

# Integrated Transport Strategy 2041 Community Consultation Feedback

Community consultation on the Draft Integrated Transport Strategy 2041 was undertaken via Council's 'Have your Say' process and occurred from Monday 6 December 2021 to Sunday 6 February 2022 during which time the community could provide feedback via an online form or written submission. The consultation was promoted on the City of Ryde 'Have Your Say' website, advertisement in the local newspaper (The Weekly Times) and Council newsletters (Smarter Cleaner Greener and Your City News) and social media.

A total of 28 external responses were received. Feedback received from both residents and organisations was overwhelmingly positive, with particular praise for considering the types of transport infrastructure and services needed for the City of Ryde's future.

Respondent	Main issues raised	Response
City of Ryde resident	<p>Support for diversion of traffic and extension of pedestrian spaces.</p> <p>More traffic signals needed, including both ends of the Eastwood mall to improve safety and movement. Improvements needed to alleviate congestion on the Korean side of Eastwood.</p> <p>Currently too many cars turning onto First Avenue and Rutledge Street during the PM peak.</p>	<p>Central theme of the ITS is to encourage the use of alternative modes of transport, including active transport</p> <p>Projects already included in ITS to install signalised intersections at either end of existing Rowe Street mall. Most prior recommendations associated with the Eastwood Traffic and Parking Study (2018) have been implemented, including a combination of 'No Stopping' and 'No Parking' restrictions on East Parade southbound on the approach to First Avenue.</p> <p>Issue of traffic congestion at intersection of First Avenue / Rutledge Street Eastwood previously raised with Transport for New South Wales who manage First Avenue and Rutledge Street.</p>
City of Ryde resident	Traffic congestion / flow on Lane Cove Road between Epping Road and Talavera Road, Macquarie Park a major problem.	With limited carriageway width available, City of Ryde is advocating for TfNSW to provide bus lanes on Lane Cove Road (a State managed road) to efficiently move large volumes of people along the corridor (this could be an extension of the Bus Priority Infrastructure Program). A project to improve the efficiency of movement at the Talavera Road / Lane Cove Road is also proposed in the ITS. Grade separated pedestrian connections across Lane Cove Road as proposed in the ITS should also support more efficient vehicle movement along the corridor.

City of Ryde resident	Waterloo Road at Macquarie Park currently favours car traffic. Limited pedestrians or cycle crossings available - discouraging active transport use. Recommend pedestrian and cycle over-pass bridges on Waterloo Road.	At-grade crossings are considered more appropriate in this location to reduce travel distances for pedestrians. These are proposed through the Bus Priority Infrastructure Program (BPIP) Stage 2 project, and are also being supported through developer works. The Macquarie Park Transport Study currently being undertaken to support the Macquarie Park Place Strategy will also consider at-grade crossing opportunities. The Waterloo Rd Linear Park assumes more at-grade crossings will be provided across Waterloo Road.
City of Ryde resident	<p>Epping - Carlingford Light Rail should be a priority to connect Macquarie Park and Parramatta.</p> <p>High density apartments in Carlingford are missing a rapid option to reach Macquarie Park and the city.</p> <p>Strongly against Eastwood - Macquarie Park Light Rail.</p>	<p>The ITS already includes projects aimed at increasing public transport access between Parramatta and Macquarie Park, including Metro, Light Rail and rapid bus connections.</p> <p>See comment above.</p> <p>The ITS proposes developing the Eastwood County Road Corridor as an active transport / green link. It is intended that the corridor will be considered for public transport options in the long term, however this would not be implemented until surrounding land uses support the feasibility of Light Rail, which is unlikely to be in the short to medium term.</p>
City of Ryde resident	<p>Residential densities on the south side of the Ryde Town Centre should be increased, considering the planned development of the Ryde Town Centre.</p> <p>Higher residential densities would provide opportunities for business and residential uses, including activating the Town Centre and Top Ryde City.</p>	<p>Top Ryde is not currently well supported by efficient modes of transport. However, there may be an opportunity in the longer term should Top Ryde benefit from access to a Metro railway station and/or efficient north-south bus priority.</p> <p>See comment above. The limited accessibility to Top Ryde currently constrains Council's ability to propose much more high density residential development in this local area.</p>
City of Ryde resident	<p>The use of bike paths are certain to increase significantly during the life of the ITS. Charging stations needed within easy reach of paths.</p> <p>Public transport throughout Ryde is addressing demand overall but off peak services needed for shift workers and students.</p>	<p>ITS has been modified to emphasise the expected increase in electric bicycle / scooter use and the potential need for charging stations at strategic locations.</p> <p>Public transport will be addressed through the LGA Review of Existing Bus Routes and Services policy project.</p>

