
5 ADOPTION OF GREEN LINKS MASTERPLAN

Report prepared by: Open Space Planner

File No.: GRP/22/47 - BP22/494

REPORT SUMMARY

The Green Links Masterplan has been prepared in response to the Greater Sydney Commission's *Greater Sydney Region Plan – A Metropolis of Three Cities* (2018) and *North District Plan* (2018), and the City of Ryde's *Local Strategic Planning Statement* (2020). The Masterplan incorporates the Green Grid is described in these Strategies as "the Greater Sydney Green Grid will provide cool, green links to support walking, cycling and community access to open space." Greater Sydney Commission's - North District Plan identifies the Eastwood to Macquarie Park Open Space Corridors as a "Priority Corridor" as follows:-

"Eastwood to Macquarie Park Open Space Corridors will be extended and enhanced, including Shrimptons Creek, Terrys Creek and the Booth Road-North Road-Welby Street Green Link".

The NSW Department of Planning, Industry and Environment provided Council with a Metropolitan Greenspace Program grant to develop the Green Links Masterplan for implementation these three open space corridors. Council has ongoing in principal support from Sydney Water and Transport for NSW for inclusion of their lands in the Green Links Masterplan. Land owners consent and/or use agreement (as necessary) will be negotiated after the Masterplan has been adopted.

The Masterplan has considered the strategic context of the Green Links and supports the intent of relevant NSW Government and Council strategic plans and strategies. The development of the Green Links Masterplan has been underpinned by a whole-of-government approach. This has involved consultation with the Greater Sydney Commission, as well as a Project Control Group (PCG) comprised of NSW Department of Planning and Environment, Transport for NSW, Sydney Water, NSW National Parks and Wildlife Service, adjoining local councils and a range of internal City of Ryde departments. It is anticipated collaborative engagement with all of the above will be ongoing once the Green Links Masterplan has been adopted.

Green Links Masterplan, Bicycle Strategy and Action Plan and West Ryde Town Centre Masterplan (drafts pending adoption July 2022) have all been prepared with consideration and in conjunction with each other.

The Green Links Masterplan consist of three liner open space corridors:-

1. Shrimptons Creek Green Link
2. County Green Link
3. Terrys Creek Green Link

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The Green Links Masterplan include significant improvement to:-

- Cycle and walking connections between Macquarie Park to Eastwood,
- Cycle and walking connections between Macquarie Park to West, Ryde/Meadowbank (and onwards to Parramatta/Sydney Olympic Park)
- Terrys Creek walking track improvements,
- Safe paths and road crossings for pedestrians/ cyclists, and
- A range of other general park, recreation, community/cultural and environmental improvements.

The Shrimptons Creek Green Link will provide a direct and continuous link between Macquarie Park, West Ryde/Meadowbank (with regionally significant onwards connections to Parramatta and Sydney Olympic Park). It links a number of current and future significant NSW Government and Council projects, such as Meadowbank Education and Employment Precinct, Macquarie Park Education Precinct (future), Ryde Central, Ryde River Walk, Midtown development, West Ryde Town Centre Masterplan and a number of park Masterplans. It will strengthen active transport connectivity and link parks, cultural/community locations and town centres, education centres (current and future schools/universities) and public transport options (metro, rail, bus and ferry).

Currently the northern section along Shrimptons Creek has a well-used shared user path (pedestrian and cycle) from Macquarie Park to Santa Rosa Park which terminates at Quarry Road. The integration of the Sydney Water land reservation will realise a major missing link to provide continuous off-road shared user path/cycleway through to West Ryde, Meadowbank and beyond to Rhodes and Parramatta.

The County Green Link provides a direct continuous link between Macquarie Park and Eastwood. This Green Link provides a multi-faceted open space corridor for green transport, recreation and blue and green ecology with links to parks, cultural/community and town centres, schools/university and other networks. It strengthens the connection and interconnection with current and future green transport options (eg. cycle, metro and buses in Macquarie Park, rail and buses in Eastwood).

The County Green Link will deliver a missing link in the active transport network which is of local and regional significance. The Masterplan will connect the existing short sections of shared user paths in Eastwood and Marsfield to form a continuous off-road shared user path from the Eastwood Station precinct to ELS Hall Park.

The Terrys Creek Green Link provides connection between Eastwood and Macquarie Park (with regionally significant onwards connections to Epping and Turramurra). Terrys Creek forms an important regional biodiversity corridor, ecological and recreation link to the Lane Cove National Park. The Green Links Masterplan connects the missing link between Forrester Park and Forsyth Park (south & north). The existing bushland character will be protected and enhanced.

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The cycle route for the Terrys Creek Green Link is via Vimiera Road. Plans also include future connection between the City of Ryde and Epping in the City of Parramatta local government area (as identified in City of Ryde – Planning Ryde Local Strategic Planning Statement) which will strengthen local and regional routes.

The project has been informed by two stages of community consultation. Stage 1 community consultation occurred in May/June 2021. The design was further refined following Stage 2 community consultation feedback (January/February 2022). Further details on the consultation undertaken are outlined in the body of this report. Internal and external stakeholder input informed the development of the Masterplan throughout.

Key statistics from the community consultations:-

- 82% supported improvements in draft Green Links Masterplan (Stage 2)
- 79% indicated improvements in the Masterplan would encourage them to use the parks and paths/tracks more (Stage 2).
- In Stage 1 the most popular elements people wanted to see included in the Masterplan was new and extended walking paths and tracks (59%), biodiversity improvements (55%), new active transport links (51%), traffic safety improvements for cyclist/pedestrians (46%), interconnections between corridors and transport options (42%) and park improvements (39%).
- 75% indicated improvements in the Masterplan would encourage them to use the parks and paths/tracks more (Stage 1)

The key design refinements in response to Stage 2 community consultation feedback include:-

- Multi-purpose community building being repositioned to the southern end of Santa Rosa Park (near to Quarry Road);
- Blaxland Road crossing being relocated to the junction of Blaxland Road/Anzac Road and expanded to include signalisation for vehicles, pedestrians and cyclists.
- Realignment of Shrimptons Creek Green Link cycle route to be a separated cycleway along Anzac Avenue to avoid loss of on-street parking on Hermitage and provide better alignment and connections to West Ryde and Meadowbank Education and Employment Precinct.

The Masterplan report includes an implementation plan for the progressive implementation of the Masterplan over the next 20 years. Implementation of the Masterplan is subject to Council's adoption of the final Masterplan and funding availability. Funding to implement the full Masterplan over its 20-year life will be sought through grant funding opportunities and during Council's annual business planning cycle.

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A range of different grants from NSW Department of Planning and Environment, Transport for NSW, NSW Office of Sport, state/federal government funding programs and user group contributions are likely to be suitable to partly fund the implementation of the Masterplan. With the recent creation of Minister for Active Transport into the NSW Government's portfolio, the NSW Government is demonstrating its' commitment to active transport (walking and cycling) and projects such as the Green Links Masterplan in terms of policy direction, infrastructure project commitments and budget announcements.

Projects such as the Green Links Masterplan have the ability to significantly improve the health and wellbeing of residents and workers, and directly link to Council's commitment to *Lifestyle and Opportunity at your doorstep*. This is demonstrated with the Ryde River Walk masterplan that was adopted in 2007, creating one of the most popular and well used community assets in Ryde.

RECOMMENDATION:

- (a) That Council adopts the Green Links Masterplan as its vision for the three corridors; prepared by McGregor Coxall (June 2022).
- (b) That Council enters into detailed discussions with the respective land owners to formalise use of lands not owned by Council and delegate authority to the General Manager to do all things necessary to affect the progressive implementation of the Green Links Masterplan on these lands.
- (c) That Council advocate for funding to expedite Masterplan implementation.
- (d) That the Mayor writes to the relevant Minister to expedite implementation of the remaining projects of the Meadowbank Education and Employment Precinct Masterplan which directly relate to the Green Links Masterplan.
- (e) That Council write to thank all participants in the development of the Masterplan and inform them of this resolution.

ATTACHMENTS – CIRCULATED UNDER SEPARATE COVER

- 1 Green Links Masterplan Report - For Adoption – June 2022
- 2 Green Links Masterplan - For Adoption - June 2022
- 3 Green Links Stage 2 Consultation Report - March 2022
- 4 Green Links Plans Draft for Stage 2 Consultation - December 2021
- 5 Green Links Stage 1 Consultation Report - June 2021
- 6 Green Links Context Analysis Report - October 2020

Report Prepared By:

Meredith Gray
Open Space Planner

Report Approved By:

Michael Longworth
Senior Coordinator - Park Planning

Charles Mahfoud
Acting Director - City Works

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Green Links Masterplan - Project History

May 2020	City of Ryde secured Metropolitan Greenspace Program grant from NSW Department of Planning, Industry and Environment (DPIE) to develop the Green Links Masterplan.
May 2020	McGregor Coxall engaged to prepare Greens Links Masterplan.
July 2020	Green Links Masterplan Benchmark Report
July 2020	Greater Sydney Commission Meadowbank Education and Employment Precinct Masterplan (MEEP)
October 2020	Sydney Water in principle support for the Green Links Masterplan confirmed.
January 2021	Confirmation from Greater Sydney Commission – North District Commissioner in relation to vision for the Green Links Masterplan and use of the Green Link corridors.
May 2021	Transport for NSW (TfNSW) in principle support for the Green Links Masterplan confirmed.
May-June 2021	Stage 1 community consultation conducted
June 2021	Green Links Masterplan – Strategic Intent, Spatial Framework and Implementation Report to DPIE.
July-December 2021	Community feedback considered and draft Masterplan developed.
June 2021	Presentation to City of Ryde Bushland and Environment Advisory Committee.
October 2021 – present	Inter-agency Project Control Group (PCG) established with City of Ryde, TfNSW, Sydney Water, NSW National Parks and Wildlife Services and DPIE.
November 2021	Presentation to City of Ryde Bicycle Advisory Committee
January-February 2022	Stage 2 community consultation conducted.
February 2022	Presentation to City of Ryde – Ryde Environmental Educators Network
March-June 2022	Community feedback considered and draft Masterplan updated.
April 2022	Presentation to City of Ryde Councillors
July 2022	Report to Council to adopt the Green Links Masterplan

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Local Context

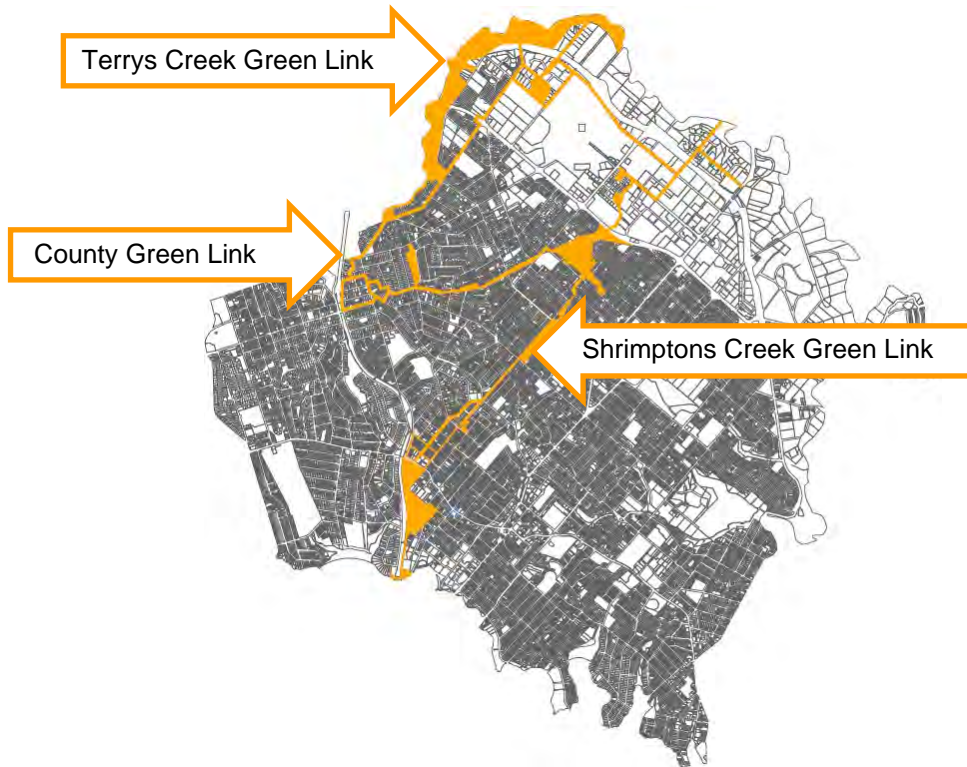


Image 1: Site Locations – Terrys Creek Green Link, County Green Link and Shrimptons Creek Green Link

