



# **Picton Town Centre Transport Master Plan 2026**

Community Forum February 2022

## Why

- Increasing vehicle pressure on town centre loop
- Poor pedestrian connectivity
- Contrast of 'too' v 'through' the town centre
- Heavy vehicle movements
- Growth in traffic numbers (from Tahmoor and Thirlmere + local Picton development)
- Picton Bypass (State Government) is, at best, a medium term possibility
- Suite of projects to be delivered in 'short' term (by 2026)



# Project Area

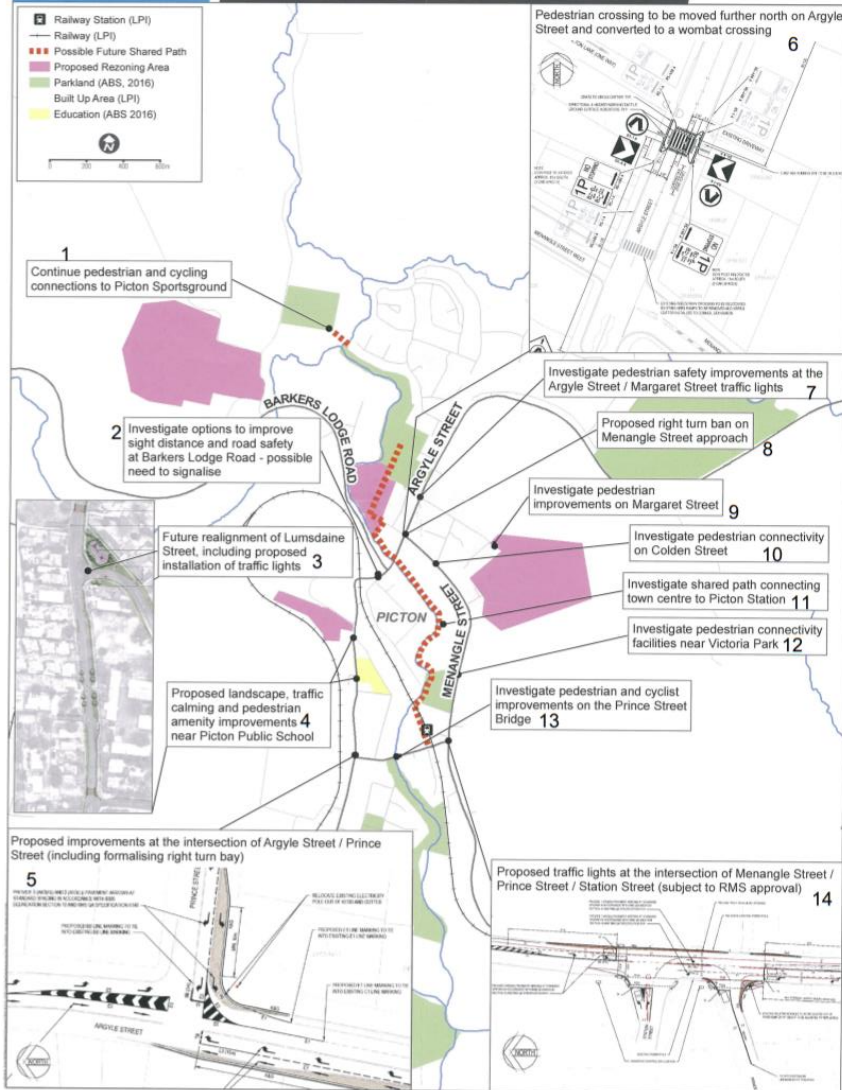


- Menangle St / Argyle St intersection
- Colden St and Margaret St between Menangle St and Argyle St
- Prince St and its intersection with Menangle St and Argyle St
- Argyle St / Barker's Lodge Rd intersection (with consideration given to its impact on the adjacent Coull St / Picton Ave intersection).
- Lumsdaine St and Picton Primary

