Transport for NSW and Roads and Maritime Services will improve the road network in Macquarie Park as part of the Bus Priority Infrastructure Program, which aims to increase the reliability and efficiency of bus services, while easing congestion for all road users.

Roads and Maritime Services received over 80 submissions about the proposed works which have been considered and have resulted in minor changes to designs. Work is expected to start in early 2018.

These road works will improve the journey times of bus services travelling through the area and make getting around Macquarie Park easier for everyone. The changes support Sydney’s Bus Future, the NSW Government’s plan to redesign Sydney’s bus network to meet customer needs now and into the future. For more information on Sydney’s Bus Future, please visit www.transport.nsw.gov.au/sydyneys-bus-future.
SUBMISSIONS REPORT

Roads and Maritime Services invited feedback in April and May 2017 on the Bus Priority and Capacity Improvements in Macquarie Park proposal. We received submissions from 82 individuals, organisations and businesses. Key areas of interest included the Herring Road and Ivanhoe Place intersection, tree removal, the staging of construction works, traffic and transport.

Roads and Maritime have responded directly to questions and concerns raised and thank everyone for considering the proposal and for their feedback. We summarised the feedback and our responses in a Submissions Report which can be viewed at www.rms.nsw.gov.au/bpp.

BACKGROUND

Macquarie Park is a rapidly growing residential, commercial and shopping district, needing long-term bus and road improvements to support the area’s future growth. We are carrying out road and intersection upgrades to improve the reliability and efficiency of bus services, while easing congestion and improving traffic flow for all road users in the area.

This project will be delivered as part of the Bus Priority Infrastructure Program.

We will do the work in two stages:

STAGE 1

As part of Sydney Metro Northwest construction, the Epping to Chatswood rail line is scheduled to temporarily close from late 2018 for about seven months. During this time, a Temporary Transport Plan will be implemented to replace railway services with a bus service. Road and intersection upgrades will support the running of buses and improve traffic flow in the area. These will be constructed from early 2018 and will be completed in time for the Temporary Transport Plan bus service.

STAGE 2

Once the Epping to Chatswood rail line reopens by mid 2019, the remainder of the road and intersection upgrades will be carried out. This work will provide long term improvements and ongoing support for two key corridors set out in Sydney’s Bus Future – Parramatta to Macquarie Park via Carlingford and Epping, and Hurstville to Macquarie Park via Burwood. The work will also benefit other bus services operating in the area and provide important upgrades to the road network to reduce congestion and improve access for all road users.

KEY BENEFITS

- faster, efficient and more reliable travel times through the Macquarie Park area for buses and all road users
- improved road network capacity and support for existing traffic movements including growth of traffic within and around Macquarie Park into the future
- improved pedestrian safety and access with new and improved crossing facilities
- short-term support for the additional buses needed for the temporary closure of the Epping to Chatswood rail line
- long-term ongoing benefits for key bus corridors and local bus services through improved and upgraded bus priority infrastructure.

KEY FEATURES

Key features of the project include:

- upgrading the intersection of Herring Road and Epping Road
- upgrading the roundabout at Herring Road and Ivanhoe Place to a traffic light intersection
- adjusting the median along Herring Road, between Ivanhoe Place and Waterloo Road to provide continuous kerbside bus lanes in both directions
- upgrading the intersection of Herring Road and Waterloo Road
- widening Waterloo Road between Cottonwood Crescent and Lane Cove Road to provide continuous kerbside bus lanes in both directions
- upgrading the roundabout intersection of Byfield Street and Waterloo Road to a traffic light intersection
- upgrading the roundabout intersection of Khartoum Road and Waterloo Road to a traffic light intersection
- upgrading the intersection of Waterloo Road and Lane Cove Road
- extending the existing kerbside southbound bus lane on Lane Cove Road, between Waterloo Road and Epping Road
- upgrading the intersection of Lane Cove Road and Epping Road
- extending the right turn lane northbound on Lane Cove Road onto Epping Road eastbound, between Allengrove Crescent and Lorna Avenue.

To complete this work we will need to remove about 150 trees. We will work with Ryde City Council to identify opportunities to plant replacement trees in the local area.

There will also be some permanent loss of parking on Waterloo Road, Herring Road and Byfield Street.

For more information about the project, please visit our website www.rms.nsw.gov.au/bpp.
HERRING ROAD AND EPPING ROAD INTERSECTION

Introduction of second lane

Staged pedestrian crossing

Dual right turn lanes

Re-aligned left turn

Dual right turn lanes

Introduction of second lane

KEY
- Bus lane
- Bus stop
HERRING ROAD AND IVANHOE PLACE INTERSECTION

- Dedicated right turn into Windsor Drive
- Kerbside bus lanes
- Dedicated right turn into Morling College
- Southbound bus jump start
- Traffic light intersection with pedestrian crossings to be installed only when a u-turn facility is provided on Ivanhoe Place
- Dedicated right turn into Ivanhoe Place

KEY
- Bus lane
- Bus stop
HERRING ROAD AND WATERLOO ROAD INTERSECTION

- Dedicated right turn into Macquarie Centre
- Kerbside bus lanes
- Extension of right turn bay
- Dedicated left turn lane and through lane only
- Right turn lanes (one for general traffic and one for buses)

WATERLOO ROAD, BYFIELD STREET AND KHARTOUM ROAD INTERSECTION

- Dedicated right turn
- Signalised intersection
- Re-aligned left turn
- Shared through/right and dedicated right turn
- Re-aligned left turn
- No right turn
- Signalised intersection
- Dedicated right turn

KEY
- Bus lane
- Bus stop
- Macquarie University Train Station
Waterloo Road and Lane Cove Road intersection

- New kerbside bus lane
- Re-aligned left turn
- Reducing right turn lane from two to one dedicated lane
- Dual right turn
- Single east bound lane
- Re-aligned left turn
- Extended left turn bay
- Three right turn lanes (one being a dedicated bus lane)

**KEY**
- Bus lane
- Bus stop
- Macquarie University Train Station
- Pedestrian fence
A GROWING SYDNEY

With Sydney's population predicted to increase by around 1.6 million people in the next 20 years, Sydney faces substantial growth. That’s why it’s vital to ensure our roads support transport connections, move freight, ease congestion, provide more reliable travel times and create a safer road network.

Visit MySydney.nsw.gov.au

WHAT HAPPENS NEXT?

Construction of Stage 1 is expected to commence in early 2018 and construction of Stage 2 will likely commence late in 2019. We will provide more details about how we will do the Stage 1 work in the coming weeks.

We will continue to liaise with the community throughout the project.

CONTACT US

For further information please contact our project team:

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If you need help understanding this information, please contact the Translating and Interpreting Service on 131 450 and ask them to call us on 1800 575 250.