North West Rail Link: Active transport principles into practice
• **Goal: Reduce travel times**
• **Goal: Improve patronage of public transport**
  – Target: Increase the mode share of walking (from 22.5%) to 25% in the Greater Metro Region for local and district trips by 2016
  – Target: More than double the mode share of cycling (from 1.8% to 3.8%) in the GMR for local and district trips by 2016
• **Goal: Improve road safety**
• **Goal: Build liveable centres**
• **Goal: Keep people healthy**
  – Target: Reduce overweight and obesity rates of children and young people (5-16 years) to 21% by 2015
  – Target: Stabilise overweight and obesity rates in adults by 2015, and then reduce by 5% by 2020
The LTTMP acknowledges:

• Regular physical activity is important to our health and wellbeing.
• Recent research shows that many people get an additional eight to 10 minutes of exercise each day when they use public transport.
• Being active for part of our journey to work or school incorporates exercise into our daily routines.
• The NSW Centre for Population Health has observed that public transport use, walking and cycling are associated with a number of health benefits, including a reduced incidence of obesity, higher levels of exercise and improved mental health.

The LTTMP commits TfNSW to:

• Working with NSW Treasury to improve the assessment [of transport proposals] to reflect the full benefits of investing in public transport, cycling and walking infrastructure including to health.
Sydney population growth
The North West Rail Link
Planned centres: 2036
Existing cycleways
Station Access Hierarchy

The NWRL Station Access Hierarchy aims to ensure that station precinct plans give highest priority to the most efficient and sustainable access modes. It takes account of:

- Each mode’s proximity to station entrances
- Each mode’s relative efficiency and contribution to active transport objectives.
Sydney station access mode share (2006)

Customers accessing stations

- Walking, 47%
- Car – park and ride, 16%
- Bus, 16%
- Car – kiss and ride, 19%
- Other, 1%

Customers leaving stations

- Walking, 84%
- Bus, 12%
- Other, 2%
- Car, 2%
For example: Cherrybrook

<table>
<thead>
<tr>
<th>Station</th>
<th>Station Type</th>
<th>Centre Type</th>
<th>Primary Station Function</th>
<th>Catchment</th>
<th>Station Access Modes</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Walk and Cycle</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Bus Interchange</td>
</tr>
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<td>Taxi</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Kiss and Ride</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Park and Ride</td>
</tr>
<tr>
<td>Cudgegong Road</td>
<td>In Cutting</td>
<td>Future Local Centre*</td>
<td>Origin</td>
<td>Residential</td>
<td>✓</td>
</tr>
<tr>
<td>Rouse Hill</td>
<td>Elevated</td>
<td>Major Centre</td>
<td>Origin and Destination</td>
<td>Residential/Employment/Retail</td>
<td>✓</td>
</tr>
<tr>
<td>Kellyville</td>
<td>Elevated</td>
<td>Future Local Centre*</td>
<td>Origin</td>
<td>Residential</td>
<td>✓ ✓</td>
</tr>
<tr>
<td>Bella Vista</td>
<td>In Cutting</td>
<td>Specialised Centre/Future Local Centre*</td>
<td>Origin and Destination</td>
<td>Residential/Employment</td>
<td>✓ ✓</td>
</tr>
<tr>
<td>Norwest</td>
<td>Underground</td>
<td>Specialised Centre</td>
<td>Origin and Destination</td>
<td>Residential/Employment</td>
<td>✓ ✓</td>
</tr>
<tr>
<td>Hills Centre</td>
<td>Underground</td>
<td>Future Local Centre*</td>
<td>Origin</td>
<td>Residential/Employment</td>
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<td>Castle Hill</td>
<td>Underground</td>
<td>Major Centre</td>
<td>Origin and Destination</td>
<td>Residential/Employment/Retail</td>
<td>✓ ✓</td>
</tr>
<tr>
<td>Cherrybrook</td>
<td>Underground</td>
<td>Future Local Centre*</td>
<td>Origin</td>
<td>Residential</td>
<td>✓ ✓ ✓</td>
</tr>
</tbody>
</table>

**Access mode splits assumed**

<table>
<thead>
<tr>
<th>AM Peak 3.5 hours</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Station entries</strong></td>
</tr>
<tr>
<td>Cherrybrook</td>
</tr>
</tbody>
</table>
Station location
Real walking catchment
Walking access: AM peak

2021 AM Peak Walking Volumes
Cherrybrook

- Employment - Existing
- Employment - Planned
- Residential - Existing
- Residential - Planned
- Retail - Existing
- Retail - Planned
- Station
- School
- Desire Lines - Approach
- Proportion of all AM pedestrians

7%
Walking access: PM peak

2021 AM Peak Walking Volumes
Cherrybrook
- Employment - Existing
- Employment - Planned
- Residential - Existing
- Residential - Planned
- Station
- School
- Desire Lines - Depart
- Proportion of all AM pedestrians

7%
Better walking opportunities

Network improvements, including connecting up disconnected routes and ensuring paths are of a suitable quality to increase permeability and widen catchment areas.

Recommend the introduction of a 50km/h speed limit on Castle Hill Road within the vicinity of the station, to improve pedestrian safety at signalised crossings to/from Cherrybrook Station.

Provide additional pedestrian crossing to allow for easier and safer pedestrian movements across Castle Hill Road.

Provide continuous pedestrian paths to link up existing paths which have sections missing.

Improve wayfinding to and from the station with the installation of signage around the station.

Provide resting points for mobility impaired pedestrians at 60 to 100m intervals.
Real cycling catchment
## Proposed bike parking

<table>
<thead>
<tr>
<th>Bike parking type</th>
<th>‘Day one’ provision</th>
<th>Future addition</th>
<th>Total</th>
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<tbody>
<tr>
<td><strong>Cherrybrook</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Class 1: Lockers</td>
<td>5</td>
<td>0</td>
<td>5</td>
</tr>
<tr>
<td>Class 2: Lock-up</td>
<td>30</td>
<td>10</td>
<td>40</td>
</tr>
<tr>
<td>Class 3: Racks and rails</td>
<td>5 (10 bikes)</td>
<td>5 (10 bikes)</td>
<td>10 (20 bikes)</td>
</tr>
<tr>
<td>TOTAL Bike storage</td>
<td>45</td>
<td>20</td>
<td>65</td>
</tr>
</tbody>
</table>
Bike parking types