

City of Ryde

Integrated Transport and  
Land Use Strategy

Centre Report for  
Ryde Town Centre

August 2007



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## Integrated Transport And Land Use Strategy

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2	Final Draft	21/08/07
3	Final Strategy	28/08/07

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## 1 Ryde Town Centre

### 1.1 Introduction

*The Centre Report for Ryde Town Centre accompanies the City Wide Integrated Transport and Land Use Strategy 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 Ryde Town Centre, consisting of a Vision, Objectives and Recommended Actions, which correspond with the City Wide Actions.*

### 1.2 Description of Area

Ryde Town Centre is second in the hierarchy of Ryde centres after Macquarie Park, reflecting its historic and governance role, its role as a community hub, and planned redevelopment of the shopping centre.

Ryde Town Centre is located on the confluence of several major bus routes and arterial roads including Victoria Road and Blaxland Road. It is located on the ridgeline on the boundary of the Lane Cove and Parramatta River catchments. It is located equal distance from both Parramatta and the City, offering locational advantages.

Major land uses include the Top Ryde Shopping Centre which will soon be redeveloped. The redevelopment has been approved by Council and it is anticipated to commence soon. The redevelopment will include a new civic and library facility in addition to entertainment, retail and commercial activities. An integrated transport management solution will be implemented as part of the redevelopment taking traffic directly from Devlin Street to underground parking rather than through local residential streets, as currently occurs.

Other significant land uses include the Civic Centre which is a hub for local government and Ryde Park which is a major recreation venue for the entire LGA.

Ryde Town Centre is in need of revitalisation and to this end Council initiated work on the Ryde Town Centre LEP, DCP and public domain plan to encourage redevelopment.

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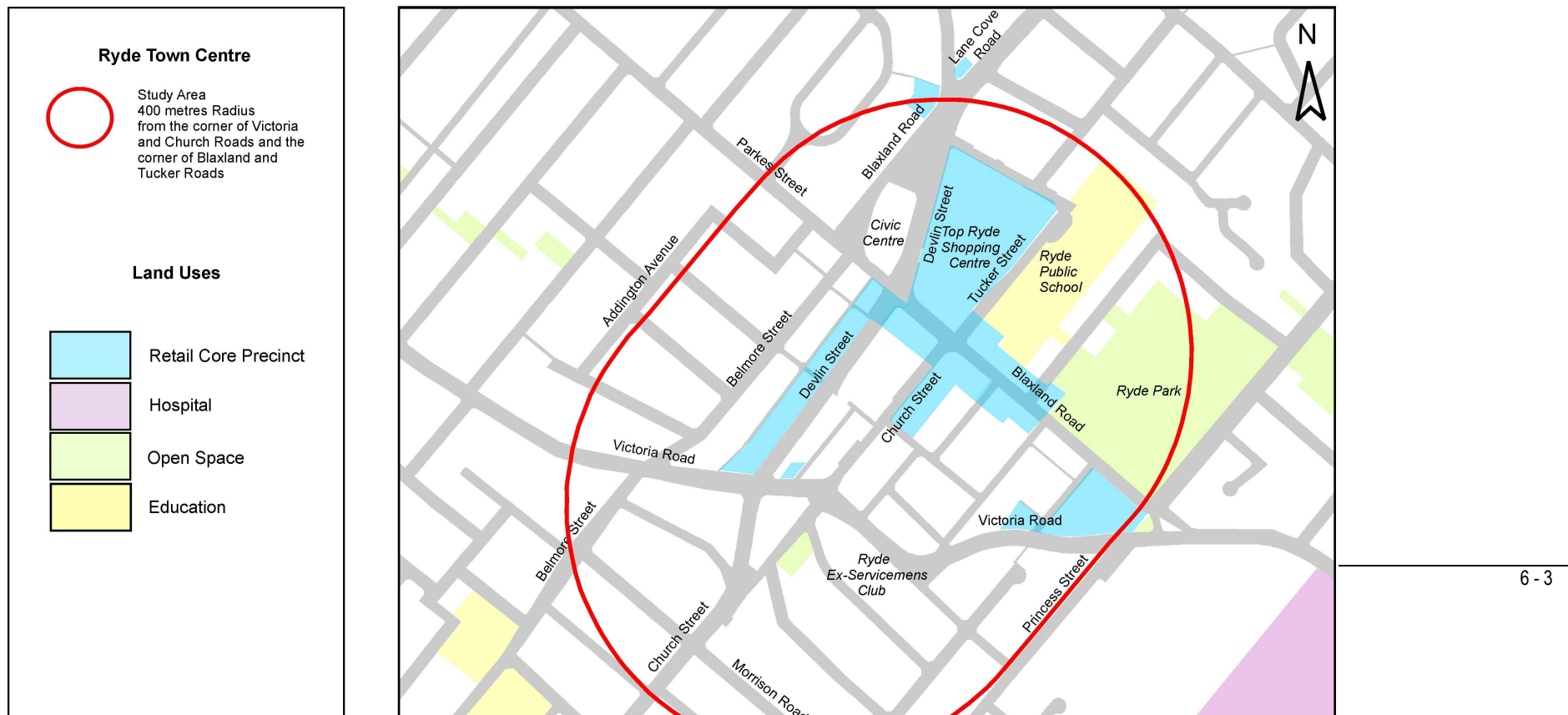
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**Figure 1 - Study Area and Land Uses**

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### 1.3 Previous Work Undertaken by Council

Previous studies, as outlined below, have been undertaken by Council in order to derive a vision, strategic framework and development controls to achieve the objectives identified for Ryde Town Centre.

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

- Installation of pedestrian crossings in Pope Street, Smith Street and Tucker Street;
- Installation of a children's crossing in Argyle Avenue; and,
- Installation of one hour parking in Church Street and two hour parking time limits in Council car park off Church Street.

#### 1.3.1 Strategic Framework

##### **Metropolitan Strategy**

The NSW Governments Metropolitan Strategy 2006 classifies Ryde Town Centre as a *Town Centre*, with potential to become a major centre in the future.

##### **Ryde Planning Scheme Ordinance and Local Environment Plan No 143**

This plan sets out the development principles, height, land-use and floor space controls for Ryde Town Centre with different controls provided for various precincts. In relation to Precinct 2 (the Top Ryde Shopping Centre) the Plan requires an Integrated Traffic Solution to the satisfaction of Council and the RTA as a prerequisite for the comprehensive redevelopment of the shopping centre; in addition to requirements for through site pedestrian access, a plaza, a childcare centre and 2500sqm of community space.

LEP No. 43 for Ryde Town Centre aims, inter alia, to:

- Introduce new zoning, planning and design provisions for the Ryde Town Centre;



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- Rezone land adjoining Ryde Park for parks and recreation; and,
- Encourage a mix of land uses within the Ryde Town Centre.

The Transport and Access principles for the area as set out in the LEP are:

- Development is to promote a compact working and living environment to maximise the efficient use of resources and infrastructure provisions;
- The safety, amenity and convenience of pedestrians is to be considered in all development; and,
- Public transport use will be promoted by the provision of facilities for users.

