

Blayney 2020 Master Plan

Transport and Movement

Blayney Shire Council

Prepared by

MRCagney Pty Ltd

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1 Introduction

This report has been prepared to investigate transport and movement issues and responses as a supporting document to the Blayney 2020 Master Plan.

Informed by community consultation, town-wide site inspections, and broad professional experience, Blayney's existing transport situation has been thoroughly critiqued in order to identify a range of issues that ultimately prevent the realisation of the town's full potential by failing to support the fullest range of human movement.

In order to achieve the desired outcomes developed in collaboration with the community, a prioritised list of projects has been developed, as outlined in Section 6 of this report.

2 Existing Conditions

The town centre of Blayney is currently spread along the Mid-Western Highway from approximately Railway Lane to Water Street, and while the town boasts a range of significant buildings of architectural and historic merit, the centre of town centre is unduly characterised by large expanses of road space. As is the case in many Australian towns, a history of perfunctory measures to cater for pedestrians have not created an environment that encourages walking to and within town, thereby reducing human activity and interaction in town, ultimately to the detriment of main street business. While there is a reasonably expansive footpath network, the paths themselves are narrow and ageing, and intersection crossing treatments are substandard and do not reinforce pedestrian priority. To date, Blayney's transport infrastructure provision has not reconciled the needs of inter-regional heavy vehicle traffic and the need to create a town centre for people. Nonetheless, given the range of destinations in town, including the high quality adventure playground, cricket grounds, schools, hospital, library, cafes and restaurants, Blayney has the attributes to create an active and vibrant town centre as long as its streets and public spaces are designed to support these types of outcomes.

3 Objectives for Transport and Movement

In order to create an interesting and active town centre, Blayney must become a place that supports and encourages pedestrian and bike travel to and within town. This recognises pedestrians as the key drivers of main street retail prosperity and the creation of active, vibrant communities that are interesting places to live, visit, and spend time. Most simply, town centre streets must be designed with a hierarchy of users in mind that places people ahead of vehicles. This includes creating space for people on bikes, reinforcing pedestrian priority, improving pedestrian crossing opportunities, connecting key destination with quality pedestrian and bike infrastructure, and creating a slow speed main street road environment. Ultimately, street design should create a sense that Blayney's main street is a place to stop and spend time in, rather than simply a means to travel through town and beyond.

4 Issues

Based on community consultation and professional analysis, the following list of key transport and movement issues have been compiled:

- Poor quality footpaths and kerb ramps along Adelaide Street, and connecting key attractors (adventure playground, schools etc.);
- Lack of general pedestrian activity, density of destinations, too much short distance driving leading to lots of empty space in the main street leaving an impression of inactivity. This short sells the street, as if all the activity were visible in one place it would be busy and active – creating even more activity;
- Lack of shade and awnings;
- Lack of cyclist infrastructure and protected lanes along Adelaide Street – road environment discourages less confident or more vulnerable cyclists (including schoolchildren);
- Intersection design (poor walkability outcomes):
 - Wide roads and large intersections along Adelaide Street, lack of marked pedestrian crossings, and misaligned pavements create a main street environment that discourages walking.
 - New Adelaide/Ogilvy crossing treatments divert pedestrians from their direct desired paths, and create visual barriers discouraging pedestrian activity along the main street.
- Poor quality and indirect pedestrian links to rail station and across rail line towards St Josephs;
- Obscured, uninviting bus stop, lacking casual surveillance; and
- 'Place' and 'movement' roles and priorities for Adelaide Street are ill-defined.

Figure 4-1: The new Adelaide Street / Ogilvy Street intersection crossing diverts pedestrian from their desired path, and creates a (literal) barrier to walking



5 Key Response Areas

Key areas to focus efforts to recreate Blayney's transport environment are:

- Connect existing centres of activity with bike lanes and quality footpaths. School children are particularly likely to ride bikes if sufficient infrastructure is provided, which can greatly increase main street activity;
- Consolidate activity within the existing town core by relocating public infrastructure (e.g. the library) closer to town, where possible;
- Improve pedestrian amenity through improved footpath pavements, awnings, street trees, etc.;
- Activate under-utilised sites in the centre of town, with a particular focus on creating active street frontages;
- Improve pedestrian crossings across minor roads through the town centre – such crossings should be raised to reinforce pedestrian priority; and
- Provide more pedestrian crossings across Adelaide Street, including mid-block crossings.

6 Recommendations

The following preliminary list of tasks has been developed based on community consultation, site visits, and technical review.

