

CAMPBELLTOWN – MACARTHUR

ACCESS

Vehicular access into Campbelltown-Macarthur relies upon the main arterial roads, with Campbelltown Road and Narellan Road being the principal routes from the Hume Highway and M5. The Arterial network expands to include Kellicar Road, Gilchrist Drive and Moore Oxley Street.

Campbelltown's CBD is currently ringed by Blaxland Road, Narellan Road and Moore Oxley Street/Campbelltown Road. The area enclosed within these road boundaries includes the developed retail and commercial core focused on Queen Street, and substantial under-developed lands west of the railway. Improved road access across the railway between Badgally Road and Broughton Street will meet current demands, establish a ring road to service the CBD core and its frame and better integrate land west of the railway into the Centre's future. It also has the potential to reduce traffic on Hurley Street. In addition to a bridge connecting Badgally Road with Broughton Street across the railway, the Structure Plan identifies a number of opportunities for connections that will enable good pedestrian links to be provided between Queen Street and future development west of the railway.

The Campbelltown CBD is connected to Macarthur by the Hurley Street – Kellicar Road and Moore Oxley Street – Appin Road networks.

NARELLAN ROAD

Narellan Road is almost continually congested and intersections at Gilchrist Drive and Kellicar Road/Hurley Street operate well below acceptable standards. The widened Narellan Road west of the M5 must be extended, at least, to Moore Oxley Street so bus and car access between Campbelltown, Camden and onto Bringelly is optimised and the value of a substantial investment realised.

NARELLAN ROAD LINKS

While difficult, additional access routes between Campbelltown and Macarthur would reduce current traffic volumes and enhance the efficiency of a number of bus routes. Secondary connections from Gilchrist Drive, Kellicar Road and Therry Road to Menangle Road will be completed in the short term as the Macarthur Gardens residential development proceeds.

An extension of Menangle Road through the Tindall Street Precinct, under Narellan Road to Hurley Street would accommodate, at a minimum, a regional bus connection between Macarthur and Campbelltown stations. This essential link could be built concurrently with a widening of Narellan Road over the railway and should be reinforced with a parallel pedestrian and cycleway connection to the west. An added benefit would be a better relationship between the open space areas at Campbelltown's gateway.

A pedestrian bridge across Narellan Road will improve pedestrian connectivity to the Campbelltown CBD. However, the dominance of heavily trafficked arterial roads through the Macarthur Precinct hamper comfortable and safe pedestrian movements, the amenity of existing paths is poor and intersection locations do not accommodate direct routes between destinations. Considerable effort must therefore be put into developing a set of long-term actions to improve pedestrian connectivity within the Macarthur Precinct.

