

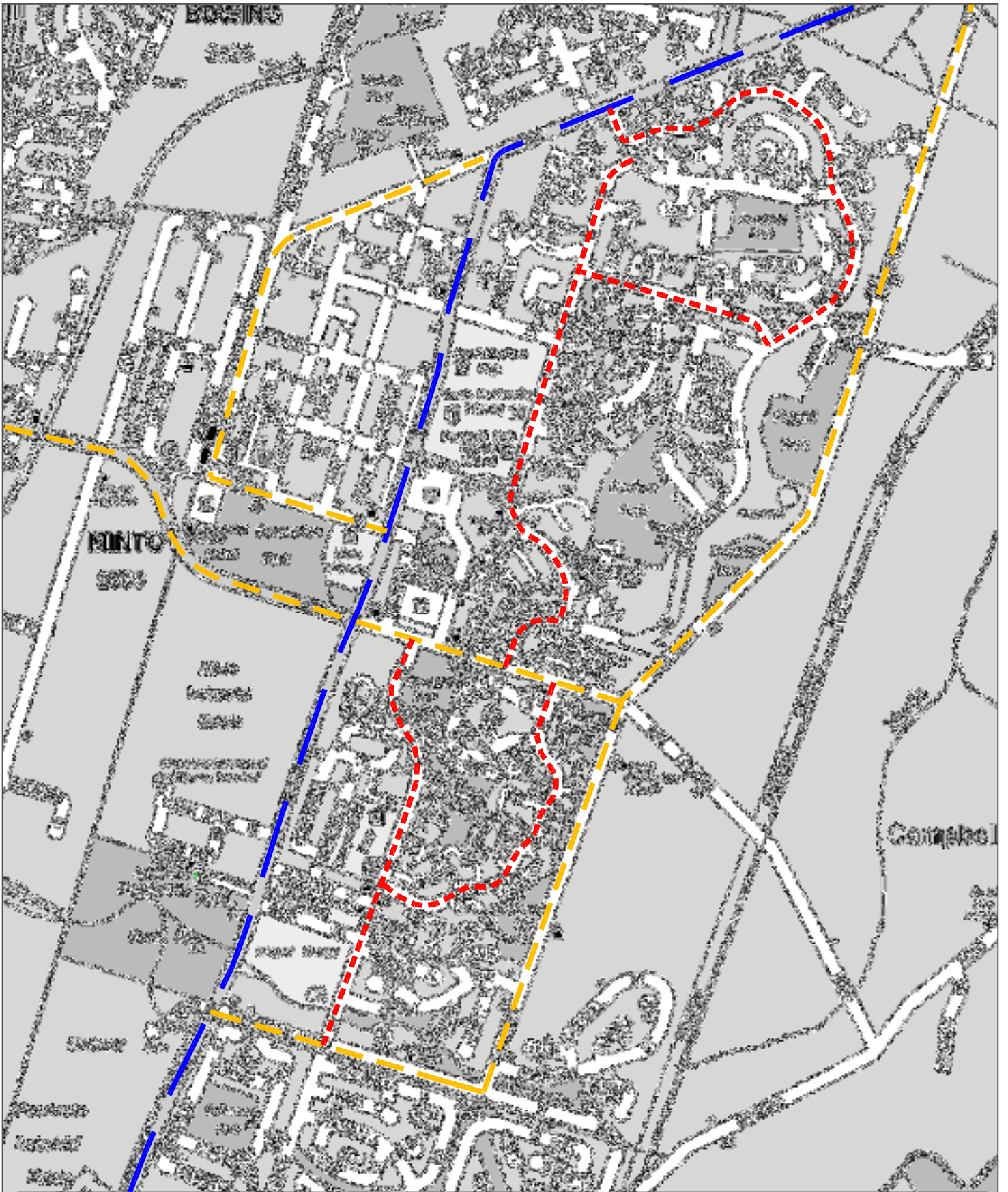
3. ROAD NETWORK AND TRANSPORT CIRCUMSTANCES

3.1 ROAD NETWORK

The existing road network serving the Study Area (Figure 4) comprises:

- * *Campbelltown Road* – a State Road and arterial route linking northwards from Campbelltown to the Hume Highway at Crossroads and connecting with the South-Western Motorway
- * *Pembroke Road/Minto Road* – a State Road and part of the sub-arterial route linking between Campbelltown and Glenfield
- * *Ben Lomond Road* – Regional Road and major collector route linking easterly from Campbelltown Road through the Minto area
- * *Eagleview Road/Westmoreland Road* – a major collector route along the eastern and southern sides of the Minto area
- * *Townson Avenue/Guernsey Avenue* – a minor collector route running north-south through the development area
- * *Longhurst Road, Benham Road and Pendergast Avenue* – minor collector roads through the area. A section of Longhurst Road in the southern part remains unconstructed.

