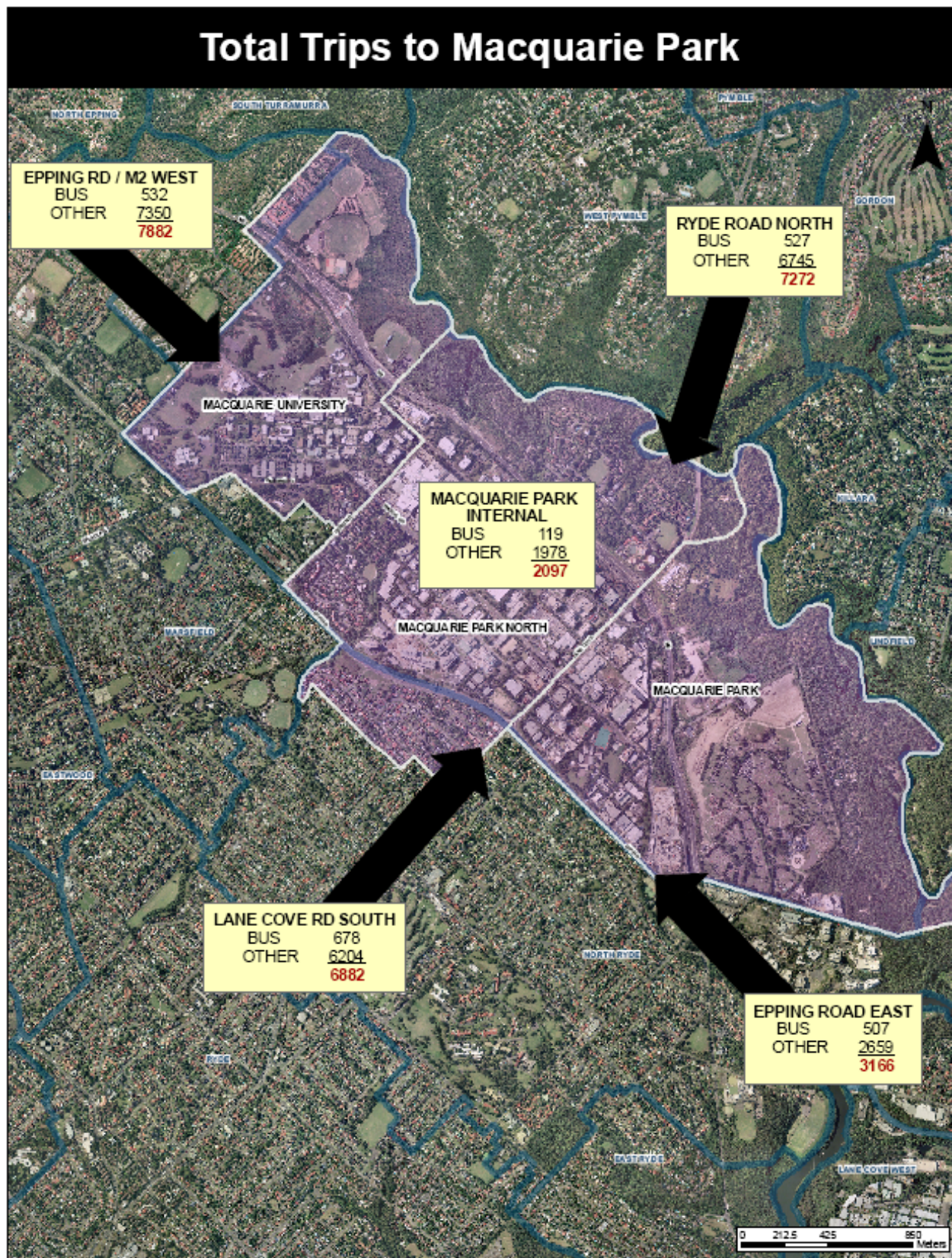
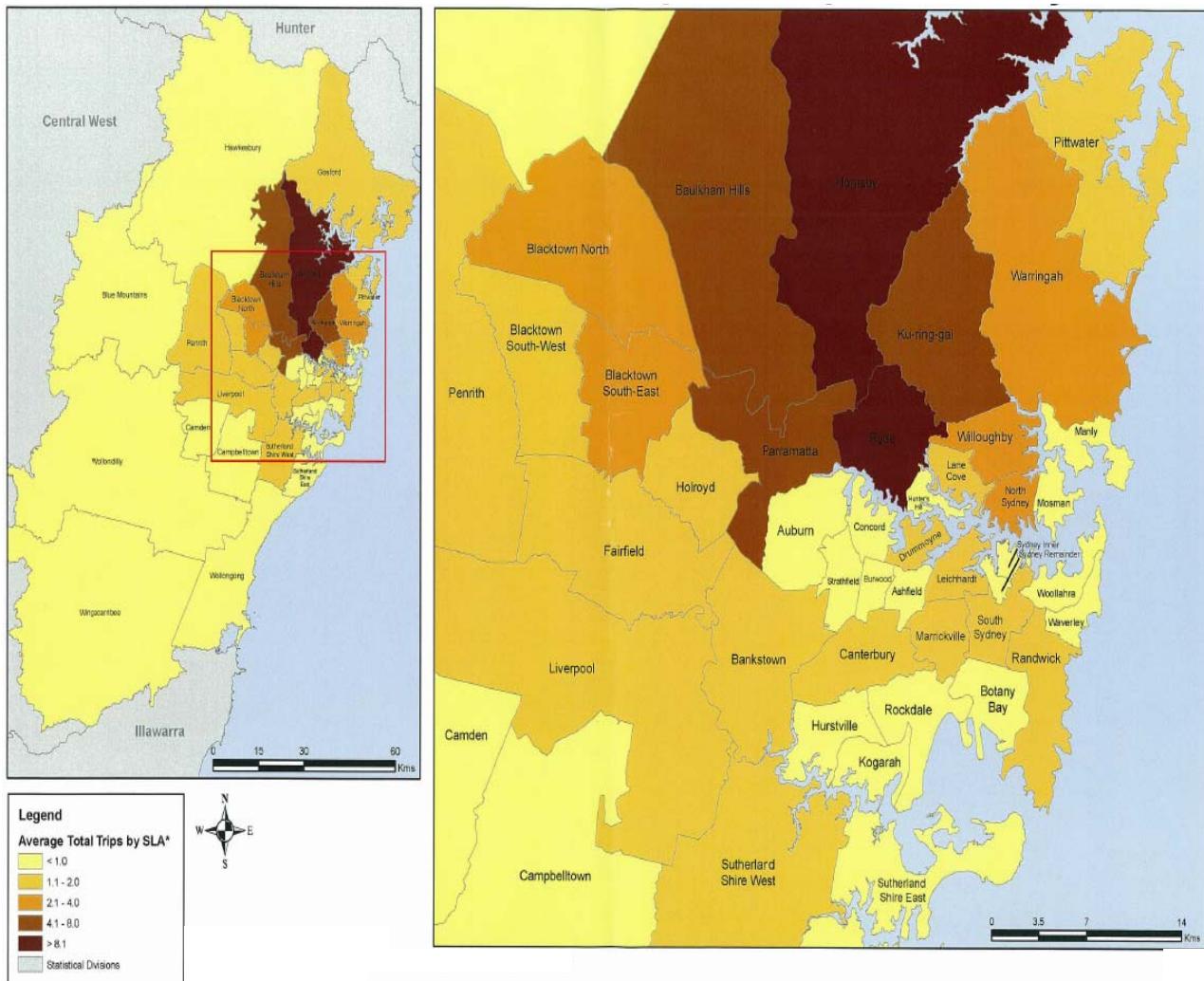