Strategic Context

The Green Links Masterplan, has been prepared in response to and with consideration to a number of City of Ryde and NSW Government strategic planning documents, including:-

NSW Government:

- *Greater Sydney Commission – A Metropolis of Three Cities (2018)*
- *Greater Sydney Commission – North District Plan (2018)*
- *Greater Sydney Commission – Grid North District Plan (2017)*
- *TfNSW – Future Transport 2056 Strategy (2020)*
- *DPIE - Macquarie Park Place Strategy (Draft July 2021)*
- *Greater Sydney Commission – Meadowbank Education and Employment Precinct Masterplan (2020)*
- *NSW Everyone Can Play Guidelines (2019)*
- Discussion with the NSW Government stakeholders during development of this Masterplan

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City of Ryde:

- *Planning Ryde Local Strategic Planning Statement (2020)*
- *Ryde Local Environmental Plan (2014)*
- *Ryde 2028 Community Strategic Plan (2018)*
- *West Ryde Town Centre Masterplan (draft July 2022)*
- *Integrated Open Space Plan (2012)*
- *Open Space Future Provision Strategy (2021)*
- *Sport and Recreation Strategy 2016-2026 (2017)*
- *Children Play Plan (2019)*
- *Youth Infrastructure Strategy (2021)*
- *Dog Recreation Needs Study (2020)*
- *Integrated Transport Strategy (2022)*
- *Sustainable Transport Strategy (2022)*
- *Bicycle Strategy (draft July 2022)*
- *Bicycle Strategy (2014)*
- *Biodiversity Plan (2016)*
- *Street Tree Masterplan (2012)*
- *Ryde Resilience Plan 2030 (2020)*
- *Disability Inclusion Action Plan (draft 2022)*
- City of Ryde park and town centre Masterplans (various)
- Discussion with the City of Ryde staff and other stakeholders during development of this Masterplan

The Greater Sydney Commission's *Greater Sydney Regional Plan, A Metropolis of Three Cities (2018)* established a vision for three cities in the Greater Sydney:

- Eastern Harbour City
- Central River City
- Western Parkland City

City of Ryde is located in the overlap between the Eastern Harbour and Central River City.

"The Greater Sydney Region Plan, A Metropolis of Three Cities is built on a vision of three cities where most residents live within 30 minutes of their jobs, education and health facilities, services and great places."

TfNSW's *Future Transport Strategy 2056 (2020)* re-affirms the Greater Sydney Commission's 30 minute city concept in their strategy. It strengthens the combined strategic value walking, cycling, public transport and transport modal shifts can provide for access to employment, education and services. The Plan also includes a short section relating to micro-mobility devices.

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“Living in a ‘30-minute city’ will mean residents can access jobs and services in their nearest metropolitan or strategic centre within 30 minutes by public transport, walking and/or cycling, seven days a week. This will give people better access to jobs, education and essential services and give people more time back in their days.”

“The 30-minute city will be supported by strong walking and cycling connections to increase mode-share and improve sustainability and health outcomes.”

The City of Ryde is incorporated in the Greater Sydney Commission’s *North District Plan (2018)*. The green grid is described in the *North District Plan* as “*The Greater Sydney Green Grid will provide cool, green links to support walking, cycling and community access to open space.*”

The City of Ryde has developed this Green Links Masterplan in response to the Greater Sydney Commission’s directions in the *North District Plan (2018)* which identifies:

- Green Grid Priority Corridor 2 - ‘*Eastwood to Macquarie Park Open Space Corridors*’.

This project will extend and enhance the following linear open space corridors located to the south/south-west of Macquarie Park and travel through multiple suburbs:

1. Shrimptons Creek Green Link (Macquarie Park – Marsfield – Ryde – Denistone East – West Ryde - Meadowbank)
2. Terrys Creek Green Link (Macquarie Park – Marsfield – Eastwood)
3. Booth Street-North Road-Welby Street Green Link (herein after referred to as “*County Green Link*”) - (Macquarie Park – Marsfield – Eastwood)

The City of Ryde’s population is forecast to reach 189,000 by 2041 - an increase of 40%. It is essential that NSW Government and City of Ryde invest in infrastructure and services to meet current demands and future demands in the context of a rapidly increasing population. The Green Links is an example of one such project.

The *Ryde 2028 Community Strategic Plan (2018)* outlines the vision for the City of Ryde. It provides seven key outcomes which underpin Council’s planning and decision-making – all of which are applicable in the context of the Green Links Masterplan.

1. Our vibrant and liveable city
2. Our active and healthy city
3. Our natural and sustainable city
4. Our smart and innovative city
5. Our connected and accessible city
6. Our diverse and inclusive city
7. Our open and progressive city

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The *Planning Ryde Local Strategic Planning Statement (2020)* (LSPS) provides the City of Ryde with a 20-year vision for land use planning:

“The City of Ryde will be a liveable, prosperous and connected city, that provides for our future needs while protecting nature and our history. As a city with diverse and vibrant centres, our neighbourhoods will reflect and serve our residents and business. Our well-planned places will enhance the health, wellbeing and resilience of our future community. They will also foster innovation, equity, inclusion and resilience.”

Relevant to this Green Link Masterplan, the LSPS outlines a range of structure plans and strategic priorities in relation to open space and green space provision, active recreation, provision of walking and cycling paths, mass and active transport, environmentally sensitive lands and town centres. Of particular note for the Green Links project, the LSPS Open Space structure plan identifies investigations of open space links; investigation of new/expanded public recreation and open space opportunity; and potential new bridges for cyclists/pedestrians. The LSPS Environmentally Sensitive Land structure plan identifies green space; biodiversity corridors; riparian corridors, waterways and creeks; and threatened species. The LSPS Transport structure plan identifies future transport options. The directions in these structure plans have been used to inform the Green Links Masterplan.

The Green Links Masterplan supports the intent of the *Ryde Biodiversity Plan (2016)* and the *Ryde Resilience Plan (2020)*. Much of the Green Links surrounding context is within an urban setting, that provides important regional biodiversity connectivity and fauna habitat along the corridor connecting Parramatta River to Lane Cove River (River to River). The greening of the corridors and promotion sustainable transport options will increase canopy cover, reduced carbon emissions and lower reduced climate change impacts. The *Biodiversity Plan (2016)* provides the framework to manage, enhance and protect natural areas and biodiversity in the City of Ryde. The Biodiversity Plan “*provides capacity to reinforce regional connections and enhance local corridors*” and is based on five interconnected themes relevant to the Green Link Masterplan:-

1. Native vegetation
2. Urban waterways
3. Corridors and connectivity
4. Public spaces
5. Urban habitat

The recently adopted *Integrated Transport Strategy 2041 (2022)* was being prepared during the development of the Green Links Masterplan. This Strategy considers a movement and place approach, focused on maximising the efficiency of people movement (over vehicle movement) and achieving outcomes that make successful places. It examines key transport challenges, including the City’s unique mix of population and employment, household structures, and travel patterns. This direction has been incorporated into the Masterplan.

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The recently adopted *Sustainable Transport Strategy 2022 - 2032 (2022)* provides a framework and key directions under which Council will work to deliver on improving sustainable transport in the City of Ryde. The Strategy aims to reduce our City's emissions from transport and improve air quality, urban mobility, health and wellbeing, while providing community and Council with practical information to achieve more sustainable transport outcomes that will benefit us all. The Green Links Masterplan supports the intent of this Strategy.

The preparation of the Masterplan has also been informed by the actions and priorities identified in the *Sport and Recreation Strategy 2016-2026 - "Through its role in sport and recreation planning and management, the City of Ryde will contribute to the lifestyle, health and wellbeing and social cohesion of Ryde."*

The Green Links Masterplan seeks to provide safe spaces that are inclusive of all ages, all abilities and all cultures. The Masterplan incorporates the recommendations outlined in the *Disability Inclusion Action Plan (2022)*, *Sport and Recreation Strategy 2016-2026 (2017)*, *Children's Play Plan (2019)* and *Youth Infrastructure strategy (2021)*. The design has been prepared with consideration to universal design and crime prevention through environmental design (CPTED) principles.

Strategic Context - Whole-of-Government approach

The development of this Masterplan has required a whole-of-government approach as it requires an inter-agency and multi-tiered government support and responses. The Greater Sydney Commission provided the initial direction via the *North District Plan* for the Green Links Masterplan. Pre-project and during the development of the Masterplan GSC's support has been re-confirmed. DPIE provided grant funding via their Metropolitan Greenspace Program to develop the Masterplan. TfNSW and Sydney Water provided in principle support pre-project. As a key stakeholder they have been consulted and their support has been re-confirmed thorough the project.

A project control group (PCG) was created for the Green Links Masterplan project to ensure the support of the key stakeholders was coordinated. PCG members included representatives from City of Ryde (multiple departments), TfNSW, Sydney Water, NSW National Parks and Wildlife Service and DPIE.

Input was also sought from adjoining local councils in relation to the regional interconnectivity of the Green Links routes. City of Parramatta and Ku-ring-gai Council provided submissions and are supportive of the regional outcomes the Green Links Masterplan will provide.

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Strategic Context - Connectivity of Major Strategic Projects

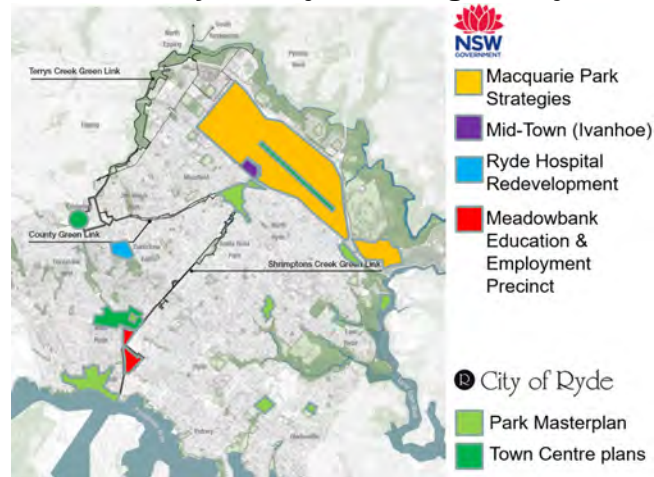


Image 2: Green Link interconnections with other major strategic projects

The Greater Sydney Commission developed the *Meadowbank Education and Employment Precinct Masterplan (2020)* which “*identifies ideas for improved public spaces, green streets, transport and accessibility options, local heritage consideration and enhanced employment opportunities. These ideas aim to support a liveable, sustainable and productive Meadowbank Education and Employment Precinct*”.

Strategic Context – NSW Government: Active Transport and Cycling

The NSW Government added the Active Transport portfolio to its’ cabinet in December 2021 with Rob Stokes MP was appointed as Minister for Active Transport, Infrastructure and Cities and signalled a significant shifts in the priority of active transport projects for the NSW Government. This shift is demonstrated by policy positions such as;

- The Minister’s aspiration to double the \$950 million budgeted for footpaths, cycleways and other links over the following 5 years,
- A 2022/23 NSW budget announcement of \$60M for continuous active pathway along the foreshore between Sydney Opera House via Canada Bay to Parramatta Park, and
- 2022/23 NSW budget announcement - \$11.8M for critical maintenance works for Meadowbank Bridge to maintain this key transport link in the Sydney active transport network (400,000 walkers and cyclists annually) for residents and workers in Western Sydney.

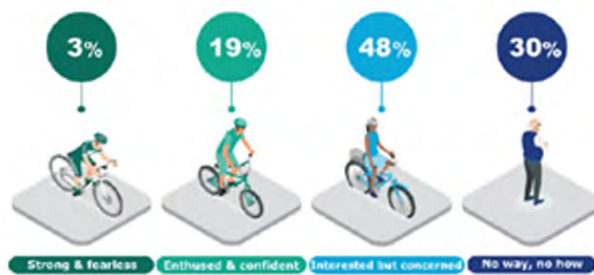
This shift in Government position demonstrates the importance of delivering projects such as the Green Links Masterplan for metropolitan Sydney.

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Strategic Context – Bicycle Strategy

The *Bicycle Strategy 2022-2030* (draft pending adoption July 2022) was prepared during the preparation of the Green Links Masterplan. The Green Links Masterplan has a strong strategic alignment with the pedestrian/cycle and active transport initiatives identified in the *Bicycle Strategy 2022 - 2030*. Both the Bicycle Strategy and the Green Links Masterplan will play an important role in enhancing Ryde's interconnected bicycle and pedestrian routes.

