

ACCESS AND TRANSPORT FACILITIES

Background

The Department of Housing developed the lands in the 1970's and 80's for public housing based on "Radburn" principles. The MURP is located approximately 3 km's to the north east of Campbelltown City centre. The development is located between Pembroke Road in the west, which is a State road and Eagleview Road to the east which is a major collector road. The development is bounded by Townson Avenue and Guernsey Avenue to the west, these are minor collector routes running north south. Ben Lomond Road is a regional road and major collector route which bisects the development in an east-west direction. Benham Road which is a minor collector road forms the extent of the development to the north. Longhurst Road and Pendergast Avenue are minor collector roads through the MURP.

The other roads in the MURP area largely serve a local access function and many of the thoroughfares in the public housing precincts reflect the Radburn design principles with narrow and often truncated laneways. These roads are adequate for existing population and land uses, but over all are not in good condition. The street network is not appropriate for, nor has the capacity to service a new incoming resident population and a public transport system.

Nexus

The cost for provision of streets, access and transport facilities within the subdivision of the MURP development will be borne by the developer. In addition, various traffic facilities and upgrades to roads fronting the proposed development will be funded through the Developer Agreement. The roads adjoining the Development will receive upgrades in varying degrees, from shoulder reconstruction to new built roads. The DCP for MURP illustrates the road layout and hierarchy for the whole development and outlines the upgrade requirement for the adjoining roads.

The DCP for MURP provides a new street layout with the objective of creating a highly accessible suburb. The network is designed to enhance the internal accessibility of the area and provide external access to arterial roads. In particular it facilitates bus circulation and the use of public transport, while also providing a network of pedestrian and cyclist routes encouraging these modes of travel.

Under the DCP significant elements of the existing open space network will be re-configured to reflect a contemporary subdivision layout in order to achieve the objectives of;

- Commonality with the private housing street system.
- Permeability, access and safety.

In addition it provides connectivity between the north and south portions of the development from the intersection of Pendergast Avenue & Townson Avenue to the intersection of Ben Lomond Road & Longhurst Road. Frontage to public open space on a number of local access roads, roundabouts and various road treatments, pedestrian safety and cyclist amenity is accommodated. Existing roads will be upgraded during the development of MURP and new facilities and infrastructure constructed.

Facilities

Road Hierarchy

Within MURP's road hierarchy are the following:

- Access place – which cater up to 300 vehicles per day (vpd) and are not more than 100m long;
- Access streets – which cater for up to 1,000 vpd with provision for up to 2,000 vpd with wider pavements;
- Minor collector roads – which cater for up to 3,000 vpd and usually provide a link between the internal access street system of a residential precinct and the major collector roads;
- Major collector roads - which cater for up to 5,000 vpd and provide a link to the principle traffic carrier arterial roads within an urban neighbourhood.

For MURP, as shown in the DCP, collector streets have been provided to give access between the two halves of the development, this will enhance accessibility of the precinct and handle the predicted traffic demand created by the new developed area. The new minor collector street focus on linking the southern part to Ben Lomond Road through to the northern part of the project area provides an ideal link, which is to be utilised by the local bus company.

Upgrading existing public roads

Existing roads adjacent to the development have been recognised as needing upgrading, as part of this agreement it is proposed to undertake the following works:

- Eagleview Road- half road construction including provision of a cycleway and upgrade of roundabout.
- Ben Lomond Road- re-construction of road including median islands, parking bays and roundabout. Up-grade of the junction at Townson Avenue has been approved under the State Government "Blackspot" funding and as such is not included in the costing for this agreement.
- Monaghan Street – Construction of road link between Pembroke Road and Guernsey Avenue, the upgrade of the junction with Pembroke Road has been identified as a possible additional cost item, this however is to be confirmed as part of this agreement.

Roundabouts and Traffic Control

A number of roundabouts and other traffic control devices will be incorporated into the collector roads at MURP. The primary use of these is to provide speed control. Other traffic control measures such as blister islands and lane narrowing treatments will be utilised within the local street junctions.

Bus Shelters

Allowance will be made for the Provision of bus shelters along all proposed bus routes within the development.

All road works are to be in accordance with Council requirements.

Landscape and Streetscape Improvements

Allowance will be made for the provision of footpaths, street trees, root control barriers, grassing, lighting, furniture as described in the DCP and in accordance with Council requirements.

Costing

The following table provides estimated costs for each facility based on the estimates of civil works. A detailed description of the traffic generation, traffic management and comment on the road hierarchy is provided in the Road, Traffic and Transport Assessment located in the Background Papers to the DCP.