Some significant transport developments outlined in the LEP include:

- The Shopping Centre development has its primary vehicular access from Devlin Street, utilising grade separation in the form of access ramps and underpasses under Devlin Street and into basement car parking; and,
- Subject to RTA and Council approval, an all weather protected footbridge with lift connecting areas west of Devlin Street.

### **City of Ryde DCP 2006 - Part 4.4 Ryde Town Centre**

This DCP will facilitate the revitalisation of Ryde Town Centre as a vibrant, attractive and safe urban environment with a diverse mix of retail, commercial, residential and leisure opportunities.

The objectives of this DCP are to:

- Reinforce Ryde Town Centre as an important cultural, civic, commercial, retail, employment, education, residential and recreational location;
- Enhance the civic qualities of Ryde Town Centre;
- Create an attractive, safe, convenient and well-used pedestrian environment and public domain;
- Develop a high quality urban centre;
- Develop high quality built form; and,

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- Develop a sustainable town centre that balances social, economic and environmental objectives.

These objectives are met through the development of a number of strategies and development controls. The strategies and development controls of most relevance to this study are:

- Provide accessible, safe pedestrian links on public and private property;
- Establish a vibrant, safe and attractive public domain activated by diverse land uses, services and facilities;
- Develop a public domain that is well-used by residents, workers and visitors to Ryde Town Centre;
- Reduce vehicular conflicts through good design of building entrances, reducing footpath cross-overs, introducing rear lanes and the like;
- Clearly differentiate uses and separate conflicting uses;
- Use appropriate lighting levels;
- Encourage 'safe' pedestrian access and mobility; and,
- Encourage alternatives to motor vehicles and promote walking, cycling and public transport usage.

Section 6.5 provides the strategies and controls for alternatives to private vehicle transport, as given below.

### *“Strategies*

- a. *Encourage alternatives to motor vehicles and promote walking, cycling and public transport usage.*

### *Controls*

1. *Provide secure bicycle parking in every building with on-site parking equal in area to 1 car-space for every 100 car-spaces or part thereof. Council may consider a lesser rate for retail and commercial development exceeding 10,000 sqm, subject to the bicycle parking being suitably located and designated within the development.*
2. *provide secure bicycle storage in all residential developments*
3. *Workplace Travel arrangements are made in every commercial building to encourage greater use of available public transport services by staff.*

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*Target 40% of staff to use public transport in each commercial or office premises.*

- 4. Development is to provide bus facilities if required including but not limited to seats, awnings and provisions for signage”.*

### **Ryde Town Centre Public Domain Plan**

This plan outlines Council's vision for the public domain in Ryde Town Centre including the proposed locations of outdoor dining. It includes design principles and a concept that is costed and will form the basis of s.94 plan/s. It is intended to implement the plan in partnership with the private sector through the development process and through Council's capital works programs.

### **1.3.2 Technical and Environmental Input Studies**

#### **Feasibility Study for Access Changes in Ryde Town Centre – Traffic and Transport Review (2007)**

This draft study was completed by Parsons Brinkeroff to ensure that the traffic management solution complemented and benefited the future redevelopment of the Civic precinct. The objective of the study was to identify suitable and practical road layout options for future access to the Civic Precinct while maintaining the traffic efficiency of major arterial roads such as Blaxland Road and Devlin Street. In addition, a traffic forecasting model for the Ryde Town Centre has been included to improve analysis.

#### **Top Ryde Urban Village Traffic Assessment Report (2004)**

This study commissioned by the Beville Group recommended a pedestrian over-bridge across Devlin Street and taking vehicles directly from Devlin Street to basement shopping centre parking. This report addressed issues raised in the 2003 RTA traffic study (above) and aims to enhance the capacity of the Devlin Street/Blaxland Road intersection.

#### **Top Ryde Traffic and Pedestrian Study (2003)**

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This study undertaken by the Roads and Traffic Authority concludes that the intersections of Victoria Road/Devlin Street and Devlin Street/Blaxland Road will require capacity and require enhancement by 2011.

### Top Ryde Retail Precinct Transport Study and Master Plan (1998)

The development of the masterplan was based on the need to address the following issues:

- A vehicle dominated environment;
- Poor pedestrian amenity;
- Poor integration between centre uses and activities, including the Civic Centre and the Historic Precinct; and,
- Poor integration of public transport.

The report outlines various options to address the above issues as outlined in the table below. Based on these options a number of specific outcomes have been developed which form the basis of the masterplan.

**Table 1: Ryde Town Centre Issues and Options**

Issue	Options
<b><i>Dominant vehicular environment</i></b>	Reduce through traffic
	Pedestrian prioritise
	Integrate built form (linkages etc)
	Slow traffic
<b><i>Poor pedestrian environment</i></b>	Promote public transport
	Separate pedestrians/vehicles
	Increase pedestrian prioritized areas
	Provide better pedestrian linkages
	Widen pavements
<b><i>Poor integration of public transport</i></b>	Design and landscaping innovations
	Relocate bus terminus to West Ryde

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Issue	Options
	Provide better communications/signage
	Improve/re-route services
<b>Poor integration of activities/uses</b>	Better pedestrian links
	Integrated land uses (mixed use developments)
	Introduce common design themes and policies
	Public open space
	Key activity generators through centre
	Recognition of activity precincts

As population growth exceeded projections the floor-space recommendations provided in this report are not reliable.

### 1.3.3 Summary of Planning Objectives

For Ryde Town Centre the objectives as listed in Schedule 19 of the Ryde Planning Scheme Ordinance include:

- Development is to create a safe and accessible public domain that will be enjoyed by shoppers, residents, workers and visitors. Active uses are to be located along pedestrian thoroughfares and streets;
- Development of the public domain is to facilitate pedestrian movement and cycling between precincts within the Ryde Town Centre and surrounding areas;
- Development is to promote a compact working and living environment to maximise the efficient use of resources and infrastructure provisions;
- The safety, amenity and convenience of pedestrians and cyclists is to be considered in all development; and,
- Public transport use will be promoted by the provision of facilities for users.

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## 1.4 Land Use

The projected growth in employment and residential population within the Ryde Town Centre study area is shown below.

**Table 2: Residential and Worker population in Ryde Town Centre**

	2004	2006	2011	2014	2016	2021	2024	2034
<b>Worker Population</b>	690	-		1 050	-	-	3 150	3 450
<b>Resident Population</b>	-	1911	3302	-	4588	6518	-	-

(Employment figures derived from City of Ryde figures and residential figures derived from Planning NSW MDP projections 2006 combined with 2006 residential estimate provided by the City of Ryde. Assumptions based on average occupancy of 2.625 persons per residence assuming a 75%:25% split between detached dwellings and attached dwellings/flats).

MDP projections include the following major sites:

- Top Ryde Shopping Centre, potential for 150,000 sqm of mixed use development. The Top Ryde shopping centre redevelopment will act as a catalyst for the rejuvenation of the town centre as a whole. A DA for approx 126,000 sq m is currently before Council and comprises of a mix of retail, residential, commercial offices and community/civic facilities. An integrated traffic solution has been developed which is required as a precursor to any development which incorporates two pedestrian bridges, ramps and underpasses to car parking;
- 1 Devlin St, Redevelopment of Civic Centre site located in Precinct One for 100,000 sqm of mixed civic/retail/commercial offices/residential and community facilities; and,
- 43-49 Blaxland Rd potential for 25 additional dwellings.

