network including pedestrian crossings is show in **Figure 3**.

Signalised crossings are provided on Victoria Road and West Parade. Zebra Crossings are situated on Endeavour Street and Mons Avenue (by West Ryde Public School), Maxim Street, Ryedale Road (by the Leagues Club), Ryedale Road / Marlow Avenue intersection and also around the Plaza.

Victoria Road is the major barrier for north / south pedestrian movement within the study area. West of the railway overbridge there are 5 signalised crossing locations at three intersections. East of the railway bridge there is only one pedestrian crossing at Victoria Road / Hermitage Road.

The railway is the major barrier for east / west pedestrian movement. Within the study area it is only possible to cross the railway at Victoria Road (north side), the Railway Station (overbridge), and Marlow Avenue overbridge.

Key areas where footpaths are missing include:

- Hermitage Road (west side) between Rhodes Street and Victoria Road;
- West Parade (east side) between Marlow Avenue and Denistone Station;
- Victoria Road (south side) between Maxim Street and Ryde Pump Station; and,
- Ryedale Road (west side) between Stratford Avenue and Terry Road.

There is crossing opportunities for pedestrian south of Victoria Road.



Pedestrian Accessibility

Figure 4 also shows 400m and 800m walk isochrones centred upon the railway station. The barrier impact of Victoria Road, particularly the lack of crossing opportunities east of the railway line, is illustrated by the 800m isochrone which does not extend as far as the TAFE. Pedestrian accessibility to the north east and north west is much stronger.

Accident Analysis

An analysis of pedestrian and cycle accidents in the Ryde LGA was carried out for the five year period from 2000 to 2004 as shown in **Figures 6.3 and 6.4** in the **City Wide Report**.

As shown in **Figure 6.3 (City Wide Report)** a pedestrian accident cluster in West Ryde on Victoria Road in the vicinity of the Chatham Road/Station Road and West Parade intersections. Both of these intersections are signalised and have pedestrian crossing facilities. There is also a pedestrian crossing to the west of Station Street outside West Ryde Public School.

The number of pedestrian crossings in the vicinity of the pedestrian accident cluster suggests that the pedestrian crossings are not protecting pedestrians sufficiently. One of the main recommendations of this report is the preparation of a PAMP for Ryde LGA. Pedestrian accident investigation would be a main component of this study.

A number of solutions could be provided at this accident cluster location including:

- Separate pedestrian phases (green time not shared with turning traffic);
- Longer green times;
- Pedestrian refuges;
- Pedestrian barriers / guard rail;
- Reduced vehicle speeds;
- Speed limit enforcement;
- Improve street lighting;
- Improve vehicle and pedestrian visibility; and/or,
- Count down displays.

A detailed study of the type of pedestrian accidents occurring in this area should be carried out as part of the proposed PAMP to determine the most appropriate

mitigating measures required at this location. It should be investigated if the presence of the hotel in the accident cluster location contributes to the level of accidents.

Committed

The City of Ryde s94 Development Contributions Plan and the City of Ryde Management Plan 2006-2009 propose a range of pedestrian works in West Ryde Urban Village as per the West Ryde Centre Study and Masterplan 1996.

The City of Ryde Management Plan 2006-2009 and Council's capital works program commits Council to the following pedestrian facilities:

- New footpath from Adelaide Street to Grand Avenue along Pearl Street;
- Adelaide Street and Bennett Street: pedestrian refuge; and,
- West Ryde Town Centre upgrade (which at this stage largely consists of the upgrade of footpaths with new consistent paving).