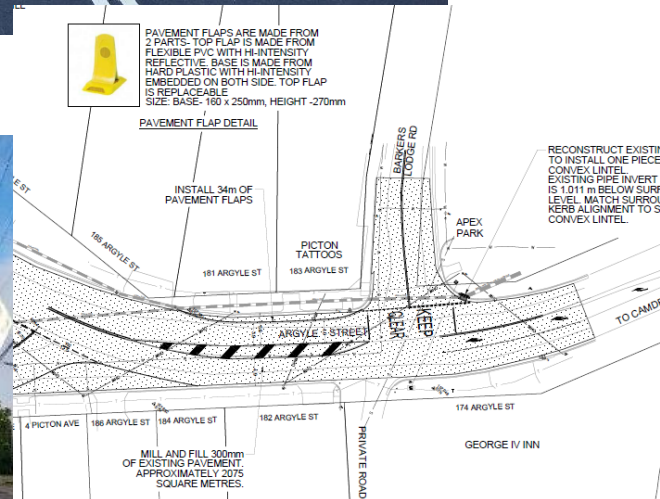
## Key findings

- All the main intersections around the loop will suffer congestion issues into the future.
- Issues on Prince St lead to broader network issues with, in effect, intermittent closure of Prince St caused by queuing across the bridge.
- Menangle St is a main road (State) owned, however the issues are on Prince St (Local Road).
- Upgrades to the network incl. the signalisation of Prince St has been identified previously (2004) and a adopted project under Councils Development Contributions Plan 2011.





Ref	Proposed Upgrades	Status
1	Continue to improve pedestrian and cycling connections to Picton Sportsground.	Completed.
2	Investigate options to improve sight distance and road safety at BARKERS LODGE ROAD, with the possible need to signalise.	Completed.
3	Future realignment of Lumsdaine Street, including proposed installation of traffic lights signals with a pedestrian phase.	Not yet scheduled, to be completed by 2026.
4	Proposed landscape, traffic calming and pedestrian amenity improvements along Argyle St near Picton Public School.	Not yet scheduled, to be completed by 2026.
6	Proposed improvements at the intersection of Argyle Street/ Prince Street (including formalising the right turn bay).	Detailed design near complete. Works anticipated for 2023/24.
7	Pedestrian crossing to be moved further north on Argyle Street and converted to a wombat crossing (a raised pedestrian crossing).	Complete.
8	Investigate pedestrian safety improvements at the Argyle Street/ Margaret Street traffic lights.	Not yet scheduled, to be completed by 2026.
9	Proposed right turn ban on Menangle Street approach.	Complete.
10	Investigate pedestrian improvements on Margaret Street.	In the preliminary stage.
11	Investigate pedestrian connectivity on Colden Street.	In the preliminary stage.
12	Investigate shared path connecting town centre to Picton Station.	To be scheduled.
13	Investigate pedestrian connectivity facilities near Victoria Park.	To be scheduled.
14	Investigate pedestrian and cyclist improvements on Victoria Bridge.	To be scheduled.
15	Proposed traffic lights at the intersection of Menangle Street/ Prince Street/ Station Street.	Detailed design near complete. Works anticipated for 2022/23.



**NO  
RIGHT  
TURN**  
FROM  
7 APRIL



**from Menangle St  
onto Argyle St  
Picton**

See [wollondilly.nsw.gov.au](http://wollondilly.nsw.gov.au)  
for more information

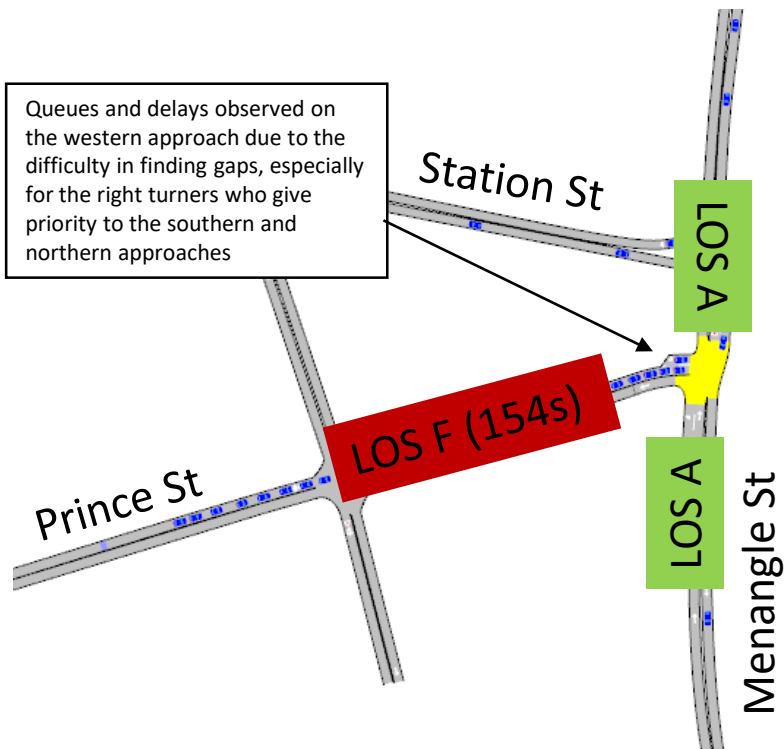
## How do we model?

