



Transport
for NSW

Macquarie Park Forum

4 May 2017

Macquarie Park Transport Taskforce

- Taskforce formed 13 April 2017
- Representatives from:
 - Transport for New South Wales
 - Roads & Maritime Services
 - Department of Planning & Environment
 - Ryde City Council
 - Connect Macquarie Park
 - Macquarie University
- Macquarie Park Transport Action Plan due Q3 2017

Precinct Considerations

Bus Priority and
Capacity
Improvements

ECRL Temporary
Travel Plan

Land Use Planning

Road Network
Performance

DA's and
Construction

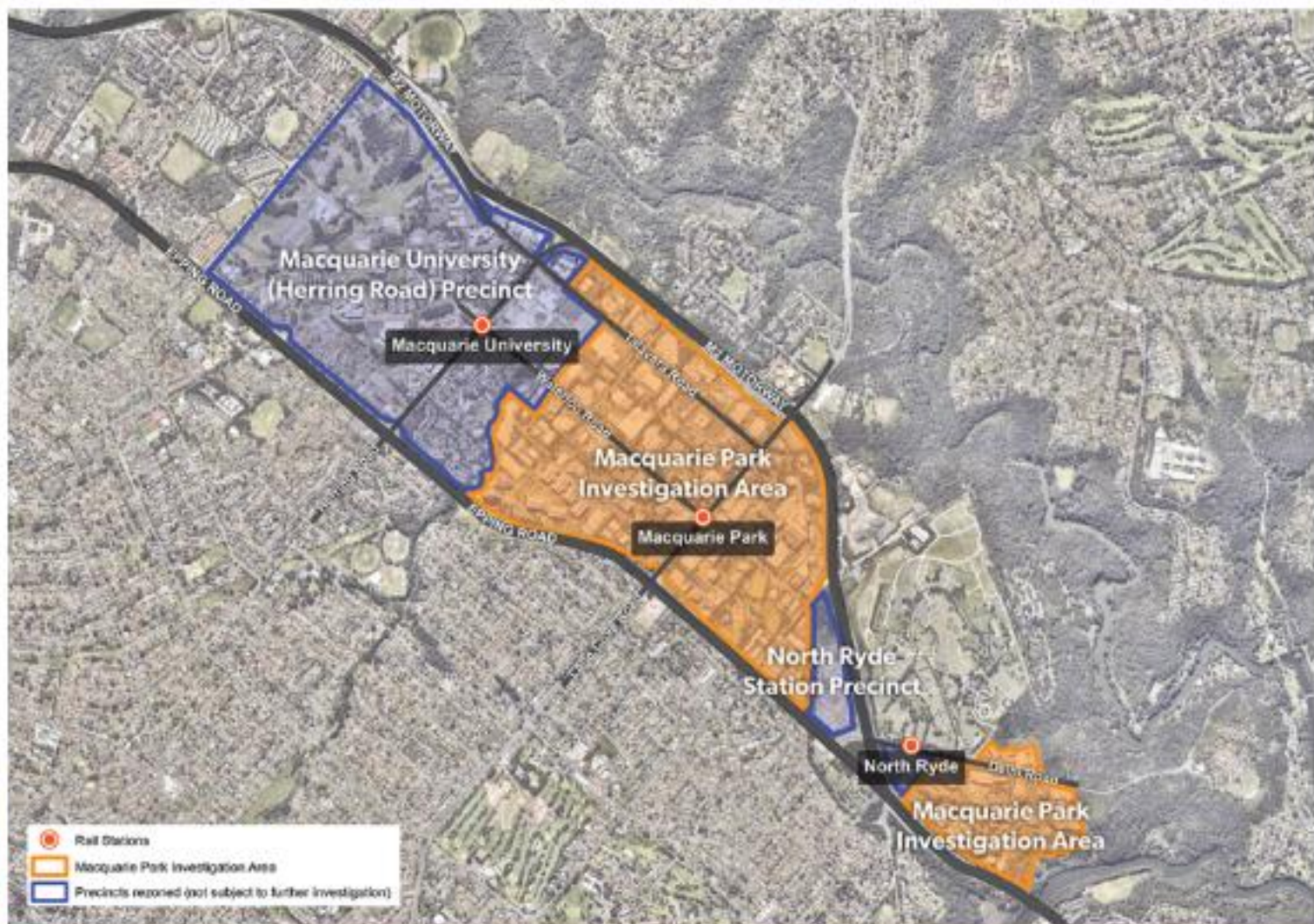
Travel Demand
Management and
Macquarie Park
Connect

