

3 EXISTING SITUATION

It is important to understand the transport conditions at and surrounding the project site. This forms a good basis for assessment of the transport impacts of the proposed project and any recommendations for change in the future. This chapter reviews the existing transport conditions across all modes of transport and considers travel behaviour, travel patterns as well as infrastructure provisions.

3.1 SITE LOCATION

Macquarie University is located in North-West Sydney, some 16km by road from Sydney CBD. The project site is situated at the southern end of the Macquarie University in the Macquarie Park Corridor (formerly known as the North-Ryde Industrial Area). The site is bounded by Epping Road, Herring Road, Talavera Road, Culloden Road and University Avenue.

3.2 SURROUNDING ROAD NETWORK

3.2.1 Road Sections

Epping Road

Epping Road forms part of the southern boundary to the University and provides an arterial east-west route through the area, linking Epping in the west to Lane Cove in the east. In the vicinity of the University, Epping Road generally provides a 6 lane divided carriageway with additional storage lanes for turning vehicles at the main signalised intersections along the arterial route. Refer to Photograph 3.1.

Photograph 3.1 Epping Road looking east



Herring Road

Herring Road is located adjacent to the eastern boundary of the University and provides a north-south link between Bridge Road, Epping Road and Talavera Road. North of Epping Road it provides two lanes in each direction with a median and turning bays provided at the intersection with Waterloo Road. Herring Road provides main access to the University via Waterloo Road, allowing direct access to on-site parking and servicing areas. At the intersection of Talavera Road and Herring Road a median island prevents right turns from Talavera Road into Herring Road. Refer to Photograph 3.2.

Photograph 3.2 Herring Road looking south



Talavera Road

Talavera Road is located adjacent to the northern boundary of the University and provides a connection between Lane Cove Road and Culloden Road. In the vicinity of the site, Talavera Road is an undivided carriageway with two traffic lanes and with metered pay parking on both sides of the road. Refer to Photograph 3.3.

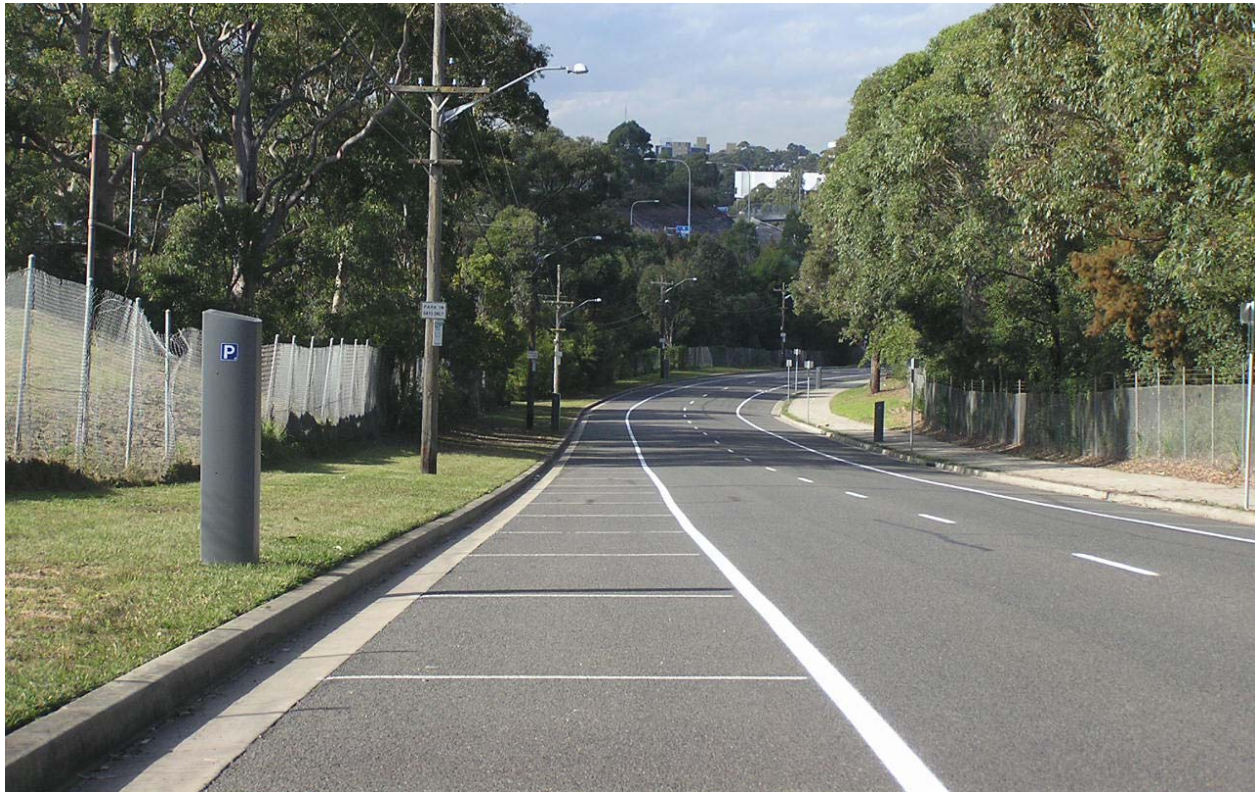
Culloden Road

Culloden Road is located adjacent to the western boundary of the site, and generally provides an undivided carriageway with one traffic lane and one parking lane in each direction clear of intersections. Refer to Photograph 3.4.

