

## Kate Tudehope

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**Subject:** FW: REPLY: Macquarie University Concept Plan Approval - Traffic Modelling / Bus Priority Setback requirements - Balaclava Rd approach to Epping Rd and Waterloo Rd approach to Herring Rd

**Importance:** High

**From:** POPOFF Andrew M [<mailto:Andrew.POPOFF@rms.nsw.gov.au>]

**Sent:** Thursday, 30 June 2016 12:22 PM

**To:** Harry Muker <[HMuker@ryde.nsw.gov.au](mailto:HMuker@ryde.nsw.gov.au)>; Joshua Milston <[Joshua.Milston@arup.com](mailto:Joshua.Milston@arup.com)>; Cameron Kline <[cameron.kline@mq.edu.au](mailto:cameron.kline@mq.edu.au)>; BOBRYK Janusz J <[Janusz.BOBRYK@rms.nsw.gov.au](mailto:Janusz.BOBRYK@rms.nsw.gov.au)>; O'Donnell, Greg <[Greg.O'Donnell@transport.nsw.gov.au](mailto:Greg.O'Donnell@transport.nsw.gov.au)>; BALLM David <[David.BALLM@rms.nsw.gov.au](mailto:David.BALLM@rms.nsw.gov.au)>; Lloyd, Darryl <[Darryl.Lloyd@transport.nsw.gov.au](mailto:Darryl.Lloyd@transport.nsw.gov.au)>; Ian Connolly <[Ian.Connolly@cox.com.au](mailto:Ian.Connolly@cox.com.au)>; Wong, Matthew <[Matthew.Wong@transport.nsw.gov.au](mailto:Matthew.Wong@transport.nsw.gov.au)>; Robert Alcock <[robert.alcock@mq.edu.au](mailto:robert.alcock@mq.edu.au)>; Kelly Yoon <[KYoon@ryde.nsw.gov.au](mailto:KYoon@ryde.nsw.gov.au)>; FLYNN Greg <[Greg.FLYNN@rms.nsw.gov.au](mailto:Greg.FLYNN@rms.nsw.gov.au)>

**Subject:** REPLY: Macquarie University Concept Plan Approval - Traffic Modelling / Bus Priority Setback requirements - Balaclava Rd approach to Epping Rd and Waterloo Rd approach to Herring Rd

**Importance:** High

Hi Joshua,

Your meeting minutes should be modified as follows:

### Notes from Macquarie University Traffic Modelling Meeting, Friday 24 June 2016 (2pm – 3.30pm)

#### Micro-simulation traffic model

- RMS noted that the purpose of the micro-simulation traffic modelling was to inform the infrastructure works required to support the **future** growth of the **development associated with the University Concept Plan (MP06\_0016)**.
- These infrastructure works **and / or funding agreements** are **to be** outlined in the **draft** VPA which is currently being **drafted** by MQU **and the Department of Planning and Environment (DP&E)**.
- Once the VPA has been executed, RMS will be happy to **write to DP&E** to close out conditions **C10(2), C10(4), C15(1) – (4) and B3(2)** of the Macquarie University Concept Plan Approval (MP06\_0016) and condition **E1(a),(b),(c)** of the Project Approval of the Australian Hearing Hub (MP10\_0032) by signing off on the micro-simulation model undertaken at the time.
- RMS noted that this sign off does not provide endorsement to the latest iteration of the future state Arup Paramics model

#### ii. Bus setbacks / Macquarie University Gateway

- Following discussions around the need for bus setbacks within the MQU campus, as well as the operational traffic benefits achieved from banning the right turn onto Herring Road from University Avenue, RMS & TfNSW were comfortable with the implementation of the Macquarie University Gateway Project and provided in-principle support, **subject to the following below:**
- RMS & TfNSW do however require the future ability to provide for road widening at University Avenue, to **possibly** provide for dedicated bus **lane(s), improve capacity and / or** to reinstate the right hand turn onto

