

LOGISTICS, STAFF AND EMERGENCY VEHICLE CIRCULATION

Logistics, staff and emergency vehicles have two dedicated site access points located to the far east and west corners of the site. Entrances comprise entrance (A) “left-in only” slip road and entrance (D) 2-way connection to the Cudgen Road /Turnock Street round-about. These non-public entrances are connected by a services link road located north of the hospital providing staff access to the Multi-Deck Carpark (staff parking), Emergency Department ambulance vehicle set-down, logistics yard access, Mental Health set-down and Transit Lounge ambulance set-down. Service vehicles are required to exit via the Turnock Street round-about, however ambulance and staff vehicles will have capacity to exit the site via the main hospital entrance (B). The hospital building and service road interface layout take advantage of the sites natural topography to accommodate functional segregation within the hospital. The logistics yard interfaces at basement level, however the north service road in rising back to Turnock Street provides access to the mental health set-down at lower ground and the Transit Lounge further up the slope at ground level. Ambulance access the main Emergency Department set-down via a dedicated ramp off the north service link road, however the set-down can also be accessed when required, from the public Boulevard via the main public site entrance.

The Multi-Deck Carpark is intended to provide both staff and public carparking which is accommodated back to back with the public carpark function. The Multi-Deck Carpark is designed to have a “soft-divide” between public and staff, permitting flexible management of staff and public peak demand periods. Staff access the Multi-Deck Carpark from the north service road at basement level 2.