Figure 3: Pedestrian Network

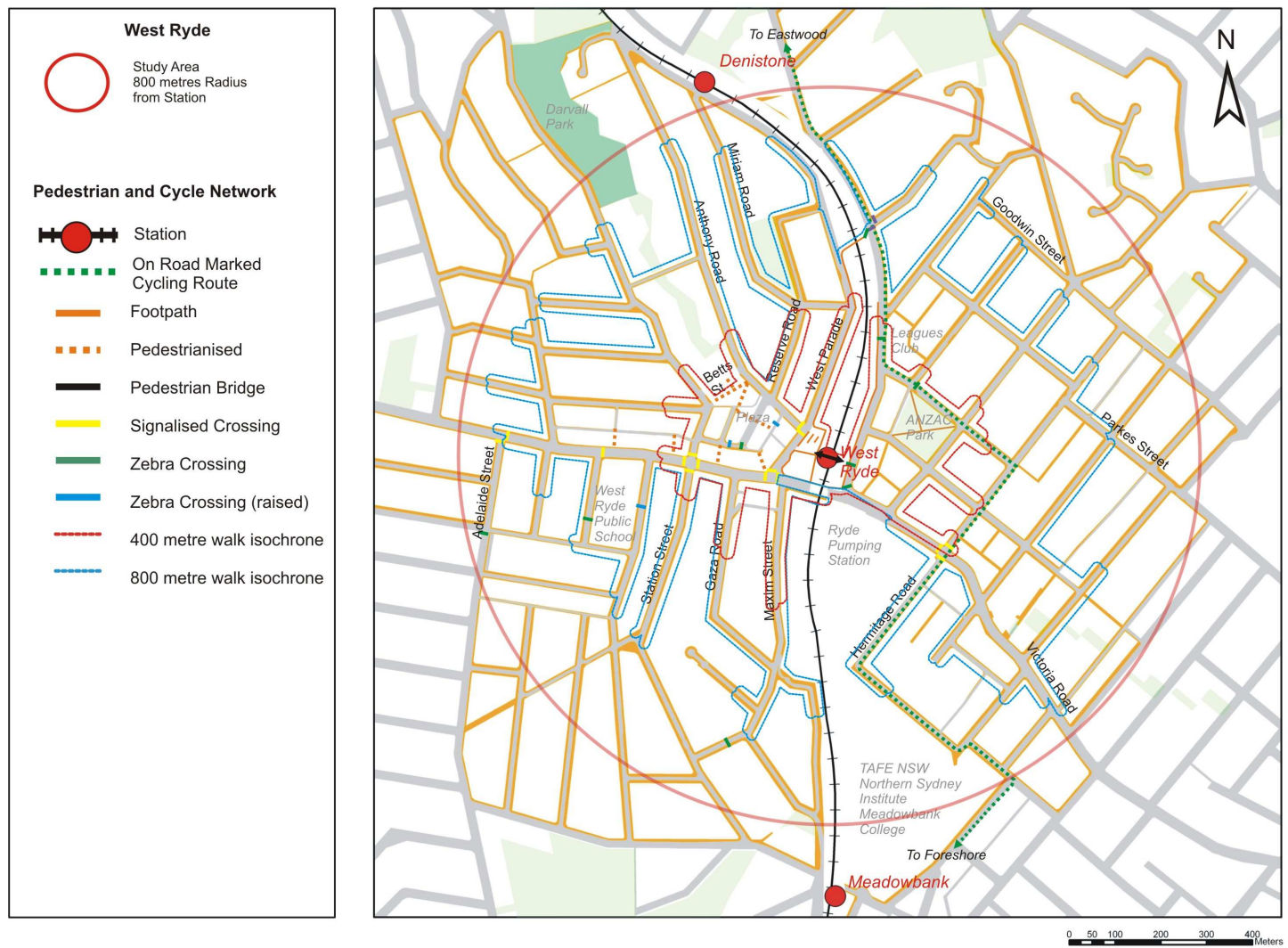
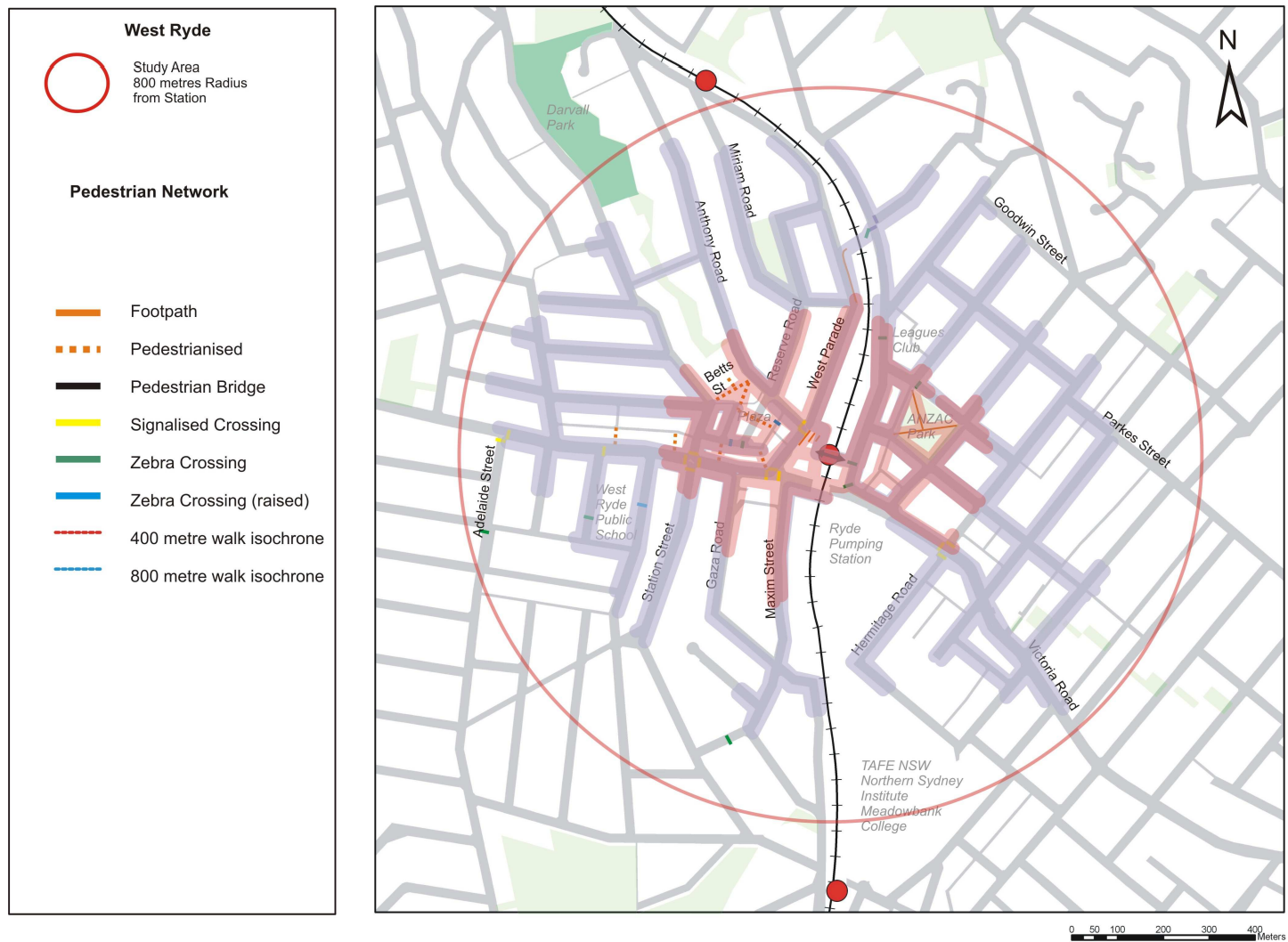