A core premise of the *Bicycle Strategy* and the Green Links Masterplan is to provide safe infrastructure to encourage people to cycle (and walk) more. The below infographics explains 48% of people are “*interested but concerned*” about riding their bikes. Of this category 81% feel more comfortable not being in a mixed traffic by way of “*a separated bike lane*”. Overall 75% of riders feel safe on separated cycleways and bike lanes.



(Figure 23)
Community of riders.
Source: Extracted from the Bicycle Design Toolbox, TfNSW (19).

Of the interested but concerned, percentage who are comfortable with



(Figure 24)
Likelihood of attracting the interested but concerned.
Source: Data taken from NACTO, 2016 and image by CrossleyTP, 2021.

Separated cycleway + bike lanes



Shared user path + road shoulders



Mixed traffic + bicycle logo in parking bay



Images 3: Excerpt from *Bicycle Strategy 2022 - 2033*

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The Shrimptons Creek and County Green Links seeks to provide off-road shared user paths/cycleways to increase safety and encourage more people to ride more often. The Terrys Creek Green Link includes off-road shared user path improvements to the north of Epping Road.

GREEN LINKS MASTERPLAN

The vision for the Green Links Masterplan is to create:-

“recognisable environmental, cultural and green transport corridors linking two of Sydney’s most important rivers and connecting the City of Ryde’s town centres”

The four thematic objectives for the Green Links Masterplan are:-

1. Environment: Green Links as blue and green biodiversity corridors.
2. Green Transport: Green Links as transport corridors.
3. Recreation: Green Links as a place that meets multiple recreational needs.
4. Culture & Community: Green Links as a focal point for community and culture.

The Green Links Masterplan and *Bicycle Strategy and Action Plan (draft pending adoption, July 2022)* have been prepared in conjunction with each other. As such the following cycling projects form part of the Green Link Masterplan:-

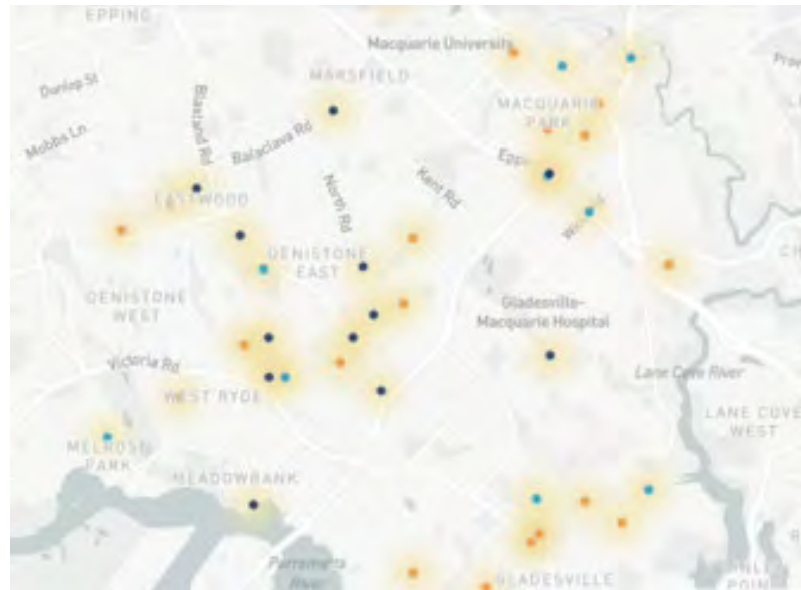
- The cycling link between Macquarie Park and Eastwood, Regional Route 12, forms part of the County Rd Green Link.
- The cycling link between Mona Vale and West Ryde, Regional Route 03, forms part of the Shrimptons Creek Green Link.
- The cycling link between Turramurra and Eastwood, Regional Route 02, forms part of the Terrys Creek Green Link.

The delivery of the abovementioned projects is subject to funding, which will primarily be obtained from State and Federal Government grants.

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GREEN LINKS MASTERPLAN – Context and GIS Analysis

A Context Analysis Report was prepared in November 2020 and is provided in **ATTACHMENT 6**. Ongoing GIS analysis has been used to inform project decision making and the preparation of the Masterplan.



Degree of crash ● Fatal ● Serious Injury ● Moderate Injury ● Minor/Other Injury ● Non-casualty (towaway)

Image 4: 2016-2020 report pedal cycle crash map for Ryde LGA (NSW Government crash map data)

The crash map above identifies 41 pedal cycle crashes were reported, although many minor incidents are not officially reported and therefore not present in the analysis. The benefits of the existing Shrimptons Creek off-road shared user path can be assumed as only one incident was noted. The bulk of the reported incidents occurred south of Quarry Road/North Road. This re-enforces the safety benefits the off-road shared user paths/cycleways in Shrimptons Creek and County Green Links will provide.

GREEN LINKS MASTERPLAN – Consultation and Design Development

Council undertook a two-stage consultation process to inform the development of the Masterplan. Feedback from internal stakeholders and key external stakeholders (including TfNSW, Sydney Water, National Parks and Wildlife Service and DPIE) was also considered.

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Stage 1 community consultation was held on 27 May – 20 June 2021. The first stage of consultation allowed resident, users of the parks and stakeholders with an opportunity to provide their feedback on the existing parklands/corridors, their use and their thoughts for the future of the corridors. This consultation was promoted via flyer, letterbox drop (500m radius of the Park – 3,900 flyers), park signage, local newspaper advertisement (38,000 print readership), stakeholder eNewsletter (435 emails), Have Your Say webpage (249 page views), Facebook ad (10,141 users reached) and Council eNewsletters (3,300 emails distributed). Due to COVID restrictions information collection during drop-in session was limited with sessions primarily focused on questions and answers plus encouragement to provide feedback via survey or written submission. The consultation generated feedback via 417 online surveys and 69 written submissions.



Images 5, 6, 7 & 8: Stage 1 community consultation sign and drop in sessions.

The Stage 1 community consultation report is provided in **ATTACHMENT 5**. Key statistical findings from the online survey respondent indicated:-

- 75% indicated improvements in the Masterplan would encourage them to use the parks and paths/tracks more.
- The most popular elements survey respondents wished to see included in the Masterplan were new and extended walking paths and tracks, biodiversity improvements, new active transport links, and traffic safety improvements for cyclist/pedestrians
- County Green Link is predominantly used for more active forms of recreation, with the three highest uses being; 60% using the corridor for walking/jogging for pleasure, 43% cycling for pleasure and 51% exercise/fitness.
- Shrimptons Creek was the most well used Green Link with a diverse community use and predominantly used it for more active forms of recreation. In order of use; 68% walking/jogging for pleasure, 56% for exercise and 50% for cycling for pleasure.

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- Terrys Creek Green Link is used for more nature based activities as well as active forms of recreation. The three highest existing uses are; 62% bushwalking, 54% walking/jogging for pleasure and 42% for exercise.

A summary of how the draft Masterplan design was developed is as follows:-

Stage 1 Community Consultation Summary of Recommendations	General Masterplan Design Response
Improve and extend on the existing walking paths and track network in the Green Links.	Included in draft Masterplan design
Road crossings and traffic safety improvements in Green Links designed to improve pedestrian/cyclist safety.	Included in draft Masterplan design
Where possible, widen shared user paths to ensure safe, concurrent use by both pedestrians and cyclists	Included in draft Masterplan design and Report. Refer to Bike Plan
Paths lighting for safe evening use. Where appropriate, consider path lighting to minimise impacts to nocturnal fauna in ecologically sensitive areas.	Included in draft Masterplan design (Shrimptons Creek and County Green Links)
Include new signage (entry, site restrictions and wayfinding) and wayfinding to highlight routes, destinations and interconnections.	Included in draft Masterplan Report. Ongoing operation matter – noted.
Improve and extend on the existing cycling network/paths.	Included in draft Masterplan design.
Provide off-road cycle paths to maximise cyclist safety.	Included in draft Masterplan (County & Shrimptons Creek Green Links).
Include new active transport links, improve connectivity with local/regional destinations and improve interconnectivity between the each Green Link and other cycle routes.	Included in draft Masterplan design
Include park improvements (bins, picnic shelters BBQs, seating and fitness opportunities) in Green Link corridors.	Included in draft Masterplan (County & Shrimptons Creek Green Links).
Consider dog recreation and off-leash areas along the Green Links.	Existing dog off-leash areas retained. Refer to Dog Recreation Strategy.
Strengthen and expand on existing biodiversity across the Green Links with more bush regeneration, removal of invasive species, more native vegetation and provision of wildlife habitat.	Included in draft Masterplan designs and Report
Water Sensitive Urban Design principles into designs to improve water quality in local creeks & catchments.	Included in draft Masterplan designs and Report
Incorporate Crime Prevention Through Environmental Design (CPTED) principals into the Green Links Masterplan design to improve user safety.	Included in draft Masterplan designs
Incorporate Crime Prevention Through Environmental Design (CPTED) principals into the Green Links Masterplan design to address safety and privacy concerns of residents adjoining the Green Link corridors.	Included in draft Masterplan designs
Activate parks, paths and movement corridors to increase passive surveillance.	Included in draft Masterplan designs
Road crossings and traffic safety improvements in Green Links are designed to improve pedestrian and cyclist safety.	Included in draft Masterplan designs

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Stage 1 Community Consultation Summary of Recommendations	County Green Link Masterplan Design Response
Provide new and extend the existing shared user paths for off-road cycle/walking route along the County Green Link between Eastwood and Macquarie Park.	Included in draft Masterplan designs
Open access along the County Road land reservation between Agincourt/Herring Roads and Graham/Pickford Avenues for walking/jogging & cycling	Included in draft Masterplan designs
Install paths that will accommodate both pedestrians and cyclist safely.	Included in draft Masterplan designs
Include general park improvements and facilities such as wayfinding signage, seating/picnic facilities, outdoor gym equipment and water stations along the County Green Link	Included in draft Masterplan designs
Give consideration to whether a future potential community garden could be incorporated in the County Green Link.	Community area included in draft Masterplan designs. Purpose of use to be determined, pending agreement with TfNSW.
Provide more native plantings, including understory and canopy to improve food and habitat for native fauna along the County Green Link.	Included in draft Masterplan designs
Improve the disconnected nature of the Green Link through improved continuous corridor plantings.	Included in draft Masterplan designs

Stage 1 Community Consultation Summary of Recommendations	Shrimptons Creek Green Link Masterplan Design Response
Extend the Shrimptons Creek Green Link beyond Santa Rosa Park and link to West Ryde, Meadowbank and Parramatta River.	Included in draft Masterplan designs
Provide new and extend the existing shared user paths for safer off-road cycle/walking routes along the Shrimptons Creek Green Link between Macquarie Park, West Ryde, Meadowbank and the Parramatta River.	Included in draft Masterplan designs
Open access along the Sydney Water land reservation between Quarry Road and Blaxland Road and between Benson Street and Goodwin Street.	Included in draft Masterplan designs
Ensure the pathway is wide enough to safely accommodate both cyclists and pedestrians.	Included in draft Masterplan designs
Investigate methods to slow cyclists on the downhill section near Carara Reserve.	Included in draft Masterplan designs
Open access along the Sydney Water land reservation between Quarry Road to Blaxland Road and Benson Road to Goodwin Street as a movement corridor to provide a safer off-road shared user path for cycling and walking. Incorporate Crime Prevention Through Environmental Design (CPTED) principles to integrate the Sydney Water corridor into the Masterplan designs and mitigate concerns of residents from adjoining properties.	Included in draft Masterplan designs
Include facilities such as outdoor exercise equipment, lighting, water stations and secure bike parking facilities in the Shrimptons Creek Green Link.	Included in draft Masterplan designs
Improve biodiversity through more native plantings and expansion to existing bush regeneration to reduce invasive species.	Included in draft Masterplan designs
Improve the disconnected nature of the Shrimptons Creek Green Link through improved continuous corridor plantings.	Included in draft Masterplan designs

ITEM 5 (continued)

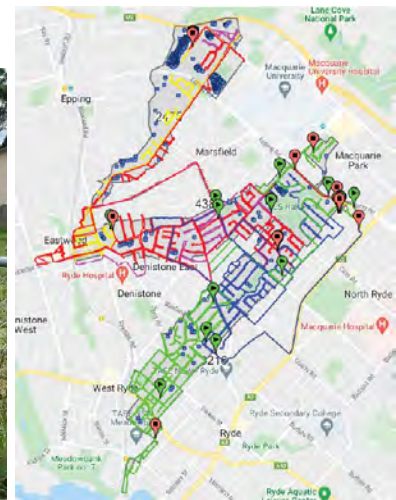
Improve the riparian zones and creek stabilisation within the Shrimptons Creek Green Link.	Included in draft Masterplan designs
Incorporate Crime Prevention Through Environmental Design (CPTED) principals into the Green Links Masterplan design to improve user safety and the surrounding context.	Included in draft Masterplan designs
Incorporate shared user path lighting along the Shrimptons Creek Green Link. Where appropriate, consider path lighting to minimise impacts to nocturnal fauna in ecologically sensitive areas	Included in draft Masterplan designs
Incorporate safe road crossing points for pedestrian and cyclist along the Shrimptons Creek Green Link, traffic management and traffic calming devices as required, with particular consideration to Blaxland Road/Anzac Avenue, Victoria Road/Hermitage and North Road intersections.	Included in draft Masterplan designs