Balaclava Road

Balaclava Road is a sub-arterial road that provides a connection between Epping Road and Blaxland Road and is one of the main access roads into the University. In the vicinity of the University, Balaclava Road is a four lane undivided carriageway, with one traffic lane and one parking lane in each direction. Refer to Photograph 3.5.

Photograph 3.3 Talavera Road looking west



Photograph 3.4 Culloden Road looking north



Photograph 3.5 Balaclava Road looking south



3.2.2 Intersection Control

The type of intersection control in the vicinity of the subject project (at the key junctions) are noted below:

- Signalised Intersections:
 - Epping Road and Balaclava Road;
 - Epping Road and Herring Road;
 - Waterloo Road and Herring Road;
 - Herring Road and Talavera Road;
 - Christie Road and Talavera Road; and
 - Pedestrian Crossing on Herring Road;
- Roundabout Controlled Intersections:
 - Waterloo Road and Culloden Road; and
 - Talavera Road and Culloden Road;
- The following intersections are sign controlled or operate as priority controlled t-junctions:
 - University Avenue/Eastern Road;
 - University Avenue/Research Park Drive;
 - Herring Road/Innovation Road;
 - Culloden Road/Gymnasium Road;
 - Research Park Drive/Innovation Road; and
 - Epping Road/Culloden Road.

3.2.3 Turn Bans and Medians

Turning movements are restricted in the Macquarie Park area through the use of median islands and sign-posted turn bans. Turn bans are located at the following locations external to Macquarie University:

- No Right Turn ban in the AM peak from Epping Road westbound into Culloden Road north;
- No Right Turn ban in the PM peak from Epping Road eastbound into Culloden Road south; and
- Through and right turn movements are not permitted in Culloden Road at Epping Road;

Medians exist to prevent right turn movements into and out of private properties and minor side roads. The location of key medians and turn bans are also noted on Figure 3.1. Median islands are provided along the following routes in the study area:

Herring Road from Epping Road to Talavera Road, with the exception of the intersections with:

- Epping Road;
- Ivanhoe Way;
- Windsor Drive; and
- Waterloo Road.

Talavera Road from west of Herring Road to east of Alma Road, with the exception of the intersections with:

- Macquarie Shopping Centre; and
- Herring Road.

3.2.4 Parking Restrictions and Traffic Lanes

The number of traffic lanes, type of carriageway and parking restrictions on key road links within the Macquarie Park Corridor is noted in Figure 3.2. On the streets surrounding the University the following parking restrictions are noted:

- Talavera Road:
 - unrestricted parallel parking is permitted west of Culloden Road;
 - '12P Ticket' restricted parallel parking is permitted between Culloden Road and Christie Road;
 - restricted parking is permitted in some sections between Christie Road and Lane Cove Road.
- Culloden Road:
 - '12P Ticket' restricted parallel parking is permitted along both sides of Culloden Road between Talavera Road and Waterloo Road;
 - A mixture of restricted parallel parking is permitted along the western side of Culloden Road between Waterloo Road and Epping Road; and
 - A mixture of restricted parallel and angle parking is permitted along the eastern side of Culloden Road between Waterloo Road and Epping Road.
- Herring Road - primarily no parking permitted, except a small section of unrestricted parking on the eastern side between Waterloo Road and Ivanhoe Place; and
- Epping Road - no parking permitted.

3.2.5 Speed Limits

The sign-posted speed limits throughout the Macquarie Park Corridor are noted on Figure 3.3.

3.2.6 University Accesses

The 'Station South Precinct' has a number of connections to the surrounding road network. Access to the car parking areas and service areas are provided via the access points as described below:

- Waterloo Road extends across Herring Road into the 'Station South Precinct' and forms one of three signalised entry/exits into the campus;
- Balaclava Road extends across Epping Road into the site and is the formal entry to Macquarie University, this access is also signalised;
- Signalised access is also provided off Talavera Road onto Technology Place, opposite Christie Road; and
- Along Herring Rd there are driveways providing access to the existing University Colleges.

These entrances and exits provide vehicle access to all parts of the University. Vehicular access locations to the University site are identified in Figure 3.4.

