

## 2.7 Quakers Hill Station precinct

Figure 2-8 illustrates the existing transport arrangements at Quakers Hill Station precinct. The cycle and pedestrian access, car parking and kerbside arrangements of the station precinct are discussed in more detail below.

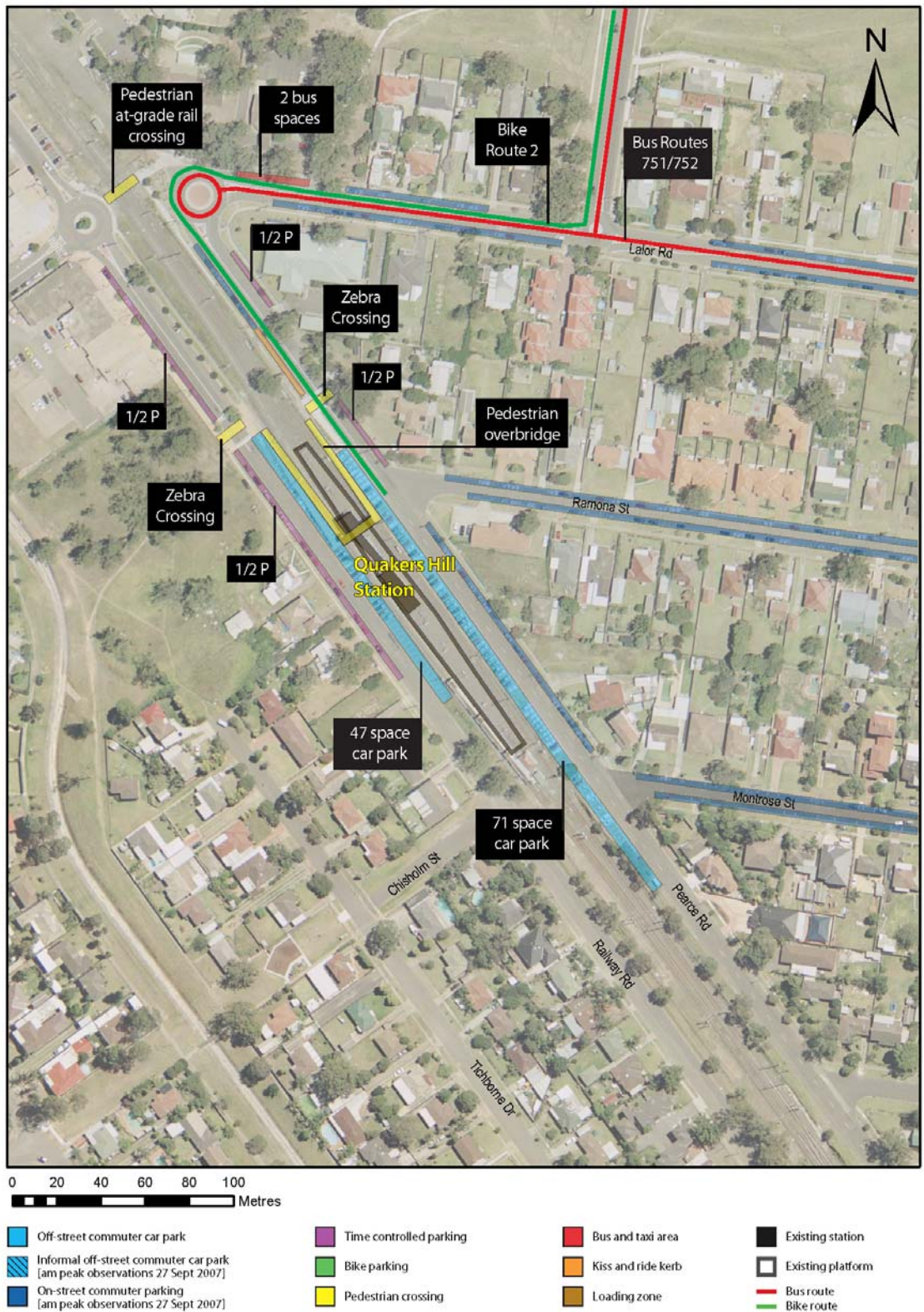
### 2.7.1 Cycle and pedestrian access

There are two crossings of the rail line at Quakers Hill Station; these are shown in yellow in Figure 2-8. An at-grade pedestrian crossing currently links Pearce Road with Railway Road and the Quakers Hill shops. Cyclists and pedestrians can also use the overbridge across the station as it is outside the ticket-controlled rail area. It has access ramps to Pearce Road and Railway Road.

The current at-grade pedestrian and cycle crossing at Quakers Hill is the proposed start for one of Blacktown City Council's cycle routes — as outlined in its Bike Plan (2006) shown in Figure 2-7. Within the project area, Council's Bike Plan shows Pearce Road as part of proposed cycle route, 'Route 2', which is shown in green in Figure 2-8. This proposed cycle route is proposed to eventually link Rouse Hill with Breakfast Creek. This route is scheduled to be completed in 2008.