Figure 4: Pedestrian Accessibility



1.6.6 Cycling

Existing

An on road cycle route is provided on Ryedale Road to the east of the rail line (**Figure 5**). This on road cycle route continues to Meadowbank via Hermitage Road, Northern Sydney TAFE and Bowden Road.

There is cycle parking provided at West Ryde Station at the West Parade entrance. This cycle parking is rarely used. This may be due to its location away from the existing cycle lane on Ryedale Road.

The RTA Action for Bikes 2010 (1999) sets out a 10 year plan for a series of arterial bicycle networks across NSW. One of the proposed routes outlined in this plan links Macquarie Park to Meadowbank via West Ryde. The proposed route follows Marlow Avenue, West Parade and Bank Street.

As shown in **Figure 6.4 (City Wide Report)** a number of cycle accidents have occurred in the vicinity of West Ryde. These accidents mainly occur at intersections of local roads. Both cyclists and vehicle drivers need to be educated to share the road and be aware of the dangers of conflict at intersections.

Committed

Ryde are currently updating their Bike Plan.

The City of Ryde s94 Development Contributions Plan proposes the following cycleway:

- Charity Creek corridor development of shared pedestrian cycleway between West Ryde and Ryde.

1.6.7 Road

Existing

The existing road network is shown in **Figure 6**. The road network in West Ryde is dominated by Victoria Road which is a major east west arterial road in the area. Victoria Road has an AADT in the vicinity of 583,350¹. All other roads in the area are secondary and local roads.

