Productivity

Pacific Highway, Killara by Glen Leo
3 - Productivity

30 Minute City

Ku-ring-gai Local Planning Priorities
K21. Prioritising new development and housing in locations that enable 30 minute access to key strategic centres
K22. Providing improved and expanded district and regional connections through a range of integrated transport and infrastructure to enable effective movement to, from and within Ku-ring-gai

BACKGROUND

Ku-ring-gai is characterised by a number of Local Centres and villages along the North Shore railway line, supplemented by neighbourhood centres. It is therefore important for land use planning to allow for a mix of land uses at attractor nodes to reduce the amount of trips people need to undertake in order to access public transport, and local services and amenities. The location of a variety of land uses (residential, retail, employment, open space, community facilities etc.) within walking or cycling distance encourages public transport usage and active transport modes, and can help to minimise private car use. In the context of the integration of land use and transport, the Ku-ring-gai Integrated Transport Strategy acknowledges that:

- in order to provide convenient transport choices that are an alternate to private vehicle use, increased dwelling and employment densities should be focused on public transport nodes;
- focusing dwelling and employment development within good access to public transport supports existing public transport infrastructure with increased patronage opportunities; and
- increased development in close proximity to public transport nodes can also encourage further development eg. retail and services that can increase activity and vitality of areas.

The Ku-ring-gai LGA is notable in that it does not contain a strategic (or metropolitan) centre, so residents need to leave the LGA to access their nearest strategic centre. Strategic centres to the south and north are relatively well serviced from Ku-ring-gai by rail, but by comparison strategic centres east and west are poorly serviced from Ku-ring-gai by public transport.

Convenient access to all-day frequent public transport in Ku-ring-gai is limited to areas around rail stations, and some road corridors where bus services are frequent.

Access to all-day frequent transport is critical in enabling 30 minute access to key strategic centres located in surrounding LGAs, not only for journeys to work, but for other purpose trips such as shopping, recreation, leisure and education.

Some local and neighbourhood centres in Ku-ring-gai are more advantaged than others due to:

- access to a greater number of jobs, strategic centres and other facilities by virtue of their spatial location within the LGA;
- the level of public transport available; and
- the number and proximity of key strategic centres to them.

This includes the neighbourhood centres on, or adjacent, to the arterial road network such as Roseville Chase, North St Ives and West Gordon (Refer to Figure 3-1 Mobility Map– (St Ives North, West Gordon, Roseville Chase)) which are all within 30 minutes travel of a Strategic Centre.
Figure 3-1 Mobility Map (St Ives North, West Gordon, Roseville Chase)
MOVEMENT TO AND FROM KU-RING-GAI

The North District Plan envisages the long term jobs capacity of Macquarie Park to be the next largest centre after the City of Sydney and North Sydney. Macquarie Park is well serviced by public transport for trips to work with origins to the north (heavy rail), north-west (NW Metro), and south/south-east (heavy rail/NW metro). However, Journey to work (JTW) data indicates that approximately one third of journey to work trips originate north-east and south-west of Macquarie Park. Of the trips from Ku-ring-gai/Northern Beaches to Macquarie Park, between 77% and 87% are by car, and between 8% and 11% are by train or bus. This is due to public transport links being substantially weaker and less reliable, due to bus services which are impacted by peak hour traffic congestion on key arterial and regional road corridors in Ku-ring-gai.

Traffic volumes on Ryde Road on the northern approach to Macquarie Park have been steadily increasing (including the proportion of heavy vehicles) and now exceed 30,000 vehicles in each direction. The majority of passenger vehicles in peak periods are single-occupant vehicles. During mornings, afternoons and evenings, significant congestion results on the corridor as the capacity is exceeded. It is not unusual to experience trip times greater than 30 minutes to travel the 4.5km on the A3 corridor (up to as late as 10am) between the Pacific Highway and Waterloo Road, which impacts on both productivity and liveability. Clearly there is a need to review the allocation of road space on the A3 corridor in the North District, to make provision for more efficient modes of transport so that the future productivity and liveability of the Macquarie Park strategic centre and the North District can be maintained and improved.

MOVEMENT WITHIN KU-RING-GAI

According to 2016 ABS Census data, of the 30,173 people who work in Ku-ring-gai Council area, 13,394 or 44.4% also live in the area. This indicates a high degree of mobility within the LGA. Apart from along the rail corridor and some road corridors that have frequent bus services, intra-LGA travel by public transport is not convenient or frequent enough to encourage its use.

On average over the Sydney Trains network, the proportion of rail passengers who drive a car to the rail station is typically about 10%. However, at five Ku-ring-gai LGA rail stations the overall proportion of car drivers surveyed was 35% which is significantly higher than the average for the Sydney Trains network. This indicates a high degree of dependence on car travel for access to the rail station. Demand for dedicated commuter parking around railway stations in the LGA exceeds the supply. This results in commuters parking on-street around railway stations, sometimes as far as 800m away. For example, in Gordon, there are approximately 700 dedicated commuter parking spaces, but the demand is for nearly double that number.