The following sites within the study area also have significant development potential:

- Jenny Craig site, potential for of mixed use to be determined by the market forces;
- Toyota site, potential for mixed use to be determined by the market forces; and,

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- Brad Garlick Ford site, potential for mixed use to be determined by the market forces.

Just outside the Ryde Town Centre there is potential for an additional 800 residences at the Royal Rehabilitation Centre site which would equate to an additional residential population of approximately 2,100 persons.

### 1.5 A Vision for Ryde Town Centre

Ryde Town Centre will be an attractive place to live, work and visit. The future character of Ryde Town Centre will build on its historic role as a community and retail hub catering for leisure, learning, shopping and business.

### 1.6 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 3**. Full modelling outputs are included Appendix L of the City Wide Report.

Car Driver AM peak trips to TZ 479 decrease by 16% from 1,743 trips in 2006 to 2,021 trips in 2026. Trips from TZ 479 increase by 15% from 2,953 trips in 2006 to 3,382 trips in 2026. Public Transport Passenger AM peak trips to TZ 479 increase by 58% from 130 trips in 2006 to 206 trips in 2026. Trips from TZ 479 increase by 39% from 398 trips in 2006 to 555 trips in 2026.

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**Table 3: Top Ryde Travel Zone Origins and Destinations – AM 2-hour Peak Period – TBC**

Top Ryde Town Centre (TZ 479\*) – Internal Ryde LGA Car Trips (Units: Car Driver)

		2006		2016		2026	
		To	From	To	From	To	From
476	Marsfield	56	48	54	46	56	46
477	North Ryde	50	107	49	118	52	132
478	Ryde East	58	67	58	66	61	69
479	Ryde	2	2	148	148	152	152
480	Eastwood	86	85	86	84	89	86
481	Denistone East	63	81	63	78	66	80
482	Denistone	20	37	21	36	21	36
483	West Ryde	22	28	22	28	22	28
484	Meadowbank	27	30	27	30	29	32



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<b>485</b>	<b>Ryde Bridge</b>	67	107	66	99	69	99
<b>486</b>	<b>Putney</b>	48	53	48	52	50	52
<b>487</b>	<b>Field Of Mars</b>	42	76	42	73	44	75
<b>784</b>	<b>Macquarie Uni</b>	44	169	43	176	45	200
<b>785</b>	<b>Northern Suburbs Cemetery</b>	13	77	13	84	14	95
	<b>Total (Internal)</b>	<b>598</b>	<b>967</b>	<b>740</b>	<b>1,118</b>	<b>770</b>	<b>1,182</b>
	<b>External to Ryde LGA</b>	<b>1,145</b>	<b>1,986</b>	<b>1,193</b>	<b>2,077</b>	<b>1,251</b>	<b>2,200</b>
	<b>Total (Internal &amp; External)</b>	<b>1,743</b>	<b>2,953</b>	<b>1,933</b>	<b>3,195</b>	<b>2,021</b>	<b>3,382</b>

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**Top Ryde Town Centre (TZ 479\*) - Internal Ryde LGA Public Transport Trips (Units: Passengers)**

		2006		2016		2026	
		To	From	To	From	To	From
476	Marsfield	2	2	2	2	2	2
477	North Ryde	5	5	5	6	6	7
478	Ryde East	0	0	0	0	0	0
479	Ryde	2	2	2	2	2	2
480	Eastwood	2	3	2	3	2	3
481	Denistone East	2	1	2	1	2	1
482	Denistone	1	3	1	3	1	3
483	West Ryde	2	0	1	0	1	0
484	Meadowbank	0	1	0	1	0	1
485	Ryde Bridge	5	8	4	6	4	6

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486	Putney	1	5	1	4	1	4
487	Field Of Mars	2	4	2	4	2	4
784	Macquarie Uni	5	21	5	22	6	26
785	Northern Suburbs Cemetery	1	7	2	8	2	9
	<b>Total (Internal)</b>	<b>30</b>	<b>62</b>	<b>29</b>	<b>62</b>	<b>31</b>	<b>68</b>
	<b>External to Ryde LGA</b>	<b>100</b>	<b>332</b>	<b>164</b>	<b>457</b>	<b>175</b>	<b>487</b>
	<b>Total (Internal &amp; External)</b>	<b>130</b>	<b>398</b>	<b>193</b>	<b>519</b>	<b>206</b>	<b>555</b>

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

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## 1.7 Transport Modes

### 1.7.1 Rail

There is no rail station in Ryde Town Centre.

### 1.7.2 Bus

#### Existing

There is currently very limited on-road bus infrastructure in Ryde, with minimal number of priority signals and transit lanes and no extended lengths of bus lanes, with the exception of short sections approaching signals and at bus stops. The bus routes serving Ryde Town Centre are shown in **Figure 2**.

The bus interchange facility at Ryde consists of a number of bus stops on either side of Blaxland Road. The footpath area at these stops is congested with people waiting for and boarding buses and street furniture associated with the bus stops such as seating, shelters and timetable information. The provision of a dedicated interchange facility in Ryde should be explored, though its location should be considered in relation to destinations and existing land use.



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

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On weekdays thirteen routes serve the Ryde Town Centre area with 533 buses serving these routes. Almost half of these services occur during the AM and PM peak periods. Weekend services are also quite steady with eight routes serving the area. On Saturday these routes provide 327 services and on Sunday these routes provide 245 services.

Of the thirteen routes running through the Ryde Town Centre area, seven routes run to the city. There are two routes going to Parramatta and one route to Chatswood, Strathfield and Burwood. Nine of the thirteen routes running through Top Ryde terminate within the Ryde LGA, making Top Ryde accessible internally to other centers in Ryde.

The bus frequency analysis shows that Ryde Town Centre is well served during the AM and PM peak periods from Monday to Friday. Weekend and evening services are a little more limited. However, service levels are high enough to make public transport an attractive mode of travel on the weekends.