Where Victoria Road intersects with secondary roads these intersections are signalised. The intersections of Victoria Road / Hermitage Road and Ryedale Road / Marlow Avenue are also signalised. All other intersections are priority controlled. Speed ramps are present on Shaftsbury Road and Chatham Road to control speed and prevent rat running.

The Sydney Strategic Travel Model shows that Victoria Road in the vicinity of West Ryde is currently approaching or at capacity.

An analysis of accidents in the Ryde LGA was carried out for the five year period from 2000 to 2004 in **Context Report Section 3.6.5**.

¹ RTA Traffic volume data 2002 Sydney Region

Of the 17 fatal accidents involving vehicles, two occurred on Victoria Road near West Ryde at the intersections of Victoria Road / Adelaide Street and Victoria Road / Linton Avenue.



Committed

The City of Ryde Management Plan 2006-2009 commits Council to construction of new roundabouts at the following locations:

- Station Road and Dunmore Road, West Ryde;
- Mons Avenue and Dunmore Road, West Ryde;
- Adelaide Street and Moss Street, West Ryde;
- Falconer Street and Goodwin Street, West Ryde;
- Hermitage Road and Wattle Street, West Ryde;
- Dickson Avenue and Bellevue Avenue, West Ryde;
- Hermitage Road and Herbert Street, West Ryde; and,
- Adelaide Street and Bennett Street, West Ryde.