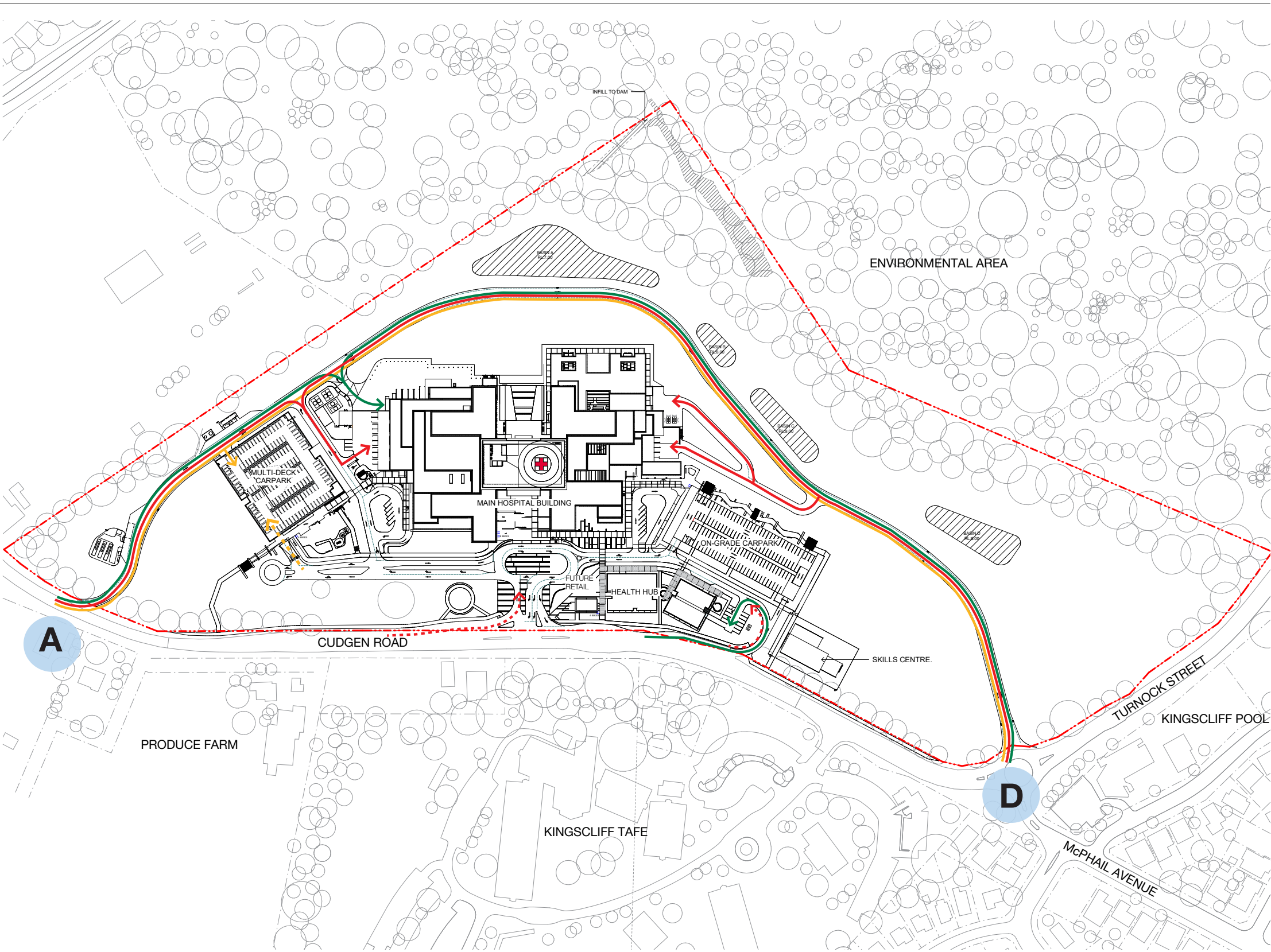
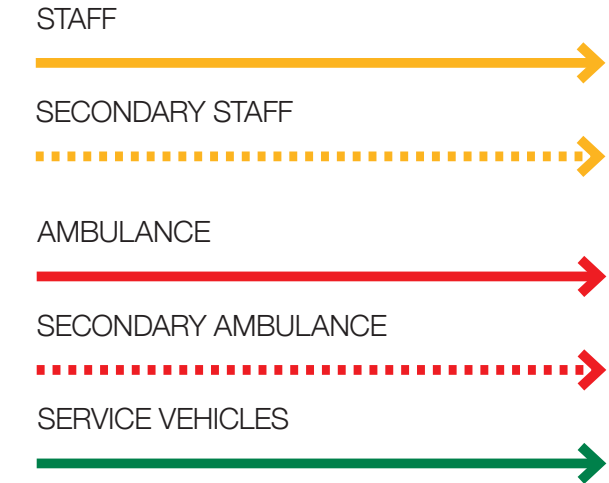


Figure 20. Site Plan - Vehicle Access; Staff, Ambulance and Logistics



# CARPARKING

Based on the Carparking Demand Study undertaken by PTC Consulting (dated 21.08.19, Issue 5), the potential on-campus requirement for parking of both staff and the Public for 2031/32 is being met by the proposal herein. See page 31 for the detailed carpark summary.

## PUBLIC CARPARKING

Public vehicle access to the hospital is via the Main Entrance (B), or via the left slip lane (C). From the main entrance the public have an option either to turn left at the round-about to access the Multi-Deck Carpark, or turn right at the turning circle to access the east On-Grade Carpark.

The Multi-Deck Carpark provides proximate access to the hospitals west entrance, being the primary Emergency Department entrance at lower ground level. Stair and lift access to the hospital street at ground level is provided. The east On-Grade Carpark provides proximate access to the hospital's east entrance.

Slip entrance (C) provides direct access to the east On-Grade Carpark, with egress via the main hospital entrance (B). In the event of the east On-Grade Carpark being full, the internal road network provides on site access to the west Multi-Deck Carpark and visa versa.

## STAFF CARPARKING

Staff vehicle access to the hospital is principally via the west slip road, entrance (A) or via the new entrance off the Turnock Street round-about to the east. From the west road access is one-way up to the Multi-Deck Carpark, however two-way thereafter linking via the north service road to the Turnock Street round-about.