Freight and
Servicing

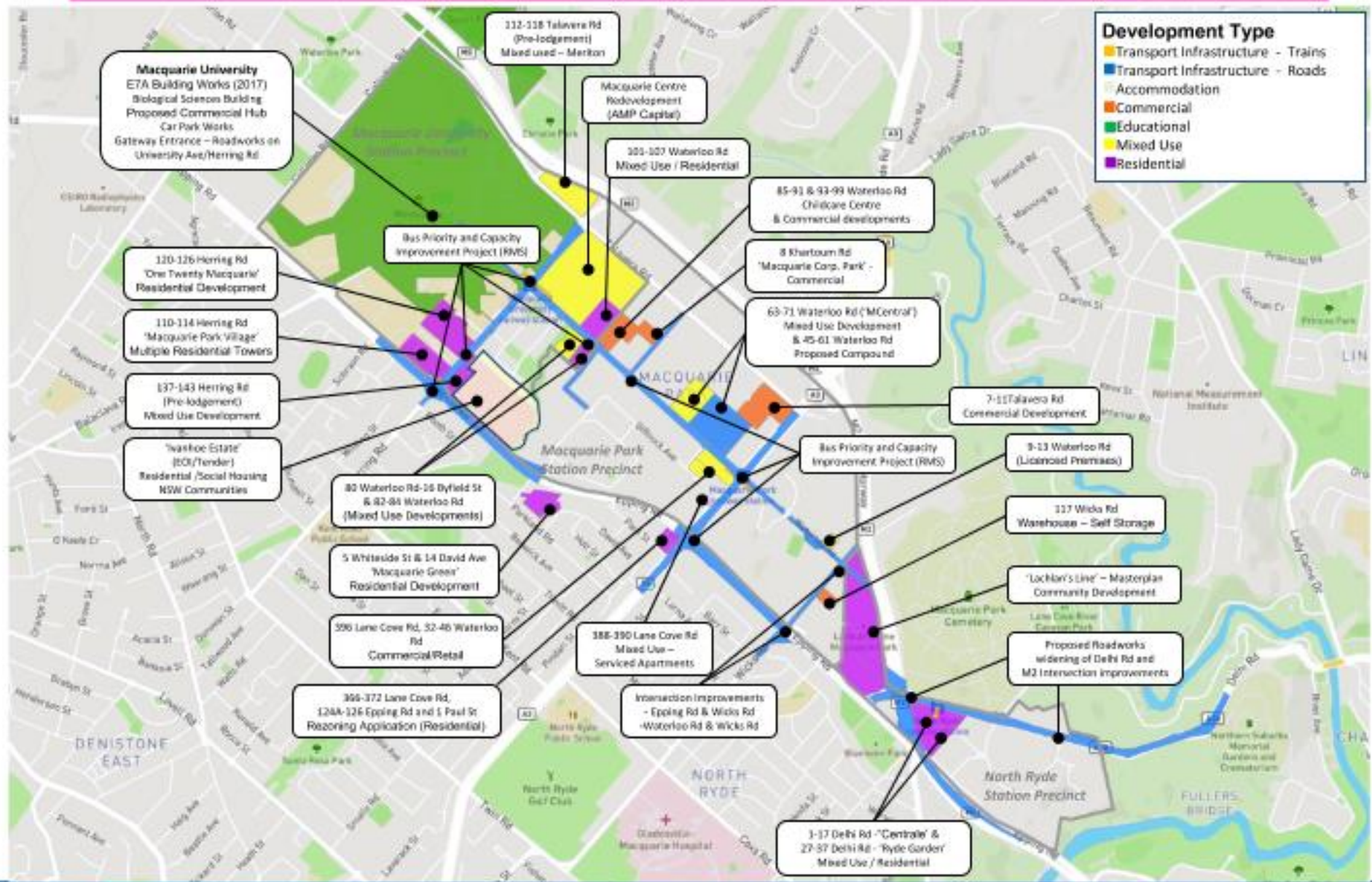
Bus Service
Planning

Sydney Metro

Land Use Planning



DA's and Construction



Bus Priority and Capacity Improvement

Transport in Macquarie Park

- Sydney's Bus Future Rapid Bus Routes (RBR):
 - RBR 6: Hurstville to Macquarie Park (M41)
 - RBR 9: Parramatta to Macquarie Park via Epping (M54)
- Past planning reviews identified :
 - Need to **grow bus services** and **bus priority measures** in Macquarie Park
 - Enhance public transport accessibility, patronage, improve mode split
- Considered a range of factors:
 - Current and planned public transport services
 - Timing and scale of urban development
 - Sydney Metro Northwest - Epping to Chatswood Rail Line (ECRL) Temporary Transport Plan (TTP) bus replacement service during ECRL shutdown
 - ECRL TTP to take place from **end-2018 for a period of 7 months**
 - Significant** amount of **additional buses** through the precinct in addition to existing
- Congested** road network and **growing** precinct – need for capacity improvement