3.2.7 Internal Road Network

The primary internal road network consists of:

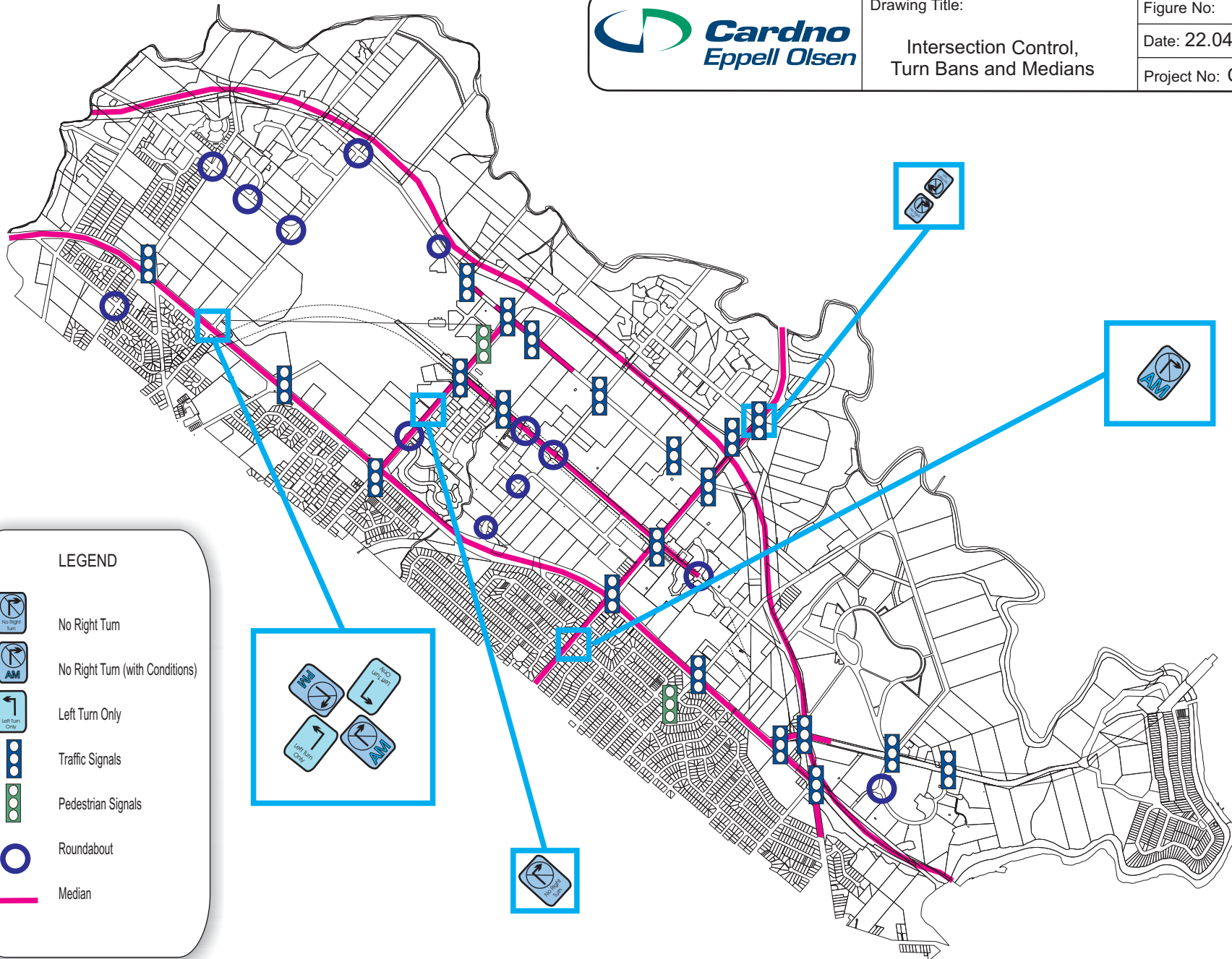
- Balaclava Road, providing access from Epping Road;
- Waterloo Road, providing access from Herring Road;
- University Avenue, providing a link between Balaclava Road and Waterloo Road; and
- Research Park Drive and Technology Place, connecting University Avenue to Talavera Road.

At all times, the following conditions apply to all roads on University owned land:








- The following speed limits apply:
 - University roads 30 km/h;
 - Car parks and shared zones 10 km/h; and
- Pedestrians have right of way except on University Avenue and Macquarie Drive.

3.2.8 Macquarie University Traffic and Parking - Rules and Guidelines

Macquarie University have a set of Rules and Guidelines in relation to Traffic and parking within the University Grounds. Full details are available on the University's web-site, a summary is provided in Appendix B.



LEGEND

-  No Right Turn
-  No Right Turn (with Conditions)
-  Left Turn Only
-  Traffic Signals
-  Pedestrian Signals
-  Roundabout
-  Median

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