City of Ryde resident	<p>Parramatta to Epping Metro Link is an important priority project that should be fast-tracked.</p> <p>Direct linking of Sydney's second and third most important suburban hubs is extremely important (oversight in Future Transport 2056).</p> <p>If not an option, advocate for a Carlingford - Epping tunnel for the Parramatta Light Rail.</p>	<p>Project already included in the ITS as a major transport initiative requiring early investigation and advocacy.</p> <p>Preference for Metro link between Parramatta and Macquarie Park above extension of Light Rail from Carlingford to Epping included in ITS.</p> <p>Council will be advocating for a Carlingford to Epping Light Rail as a 'lesser favoured' option to link Epping with Carlingford and Parramatta. Tunnels are very expensive to construct and moreso for Light Rail due to the larger number of stops compared to metro lines. With the shorter distances travelled on Light Rail, tunnel option adds (comparative to trip time) a lot of time to the trip.</p>
City of Ryde resident	Support for proposed Victoria Road light rail corridor, as well as active transport focus in ITS.	Support for light rail and active transport acknowledged.
City of Ryde resident	<p>Establish a network of drone landing 'pads' with capacity to deliver products. These pads need to be located near businesses, away from power lines and trees.</p> <p>Establish a drone trial across Ryde city for the delivery of take-away, reducing delivery and collection trips.</p>	<p>Future role of drones for delivery of food and goods included in the ITS. Private sector will be primarily responsible for providing drone facilities.</p> <p>City of Ryde will monitor developments with respect to drones as a form of transport, however drones are generally expected to be promoted by private enterprise as for-profit ventures.</p>
City of Ryde resident	<p>Build elevated highways to accommodate traffic from the City to Parramatta and beyond. Use Parramatta Road and Victoria Road for mainly local traffic.</p> <p>New apartments being built impact peak hours. Stop building large apartment blocks until the roads are built to cope with the increased traffic.</p>	<p>Duplicated roadways would severely impact local amenity. No plans to support elevated roadways above major arterials, with State Government promoting Movement &amp; Place framework (see movement and place website for further information). It should be noted that more vehicle capacity means a greater need for more capacity on connecting roads, which cannot be achieved.</p> <p>City of Ryde has a limited ability to resist population and employment growth with targets set by the State Government and immigration controlled by the Federal Government. City of Ryde is focused on accommodating growth through sustainable transport options and options such as buses and metros that move large volumes of people.</p>

<p>City of Ryde resident</p>	<p>Traffic flow should be maximised / channelled along main roads such as Victoria Road and Lane Cove Road.</p> <p>Reduce speed limits to 20-30 km/h to discourage 'rat running'. This would improve amenity and safety, while encouraging more walking and cycling.</p> <p>The widening of Victoria Road would assist.</p>	<p>The ITS supports maximising traffic flow on major roads, supporting the movement of people.</p> <p>Project included in ITS to introduce additional High Pedestrian Activity Areas (HPAAs), including slower 40 km/h or 30km/h speed limits in key centres. Traffic facilities already in place on local roads that are negatively impacted by 'rat running', and further measures will be considered where required. TfNSW set speed limits, and would not accept reductions to the 50km/h urban default in environments of low pedestrian activity (e.g. a local residential street).</p> <p>Project included in ITS to support widening of Victoria Road at West Ryde to provide continuous bus lanes. Focus in ITS is on efficiency of 'people movement' as opposed to 'vehicle move</p>
<p>City of Ryde resident</p>	<p>With respect to the County Road Link, this should be a green link for active transport. The corridor should be for cyclists and pedestrians, not buses or light rail.</p> <p>Macquarie Park has been over-developed with apartments, with a link needed for people. Use arterial roads for cars, light rail and buses.</p>	<p>The ITS supports the Green Link strategy to develop the Eastwood County Road Corridor for active transport, including a Shared User Path (SUP). The intent is to provide a safe corridor for mixed modes in the long term, including public transport, but only when supported by higher density land use forms.</p> <p>Council is supporting the Macquarie Park Place Strategy, which is focused on making Macquarie Park more amenable with better provision for pedestrians and cyclists. The ITS also includes projects to support the fine grain road network and Waterloo Rd linear park. Buses and light rail can support the vibrancy of places for people and make it easier for them to get to/from their centres. It is agreed that through traffic should be concentrated on major transport corridors.</p>