Stage 1 Community Consultation Summary of Recommendations	Terrys Creek Green Link Masterplan Design Response
Retain the existing Terrys Creek track for walking and provide track improvements where necessary.	Included in draft Masterplan design
Review existing Terrys Creek tracks to consolidate any informal tracks and formalise sections to provide continuous connection along the Terry Creek Green Link.	Included in draft Masterplan design and report
Retain the existing Terrys Creek Green Link cycle route via Vimiera Road and provide improvement where necessary.	Included in draft Masterplan design
Review use of Terrys Creek by mountain bike riders and investigate methods of managing track use to ensure pedestrian safety and the protection of the natural environment.	CoR and NPWS prohibit bike use on the Terrys Creek walking tracks. Ongoing operational matter – noted.
Include regulatory and way finding signage along the Terrys Creek Green Link.	Included in draft Masterplan Report. Ongoing operational matter – noted.
Preserve and enhance the natural areas along the Terrys Creek Green Link with a focus on greater native plantings including understorey planting and provision of habitat.	Included in draft Masterplan design and Report
Undertake further bush regeneration along the Terrys Creek Green Link.	Included in draft Masterplan Report. Ongoing operational matter – noted.
Undertake further and improved feral animal control along the Terrys Creek Green Link.	Ongoing operational matter – noted.
Install educational and informative signage about the ecological elements of the Terrys Creek Green Link.	Included in draft Masterplan Report.

The Context Analysis Report and Stage 1 community consultation report were considered and used to develop the draft Green Links Masterplans provided in **ATTACHMENT 4**.

ITEM 5 (continued)

The draft Green Links Masterplan put on Stage 2 community consultation on 10 January – 13 February 2022. This stage of consultation allowed the community to review and provide feedback on the draft Masterplans – **ATTACHMENT 4**. This consultation was promoted via flyer, letterbox drop (500m radius of the corridors – 10,081 flyers), 66 x park signs, local newspaper advertisement (38,000 print readership), stakeholder eNewsletter (665 emails distributed), Facebook (reach of 9,312 users), Have Your Say webpage (2,012 page views) and Council eNewsletters (6,394 emails distributed). Six on-site drop in sessions were held on 1-3 February and 5 February 2022 and were conducted in accordance with Council's COVID Safe Plan. The consultation generated feedback via 417 online surveys, 125 written submissions and 216 drop in session comments.



Images 9, 10, 11 & 12: Stage 2 community consultation sign, letterbox distribution area and drop-in sessions.

The Stage 2 community consultation report is provided in **ATTACHMENT 3**. Key statistical findings from Stage 1 consultation online survey respondents indicated:

- 82% support improvements in the draft Green Links Masterplan.
- 79% indicated improvements in the Masterplan would encourage them to use the parks and paths/tracks more.

ITEM 5 (continued)

A summary of how the Masterplan was updated is provided below:-

Stage 2 Community Consultation Summary of Recommendations	General Masterplan Design Response
Implement off-road shared user paths and cycleways.	Consistent with Masterplan design. No change. For consideration during detailed design and in consultation with Sydney Water.
Implement a network of safe continuous cycling and walking routes.	
Paths and cycleways are of sufficient width. In busy areas consider separate cycle & pedestrian paths. Where there are on-road sections, consider future separated cycleway paths.	Consistent with Masterplan design. No change. For consideration during detailed design. Refer to Bike Plan.
Give consideration to reduced speed limits on local streets to 30kmh to better accommodate bicycles on the road.	Refer to Bike Plan.
Give consideration to prioritisation of pedestrians and cyclists at all intersection crossings.	Refer to Bike Plan.
Bike repair stations with air pumps, filtered water stations, bike racks and public amenities at key locations.	Consistent with Masterplan design. No change.
Benches/seating, filtered water stations (people/ dogs) & bins (rubbish, waste and dog waste).	Consistent with Masterplan design. No change. For consideration during detailed design.
Directional, wayfinding (with distance), educational and interpretive signage with historic and indigenous heritage	Consistent with Masterplan Report. No change.
Protect the existing native vegetation, natural areas, creeks and habitat for fauna and native flora.	Consistent with Masterplan Report. No change. Refer Biodiversity Plan.
Implement environmental and biodiversity improvements, enhance native vegetation, plant more native plants and trees, provide habitat, strengthen and protect wildlife.	Consistent with Masterplan Report. No change. Refer Biodiversity Plan.
Close/regenerate excess paths to reduce fragmentation of bushland.	Ongoing operational matter - noted.
Review impacts from paths and minimise any "edge effect" to reduce future fragmentation of the wildlife corridors.	Ongoing operational matter - noted. For consideration during detailed design.
Continue to provide bush care and bush regeneration throughout the Green Links.	Consistent with Masterplan Report. No change. Refer Biodiversity Plan.
Water Sensitive Urban Design (WSUD) principles to improve water quality in local creeks/rivers.	Consistent with Masterplan Report. No change. Refer Biodiversity Plan.
Path lighting - energy efficient. Eco-sensitive in ecologically sensitive areas to minimise impacts on local wildlife. LED directional lighting non-intrusive adjacent properties.	Consistent with Masterplan Report. No change. For consideration during detailed design.
Manage dogs in parklands and reduce negative impacts native fauna in bushland areas.	Ongoing operational matter - noted. Refer to Dog Recreation Strategy.
Incorporate Crime Prevention Through Environmental Design (CPTED) principles.	Consistent with Masterplan design. No change. For consideration during detailed design.
Expedite implementation, particularly where there are identified "missing links".	Refer to Implementation Plan in Masterplan Report. Subject to availability of funding.

ITEM 5 (continued)

Stage 2 Community Consultation Summary of Recommendations	County Green Link Masterplan Design Response
Implement off-road shared user paths and cycleways.	Consistent with Masterplan design. No change.
Implement a network of safe continuous cycling and walking routes.	
Implement the shared user paths to provide sustainable/green transport options	Consistent with Masterplan design. No change. Refer to Sustainable Transport Strategy.
Review shared user path alignment Grove St-North Rd to position it further away from adjacent properties.	TfNSW land. Alignment as per TfNSW direction. No change.
Review shared user path alignment around Kent Road Public School/Herring Road.	For consideration during detailed design. Direct alignment is through lands when Kent Rd PS is located.
Review shared user path alignment at the junction of Welby Street/Graham Avenue.	Updated in Masterplan. For consideration during detailed design.
Review extending the proposed shared user path from First Avenue through to Eastwood Station.	Updated in Masterplan.
Review providing path connection between Green Link & Denistone East Public School (via Waratah St).	Updated in Masterplan.
Paths and cycleways are of sufficient width.	Consistent with Masterplan design. No change. For consideration during detailed design. Refer to Bike Plan.
Seating, filtered water stations (with dog bowls), bins (include dog waste) and community libraries	Consistent with Masterplan design. No change. For consideration during detailed design.
Park improvements to encourage exercise and creating safe spaces for families and kids.	Consistent with Masterplan design. No change.
Basketball court (or half court) in grassed area between Abuklea Rd and Herring Rd for kids and families to use.	Courts provided in Youth Zone (near ELS Hall Park). No change.
Wayfinding signage and interpretive signage with indigenous heritage of the area.	Consistent with Masterplan Report. No change.
Provide the local community with additional green space.	Consistent with Masterplan design. No change.
Incorporate biodiversity principles, native vegetation and stronger wildlife corridors.	Consistent with Masterplan Report. No change. Refer Biodiversity Plan.
Higher level of maintenance along the County Green Link, especially mowing of the grassed areas.	TfNSW land. To be resolved when land use agreements are formalised.
Path lighting - energy efficient. LED directional lighting non-intrusive adjacent properties.	Consistent with Masterplan Report. No change. For consideration during detailed design.
Review location of the raised pedestrian/cycle crossings Agincourt Rd & Abuklea Rd/Woorang St due to concerns about increased traffic noise within the residential street.	No change. For consideration during detailed design. Consult with residents during detailed design.
Incorporate Crime Prevention Through Environmental Design (CPTED) principles.	Consistent with Masterplan design. No change. For consideration during detailed design.

ITEM 5 (continued)

Stage 2 Community Consultation Summary of Recommendations	Shrimptons Creek Green Link Masterplan Design Response
Implement off-road shared user paths and cycleways.	Consistent with Masterplan design. No change.
Implement a network of safe continuous cycling and walking routes.	Consistent with Masterplan design. No change.
Implement the shared user paths to provide sustainable/green transport options	Consistent with Masterplan design. No change. Refer to Sustainable Transport Strategy.
Review separate cycleway on Hermitage Road & alternative route alignment or a shared user path on the verge could be achieved in order to prevent potential loss of on-street parking on the western side of Hermitage Road.	Masterplan updated. Cycle route changed to Anzac Ave. Northern section of Hermitage Rd is now a pedestrian route.
Review and give consideration to whether the proposed two-way separated cycleway on Hermitage Road could be extended further south.	Masterplan updated to provide shared user path link on Hermitage Rd (between Victoria Rd – Rhodes St)
Review cycle route relocation to Melville St & Quarry Rd shared user path extended to Yamble Res & Melville St.	No change. This route does not align with West Ryde Station and MEEP connection.
Review configuration of the pedestrian/cycle paths along Ford St (between Flinders Park and Tindarra Reserve) - pedestrian path on footpath & dedicated cycleway on road.	Masterplan updated.
Review shared user path re-route behind ELS Hall Park field 3 (rather than along Scott St).	No change due to ecologically sensitive area.
Review poor sight lines & pinch points on the shared user path at Tindarra Reserve and the Epping Rd underpass.	Consistent with Masterplan design. No change. For consideration during detailed design.
Consider current use and future use of shared user paths by bicycles, e-scooters, e-bikes and other mobility devices.	Consistent with Masterplan design. No change. For consideration during detailed design. Refer to Bike Plan, Sustainable Transport Strategy and future COR e-Scooter trial.
Paths are of sufficient width.	Consistent with Masterplan design. No change. For consideration during detailed design. Refer to Bike Plan.
Line marking on shared user path to assist with safer use.	Consistent with Masterplan Report. No change. Refer to Bike Plan
Provide education programs to encourage good shared user path rider/pedestrian etiquette and on-road cycle/driver awareness.	Operational matter - Noted for Council consideration.
Review the proposed location of the new multi-purpose community building in Santa Rosa Park. Liaise with sporting user groups in relation to their preference for the changerooms within the community building to be co-located with the sports fields.	Masterplan updated. New building re-located near existing location. User groups to be consulted during detailed design.
Consider whether the existing community building in Santa Rosa Park could be refurbished rather than demolished.	Building has exceeded useful life and does not meet current council access requirements. No change. For consideration during detailed design.
Potential usage conflicts between the different community user groups for the future multi-purpose community building & storage space required by different community groups.	Operational matter. User agreements to be determined once building has been constructed.