Herring Road. The preference is to allow for this through the provision of an easement. This requirement for an easement could be a condition of approval for the project. MQU will discuss internally and outline an appropriate way forward. **This will be the subject of further discussion / review / comment by Council, RMS and TfNSW prior to the lodgement of the Traffic Management Plan (TMP).**

- A Traffic Management Plan (TMP) is to be prepared which considers both the construction and operational traffic impacts associated with the Gateway proposal. This is to include traffic modelling (performed under the previously agreed process between RMS and Arup for **both the Macquarie University Gateway and the Macquarie Square proposal**) which identifies the traffic benefits **to both general traffic / buses** and impacts associated with the works. The **TMP and the** modelling is to exclude any traffic changes associated with the Macquarie Square proposal.
- Consultation must be undertaken as part of the TMP process, with evidence of this required to support the application.

**Note: There needs to be “rigour” around the TMP consultation. Council would need to have evidentiary survey results provided with the TMP and utilising a third party to manage this interaction with the public would be necessary.**

• The TMP is to be submitted to **the appropriate authority** for their approval **noting that given that the proposal is “modifying” traffic signals, this would place the approval category under RMS and not Council. Council is likely to have a concurrence function, rather than an “approval” role.**

• **Note: It would also probably be worthwhile, subject to the rules on TCS plan preparation, to also include the proposed easement for road widening either on the TCS plan directly or as a note so that in future, if necessary, (RMS) could reinstate the third travel lane.**

If there are any queries please don't hesitate to contact me.

Regards

**Andrew Popoff**

Senior Land Use Planner  
Network Management | Journey Management  
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*Every journey matters*

**Roads and Maritime Services**

Level 5, 27 Argyle Street Parramatta NSW 2150

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**From:** Harry Muker [<mailto:HMuker@ryde.nsw.gov.au>]

**Sent:** Monday, 27 June 2016 6:19 PM

**To:** Joshua Milston; POPOFF Andrew M; Cameron Kline; BOBRYK Janusz J; O'Donnell, Greg; BALLM David; Lloyd, Darryl; Ian Connolly; Wong, Matthew; [robert.alcock@mq.edu.au](mailto:robert.alcock@mq.edu.au); Kelly Yoon

**Subject:** RE: Macquarie University Concept Plan Approval - Traffic Modelling / Bus Priority Setback requirements - Balaclava Rd approach to Epping Rd and Waterloo Rd approach to Herring Rd

Hi Joshua et al,

There needs to be “rigour” around the TMP consultation. Council would need to have evidentiary survey results provided with the TMP and utilising a third party to manage this interaction with the public would be necessary.

Given that the proposal is “modifying” traffic signals, would place the approval category under RMS and not Council. Council I feel is likely to have a concurrence function, rather than an “approval” role.

Happy to be corrected otherwise?

Cheers

**Harry Muker** | Senior Coordinator, Traffic/Transport & Development Management  
P: (02) 9952 8116 | E: [hmuker@ryde.nsw.gov.au](mailto:hmuker@ryde.nsw.gov.au) | [www.ryde.nsw.gov.au](http://www.ryde.nsw.gov.au)

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**On Friday 13 May** | Civic Centre closed to the public and Customer Service operating from 1 Pope Street, Ryde

**From Monday 16 May – End of June** | Customer Service and the Ryde Planning and Business Centre operating from Ground Floor, Civic Centre, 1 Devlin Street, Ryde

**From Monday 16 May** | Council office staff will have a new home at 3 Richardson Place, North Ryde

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**From:** Joshua Milston [<mailto:Joshua.Milston@arup.com>]

**Sent:** Monday, 27 June 2016 12:52 PM

**To:** POPOFF Andrew M; Cameron Kline; BOBRYK Janusz J; O'Donnell, Greg; BALLM David; Harry Muker; Lloyd, Darryl; Ian Connolly; Wong, Matthew; [robert.alcock@mq.edu.au](mailto:robert.alcock@mq.edu.au); Kelly Yoon