<p>City of Ryde resident</p>	<p>Has there been a 'what-if' assessment of these (projects) to determine if they are sound?</p> <p>Need to account for the pandemic in short term and perhaps long term.</p> <p>Risks to transport include sharp change to the price / availability of petrol, new transport technologies, economic outlook, more frequent weather extremes due to climate change and public view of public transport.</p> <p>A key driver for the DITS is projected population increase.</p>	<p>Underlying assumptions will be more thoroughly tested during progression of each of the priority projects identified.</p> <p>The ITS includes a section covering the transport implications of the pandemic. At this time, there are a lot of unknowns and it is proposed that the ITS be updated every 5 years. Impacts of the pandemic (latest data) will also be considered as future proposals are further developed.</p> <p>Effect of higher fuel prices on the take up of Electric Vehicles (EVs) added to the ITS. New transport technologies are covered in the ITS. Text added with respect to public perceptions of public transport, noting that many of the projects in the ITS are geared towards positively influencing that public perception. Climate change is considered further in the Ryde Resilience Plan and Sustainable Transport Strategy, which are both referenced in the ITS. The focus of the ITS is not too much on operational/emergency transport system management. The economic outlook will continue to be considered as the ITS is reviewed and updated in future years.</p> <p>City of Ryde provides feedback on population forecasts but has limited capacity to influence population growth. Growth accommodation targets are set by the State Government, whilst the Federal Government controls migration.</p>
<p>City of Ryde resident</p>	<p>Residents of East Ryde &amp; Marsfield unable to access Top Ryde by bus.</p> <p>Transport for NSW has changed the Metro buses from some major stops to every stop, so Macquarie Park to Hurstville is now a major journey.</p> <p>More cycle paths need to be built. Shared paths need to be separated including Shrimptons Creek, with too many cyclists using as a major commuter route.</p> <p>Major upgrade of MUBI needed, including an underground link from Macquarie University Metro Station to the Macquarie Park shopping centre.</p>	<p>Bus network deficiencies are noted in the ITS, whilst further analysis and advocacy will be undertaken through the ITS project to review existing and future bus services.</p> <p>Recent changes to inter-regional bus services will be considered as a part of the ITS project to review existing and future bus services.</p> <p>More information on bicycle initiatives will be available in the forthcoming City of Ryde Bicycle Strategy. Council staff are regularly monitoring path usage and have been rolling out an education campaign to manage conflicts between cyclists and pedestrians. This campaign will be reviewed with a view to separating pedestrians from cyclists in situations where education is ineffective and safety risks are unacceptable.</p> <p>City of Ryde is currently liaising with TfNSW seeking a better at-grade 'place' outcome for the proposed Macquarie University Bus Interchange (MUBI) on Herring Road. The project seeks to improve both active and public transport facilities.</p>

