

City of Ryde

Integrated Transport and
Land Use Strategy

Centre Report for Gladesville

August 2007



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1 Gladesville

1.1 Introduction

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

1.2 Description of Area

Gladesville provides a local convenience retail and business role for the surrounding area. Victoria Road divides the centre physically as well as being an administrative boundary with Hunters Hill Council. Gladesville study area and main land uses are shown in **Figure 1**.

In 2003 the City of Ryde and Hunter's Hill Councils embarked on a joint project to breathe life back into the ailing precinct via development of a series of planning documents for the area. Their vision for Gladesville is to create a town centre and business area that will be an attractive place in which to live, visit, invest and work in. The master plan for the centre proposes mixed use development with increased retail and commercial floor space.

Figure 1: Study Area and Land Uses



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 Gladesville.

In addition, Council has undertaken a range of works to improve transport in Gladesville in recent years including:

- Construction of a roundabout at Western Crescent and Morrison Road;
- Construction of a roundabout at Meriton Street and Ashburn Place;
- Construction of a roundabout at Morrison Road and Meriton Street; and,
- Closure of Wharf Road at Victoria Road.

1.3.1 Strategic Framework

Metropolitan Strategy

According to the NSW Governments Metropolitan Strategy 2006 designations, the Gladesville Urban Village area is classified as a Town Centre.

Ryde Planning Scheme Ordinance

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

City of Ryde DCP 2006

The City of Ryde DCP does not currently include any specific provisions for Gladesville Urban Village. A draft section of the Ryde DCP for Gladesville is in preparation and is expected to be publicly exhibited in 2007.

Draft Gladesville and Victoria Road Masterplan (2005)

The Draft Master Plan is a framework for the future rejuvenation of the Gladesville commercial centre and the Victoria Road corridor. The Draft Master Plan covers the Gladesville commercial centre and adjoining business and residential areas along the Victoria Road corridor from Ashburn Place to Monash Road. Four different character areas are identified along Victoria Road.

The Draft Master Plan identifies existing and future constraints and opportunities. It also provides recommendations for future height controls, pedestrian and vehicular access and streetscape improvements such as broad tree lined footpaths, new plazas and public squares.

A series of rear lanes were proposed to improve access. Existing public car parking numbers are to be retained. Proposed height limits range from 2-6 storeys depending on the surrounding streetscape and sensitivity of the site. Building height bonuses were explored by Council in certain locations as an incentive for providing public benefits like rear lane access, the creation of public squares, plazas, tree-lined footpaths and landscaped public open space.

The redevelopment of large sites will be a catalyst for the rejuvenation of the entire Master Plan area and community place-making.

Many of the provisions of the draft master plan have been incorporated into a draft Local Environmental Plan (LEP) and Development Control Plan (DCP) for which State funding has already been obtained, will be prepared and put on public exhibition.

Draft Primrose Hill Design Forum (2005)

The Primrose Hill site is located within the Transport Strategy Gladesville study area. A design forum was undertaken by Ryde Council in conjunction with residents and various stakeholders in order to formulate a range of development principles and specific recommendations that would guide future development on the site.

1.3.2 Technical and Environmental Input Studies

Gladesville Shopping Centre Environmental Enhancement Plan (1999)

The Environmental Enhancement Plan was developed jointly by Ryde and Hunters Hill Council and consisted of a planning analysis of existing and future conditions which was used to formulate a set of development principles, and specific planning responses and actions for which responsibilities and funding were allocated over a ten year period.

1.4 Land Use

The projected growth in employment and residential population within Gladesville is shown below.

Table 1: Residential and Employment Populations

	2004	2006	2011	2014	2016	2021	2024	2034
Worker Population	774	-	-	849	-	-	1,174	1,500
Resident Population	-	2,830	3,355	-	3,880	6,815	-	-

(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)

Within Gladesville Study Area an additional 800 residences are projected.

1.5 Vision

In the future the Gladesville Shopping Centre will:

- be a vibrant, viable and profitable retail centre;
- 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;
- be a place which has an improved aesthetic amenity at street level;
- have safe, attractive and convenient public spaces which are well used; and,
- contain an appropriate mix and arrangement of uses which satisfactorily integrate with existing surrounding activities.