At the time of writing, the proposed Quakers Hill cycle route is located along roads with high posted speed limits, at or above, 80 km/h. To maintain the posted vehicle speed of 80 km/h safely in these locations, the RTA bicycle guidelines recommend a separate path for cyclists.

The remaining local streets around Quakers Hill Station and shops are designated as mixed traffic, cycling and pedestrian zones by the RTA. The RTA identifies mixed traffic roads as shared roads for vehicles and cyclists, with a posted speed of 60 km/h or less. These facilities are not signed or line marked specifically as cycle routes. The nearby M7 has a separated cycle and pedestrian path, and will be a major destination for cyclists using the proposed cycle Route 2.



**Figure 2-8 Existing transport facilities at Quakers Hill Station**

### 2.7.2 Car parking

Site surveys were undertaken on 27 September 2007 at 10 am to capture the extent of commuter car parking around the station. The observed commuter car parking demand at Quakers Hill Station totalled 406 vehicles. There are 118 formal RailCorp-provided commuter parking spaces around the Quakers Hill Station precinct, with 71 spaces located on the Pearce Road side and 47 on the Railway Road side. Vehicles were observed parking in streets on the eastern and western sides of Quakers Hill Station in unrestricted parking spaces.

Observed parking behaviour at Quakers Hill Station included:

- 219 vehicles parked on-street at Lalor Street, Ramona Street, Pentland Street and Nambledon Street (shown in blue in Figure 2-8)
- 99 vehicles parked on Pearce Street, with spaces provided for five kiss-and-ride vehicles (shown in orange in Figure 2-8)
- 71 vehicles angle parked on the west side of Railway Street (shown in light blue in Figure 2-8)
- 17 vehicles parallel parked on the east side of Railway Street. (shown in light blue in Figure 2-8).

Given the above observations, current demand for commuter car parking at Quakers Hill is well in excess of the number of formal commuter parking spaces provided.

### 2.7.3 Kerbside arrangements

Fifteen minute (or ¼ P) regulations for on-street parking in Railway Street and Pearce Street are used to reserve space for two vehicles dropping passengers at the station (kiss-and-ride) spaces, reducing opportunities for commuter car parking close to the interchange. Kerbside space is also allocated for a bus zone and for police vehicles at the Police Station (located at the corner of Lalor Road and Pearce Road).

## 2.8 Schofields Station precinct

Figure 2-9 illustrates the existing transport arrangements at Schofields Station precinct. The cycle and pedestrian access, car parking and kerbside arrangements of the Schofields Station precinct are discussed in more detail below.



**Figure 2-9 Existing transport facilities at Schofields Station**

### 2.8.1 Cycle and pedestrian access

Schofields Station has a level crossing that pedestrians can use to travel between Railway Terrace and Bridge Street, north of the Station (shown in yellow in Figure 2-9). Throughout the surrounding neighbourhood, footpaths are provided on one side of the street only. In Bridge Street, there are informal paths along the front of the residential properties adjacent to the roadway, which may illustrate a pedestrian desire line to the station or the shops. A footpath is provided on Railway Terrace in front of the shops, and a zebra crossing (shown in yellow in Figure 2-9) links the shops and the station.

No cycle routes were identified at Schofields Station under the Blacktown City Council Bike Plan map 2006 (refer to Figure 2-7). No bikes were observed to be using the Schofields Station precinct during the site inspection. Without a segregated bicycle lane, cyclists are required to share lanes with other traffic on Railway Terrace; with its posted speeds limit of 80 km/h.

### 2.8.2 Car parking

Car parking at the Schofields Station precinct is provided in three locations (shown in light blue in Figure 2-9), as follows:

- an off-street car park on the eastern side of the station, accessed from Railway Terrace
- on-street, angled parking on Terrace Street (eastern side of the station)
- on-street, parallel parking on the western side of the station.

Observations of parking behaviour were made at Schofields Station on 27 September 2007. A survey of commuter car parking noted a total of 172 vehicles around Schofields Station. There is a 74 space formal commuter car park located at Schofields Station on Railway Terrace. Schofields is a relatively remote location, with limited retail development, so most cars parked around the station may be assumed to be rail commuters. Most of the retail outlets have some on-site parking for their workers behind the shops. Observed parking behaviour included:

- 156 commuter vehicles parked on the eastern side, comprised of 74 in the commuter car park, 56 along Railway Terrace, and 26 in the parking area behind the shops at Rothwell Lane. This off-street parking area is provided for local employees and shoppers (shown in striped light blue in Figure 2-9).
- 16 commuter vehicles parked on Bridge Street, with four additional vehicles parked on Grange Avenue. The Grange Avenue parking is likely to be for commuters as there are no entrances to homes in the location (shown in blue in Figure 2-9).
- There is a designated bus zone on Railway Terrace at Station Street (shown in red in Figure 2-9).