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**Table 7: Ryde Town Centre Bus Service Analysis - Top Ryde**

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Weekday (2-way)											
Route Number	Route	To Direction					From Direction				
		First Bus	Last Bus	No. of Services*			First Bus	Last Bus	No. of Services*		
				AM	PM	DAY			AM	PM	DAY
287	Ryde to Milsons Point	6:36 AM	7:57 AM	4	0	6	5:35 PM	7:03 PM	0	3	4
458	Ryde to Burwood	5:22 AM	10:55 PM	12	11	33	6:06 AM	12:04 AM	6	6	34
459	Strathfield to Macquarie University	7:54 AM	6:26 PM	5	5	16	7:22 AM	5:31 PM	5	4	15
500 X00	Circular Quay to Ryde Shops	5:15 AM	1:52 AM	1	0	19	6:06 AM	11:58 PM	2	0	7
501	City to West Ryde	5:11 PM	11:07 PM	0	8	12	3:50 AM	2:30 AM	0	0	20
507	Circular Quay to Macquarie University	6:44 AM	9:58 PM	7	6	30	6:52 AM	9:02 PM	9	6	31
510	City to Ryde Depot	-	-	-	-	-	6:46 AM	8:15 AM	17	0	19
515 X15	Circular Quay to Eastwood	9:10 AM	8:33 PM	2	8	25	6:42 AM	6:05 PM	5	5	23
518 X18	Circular Quay to Macquarie University	6:55 AM	10:23 PM	6	12	37	5:53 AM	9:31 PM	10	6	32
520 L20	Circular Quay to Parramatta	7:17 AM	11:53 PM	7	11	44	6:00 AM	11:04 PM	13	6	48
524	Ryde Shops/ West Ryde to Parramatta	8:54 AM	2:58 PM	2	0	7	9:01 AM	3:04 PM	1	0	7
534	West Ryde to Chatswood	5:33 AM	9:02 PM	9	9	34	5:41 AM	9:59 PM	6	12	35
537	Gladesville to East Ryde	8:59 AM	2:44 PM	1	0	4	9:45 AM	3:10 PM	1	0	4

Saturday (2-way)											
Route Number	Route	To Direction					From Direction				
		First Bus	Last Bus	No. of Services*			First Bus	Last Bus	No. of Services*		
				AM	PM	DAY			AM	PM	DAY
287	Ryde to Milsons Point	-	-	-	-	-	-	-	-	-	-
458	Ryde to Burwood	5:21 AM	10:56 PM	6	6	32	6:58 AM	12:06 AM	4	6	32
459	Strathfield to Macquarie University	-	-	-	-	-	-	-	-	-	-
500 X00	Circular Quay to Ryde Shops	6:55 PM	1:21 PM	0	1	6	8:32 PM	11:35 PM	0	0	4
501	City to West Ryde	6:09 AM	4:02 AM	3	0	21	4:30 AM	2:31 AM	1	0	19
507	Circular Quay to Macquarie University	8:26 AM	7:21 PM	2	6	21	7:58 AM	5:27 PM	4	4	20
510	City to Ryde Depot	-	-	-	-	-	-	-	-	-	-
515 X15	Circular Quay to Eastwood	9:33 AM	7:09 PM	1	6	20	7:43 AM	5:36 PM	4	4	20
518 X18	Circular Quay to Macquarie University	9:08 PM	10:22 PM	2	6	23	8:19 AM	6:52 PM	4	6	22
520 L20	Circular Quay to Parramatta	7:48 AM	11:56 PM	4	6	32	6:44 AM	12:07 PM	5	6	31
524	Ryde Shops/ West Ryde to Parramatta	-	-	-	-	-	-	-	-	-	-
534	West Ryde to Chatswood	6:30 AM	7:23 PM	5	4	34	7:39 AM	8:36 PM	4	5	35
537	Gladesville to East Ryde	-	-	-	-	-	-	-	-	-	-

Sunday (2-way)											
Route Number	Route	To Direction					From Direction				
		First Bus	Last Bus	No. of Services*			First Bus	Last Bus	No. of Services*		
				AM	PM	DAY			AM	PM	DAY

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### Committed

As part of the Top Ryde Shopping Centre redevelopment include there will be considerable improvements to the bus service environment, including:

- New bus shelters;
- Modification to the intersection of Blaxland Road / Devlin Street;
- Underground access to the shopping centre;
- Extension of the existing T3 lane on Victoria Road which operates from Cressy Road to Anzac Bridge during the AM peak period, from Blaxland Road to Cressy Road;
- A short section of bus lane will be provided at the Blaxland Road / Princess Street / Victoria Road intersection on the Blaxland Road arm to enable buses to jump the queue onto Victoria Road southbound; and,
- At the Devlin Street / Victoria Road intersection a short section of bus lane will be implemented on the Devlin Street north arm of the intersection. This will allow buses to jump the queue of traffic turning right from Devlin Street to Victoria Road towards Parramatta. A 'B' signal head will be installed at the intersection on incorporated into the phasing of the lights.

According to Council's Management Plan, Council is committed to constructing the following pedestrian works in Ryde Town Centre:

- Construction of a new footpath along Lees Avenue from Parkes to Nicoll Avenue (during 07/08); and,
- Construction of a new footpath along Nicoll Avenue from Addington to Parkes \ (during 07/08).

In addition, 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.



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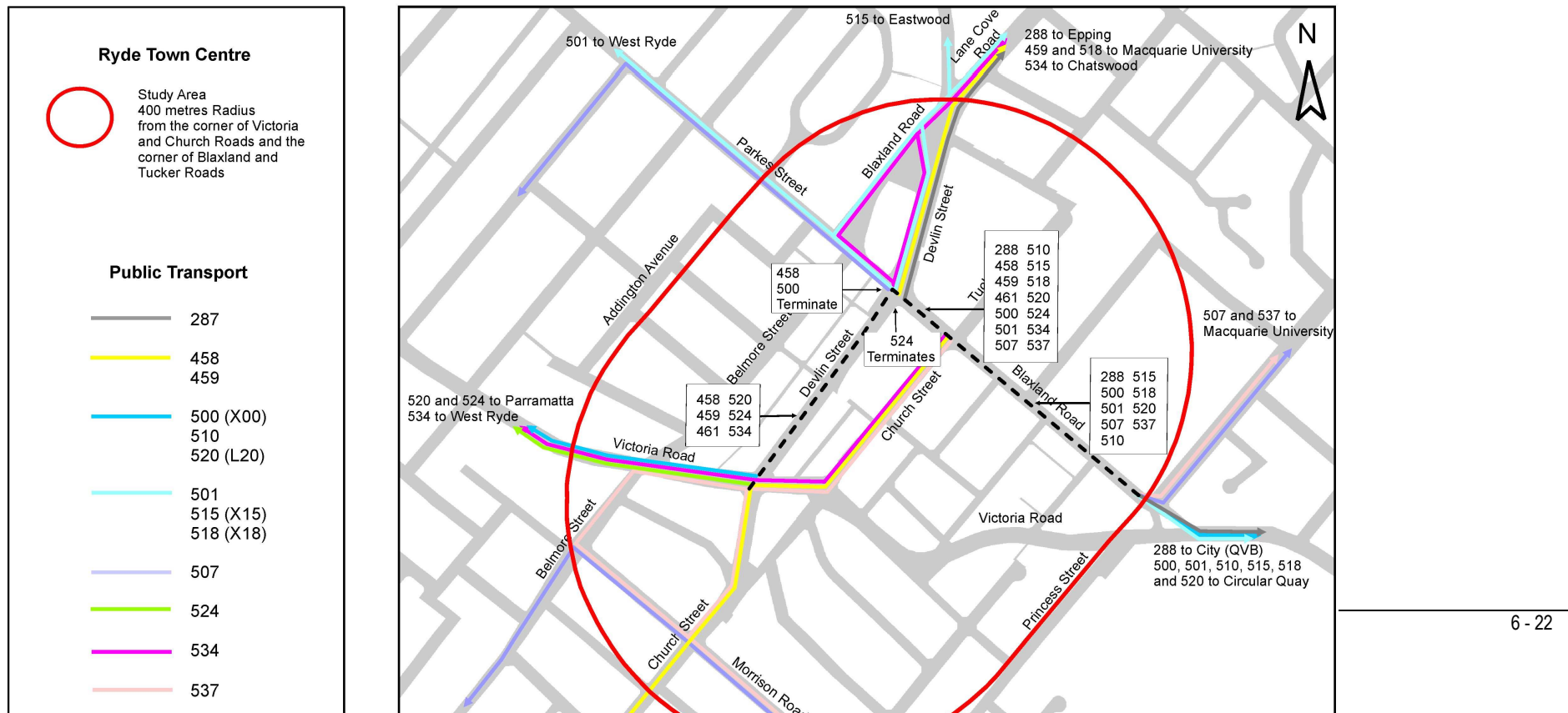
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**Figure 2 - Public Transport Services**