City of Ryde resident	<p>Eastwood Town Centre has been neglected for many years.</p> <p>State and Federal governments should provide additional funding.</p>	<p>City of Ryde is in the very early stages of developing an Eastwood Masterplan. The ITS proposes a range of priority transport projects for Eastwood to improve amenity in the central business district.</p> <p>The ITS explores innovative funding arrangements needed to progress priority transport projects, including contributions by State and Federal governments.</p>
City of Ryde resident	<p>Bus services between Top Ryde and East Ryde are needed, terminating at North Ryde metro station. East Ryde has no public transport services to Top Ryde, particularly impacting the elderly and disabled.</p>	<p>Lack of bus services in East Ryde already raised with TfNSW and will be a key part of bus services review project. Transport services for the elderly and disadvantaged will also be examined. The ITS outlines some of the current service deficiencies across the City of Ryde.</p>
City of Ryde resident	<p>Transit-oriented development should be provided between 2 - 3 kilometres from a major railway station, with medium to high density residential land use.</p> <p>Active transport links should be provided to connect train stations and local centres.</p> <p>Free parking over 30 minutes should not be provided at local centres with sufficient public transport connections to neighbouring residential area like Macquarie Park / Eastwood. It encourages more people to drive without facing parking costs. People will drive less if they need to pay for parking.</p> <p>Public transport connections between local centre and neighbouring suburbs should be improved.</p> <p>High frequency / on-demand buses should be the main transport link between local centres. On-demand buses can be flexible and efficient compared to traditional bus services.</p>	<p>The ITS indicates support for higher density development in proximity to major transport facilities.</p> <p>The ITS indicates support for active transport links between transport hubs and key centres.</p> <p>The ITS supports a range of measures, including pricing, to encourage the most effective use of on-street parking spaces in key centres. The ITS includes a project aimed at developing individual parking strategies for each key centre.</p> <p>Some of the service deficiencies are outlined in the ITS, but more details will be provided through the LGA Review of Existing Bus Routes and Services policy project.</p> <p>The potential for additional on-demand transport services has been included in the ITS. The Keoride trial has also been detailed in the ITS.</p>

<p>City of Ryde resident</p>	<p>There are pollution and health impacts associated with walking or cycling next to cars, especially on busy roads – please consider the evidence and costs of locating active transport infrastructure.</p> <p>Electric vehicles (EVs) also have a material footprint and causes traffic which displaces active transport. Provide high-quality alternate routes to cross busy roads. Advocate for incentives for e-bikes and traditional bikes, not just EVs. Consider giving bikes out for free.</p> <p>Lower local trips by eliminating shopping by driving. Local shops are also much more human in scale and quality, encouraging socialising.</p> <p>Co-locating bike paths and cafes can acting as a hub for local residents to meet and socialize, making the area feel more lively and exciting to live in. Build medium density housing near cycle paths.</p> <p>Build good cycling infrastructure up to the metro / train station / light rail / bus station hub, supplying reliable bike parking with bike racks / stands. It is important that you do not favour the status quo when it comes to creating and implementing your transport strategy.</p>	<p>Agree that active transport facilities need to be located to encourage use, and some principles are identified in the ITS. More information on network planning principles and project initiatives will be available in the forthcoming City of Ryde Bicycle Strategy.</p> <p>The need to maximise people movement over vehicle movement has been outlined in the ITS. The ITS promotes connected, off-street active transport facilities. High quality active transport crossings across major roads are proposed in the ITS. The need for incentives to promote the use of electric bikes and scooters, such as charging facilities, now included in the ITS.</p> <p>The need to preserve the individual character of local centres is highlighted in the ITS. More sustainable access to local activities, as outlined in the ITS, will help reduce the need to drive (and travel).</p> <p>Movement &amp; Place principles will help guide the need for good 'place' outcomes in the future, including the role that active transport can play. Information on integration of active transport facilities with denser land uses has been emphasised in the ITS.</p> <p>A strategy for Macquarie Park is already included in the ITS. Opportunities to increase off-road facilities in Macquarie Park are being investigated.</p>
<p>City of Ryde resident</p>	<p>Travelling by active transport can be like 'place-making' – in terms of being an experience that is worthwhile in itself, rather than just a means to an end. Re-design the more local streets so that they are less convenient to drive on compared to walking and cycling.</p> <p>Can Macquarie Park be reconfigured to be more like a university campus / walkable village? Can more local areas off arterial roads be more 'uni-campus-like'? Macquarie Park not walkable and very car dominated.</p> <p>Allow riders to use footpaths and expand footpaths to eliminate conflict between pedestrians and cyclists. How are you going to deal with increased congestion on shared paths?</p> <p>Driverless vehicles and EVs will still contribute to traffic. What about electric bikes and alternative 'micro-mobility' modes? Secure and plentiful bike parking is required to make cycling a practical option.</p>	<p>Agree, and the need to prioritise cyclist and pedestrian movements through local traffic calming and amenable, dedicated, safe facilities has been covered in the ITS. In doing this, basic accessibility for motor transport still needs to be considered.</p> <p>Agree. This is being addressed through the Macquarie Park Place Strategy and its related implementation.</p> <p>Conflicts between pedestrians and cyclists are currently being addressed through an education campaign. The success of this will be reviewed, and where necessary shared user paths will be separated into footpaths and cycleways. The State Government sets the rules regarding the age of cyclists allowed to travel on footpaths (currently 16 and under).</p> <p>Text added to reflect that driverless vehicles and EVs should not be prioritised over modes that are more efficient at moving large numbers of people. Micro-mobility modes have been discussed in the ITS. Bike parking is also promoted in the ITS.</p>