The Multi-Deck Carpark provides proximate access to the hospitals west entrance at lower ground level. The Multi-Deck Carpark provides 1,075 dedicated staff spaces inclusive of Fleet vehicles.

The Multi-Deck Carpark is designed to accommodate flexible capacity management between staff and public zones.

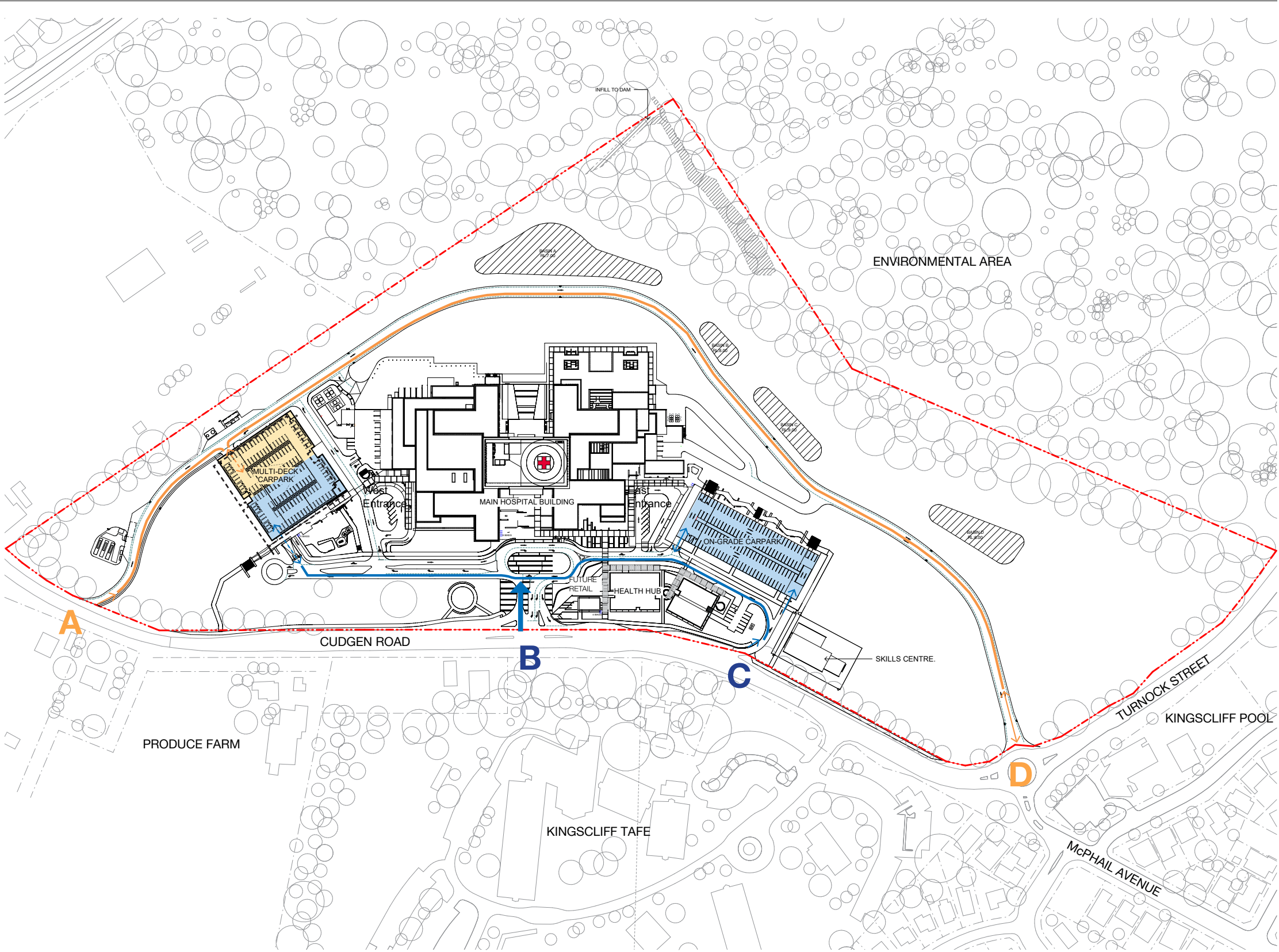


Figure 21. Site Plan - Vehicle Access; Carparking

STAFF VEHICLE ACCESS



PUBLIC VEHICLE ACCESS



- A - Left only slip-road (not public)
- B - Public Main Hospital Entrance
- C - Public left only slip-road
- D - Turnock Street round-about (not public)