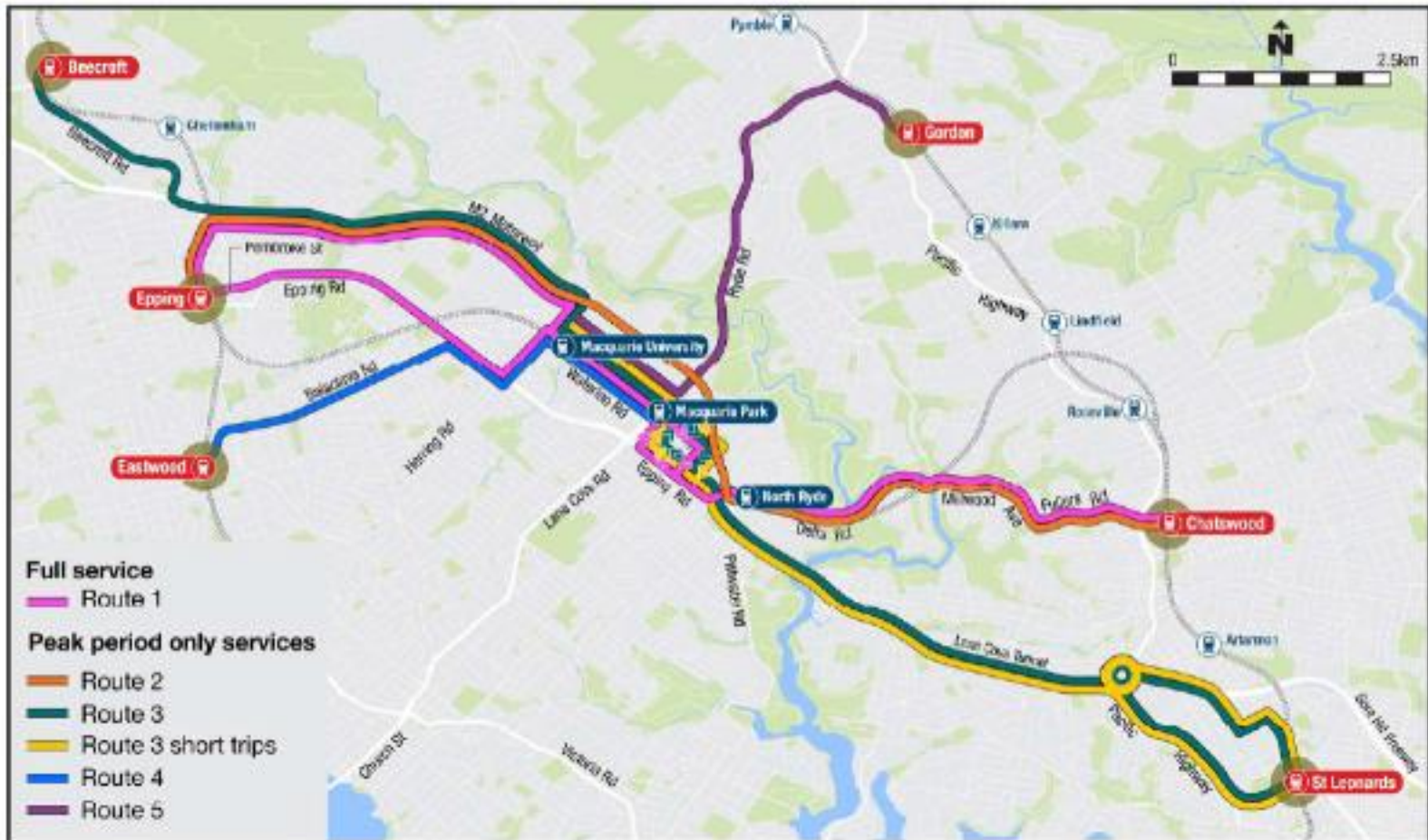
Bus Service Planning

- Buses from across Sydney service the Macquarie Park area, including from the Lower North Shore, Inner West, Northern Beaches, Western Sydney and North West Sydney
- Around 1,400 extra weekly bus services have been implemented since 2011 to improve access to Macquarie Park, responding to customer demand and growth in the area
- 2016/17 Growth Services Program includes improvements to Routes M41 (Hurstville), 197 (Mona Vale), 292 (Marsfield), 506 (East Ryde), 518 (Top Ryde), 611 (Blacktown), 619 & 621 (Castle Hill) and 740 (Stanhope Gardens)








Bus network: Macquarie Park

ECRL TTP bus replacement routes



Options considered by TfNSW

Feasibility study by Arup

TIME PERIOD	DESCRIPTION
Short Term ECRL Option	<p>CONCEPT 1 Intersection bus priority only, no impact to mid-block road sections and nearby properties.</p> 
Long Term Option	<p>CONCEPT 2 Intersection and kerbside lane bus priority with a focus on the pedestrian environment and to minimize private vehicle impacts.</p> 
	<p>CONCEPT 3 Intersection and kerbside lane bus priority with a focus on the traffic environment and to minimize pedestrian impacts.</p> 
	<p>CONCEPT 4 Intersection and centre lane bus priority with a focus on the pedestrian environment and to minimize private vehicle impacts.</p> 
	<p>CONCEPT 5 Intersection and centre lane bus priority with a focus on the traffic environment and to minimize pedestrian impacts.</p> 

- TfNSW commissioned Arup in 15/16
- Various **road upgrade** options short-term to long-term benefit
- Proposed RMS design (Option 1 and Option 3 elements): *intersection upgrades and road widening*
- Proposed design by RMS supports the ECRL needs (short term) and with a longer term vision for bus priority and capacity improvement
- **Needs to be staged** - complex utilities and property acquisition