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### 1.7.3 Taxi

#### Existing

The main taxi rank in Ryde Town Centre Top is on Devlin Street adjacent to Top Ryde Shopping Centre. Seating and shelter is provided but as with all taxi ranks in Ryde there is no free phone service to call a taxi.

Long waiting times are experienced at the taxi ranks in Ryde due to a lack of taxi services in the area.

#### Committed

There are no specific proposals for taxi services in the area, although it is likely these will be included within any new development of the shopping centre.

It is recommended that all taxi ranks have a free phone service to call a local taxi. The free phone service will give patrons greater peace of mind that a taxi is on its way.

### 1.7.4 Community Transport

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

### 1.7.5 Walking

#### Existing

The local pedestrian network including pedestrian crossings is show in **Figure 2**.

Signalised crossings are provided at Victoria Road/Delvin Street intersection, Blaxland Road/Devlin Street intersection, Blaxland Road/Victoria Road intersection, Blaxland Road/Tucker Street intersection and along Church Street. Zebra crossings are situated at the intersection of Pope Street and Smith Street (near the school) and at the intersection of Church Street and Victoria Road.

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Devlin Street is a major barrier for east/ west pedestrian movement in the study area. There is a signalised crossing at each of the three major intersections along Delvin Street; however the distance between these crossings is large.

Victoria Road is a major barrier in the north/south direction for the study area. There is one large pedestrian crossing at the intersection of Victoria Road and Church Street, and that is the only opportunity to cross Victoria Road in the study area.

All informal footpaths identified in **Figure 2** have the potential to be formalised. Key areas missing footpaths include:

- Eagle Street (both sides) for the length of the street;
- Cowell Street (both sides) for the length of the street;
- Gladstone Avenue (both sides) for the length of the street;
- Samuel Street and Dunbar Street (both sides) for the length of the streets; and,
- Morrison Road (south side) between Belmore Street and Regent Street.



In general, pedestrians within Ryde suffer from a lack of priority. Most roads in the area have footpaths, but there are still many barriers to pedestrian access in the area, including:

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- Poor pedestrian accessibility, connectivity and permeability of the street network in Top Ryde;
- Difficulty crossing main roads, such as Victoria Road;
- Long waiting times and lack of priority at signalised interchanges, in particular sharing the pedestrian green phase with the vehicle green phase on the adjacent arm, puts pedestrians, especially the less mobile, under pressure to cross quickly and can lead to conflict;
- Below standard dropped kerbs cause difficulty for mobility impaired and people with prams;
- Cluttered footpaths;
- Narrow footpaths; and
- Lack of tactile indicators to assist those with impaired vision.

### **Pedestrian Accessibility**

**Figure 4** shows the 400m walk isochrones centered at the intersection of Church Street and Gowrie Street (midpoint of distance between Blaxland and Tucker intersection and Victoria and Church intersection). The 400 m isochrone is radial in all directions around this central point except for in the west direction. This is due to the fact that Delvin Street has limited crossing opportunities. Pedestrian accessibility in the north and south directions are much stronger than in the east and west directions.

### **Accident Analysis**

An analysis of accidents in the Ryde LGA was carried out for the five year period from 2000 to 2004. Pedestrian accidents are shown in **Figure 6.3** of the **City Wide Report**.

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;

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- 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 development of the shopping centre will provide an opportunity for a new pedestrianised network, and improved connections with the surrounding areas of Top Ryde. It is understood that overbridges over Devlin Street between the shopping centre and the Civic Centre will also be built. The Top Ryde Public Domain Plan will ensure that new development will provide equitable access in and around Ryde.

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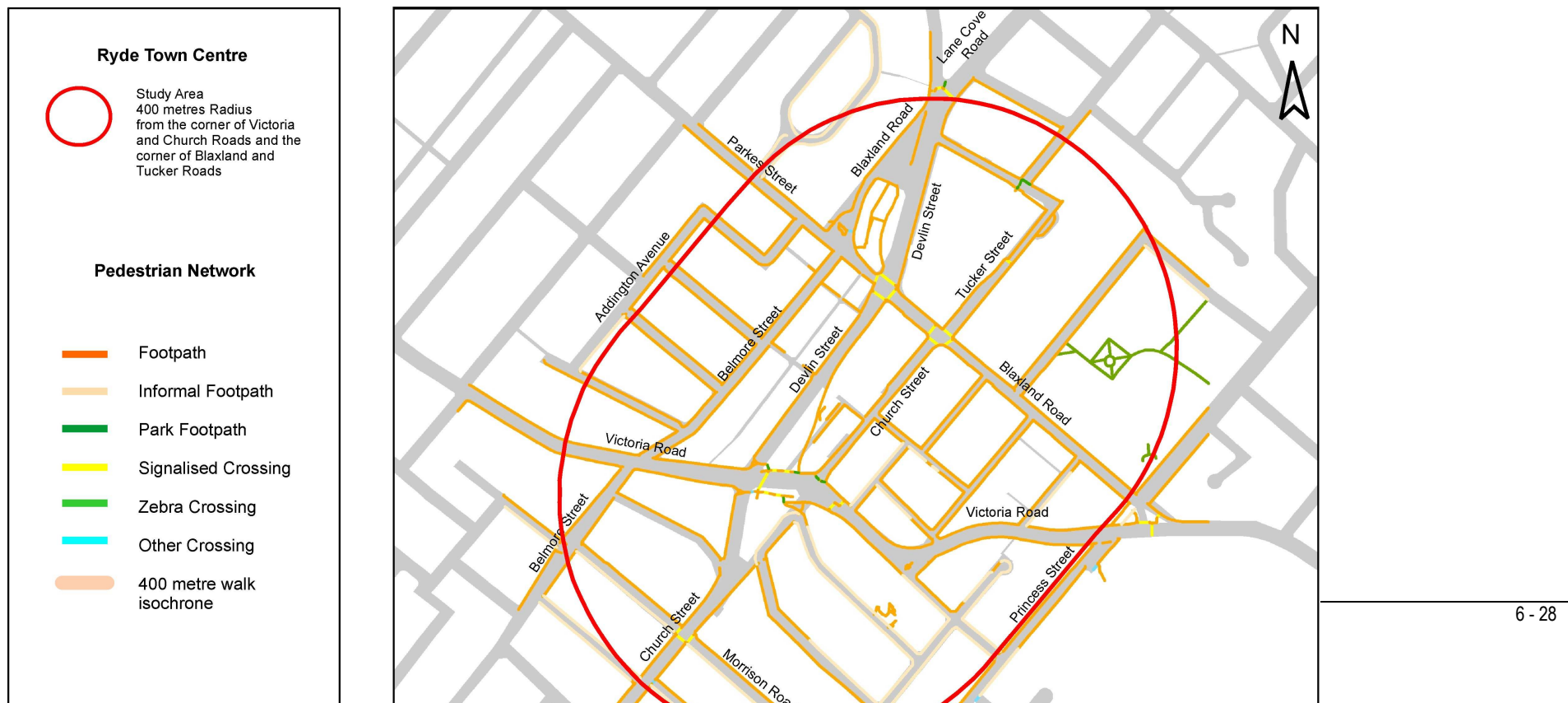
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**Figure 3 – Pedestrian Network**