ITEM 5 (continued)

Sporting upgrades at Santa Rosa Park including sports field improvements, sports field lighting and mitigate impacts on adjacent residential properties.	Consistent with Masterplan design. No change. Lighting subject to DA, further consultation and relevant Australian Standards.
General park improvements at Santa Rosa Park including car park upgrades, continuous walking loop path/bridge (Bridge Rd), Habitat expansion & BBQ improvements.	Consistent with Masterplan design. No change.
Dog off-leash area should be fenced or partially fenced to prevent conflicts between dogs/cyclists and keep dogs out to protect native fauna, habitat, biodiversity and creek line.	No change. Existing off-leash area retained. Refer to Dog Recreation Strategy.
Implement the shared user path extension through the Sydney Water land reservation to address the major "missing link" and safer/inclusive off-road route.	Consistent with Masterplan design. No change.
Proposed native vegetation corridor along the Sydney Water land reservation. Plantings consisting of native shrubs with shallow root profiles for wildlife habitat corridor, good sight lines and not impact Sydney Water assets.	Consistent with Masterplan design. No change. For consideration during detailed design and in consultation with Sydney Water.
Incorporate the Crime Prevention Through Environmental Design (CPTED) principles along the Shrimptons Creek Green Link, including the Sydney Water land reservation to mitigate concerns of adjoining residents.	Consistent with Masterplan design. No change. For consideration during detailed design.
Consider increased fence height and planting of native plants that are spiky/prickly along the fence lines throughout the corridor to improve privacy, security and deter opportunistic crime and graffiti.	Consistent with Masterplan design. No change. For consideration during detailed design.
Install path lighting (as proposed) and ensure good clear sight lines through the corridor, activation as an active transport movement corridor and potential CCTV (if deemed necessary) to provide a strong deterrent to antisocial behaviour, graffiti and opportunistic crime.	Consistent with Masterplan design. No change. For consideration during detailed design.
Sydney Water land reservation is recommended for activation as a movement corridor for active transport purposes only. No other park elements be should be included to encourage pedestrians/cyclists to stop/loiter.	Consistent with Masterplan design. No change. For consideration during detailed design.
Install bollards or similar devices and potential CCTV (if deemed necessary) to prevent and deter motor cars/bikes from entering the Sydney Water land reservation.	No change. For consideration during detailed design.
General park improvements along the Shrimptons Creek Green Link, including playground upgrades, fitness stations, BBQs, picnic shelters, filtered water stations (dog bowls)	Consistent with Masterplan design. No change.
Implement the proposed Youth Zone including the mountain bike/BMX track, skate elements, multi-court and toilets in the lands adjacent to ELS Hall Park and seek to integrate into ELS Hall Park.	Consistent with Masterplan design. No change. For consideration during detailed design and in consultation with Transport for NSW.
Implement the proposed car parks in the lands adjacent to ELS Hall Park and seek to integrate into ELS Hall Park.	
Provide directional, wayfinding (with distance), educational and interpretive signage with indigenous heritage of the area along the Shrimptons Creek Green Link.	Consistent with Masterplan Report. No change.
Biodiversity improvements, enhance native vegetation, plant more trees, provide habitat, strengthen and protect wildlife corridors, including the native vegetation corridor along the Sydney Water land reservation.	Consistent with Masterplan design and Report. No change.
Provide increased levels of bush care and bush regeneration along the Shrimptons Creek corridor.	Consistent with Masterplan design and Report. No change.

ITEM 5 (continued)

Path lighting - energy efficient. Eco-sensitive in ecologically sensitive areas to minimise impacts on local wildlife. LED directional lighting non-intrusive adjacent properties.	Consistent with Masterplan Report. No change. For consideration during detailed design.
Request for Council to undertake greater weed removal, management practices and maintenance behind the residential properties near Tindarra Reserve to better manage the overland flow impacts during high rain events.	Noted in the Masterplan design. For consideration during detailed design. Ongoing operational matter – noted.
Provide a higher level of general park maintenance	Ongoing operational matter – noted.
Serious safety concerns about the existing on-road cycle route along Heath Street/Rickard Street due to the narrow streets lined with parked cars forcing cyclist to ride in a dangerous double 'door zone', poor sight lines, many driveway crossings, the unusual one-way entry configuration to Heath Street and vehicle speeds. This is not a suitable route for less confident cyclists or children.	Consistent with Masterplan design. No change. Off-road shared user path through Sydney Water land is recommended to provide a significantly safer option for cyclists/pedestrians.
Pedestrian/cycle road crossings improvements to reduce traffic speed & increase safety for pedestrians/cyclist especially for children and less mobile users.	Consistent with Masterplan design. No change. For consideration during detailed design.
Implement a signalised pedestrian/cycle crossing on Blaxland Road for the Shrimptons Creek Green Link.	Consistent with Masterplan design. No change. For consideration during detailed design.
Review location of the proposed Blaxland Rd pedestrian/cycle crossing near Beattie Park. Consider if a signalised traffic intersection with pedestrian/cycle crossing at Blaxland Rd/Anzac Ave would better address community concerns about existing traffic conditions and proposed pedestrian/cycle crossing near Beattie Park.	Masterplan updated. Full signalised traffic intersection at Blaxland Rd/Anzac Ave recommended to provide safer crossing & better cycle route alignment. For consideration during detailed design and in consultation with Transport for NSW.
Implement the pedestrian/cycle bridge overpass at Victoria Road (near West Ryde station) to provide regional active transport connection as identified in the Meadowbank Education Employment Precinct Masterplan.	Consistent with Masterplan design. No change. Refer to MEEP Masterplan.
Review location of the proposed pedestrian/cycle crossing on Goodwin St nearer to Falconer St	No change. This crossing is now only intended for pedestrians.
Implement a safe road crossing at North Road.	Consistent with Masterplan design. No change. For consideration during detailed design.
Give consideration to whether pedestrian and cyclist safety can be prioritised at road crossings.	Refer to Bike Plan
Investigate flood mitigation measures at Epping Rd underpass to improve safety and reduce the likelihood of the active transport route being cut off in high rain events or consider a longer term solution for a pedestrian/cycle overpass at Epping Rd.	Masterplan updated. For consideration during detailed design in consultation with Transport for NSW.
Incorporate Crime Prevention Through Environmental Design (CPTED) principles.	Consistent with Masterplan design. No change. For consideration during detailed design.
Expedite implementation the Shrimptons Creek Green Link, and in particular the use of the Sydney Water land reservation which is a key missing link in the network.	Refer to Implementation Plan in Masterplan Report. Subject to availability of funding.

ITEM 5 (continued)

Stage 2 Community Consultation Summary of Recommendations	Terrys Creek Green Link Masterplan Design Response
Protect and enhance existing bushland areas and natural assets of this Green Link. Strengthen the ecological, biodiversity values and wildlife corridors.	Consistent with Masterplan Report. No change. Refer Biodiversity Plan.
In environmentally sensitive areas use raised boardwalks on the Terrys Creek walking track to reduce the impact on the soil and existing vegetation.	Consistent with existing track & Masterplan designs. No change. For consideration during detailed design for future upgrades.
Increase canopy cover by keeping existing trees and planting more shade trees along the roadways.	Consistent with Masterplan design. No change. Refer to Street Tree Masterplan.
Lighting in the proximity of Terry Creek natural areas should be minimised. If required, consideration should be given to eco-sensitive lighting to minimise impacts to fauna.	No change. Lighting is not proposed in Masterplan design.
Water quality improvements in Terrys Creek, Lane Cove River and the surrounding catchment areas. Consider litter reduction strategies and engineered measures such as gross pollutant traps to capture litter before it enters the Terrys Creek and Lane Cove River systems.	Consistent with Masterplan Report. No change. For consideration during detailed design. Operational matter for future consideration.
Retain Terrys Creek walking track for walking.	Consistent with Masterplan design. No change.
Provide continuous walking track connection including formalisation of walking track between Forrester Park & Forsyth Park.	Consistent with Masterplan design. No change.
Review the existing creek crossing near Abuklea Road and give consideration to safety and access improvements.	Operational matter - noted
Review access to the Terrys Creek waterfall at the bottom of Anembo Place and consider access improvements.	Operational matter - noted
Ongoing review of walking tracks to ensure tracks are consolidated, informal tracks are closed. If track upgrades required ensure it is done in an eco-sensitive manner to minimise impacts on the surrounding natural area.	Operational matter – noted. For consideration during detailed design for future upgrades.
Retain the existing Terrys Creek Green Link cycle route via the Vimiera Road (between Eastwood Station and Epping Road - on-road cycle route in mixed traffic). Consider future design improvements to this route to make it safer and more suitable for bike riders of all abilities (eg. children), such as better separation between cyclists and cars along Vimiera Road, shared user path or separated cycleway with path lighting to allow for safe commuting after dark.	On-road route via Vimiera Rd consistent with Masterplan design. No change. Refer to Bike Plan.
New off-road shared user path along Vimiera Road (Epping Rd - Waterloo Rd) to link with existing shared user paths.	Consistent with Masterplan design. No change.
Implement an education program, regulatory signage improvements and increased levels of ranger enforcement to prevent use of bikes on the walking tracks & dogs off-leash	Operational matter – noted.
Council to investigate feasibility and work with relevant NSW Government agencies to seek potential alternative opportunities for mountain bikes/BMX in the City of Ryde or nearby.	MTB/BMX track (small) recommended for Youth Zone in lands adjacent to ELS Hall Park. Ongoing operational matter. Separate MTB/BMX report to be provided to Council in due course
Future active transport connection/bridge to connect Abuklea Rd, Marsfield (City of Ryde) & Abuklea Rd, Epping (City of Parramatta).	Consistent with Masterplan design. No change. For consideration during

ITEM 5 (continued)

	detailed design in consultation with City of Parramatta.
Investigate feasibility for flood mitigation measures at Browns Waterhole to improve safety & reduce likelihood of cycling/walking route being cut off in high rain events.	Consistent with Masterplan Report. No change. Engage with the relevant NSW Government land owners and adjoining local councils for collaborative investigations
Investigate the feasibility to achieve a higher level of flood mitigation through Browns Waterhole and/or feasibility for other suitable alternative routes to provide a northern connection over Lane Cove River	
In appropriate and serviceable areas, provide bins for general rubbish, recycling and dog faeces	Operational matter – noted.
Upgrades to Forrester Park, including pathways, rest stop and small amenities building.	Consistent with Masterplan design. No change.
Directional, wayfinding, educational, interpretive and indigenous heritage signs.	Consistent with Masterplan Report. No change.
Ongoing review of creek/river crossing points to facilitate safe passage.	Operational matter – noted.
Incorporate Crime Prevention Through Environmental Design (CPTED) principles.	Consistent with Masterplan design. No change. For consideration during detailed design.

GREEN LINKS MASTERPLAN - Final Design

The Stage 2 community consultation report, internal City of Ryde advice and NSW Government key stakeholder input was considered and used to inform the final Green Links Masterplans provided in **ATTACHMENTS 1** and **2** recommended for adoption in this report.

SHRIMPTONS CREEK GREEN LINK



Image 13: Shrimptons Creek Green Link concept image

ITEM 5 (continued)

Shrimptons Creek Green Link – Summary of Key Facts	
Route (to/from)	<ul style="list-style-type: none"> Parramatta River ⇄ Meadowbank ⇄ West Ryde ⇄ Macquarie Park
Onwards connections	<ul style="list-style-type: none"> Parramatta (off-road shared user path via Ryde River Walk/Parramatta Valley Cycleway). Rhodes/City of Canada Bay (off-road shared user path via John Whitton bridge) Sydney Olympic Park (off-road shared user path via Rhodes and Bicentennial Park) Northern connections towards Turramurra.
Interconnections	<ul style="list-style-type: none"> Terrys Creek Green Link (Abuklea Rd & Epping Rd) Shrimptons Creek Green Link (Abuklea Rd/Bridge Rd & Epping Rd shared user path) Top Ryde Town Centre & Ryde Central Epping via Epping Rd shared user path North Sydney and CBD via Epping Rd shared user path
Public Transport links	<ul style="list-style-type: none"> Meadowbank Ferry Wharf West Ryde Train Station Macquarie University Metro Bus routes (Meadowbank, West Ryde, Victoria Rd, Epping Rd, Macquarie Park) Future Parramatta Light Rail – Stage 2 at Melrose Park.
Education links	<ul style="list-style-type: none"> Education: Meadowbank Education & Employment Precinct, Macquarie University, TAFE NSW, St Michaels School, West Ryde PS, Smalls Rd PS, Denistone East PS, Kent Rd PS and future Macquarie Park Education Precinct.
Town/Business Centre	<ul style="list-style-type: none"> Macquarie Park Business Centre, Meadowbank West Ryde Town Centre
Major Parks links	<ul style="list-style-type: none"> Meadowbank/Memorial Parks, Anzac Park, Santa Rosa Park, ELS Hall Park/Greenwood Park/Booth Reserve, Wilga Park, Elouera Reserve.
Other key links	<ul style="list-style-type: none"> Health: Macquarie University Hospital. Other: Eastwood Library
Missing Links to be addressed in Green Links Masterplan	<ul style="list-style-type: none"> Meadowbank Station ⇄ MEEP & West Ryde Pumping Station ⇄ West Ryde Station West Ryde Station ⇄ Blaxland Road (cycle via Anzac Avenue) Sydney Water land reservation (Quarry Road ⇄ Blaxland Road)

ITEM 5 (continued)

The Shrimptons Creek Green Link directly connects to the Ryde River Walk and the John Whitton Bridge at the southern end of the corridor. The corridor continues through MEEP and is reliant upon the NSW Government delivering the infrastructure identified within that Precinct. The corridor then passes above Victoria Rd, over a new pedestrian and cyclist bridge proposed as part of MEEP, to be delivered by the NSW Government and enters into West Ryde Town Centre. The route then joins to Anzac Ave and travels up to Blaxland Rd and through Sydney Water land to Quarry Rd where it seamlessly joins the existing Shrimptons Creek shared user path through to Macquarie Park. Elements of this corridor that received higher levels of feedback during the community consultations are discussed below.