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 (TZ) system.

Car Driver and Public Transport trips are summarised in **Table 2**. Full modelling outputs are included **Appendix L** of the City Wide Report.

Car Driver AM peak trips to TZ 486 and 487 decrease by 0.1% from 4,756 trips in 2006 to 4,749 trips in 2026. Trips from TZ 486 and 487 increase by 5% from 5,388 trips in 2006 to 5,647 trips in 2026. Public Transport Passenger AM peak trips to TZ 486 and 487 increase by 15% from 399 trips in 2006 to 458 trips in 2026. Trips from TZ 486 and 487 increase by 15% from 804 trips in 2006 to 921 trips in 2026.

Table 2: Gladesville Travel Zone Origins and Destinations – AM 2-hour Peak Period**Gladesville (TZ 486 & 487*) – Internal Ryde LGA Car Trips (Units: Car Driver)**

		2006		2016		2026	
		To	From	To	From	To	From
476	Marsfield	70	38	65	38	65	38
477	North Ryde	80	133	77	152	78	171
478	Ryde East	137	98	135	99	136	102
479	Ryde	129	90	125	90	125	94
480	Eastwood	84	60	83	60	83	62
481	Denistone East	83	75	82	75	83	75
482	Denistone	27	29	27	29	27	29
483	West Ryde	57	51	55	51	55	52
484	Meadowbank	70	54	69	54	70	56
485	Ryde Bridge	170	186	164	175	165	174
486	Putney	337	291	118	74	320	277
487	Field Of Mars	177	223	171	215	172	99
784	Macquarie Uni	43	136	41	148	42	169
785	Northern Suburbs Cemetery	18	75	18	85	18	96
Total (Internal)		1,482	1,539	1,230	1,345	1,439	1,494
External to Ryde LGA		3,274	3,849	3,307	4,056	3,310	4,153
Total (Internal & External)		4,756	5,388	4,537	5,401	4,749	5,647

Gladesville (TZ 486 & 487*) - Internal Ryde LGA Public Transport Trips (Units: Passengers)

		2006		2016		2026	
		To	From	To	From	To	From
476	Marsfield	0	0	0	0	0	0
477	North Ryde	5	6	5	8	6	10
478	Ryde East	5	4	5	4	5	4
479	Ryde	9	3	8	3	8	3
480	Eastwood	1	0	1	0	1	0
481	Denistone East	4	5	4	3	4	3
482	Denistone	0	0	0	0	0	0
483	West Ryde	3	0	2	0	2	0
484	Meadowbank	6	0	5	0	5	0
485	Ryde Bridge	15	16	13	15	12	13
486	Putney	12	14	12	14	12	13
487	Field Of Mars	8	6	8	6	7	6
784	Macquarie Uni	4	12	4	14	4	16
785	Northern Cemetery	1	5	1	5	1	6
	Total (Internal)	73	71	68	72	67	74
	External to Ryde LGA	326	733	378	804	391	847
	Total (Internal & External)	399	804	446	876	458	921

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

1.7 Transport Modes

1.7.1 Rail

There is no rail link at Gladesville.

1.7.2 Bus

Existing

Gladesville has a small bus interchange located at Linsley Street. The bus routes serving Gladesville are shown in **Figure 2**.

Sydney Buses has recently improved timetable information in the shopping strip and continues to ensure that bus zones are suitable for accessible and high capacity buses.

Details of service frequencies by route for Gladesville are shown in **Table 3**. Gladesville is well serviced by buses and when compared to other centres in Ryde LGA is ranked **third** the number of bus services per day.

On weekdays ten routes serve the Gladesville area with 463 buses serving these routes. Almost half of these services occur during the AM and PM peak periods. On Saturday the number of routes serving the area drops to eight minutes providing 299 services. On Sunday there are seven routes providing 206 services.

Of the ten routes running through the Gladesville study area, seven routes run to the city. There is also one route going to Chatswood and one route to Woolwich Wharf. Seven of the ten routes running through Gladesville terminate within the Ryde LGA, including two services terminating at Macquarie University.

The bus frequency analysis shows that Gladesville is well served during the AM and PM peak periods from Monday to Friday. Weekend and evening services are slightly more limited, especially on Sundays, but still run at good frequencies over a variety of routes.