- Region wide (Camden & Campbelltown) model includes;
  - LEP zonings
  - Traffic count data
  - Expected development & growth
  - Census population data
  - Existing and proposed road layouts
- Localised model for next level of detail
- Further modelling of specific intersections

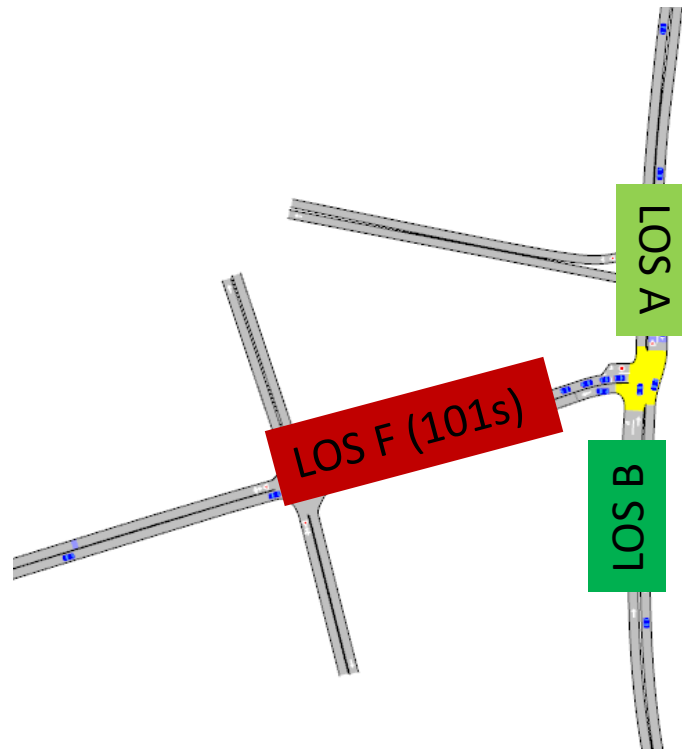


# Prince Street/Menangle Street Intersection @ 2026

AM peak

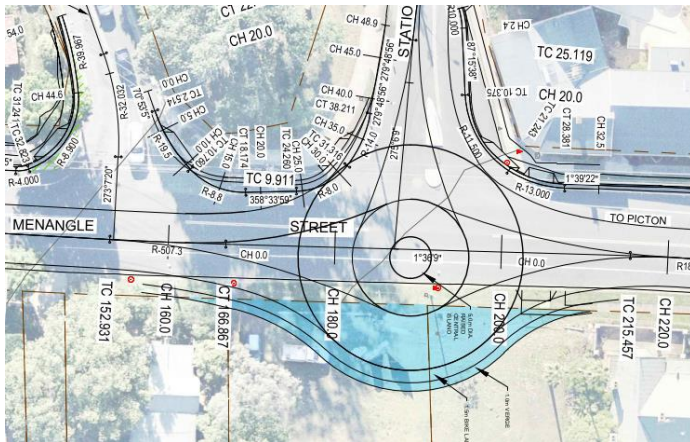
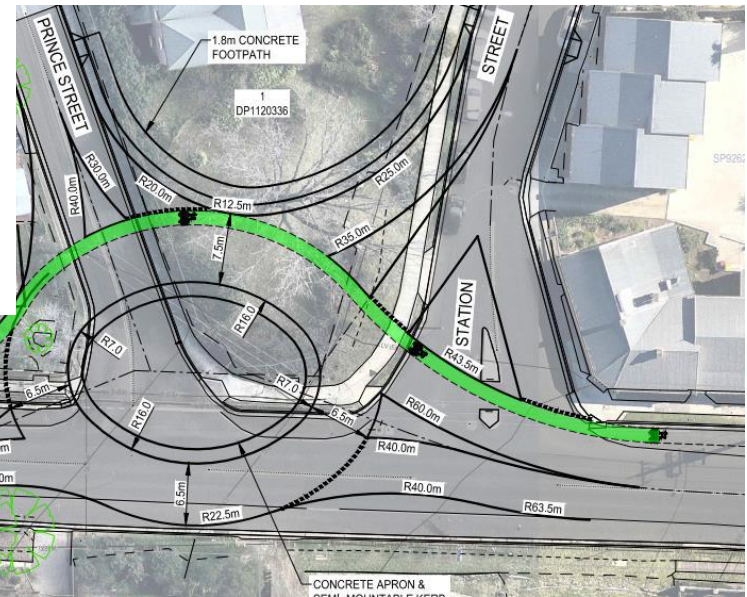
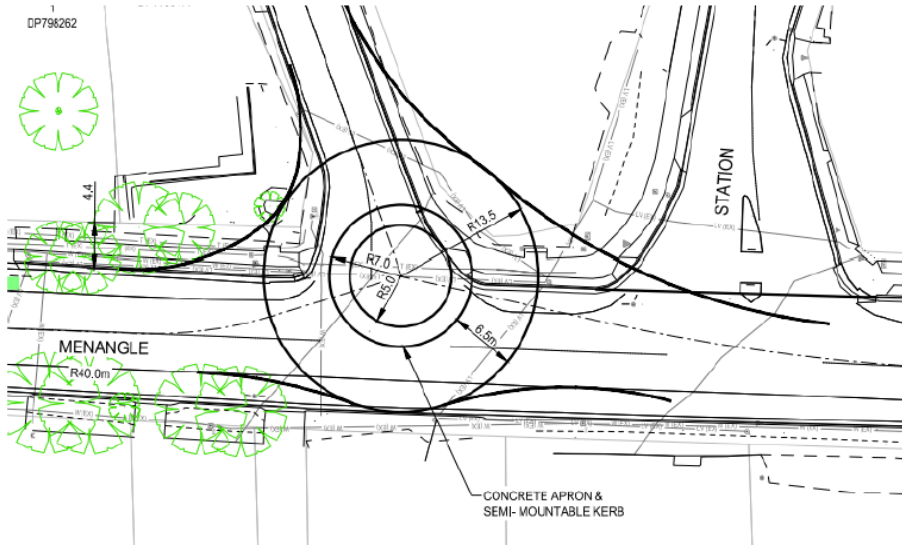


