



Transport
for NSW



Ms Amy Watson
Team Leader
Key Sites and Social Projects
Department of Planning and Environment
GPO Box 39 Sydney NSW 2001
23-33 Bridge Street Sydney NSW 2000

Attention: Natasha Harras

Dear Ms Watson

Station Site North and Station Site South Response to Submissions

Thank you for your email dated 17 November seeking response to submissions comments to the above. To date, TfNSW has had a number of meetings with the proponent in relation to transport issues, and this letter summarises the key outstanding issues that require resolution.

In summary TfNSW requests that:

- Consultation with the North West Rail Link Project Team on the design of the proposed station interface and public domain works is made a condition of project approval.
- Design features necessary to accommodate the wider turning path of a 14.5 metre non rear steer bus as opposed to the current designs for a 19 metre articulated bus are made a condition of this development.

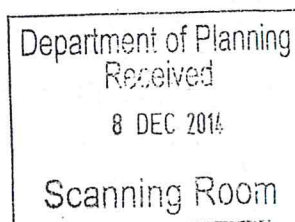
These issues are dealt with in more detail in the Annexure at **Tab A**.

The TfNSW contact for this matter is Tim Dewey, Senior Transport Planner on 8202-2188 or tim.dewey@transport.nsw.gov.au.

Yours sincerely

Kieron Hendicott
Acting Principal Manager
Land Use Transport Planning

2/12/14



CD14/18979

Tab A

TfNSW advises as follows in relation to the table prepared by Urban Growth NSW as part of this submissions report and titled UGNSW Response to Submissions Made in respect of development Application for Part Proposed Road 38 and Proposed Station Street Ryde.

Row	Issue	TfNSW Response
1	Adoption of Active Transport Principles	Response accepted.
1.1 & 4	Addendum traffic impact assessment report to gauge impact on bus services.	Response accepted
1.2 & 5	Parking	Response accepted
1.3 & 6	Swept Path Provision	Response not accepted. See comments below.
1.4	Traffic lights delivered to RMS satisfaction.	Response accepted
1.5	Design of Road 38	Response accepted
1.6 & 9	Street design	Response partially accepted. See comments below.
1.7, 10 & 13	Consultation with North West Rail Link Project Team	Response not accepted. See comments below.
1.8 & 11	Public Transport Facilities Plan	Response accepted.
1.9 & 12	Better pedestrian access.	Response partially accepted. See comments below.
2 & 14	Committed \$10.4m State Road funding.	Response accepted.
7	Proposed Delhi Road changes	Response accepted
8	Intersections and Station Street designed for through cycle access	Response accepted
15	Signal adjustments approved by RMS	Response accepted

Row 1.3 & 6 Swept Path Provision

Sydney's Bus Future is a key modal strategy supporting the *Long Term Transport Master Plan*. It is the Government's long term plan to re-design the City's bus network. A number of high frequency routes are planned to run to Macquarie Park. The Station Site North and South sites are key locations to turn buses around. The ability to turn buses around needs to be available as close as possible to North Ryde Station which is the terminus location. This will mean that cost effective services that minimise non-passenger service kilometres or 'dead running' can be provided.

The North Ryde TMAP of 2012 at section 4.4.4 outlined the need for regular bus services to use the North Ryde Station Site. In previous correspondence TfNSW agreed not to seek a swept path for bus turnaround in Station Street accepting that this compromised the developable area footprint. It is important that options to turn buses within the precinct are preserved.

For the purposes of matters within the control of this proponent to control these are:

- Provision for a 14.5 metre non-rear steer bus (which has a wider turning circle than an articulated 19 metre bus) to turn right from Delhi into Road 38 needs to be made.
- Provision for a 14.5 metre non-rear steer bus to turn left from Road 38 into Delhi Road needs to be made.
- Provision for a 14.5 metre non-rear steer bus to turn left from Road 38 into Trinity Road needs to be made.
- Provision for a 14.5 metre non-rear steer bus to turn right from Trinity into Road 38 needs to be made.
- Road 38 is a new road and it also needs to be bus capable. Austroads standards recommend that new bus roads be a minimum of 3.5 metres wide.

Further, to support bus services to the precinct, the Applicant should provide an indented bus bay at the western kerb of Road 38 between Delhi Road and Station Street to accommodate two 14.5m non-rear steer buses including their draw-in and draw-out swept paths. The width of the bus bay should be designed in accordance with Austroads Road Design Guidelines, namely a minimum width of 3.0 metres. See attached image.

Row 1.6 & 9 Street Design

Row 1.9 & 12

The Applicant has advised that no cycle and pedestrian connection will be provided between the Riverside Corporate Park and Macquarie University via the rear of North Ryde Station, and that this connection will be provided on Delhi Road and Road 38 instead. TfNSW advises that a cycle and pedestrian connection should be provided between the Riverside Corporate Park and Macquarie University via the rear of North Ryde Station to support any future station redesign to allow for a rear entrance as part of the conversion of railway line to Rapid Transit, in accordance with Figure 13 – Indicative Pedestrian and Cycle Links in the North Ryde Station Precinct DCP 2013.

Row 1.7, 10 & 13 Consultation with the North West Rail Link Project Team

The need to consult with the North West Rail Link Project Team on the design of the proposed station interface and public domain works is a key issue. It is requested that consultation occur as early as possible during the design process and prior to lodgment of any development application for station site north.