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.

Table 3: Gladesville Bus Service Analysis

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
500 X00	Circular Quay to Ryde Shops	5:21 AM	2:00 AM	1	0	19	5:55 AM	12:06 AM	3	0	13
501	City to West Ryde	5:22 PM	11:15 PM	0	8	12	3:58 AM	2:38 AM	0	0	20
507	Circular Quay to Macquarie University	6:02 AM	9:38 PM	4	8	32	6:38 AM	9:20 PM	9	6	31
510	City to Ryde Depot	8:32 AM	7:33 PM	1	14	17	6:56 AM	9:05 AM	17	0	19
515 X15	Circular Quay to Eastwood	8:59 AM	8:25 PM	2	7	25	6:52 AM	6:15 PM	5	5	23
518 X18	Circular Quay to Macquarie University	6:46 AM	10:15 PM	6	11	37	6:01 AM	9:40 PM	9	6	32
520 L20	Circular Quay to Parramatta	7:08 AM	11:45 PM	7	11	40	6:08 AM	11:13 PM	15	6	44
536	Gladesville to Chatswood Station	5:30 AM	8:50 PM	7	7	32	6:36 AM	10:00 PM	8	10	32
537	Gladesville to East Ryde	0.357639	0.597222	1	0	4	0.422917	0.648611	0	0	4
538	Gladesville to Woolwich Wharf	0.26875	0.64375	4	0	12	0.36875	0.848611	2	5	15

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
500 X00	Circular Quay to Ryde Shops	6:46 AM	1:12 AM	0	1	6	8:40 PM	11:43 PM	0	0	4
501	City to West Ryde	6:00 AM	3:54 AM	3	0	21	4:37 AM	2:39 AM	1	0	19
507	Circular Quay to Macquarie University	8:07 AM	7:02 PM	2	6	21	8:17 AM	5:48 PM	4	4	20
510	City to Ryde Depot	-	-	-	-	-	-	-	-	-	-
515 X15	Circular Quay to Eastwood	9:23 AM	7:00 PM	1	7	20	7:51 AM	5:46 PM	4	4	20
518 X18	Circular Quay to Macquarie University	8:58 AM	10:14 PM	2	5	23	8:27 AM	7:01 PM	3	6	22
520 L20	Circular Quay to Parramatta	7:39 AM	11:48 PM	4	6	28	6:51 AM	12:15 AM	5	6	31
536	Gladesville to Chatswood Station	6:30 AM	8:30 PM	5	4	21	7:40 AM	9:35 PM	4	4	21
537	Gladesville to East Ryde	-	-	-	-	-	-	-	-	-	-
538	Gladesville to Woolwich Wharf	0.35	0.766667	2	3	11	0.383333	0.8	1	3	11