BADGALLY ROAD – BROUGHTON STREET NEW BUS/RAIL INTERCHANGE

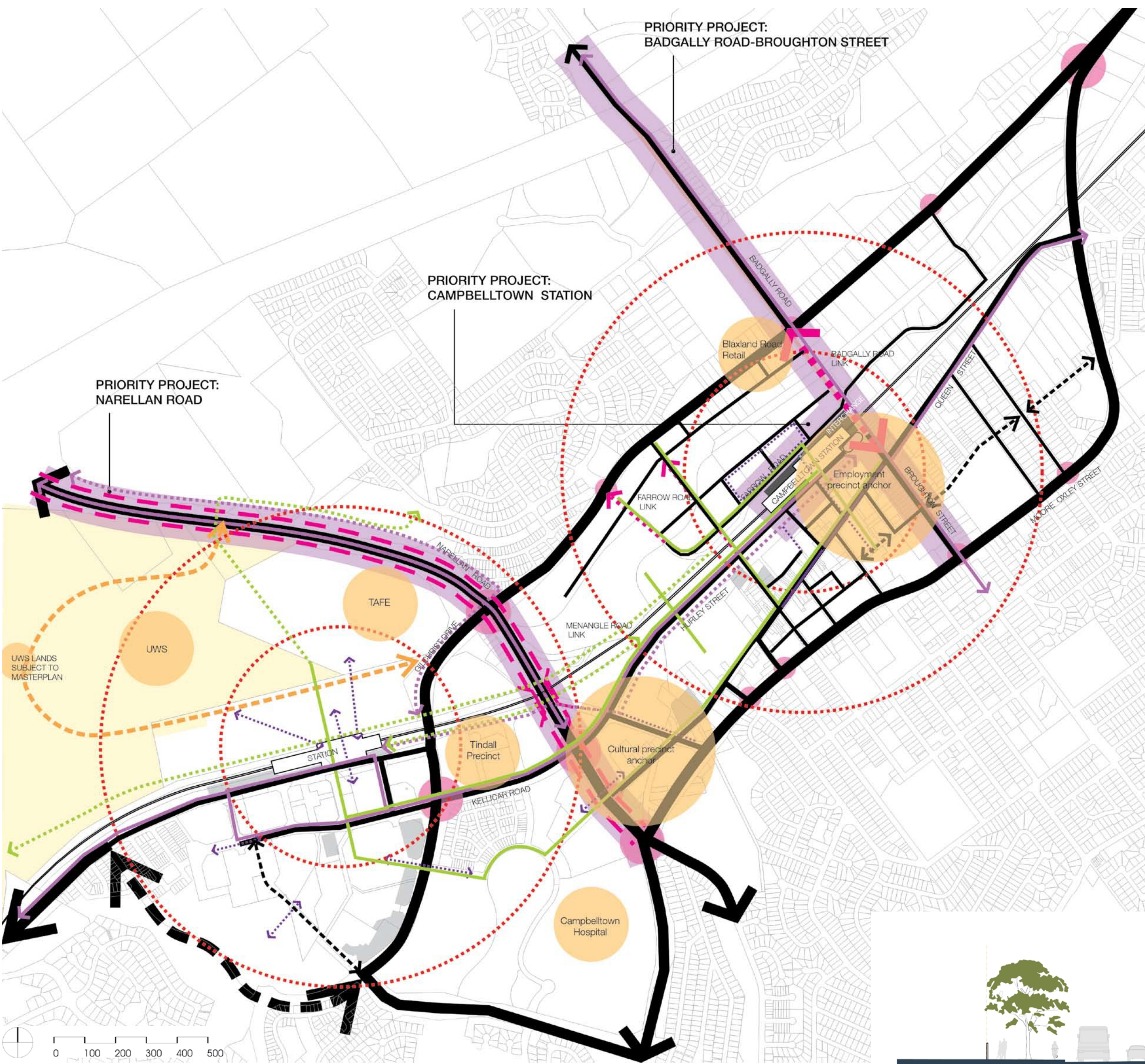
Extending Badgally Road to Campbelltown station and Moore Oxley Street is not currently contemplated in the Metropolitan Strategy. It appears, however, to be a logical way to enhance vehicle circulation around the CBD, improve its external connections and enable a more efficient bus interchange to be created at Campbelltown station.

There is an opportunity to significantly improve the whole station environment and its connections to Campbelltown CBD and the Blaxland Precinct. With careful and creative thinking, the Badgally Road extension and railway bridge might enable buses from all directions to deliver passengers to the station concourse level, making rail/bus transitions far more comfortable. It could involve:

- An extension of the bridge as a loop road south and over the eastern and western sides of the rail reserve,
- Connecting ramps to serve buses coming from Macarthur and elsewhere in the City's south,
- A pedestrian connection through to Queen Street and Mawson Park from the station concourse across Hurley Street at Rail way Street, and
- Extension of the CBD pedestrian network through mixed use development to the Blaxland Road Precinct.