Shrimptons Creek Green Link - Anzac Avenue

The initial draft Masterplan proposed the shared user path travel between Hermitage Road/Goodwin Street ⇄ Blaxland Road/Anzac Avenue via Benson Lane and Carara Reserve. This route did not directly connect to the proposed Victoria Rd pedestrian and cyclist bridge and has a severe gradient through Carara Reserve and Benson Lane. During Stage 2 community consultation some residents expressed concerns about these issues and the potential loss of car parking on the western side of Hermitage Road to accommodate a dedicated cycleway.

Following Stage 2 consultation this section of the route has been reviewed and it was assessed that a unidirectional dedicated cycleway could be accommodated on either side of Anzac Avenue in the final Masterplan. This route is consistent with the draft Bicycle Strategy 2022 Principle Bicycle Network. Whilst this route travels up to the same ridgeline at Blaxland Road, its' gradient is not as steep for cyclist as the topographical height difference of the ascent/descent is dispersed over a greater length. Due to the width of Anzac Avenue it is not currently anticipated there would be a loss of parking, as shown in the section below. This route provides a better route align to West Ryde Station and the future Victoria Rd pedestrian and cyclist bridge.

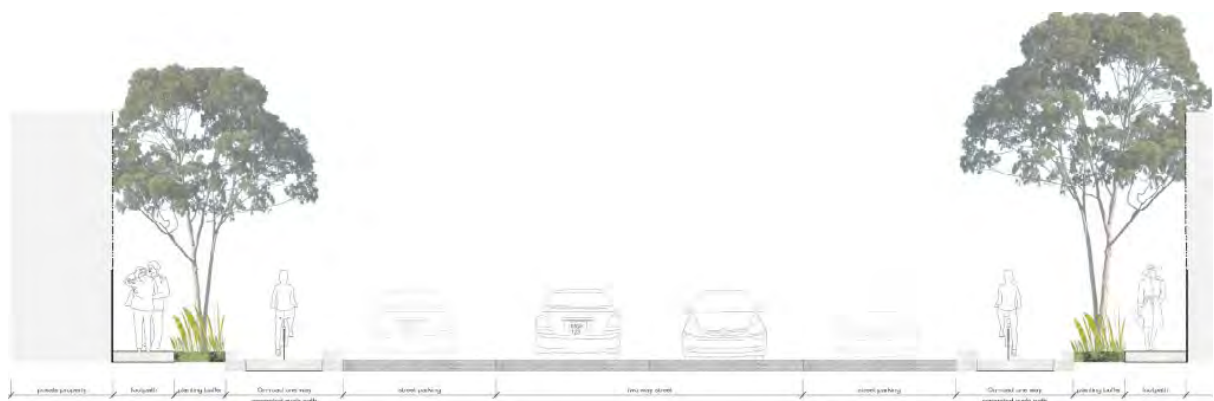


Image 14: Anzac Avenue separated cycle path (indicative) section

ITEM 5 (continued)

Shrimptons Creek Green Link - Blaxland Rd/Anzac Ave Intersection

Community feedback expressed concerns about the ability to safely cross Blaxland Rd. For pedestrians/cyclists, the nearest safe road crossing is located at Melville Road, a signalised intersection, adding approximately 740m round trip to users.

Community feedback during Stage 1 and Stage 2 community consultations indicated a safe road crossing point (Blaxland Road) is an imperative component for pedestrian/cyclist safety. The initial draft Masterplan positioned a signalised pedestrian/cycle crossing to the west of the Shrimptons Creek corridor (near Beattie Park). However, feedback during Stage 2 consultation queried the proposed signalised crossing location and suggested that a full signalised intersection for vehicles and pedestrians/cyclists at the junction of Blaxland Road and Anzac Avenue would produce a better combined outcome. The Final Masterplan has been updated to reflect a more direct route alignment to cross Blaxland Road as well as better route alignment to the Anzac Avenue cycleway to West Ryde Station and the future Victoria Rd cycle/pedestrian bridge. Blaxland Road is a TfNSW managed road and as such the proposed signalisation at this intersection is subject to necessary traffic assessment, approvals and TfNSW agreement. Initial discussions with TfNSW have been supportive.

Shrimptons Creek Green Link - Sydney Water land shared user path

The Masterplan includes the Green Link shared user path extension through the Sydney Water land reservation (Blaxland Road ⇄ Quarry Road) to address the significant “missing link” with local and regional active transport network identified in the Context Report, and during both stages of community consultation. This will result in a continuous off-road pedestrian/cycle route between Meadowbank ⇄ West Ryde ⇄ Macquarie Park. This will be significantly safer and more inclusive of children, families, the elderly, all abilities and people with mobility needs.



Image 15: Current - Sydney Water land Quarry Rd looking south

Image 16: Proposed - Sydney Water land Concept image

ITEM 5 (continued)

The Sydney Water land will act as a movement corridor for active transport purposes only and will not include additional park features that would encourage users to stop or loiter. Path lighting has been included to permit safe evening use. New raised pedestrian/cycle crossings are identified at North Road and Quarry Road. A native planting consisting of native shrubs with shallow root profiles and spiky/thorny habits along the fence lines will ensure good sight lines are maintained through the corridor and will not adversely impact the Sydney Water assets. The vegetation corridor will also provide a separation buffer between the shared user path and rear fences of the adjoining properties.



Image 17: Sydney Water land shared user path (indicative) section

Feedback from NSW Health, NSW Police, Bicycle NSW and Bike North and many individual community members see that the off-road shared user path via the Sydney Water land will provide a much safer and inclusive route for pedestrians/cyclists of all ages and abilities, especially children, families and the elderly.

Individual submissions were received from a number of residents from the area immediately adjacent to the Sydney Water land reservation. These respondents were strong in their opposition to the Sydney Water land reservation being re-opened for community use, citing a range of reasons including safety concerns, anti-social behaviour, increased levels of crime, noise and privacy impacts. Some would prefer for the existing on-road route via to Heath Street to continue to be used. These concerns raised by residents have been addressed in the Masterplan.

NSW Health recognised *“the link has the potential to create a safer and healthier environment for all users of the Green Link compared to more hazardous on-road alternatives, where pedestrians and cyclists are required to navigate local traffic and parked cars on relatively narrow streets.”*

NSW Police are of the opinion that *“opening of the Sydney Water corridor would allow for additional unused land to be utilised as a new cycleway, which will provide additional safe paths for Cyclists, as well as Pedestrians. It is unlikely that by opening this corridor it would attract any further crime or anti-social behaviour. It would though allow for greater natural surveillance and adheres to the CPTED principles.”*

ITEM 5 (continued)

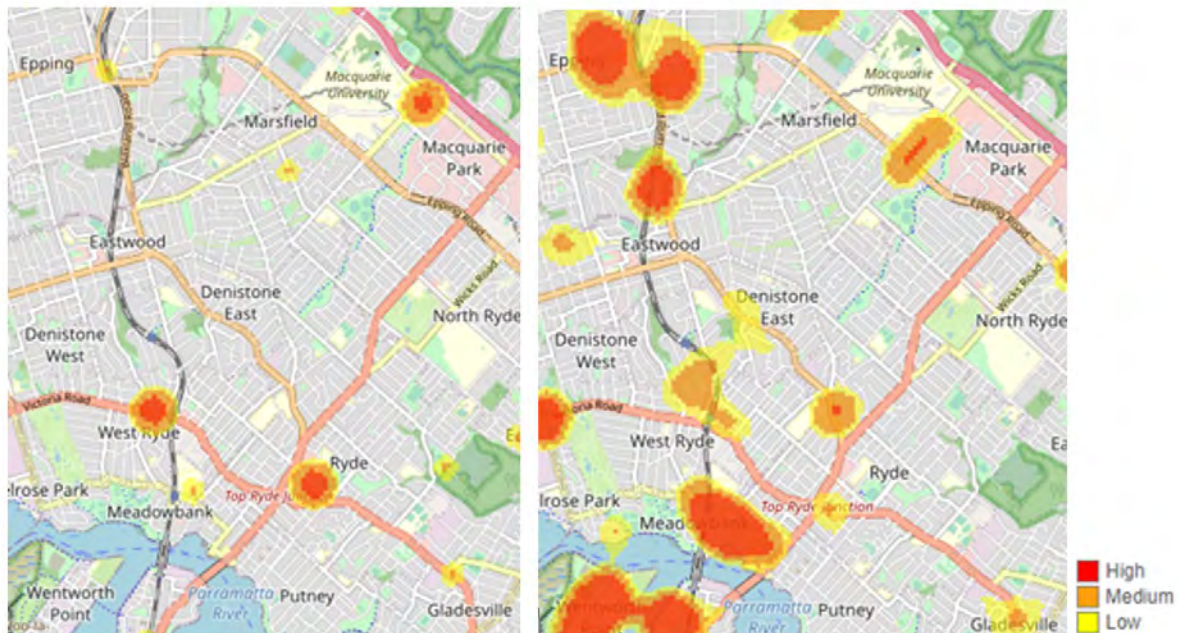
The development of the Masterplan included, and during detailed design will incorporate Crime Prevention Through Environmental Design (CPTED) principles to mitigate concerns of adjoining residents. These measures will improve privacy and deter antisocial behaviour, graffiti and opportunistic crime. This includes:

- Installation of path lighting and good clear sight lines through the corridor.
- Activation as an active transport movement corridor to increase passive surveillance.
- Absence of seating or alike that may encourage users to dwell within the corridor,
- Increased fence height to maintain residential privacy,
- Native plants (spiky/prickly) as a buffer along the fence lines, and
- Install bollards or similar devices to prevent and deter motor cars from entering the corridor.

There is a past history of adjoining residents objecting to the Sydney Water lands being open for community use which has resulted in the Sydney Water corridor being fenced off behind locked gates (650m section between Quarry Rd – Blaxland Road). As a result, the existing shared user path from Macquarie Park terminates abruptly at Quarry Road which necessitates cyclists having to continue their journey in an on-road traffic environment (eg. via Heath Street – discussed further within this report).

The new shared user path through the Sydney Water land is relatively comparable to the existing shared user path that travels through Flinders Park and Tindara Reserve, approximately 600m further along the Shrimptons Corridor. These are elongated linear open space corridors with restricted width and a shared user paths that travel behind adjacent residential properties. The hotspot maps below (sourced from NSW Bureau of Crime Statistics and Research in 2022) demonstrate there are no hotspot areas of robbery or break nor enter dwelling in the residential areas adjoining the parklands where the existing Shrimptons Creek shared user path travels (eg. Santa Rosa Park, Flinders Park, Tindara Reserve, Greenwood Park and ELS Hall Park). On this basis, crime levels are not anticipated to increase when the new shared user paths are installed through the Sydney Water lands or County Green Link.

ITEM 5 (continued)



Images 18 & 19: Hotspot Maps - Incidents of Robbery (L) & Break and Enter Dwelling (R)
April 2021 – March 2022. (NSW Bureau of Crime Statistics & Research)

Heath Street – Existing on road cycle route

The on road cycle route which is currently used (instead of the Sydney Water lands) has safety concerns which include:-

- Very narrow and poor sight lines,
- Multiple vehicle/cyclist conflict points,
- Cars parked on both sides puts cyclists into a double ‘door zone’,
- Insufficient required 1m minimum passing distance for vehicles travelling below 60km/hr passing cyclists,
- Due to narrowness, increased likelihood of head on collisions between cyclists and vehicles.

Bicycle NSW noted in their Stage 2 written submission “*the alternative to opening the Sydney Water corridor to active transport is the current route via Heath Street and Rickard Street. Heath Street is narrow and lined with parked cars, forcing cyclists to ride in a double ‘door zone’.* There are many driveways that would compromise safety if a shared path was constructed. And there is no safe crossing of Blaxland Road at the end of Rickard Street. This is not a suitable route for less confident cyclists and children.” Bike North expressed similar concerns about the alternative on-road cycle route, as did some of the individual responses from the community.

ITEM 5 (continued)

A firsthand account from residents living on the Heath St cycle route expressed serious concerns about the existing Heath Street route: *“The current cycle route via Quarry Road/Heath Street/Rickard Street is not safe. I stress that it is really, really unsafe. It’s difficult to see the cyclists and it is dangerous as local residents reverse out of their driveways. Heath Street is dangerous for cyclists, especially with the one-way set up. The Sydney Water corridor is much safer for cyclist.”* and *“Cars speed down Quarry Road and into Heath Street. There are so many near misses and unreported incidents. Our car has been hit before, but they didn’t leave their details.”*



Image 20: Aerial image of Heath Street



Images 21, 22 & 23: Existing configuration of Quarry Rd shared user path and Heath St on-road cycle route

The following image and table summaries the primary safety concerns with the current route alignment, as compared to the route proposed in the Masterplan.