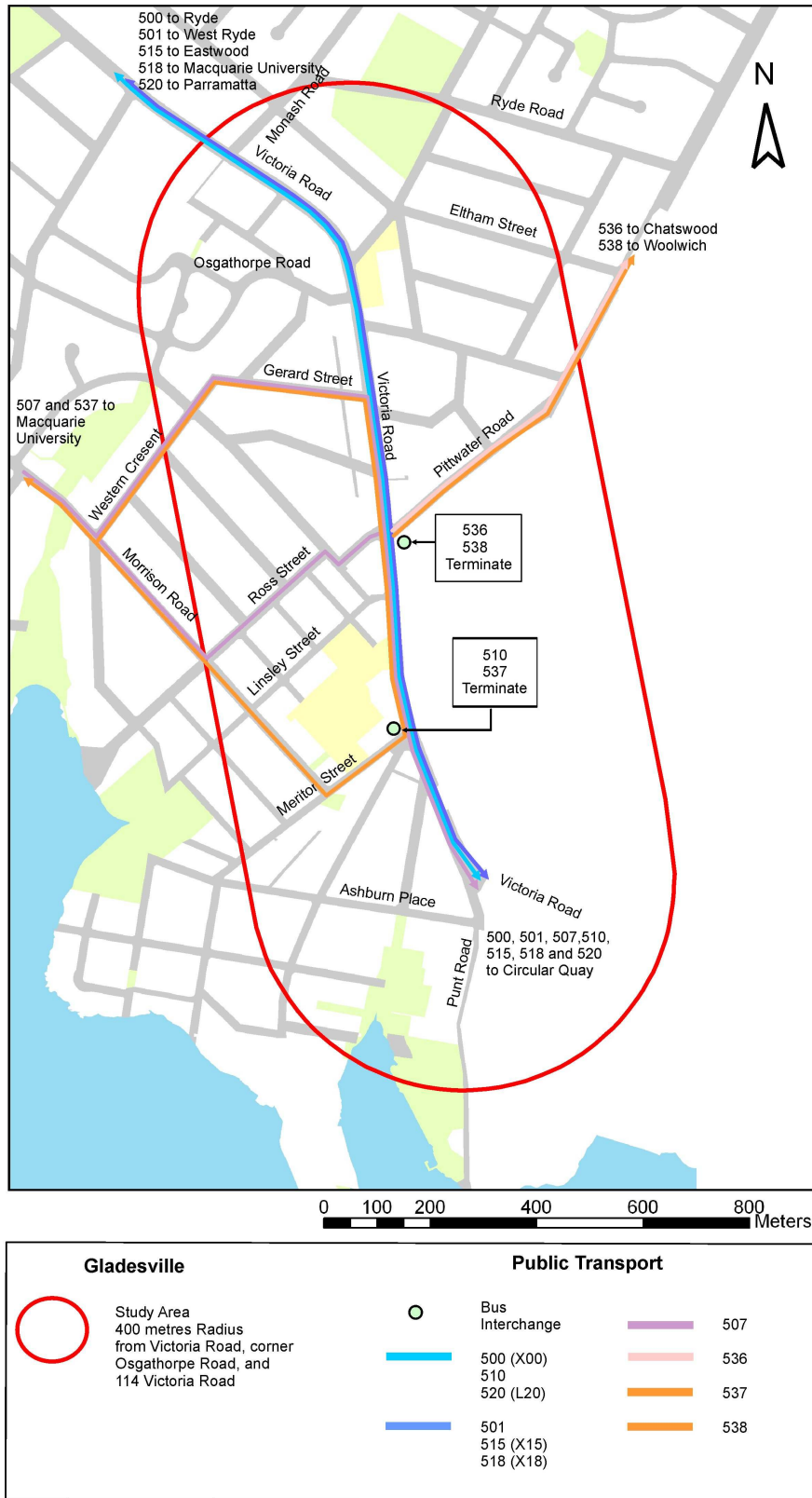
Sunday (2-way)											
Route Number	Route	To Direction				From Direction					
		First Bus	Last Bus	No. of Services*			First Bus	Last Bus	No. of Services*		
				AM	PM	DAY			AM	PM	DAY
500 X00	Circular Quay to Ryde Shops	5:34 AM	11:41 PM	0	2	4	7:41 PM	10:58 PM	0	0	4
501	City to West Ryde	6:28 AM	12:33 AM	5	6	36	5:08 AM	11:14 PM	6	6	35
507	Circular Quay to Macquarie University	8:53 AM	7:05 PM	1	3	11	8:23 AM	5:21 PM	2	2	10
510	City to Ryde Depot	-	-	-	-	-	-	-	-	-	-
515 X15	Circular Quay to Eastwood	10:56 AM	6:46 PM	0	3	9	8:57 AM	5:59 PM	2	2	10
518 X18	Circular Quay to Macquarie University	9:21 AM	10:11 PM	1	3	14	8:44 AM	6:41 PM	2	2	10
520 L20	Circular Quay to Parramatta	9:40 AM	10:41 PM	1	6	22	8:12 AM	10:11 PM	3	4	23
536	Gladesville to Chatswood Station	8:10 AM	5:30 PM	2	2	9	9:10 AM	6:30 PM	1	2	9
537	Gladesville to East Ryde	-	-	-	-	-	-	-	-	-	-
538	Gladesville to Woolwich Wharf	-	-	-	-	-	-	-	-	-	-

Committed

There are a number of bus priority measures planned for Victoria Road as part of the strategic route works.