Figure 5: Cycling Network

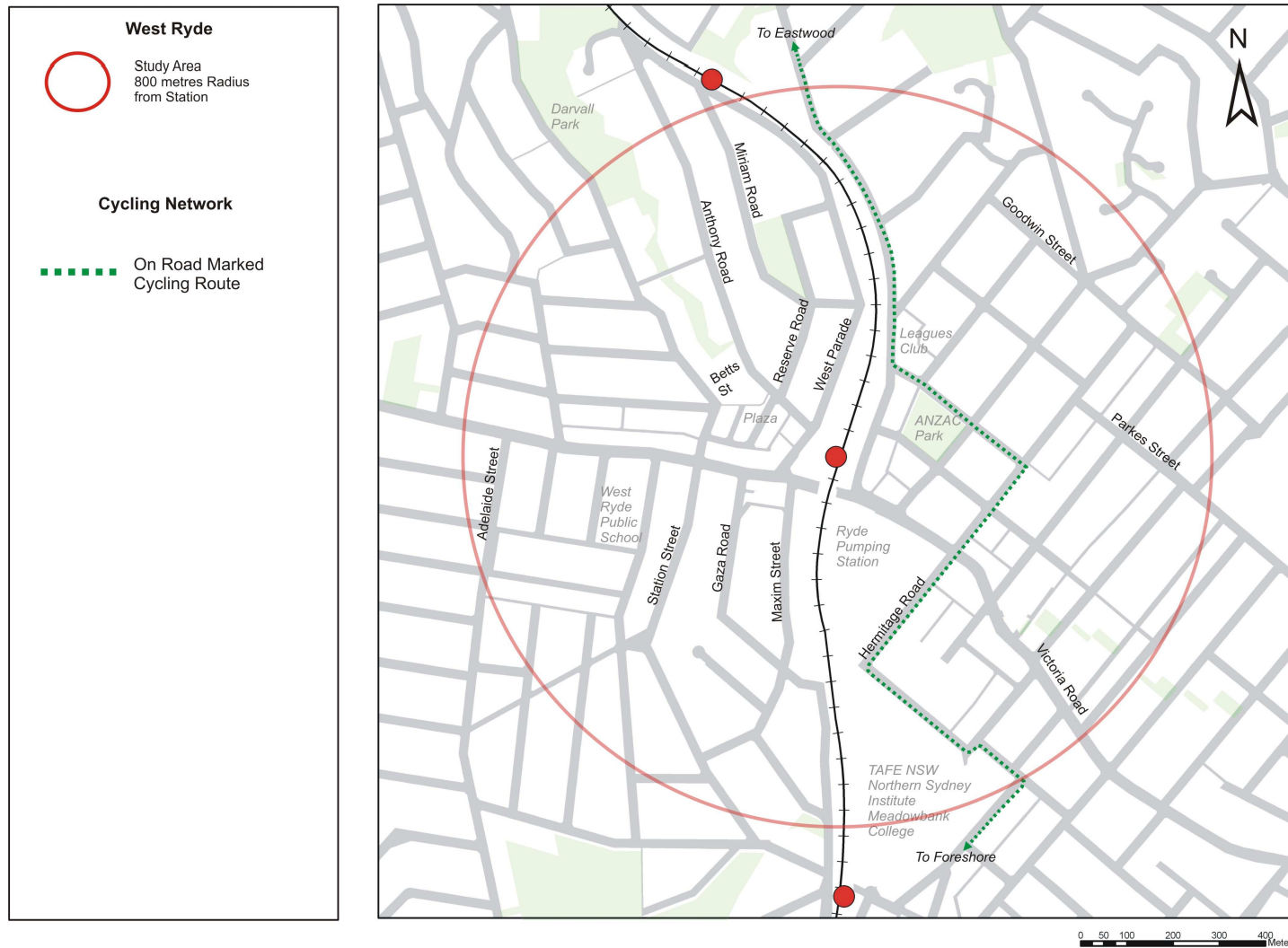
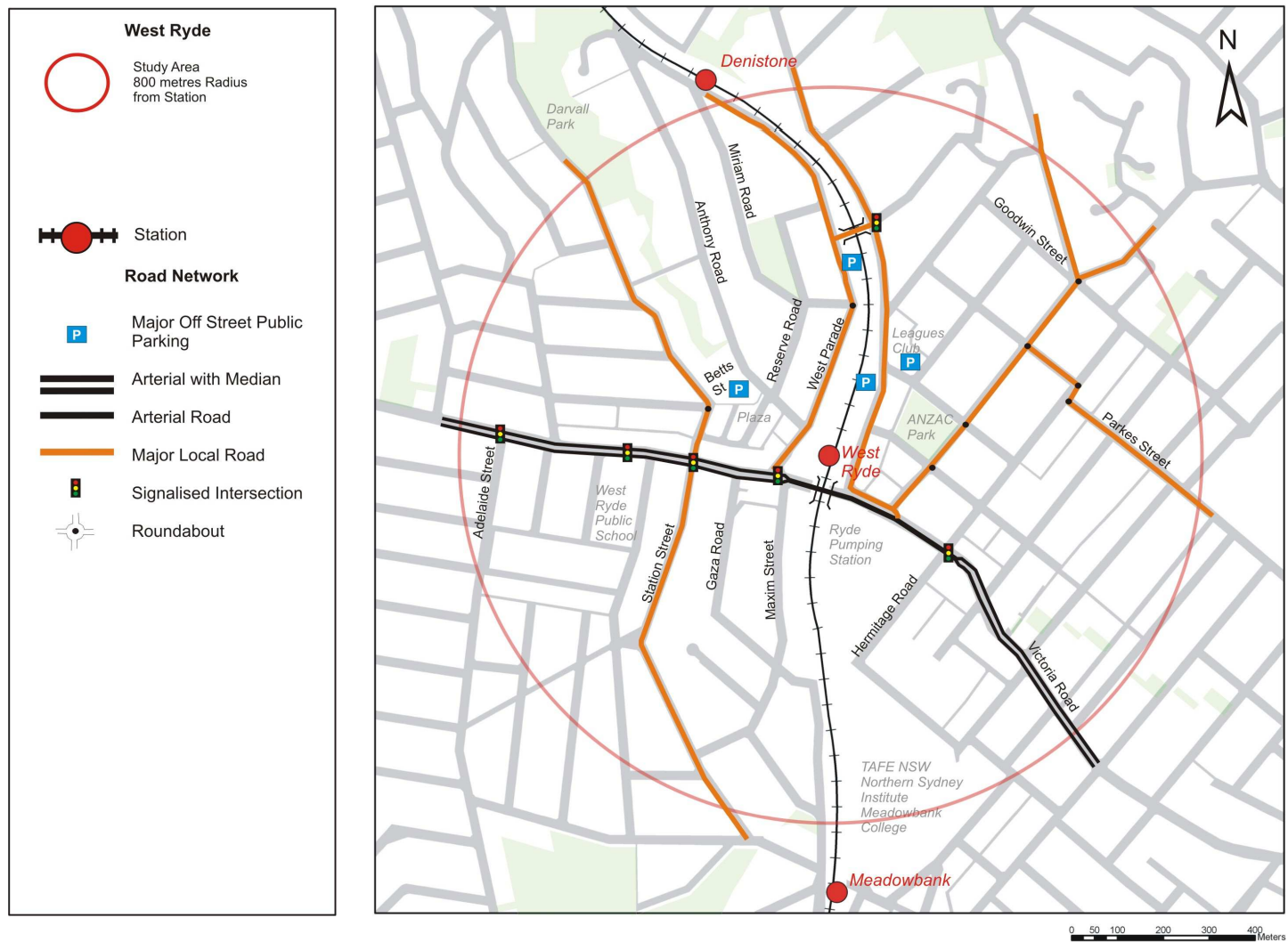