PM peak





# Option; Roundabout



## Roundabout Options

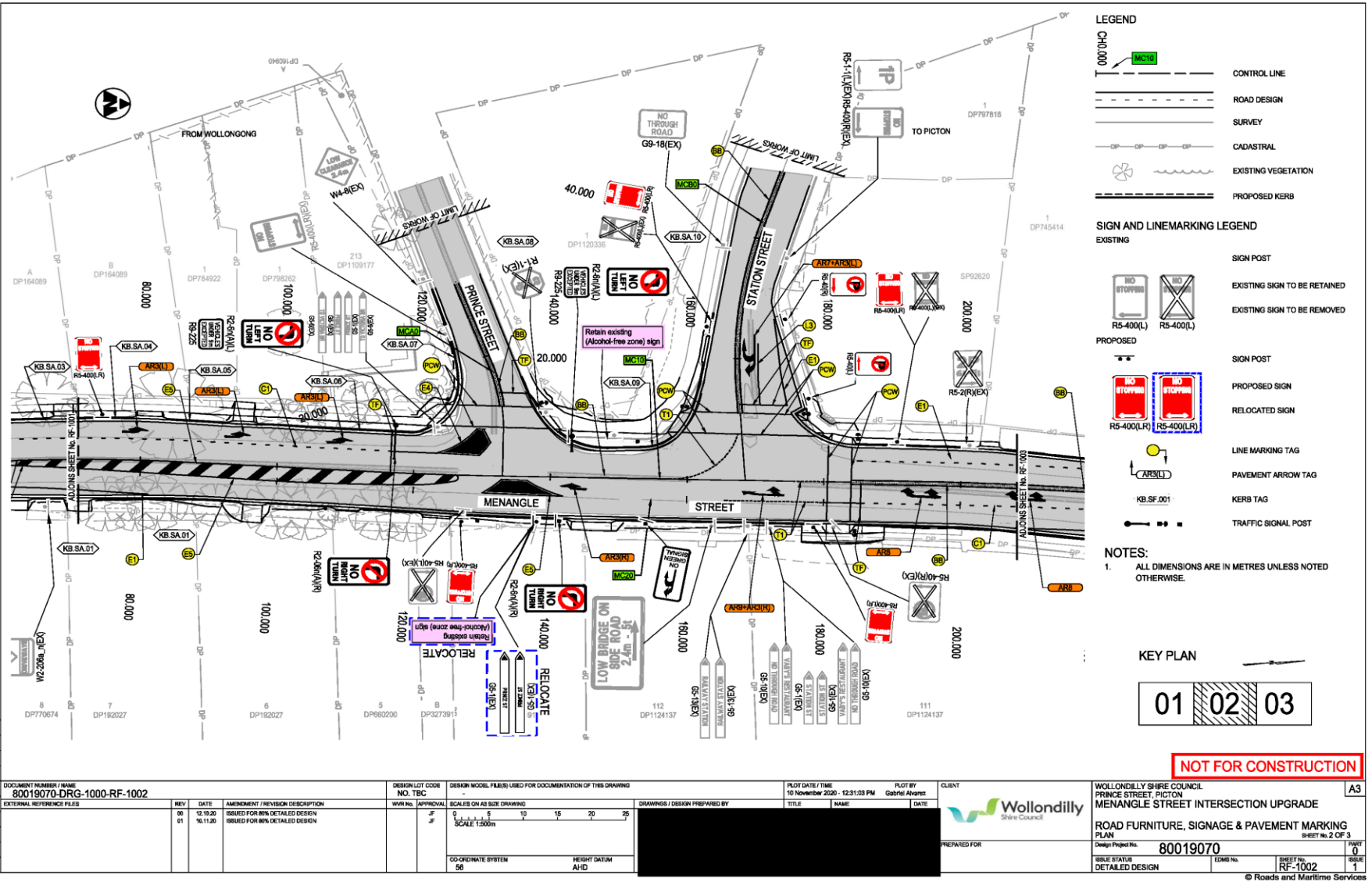
- Similar vehicle performance compared to signals
- Poorer pedestrian connectivity
- Larger footprint = significant impact to private property
- Significantly more works = higher cost
- No better for on street parking
- Difficult Design required to address sight lines, speed and heavy vehicles
- Smaller non-conforming roundabout would be unsafe
  - Unable to achieve vehicle deflections – would result in inappropriate speeding northbound Menangle
  - Proximity of Station St and managing interactions

## Option; Reducing Prince Street to One-Way Flow Option

- Still requires work to at least one of the Prince St intersections.
- Significant additional traffic directed to Argyle St resulting in;
- Significant upgrade to Menangle/Argyle Street intersection (signals) and result in loss of on street parking and amenity, difficulties for heavy vehicles ,



