
**MM23/16 MACQUARIE PARK INFRASTRUCTURE MATTERS -
INCLUDING THE PLANS FOR THE SYDNEY METRO
SHUTDOWN IN MID/LATE 2018 - The Mayor, Councillor
Bill Pickering**

File Number: CLM/16/1/1/8 - BP16/1557

Sydney Metro Shutdown – mid/late 2018

Council would be aware of the proposed shutdown of the proposed Metro Rail Line, due to occur mid/late 2018 and the necessary transport / infrastructure upgrades that are required to facilitate this shutdown.

For some time, Council staff have been liaising with Transport for NSW ('TfNSW') and the Roads and Maritime Service ('RMS'), in developing plans for the necessary infrastructure.

While Council has recently had updates from the relevant agencies at the recent Macquarie Park Forum, representatives from Macquarie Park businesses and Council remain concerned at the lack of information and certainty of when these works will be put in place.

Given that the shutdown is approximately some 18-20 months away and acknowledging the complexity and extent of the works to be undertaken in upgrading key intersections and introducing dedicated bus lanes, businesses and Council staff are becoming concerned on the lack of information currently being made available. Optus, who has been a leader in demonstrating best practice with their comprehensive transport strategy, in optimising other forms of transport other than motor vehicles for their staff, have prepared and submitted to the Minister of Transport and Infrastructure, The Hon. Andrew Constance MP. That is a strong statement to the Government to act now, to ensure Macquarie Park's economic productivity is not stalled by congestion.

Optus' paper on Critical Transport Commitments for Macquarie Park is
ATTACHMENT 1.

Therefore, I am seeking Council's support for me to write to the Minister for Transport and Infrastructure, The Hon. Andrew Constance MP, seeking his commitment to meet with myself, the Acting General Manager and representatives from Optus to give some clear and certain undertakings in respect of the timing of the infrastructure upgrades in Macquarie Park prior to the Sydney Metro Rail shutdown. The key point I will be stressing to the Minister, will be to remove the confidential restrictions placed on City of Ryde staff on this matter and the importance of the City of Ryde to be considered an equal partner in planning for these works.

MM23/16 (continued)

The other key issue with the proposed Sydney Metro Rail shutdown is that it can only commence once all of the relevant infrastructure and bus services are in place.

Herring Road – Urban Activation Precinct

As Council would be aware, our Council was supportive of the Herring Road Activation Precinct on the basis that the Government provided an upgraded underground bus interchange within Herring Road to support this Precinct.

The proposed bus interchange has been part of the unsolicited proposal between AMP Capital and Macquarie University. Throughout this unsolicited proposal, the underground bus interchange has been dismissed due to its cost and the current revised bus interchange will now be at grade level. It is understood that even at this revised standard, the Government has concerns in supporting the proposed bus interchange that is now proposed to be at grade and therefore will not realise the benefits that were envisaged by Council.

It is therefore proposed that this matter also be included in the discussions with the Minister for Transport and Infrastructure, The Hon. Andrew Constance MP.

I am also proposing to write to our Local Members, The Hon. Anthony Roberts MP and The Hon. Victor Dominello MP, seeking their support on these matters.

RECOMMENDATION:

- (a) That Council endorse the Mayor to seek a meeting with the Minister for Transport and Infrastructure, The Hon. Andrew Constance MP, on the matters detailed in this report.
- (b) That Council's Local and State Members, The Hon. Anthony Roberts MP and The Hon. Victor Dominello MP, be requested to support Council's position on these matters in facilitating a meeting with the Minister for Transport and Infrastructure, The Hon. Andrew Constance MP.

