



Mr David Gibson
Team Leader
Social Infrastructure
Department of Planning and Environment
GPO Box 39
Sydney NSW 2001

Attention: Megan Fu

Dear Mr Gibson

**Multi-storey Carpark at Westmead Hospital (SSD 7262)
Notice of Exhibition**

Thank you for your letter dated 10 December 2015 requesting Transport for NSW (TfNSW) comment on the above proposal for an eight-storey, 1254 space carpark.

TfNSW supports the overall proposal but would like to continue to work with Health Infrastructure to resolve key issues as highlighted below. Detail of key comments and remaining issues is provided at **TAB A**.

- The proposed modification to the T-Way operation at the intersection of Darcy Road/Mons Road/Institute Road and the proposal to allow construction and staff access on to the northern end of Mons Road T-Way is not supported due to the impact on the operation of existing and future bus services.
- TfNSW supports the need for Health Infrastructure to develop, implement and monitor a travel plan. This is due to the increase in the number of trips associated with the proposal and the full Westmead Redevelopment Project, the demand for public transport is also expected to significantly increase.
- A comprehensive transport assessment should be developed to assess the transport impact of the full Westmead Redevelopment Project and develop an access strategy to facilitate future cumulative growth including surrounding developments. This assessment should be prepared as part of the next stage of the project in consultation with TfNSW and Roads & Maritime Services.

TfNSW requests that the identified issues should be resolved in close consultation with TfNSW and Roads and Maritime Services during the preparation of Response to Submissions. TfNSW would be pleased to consider any further material forwarded from the applicant.

Thank you again for the opportunity to provide advice for the above development application. If you require clarification of any issue raised, please don't hesitate to contact Mark Ozinga, Principal Manager, Land Use Planning and Development on 8202 2198.

Yours sincerely



Simon Hunter
Executive Director, Transport Strategy
Freight, Strategy and Planning

CD15/21809

TAB A – Request for Further Information/Clarification

Impacts on T-Way Bus Services

Issue

Westmead precinct is proposed for major growth and development. The provision of public transport services is a key requirement to facilitate this growth. Implementing bus priority measures are generally challenging and complex. Any impact on existing and future public transport infrastructure and services would not be appropriate.

T-way buses currently operate on Mons Road, Darcy Road and Hawkesbury Road. Bus movements run separately to general traffic under traffic signal control. Traffic modelling was undertaken using SIDRA to assess the impact of the proposed development at key intersections. Considering the importance of the operation of buses on the T-way, it is considered that the modelling should assess the impacts of the operation of T-way buses separately.

Section 8.4 of Transport Impact Assessment (TIA) outlines a number of suggested changes to the intersection of Darcy Road/Mons Road/Institute Road. The proposed left turn ban from the Darcy Road T-Way west approach in Darcy Road south approach is inappropriate. It is currently not possible or safe for several routes and school buses to join the general traffic lanes to turn left due to conflict with general traffic and the median creating an unsafe blind spot for drivers. In addition, if the routes were to merge with general traffic they would no longer be able to service Westmead Hospital T-way station, a vital patronage point for these services and a connection point between the two corridors.

The proposed right turn ban from Darcy Road into Institute Road requires further review. Although there are currently no bus services using this route, it may be required to access the Children's Hospital in the future particularly during the construction of the Parramatta Light Rail.

Recommendation

It is requested that the applicant:

- Update the SIDRA traffic modelling in consultation with Roads and Maritime Services. The operation of T-Way buses needs to be assessed separately;
- Identify appropriate measures to maintain the operation of bus services in the future scenarios; and
- Investigate alternate measures and models accordingly as the proposed removal of left turn ban for buses on Darcy Road T-Way south approach into Darcy Road west approach is not supported.

General Vehicular Access onto dedicated T-Way (Mons Road Bridge)

Issue

Section 4.7 of the Preliminary Construction Management Plan (PCTMP) and separate correspondence from GTA Consultants suggested that construction vehicles be permitted on the existing dedicated T-Way (Mons Road Bridge).