The other roads in the area largely serve a local access function and many of the thoroughfares in the public housing precincts reflect the Radburn design principals with narrow and often truncated laneways.



LEGEND

-  **SUB-ARTERIAL**
-  **MAJOR COLLECTOR**
-  **MINOR COLLECTOR**



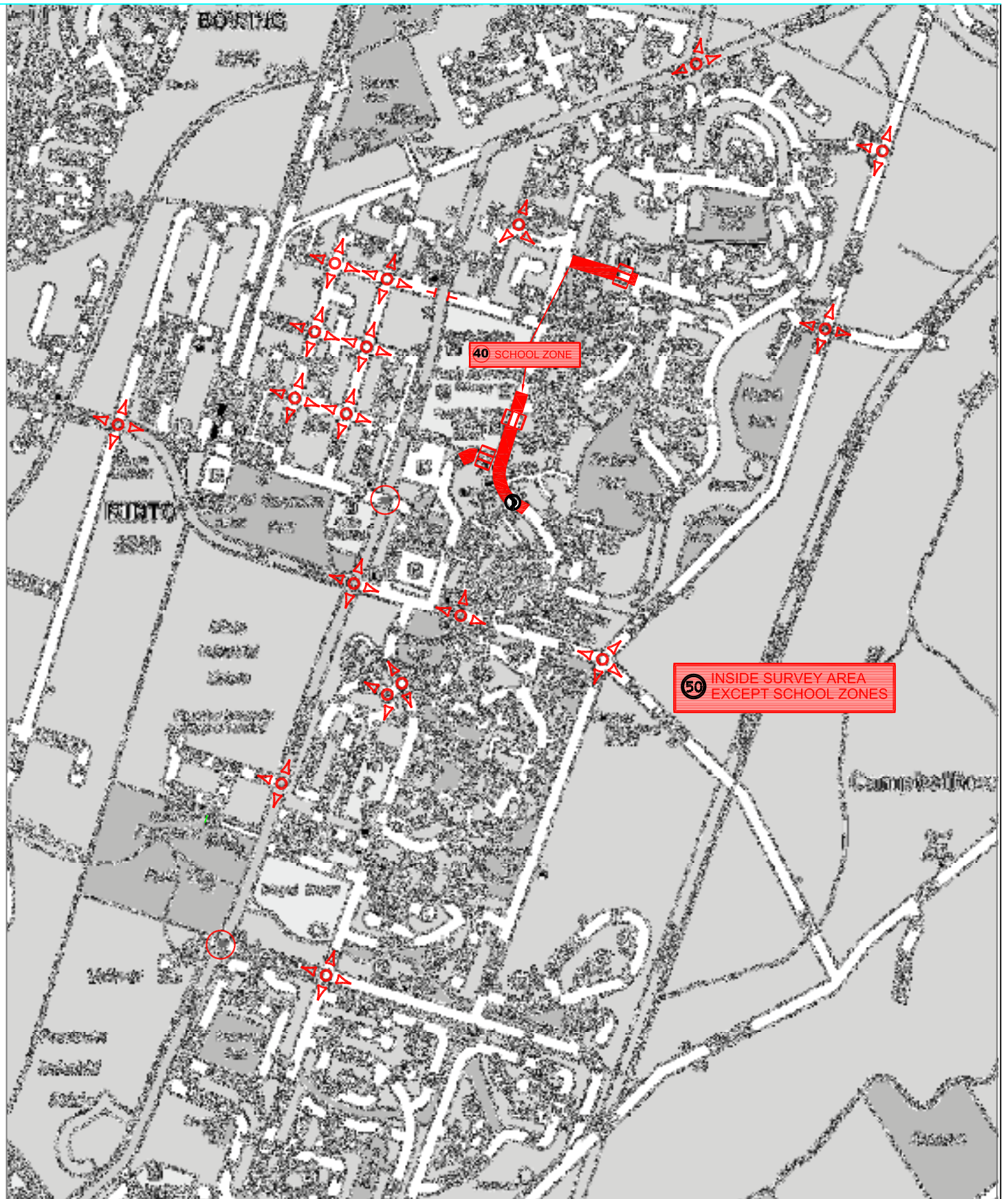
**EXISTING
ROAD NETWORK**

FIG 4






3.2 TRAFFIC CONTROLS

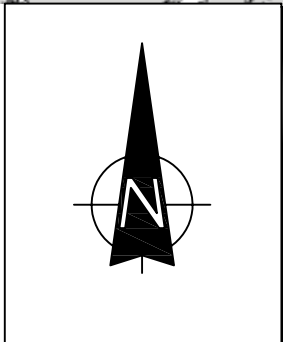
The existing traffic controls on the road system (Figure 5) comprise:

- * the traffic signals at the Pembroke Road/Redfern Road/Brookfield Road intersection
- * the roundabouts along Ben Lomond Road at the Pembroke Road, Eagleview Road and Edward Eager Street intersections
- * the traffic signals the Pembroke Road and Westmoreland Road intersection
- * roundabouts on Townson Avenue at Westmoreland Road and at Styles Crescent
- * the roundabouts on Eagleview Road at the Ashmead Road and Plowman Road intersections
- * the various minor roundabouts within the area
- * the marked footcrossing:
 - across Guernsey Avenue south of Mortimer Street (wombat)
 - across Bonham Street at the Grange School (wombat)
 - across Mossglen Street at Guernsey Avenue
- * the NO RIGHT TURN restriction from Guernsey Avenue to Jenner Street
- * the 50 kmph residential speed limit on the local roads in the area with 40 kmph (part time) restrictions adjacent to schools
- * the 60 kmph speed limit on Pembroke Road/Minto Road, Ben Lomond Road and Eagleview Road.



LEGEND

-  TRAFFIC SIGNAL CONTROL
-  ROUNDABOUT
-  RESTRICTED TURNING MOVEMENT
-  **40** SCHOOL ZONE
-  WOMBAT CROSSING



EXISTING TRAFFIC CONTROLS

FIG 5

3.3 TRAFFIC FLOWS

Details of the existing traffic flows relative to the higher order road network serving the development area are provided by data made available by the RTA and Council as well as results of surveys undertaken for the assessment.

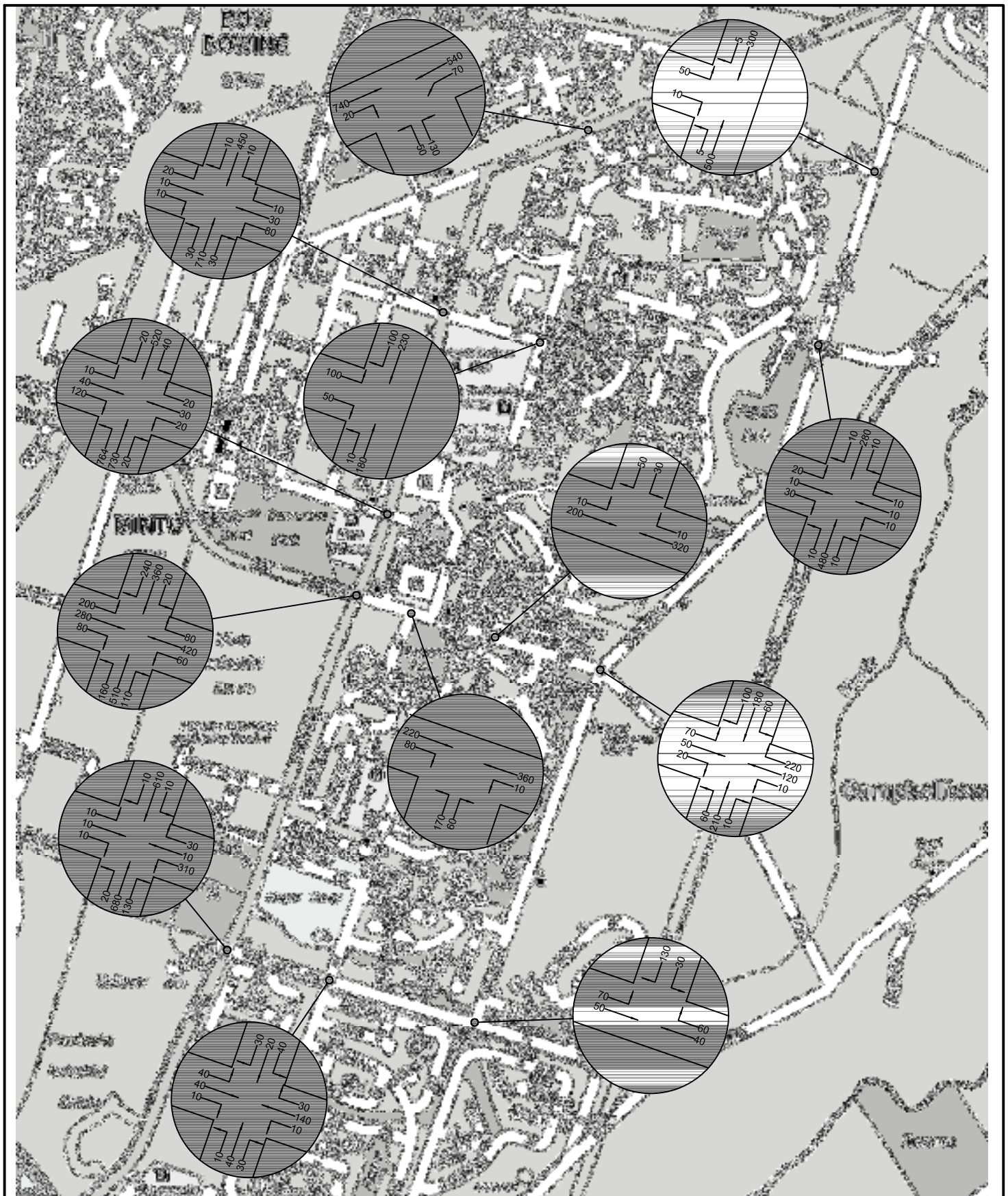
The data provided by the RTA and Council is expressed in terms of average daily traffic flows (ADT) as follows:

		ADT
Minto Road	north of Pembroke Road	18,100
	north of Eagleview Road	16,500
Pembroke Road	south of Ben Lomond Road	15,000
Ben Lomond Road	east of Pembroke Road	9,000
Eagleview Road	south of Minto Road	9,000
Townson Avenue	south of Ben Lomond Road	4,000
Guernsey Avenue	north of Durham Street	7,500

Traffic flows at the major access intersections in the study area, as recorded by traffic surveys during the morning and afternoon peak periods, are provided in Figures 6a and 6b. It is apparent that there are no major traffic flows in the area apart from the flows along Pembroke Road befitting its role as a State Road route.

It is also apparent that there are no existing intersection capacity problems and the primary access intersections are either provided with traffic signal or roundabout controls. There are however issues on the road system including:

- vehicle speeds
- pedestrians crossing
- parking at the schools and Minto Mall at peak times
- the vehicle volumes along the roads in the vicinity of Minto Mall and the schools which are higher than the normally accepted environmental goals due to the intrinsic traffic generation of those uses.

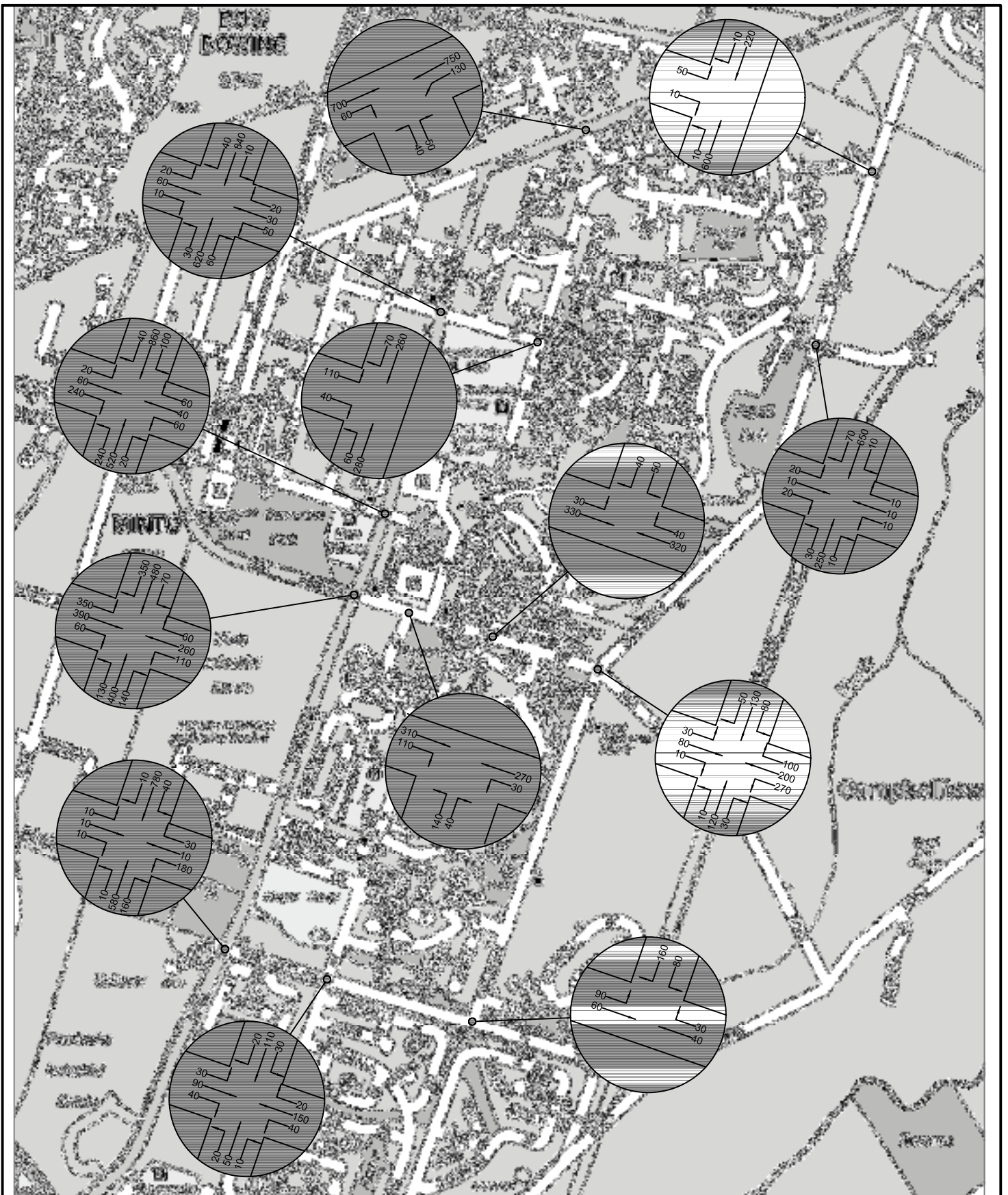


LEGEND



**EXISTING TRAFFIC
FLOWS
AM PEAK**

FIG 6a



LEGEND



**EXISTING TRAFFIC
FLOWS
PM PEAK**

FIG 6b

3.4 PUBLIC TRANSPORT SERVICES

Public transport services for the area are provided by the rail services at Minto Railway Station and bus services provided by Interline.

Rail Services

Rail services for 3 separate 'lines' pass through Minto as follows:

Southern Line

These services to/from the City via Granville operate with 11 trains per hour in peak periods and 6 per hour off-peak.

East Hills Line