Three sections of west bound bus lane will be implemented on Victoria Road at Gladesville. The bus lanes will be located in the kerbside traffic lane in areas where three lanes are currently available. The bus lanes will be provided across Weaver Street extending east towards Tennyson Road, between Tennyson Road and Monash Road and between The Avenue and Hepburn Avenue. These bus lanes will be operational during the PM peak period.

Figure 2: Public Transport Services



1.7.3 Taxi

Existing

There are no major taxi ranks in Gladesville. It has been suggested that long waiting times are experienced at the taxi ranks in Ryde due to a lack of taxi services generally in the area.

Committed

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

1.7.4 Community Transport

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

1.7.5 Walking

Existing

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

All of the signalised crossings provided in the Gladesville study area are located along Victoria Road. Zebra crossings are situated along Linsley Street, Victoria Road and on Oxford Street (near Monash Park).

Victoria Road is a major barrier in the east/west direction for the study area. The distance between pedestrian crossings along Victoria Road are quite large, making crossing the road difficult.

All informal footpaths identified in **Figure 3** have the potential to be formalised. Key areas missing footpaths include:

- Farm Street (both sides) for the length of the street;
- Gerrish Street (west side) between Eltham Street and Cambridge Street;
- The Avenue (both sides) for the length of the street;
- Western Street (west side) between Morrison road and Stanbury Street; and,
- Punt Road (both sides) past Ashburn Place.

Pedestrian Accessibility

Figure 4 shows the 400m walk isochrones centered at the intersection of Victoria and Osgathorpe Roads, Victoria Road and Linsley Street and 114 Victoria Road. In general the isochrones have relatively good coverage of the study area, but the isochrones on the eastern side of Victoria Road do not extend as far as those on the west side of Victoria Road. This is especially true for the isochrones originating from 114 Victoria Road and at the intersection of Victoria and Osgathorpe Roads. This occurs because at the northern and southern sections of Victoria Road there are limited opportunities available for crossing Victoria Road. Pedestrian accessibility in the north and south directions are much stronger than in the east and west directions.

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** of the **City Wide Report**.

A number of solutions could be provided at these accident cluster locations 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

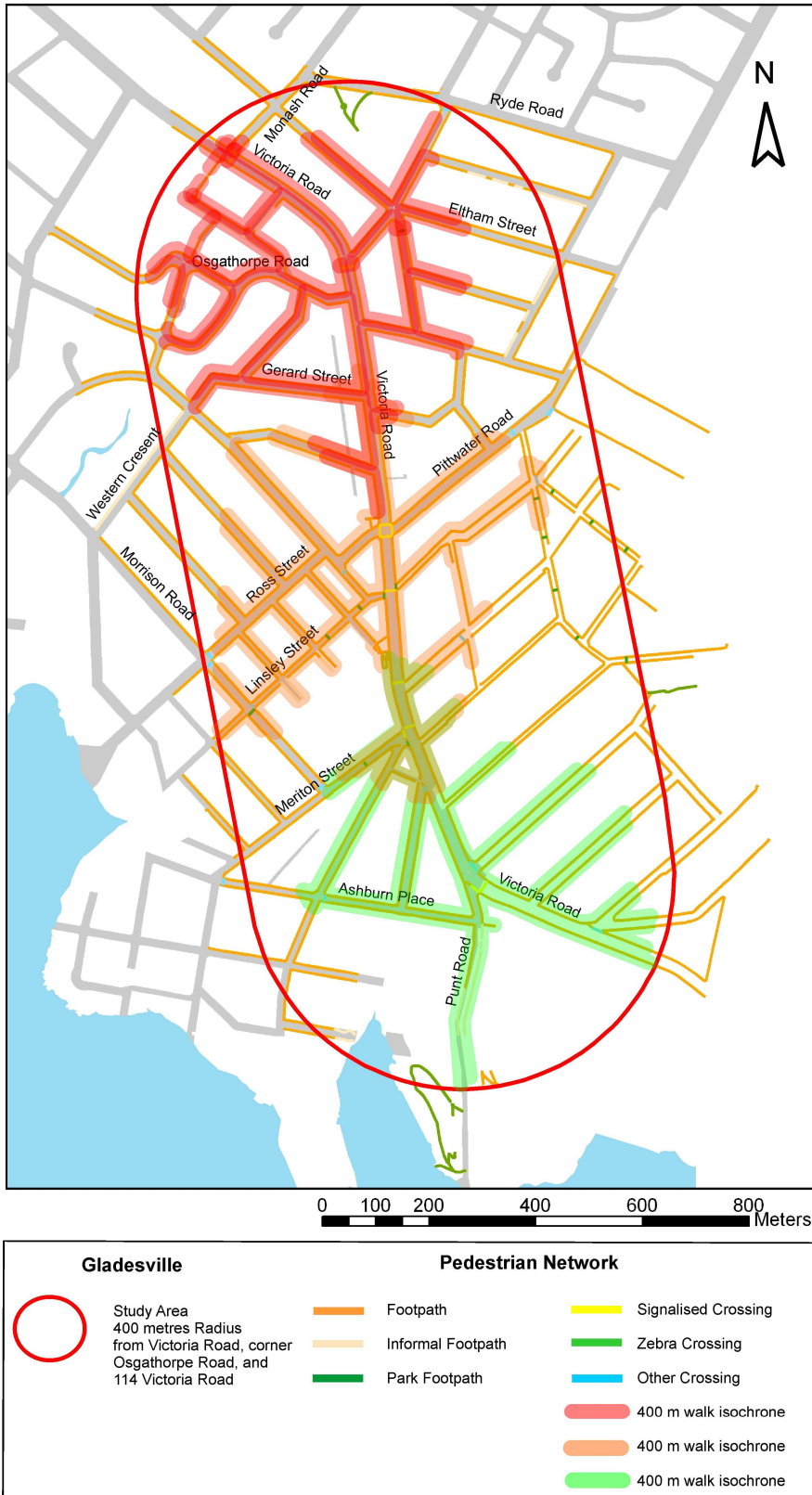
According to Council's Management Plan, Council is committed to constructing the following pedestrian works in Gladesville Study area:

- Construction of a new footpath along Albert Street from Westminster Road to Gerrish Street (during 08/09); and,
- Construction of a new footpath along Western Crescent from Gerard Street to Tyrell Street (during 08/09).

Figure 3: Pedestrian Network



Figure 4: Pedestrian Accessibility



1.7.6 Cycling

Existing

The existing and proposed cycle network is shown 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** of the **City Wide Report** a number of cycle accidents have occurred in the vicinity of Gladesville.

Committed

Ryde have just recently released their Ryde Bicycle Strategy and Masterplan in January 2007. The cycling network for the Gladesville study centre is show in **Figure 5**. The regional bicycle route passing through the Gladesville study area is LR09 – Parramatta Valley Cycleway.

The local bicycle routes passing through the Gladesville study area include:

- LR07 – North Ryde to Gladesville;
- LR15 – West Ryde to Gladesville; and,
- LR16 – Tennyson Point to Gladesville.

1.7.7 Road

Existing

The Gladesville study area is dominated by Victoria Road which is the major north south arterial road in the study area. Victoria Road has an AADT in the vicinity of 55,417. There are several secondary roads in the study area, such as Monash Road, Ryde Road and Pittwater Road. All other roads in the study area are local roads. The existing road network is shown in **Figure 6**.

All of the signalised crossings in the Gladesville study area occur where Victoria Road intersects with the secondary and major local roads. Other signalised crossings are situated where Victoria Road intersects with Westminster Road, Linsley Street, Cowell Street and Punt Road.

There are several intersections controlled by roundabouts in the Gladesville study area. These occur at the intersections of:

- Monash Road and Eltham Street;
- Westminster Road and Eltham Street;
- Ryde Road and Westminster Road;
- Pittwater Road and Venus Street;
- Morrison Road and Ross Street;
- Morrison Road and Meriton Street;
- Ashburn Place and Wharf Road; and,
- Ashburn Place and Pearson Street.

The speed control humps in the Gladesville study area are located on Linsley Street to the west of Victoria Road and Venus Street, Makinson Street and Gladesville Road to the east of Victoria road. There is also a road narrowing on Linsley Street.

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**.