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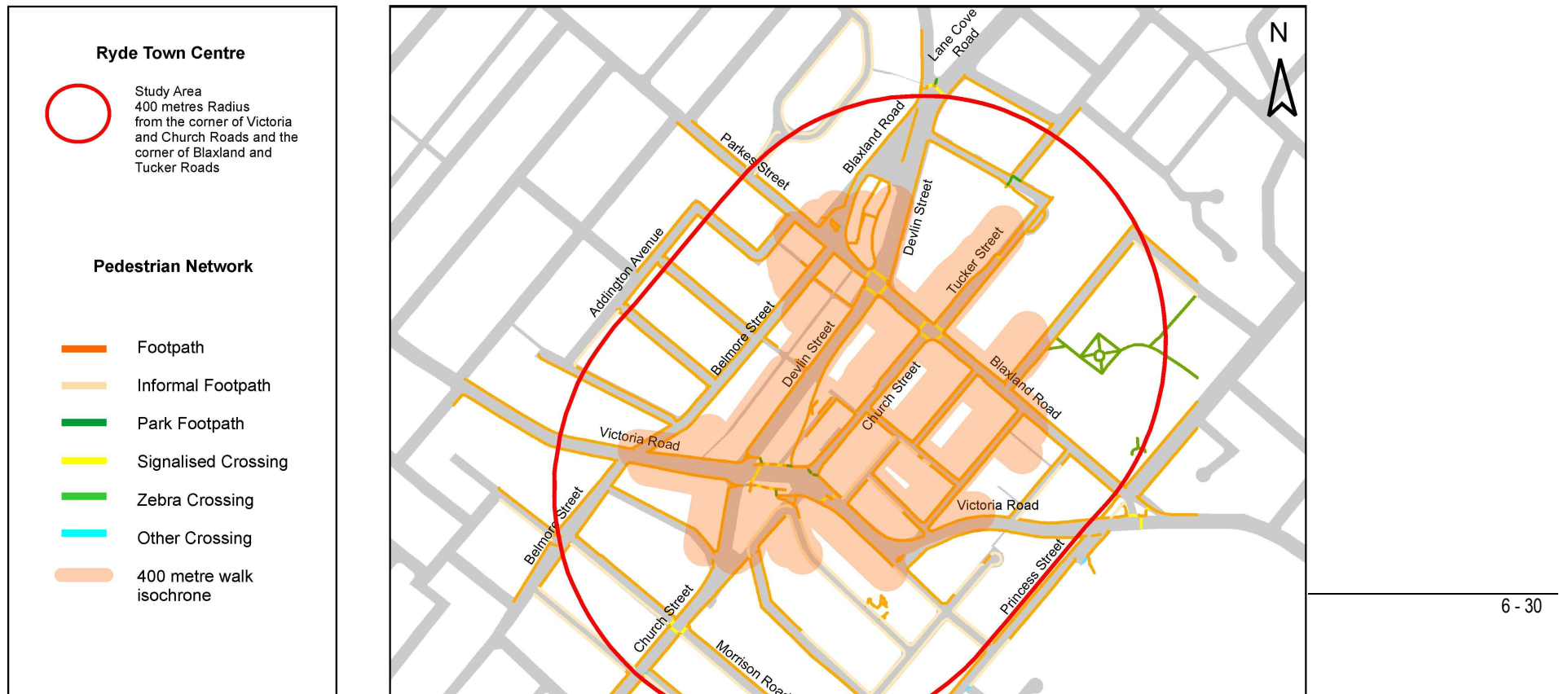
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**Figure 4 – Pedestrian Accessibility**

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### 1.7.6 Cycling

#### Existing

The existing and proposed cycle network is illustrated in **Figure 5**.

The RTA Action for Bikes 2010 (1999) sets out a 10 year plan for a series of arterial bicycle networks across NSW.

As shown in **Figure 6.4 (City Wide Report)** a number of cycle accidents have occurred in the vicinity of Top Ryde.

#### Committed

Ryde completed the Ryde Bicycle Strategy and Masterplan in January 2007. The cycling network for the Ryde Town Centre study area is shown in **Figure 5**. The local bicycle routes passing through the Ryde Town Centre study area include:

- LR06 – Macquarie Park to Putney;
- LR13 – Eastwood to Top Ryde; and,
- LR14 – West Ryde to Top Ryde.

### 1.7.7 Road

#### Existing

The existing road network is shown in **Figure 6**. The Ryde Town Centre study area is dominated by major arterial roads such as Victoria Road, Blaxland Road, Lane Cove Road, Delvin Street and Church Street. All other roads in the study area are local roads.

Several AADT figures for the Ryde Town Centre study area are:

- Victoria Road has an AADT in the vicinity of 56,826 west of Delvin Street;
- Delvin Street has an AADT in the vicinity of 72,969 just north of Victoria Road;
- Lane Cove Road has an AADT in the vicinity of 65,634 just north of Delvin Street; and,
- Blaxland Road has an AADT in the vicinity of 21,292 just north of Delvin Street.

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The signalised crossings in the Top Ryde study area occur where the arterial roads intersect with each other, and at the intersections of Blaxland Road/Tucker Street and Church Street/Victoria Road. There is one intersection controlled by a roundabout situated at the intersection of Morrison Road and Belmore Street. The speed control humps in the Ryde Town Centre study area are located along Victoria Road and at the intersection of Pope Street and Smith Street.

**Section 3.6.5** of the **Context Report** provides an analysis of vehicle accidents in the Ryde LGA for the five year period from 2000 to 2004.



## Committed

The developers of the Ryde Shopping Centre are required to construct an ‘Integrated Transport Solution’ which includes:

- Improved intersection performance at Devlin Street / Blaxland Road, due the introduction of a pedestrian overbridge (replacing pedestrian phases) and banned turn;
- 2 pedestrian overbridges;
- Ramps and underpass to take vehicles from Devlin Street direct to parking; and,
- Road closure in Precinct 1.