<p>City of Ryde resident</p>	<p>There is a key piece of active transport infrastructure missing from the plan, connecting Meadowbank precinct to South Sydney via a cycleway. This should be a priority item as it would safely link Macquarie park, Parramatta, Botany Bay, Northern Suburbs and Lane Cove National Park with a high-quality active transport infrastructure.</p> <p>An active transport corridor in Meadowbank could be linked to the Shrimpton Creek active transport corridor.</p> <p>Traffic congestion on the Ryde Bridge is in the traffic report every day on the local news. Any improvement that would help reduce the traffic on this bridge would be a win for Sydney residents.</p>	<p>This movement currently facilitated through the path across the John Whitton Bridge and the path along the Ryde Bridge. More proposals for new cycleways are detailed in the forthcoming City of Ryde Bicycle Strategy.</p> <p>Projects included in ITS to complete both major regional bicycle routes through City of Ryde and the supporting local bicycle network. More details are provided in the forthcoming City of Ryde Bicycle Strategy.</p> <p>TfNSW currently making improvements to Devlin Street at Top Ryde, aimed at improving traffic conditions on Church Street during peak periods. The ITS is focused on bus lanes and a future metro to efficiently move large volumes of people (noting that additional lanes for general traffic are an inefficient way of moving people and have a negative impact on connecting roads).</p>
<p>Ku-ring-gai resident</p>	<p>Unlikely that the State Government would bring the Parramatta - Epping Metro rail project forward when there are other metro projects which would have greater priority. Council should support an alternative alignment from Parramatta to Macquarie Park via Eastwood which is more direct and faster.</p> <p>I support an active transport link on the Eastwood County Road Corridor, as long as it doesn't compromise future road and public transport links.</p> <p>My preferred option would be to redevelop the Glen Street Carpark with underground parking and high rise mixed use development above. A carpark on Shaftsbury Road is not centrally located enough.</p> <p>There appears to be little prospect of the Carlingford - Epping light rail extension happening, as the government has acknowledged that there are challenging cost and engineering constraints. It would require wholesale property resumption along Carlingford Road, inhibited by recent unit development. Tunnelling is not an option for light rail. Forget about it.</p>	<p>Re-routing of Metro extension via Eastwood rather than Epping not supported, as Eastwood is a smaller centre, would require more track and was not included in Future Transport 2056.</p> <p>Support for active transport along Eastwood County Road Corridor acknowledged. The intention is to construct the active transport link along an alignment that does not preclude future mass transit.</p> <p>Support for redevelopment of Glen Street carpark acknowledged. The intention of building a carpark at Shaftsbury Road is to take the vehicular traffic out of Eastwood centre, thereby creating a more vibrant and pleasant environment for pedestrians in the area. Council needs to do more work on this proposal.</p> <p>Parramatta Light Rail Stage 1 would be difficult but not impossible to route from Carlingford to Epping.</p>