Figure 6: Road Network



1.6.8 Parking

Existing

The current level of off street parking within West Ryde is shown **Table 8** below.

Table 8: Off-street Parking Provision within West Ryde

Location	GFA (m2)	Off-Street Parking	Parking Provision
West Ryde Railway (Total)	56,000	1,068	1 space/52m ²
Anthony Road Car Park		181	
TOTAL		1,249	

Source: Ryde Section 94 Contribution Plan

On-street parking is provided in West Ryde, however, in some areas time restrictions and other parking restrictions apply. There is currently no formal record of where restrictions are in place, but a brief summary based on site observations is set out below:

- Clearway restrictions on Victoria Road in the morning and evening peak periods; and
- Time restrictions on parking on West Parade in the vicinity of the station ranging from 5 minutes to 2 hours at certain times.

The City of Ryde s94 contributions plan (2003) estimated the number of off street car parking spaces at 1068. Assuming the increase in off street car parking provision due to the new Woolworths development accounted for an additional 84 spaces the total number of car parking spaces would presently total approximately 1152 spaces.

Major off street parking spaces in West Ryde include:

- West of Betts Street Council car park - 3 hour and unrestricted Council public parking, 150 spaces;
- East of Betts Street Council car park - 3 hour restricted Council public parking, 116 spaces;
- Woolworths development - 200 basement car parking spaces with time restrictions;
- Commuter rail parking to east of railway line - 76 spaces in three separate car parks;
- Commuter rail parking to West of railway line - 37 Spaces; and,
- Ryde-Eastwood Leagues Club - Approximately 446 spaces over five levels which are only available for the use of members and guests however which are used for some general public parking.

Committed

For West Ryde, the s94 contributions plan provides for contributions for construction of a 50-100 space public car park at 15-19 Chatham Road and/or for additional parking at the Anthony Road car park or for construction of additional short term on street parking in the Anthony Road and Graf Avenue precincts.

1.7 Opportunities and Constraints

The review of the transport and land use context has allowed constraints and opportunities to be identified

1.7.1 Constraints

The following constraints have been identified:

- Victoria Road and the rail line act as barriers to pedestrian movement in West Ryde;
- Traffic volumes on Victoria Road make the implementation of future bus priority measures problematic;
- Evening peak traffic delays Victoria Road bus services between Ryde Town Centre and West Ryde, affecting service reliability, and adversely impacting upon connections at West Ryde Station;
- Sydney Buses have identified that the Bus Interchange requires some minor modifications to better accommodate the accessible bus fleet and longer high capacity buses;
- The role of Victoria Road as a major arterial through traffic route;
- Through traffic volumes through the town centre are high – via Chatham Street;
- Local and retail traffic competes with through traffic, resulting in congestion during the peaks;
- Poor pedestrian connections between the public transport interchange and West Ryde Market Place;
- No kiss and ride facility at the public transport interchange;
- Ryde Council is not empowered to affect public transport provision, and must lobby to influence other players; and,
- Proposed developments will significant impacts on the performance of the road network and parking.

1.7.2 Opportunities

The following opportunities have been identified:

- West Ryde is serviced by a good rail service to Hornsby and the CBD. This rail link also links West Ryde to other activity centres in the LGA;
- There are opportunities to improve existing bus services and provide new bus services to West Ryde station;
- There are opportunities at the local level to enhance bus interchanges including: provision of information, improving access to stations for all modes, improving the cleanliness and comfort of trains and enhancing station environments;
- Victoria Road provides good vehicular access to West Ryde;
- Major land holders in the area are keen to develop the centre;
- Potential to improve pedestrian environment as part of centre redevelopment; and,
- Potential to improve transport interchange as part of centre redevelopment.