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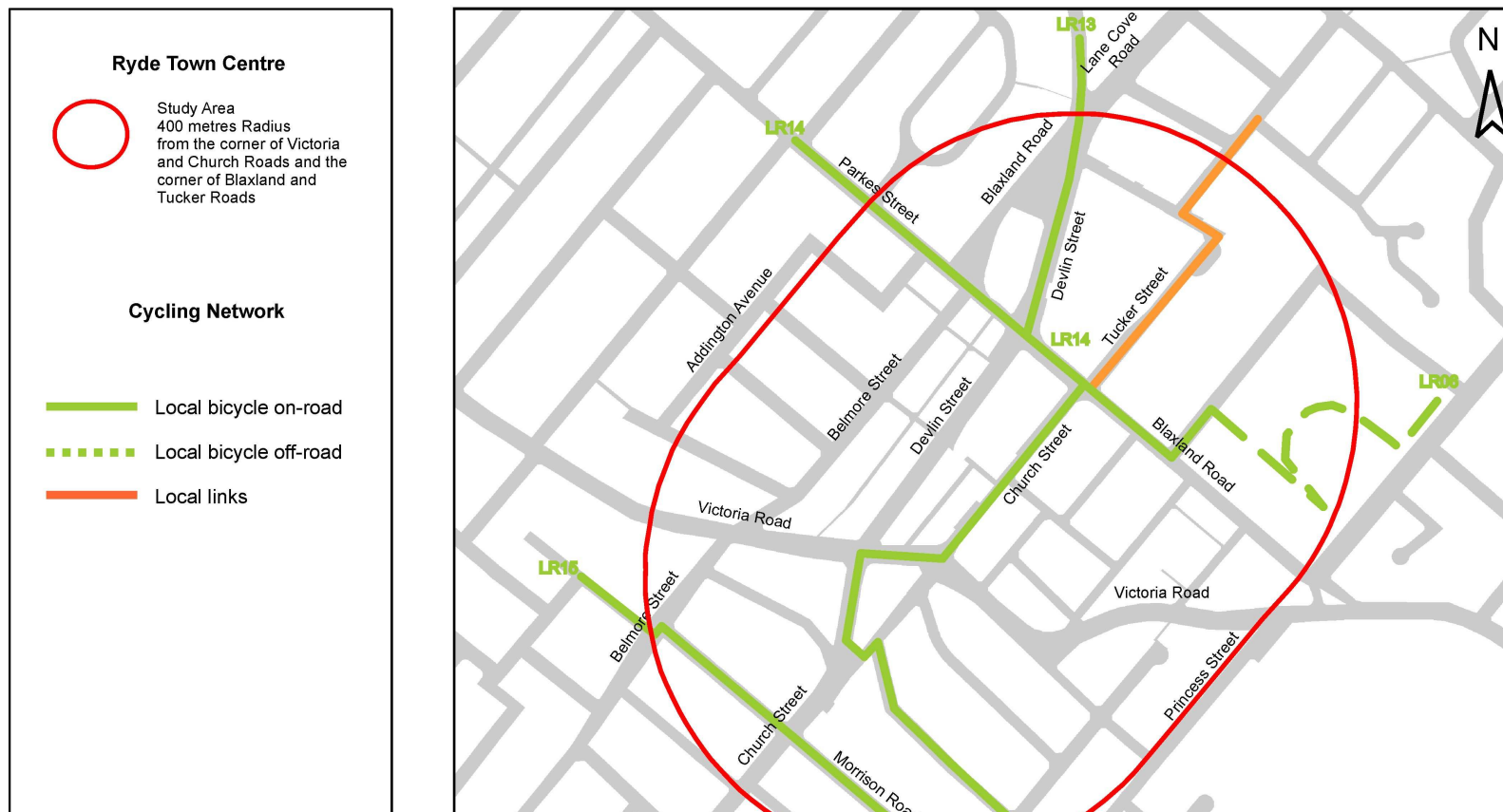
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**Figure 5 – Cycling Network**

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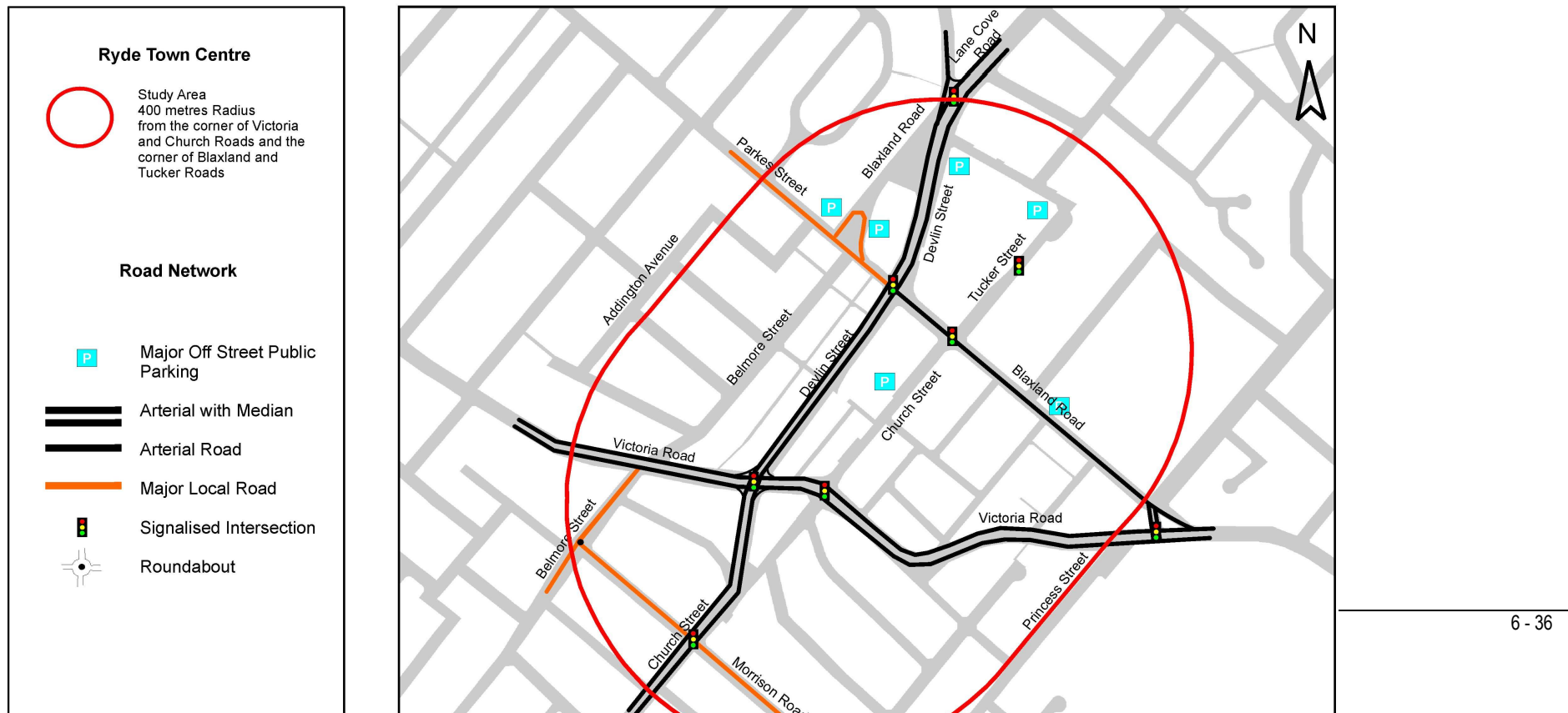
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**Figure 6 - Road Network**

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Existing off street private car parking includes:

- Top Ryde Shopping Centre (30,422 GFA m<sup>2</sup>); and,
- Ryde Remainder (6,219 GFA m<sup>2</sup>)<sup>1</sup>.