**Subject:** RE: Macquarie University Concept Plan Approval - Traffic Modelling / Bus Priority Setback requirements - Balaclava Rd approach to Epping Rd and Waterloo Rd approach to Herring Rd

Hi all

Please see below my notes and key actions from our meeting this past Friday. Please let me know should you have any comments

Regards

**Josh Milston**

Senior Transport Planner

BE (Civil) MIEAust CPEng

Arup

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## **Notes from Macquarie University Traffic Modelling Meeting, Friday 24 June 2016 (2pm – 3.30pm)**

### **i. Micro-simulation traffic model**

- RMS noted that the purpose of the micro-simulation traffic modelling was to inform the infrastructure works required to support the growth of the University
- These infrastructure works are outlined in the VPA which is currently being finalised by MQU and City of Ryde
- Once the VPA has been executed, RMS will be happy to close out conditions C15(2) and B5(1), (2) of the Macquarie University Concept Plan Approval (MP06\_0016) and condition E1(c) of the Project Approval of the Australian Hearing Hub (MP10\_0032) by signing off on the micro-simulation model undertaken at the time.
- RMS noted that this sign off does not provide endorsement to the latest iteration of the future state Arup Paramics model

### **ii. Bus setbacks / Macquarie University Gateway**

- Following discussions around the need for bus setbacks within the MQU campus, as well as the operational traffic benefits achieved from banning the right turn onto Herring Road from University Avenue, RMS & TfNSW were comfortable with the implementation of the Macquarie University Gateway Project and provided in-principle support
- RMS & TfNSW do however require the future ability to provide for road widening at University Avenue, either to provide for dedicated bus lanes or to reinstate the right hand turn onto Herring Road. The preference is to allow for this through the provision of an easement. This requirement for an easement could be a condition of approval for the project. MQU will discuss internally and outline an appropriate way forward
- A Traffic Management Plan (TMP) is to be prepared which considers both the construction and operational traffic impacts associated with the Gateway proposal. This is to include traffic modelling (performed under the previously agreed process between RMS and Arup for the Macquarie Square proposal) which identifies the traffic benefits and impacts associated with the works. The modelling is to exclude any traffic changes associated with the Macquarie Square proposal.
- Consultation must be undertaken as part of the TMP process, with evidence of this required to support the application.
- The TMP is to be initially submitted to City of Ryde for their approval, who will then forward on to RMS for their concurrence

-----Original Appointment-----

**From:** POPOFF Andrew M [<mailto:Andrew.POPOFF@rms.nsw.gov.au>]

**Sent:** Monday, 20 June 2016 7:32 PM

**To:** POPOFF Andrew M; FLYNN Greg; Cameron Kline; BOBRYK Janusz J; O'Donnell, Greg; Tancevski, Aleks; BALLM David; Harry Muker; Ozinga, Mark; Lloyd, Darryl; Ian Connolly; Joshua Milston; Miller, Neill; Wong, Matthew; Hunt,

Gordon

**Subject:** Macquarie University Concept Plan Approval - Traffic Modelling / Bus Priority Setback requirements - Balaclava Rd approach to Epping Rd and Waterloo Rd approach to Herring Rd  
**When:** Friday, 24 June 2016 2:00 PM-3:00 PM (UTC+10:00) Canberra, Melbourne, Sydney.  
**Where:** RMS Office - 27 Argyle Street, Parramatta - Level 6 Meeting Room 10 (12P)  
**Importance:** High

Hi All,

The lengthy email below and the attachments pretty much detail the issues for discussion which are:

- Microsimulation Modelling endorsement; and
- Bus Setback / Priority issues.

Most people are available for this day / time. However, I note that some have indicated that they can't make Friday. If you can't make it, would it be possible for you to send a colleague or representative on your behalf who is available.