Priority	Type	Location	Description
1	Pedestrian Network – Intersection Treatments	Adelaide / Church Street intersection	<ul style="list-style-type: none"> ➤ Kerb buildouts ➤ Raised pedestrian crossings on Church Street leg ➤ Align crossings with footpaths and shortest/desired paths
2	Pedestrian Network – Mid-block pedestrian crossings	Adelaide Street between Ogilvy and Church	
3	Pedestrian Network – Intersection Treatments	Adelaide / Water, Adelaide / Martin, and Adelaide / Burns Street intersections	<ul style="list-style-type: none"> ➤ Given the close proximity of these intersections, it is recommended that these be addressed as a single task. ➤ Consider location of mid-block crossing between Church and Burns Street. ➤ Consider completely changing environment of Martin Street for access only. Make it a main pedestrian access to the potential walking trail along the river
4	Cycle Network – Primary	Adelaide Street, Rail line – Barry Rd (or Medway Street?)	<ul style="list-style-type: none"> ➤ Protected bike paths on each side of Adelaide Street. On-street angled parking bays will likely require reconfiguring to parallel bays. Treatment of street trees may require consideration.
5	Pedestrian Network – Primary	Rail crossing, bus stop and rail station access	<ul style="list-style-type: none"> ➤ Clear and direct path across rail line and rail station car park(?) access required. ➤ Pedestrian crossing across Railway Lane required, with clear and direct links to bus stop. ➤ Improve signage. ➤ Remove visual barriers to bus stop / improve casual surveillance.
6	Pedestrian Network – Recreational	Heritage Park to Dakers Oval / Ogilvy Street	<ul style="list-style-type: none"> ➤ Nature walk along Belubula River ➤ Running track with fitness equipment. ➤ Could use Henry St or Farm Lane road reserve, then run alongside river from Burns Street.
7	Cycle Network - Secondary	Water, Church, Ogilvy between Adelaide and Carcoar Street, Carcoar Street between Water and Ogilvy Street	<ul style="list-style-type: none"> ➤ Line marked lanes. ➤ Requires parallel parking bays. ➤ Provide marked buffer between parallel bays and bike lane to prevent 'doorings'. ➤ Green paint treatment through intersections.
8	Pedestrian Network - Precinct	Heritage Park	<ul style="list-style-type: none"> ➤ Rationalise Adventure Park access and car parking to prioritise pedestrian and cyclist outcomes. I

Priority	Type	Location	Description
			<ul style="list-style-type: none"> ➤ include opposite side of Adelaide Street and Martin Street footpaths in considerations
9	Land Use	Library	<ul style="list-style-type: none"> ➤ New library at visitor information site to intensify main street activity and reduce short driving trips.
10	Pedestrian Network – Mid-block pedestrian crossings	Adelaide Street between Church and Burns	<ul style="list-style-type: none"> ➤ Possible, TBC
11	Land Use	IGA car park	<ul style="list-style-type: none"> ➤ Allow development of first 2-3 aisles of carpark fronting Ogilvy Street to create active street frontage.
12	Pedestrian Network – Intersection Treatments	Adelaide / Charles intersection	<ul style="list-style-type: none"> ➤ Add kerb outs, raised pedestrian crossings (actual treatment will depend on warrants) on minor legs ➤ Align crossings with footpaths and shortest/desired paths
13	Pedestrian Network – Intersection Treatments	Adelaide / Stillingfleet intersection	<ul style="list-style-type: none"> ➤ Add kerb outs, raised pedestrian crossings on minor legs ➤ Align crossings with footpaths and shortest/desired paths. ➤ Possible pedestrian crossing across Adelaide Street.
14	Pedestrian Network	Ogilvy, Church, Henry	<ul style="list-style-type: none"> ➤ Complete/repair footpaths where required. ➤ Repair kerb ramps etc.
15	Pedestrian Network	Mid-Western Hwy	<ul style="list-style-type: none"> ➤ Complete footpaths from Barry Rd – Carcoar St
16	Pedestrian Network	Water Street	<ul style="list-style-type: none"> ➤ Upgrade pedestrian crossing at school ➤ Provide kerb ramps etc.
17	Pedestrian Network	Carcoar St	<ul style="list-style-type: none"> ➤ Complete footpaths Hwy to Ogilvy St
18	Pedestrian Network	Stillingfleet Street	<ul style="list-style-type: none"> ➤ Complete footpaths from Hwy to Hospital
19	Pedestrian Network	Charles Street	<ul style="list-style-type: none"> ➤ Complete footpaths from Hwy – Carcoar St
20	Pedestrian Network	Whole Town	<ul style="list-style-type: none"> ➤ General comment – progressively upgrade footpaths to 2m, with footpaths provided on both sides of all residential streets