



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

Attention: Megan Fu

Dear Mr Gibson

**Westmead Hospital Central Acute Services Building (SSD 7642)
Notice of Exhibition**

Thank you for your letter dated 19 July 2016 requesting Transport for NSW (TfNSW) comment on the above proposed Central Acute Services Building (CASB) at Westmead Hospital.

Roads and Maritime Services will be providing a separate response.

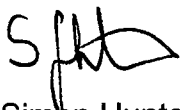
TfNSW supports the overall proposal but would like to continue to work with Health Infrastructure (HI) to resolve transport matters summarised below. Details of key comments and remaining issues are provided at **TAB A**.

- Impacts existing and future bus services at key intersections along Darcy Road.
- The management of construction traffic.
- Continue to work with Roads and Maritime Services and TfNSW to investigate minor improvements at signalised intersections along Hawkesbury Road.
- Investigate options for the proposed access and forecourt layout along Hawkesbury Road to integrate with existing transport operation as well as a potential future light rail corridor.
- TfNSW supports the need to develop, implement and monitor a Travel Plan.

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

Thank you again for the opportunity to provide advice for the above development application. If you require clarification of any issue raised, please contact Mark Ozinga, Principal Manager, Land Use Planning and Development on 8202 2198.

Yours sincerely

A handwritten signature in black ink, appearing to be 'S. Hunter', written in a cursive style.

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

CD16/10581

TAB A – Request for Further Information/Clarification

Darcy Road Intersections

Issue

T-way buses currently operate on Mons Road, Darcy Road and Hawkesbury Road. Bus movements run separately to general traffic under traffic signal control. Section 14 of Transport Assessment (TA) outlines a number of suggested changes to the intersection of Darcy Road/Mons Road/Institute Road and Darcy Road/Oral Health Access/School Access. The report also indicates that additional intersection layout options are being investigated.

TfNSW and Roads and Maritime are working with HI on this matter in accordance with the Project Approval conditions for the Multi-Storey Carpark (MSCP) development (SSD 7262). Key issues in relation to bus services include the servicing of the major T-way bus stop on Darcy Road and road safety issues with the proposed merge between buses and general traffic on the departure side of Mons Road at the intersection with Darcy Road.

Recommendation

It is requested that HI continue to work with TfNSW and Roads and Maritime Services in developing suitable improvement measures for the intersection of Darcy Road/Mons Road/Institute Road and Darcy Road/Oral Health Access/School Access that would minimise the impact on bus services.

Construction Traffic Management

Issue

Section 15 of the TA provides an overview of the construction traffic management plan to be implemented for the construction of the proposed development. This includes a proposal for construction vehicles to be permitted on the existing dedicated T-Way (Mons Road bridge).

HI is consulting with TfNSW and Roads and Maritime in developing a suitable Construction Pedestrian and Traffic Management Plans (CPTMP) in accordance with the conditions and requirements for various approved development (including Early Works MSCP developments). The use to the Mons Road T-way bridge for construction vehicle access is being assessed as part of this process. This process should inform future CPTMP for the CASB development

Recommendation

HI should be conditioned to prepare a CPTMP for the CASB development. It should be prepared in consultation with Council, TfNSW and Roads and Maritime Services and submit a copy of the final plan to the Council and Roads and Maritime Services (T-way access) for approval, prior to the commencement of any work.

The CPTMP needs to specify, but not limited to, the following:

- Locations of the proposed work zone, plant storage, staff parking and staging area;
- Haulage routes;
- Construction vehicle access arrangements;
- Proposed construction hours;
- Estimated number of construction vehicle movements during various times of the day;
- Construction program;
- Consultation strategy for liaison with surrounding stakeholders;
- Any potential impacts to general traffic, cyclists, pedestrians, parking and bus services within the vicinity of the site from construction vehicles during the construction of the proposed works;
- Cumulative construction impacts of projects including major transport projects. Existing CPTMPs for developments within or around the development site should be referenced in the CPTMP to ensure that coordination of work activities are managed to minimise impacts on the road network; and
- Should any impacts be identified, the duration of the impacts and measures proposed to mitigate any associated general traffic, public transport, parking, pedestrian and cyclist impacts should be clearly identified and included in the CPTMP.

Hawkesbury Road Intersection Analysis

Issue

Section 14.1 of the TA report indicates that changes are not proposed for Hawkesbury Road intersections due to the expectation that Parramatta Light Rail (PLR) would be integrated with Hawkesbury Road. This would require the intersections to be redesigned and existing traffic capacity issues considered.

The NSW Government is currently assessing options for the preferred alignment for the PLR and expects to announce the decision on the preferred alignment later this year. The location of light rail on Hawkesbury Road and intersection impacts cannot be confirmed at this stage.

Recommendation

It is recommended that depending on the final alignment for Parramatta Light Rail, TfNSW and Roads and Maritime Services would continue to work with HI and other stakeholders to determine the intersection configurations on Hawkesbury Road.

Hawkesbury Road Access and Forecourt Layout

Issue

Section 8 of the TA report provides details of the revised access and streetscape arrangement along Hawkesbury Road for Westmead Hospital. This includes HI's preference for a light rail alignment along the eastern side of Hawkesbury Road.

