

General Manager  
City of Ryde Council  
Locked Bag 2069  
North Ryde NSW 1670

18<sup>th</sup> June 2021

Dear City of Ryde Council,

**RE: Green Links Masterplan**

Thank you for the opportunity to comment on the City of Ryde's Green Links Masterplan. Bicycle NSW has been the peak bicycle advocacy group now in NSW for over forty-five years, and has over 30 affiliated local Bicycle User Groups.

Our mission is to make cycling better for everyone in NSW, and we support improvements to facilities for pedestrians and cyclists. We advocate for new cycling routes that incorporate dedicated paths within both urban green corridors and the road environment, to provide connections to jobs, schools and services for daily transport and recreation trips.

The Green Links Masterplan sets out **an excellent vision** for the development of important active transport connections in the City of Ryde, utilising the open space networks to create a diverse, vibrant, healthy and resilient city. The three Green Links will establish blue and green biodiversity corridors, offer multiple recreational opportunities and act as a focal point for community and culture.

The masterplan identifies 'missing links' in the existing bicycle network and commits to developing new sections of the network to ensure that continuous green corridors connect the employment and education hub at Macquarie Park and Ryde's town centres with the Parramatta River to the south and the Lane Cove National Park to the north, the Meadowbank education precinct, Ryde Central, Ryde River Walk (which provides an active transport link to Parramatta) and other Green Link corridors in the region.

We have reviewed the masterplan alongside other relevant plans that relate to the City of Ryde and found it aligns well with the high-level ambitions outlined in:

Transport for NSW Future Transport 2056 Plan, which commits to provide a regional cycle network in Greater Sydney

Greater Sydney Region Plan, A Metropolis of Three Cities (2018) which locates Ryde on the border of the Eastern Harbour City and the Central River City.

North District Plan (2018) aims to improve the 30-minute access to jobs within the area. The three Green Links are collectively referred to as the 'Eastwood to Macquarie Park Open Space Corridors' and there is a commitment to develop these active transport links over 20 years. Macquarie Park is identified as a health and education precinct while Eastwood, Marsfield, Ryde and West Ryde are local centres.

Sydney Green Grid, developed by the NSW Government Architect in 2017 and reflected in the district and region plans, proposes an interconnecting network of open spaces that support walking and cycling. The Green Grid identifies all three Green Links (Figure 1).



Figure 1:  
Extract from the Green Grid showing  
project opportunities in the Ryde area.  
(Source: Tyrrell Studio / NSW Government Architect)

#### Key

- 22. Shrimptons Creek Green Link: Eastwood to Macquarie Park
- 32. Terrys Creek Bushland Link
- 44. Road Reserve Corridor: Macquarie Park to Eastwood

Our Vision for Ryde 2028 Community Strategic Plan includes a survey that showed 72% of residents considered walking and cycling paths in urban areas to be very important.

City of Ryde Local Strategic Planning Statement 2020 which expresses an aim to encourage walking, cycling and public transport use as the key vision for transport (Part 2.3)

City of Ryde Integrated Transport Strategy 2016-2031 contains a target of a 60/40 private vehicle vs active/public transport modal split of total journeys to and from work.

## Opportunities:

In 2016, City of Ryde recorded a population of 116,300. This figure is estimated to increase by 44% to 167,100 by 2036. Macquarie Park is expected to experience the largest population growth<sup>i</sup>.

Congestion is a growing problem. City of Ryde residents use their own car for approximately 70% of trips that they make while almost 80% of people coming to City of Ryde use their car<sup>ii</sup>. Cycling trips have scope for significant growth as two major destinations for work trips (Macquarie Park and Parramatta) are within cycling distance for many people. Improving active and public transport infrastructure and increasing the take up of people walking, cycling and catching public transport, will ultimately reduce the number of people choosing to drive.

There has never been a better time to build for bike riding and active transport, as evidenced in the new Transport for NSW policies that require State projects (CHECK – is this TfNSW arterial roads only?) to prioritize road space for active transport:

- Providing for Walking and Cycling in Transport Projects Policy CP21001<sup>iii</sup>
- Road User Space Allocation Policy CP21000<sup>iv</sup>

### Order of Road User Space Considerations



Figure 2: Diagram expressing Transport for NSW's road user priority. (Source: Transport for NSW)

NSW Government has committed to provide a regional cycle network in Greater Sydney, as outlined in the Future Transport 2056 Plan<sup>v</sup>. The Principle Bike Network (PBN) is being finalised by Transport for NSW and should align with the Green Grid and include the three Green Links.