1.8 A Vision for West Ryde

The vision for West Ryde identifies that In the future, West Ryde should:

- Be a place specifically designed for the enjoyment and utility of pedestrians;
- Be a place which allows convenient access for individuals between work, home, shopping and leisure;
- Be a place which has a high level of aesthetic amenity at street level;
- Have safe, attractive and convenient public spaces which are well used;
- Be a vibrant, viable and profitable commercial centre; and,
- Contain an appropriate mix and arrangement of uses which satisfactorily integrate with existing surrounding activities.

This vision was developed for the West Ryde Town Centre by the Council in conjunction with the community as part of the development of the West Ryde Masterplan.

1.9 Objectives for West Ryde

The proposed objectives for West Ryde are:

- Increased safety;
- Improved amenity and identity;
- Economic prosperity; and,
- Management of through traffic.

1.10 Recommended Actions

Recommended actions for West Ryde are summarised in the following tables:

- **A1** - Public Transport, Community Transport, Personal Public Transport and Taxis Actions;
- **A2** - Walking and Cycling Actions;
- **A3** - Road Management Actions;
- **A4** - Transport and Land Use Planning Actions; and,
- **A5** – Travel Demand Management Actions.

Relevant city wide actions are included (from the City Wide ITLUS Report), along with specific local actions.

A1 - Public Transport, Community Transport, Personal Public Transport and Taxis Actions – Summary

Action	Primary Stakeholders	Secondary Stakeholders	Timescale	Cost to CoR
Mutually Beneficial Partnerships	CoR, STA, Sydney Ferries, RailCorp, Developers	RTA, MoT, community	Short Term (Pilot project) Medium - Long Term	Low
Public Transport Information	CoR, Community.	STA, Sydney Ferries, CityRail	Short Term	Low
Demand Responsive Transport	CoR, Community.	MOT, STA, Community Transport, Taxi operators	Short Term	Medium
Bus Infrastructure	CoR, STA	RTA, MoT	Short – Medium Term	Low -High
Train Station Infrastructure	CoR, RailCorp		Short Term	Low - High
Lobby for improved Public Transport Services				Low
<ul style="list-style-type: none"> ▪ Increased off peak frequencies ▪ Accessible buses ▪ Strategic Bus Routes ▪ Connection to SOP town centre ▪ Legal taxi pick up/set down areas 	CoR, STA, MoT, RTA, Taxi Council	Community	Short – Medium Term	
Local Actions:				
<ul style="list-style-type: none"> ▪ Kiss 'n' ride facility at station on West Parade and Ryedale Road ▪ New taxi rank on the eastern side of the Station ▪ Lobby for bus priority measures on Victoria Road such as bus lanes, 'b' signals and/or transit lanes (extension westwards of planned of T3 lane from Blaxland Road to Cressy Road) ▪ Bus interchange modification to accommodate longer higher capacity buses ▪ Development of a TAG for West 				

<p>Ryde Station/shopping area</p> <ul style="list-style-type: none"> Improved bus connectivity to SOP – as major employment growth occurs 				
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A2 - Walking and Cycling Actions – Summary

Action	Primary Stakeholders	Secondary Stakeholders	Timescale	Cost to CoR
Improved Safety at Pedestrian Crossings	CoR, RTA	Community	Short Term	Medium
Generic Treatments	CoR, RTA	Community	Short – Medium Term	Low – High
Accessibility Mapping	CoR,	STA, CityRail, Sydney Ferries	Short – Medium Term	Medium
Accessibility Audits	CoR, RTA, developers	Community, STA, CityRail, Sydney Ferries	Short Term (existing areas) Ongoing (DA approvals)	\$3,000 per site*
Pedestrian Access and Mobility Plan	CoR, RTA	Community, STA, CityRail, Sydney Ferries	Short Term	Medium
Accident Clusters	CoR, RTA	Community, STA	Short term	Medium - High
<p>Local Actions:</p> <ul style="list-style-type: none"> Detailed analysis of pedestrian accidents and design of mitigating measures including: <ul style="list-style-type: none"> Separate pedestrian phases (green time not shared with turning traffic) Longer green times Pedestrian refuges Pedestrian barriers / guard rail Reduced vehicle speeds Speed limit enforcement Improve street lighting 	CoR	Community	Short – Medium Term	Low - High