# CARPARKING SUMMARY

## MULTI-DECK CARPARK SUMMARY

STAFF CARPARK			
No. Cars			
Standard	Small	DDA	
Level 07	110	12	
Level 06	147	12	
Level 05	147	12	
Level 04	137	18	
Level 03	68	6	4
Level 02	69	6	4
Level 01	69	6	4
Ground	69	6	4
Basement 1*	116	10	
Basement 2*	39		
Sub-Total Cars	971	88	16
Total Cars	1,075		

PUBLIC CARPARK			
No. Cars			
Standard	Small	DDA	
66	6	4	
67	6	4	
67	6	4	
58	3	4	
18			
276	21	16	
313			

TOTAL
1,388

*\*Includes Fleet*

## ON-CAMPUS VEHICLE PARKING SUMMARY

Site - Staff Allocation (including Fleet)				
Total Staff				1075
70%				
Site - Public Parking Allocation Breakdown				
Multi-Deck Carpark				313
East On-Grade Carpark				128
Public Short Term Parking				22
Total Public				463
30%				

Total Site Parking	1,538
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## OTHER PARKING AND SET DOWN AREAS

Staff, Logistics and Public Set-down			
Ambulance, Emergency Department			
			9
Ambulance, Response Parking			
			3
Ambulance, Transit Lounge			
			4
Mental Health (sally port)			
			1
Hearse			
			1
Logistics - Contractor			
			6
Logistics - Truck			
			5
Public Set-Down Spaces			
			23



# PEDESTRIAN AND CYCLE ACCESS

The site layout provides a clear pedestrian and cycle access path network.

A dedicated cycle site access pathway is located to the west of the hospital just after the left-in service road cross over. This access point caters for both east and west approach on Cudgen Road, and links to the furthest west end of the green-spine pathway. End-of-Trip facilities have been provided within the Multi-Deck Carpark accessed directly off the Green Spine. The Green Spine then provides a covered walkway from End-of-Trip accessing the east Emergency Department and hospital street entrance at lower ground floor.

The site design further caters for a civic non-hospital by-pass cycle route line marked within the north service road. The cycle path follows the service roadway towards the east end of the site, exiting at the Turnock Street round-about. This public route as an alternative to cycling on Cudgen Road.

There are two key east to west pedestrian public pathway routes which traverse the length of the site. The first of these routes includes a footpath along the public Boulevard roadway. This route which runs south of the hospital provides pathway access from the Multi-Deck Carpark in the west to the On-Grade Carpark in the east. As part of future development works this pedestrian route will be extended east with the Boulevard, eventually linking to the turning circle junction at the corner of Cudgen Road and Turnock Street. To the west of the site the pedestrian pathway initially only accommodating cycle access, is to be extended beyond the Multi-Deck Carpark providing access to the future complementary program and associated public set-down. The second primary pedestrian route is the Green Spine. As described above, this route which continues to the hospitals east and west flanks serves as a continuation of the hospital street. This route is intended to provide pedestrian access to future complementary development located to the east of the hospital. A series of secondary north south connecting link pathways will be provided as required to link the Boulevard to Green Spine.

The main north to south pedestrian route provides access for public and staff arriving by public transport on Cudgen Road. This route connects a series of public realm spaces which articulate the arrival journey through civic axis of the hospital.