Existing off street public car parking includes:

- Church Street car park (33 spaces with 2 hour time restrictions);
- Civic Centre car park (154 spaces with 2 hour time restrictions); and,
- Argyle Centre car park (50 spaces with 4 hour time restrictions).

Other parking restrictions are in place in some areas in Top Ryde, including:

- No stopping on Blaxland Road between Lane Cove Road and Tucker Street;
- No parking during varying times on Blaxland Road east of Tucker Street; and
- Time restricted parking on Church Street ranging from ½ hour to 1 hour at certain times.

**Committed**

The redevelopment of Top Ryde Shopping Centre will include new parking areas for shoppers.

**1.8 Opportunities and Constraints**

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

**1.8.1 Constraints**

The following constraints have been identified:

<sup>1</sup> Ryde Section 94 Contribution Plan

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- Ryde Town Centre is bisected by busy Devlin Street making it very difficult to link all precincts and achieve a high level of pedestrian amenity; and,
  - Ryde Town Centre lacks a heavy rail connection.

**1.8.2 Opportunities**

The following opportunities have been identified:

- Ryde Town Centre has convenient access by road;
- Improving public transport connections and usage, particularly with the implementation of the Strategic Bus Corridor and to connect with the new Chatswood to Epping Railway line; and,
- 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.
- Two large sites with the potential for significant development creating the opportunity for upgrading the public domain and increasing the provision of community facilities as well as creating employment opportunities and investment opportunities;
- Developing more walking and cycling opportunities via public domain plan;
- Reduced trip demand due to additional opportunities for shopping and working for new residents located in the town centre;
- Potential for upgrading bus stops with new development; and,
- Potential via public domain plan to upgrade Ryde Park to include upgraded bicycle and pedestrian connections.

**1.9 A Vision for Top Ryde**

The vision for Top Ryde identifies that in the future, the Ryde Town Centre will be an attractive place to live, work and visit. The future character of Ryde Town Centre will build on its historic role as a community and retail hub catering for leisure and learning, shopping and business.

**1.10 Objectives for Top Ryde**

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The proposed objectives for Top Ryde are:

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

**1.11 Recommended Actions**

Recommended actions for Top 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.

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

Action	Primary Stakeholders	Secondary Stakeholders	Timescale	Cost to CoR
<b>Mutually Beneficial Partnerships</b>	CoR, STA, Sydney Ferries, CityRail, Developers	RTA, MoT, community	Short Term (Pilot project) Medium - Long Term	Low
<b>Public Transport Information</b>	CoR, Community.	STA, Sydney Ferries, CityRail	Short Term	Low
<b>Demand Responsive Transport</b>	CoR, Community.	MOT, STA, Community Transport, Taxi operators	Short Term	Medium
<b>Bus Infrastructure</b>	CoR, STA	RTA, MoT	Short – Medium Term	Low -High
<b>Train Station Infrastructure</b>	CoR, CityRail		Short Term	Low - High
<b>Lobby for improved Public Transport Services</b>				
<ul style="list-style-type: none"> <li>▪ Increased off peak frequencies</li> <li>▪ Accessible buses</li> <li>▪ Strategic Bus Routes</li> <li>▪ Connection to SOP town centre</li> <li>▪ Legal taxi pick up/set down areas</li> </ul>	CoR, STA, MoT, RTA, Taxi Council	Community	Short – Medium Term	Low
<b>Local Actions:</b>				
<ul style="list-style-type: none"> <li>▪ Ensure bus stops are upgraded as part of any new developments</li> <li>▪ Capitalise on the existing strategic bus links and high accessibility of Ryde – good for people living locally and commuting to employment centres (e.g. CBD,</li> </ul>	CoR	Community	Short – Medium Term	Low

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Macquarie Park, SOP) ▪ Development of a TAG for Top Ryde shopping area				
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# Integrated Transport And Land Use Strategy

## A2 - Walking and Cycling Actions – Summary

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

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<p>pedestrian visibility; and/or</p> <ul style="list-style-type: none"><li>▪ Count down displays.</li><li>▪ Investigate additional pedestrian crossings on Victoria Road and Devlin Street</li><li>▪ Ensure future development of the shopping centre provides clear, legible and well lit pedestrian paths with an emphasis on personal security.</li><li>▪ Provide new/upgraded footpath links:<ul style="list-style-type: none"><li>▪ Eagle Street (both sides) for the length of the street</li><li>▪ Cowell Street (both sides) for the length of the street</li><li>▪ Gladstone Avenue (both sides) for the length of the street</li><li>▪ Samuel Street and Dunbar Street (both sides) for the length of the streets</li><li>▪ Morrison Road (south side) between Belmore Street and Regent Street</li></ul></li></ul>				
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\* Accessibility audits requested as part of the DA process will be supplied by the applicant.

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## A3 - Road Management Actions – Summary

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



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

Action	Primary Stakeholders	Secondary Stakeholders	Timescale	Cost to CoR
<b>Public Transport Accessibility Level (PTAL) Analysis</b>	CoR	STA, CityRail, MoT	Short Term	Low
<b>Mixed Land Use</b>	CoR	Developers, Community	Medium – Long Term	Low
<b>Public Car Parking</b>	CoR	Community	Short – Medium Term	Low
<b>Private Car Parking</b>	CoR	Developers	Short – Medium Term	Low
<b>Motorcycle / Scooter Parking</b>	CoR	Community	Short Term	Low
<b>Street Networks</b>	CoR	Community, Developers	Short Term	Low
<b>Local Actions:</b>				
<ul style="list-style-type: none"> <li>▪ Continued enforcement of existing parking restrictions.</li> </ul>				

# Integrated Transport And Land Use Strategy

## A5 – Travel Demand Management Actions – Summary

Action	Primary Stakeholders	Secondary Stakeholders	Timescale	Cost to CoR
<b>Workplace Travel Plans</b>	CoR	Employers, Community	Short – Medium Term	Low
<b>Residential Travel Plans</b>	CoR	Developers, Community	Short – Medium Term	Low
<b>School Travel Plans</b>	CoR	Schools, Community	Short – Medium Term	Low
<b>Car Pooling</b>	CoR	Community	Short – Medium Term	Low
<b>Car Club</b>	CoR	Community	Short – Medium Term	Low
<b>Transport Access Guides</b>	CoR	Community, Developers	Short – Medium Term	Low
<b>TravelSmart</b>	CoR	Community	Medium – Long Term	Medium - High
<b>Local Actions:</b> <ul style="list-style-type: none"> <li>▪ Encourage the new Top Ryde shopping centre to develop Workplace Travel Plans</li> <li>▪ Develop a TAG for Ryde Town Centre</li> </ul>				