Figure 5: Cycling Network

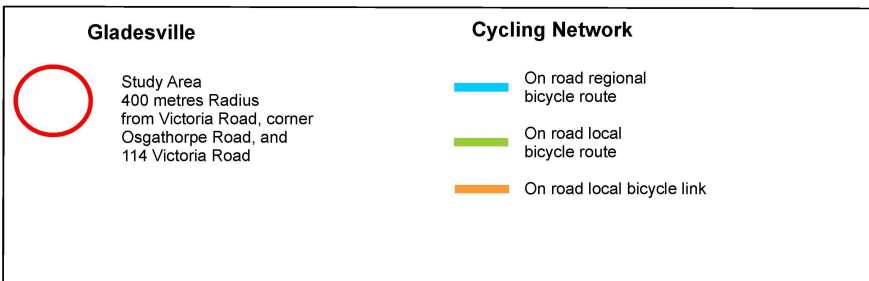
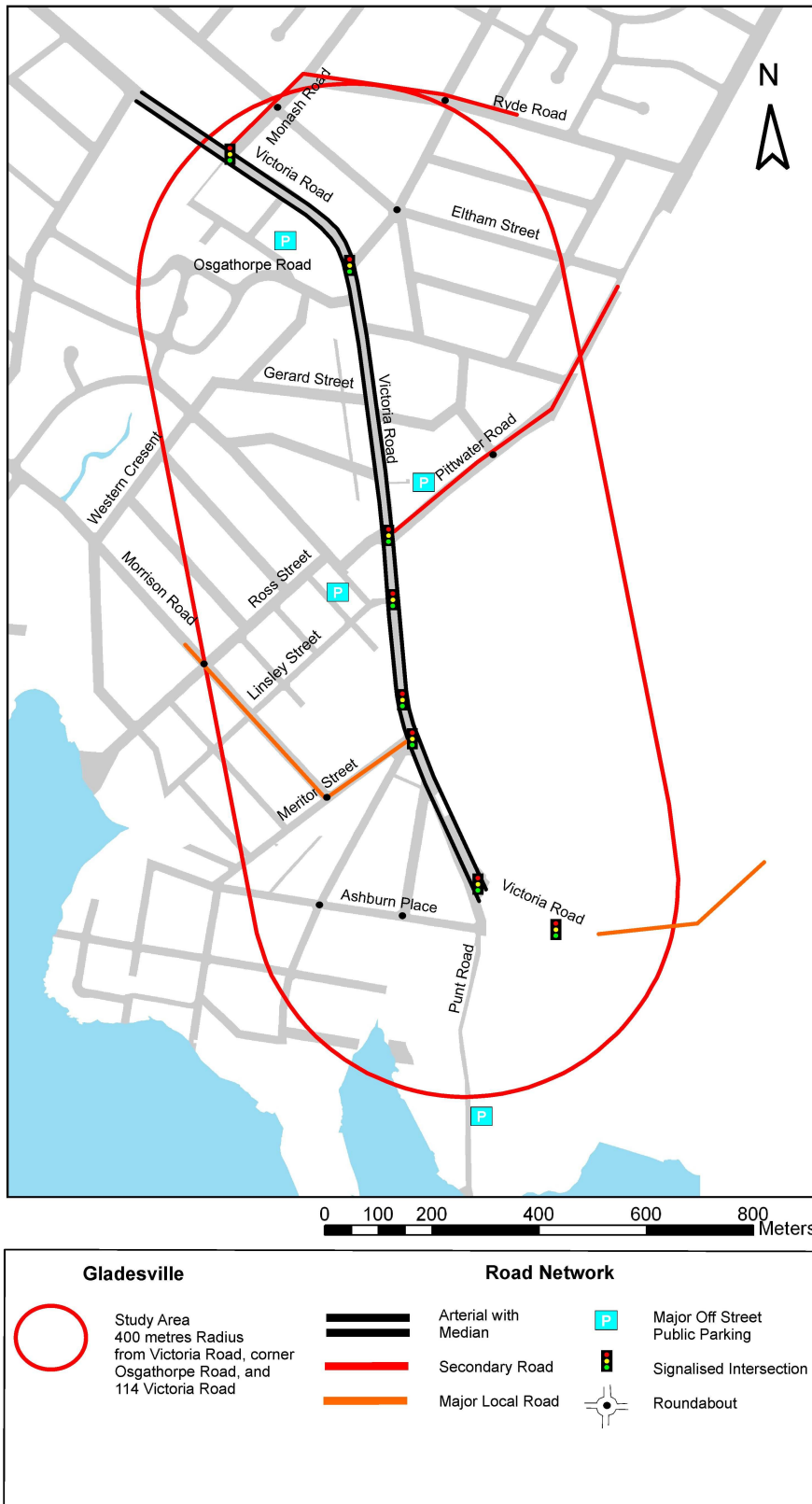