The main pedestrianised approach routes, including; the public entrance off Cudgen Road, walkway from Multi-Deck Carpark to the west of the hospital and On-Grade Carpark to the east of the hospital will be provided with covered walkways linking to the hospital.

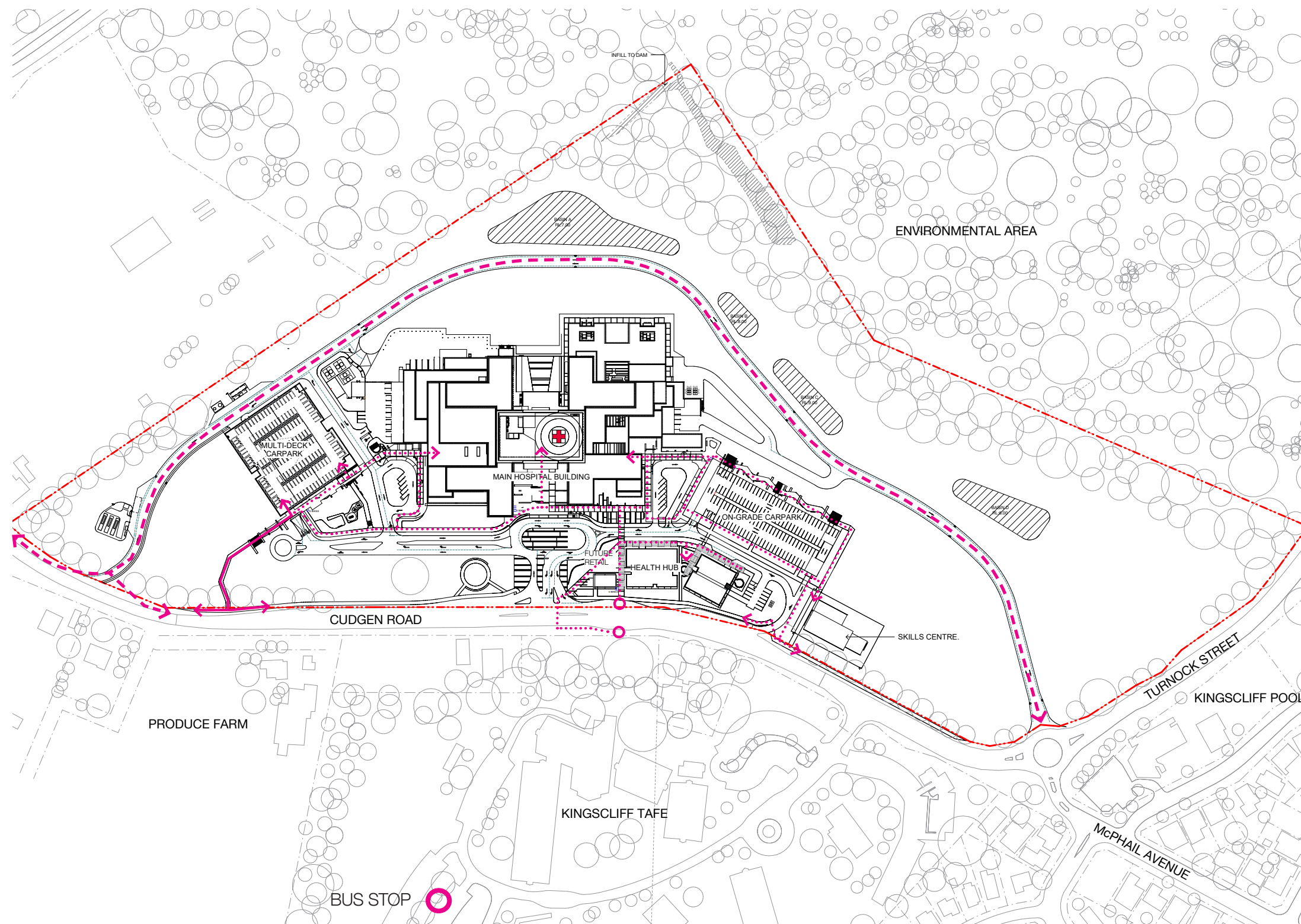


Figure 22. Site Plan - Pedestrian and Cycle Access

PUBLIC CYCLE PATH



HOSPITAL CYCLE PATH (EoT)