ITEM 5 (continued)



Image 24: Aerial image of Green Links v existing Heath Street

Element	Existing route (Heath St/Ln, Rickard St & Blaxland Rd)	Green Link (via Sydney Water land – Quarry Rd – Blaxland Rd)
Cycle route type	On-road with traffic	Off-road shared user path
Road crossings /junctions	9 x crossing/junctions	2 x crossings (North Rd & Blaxland Rd)
Driveways	105 x driveway interfaces	0 x driveway interfaces
Heavy vehicles sites	Yes – Sydney Water depot & 7/11	No – route avoids Sydney Water depot & 7/11
Distance to/from safe crossing point on Blaxland Rd	740m deviation (Rickard St ⇔ Melville St ⇔ Anzac Ave)	Nil – new crossing proposed to align with Green Link at Anzac Ave.
Route distance	1.65km	0.65km

It is envisaged that the on-road Heath Street route will be made redundant once the shared user path through the Sydney Water corridor has been delivered.

It is noted that Council does have the option to adopt the Green Links Masterplan without utilising the Sydney Water land. This is strongly not recommended for the reasons set out above.

ITEM 5 (continued)

Santa Rosa Park - Quarry Road park frontage

The property at 255 Quarry Rd was acquired by Council in 2015 for the specific purpose of expanding the Santa Rosa Park and increasing the passive surveillance into Park. The residential property was subsequently demolished and the parcel of land was formally incorporated into Santa Rosa Park. The Green Links Masterplan seeks to better integrate this parcel of land into park by expanding the car parking, further increase passive surveillance by adjusting the format of the community building (discussed below) and facilitate improved utilisation of the Park.

Santa Rosa Park – Multi-purpose community building

The Masterplan identifies a new multi-purpose community building in Santa Rosa Park. In response to community feedback during Stage 2 community consultation, the new community building has been relocated in the Masterplan to the Quarry Road end of the Park.

The existing community buildings (currently leased by Scouts NSW and Air League – Ryde Squadron) will be decommissioned in the future with existing use to be accommodated in a new, consolidated multi-purpose community building.

The smaller northern building (leased by Air League) is poorly located, has poor passive surveillance, does not meet CPTED principles or accessibility standards and has ongoing water penetration/ventilation issues. The building is approaching the end of its serviceable life.

The existing southern building (leased by Scouts NSW) does not meet accessibility requirements, constricts passive surveillance into the park, and includes a barbed wire fence which detracts from the southern end of Santa Rosa Park. The building is also approaching the end of its serviceable life.

At the time of writing this report (July), Council were in the process of conducting community consultation in relation to the granting of a licence to the Scouts Association of Australia New South Wales Branch for use of part of Santa Rosa Park (ie. the area containing the existing community building) for activities associated with their association for a 5 year period, with an option for a further 5 years. This is the same community group has previously been using the building.

Santa Rosa Park – Sports field upgrades

Consistent with the *Open Space Future Provision Strategy (2021)* and *Sport and Recreation Strategy 2016-2026 (2017)* the 1 x senior and 1 x junior multi-purpose sports fields (grass) have been identified for drainage upgrade and sports field lighting.

ITEM 5 (continued)

The sports field lighting will be subject to a Development Application, community consultation and conditions of consent. The Development Application will consider impacts and demonstrate compliance with applicable Australian Standards.

Santa Rosa Park – Dog off-leash area

The existing dog off-leash area in Santa Rosa Park has been retained in the Masterplan design. It is available for use outside of organised sport.

Santa Rosa Park – Other park upgrades

Other park upgrades identified for Santa Rosa Park include a new district level playground, BBQ and picnic shelters, fitness station, filtered water station, bike repair station and expansion of car parking. The existing playground is to be relocated and better integrated in the Park, the Habitat Community Nursery will be expanded and more native vegetation and bush regeneration zones. On the northern side of the Park a new path connection (adjacent to Bridge Road) has been identified to connect the two park entries and complete the loop walking path.



Image 25: Santa Rosa Park, Bridge Road and Flinders Park (indicative) section

Bridge Rd & Kent Rd pedestrian/cycle crossing

The City of Ryde has recently upgraded the shared user path road crossings at Bridge Road (Santa Rosa Park ⇄ Flinders Park) and Kent Road (Tindara Reserve ⇄ Greenwood Park). These provide pedestrians and cyclists with safer road crossings along the Shrimptons Creek Green Link. These crossings were funded by the Federal Stimulus Road Safety Program. The Masterplan has identified similar pedestrian/road crossing have been identified along the Shrimptons Creek and County Green Links.

ITEM 5 (continued)

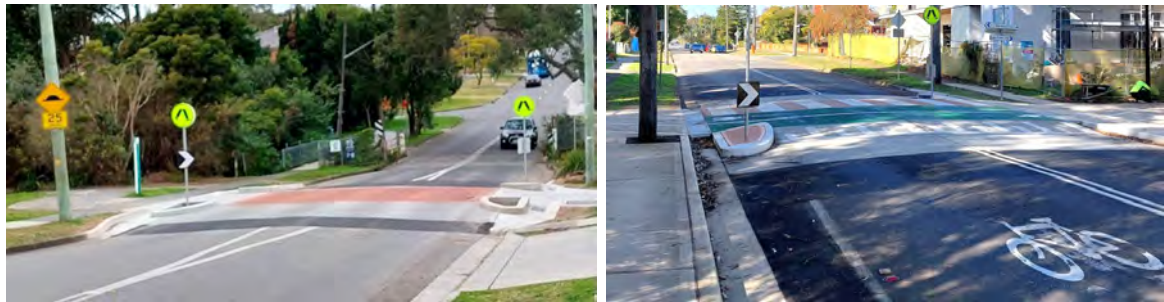


Image 26 & 27: Recently upgraded pedestrian/cycle crossings at Bridge Road and Kent Road

Shrimptons Creek Green Link - Flinders Park to Tindara Reserve

The Masterplan identifies the upgrades to the existing off-road shared user path to include path widening, path lighting, some minor realignments in these parklands. The picnic shelters, BBQ and seating in Flinders Park are identified for update.

The Green Links Masterplan seeks to address the missing link on Ford Street. Currently the cycle route enters a traffic environment for approximately 115m between these two parks. Draft plans identified a shared user path along the verge. However, following stage 2 community consultation feedback this has been amended to footpath on the verge and dedicated cycleway in the road reserve. This would result in a small loss of on street parking, however, these properties have good parking capacities within their land. This is consistent with the directions within the draft Bicycle Strategy 2022.

Along the creekline future stormwater, creek stabilisation, riparian corridor improved maintenance and bush regeneration zones are identified.

Shrimptons Creek & County Green Link - ELS Hall Park, Greenwood Park & Booth Reserve

Shrimptons Creek and County Green Link corridors converge on this collective grouping of parks. The Green Links Masterplan integrates with the ELS Hall Park, Greenwood Park and Booth Reserve Masterplan (2019) including the TfNSW land (near Whiteside Street/Epping Road). A new Youth Zone is proposed for this area and is recommended to include a mountain bike/BMX track, multi-use court, skate/scooter park, public toilets and new car park. This is subject to land use negotiations with TfNSW.

Shrimptons Creek Green Link - Environmental considerations

Council's program of bush regeneration works is ongoing along Shrimptons Creek and includes a Bushcare site at Greenwood Park. Community planting activities along Shrimptons Creek are helping to improve the wildlife corridor, linking the centre of the Ryde Local Government Area with the Lane Cove National Park. To improve water quality in Shrimptons Creek, Council has a pre-existing WSUD device at Santa Rosa Park and gross pollutant traps are installed along Shrimptons Creek which are regularly maintained. The Green Links Masterplan incorporates the actions in the *Biodiversity Plan (2016)*.

ITEM 5 (continued)

Shrimptons Creek Green Link - Macquarie Park

The urban interface at Macquarie Park will be strengthened by including wayfinding/directional signage, filtered water station, bike repair station, Shrimptons Creek viewing platform and bike racks.

Connect Macquarie Park Innovation District (CMPID), who represents leading local workplaces in Macquarie Park including Optus, Johnson & Johnson, Schnieder Electric, Macquarie University and others., are very strong advocates for the Green Links Masterplan. They support the *“completing of the ‘missing link’ in Shrimptons Creek, and in doing so creating a sustainable link between the strategic districts of Macquarie Park and Parramatta”, “strongly support the utilisation of the Sydney Water Reservation to Blaxland Road, which we consider to be a critical community connection” and “would welcome this route being prioritised for delivery on an expedited basis.”* CMPID promote alternative forms of sustainable transport to the constituents in Macquarie Park. They acknowledge the Green Links will provide significant benefits in terms of active transport, recreation and placemaking for employers, workers, students and residents in Macquarie Park. The projects contained within the Green Links Masterplan will promote economic development and encourage workers to return to work post-COVID19.

Macquarie University supported the *“green credentials”, “economically and socially inclusive society” and the “promotion of connectivity and building of a sense of place and community engagement”* which the Green Links Masterplan seeks to achieve. Macquarie University recognised *“Shrimptons Creek Green Link will be a valuable connection between Macquarie University Campus and the new Institute of Applied Technology being established at TAFE NSW’s Meadowbank campus. These will be essential to developing the talent required to assist the Macquarie Park Innovation District to grow”.*

ITEM 5 (continued)



Image 28: Shrimptons Creek Green Link – Macquarie Park urban interface concept image

Macquarie Park - draft Place strategy

The NSW DPE have developed *Macquarie Park Place Strategy (draft July 2021)*. This will provide a 20-year plan for Macquarie Park to reach its potential as a world-class place for innovation and collaboration with a strong employment focus. It will guide Macquarie Park's transition from a successful suburban business park to a vibrant commercial centre that is a growing home to world-class businesses, innovation, research and education. It seeks to supports job growth and create great places for people to work, live, learn and play by including:-

- Opportunities for up to 20,000 jobs
- Up to 7,650 new homes
- Improved access to public transport
- An 18-hour economy attracting business, workers and visitors
- A renewed Connection to Country – better connections between people and places
- More walking and cycling paths
- A network of parks and open space for everyone to enjoy

ITEM 5 (continued)

The Green Links Masterplans strongly supports the intent of the *Macquarie Park Place Strategy (draft July 2021)* by providing a strong continuous active transport, open space, recreation and environmental connections within and to Macquarie Park.

COUNTY GREEN LINK



Image 29: County Green Link concept image

ITEM 5 (continued)

County Green Link – Summary of Key Facts	
Route (to/from)	Eastwood ⇄ Macquarie Park
Onwards connections	Refer Shrimptons Creek & Terrys Creek Green Links
Interconnections	<ul style="list-style-type: none"> • Terrys Creek Green Link (Abuklea Rd & Epping Rd) • Shrimptons Creek Green Link (Abuklea Rd/Bridge Rd & Epping Rd) • Epping via Epping Rd shared user path • North Sydney and CBD via Epping Rd shared user path
Public Transport links	<ul style="list-style-type: none"> • Eastwood Train Station • Macquarie University Metro • Bus routes (Eastwood, Epping Rd, Macquarie Park)
Education links	<ul style="list-style-type: none"> • Macquarie University, Denistone East PS, Kent Rd PS, Eastwood PS, St Kevins School, Marist College.
Town/Business Centre	<ul style="list-style-type: none"> • Macquarie Park, Eastwood Town Centre
Major Parks links	<ul style="list-style-type: none"> • Eastwood Oval, Jim Walsh Park, ELS Hall Park/Greenwood Park/Booth Reserve.
Other key links	<ul style="list-style-type: none"> • Macquarie University Hospital. • Eastwood Library
Missing Links to be addressed in Green Links Masterplan	<ul style="list-style-type: none"> • ELS Hall Park shared user path ⇄ County Road corridor (Abuklea Road) • County Road corridor ⇄ Eastwood Town Centre

The *Future Open Space Provision Strategy (May 2021)* recognises the important contribution the County Road corridor can play in meeting Council's open spaces provision.

“County Road Corridor is also located between Eastwood and Macquarie Park, an area with poor access to open space, and an inadequate supply of open space. Residents living adjacent to the corridor do not have access to open space within 400 metres, and the corridor provides immediate access. It is sufficiently large enough to support a diversity of uses on site and is proximate to 2 or more active transport corridors and leverages a non-Council facility, optimising the use of council resources.”