Action	Primary Stakeholders	Secondary Stakeholders	Timescale	Cost to CoR
<ul style="list-style-type: none"> ▪ Improve vehicle and pedestrian visibility ▪ Count down displays ▪ Investigate opportunities to provide pedestrian crossing opportunities on - <ul style="list-style-type: none"> ▪ Victoria Road (east of railway line) to link with segment of footpath between Hermitage Road and Ryedale Road and in the interim sign pedestrians to cross at intersection of Victoria Road / Hermitage Road). ▪ Across railway line between Victoria Road and Meadowbank Station ▪ Footpath alongside the west side of Hermitage Road ▪ Ensure future development of bus station adjacent to West Ryde Station provide clear, legible and well lit pedestrian paths with an emphasis on personal security ▪ Signage for pedestrians to Northern Sydney TAFE, Ryde Campus, and other local destinations from the rail station, meeting RTA guidelines ▪ Cycle parking at Ryedale Road entrance to station, replacement of existing (but poorly designed) cycle parking with hoops. ▪ Liaise with Bicycle NSW to locate cycle lockers at West Ryde station to provide for longer stay/regular users 				

* Accessibility audits requested as part of the DA process will be supplied by the applicant.

A3 - Road Management Actions – Summary

Action	Primary Stakeholders	Secondary Stakeholders	Timescale	Cost to CoR
Improvements on Arterial Roads				
<ul style="list-style-type: none"> Improved safety at pedestrian crossings 	CoR, RTA	Community	Short Term	Low
<ul style="list-style-type: none"> Generic Treatments for walking and cycling 	CoR, RTA	Community	Short – Medium Term	
Improvements on Council Roads				
<ul style="list-style-type: none"> LATMs 	CoR	STA, Community	Short Term	Medium - High
<ul style="list-style-type: none"> Improved safety at Pedestrian Crossings 	CoR, RTA	Community	Short Term	
<ul style="list-style-type: none"> Generic treatments for walking and cycling 	CoR	STA, Community	Ongoing	
<ul style="list-style-type: none"> Reallocation of road space 	CoR	STA, Community	Ongoing	
Road Network Performance Standards				
	CoR, RTA	STA, Community	Ongoing	Medium - High
Local Actions:				
<ul style="list-style-type: none"> Environmental improvements to Victoria Road including vegetation and beautification of street scape. 	CoR, RTA	Community	Short - Medium	Medium - High
<ul style="list-style-type: none"> Pedestrian safety measures along Victoria Road (as above). 				

A4 - Integrated Land Use Planning / Car Parking Actions – Summary

Action	Primary Stakeholders	Secondary Stakeholders	Timescale	Cost to CoR
Public Transport Accessibility Level (PTAL) Analysis	CoR	STA, CityRail, MoT	Short Term	Low
Mixed Land Use	CoR	Developers, Community	Medium – Long Term	Low
Public Car Parking	CoR	Community	Short – Medium Term	Low
Private Car Parking	CoR	Developers	Short – Medium Term	Low
Motorcycle / Scooter Parking	CoR	Community	Short Term	Low
Street Networks	CoR	Community, Developers	Short Term	Low
Local Actions:	CoR	Community	Short - Medium	Low - Medium
<ul style="list-style-type: none"> ▪ Continued enforcement of existing parking restrictions. 				
<ul style="list-style-type: none"> ▪ Provision of motorcycle parking – ideally close to station and on Victoria Road. 				
<ul style="list-style-type: none"> ▪ Provide car club car parking spaces within West Ryde centre. 				
<ul style="list-style-type: none"> ▪ Kiss 'n' ride facility at station on West Parade and Ryedale Road. 				

A5 – Travel Demand Management Actions – Summary

Action	Primary Stakeholders	Secondary Stakeholders	Timescale	Cost to CoR
Workplace Travel Plans	CoR	Employers, Community	Short – Medium Term	Low
Residential Travel Plans	CoR	Developers, Community	Short – Medium Term	Low
School Travel Plans	CoR	Schools, Community	Short – Medium Term	Low
Car Pooling	CoR	Community	Short – Medium Term	Low
Car Club	CoR	Community	Short – Medium Term	Low
Transport Access Guides	CoR	Community, Developers	Short – Medium Term	Low
TravelSmart	CoR	Community	Medium – Long Term	Medium - High
Local Actions:				
<ul style="list-style-type: none"> ▪ Develop a TAG for West Ryde 				