STRATEGIC RESPONSE

A review of the Ku-ring-gai Integrated Transport Strategy is necessary so that there is alignment with Future Transport 2056 and the North District Plan. To help inform the housing local planning priority, the review would include analysis of travel times by public transport from Ku-ring-gai suburbs to strategic centres in the Eastern Economic Corridor, considering the transport improvements identified in Future Transport 2056. As part of the review, the Ku-ring-gai Integrated Transport Strategy should also develop mode share/mode split targets for Local Centres, with priority for walking, cycling and public transport, to increase proportion of trips to Local Centres by modes other than private car.

Implementation of public transport improvements identified in Future Transport 2056 (both committed, and those initiatives for investigation), particularly serving the east-west direction and cross-regional links, could expand the locations in Ku-ring-gai that could provide convenient access to all-day frequent public transport, and could therefore improve local and neighbourhood centres access to a greater number of jobs and strategic centres. From this, improving local connections to these local and neighbourhood centres is also critical in maximising the opportunities available within 30 minutes by public transport. Figure 3-2 Strategic Road and Rail Network outlines the key public transport improvements identified in Future Transport 2056 which impact on Ku-ring-gai.

► Movement to and from Ku-ring-gai

The Road Network Plan for the Lane Cove Road Corridor (RMS, 2018) acknowledges that one of the key issues and highest priorities is that

“Traffic performance may worsen and poor performance may extend beyond existing peak periods as traffic demand increases with the growth of Macquarie Park and other centres surrounding the corridor.

Investigations and investments in alternative travel options (public and active transport) and parking provision are...
required to change travel behaviour. Without this, heavy reliance on private vehicles will worsen traffic performance along this corridor.”

Following this, the opportunities identified in the Road Network Plan include developing an integrated transport strategy, rather than infrastructure solutions, to enhance the efficiency of the corridor. By strengthening the existing east-west transport links (Dee Why to Chatswood and Mona Vale to Macquarie Park), followed by true Rapid Bus Transit, these strategies would form part of an integrated solution to improve the efficiency of the corridor. This would also align with the four corridor vision for Northern Beaches Council - to transform from one strategic bus corridor (B-Line) to four public transport corridors in and out of the Northern Beaches LGA, particularly to areas to the west.

In order to complete the access upgrades of stations in Ku-ring-gai, Council will continue to advocate for the upgrade to Killara railway station.

**Movement within Ku-ring-gai**

Key bus routes and corridors have been identified for service and infrastructure improvement, to encourage public transport use within the LGA. This would create more of a network of local routes with better connections to Local Centres and neighbourhood centres (figure 3-3 Public Transport Network).

There is also justification for the implementation of an on-demand bus service in the LGA, as an in-fill service to areas not well serviced by existing bus services. A trial service currently operating in the Sutherland Shire has similar characteristics to a potential service in the Ku-ring-gai LGA, in that:

- there is an existing rail corridor and stations along a spine;
- a number of Local Centres are located around railway stations, with retail, medical and other services;
- the area is predominantly characterised by low density residential, with more dense development located around rail stations and along the rail corridor;
- there is a major hospital precinct located outside the Local Centres and away from rail station access;
- there are a number of educational, recreational and aged care facilities also outside the Local Centres and away from rail station access; and
- the number of dwellings without access to a frequent all-day public transport is high.
### 30 Minute City - Ku-ring-gai Local Planning Priorities and Actions

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**Actions**
- Review Integrated Transport Strategy to align with Future Transport 2056, and include:
  - analysis of travel times by public transport from Ku-ring-gai suburbs to strategic centres in the Eastern Economic Corridor considering the transport improvements identified in Future Transport 2056; and
  - development of mode share targets for the Local Centres (short term).
- Advocate to Transport for NSW to increase priority and accelerate the delivery of infrastructure improvements identified in Future Transport 2056 that connects Ku-ring-gai internally and with nearby centres, including:
  - improvements to bus connections from Mona Vale to Macquarie Park, and Dee Why to Chatswood (followed by Bus Rapid Transit);
  - implementation of access upgrade to Killara railway station;
  - improvements to access to public transport, comprising of (but not limited to) more frequent and direct bus services to stations, improvements to key local bus corridors, introduction of on-demand bus services and additional commuter parking, where appropriate (short term - ongoing).

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<th><strong>North District Plan</strong></th>
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<td>A Metropolis of Three Cities – integrated land use and transport creates walkable and 30 minute cities</td>
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Figure 3-2 Strategic Road and Rail Network
Figure 3-3 Public Transport Network
Active Transport - Walking and Cycling Networks

Ku-ring-gai Local Planning Priorities
K23. Providing safe and convenient walking and cycling networks within Ku-ring-gai

BACKGROUND

The Ku-ring-gai Integrated Transport Strategy recognises that communities and Local Centres with walking and cycling at the forefront of design provide attractive and liveable areas with high levels of street activity, improved safety and a high quality of environment. Walkable and cycleable environments facilitate greater public transport use and also contribute to healthy communities through the encouragement of physical activity. One of the Strategy’s objectives was to increase cycling mode share of bicycle trips to 5% by 2016.