	<p>There is no guarantee that the Parramatta Light Rail Stage 2 proposal will proceed as the government has pushed back and required further investigation. If it does proceed, then an extension to West Ryde Station would warrant consideration.</p> <p>How far the Eastwood pedestrian area could be extended will depend upon what happens with the Glen Street Carpark redevelopment. My preference would be to extend it along The Avenue to the roundabout at Progress Avenue.</p> <p>I support the Macquarie Park Light Rail proposal along Waterloo Road, but as an extension of a suggested light rail link on the Eastwood County Road Corridor.</p> <p>A transit link on the Eastwood County Road Corridor, whether rapid bus or preferably light rail, should extend further west from Eastwood to Parramatta. It would still be possible to build a link via Eastwood branching at Dundas.</p> <p>I would advocate utilising the Eastwood County Road Corridor as a multi-purpose shared use corridor for light rail, upgraded road and active transport.</p> <p>Traffic signals should be installed on West Parade between the Eastwood Library and Eastwood Station.</p>	<p>Parramatta Light Rail Stage 2 will be encouraged to consider checking the feasibility of options of extending to West Ryde or Meadowbank, as per the ITS proposal. Preferred pedestrianised area noted. Potential to join potential Eastwood County Road Corridor mass transit connection with proposed Macquarie Park light rail project added to ITS. Rapid bus link from Eastwood to Parramatta is currently being investigated by TfNSW. It is seen as more viable to extend from Parramatta Light Rail Stage 2 will be encouraged to consider checking the feasibility of options of extending to West Ryde or Meadowbank, as per the ITS proposal.</p> <p>Preferred pedestrianised area noted.</p> <p>Potential to join potential Eastwood County Road Corridor mass transit connection with proposed Macquarie Park light rail project added to ITS.</p> <p>Rapid bus link from Eastwood to Parramatta is currently being investigated by TfNSW. It is seen as more viable to extend from Carlingford to Epping at the present time due to the shorter distance and connection with the metro line at Epping.</p> <p>Support for multi-modal transport on the Eastwood County Road Corridor acknowledged. A connection for general traffic would not be popular amongst residents and would not allow for the improved competitiveness of public transport relative to general vehicular traffic.</p> <p>It is likely that traffic signals here would encourage j-walking due to the priority afforded to general traffic through the site. to Epping at the present time due to the shorter distance and connection with the metro line at Epping. Support for multi-modal transport on the Eastwood County Road Corridor acknowledged. A connection for general traffic would not be popular amongst residents and would not allow for the improved competitiveness of public transport relative to general vehicular traffic. It is likely that traffic signals here would encourage j-walking due to the priority afforded to general traffic through the site.</p>
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<p>Connect Macquarie Park Innovation District (CMPID)</p>	<p>Support for Parramatta to Epping Metro rail link.</p> <p>Proposed regional rapid bus connections, including new services between Macquarie Park and Blacktown, Paramatta, Burwood and Mona Vale supported.</p> <p>Support for improved active transport link at the intersection of Lane Cove Road / Waterloo Road. Need to unite both sides of Macquarie Park. Recommend at-grade crossing across Lane Cove Road, with traffic lanes placed underground creating a 'green bridge'.</p> <p>Support for Waterloo Road linear park.</p>	<p>Support for Parramatta to Epping Metro rail link acknowledged.</p> <p>Support for improved regional rapid bus connections to Macquarie Park acknowledged. A specific project aimed at introducing new regional rapid bus connections to Macquarie Park now included in the ITS.</p> <p>Proposed 'green bridge' option added to the project already included in the ITS.</p> <p>Support for Waterloo Road linear park concept acknowledged.</p>
<p>State agencies (various)</p>	<p>More emphasis on Movement &amp; Place approach needed, particularly prior to the selection of priority transport projects.</p> <p>Recommend not duplicating multiple forms of public transport within the same corridor.</p> <p>Emphasis on public transport over private vehicle access to key centres (to reduce reliance on private transport) needed.</p> <p>Need to limit the amount of parking available in key centres as a way of promoting the use of alternative modes of transport.</p> <p>More emphasis on the role of micro-mobility in providing 'last mile' transport solutions in key commercial areas such as Macquarie Park.</p>	<p>Movement &amp; Place framework referenced throughout the ITS. Movement &amp; Place outcomes will be considered for all ITS priority projects identified. The ITS is a high level strategic planning document.</p> <p>The ITS seeks to increase public transport options along transport corridors, increasing access (staged upgrade of modes) rather than duplicating services. ITS revised to highlight this point.</p> <p>Importance of public and active transport a central theme throughout the ITS, particularly in terms of access to key centres. ITS revised to further highlight this point.</p> <p>Parking access will be considered during the development of an individual parking strategy for each key centre. However, language in the ITS has been strengthened to highlight that more parking is not the strategy to be used in centres.</p> <p>'Last mile' micro-mobility solutions addressed as a new technology available. ITS revised to emphasise potential role of micro-mobility transport.</p>
<p>State agencies (various)</p>	<p>Not all ITS priority transport projects align with Future Transport 2056.</p> <p>Mode split targets proposed need more detail.</p>	<p>The ITS identifies priority transport projects that are expected to address future development and population levels in the next 20 years. The ITS has recommended a number of projects that were not included in Future Transport 2056. It is important to note that many projects are for investigation, or further consideration for fast-tracking. City of Ryde is not providing a definitive delivery timeline for visionary transport projects. This is clear in the ITS wording.</p> <p>Mode split targets have been revisited and are now more clearly defined. The key concept is to improve the mode share for sustainable transport, to be achieved through initiatives identified in the ITS. There are many environmental variables that will play out over the life of the ITS and mode splits are aspirations only.</p>