The majority of the County Road corridor is currently fenced off and/or public access is discouraged. The Masterplan seeks to open the full length of the County Road corridor to facilitate resident access to the open space and provide a continuous off-road active transport link.

There are some very short sections of shared user path that have already been implemented. This includes ELS Hall Park; County corridor between Grove Street ⇄ Orange Street; Blaxland Road (Edgar Street) ⇄ First Avenue (Ryedale Road).

ITEM 5 (continued)

The Masterplan seeks to address major missing links and provide full shared user path connectivity between ELS Hall Park ⇄ Eastwood Station (via Woorang Street, Welby Street and First Avenue). Shared user paths will include path lighting to permit use after dark and safe road crossing points for pedestrians/cyclists along the route.

The route alignment has been developed in consultation with Transport for NSW to satisfy their future land use requirements.

County Green Link - Licence Agreement (TfNSW) – Shared user path

The County Road corridor between Agincourt Road, Marsfield and Blaxland Road, Eastwood, is under the ownership of Transport for NSW (TfNSW). Council is currently negotiating a licence agreement with TfNSW for public access to this corridor.

County Green Link - Other General Park Improvements

The Masterplan identifies the following park improvements: new park entry (Fay St); new park entry and path to Denistone East PS (Waratah St); new fitness station and opportunity for other community park elements (North St⇄Grove St); new bridge crossing (near Graham Ave); upgrade car park, filtered water station, bike repair station, bike rack and improved park entry on Balaclava Rd (Jim Walsh Park); and bike repair station (Eastwood Oval).

County Green Link - Environmental considerations

During detailed design and implementation, designs will seek to integrate existing trees wherever possible. The Masterplan identifies a new vegetation buffer along the fences of the adjoining residential properties which will provide habit and biodiversity outcomes.

TERRYS CREEK GREEN LINK



Image 30: Terrys Creek Green Link concept image

ITEM 5 (continued)

Terrys Creek Green Link – Summary of Key Facts	
Route (to/from)	Eastwood ⇄ Macquarie Park (via Lane Cove National Park)
Onwards connections	<ul style="list-style-type: none"> Northern connections towards Turramurra & Pymble. Epping Aquatic Centre, Epping, Epping Station and North Epping
Interconnections	<ul style="list-style-type: none"> Terrys Creek Green Link (Abuklea Rd & Epping Rd) Shrimptons Creek Green Link (Abuklea Rd/Bridge Rd & Epping Rd shared user path) Macquarie Park via Culloden Rd & Talevera Rd shared user paths Epping via Epping Rd shared user path Epping via Blaxland Rd North Sydney and CBD via Epping Rd shared user path M2 cycle route(west) M2 cycle route (east)
Public Transport links	<ul style="list-style-type: none"> Eastwood Train Station Macquarie University Metro Bus routes (Eastwood, Epping Rd, Macquarie Park)
Education links	<ul style="list-style-type: none"> Macquarie University, Epping Boys High School, Eastwood Heights Public School, Eastwood PS, St Kevins School, Marist College.
Town/Business Centre	<ul style="list-style-type: none"> Macquarie Park, Eastwood Town Centre
Major Parks links	<ul style="list-style-type: none"> Eastwood Oval, Sommerville Park (City of Parramatta), Forrester Park, parks along Terrys Creek, Lane Cove National Park, TJ Milner Oval, Stewart Park, Marsfield Park, Waterloo Park.
Other links	<ul style="list-style-type: none"> Macquarie University Hospital, Eastwood Library
Missing Links to be addressed in Green Links Masterplan	<ul style="list-style-type: none"> Forrester Park ⇄ Forsyth Park (walking track) Vimiera Road shared user path (Epping Road shared user path ⇄ Waterloo Road shared user path) Vimiera Road shared user path (Epping Road shared user path ⇄ M2 underpass) Future active transport bridge over Terrys Creek towards Dence Park Pool – Abuklea Rd (City of Ryde) ⇄ Abuklea Rd (City of Parramatta)

Terrys Creek Green Link - Existing Terrys Creek Walking Track

The City of Ryde's Terrys Creek Walking Track formally commences in Forsyth Park (north) then travels through Pembroke Park, Lucknow Park and Somerset Park. Beyond the M2, the track joins the NSW National Parks and Wildlife Service (NPWS) walking track network from Berriwerri Reserve to Lane Cove National Park and Browns Waterhole. Browns Waterhole is the confluence of Terrys Creek and Lane Cove River.

The Terrys Creek Walking Track (City of Ryde and NPWS) is intended to be for bush walking. Bicycles and mountain bikes are not permitted on the walking track. The Green Links bicycle route is a predominantly on-road cycle route via Vimiera Road.

ITEM 5 (continued)

Between 2018 – 2021 Council has delivered various stages of the upgrades to the Terrys Creek Walking Track. These improvements have included installation of fibremesh deck walkways, bridge crossing with hand railing, lookouts, access stairs and signage in specific locations. These upgrades are to reduce erosion, improve access, improve safety and increase public awareness of natural areas.

The Masterplan recommends that the existing track network is reviewed on an ongoing basis to remove any duplicate tracks and close any informal tracks which may have formed.

Terrys Creek Green Link - Missing Link

The City of Ryde's Terrys Creek Walking Track is intended to commence in Forrester Park, however there is a relatively short missing link between Forrester Park/Forsyth Park (south) and Forsyth Park (north). This missing link is identified on Ryde LEP 2014 to be acquired as 'Regional Open Space'. This acquisition is the responsibility of NSW Government who will in turn transfer ownership to Council for use as open space. Until the acquisition is completed, no works will be undertaken to connect through these properties.

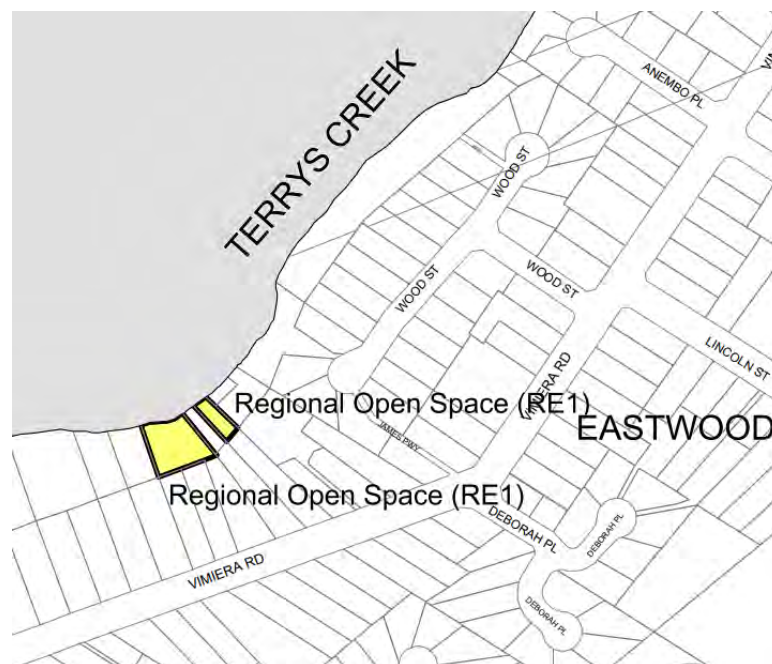


Image 31: Land Reservation Acquisition Map 1, RLEP 2014

ITEM 5 (continued)

Terrys Creek Green Link - Cycle Route

Consistent with the draft Bicycle Strategy 2022, the existing cycle route for Terrys Creek Green Link remains as an on-road cycle route Ball Street (near Eastwood Station) ⇔ Vimiera Road (Epping Road). There is a shared user path bridge over Epping Road (near Epping Boys High School) and then continue to Waterloo Road and onwards beneath the M2 to Browns Waterhole and Turramurra.

Terrys Creek Green Link - Environmental considerations

Council's program of bush regeneration works is ongoing at Terrys Creek. Bushcare activities continue along Terrys Creek at the Forsyth Park. Feral animal control measures are ongoing. Wildlife Protection Areas throughout the Terrys Creek corridor were declared in 2019. This helps to protect native wildlife by prohibiting cats and dogs off-leash. Community education campaigns in the Eastwood area, located in the upper reaches of Terrys Creek, have helped to raise awareness of the impacts of littering.

Terrys Creek Green Link – Bicycle/Mountain Bike use

Feedback from community members has indicated that bicycle/mountain bike usage along the Terrys Creek Walking Track is becoming a significant problem with some reported user conflicts and user safety being compromised. Bikes are not permitted on the walking tracks as they are too narrow to allow safe passage, the boardwalks were not designed for bicycle/mountain bike use or their weight load impacts when riding and jumping. There has been some degradation of the natural areas, damage done to sections of boardwalk and potential impacts on wildlife.

During Stage 1 and 2 consultation mountain bike riders provided submissions requesting Terrys Creek is opened to mountain bike use. This does not support the existing land use (environment) or the intent of *Biodiversity Plan (2016)*. It is noted that there is currently very limited signage advising that mountain bikes are not permitted.

From the hotspot maps it is noted there is no hotspot areas of robbery or break and enter dwelling in the residential areas adjoining the parklands where the existing Shrimptons Creek shared user path travels (eg. Santa Rosa Park, Flinders Park, Tindara Reserve, Greenwood Park and ELS Hall Park). On this basis, crime levels are not anticipated to increase when the new shared user paths are installed through the Sydney Water lands or County Green Link.

ITEM 5 (continued)

GREEN LINKS MASTERPLAN – Land Use Agreement and Detailed Designs

This Masterplan is a high level strategic vision and overview. Pending the adoption of the Green Links Masterplan, Council will instigate negotiations with relevant land owners to formalise land use (current and future), responsibilities for project delivery and ongoing maintenance.

Detailed design, including technical reports, analysis and approvals processes (where required), will be undertaken as next steps in the implementation of Masterplan stages. Where required, this will be done in consultation and with the applicable land owners. The Green Links Masterplan will be progressively implemented over a 20 year period (subject to funding availability).

GREEN LINKS MASTERPLAN - Staging and Implementation

The Masterplan Report includes an implementation plan for progressive implementation of the Masterplan projects with the consideration to project values, strategic importance and implementation priority (short, medium and long term). Implementation of the Masterplan is subject to Council's adoption of the Masterplan, availability of funds and land owners consent (where applicable). For specific details, refer to the Section 8 of the Masterplan Report, provided in **ATTACHMENT 1**.

GREEN LINKS MASTERPLAN - Financial Considerations

An opinion of probable costs has been prepared giving consideration to the Implementation Plan in the Masterplan. Implementation will be funded via grant funding opportunities and considered during Council's business planning cycle. The implementation of the Masterplan will also be incorporated in the next iteration of the Section 7.11 Plan.

As the Green Links Masterplan overlaps into areas of active transport, sport/recreation, community building and environment, a range of different grants are likely to be applicable. This may include:

- Transport for NSW – Get NSW Active grants,
- Transport for NSW – Sustainable transport/eScooter grants
- NSW Department of Planning and Environment – Greenspace Metropolitan Program & Greening Our City grants,
- NSW Office of Sport – a range of grants applicable,
- NSW Government Community Building Partnership grants,
- other environmental grants,
- other state/federal government funding programs
- user group contributions.

ITEM 5 (continued)

ALTERNATE RESOLUTION

The following is an alternate resolution prepared should Councillors not support the use of the Sydney Water lands as part of the Green Links Masterplan. This resolution is strongly not recommended for the reasons set out in this report;

- a) That Council adopts the Green Links Masterplan as its vision for the three corridors, but excludes the works within the Sydney Water lands between Quarry Road and Blaxland Rd, prepared by McGregor Coxall (June 2022).
- b) That Council enters into detailed discussions with the respective land owners to formalise use of lands not owned by Council and delegate authority to the General Manager to do all things necessary to affect the progressive implementation of the Green Links Masterplan on these lands.
- c) That Council advocate for funding to expedite Masterplan implementation.
- d) That the Mayor writes to the relevant Minister to expedite implementation of the remaining projects of the Meadowbank Education and Employment Precinct Masterplan which directly relate to the Green Links Masterplan.
- e) That Council write to thank all participants in the development of the Masterplan and inform them of this resolution.

CONCLUSION

This report outlines to Council the project history and justification for the Green Links Masterplan. The Masterplan will create three continuous, vibrant corridors, featuring off road cycleways through the City, delivering the vision identified in the North District Plan and Council's Local Strategic Planning Statement. The Masterplan has been developed and informed through community consultation, ensuring the design aligns to the vast majority of residents feedback. This report recommends the adoption of the Masterplan, as designed by McGregor Coxall, dated June 2022.