

26 February 2018

161607 TADD

APP Corporation Pty Ltd
Level 7
116 Miller Street
North Sydney NSW 2060

Attention: Steven Agnew

Hornsby Ku-ring-gai Hospital Redevelopment Stage 2

Traffic Response to Submissions

Dear Steven,

This letter aims to respond to relevant traffic engineering concerns raised during the public exhibition of the Environmental Impact Statement (EIS) for the Hornsby Ku-ring-gai Hospital Redevelopment Stage 2 (SSD 17_8647). Responses were received from government agencies and the general public.

Transport for New South Wales (TfNSW)

- Road Safety Audit

There is no objection to the provision of a Detailed Design Road Safety Audit of the site.

- Capacity of Intersection

The intersection of Palmerston Road and Northcote Road will operate at a Level of Service A post development. The intersection of Northcote Road and Sherbrook Road is expected to operate at a Level of Service E post development. It is important to note that the post development modelling was based on a conservative scenario where the peak demand of the Hospital coincides with the network peak. This is further discussed within this letter in the response to Council's submission.

Council has provided their comments with regards to the intersection of Edgeworth David Avenue, Myra Street and Palmerston Road which have been further discussed elsewhere within this letter. RMS has stated that there is unlikely to be a significant traffic impact by the redevelopment on the classified road network which includes this intersection.

- Preliminary Green Travel Plan

There is no objection to the continual updating of the Green Travel Plan. This can be discussed between Transport for NSW and Health Infrastructure to a workable condition of consent.

- Construction Vehicle Access Routes

To avoid the nearby medical centre and childcare facilities, it will be necessary for construction vehicle traffic to travel along Lowe Road during weekdays. It is noted that the Stage 1 Redevelopment of the Hospital utilised the same access route.

During the preparation of the final Construction Traffic Management Plan, it is recommended that the contractor consult with Council to take into account the use of adjacent sport fields on Saturdays and determine the most appropriate vehicle route at this time.

Roads and Maritime Services (RMS)

RMS has raised no objections to the proposal, stating that “*it is unlikely to have any significant traffic impact on the classified road network.*”

Hornsby Shire Council

- Gas Truck

Council has stated concerns with regards to the 14 metre long gas vehicle. Discussions have been held with the gas supplier (BOC) as part of the Stage 1 Redevelopment with regards to the required vehicle size to service the gas enclosure. We have been advised that BOC use a 14 metre semi-trailer to access the enclosure as a vehicle this size is able to negotiate local roads more easily.

In addition to this information, Figure 1 shows the 14 metre long gas truck accessing the existing gas enclosure on Derby Road. Swept paths with this size vehicle have been affixed to this letter in Appendix A.



Figure 1: Derby Road Gas Enclosure 14m Semi Trailer

- Intersection of Edgeworth David Avenue, Palmerston Road and Myra Street

Due to the intersection of Edgeworth David Avenue, Palmerston Road and Myra Street currently operating at a Level of Service F, Council has requested that a condition be made to remove pinch points located on Balmoral Street to make an alternate route more attractive. It is noted that the RMS response to the EIS stated that there is unlikely to be a significant traffic impact by the redevelopment on the classified road network which includes the intersection of Edgeworth David Avenue, Palmerston Road and Myra Street.

The removal of these pinch points was discussed with Council during the development application for the multi-storey carpark (DA/129/2017). It was

concluded that as there have been no modelling or traffic counts conducted in this location, there is no justification to remove these thresholds.

As part of the consent for the multi-storey carpark, Health Infrastructure has made a commitment to monitor the traffic flow behaviours six months after the development has been completed and is fully operational.

- Sherbrook Road and Northcote Road Intersection

While it is noted that the traffic modelling indicates that the eastern leg of the intersection will operate at a Level of Service E post development, given the nature of the development a number of assumptions have been employed during the traffic modelling process. It is important to note that the modelling represents a conservative scenario where the peak hour of the Hospital coincides with the peak hour of the surrounding road network. This does not account for shift work common at the Hospital (where the peak demand occurs off peak at 1:30 to 3:30pm). TTW studies of the Hospital identify that approximately 70% of the traffic generated to the site is attributed to staff. Given these assumptions, the installation of traffic signals is not considered appropriate.

As part of the consent for the multi-storey carpark, Health Infrastructure has made a commitment to monitor traffic flow behaviours six months after the development is completed and fully operational.

Government Architect New South Wales

- Removal of Carpark Access Road

The carpark access road to the southern end of the multi-storey carpark provides for circulation within the Hospital, rather than requiring vehicles to exit the site onto Palmerston Road and re-enter. The circulation within the site allows for efficiency in drop off movements, as drivers are able to drop off passengers and then circulate to the main parking areas (such as the multi-storey carpark).

- Removal of Hardstand Carparking Areas

The carparking located adjacent to the foyer and café is largely an existing carpark. Removal of this hardstand parking area could result in a loss of approximately 90 parking spaces. This would represent a significant decrease in carparking available on site and would result in an overflow of this parking demand into local streets.

Through consultation with Hospital users and Hornsby Shire Council, parking is a significant issue in the Hospital's current operation which was why the multi-storey carpark was proposed. Any decrease in parking within the site would be considered to negatively impact the users and local residents.

- Green Travel Plan

While the Government Architect is concerned that the targets proposed within the Green Travel Plan are unambitious, consideration needs to be given to the fact that the Hospital has unique users who may not be able to adopt more sustainable transport modes. Hospital staff often have variable working schedules; may need to travel during early or late hours where public transport is not operating frequently; and may need to travel between Hospital sites throughout the work day.

Further, the location of the site is such that there is limited public transport connectivity, and significant grades discourage active travel modes.

The Green Travel Plan submitted intends to provide realistic mode share targets with these issues. It is not intended to be a static document, but the actions and targets listed are intended to be periodically updated and adjusted.

Commitment to the actions detailed within the Green Travel Plan will require further consultation with Health Infrastructure and the Hospital user groups and will be further developed once the redevelopment is in operation.

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Appendix A

14m Semi Trailer Swept Path Analysis