Regards - Andrew

**From:** POPOFF Andrew M  
**Sent:** Friday, 10 June 2016 5:56 PM  
**To:** 'Ian Connolly'; Joshua Milston  
**Cc:** FLYNN Greg; Cameron Kline; BOBRYK Janusz J; O'Donnell, Greg; Dessanti, Adrian; Tancevski, Aleks; BALLM David; 'Harry Muker'; 'Ozinga, Mark'; 'Lloyd, Darryl'  
**Subject:** Future Meeting / Issues - Macquarie University - Traffic Modelling  
**Importance:** High

Hi Ian / Josh,

I refer to your email below and the attachments and agree that a meeting should be arranged soon to discuss this matter further and hopefully find a way where we can move forward on this matter. Based on the number of stakeholders potentially needed at the meeting (and ensuring that everyone is available) I'm hoping to try to arrange a meeting for the week starting the 20 June 2016. I'll try to organise the details of the meeting on Tuesday after the long weekend.

Before we have the meeting (which I believe should be attended by RMS, TfNSW, Council and yourselves), I have provided the following comments below on the material that was recently submitted and hope to elaborate on some historical details referred to within your recent submissions and suggest some key points for discussion / way forward once a meeting is arranged.

I've also taken the liberty of providing some additional comments within the attached pdf file (160415 MQU response to RMS letter 27 Jan16.pdf) alongside some of the yellow highlighted text.

**Background details on Modelling referred to by ARUP:**

We wish to advise that the attached documents (ARUP's and Macquarie University's letters) have misinterpreted the Roads and Maritime's endorsement of the Macquarie Park modelling. The Roads and Maritime's endorsement was limited to the Macquarie Transport Interchange (MTI) (i.e. unsolicited proposal). Unfortunately, some parties are now misinterpreting the Roads and Maritime's "in-principle" endorsement of the MTI project as an endorsement of modelling associated with Macquarie Park developments matters / Macquarie University Precinct matters.

With respect to the Macquarie University Gateway (MUG) and Macquarie Transport Interchange (MTI) projects, the Macquarie Park Paramics model is not a single entity but a set of four models representing traffic demand in 2014 AM, 2014 PM, 2026 AM and 2026 PM.

The original Macquarie Park set of models was developed by Bitzios Consulting for Ryde Council in 2007. The original existing models were never fully calibrated to the Roads and Maritime's satisfaction. Over the years we note that several consultants have attempted to correct those models to make them suitable for assessment of various proposals within Macquarie Park precincts. Given the Paramics software's limitations, especially traffic assignment limitation, we do not believe that the Macquarie Park Paramics models can be satisfactorily improved to be significantly useful for the assessment of Development / Planning proposals.

ARUP had submitted the MUG project to the Roads and Maritime Services for traffic impact assessment in 2014 / 2015. The MUG project was not a complete MUG proposal. It was a MUG proposal stage comprising: (a removal of University Avenue right turn into Herring Road, reduction in the number of approach lanes to Herring Road, and Research Park closure at University Avenue junction). The project traffic impact was a minor re-routing, and it would primarily affect key nearby intersections on the fringe of the University Precinct. It is noted that the assessment of the Paramics 2014 models were calibrated and validated for several key intersections and despite some problems, were found satisfactory and suitable for further use in the MUG project. At this stage the Paramics 2026 models were not reviewed.

Sometime after the MUG project submission, Transport for NSW had requested Roads and Maritime to assist with traffic analysis and modelling assessment of the MTI project. Traffic analysis and project assessment framework was set out at the meeting held in Transport for NSW on 5 February 2015. The Paramics Macquarie Park model deficiencies had been noted at this meeting.

The MUG and MTI projects have had overlapping traffic impact on the road network, and with ARUP involved in both projects it was therefore decided to analyse both projects together. Their joint traffic implications were assessed and modelling approach reviewed. As a result, MUG and MTI network core area had been re-defined, limiting it to Herring Road between Waterloo and Talavera Roads. The intersections of Talavera Road/Khartoum Road and Waterloo Road/Khartoum Road were also considered for SIDRA analysis. ARUP provided stick diagrams showing revised existing (2014 AM and 2014 PM) traffic along Herring Road between its intersections with Waterloo and Talavera Roads. Those diagrams were derived from Paramics existing (2014) and refined using 2014/15 traffic counts. On these grounds, AM and PM models were endorsed for further modelling analysis.