The route is a Rapid Bus Route Corridor between Hurstville and Rouse Hill under Sydney's Bus Future and is planned to undergo enhancements to service frequency and span of hours and running time reliability. Shared use of the T-Way at this location has the potential to affect the reliability of bus services. Further, TfNSW would like to maintain the exclusive use of the T-Way to ensure it could introduce additional bus routes along this part of the T-Way without conflicting with general traffic and reducing the occurrence of incidence and disruptions.

Recommendation

The shared use of the existing dedicated T-Way (Mons Road Bridge), Westmead by construction vehicles or hospital staff vehicles is not supported. It is requested that:

- An alternative access arrangement for the wider Westmead Hospital precinct be investigated in a regional context; and
- An access strategy be delivered that would facilitate development growth and support the delivery of future regional transport infrastructure. Further details are provided below under wider Regional Transport Impacts.

Travel Demand

Issue

Westmead Precinct is proposed for significant development and growth. It is identified as a growing specialised health and educational precinct in *A Plan for Growing Sydney*. In order to accommodate the future growth and development within Westmead, there needs to be a shift away from private vehicles to public and active transport. Regional studies discussed in Section 3.2 of the TIA indicate that mode share of 35% would be necessary to accommodate the growth within the precinct. Recent staff survey data indicate over 85% of staff use private vehicles.

It is important that the reasons for the high private vehicle use should be identified in order to tailor travel plan that would be effective in achieving the required shift to public and active transport. Section 9 of the TIA provides a comprehensive list of travel plan measures suggested for implementation.

Recommendation

It is requested that the applicant:

- Undertake consultation with the hospital staff and visitors to obtain their views on existing and future public transport services to the hospital during the preparation of the travel plan;
- Implement the travel measures based on the outcome of the consultation to increase public transport patronage; and
- Monitor the effectiveness of the travel plan measures using the appropriate reporting then identify any further improvements to achieve the required modal shift targets.

Regional Transport Impacts

Issue

The Early Works Project and proposed Multi-storey Carpark project are the initial stages of the Westmead Redevelopment project. The TIA indicates that the Westmead Redevelopment Project would result in approximately 40% growth in number of staff and beds by end of 2020 as follows:

- Staff – from 9,987 to 13,873
- Beds – from 743 to 1,052

It is expected that this level of growth would have a regional transport impact. It would require the preparation of a comprehensive transport assessment. TfNSW and Roads and Maritime Services would like to work with Health Infrastructure during the investigations and associated transport modelling for the next stage of the project. The assessment would review the cumulative impact of the projects and surrounding developments with consideration of regional transport infrastructure.

Recommendation

It is requested that a comprehensive transport assessment be developed, in consultation with TfNSW and Roads and Maritime Services, for the next stage of the Westmead Redevelopment project. This assessment should include the wider network, cumulative development and regional transport infrastructure to develop access and transport strategy to facilitate development growth in Westmead.

Intersection Modelling

Issue

Section 4.1 provides an assessment of the nearby intersection operations. Table 4.5 provides base case operating conditions which indicate that Darcy Road/Mons Road/Institute Road are operating well below capacity with minimal delays and queues. On site observation indicate extensive delays and queuing experienced during the AM and PM peak.

Several local intersections known to experience delays and congestion have not been modelled including Hawkesbury Road/Alexandra Avenue, Darcy Road/Briens Road, Darcy Road/Bridge Road and Alexandra Road/Bridge Road.

Recommendation

It is requested that the applicant:

- Verify the results of the base modelling particularly for the intersection of Darcy Road/Mons Road/Institute Road; and
- Model surrounding local intersections experiencing congestion to the satisfaction of Council and Roads and Maritime Services. As previously noted the operation of bus services on the T-way should be assessed separately.

Car Park Access

Issue

It is important that the carpark access is designed with entry capacity to ensure that queuing does not block through traffic on Darcy Road and Institute Road as this would have a significant impact on the operation of Darcy Road and the T-Way.

The car park access proposed includes two Entry lanes from Darcy Road, one Entry lane from Institute Road and two Exit lanes onto Institute Road. The TIA indicates that the number of access points has been reduced due to the implementation of Automatic Number Plate Recognition (ANPR) system. As a result the service rate of 550 veh/h/lane has been used for assessment, which is close to free flow (i.e 600 veh/h/lane). It is unclear how such a high service rate can be achieved considering the system seems to indicate boom gates would still be required as shown in Figures 7.5 and 7.6.