ATTACHMENTS

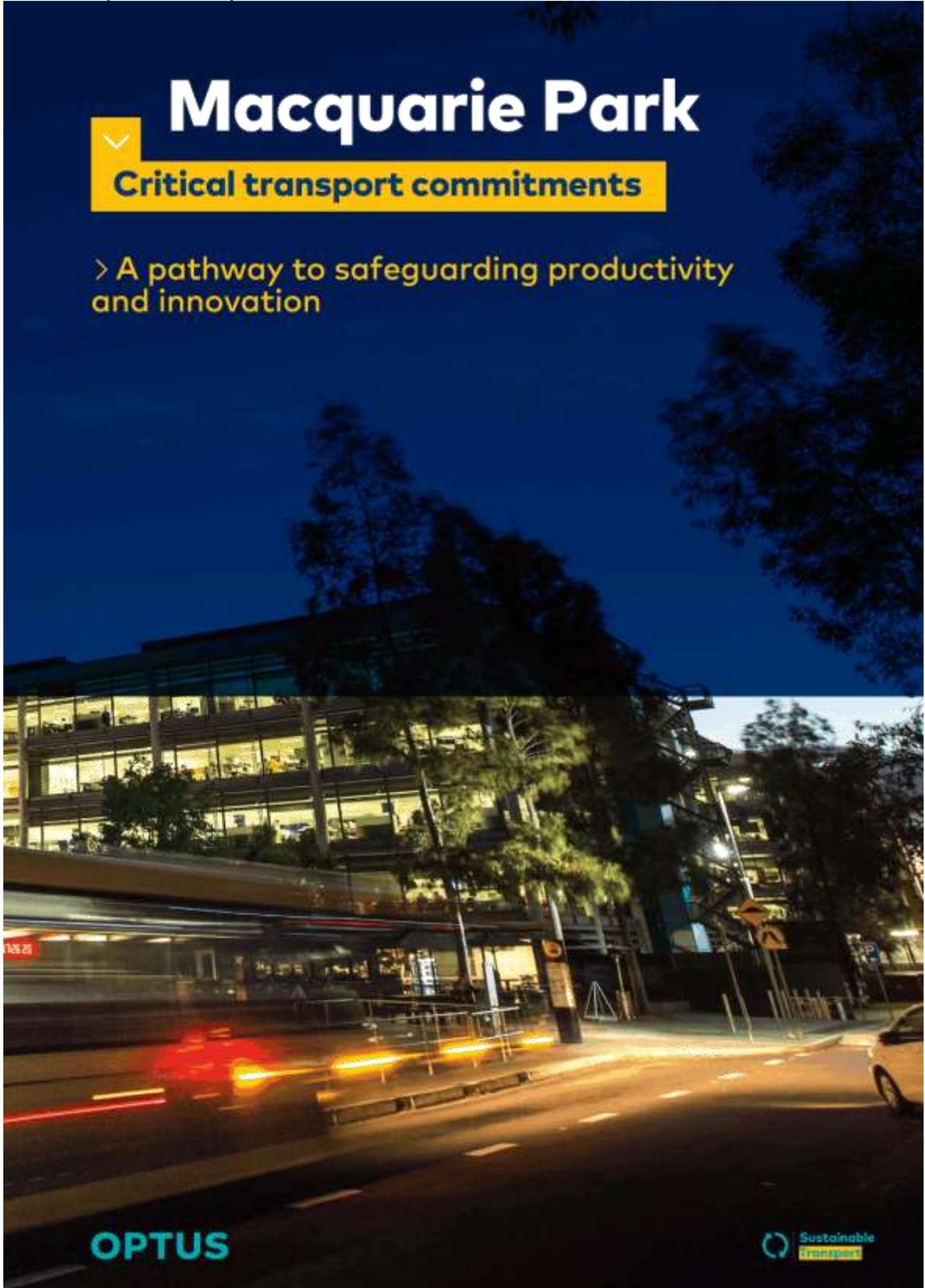
- 1 OPTUS DOCUMENT - Macquarie Park Critical Transport Commitments

Report Prepared By:



Councillor Bill Pickering
The Mayor

MM23/16 (continued)



Macquarie Park

▼
Critical transport commitments

> A pathway to safeguarding productivity and innovation

OPTUS

 Sustainable Transport

Council, dated 8 December 2016, submitted on 13 December 2016.

MM23/16 (continued)

ATTACHMENT 1

Macquarie Park faces significant transport challenges during the ECRL conversion

Macquarie Park is recognised by the Property Council of NSW as NSW's second largest business district outside the CBD. This high-tech and biotech precinct is an engine of Australia's knowledge economy, with \$9.1 billion economic output growing at 6.8% per annum.

Home to 180 major life science, technology and digital corporations and 200+ small businesses, it's set to grow by 40% over the next decade.

Employees will increase from 45,000 to 85,000 by 2025. Another 12,000 homes are under construction. Macquarie University will be a campus of 50,000 students by 2021.

Our precinct's transport network is experiencing the strain of rapid growth, with 95% of businesses at Macquarie Park and North Ryde identifying traffic congestion as a major influence on employee productivity.