## Traffic Signalisation Option

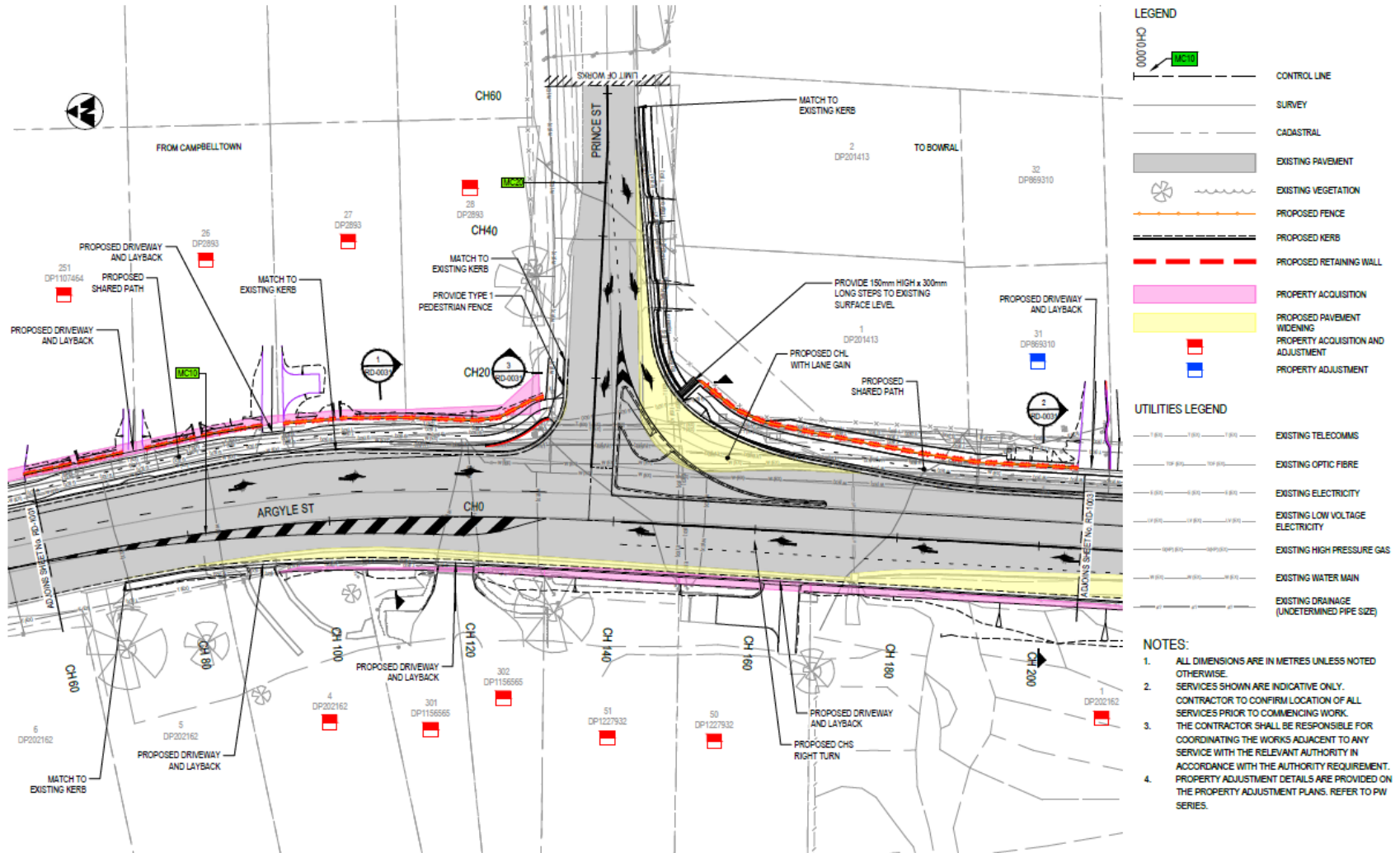


# Menangle St Signalisation





# Prince Street/Argyle Street Intersection



NOT FOR CONSTRUCTION



# Argyle Street/Lumsdaine Street Intersection



## Further details and Reporting

- Picton Town Centre Transport Master Plan 2026 adopted by Council in August 2019

<https://agendasandminutes.wollondilly.nsw.gov.au/Open/2019/08/CO20190819AGN2169.PDF>

- In September 2019 council resolved to note additional information on the signalisation of Menangle Street

<https://agendasandminutes.wollondilly.nsw.gov.au/Open/2019/09/CO20190916AGN2170.PDF>

- In December 2019 council resolved to pursue the detailed design for the signalisation of the Prince and Menangle Streets Intersection.

More information;

Your say page <https://www.yoursay.wollondilly.nsw.gov.au/picton-transport-study>

Wollondilly website page <https://www.wollondilly.nsw.gov.au/shire-projects/council-projects/picton-town-centre-transport-master-plan/>

## What next?

1. Reviewing plans for Prince /Menangle Street intersection to maintain as much on street parking as possible.
2. Engaged consultation specialists to fine tune and develop a engagement plan to take into consideration community concerns and issues.
3. Review feedback and report to Council to determine way forward
4. Continue advocacy to State Government on Picton Bypass