Recommendation

It is requested that:

- The operation of the ANPR system be further clarified with the claimed service rate justified by empirical data; and
- Appropriate measures be put in place aimed at ensuring queueing at the access point during peak events do not affect traffic and buses on the road network and the T-Way. The measures should be incorporated into a carpark management plan.

Pedestrian and Cyclist Access

Issue

The Environmental Impact Statement (EIS) for the proposed car park includes provision for bicycle and motorcycle parking. The exact numbers are yet to be determined.

Measures to improve bicycle and pedestrian access and facilities require further assessment in the Traffic Impact Assessment.

It should be noted that the entrance to this development from Darcy Road crosses the T-Way separated cycleway. It appears that the documentation presented, does not include measures to reduce potential conflict between car park users and cyclists traveling along the cycleway.

The provision of accessible car-parking spaces of 1% as outlined in Section 5.1 of the TIA is low.

Recommendation

The proposed development presents an opportunity to take advantage of the pedestrian and cycleway link. It is requested that:

- Bicycle parking and end of trip facilities for pedestrian and bicycle riders be provided in accordance with relevant standards and guidelines. Details of locations and number of spaces should be shown on the plans;
- The connectivity, safety (including security, covered lighting and walkway) and accessibility for pedestrians and bicycle riders to pedestrian and bicycle networks be provided within the hospital and public transport particularly during late night or early morning periods;
- The provision of pedestrian crossings on all legs of the intersection of Darcy Road/Mons Road/Institute Road and Darcy Road/Dental Building Access be investigated;

- Wayfinding signs be provided to increase the awareness of the walking and cycling routes;
- The potential for cars queuing to access the car park, which could block the cycleway should be investigated and suitable measures implemented to appropriately manage the issue; and
- The provision of accessible car parking spaces be reviewed in accordance with relevant standards and guidelines.

Early Works Package

Issue

The TIA refers to the Early Works Package that includes additional parking, which has been approved separate to the Multi-Storey Car Park development. Section 2.4 indicates that the Early Works Package would only result minor net increase in on-site parking supply. However, Figure 2.10 indicates that it will be in the order of 2,000 additional car parking spaces.

Recommendation

It is requested that the number of car parking spaces proposed in the Early Works Package be clarified including the impact in terms of cumulative traffic and transport.

Parramatta Light Rail

Issue

Parramatta Light Rail project has recently been announced and it includes a connection to Westmead Hospital.

Recommendation

It is recommended that Health Infrastructure communicates with TfNSW's Parramatta Light Rail project team to ensure the impacts of the current project (and future stages) on the light rail project are appropriately considered.

Construction Traffic Management Plan

Issue

The proposed development has the potential to impact on traffic and transport operation in the vicinity of the hospital including pedestrian safety within and adjacent to the hospital during construction.

Recommendation

Prior to the commencement of any works on the site, a Construction Traffic Management Plan (CTMP) should be prepared by a suitably qualified person. It should be submitted to the Principal Certifying Authority (PCA). The Plan must be prepared in consultation with Parramatta City Council, Roads and Maritime Services and TfNSW. The CTMP should specify any potential impacts to traffic, pedestrian, cyclists and bus services within the vicinity of the proposed site from construction vehicles during construction. Any potential impacts to pedestrian access or public transport infrastructure including bus stops should also be specified in the CTMP.

The CTMP should include the cumulative construction impacts of all the projects adjacent to the site. The applicant should submit a copy of the CTMP to Parramatta City Council, prior to the commencement of work.

Minor Issues on the Transport Impact Assessment

Issue

Further clarifications on the following minor issues relating to the Traffic Impact Assessment report:

- Section 2.3 Paragraph 4 indicates the extent of works is illustrated in Figure 2.9 which may not be correct.
- Section 7.9 states 'A footpath along the northern side of Institute Road is also included as part of the Stage 1 Early Works scope. This is not clear from the drawings provided. This footpath would be important for establishing the pedestrian connection from the northern car park (at-grade) to the proposed multi-level car park and further on to the main buildings.'

Recommendation

TfNSW requests that the issues above are addressed and the Traffic Impact Assessment is updated accordingly.