These services to/from the City via Sydenham operate with 7 trains per hour in peak periods and 2 trains per hour off-peak.

Cumberland Line

These services to/from Blacktown operate with 2 trains per hour.

The railway station is located 1.0 to 1.5 kms to the east of the development area representing a significant 'walk' or a change of mode involving bus, set-down/pick-up or commuter parking.

Bus Services

Bus services operating through the development area (Figure 7) comprise:

- * Route 870 – Glenfield to Macarthur Square via Macquarie Fields and Minto
28 times per day in both directions
- * Route 872 – Macarthur to St Andrews Bow Bowling
32 times per day in both directions
- * Route 874 – Raby to UWS via Minto Mall
39 times per day in both directions
- * Route 876 – Minto Heights
12 times per day in both directions

3.5 FUTURE CIRCUMSTANCES

Road Network

Westlink M7: Construction work is well advanced on this major road project which will connect northwards from the Hume Highway at Cross Roads across the western and north-eastern parts of the metropolitan area to the existing M2.

South-Western Motorway (Hume Highway): Widening of this important route will be undertaken to facilitate development in the south-western region.

Georges River Parkway: A potential future major north-south road corridor running to the east of the site, however the RTA has no current program for the construction of this route.

Pembroke Road: It is envisaged that this road will be widened to provide 2 lanes in each direction particularly to facilitate traffic generated by the developing industrial areas.

Pembroke Road/Durham Street Intersection: Council have requested the RTA to consider the provision of traffic signals at this location to facilitate access movements.