Given the above observations, the current demand for commuter car parking in the Schofields Station precinct exceeds the capacity of the formal parking provided.

### 2.8.3 Kerbside arrangements

Bridge Street, on the western side of the station, has a kiss-and-ride facility for up to 15 vehicles (shown in orange in Figure 2-9). Parking regulations also protect kiss-and-ride (shown in orange in Figure 2-9) and retail parking from commuter use. There is no taxi rank at Schofields Station.

## 2.9 Riverstone Station precinct

Figure 2-10 illustrates the existing transport arrangements in the Riverstone Station precinct. The cycle and pedestrian access, car parking and kerbside arrangements are discussed in more detail below.

### 2.9.1 Cycle and pedestrian access

Two zebra crossings are provided for pedestrians to Riverstone Station, one across Riverstone Parade at Garfield Road West, and one across Garfield Road West at Riverstone Parade (shown in yellow in Figure 2-10). The Riverstone Parade crossing connects the shops at Garfield Road to the Riverstone Station side of Riverstone Parade; the station entrance is 60 metres from this crossing. The crossing of Garfield Road connects both sides of the shopping street at the intersection of Riverstone Parade.

Railway Terrace and Riverstone Parade are major transport links for Riverstone, with through-traffic and heavy vehicle traffic currently using these two roads. The railway separates Garfield Road East from Garfield Road West at a major at-grade crossing which also serves Riverstone pedestrians and cyclists. With no roads in the vicinity of Riverstone Station identified as suitable for cycling in the Blacktown City *Council Bike Plan* (2006), these roads could be considered 'mixed traffic' routes under the *RTA Bicycle Guidelines* (2005), though the areas posted as 80 kilometre per hour speed zones are higher than the maximum recommended speed for a mixed traffic route.

Bike parking facilities are provided at the station, near the commuter car park, with eight lockers for cyclists.

The Riverstone Marketplace shopping centre and the Garfield Road West shops are located directly across Riverstone Parade from the station. This is an area of high pedestrian activity.

Passengers exit Riverstone Station mid-block along Riverstone Parade. On-street and informal car parking also generate pedestrian activity, with pedestrians coming from on-street parking on both sides of Riverstone Parade. Pedestrians need to walk to the intersection of Garfield Road to use a pedestrian crossing. A number of unsafe pedestrian movements were observed on Riverstone Parade in the vicinity of the station entry/exit.



**Figure 2-10 Existing transport facilities at Riverstone Station**

## 2.9.2 Car parking

Site surveys were undertaken on 27 September 2007 to capture the extent of commuter car parking around the station. The observed commuter car parking demand at Riverstone Station was 158 vehicles, compared to the 62 spaces provided in the commuter car park adjacent to the station. Commuters are using other parking areas and local streets around the precinct for commuter parking. Observed parking behaviour included:

- 62 vehicles in the commuter car park at Riverstone Station (shown in light blue in Figure 2-10)
- 50 vehicles parked on the street in Riverstone Parade (shown in blue in Figure 2-10)
- 46 vehicles in the informal car park across Riverstone Parade (shown as a striped light blue box in Figure 2-10).

These parked cars were assumed to be commuters because Riverstone Marketplace provides staff parking and empty, un-timed spaces were available closer to the shopping centre at the time of survey.

Commuter demand at Riverstone Station precinct exceeds the current capacity of the formal commuter car park.

## 2.9.3 Kerbside arrangements

The area designated for buses and taxis on the eastern side of the station off Riverstone Parade is used informally for kiss-and-ride activity, despite the provision of a dedicated kiss-and-ride facility (shown in orange in Figure 2-10) to the north of the bus zone. The proximity of this bus and taxi area to the station gives transit users priority access to the station, hence its appeal for informal kiss-and-ride activity.

## 2.10 Vineyard Station precinct

Figure 2-11 illustrates the existing transport arrangements in the Vineyard Station precinct. The cycle and pedestrian access, car parking and kerbside arrangements are discussed in more detail below.

### 2.10.1 Cycle and pedestrian access

There are no formal footpaths or cycle routes in the vicinity of the station. There is no formal bicycle parking facilities provided at the station.

### 2.10.2 Car parking

No formal or informal commuter car parking is provided at Vineyard Station. One vehicle was observed on Bandon Road, but this vehicle appeared to be abandoned.

### 2.10.3 Kerbside arrangements

There are no formal kiss-and-ride or taxi facilities at Vineyard Station. With no formal car parking observed at Vineyard Station, kiss-and-ride and pedestrian access may account for most existing rail patronage.



**Figure 2-11 Existing transport facilities at Vineyard Station**