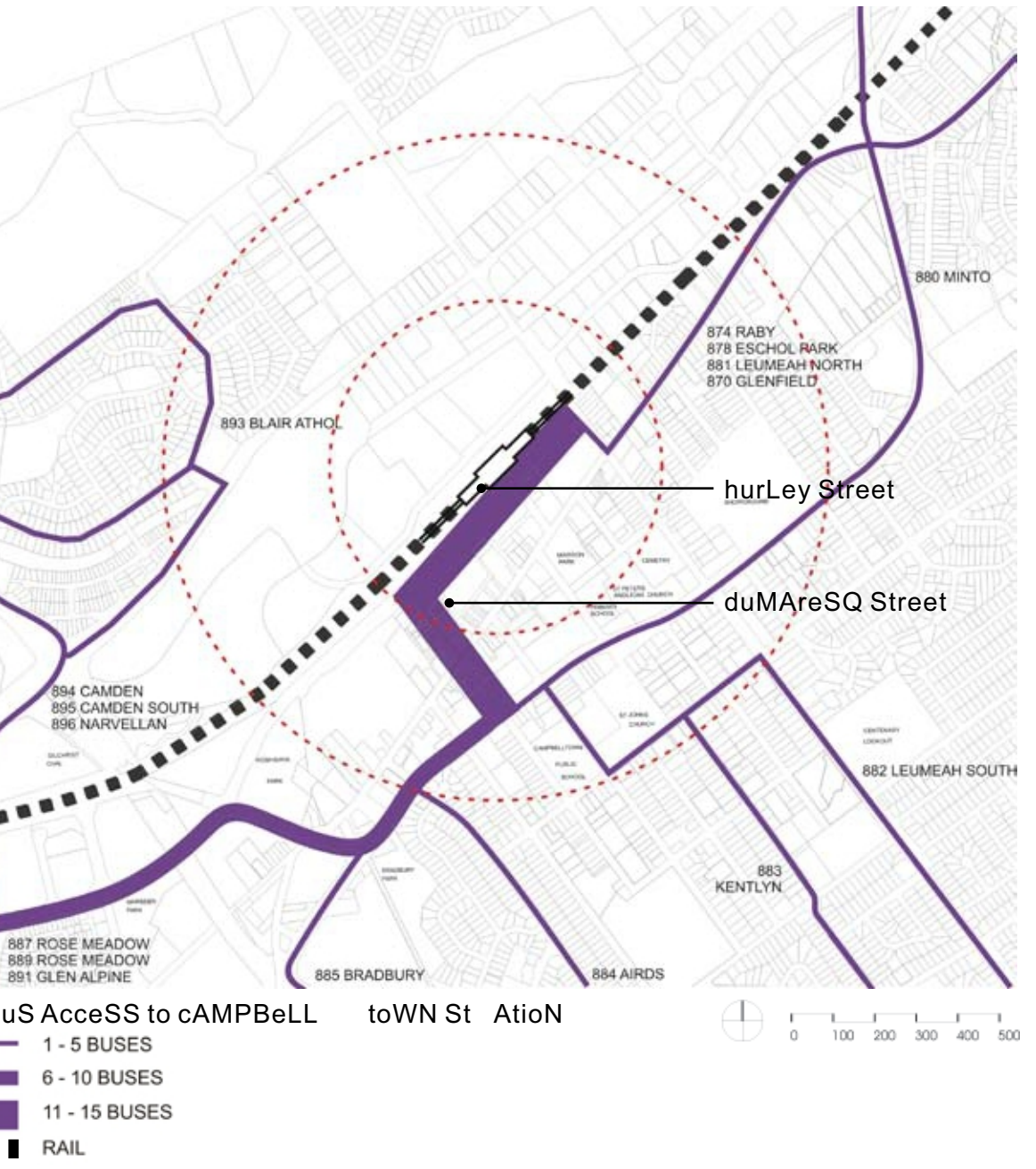
This would provide a strong, safe and comfortable connection between the station and a regenerated Queen Street. It would also enable Hurley Street to become a more pedestrian friendly boulevard, stimulate active uses along its frontage and encourage high density residential development of land on its eastern edge. Commuter parking could also be retained but co-located within buildings. This concept needs detailed examination, consultation with the relevant authorities and Council being a strong advocate for the proposition.

ACCESS



QUEEN AND DUMARESQ STREET

Queen Street is a traditional main street shopping environment. Elements of on-street parking have been maintained and traffic calmed. The pedestrian-friendly characteristics and transitions throughout the area can be further optimised to create a lively 'urban' focus for both the CBD and the wider region. A northern extension of its pedestrian dominant character to Broughton Street, together with better links to the station, will improve its function as a connection between the cultural precinct, Campbelltown Mall and an employment anchor at its northern end.



The pedestrian amenity of Dumaresq Street is reduced by its use as a major bus route connection to the station. Options for reducing the use of Dumaresq St as the major bus link should be investigated.

HURLEY STREET REVITALISATION

At present, car parking, pavement and a hard railway edge dominate Hurley Street. It acts as a CBD ring road, through-street and bus access to the station. It is not a pedestrian friendly environment. Current plans for improvements to the station and rail lines will have a significant impact but provide an opportunity to balance road and pedestrian traffic. Creation of an efficient bus/rail interchange will also be a catalyst for change. To achieve this objective, Council needs to regard Hurley Street as a boulevard of high pedestrian amenity with traffic streamlined to favour bus and 'kiss and ride' access to the station.

Traffic modelling of the Campbelltown/Macarthur arterial road network indicates that traffic can be encouraged to use the Moore Oxley Street/Blaxland Road/Narellan Road loop created by bridging the railway at Badgally Road/Broughton Street. This will limit vehicular traffic on Hurley Street to buses and cars accessing parking facilities and commercial, retail and residential developments along its eastern edge. Detailed design may permit the number of lanes to be reduced and the creation of a generously landscaped, pedestrian friendly verge that becomes a high quality amenity for residents, workers and visitors. The theme and structure for better pedestrian links between the Station, Railway and Dumaresq Streets and Queen Street can also be set through this process with the improvements being coordinated with the proposed bus/rail interchange. Some of the improvements could be delivered prior to the interchange being developed.