WALKING

Walking is a fundamental and direct means of access to most places and to the goods, services and information available at those places. Those creating public and private space or facilities must give priority to ‘walk in’ access which is attractive, safe, convenient and accessible for everyone. All responsible agencies should respect the pedestrians’ priority right-of-way on footpaths and recognise the importance of constructing and maintaining them for transport, health, safety, leisure and social purposes.

Council has undertaken a review of the current pedestrian needs in the Ku-ring-gai LGA with the aim of providing a consistent standard of facilities for pedestrians. The review provided a list of prioritised pedestrian infrastructure improvements for safer, more attractive transport choices for residents and visitors, to increase pedestrian activity and to improve the amenity for all local residents and visitors to the LGA. The specific objectives of the review were to:

• increase the use of the pedestrian network for short trips (1.5-2km);
• reduce the number of missing links within the pedestrian network;
• reduce the number of pedestrian accidents;
• improve pedestrian connectivity with other transport modes, primarily train, bus, bicycle and car;
• provide pedestrian facilities which cater for the needs of all pedestrians, including people with disabilities, commuters, children, seniors and recreational walkers; and
• complement existing and planned pedestrian and bicycle facilities.

This review focused on the existing and proposed pedestrian network with the aim of extending and improving the existing network of pedestrian facilities. Recommendations from the review are included in a Draft Pedestrian Access and Mobility Plan (PAMP) to be completed in 2019/2020.

CYCLING

In 2016, 0.6% of Ku-ring-gai Council area’s employed population travelled to work by bicycle (at any stage of their journey), compared to 0.7% in Greater Sydney. This is despite modest provision of cycling facilities in the LGA. While Ku-ring-gai had a lower proportion of people who cycled to work, this varied across the LGA. For example, proportions ranged from a low of 0.1% in St Ives to a high of 1.7% in South Turramurra.

The Ku-ring-gai Bike Plan was adopted by Council in 2012. Objectives of the Bike Plan include reducing the number of missing links and severance within the existing bicycle network, and improving the connectivity of the cycle network with other transport modes, primarily bus, train and walking. Since adoption of the Bike Plan, modest progress has been made in implementing a south-to-north route (roughly parallel to the Pacific Highway) from Roseville to Wahroonga. Planning is also underway for local cycling links to some of Council’s new major project sites in Lindfield and Turramurra.

Community awareness and expectations in terms of the quality and safety of cycling facilities for all ages and riding abilities have increased since the adoption of the Bike Plan, with the community desire now for separated cycling facilities, which come at a higher cost than the facilities anticipated in the Bike Plan. Except on quiet, low traffic local roads, on-road/mixed traffic cycleways are not considered adequate for cycling. Providing separated cycling facilities through residential areas and Local Centres often involves impacts to on-street parking, which can present challenges in their development.
STRATEGIC RESPONSE

As indicated in the local planning priorities for a 30 minute city, the review of the Ku-ring-gai Integrated Transport Strategy would incorporate the development of mode share/mode split targets for Local Centres, with priority for walking, cycling and public transport. This would provide the strategic justification to increase proportion of trips to Local Centres by modes other than private car, including active transport.

WALKING

The North District Plan discusses the principle that direct, safe and accessible routes to local destinations and services should be prioritised within a 10 minute walk of centres. To help achieve this, opportunities identified in the PAMP would need to be incorporated in the review of the Public Domain Plans for the Local Centres.

CYCLING

The Greater Sydney Principal Bicycle Network (as part of Future Transport 2056) suggests a network of major bike corridors linking strategic centres across Greater Sydney. In addition to this, the individual components of the Principal Bicycle Network have an important role in supporting shorter distance city-serving and centre-serving journeys.

The Green Grid provides preliminary prioritisation of opportunities in terms of their strategic potential as catalysts for the establishment of a new interconnected high performance green infrastructure network which will support healthy urban growth. The Green Grid is discussed in more detail within Section 4 – Sustainability – Green Grid, Planning Priorities K32, K33 and K34.

The Ku-ring-gai Bike Plan was developed to connect local activity generators and attractors, such as transport nodes, schools, shops and recreation facilities, as well as providing regional connectivity

In order to better align with State Government plans, a review and update of the Bike Plan will be undertaken in conjunction with the Green Grid Strategy (see Planning Priorities K32, K33 and K34) to integrate with new opportunities in Local Centres, local and Sydney Green Grid connections and regional opportunities and connections as addressed within the Principal Bicycle Network and other active transport provisions in Future Transport 2056. In addition to this,
### Active Transport - Walking and Cycling Networks - Ku-ring-gai Local Planning Priority and Actions

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**Actions**
- Review and update the Ku-ring-gai Bike Plan, to align with the Principal Bicycle Network and other active transport provisions in Future Transport 2056, as well as new opportunities identified in the Green Grid Strategy and in the Local Centres (short-medium term).
- Incorporate cycling and pedestrian facilities in the review of the Public Domain Plans for the Local Centres (short-medium term).
- Update mode share for cycling in the review of the Ku-ring-gai Integrated Transport Strategy, to include mode share/mode split targets for Local Centres (short-medium term).
- Complete Pedestrian Access and Mobility Plan (short term).

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Figure 3-4 Active Transport - Cycle Routes