Issues, risks, constraints

Influencing design and delivery

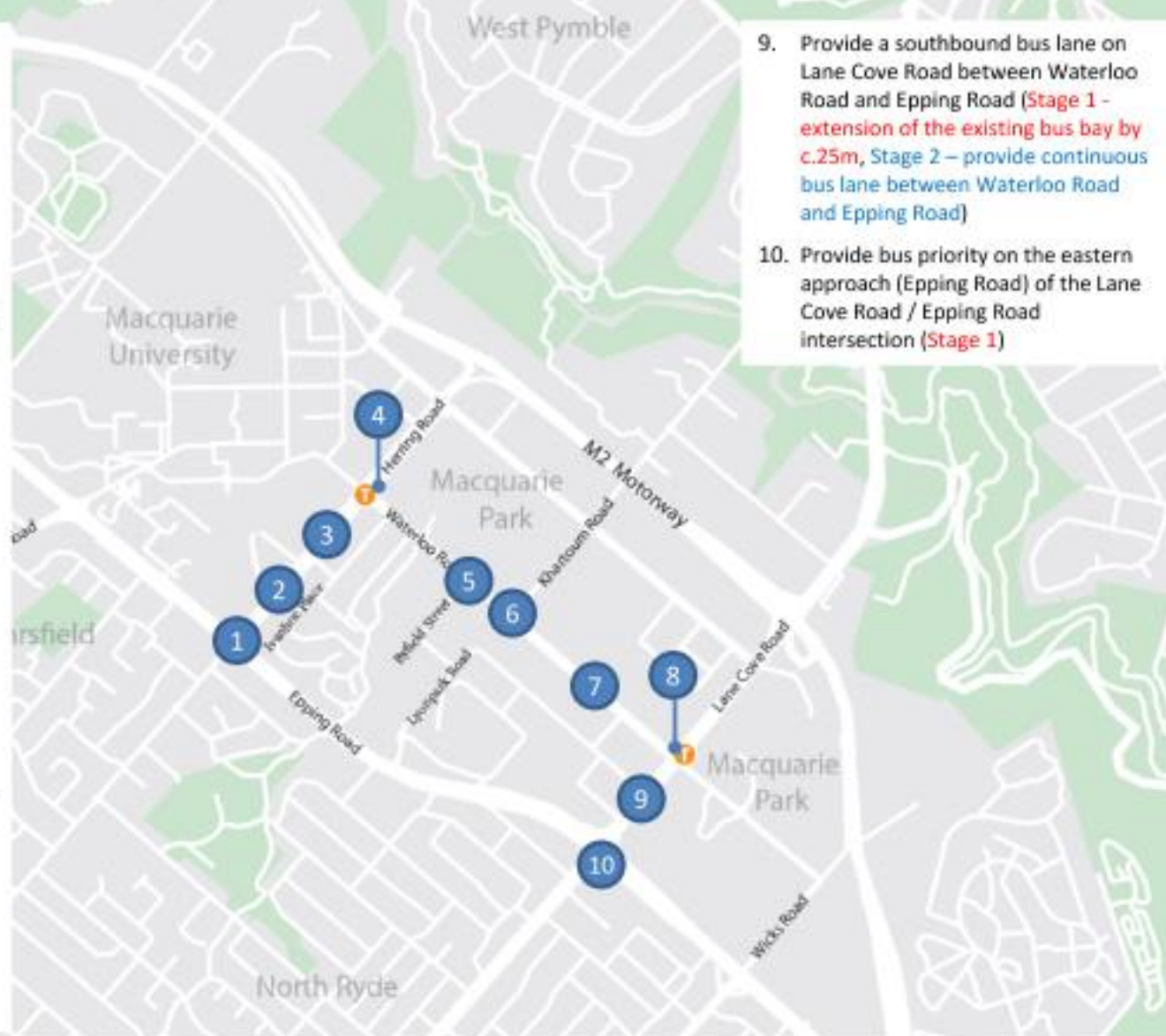
- Complex utilities and need for partial property acquisition (Stage 2)
- Difficult construction staging due to adjacent traffic
- Short term ECRL TTP vs. medium term planning and bus priority needs
- Stage 1: Khartoum Rd / Waterloo Rd signals – not possible to deliver by mid-2018 due to complex utilities and property acquisition timelines. Can be prioritised for early delivery as part of Stage 2 works.
- Both stages will require removal of 125 on street parking spaces on Waterloo Road and Herring Road (permanently) - need to also consider a wider precinct requirement and include Talavera Road.
- Around 150 trees require removal – RMS will explore opportunities for replacement plantings
- Significant residential and commercial development proposed in the area impacting network during construction, ECRL TTP, but also influencing scope of Stage 2

Macquarie Park Bus Priority & Capacity Improvement Project Stage 1 (Mid-end 2018 – ECRL TTP) and Stage 2 (Post ECR TTP)

The following works are proposed for the relevant stages of the project:

1. Upgrade intersection of Herring Road and Epping Road (Stage 1 - north side & Stage 2 – south side)
2. Upgrade Intersection of Herring Road and Ivanhoe Place from roundabout to signalised intersection (Stage 1)
3. Upgrade Herring Road between Waterloo Road and Ivanhoe Place (Stage 1 – lane adjustments to include northbound and southbound bus lanes).
4. Upgrade Intersection of Herring Road and Waterloo Road (Stage 1 - lane and median adjustments only, Stage 2 – lane widening on approaches)
5. Upgrade Intersection of Waterloo Road & Byfield Street from roundabout to a signalised intersection (Stage 2)
6. Upgrade intersection of Waterloo Road & Khartoum Road from roundabout to signalised intersection (Stage 2)
7. Widening along Waterloo Road to provide two travel lanes and eastbound and westbound bus lanes between Lane Cove Road and Herring Road (Stage 2)
8. Upgrade intersection of Waterloo Road and Lane Cove Road. (Stage 1 – traffic signal and lane modification, Stage 2 – lane widening)

9. Provide a southbound bus lane on Lane Cove Road between Waterloo Road and Epping Road (Stage 1 - extension of the existing bus bay by c.25m, Stage 2 – provide continuous bus lane between Waterloo Road and Epping Road)
10. Provide bus priority on the eastern approach (Epping Road) of the Lane Cove Road / Epping Road intersection (Stage 1)



Proposed scheme

Staging delivery – Stage 1

Delivery by mid-end 2018 for ECRL TTP and enabling works for Stage 2

- Upgrades of the following intersections:
 - Herring Road and Epping Road (north side)
 - Herring Road and Ivanhoe Place replacing the existing roundabout with a four way signalised intersection
 - Herring Road and Waterloo Road (lane and median adjustments only)
 - Waterloo Road and Lane Cove Road (lane, median and signal adjustments only)
 - Lane Cove Road and Epping Road
- Adjustments to the median along Herring Road to provide two through lanes and a dedicated bus lane in both directions between Epping Road and Waterloo Road
- Upgrade of Lane Cove Road, approaching the Epping Road intersection northbound, to extend the right-turn lane from Lane Cove Road (northbound) onto Epping Road (eastbound)
- Removal of about 125 parking spaces along Herring Road and Waterloo Road (permanently)

Proposed scheme

Staging delivery – Stage 2

Upgrades of the following intersections:

- Herring Road and Epping Road (south side)
- Herring Road and Waterloo Road
- Upgrade of the Byfield Road and Waterloo Road intersection by replacing the existing roundabout with a signalised four way intersection - caters for planned DAs
- Upgrade of the Khartoum Road and Waterloo Road intersection by replacing the existing roundabout with a signalised three way intersection – caters planned DAs
- Herring Road and Lane Cove Road
- Widening of Waterloo Road to provide two general through traffic lanes and a dedicated bus lane in both directions
- Widening of Lane Cove Road (southbound) to extend the existing bus lane toward Epping Road
- Strip property acquisition along Epping Road, Herring Road, Waterloo Road and Lane Cove Road

Procurement

Staged delivery

- **Stage 1** would be expected to commence end-2017 and take about 12 months to complete.
- **Stage 2** would be expected to commence late-2019/early-2020, after the re-opening of the ECRL and could take up to two years to complete.
- Delivery, Packaging and Procurement (DP&P) strategy prepared
- DP&P strategy is based on the following steps:



Milestones for Stage 1

Focus over the coming months

Key milestone	Indicative timescale
Concept design complete	Early March 2017
Commence detail design	End March 2017
Project announcement	10 April 2017
REF display (5 weeks)	10 April – 12 May 2017
Complete detail design	September 2017
REF approval	Q1 17/18
Construction start	End 2017
Construction complete	Mid-End 2018

Next Steps

- Traffic Data
 - SCATS
 - Traffic counts
 - Modelling
- Network Performance
 - Intersections and road network
 - Identify alternative travel routes
 - Signal phasing
 - Review kerbside use on travel routes
- Further review of bus services to/from the precinct
- Freight and servicing needs to service local businesses
- Cumulative impact assessment of construction traffic
- Active Transport opportunities
- On Demand Transport options
- Travel Demand Management