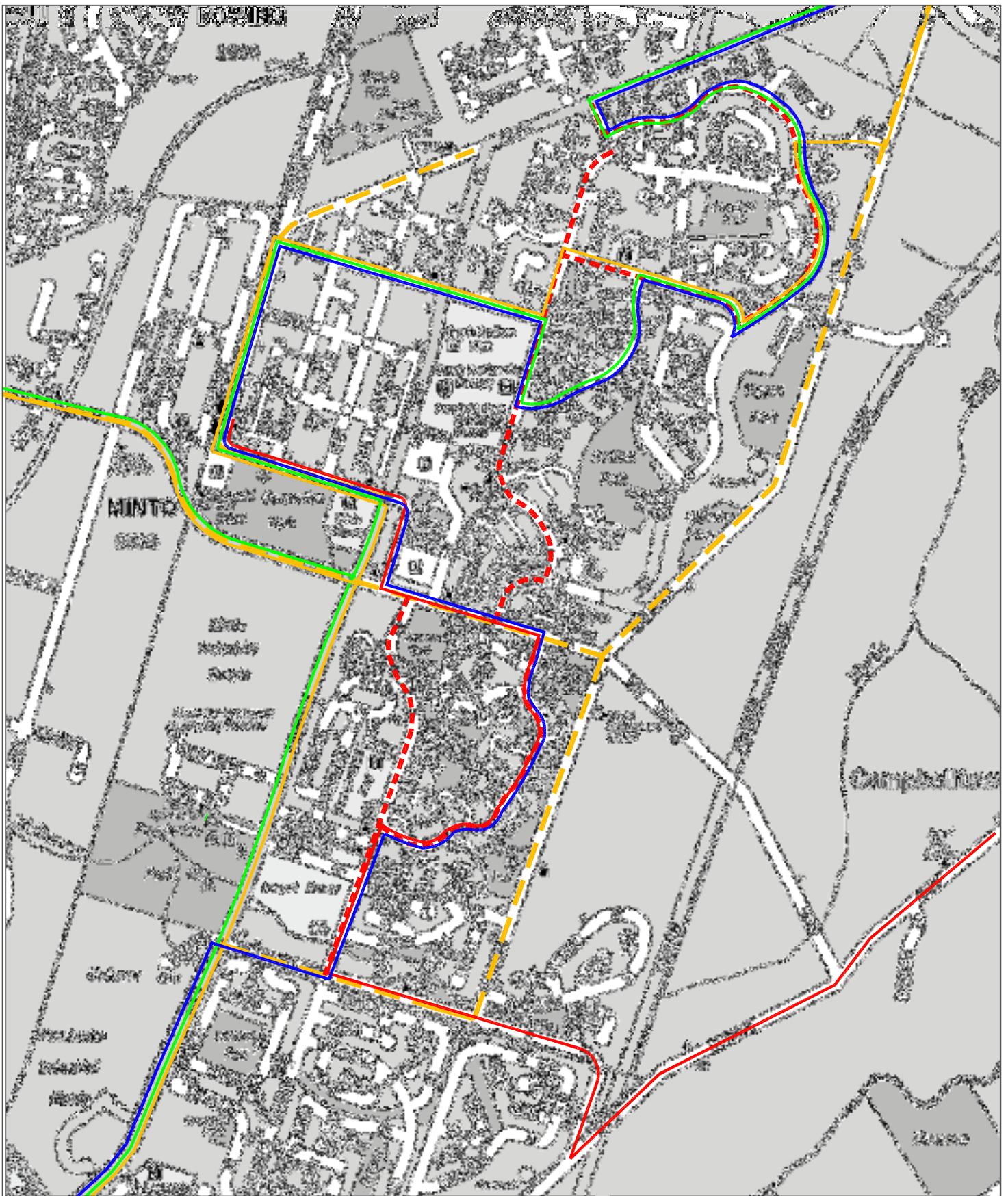
Public Transport Services

Train Services





CityRail are currently implementing the Clearway Route scheme which is designed to 'untangle' the rail network, providing a more efficient and reliable rail network. A major Clearway (Campbelltown Express) is proposed along the Airport and East Hills corridor.

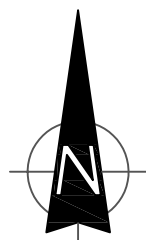
Bus Services

The Unsworth Enquiry identifies a strategic bus corridor along Cumberland Road, which would enhance services between Liverpool and Campbelltown via Minto.



LEGEND

-  870
-  872
-  874
-  876



EXISTING BUS SERVICES

FIG 7