The Green Links will provide cycling infrastructure that is completely separated from vehicles and caters for riders of all ages and abilities, as preferred by Bicycle NSW. According to the best practice 'cycling segmentation' model, developed in Portland USA to identify the type and needs of existing and potential bike riders<sup>vi</sup>, such cycle paths will allow 70% of local residents to consider journeys by bike (Figure 3). The area has some steep inclines but the increasing use of e-bikes and other micromobility devices will ensure that active transport options are accessible to all residents.

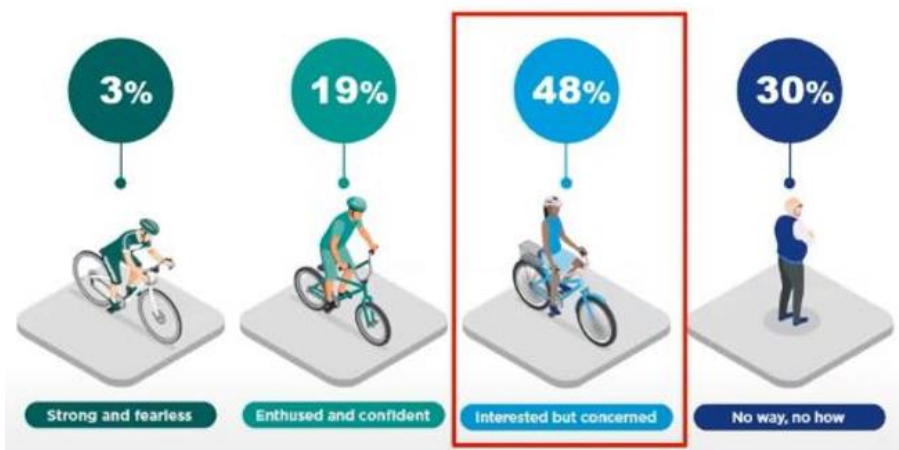


Figure 3: Four general categories of comfort levels for cycling as transportation. Source: North Sydney Council

## Conclusion:

Bicycle NSW is excited by the Green Links masterplan which proposes game-changing upgrades to the active transport network in the City of Ryde. Safe infrastructure to support walking and cycling will benefit everyone in the community, reducing congestion and pollution while improving public health and providing more equitable access to employment, services and public transport.

Two important considerations should underline the development of more detailed plans for the three Green Links:

- Integration of the route with train stations and bus stops is essential to ensure easy access by bike and foot. All public transport journeys start and finish with a walk or cycle. By providing high-quality, safe conditions for walking to the station, residents will be encouraged to use mass transit. If safe cycling is facilitated, the catchment for the train station increases, breaking down the first/last mile barrier which can inhibit take-up of public transport.
- Connections with education facilities along the routes must be maximised. Cycling infrastructure needs to be safe and continuous to increase the mode share of cycling and reduce congestion associated with school journeys.

Cycle paths offer the greatest mode-shift potential when riders are able to connect their whole journey safely. The City of Parramatta and City of Sydney have demonstrated that building safe, well-connected cycleways works to induce mode-shift to active transport.

We look forward to working with City of Ryde Council to progress the detailed design of the three Green Links.

Yours faithfully,

***Sarah Bickford***

Bike Planner  
Bicycle NSW

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<sup>i</sup> City of Ryde Local Strategic Planning Statement 2020. <http://www.ryde.nsw.gov.au/LSPS2020>

<sup>ii</sup> City of Ryde Local Strategic Planning Statement 2020. <http://www.ryde.nsw.gov.au/LSPS2020>

<sup>iii</sup> NSW Government, Providing for Walking and Cycling in Transport Projects Policy CP21001, [Online as at 19/2/2021] [www.transport.nsw.gov.au/system/files/media/documents/2021/providing-for-walking-and-cycling-in-transport-projects-policy.pdf](http://www.transport.nsw.gov.au/system/files/media/documents/2021/providing-for-walking-and-cycling-in-transport-projects-policy.pdf)

<sup>iv</sup> NSW Government, Road User Space Allocation Policy CP21000, [Online as at 19/2/2021] [www.transport.nsw.gov.au/system/files/media/documents/2021/road-user-space-allocation-policy.pdf](http://www.transport.nsw.gov.au/system/files/media/documents/2021/road-user-space-allocation-policy.pdf)

<sup>v</sup> NSW Government, Future Transport 2056 [Online 1/4/2020]

<https://future.transport.nsw.gov.au/plans/future-transport-strategy/future-transport-greater-sydney>, Points 3-5