Figure 6: Road Network



1.7.8 Parking

Existing

The current level of off street parking within Gladesville is shown in **Tables 4 and 5** below.

Table 4: Private Parking Provision within Gladesville

Shopping Centre	GFA (m2)	Off-Street Parking	Parking Provision
Gladesville	7,208	163	1 space/21m ²
Putney	1,700	69	1 space/18 m ²

Table 5: Public Parking Provision within Gladesville

Location	No. of Spaces
Pittwater Road Car Park	66 spaces
John Wilson Car Park	55 spaces – 2 hour 15 minute restriction
Coulter Street Car Park	104 spaces - 2 hour restriction
Farm Street Car Park	

On-street parking is provided in Gladesville, however, in some areas time restrictions and other parking restrictions apply. There is currently no formal record of where restrictions are in place.

Committed

There are currently no commitments for car parking in Gladesville.

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:

- Victoria Road and act as barriers to pedestrian movement in Gladesville with high traffic volumes and limited crossings;
- Traffic volumes on Victoria Road make the implementation of future bus priority measures problematic;
- The role of Victoria Road as a major arterial through traffic route;
- Through traffic volumes through the Gladesville town centre are high – via Pittwater Road;
- A high level of illegal parking in bus zones hinders bus operation;
- Poorly placed street furniture hinders pedestrian access to buses;
- Difficult cycling environment with high traffic volumes along arterial road and steep topography in regions;
- Local and retail traffic competes with through traffic, resulting in congestion during the peaks; and,
- Ryde Council is not empowered to affect public transport provision, and must lobby to influence other players.

1.8.2 Opportunities

The following opportunities have been identified:

- Gladesville has an established retail area with a shopping centre;
- Gladesville has good accessibility with strong bus links to CBD, Top Ryde and Macquarie Park;
- Victoria Road provides good vehicular access through Gladesville;
- Potential to improve pedestrian and transport linkages as part of proposed redevelopment; 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.

1.9 A Vision for Gladesville

The draft vision for Gladesville identifies that in the future, Gladesville should:

- Serve its communities better with a diverse range of revitalised uses;
- Include a major retail, commercial and residential developments on key sites;
- Develop a more cohesive built form and better landscaped public domain;
- Define urban spaces as outdoor rooms lined by consistent built form and street trees;
- Have heritage items and conservation areas protected and enhanced;

- Contain new buildings which relate in built form to existing streetscapes and heritage items;
- Enhance pedestrian links and public domain design to attract people to shop. Work and live in the town centre; and,
- Be accessible for residents and users of the centre.

1.10 Objectives for Gladesville

The proposed objectives for Gladesville are:

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

1.11 Recommended Actions

Recommended actions for Gladesville 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, CityRail, 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, CityRail		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"> ▪ Ensure that current and future bus services on Victoria Road serve the local areas ▪ Support bus priority on Victoria Road without detriment to local traffic and parking ▪ Ensure enforcement of illegal parking in bus zones ▪ Ensure that streetscape design does not hinder bus access 	CoR, STA	Community	Short – Medium Term	Medium

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
Local Actions:				
<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 ▪ Improve vehicle and pedestrian visibility ▪ Count down displays ▪ Provide formal footpaths at the following locations: <ul style="list-style-type: none"> ▪ Farm Street (both sides) for the length of the street ▪ Gerrish Street (west side) between Eltham Street and Cambridge Street 	CoR	Community	Short – Medium Term	Medium - High

<ul style="list-style-type: none">▪ The Avenue (both sides) for the length of the street▪ Western Street (west side) between Morrison road and Stanbury Street▪ Punt Road (both sides) past Ashburn Place				
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* 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	Community	Short – Medium Term	Low - Medium
<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

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