Congestion is an emerging constraint on innovation

Macquarie Park's growth in productivity relies on business innovation through highly skilled employees. Ease of access is critical for this 'creative class' - they can pick and choose offers available to them. Congestion can be a major barrier to talented individuals and new businesses.

State planning for Macquarie Park recognises that its viability relies on more people travelling by more efficient modes; reducing private car travel to work to 40%.

This will require significant investment in public transport and other demand management measures.

The NSW Government's Sydney Bus Futures and Transport Master Plan both committed to improving bus access to Macquarie Park.

RMS also endorsed the City of Ryde's 2012 Macquarie Park Traffic study which recommended specific infrastructure upgrades to support a mode shift towards public transport.

These include:

- Addressing the pinch points on Epping Road, Lane Cove Road, Waterloo Rd and North Ryde to support an upgrade to 'Rapid Routes'
- Khartoum/Waterloo intersection upgrade (to traffic lights)
- Continuous bus priority along Epping Road from Wicks Road intersection to right-hand turn on to Lane Cove Road
- Bus priority at Waterloo Road right turn into Herring Road
- Additional bus priority measures between Macquarie Park and Parramatta

- Installation of a bus lane on Herring Road between Epping Road and the M2
- Lane Cove Road to be widened to provide bus lanes in selected sections
- Right-hand turn traffic lights from Epping Road into Lyonpark Road

Ideally, future initiatives should also include:

- A rail or Rapid Route bus service between Parramatta - Macquarie Park with high frequencies and faster journey times (TFNSW's plans to deliver first heavy then light rail to this high priority route highlights the need for a Rapid Route service as a minimum)
- Northern Beaches services including Manly to Chatswood via Dee Why
- Mona Vale to Macquarie Park express service

Impact of the Epping- Chatswood rail corridor closure is likely to be greater than expected

The North West Rail Link (NWRL) project will spur rapid and broad economic growth in Macquarie Park, increasing levels of road congestion at an unprecedented rate.

Planning should consider this short term growth horizon and the challenges it will present.

The closure of the Epping-Chatswood corridor during the completion of the NWRL is a real threat to the Park's productivity.

Reliable bus access will be critical during this time.

Fast tracking infrastructure commitments prior to the rail shutdown should be a priority.

The draft NWRL Conversion and Upgrade Plan may not provide sufficient access to support 'business as usual' productivity.

Businesses need:

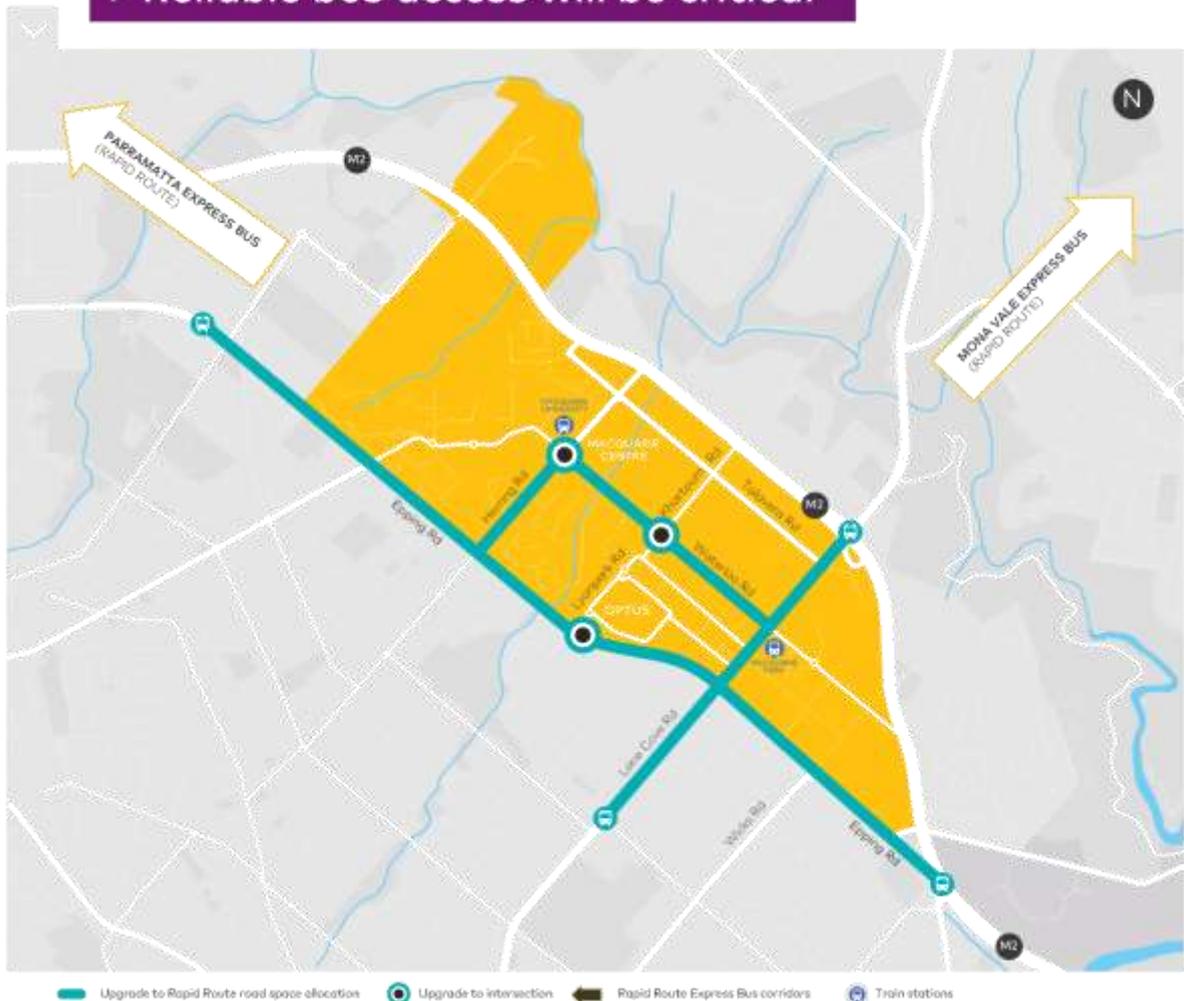
- A set date of shutdown. This is critical to business productivity. End of November 2018 is preferred as university traffic decreases and more people go on holiday allowing commuters to ease back into the extra travel time by February 2019.
- Commitment to bus priority infrastructure for delivery prior to the shutdown
- Route design enhancements to increase trip speed
- Additional bus routes such as services from Wynyard

> Fast tracking infrastructure commitments prior to the rail shutdown should be a priority

MM23/16 (continued)

ATTACHMENT 1

> Reliable bus access will be critical



> The draft NWRL Conversion and Upgrade Plan may not provide the necessary access to support 'business as usual' productivity

Macquarie Park businesses are making significant contributions to managing travel demand

Optus is leading by example by delivering a comprehensive transport strategy for its campus that has achieved a 40% drive alone rate for employees' travel relative to an average of 75% across the Park.

Optus has supported broader precinct transport initiatives through cash contributions, local area pedestrian and wayfinding improvements, provision of bus shelters, and sharing of transport data.

Optus and other major Macquarie Park employers are working on sustainable and flexible transport options, designed to reduce congestion, alleviate commuter stress and make the area as productive as possible for everyone.

As co-founder and chair of Connect Macquarie Park + North Ryde (the area's transport management association) Optus is actively engaged in supporting travel demand management initiatives for the whole precinct.

This role highlights our interest in working as an informed partner with government rather than an at arms length stakeholder.

MM23/16 (continued)

ATTACHMENT 1

> We must act now to ensure
Macquarie Park's economic productivity
is not stalled by congestion

✓
**The North West Rail Link will be a real gain for access
to Macquarie Park. But, it is only part of the solution**

High frequency, direct, reliable bus services are critical to alleviate congestion and to maintain Macquarie Park as an employment precinct of choice. This means allocating road space to bus services and providing priority at the gateway intersections and within the Park.

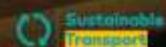
We should consider:

- Delivering dedicated bus priority on key economic corridors to, from and within Macquarie Park by delivering on planned commitments before the NWRL Conversion and Upgrade Plan
- Prioritising delivery of a high-frequency express bus service directly linking Parramatta and Macquarie Park to service the large number of employees living in the Parramatta and Greater Western Sydney area
- Higher frequency and priority bus services from the Northern Beaches for public transport to become a realistic option for these residents
- Directly and through Connect Macquarie Park, engaging with business leaders, to co-design an effective Conversion and Upgrade Plan. This includes open and regular communication on transport related issues and opportunities, through a forum coordinated by Sydney Metro and TfNSW.

For more information

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