Future 2026 traffic assignment estimated by Paramics was found highly unlikely, subsequently Paramics 2026 models were found unsuitable for further analysis. Desktop analysis was applied for estimation of the existing traffic re-routing related to MUG and MTI projects. Future traffic growth for intersection analysis was estimated from a strategic model. At that stage ARUP requested to continue intersections analysis associated with the MTI project only. The MUG project analysis was discontinued; subsequently the MUG project traffic impact assessment was not completed. The SIDRA analytical software was used for detailed initial intersection modelling (of four intersections mentioned above). Since the details of the MTI proposal were not defined, the initial SIDRA modelling could not be fully assessed therefore Roads and Maritime had given "in-principle" endorsement only, reserving its rights to re-examine the intersection modelling when the proposal is further developed.

#### **Key Issues for discussion / Way forward:**

What is the purpose of the 2026 modelling endorsement. Is it to endorse, tick off on the completion of outstanding conditions for:

- Condition C10(2) of the Macquarie University Concept Plan Approval (MP06\_0016);
- Condition E1(a) of the Project Approval of the Australian Hearing Hub (MP10\_0032);

If so, then we have previously provided correspondence (see attached RMS Response – SYD11\_00560-09 dated ) which detailed the answers. It's likely that we would be happy to close these conditions out above once a VPA has been executed.

Bus setback / Priority Issues:

- Conditions C15(2) and B5(1), (2) of the Macquarie University Concept Plan Approval (MP06\_0016).
- Condition E1(c) of the Project Approval of the Australian Hearing Hub (MP10\_0032).

The resolution to this is a more detailed matter to resolve and would be highly reliant upon endorsement from TfNSW. Hopefully, the complexities and details behind this matter can be discussed further in the meeting.



Kind regards

**Andrew Popoff**

Senior Land Use Planner  
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*Every journey matters*

**Roads and Maritime Services**

Level 5, 27 Argyle Street Parramatta NSW 2150

**From:** Ian Connolly [<mailto:Ian.Connolly@cox.com.au>]

**Sent:** Friday, 10 June 2016 3:47 PM

**To:** POPOFF Andrew M

**Cc:** Joshua Milston; FLYNN Greg; Development Sydney; Cameron Kline

**Subject:** Re: REPLY: Macquarie University Traffic Modelling

Andrew

Left a message with you yesterday.

I was hoping to organise a meeting so that we can agree the scope of the review and likely outputs prior to starting work.

The meeting would be to:

- Agree the requirements in relation to the Concept Plan approval
- Confirm the methodology/model type
- Agree a base date for the model
- Understand results from previous RMS reviews of the model
- Identify gaps
- Understand the likely program for RMS

The model has been previously reviewed by RMS and as I understand it, has been accepted for other components in Macquarie Park. Agreeing where there are acceptable areas in the work done to date might help simplify the review.

It needn't be a long meeting but would help focus on what needs to be approved, what additional information might be needed and give the University and Planning advice on the way forward.

Many thanks

**Ian Connolly** - Director

<< File: 160415 MQU\_response to RMS letter 27Jan16.pdf >>

**Cox Richardson**

Level 6, 155 Clarence Street, Sydney NSW 2000 Australia

Nominated Architects John Richardson No: 3162 | Russell Lee No: 6367

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[<< File: Draft RMS Response - SYD11\\_00560-09 Macquarie University Concept Plan Ap....pdf >>](#) [<<](#)

[File: Instrument of Approval Macquarie University Concept Plan.pdf >>](#)



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<< File: MQU Traffic Modelling - Response to Bitzios Letter January 2016\_150415.pdf >> << File: ATT19684 1.jpg >> << File: ATT44461 2.jpg >> << File: ATT73816 3.jpg >>

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