<p>Local government (various)</p>	<p>Support for extension of Metro rail system to improve public transport access to Sydney's north, with improved bus services along A3 corridor to / from Macquarie Park.</p> <p>TfNSW rapid bus corridor projects, particularly the Macquarie Park to Mona Vale (and Hurstville) rapid bus projects (as identified in the Strategic Infrastructure and Services Assessment [SISA] for Macquarie Park), are supported.</p> <p>Accelerated delivery of infrastructure improvements identified in Future Transport 2056 that connects centres is supported.</p> <p>Support for Browns Waterhole - Improved active transport link, Macquarie Park to Mona Vale - Rapid bus connection and External bicycle network - Link from Macquarie Park to Gordon projects.</p> <p>Projects that improve the connectivity and sustainability of travel supported.</p>	<p>Support for Metro rail extension acknowledged.</p> <p>Support for new rapid bus connections acknowledged.</p> <p>Support for accelerated delivery of Future Transport 2056 proposals acknowledged.</p> <p>Support for improved active transport links and improved rapid bus connection acknowledged.</p> <p>Support for projects that improve connectivity and sustainable travel acknowledged.</p>
<p>Local government (various)</p>	<p>Consider including Vision in the ITS Executive Summary.</p> <p>Consider mentioning the economic and social benefits of active transport, including walking and cycling (in the context of place making).</p> <p>Consider making reference to Future Technology in ITS Alignment section.</p> <p>Consider referencing connection to 'Our connected and accessible city' from Council's Community Strategic Plan.</p> <p>Consider including reference to ITS being the overarching document that will be used to guide City of Ryde future transport planning.</p> <p>Remove 'strategies' from Vision, Policies &amp; Strategies (Section 6).</p> <p>Reference Sustainable Transport Strategy (STS) in Active Transport strategy section.</p>	<p>ITS Executive Summary revised to include Vision.</p> <p>ITS revised to include the benefits of active transport in terms of improving local places.</p> <p>Text regarding the Future Technology Roadmap has been added to the Future Technology section.</p> <p>ITS revised to include connection with 'Our connected and accessible city' outcome.</p> <p>ITS revised to emphasise the overarching role of the Strategy in terms of future transport planning.</p> <p>ITS revised to update section heading to better reflect content.</p> <p>ITS revised to better reference the role of the Sustainable Transport Strategy in promoting active transport.</p>