Figure 3.17 Sydney Metropolitan Area Total JTW Trips to Ryde LGA by SSD



Source: RTA Macquarie Park Corridor Bus Priority Report (Jan 2008)

**Figure 3.18 Sydney Metropolitan Area Total JTW Trips to Ryde LGA by SLA**



Source: RTA Macquarie Park Corridor Bus Priority Report (Jan 2008)

### 3.10.2 2007 Trips to Work

The 2006 TDC JTW data has not been made available for analysis. A recent review of background material revealed that the Macquarie Park Structure Plan, Part 1 Background Report (Ryde City Council/Planning NSW, April 2002) noted that the MPC employment was estimated to be growing at a rate of 800 jobs per year. Council have estimated that there are approximately 34,000 jobs in Macquarie Park in 2007.

Furthermore if we assume that the mode share is also similar we can estimate the 2007 JTW trips by mode, as shown in Table 3.8.

Where more than one mode is used for the trip but output is requested for separate modes, the trip is allocated to the mode with the highest priority. The priority order used by TDC for JTW trips is shown in Figure 3.19. Thus a bus trip to a railway station is assigned to the linked trip with train as priority mode.

**Table 3.8** Estimated 2007 JTW Mode of Travel by Approach Route

| Mode of Travel | Trips        | Proportion of Trips |
|----------------|--------------|---------------------|
| Bus            | 1670         | 4.9%                |
| Train          | 1275         | 3.7%                |
| Car driver     | 24254        | 71.3%               |
| Car passenger  | 1778         | 5.2%                |
| Non travel     | 3478         | 10.2%               |
| Other          | 1547         | 4.5%                |
| <b>Total</b>   | <b>34002</b> | <b>100.0%</b>       |

**Figure 3.19** Journey to Work Mode Hierarchy

| Mode            | JTW Priority                                                                                                    |
|-----------------|-----------------------------------------------------------------------------------------------------------------|
| Train           |  <p>Highest</p> <p>Lowest</p> |
| Bus             |                                                                                                                 |
| Ferry           |                                                                                                                 |
| Light rail/tram |                                                                                                                 |
| Taxi            |                                                                                                                 |
| Car driver      |                                                                                                                 |
| Car passenger   |                                                                                                                 |
| Truck           |                                                                                                                 |
| Motorbike       |                                                                                                                 |
| Bicycle         |                                                                                                                 |
| Other           |                                                                                                                 |
| Walk            |                                                                                                                 |

As there is currently no railway station within walking distance of Macquarie Park it is assumed that most rail trips are also bus trips, where a trip may have been made to a nearby station such as Epping, with a bus trip then to Macquarie Park. Hence we have assumed that the bus trips in Macquarie Park are actually equivalent to the sum of the bus and train modes.

This page is intentionally left blank.