PEDESTRIAN PATHWAYS





# WALKING LOOPS

The footpath layout arrangement provides a number of potential walking loop routes of varying distances, for staff and public use. Shade trees and seating are provided along the Green Spine which also benefits from resplendent views of the neighbouring Environmental Area to the north.

CYCLE PATH

PEDESTRIAN PATHWAYS

WALKING LOOPS

ROUTE &lt;300m

ROUTE &lt;500m

ROUTE &lt;700m

ROUTE &gt;1500m

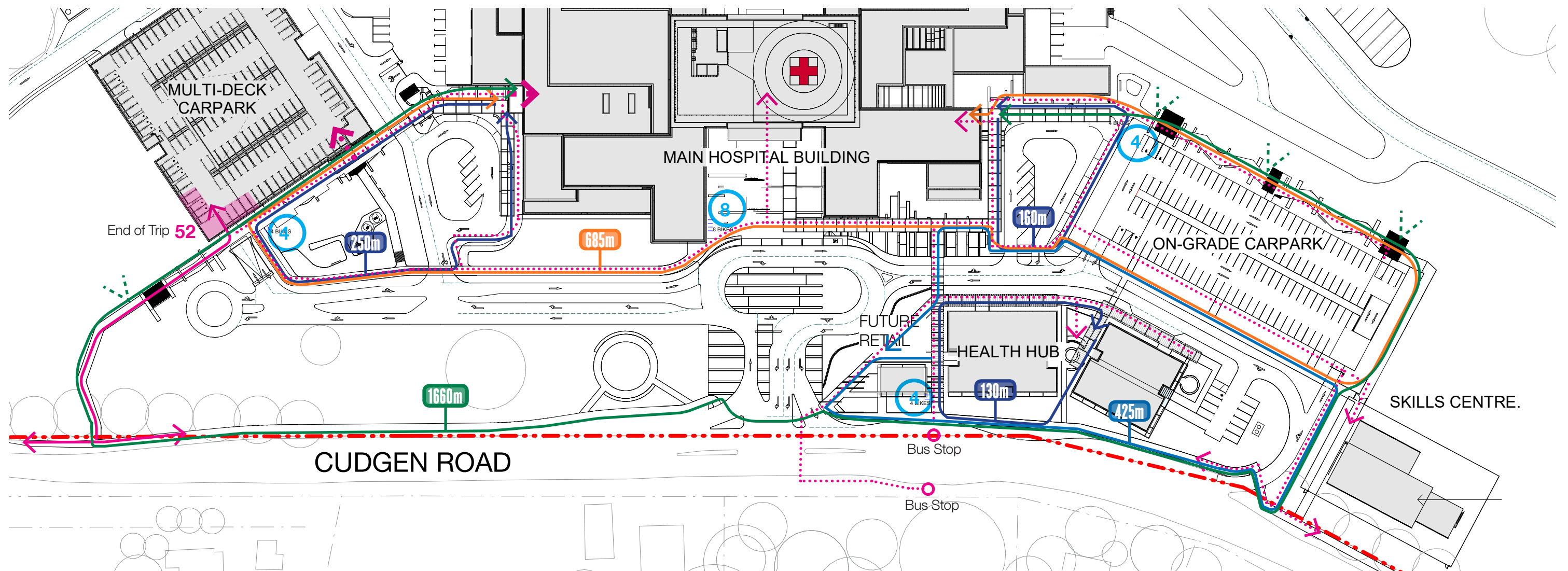
 PUBLIC CYCLE RACKS


Figure 23. Pedestrian, Cycle Access and Walking Loops