As discussed above, the preferred alignment for the PLR is currently being assessed and a decision on the preferred alignment is expected later this year. The PLR project considers that private property impacts, accessibility to the health precinct and urban design outcomes along Hawkesbury Road are important aspects for identifying the preferred alignment. At this stage, TfNSW is not able to confirm the preferred light rail alignment.

It is also commented that further detail is requested on which existing bus stop on Hawkesbury Road is proposed to be relocated at the proposed main entry as per Section 12 of the TA report.

Recommendation

Noting that the alignment of the Parramatta Light Rail corridor is yet to be confirmed, it would be appreciated if HI could continue to consult with TfNSW prior to finalising the access and forecourt layout along Hawkesbury Road.

Travel Demand Management

Issue

Westmead Precinct is proposed for significant development and growth. It is identified as a growing specialised health and educational precinct in the metropolitan strategy document '*A Plan for Growing Sydney*'. The TA report outlines the result of recent survey data which estimates that 85%-90% of current staff use private vehicles. It is therefore important a Travel Plan is developed for the CASB development to minimise the transport impact and facilitate future growth.

TfNSW would also like the opportunity of discussing the formation of a Travel Management Association (TMA) or Travel Plan Committee (TPC) covering the Westmead Health Precinct to influence existing travel behaviour associated with the precinct. A TMA is an independent precinct organisation funded by member organisations to service member's Travel Plans. A TPC is a body that coordinates Travel Plans in a precinct for the benefit of Committee member organisations.

Recommendation

HI should be conditioned to prepare a Travel Plan to encourage the use of public and active transport modes for trips associated with CASB development and the hospital precinct. The Travel Plan should include:

- Base line transport data including the assumed travel patterns.
- Objectives and targets (including mode shift targets as presented in Section 9.3 of the TA) that would promote, encourage and support the alternatives to single occupant private vehicle trips at peak periods through the use of more efficient car use, active and public transport.
- Program of measures that would increase active transport use, encourage public transport use, reduce single occupancy vehicle trips, reduce the need to travel and promotion. Under the proposed measures, specific actions need to be identified to support the assumed travel patterns and objectives including timing. Section 9.3 of the TA report provides suggested measures that could be implemented.
- Identify the Governance to deliver the Travel Plan including Monitoring and Evaluation.
- Establish a Monitor and Evaluation process including an Annual Travel Survey. It should be determined if the assumed travel patterns are occurring and the objectives are being met and whether the actions need to be adjusted to meet the objectives. An annual report shall be prepared and submitted to TfNSW for review. The Monitoring and Review process shall be undertaken every year thereafter for 3 years.
- HI should ultimately consider expanding the Travel Plan to cover the whole Westmead Hospital site (including The Children's Hospital) to affect existing travel behaviour within the hospital precinct.

Pedestrian and Bicycle Facilities

Issue

The TA report indicated bicycle parking and end trip facilities with appropriate connections to external bicycle network would be provided. A range of pedestrian facilities connecting the hospital to key public transport connections would also be provided. Location details should be provided on the plans.

Recommendation

The proposed CASB development presents an opportunity to take advantage of the pedestrian and cycleway link. HI should be conditioned to provide:

- Bicycle parking and end of trip facilities for pedestrian and bicycle riders be provided in accordance with relevant standards and guidelines. Details of locations, types and number of spaces should be shown on the plans;

- Pedestrian and bicycle paths to provide connectivity, safety (including security, covered lighting and walkway) and accessibility for pedestrians and bicycle riders with connection to external network and public transport facilities particularly during late night or early morning periods. Details of the paths and facilities should be shown on the plan;
- Wayfinding signs to increase the awareness of the walking and cycling routes. Details should be shown on the plans.

Clarification on the Transport Assessment report

Issue

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

- Section 5.13 shows a map with a purple line from Westmead Train Station to the site, however it is not included in the legend.
- Section 12.3.1 states that the proposal will need to have improved public transport to the site, particularly from the North West. This should consider the recent addition of buses with the 2015-2016 Growth Buses has increased the level of bus services to the area. It should also make reference to provisions outlined in Sydney's Buses Future (TfNSW 2013).
- Section 14.1 of the TA report includes an assessment of proposals for improvement measures at the intersection of Hart Drive/Darcy Road and Briens Road/Redbank Road. It is unclear if these proposals would be implemented as part of the CASB development. It is also noted that these measures requires approval of Roads and Maritime Services and Council.
- Appendix C of the TA report provides traffic flows. There seems to be a discrepancy for the intersection of Darcy Road/Hawkesbury Road for the AM Peak 2020 as the turning movement volumes did not change with and without development scenarios. This should be clarified and the diagrams updated accordingly.
- Appendix D of the TA report provides Sidra Intersection results. It shows that the performance of the intersection of Darcy Road/Bridge Road would improve from over capacity to an acceptable level without any improvement measures provided at the intersection. This needs to be clarified.

Recommendation

TfNSW requests that the issues above are addressed and assessments are updated accordingly.