

Hospital Construction Vehicle Haulage Routes outside Construction Site

ISSUE : There are no defined Hospital construction traffic haulage routes to be followed by vehicles before arriving at site on Warringah Rd from a westerly direction and after leaving the site on Warringah Rd in an easterly direction.

The need for this is directly related to:

- Construction vehicles on unfamiliar roads trying to turn around or make U-turns in an unsafe and/or dangerous manner at inappropriate locations.
- Public safety with residential streets protected

As stated in Appendix U Preliminary Construction Management Plan on-site construction access routes have been established, within the construction boundary.

In Appendix G Preliminary Construction Traffic Management Plan Figure 4-4 Site Layout, parking and accommodation during Hospital Road entry construction (Page 17) and Figure 4-5 Layout, parking and accommodation Post Bulk Excavation (Page 18) clearly show the primary site access points on Warringah Rd during the different phases of construction.

However, nowhere is there any definition of the construction traffic routes to be followed by vehicles before & after they leave the site, either from Gate 1 or Gate 2.

It is of concern that during the standard hours of construction as stated in *Appendix G 4.3 Construction Timing*, construction vehicles as shown in *Appendix G 4.4.1 Vehicle Types* will be regularly arriving and departing from the site.

In particular, the probability of concrete trucks coming from plants in the Artarmon area, as stated in *Appendix G 4.4.2 Construction Routes*, and then having to return to Artarmon again after exiting the construction site along Warringah Rd in an easterly direction, is problematic.

In Northern Beaches Hospital Road Connectivity and Network Enhancements Project EIS Vol 1 Figure 5-10 Stage 1 Haulage routes (Page 113) clearly shows the Haulage Routes that are planned for the Road Connectivity and Network Enhancement construction.

Defined approach and return routes need to be mapped out during the entire construction phase, in a similar way to the Haulage Routes mentioned above in Figure 5-10, for all Hospital construction traffic arriving & departing along

- Warringah Rd (to Roseville Bridge)
- Warringah Rd (from Brookvale / Dee Why)
- Forestway (to Belrose)
- Allambie Rd (from Allambie Heights)
- Wakehurst Parkway (from Seaforth)
- Wakehurst Parkway (from North Narrabeen)

It would appear that in the current proposal, most hospital construction traffic would be required to cover some or all of the road loop around the Hospital site, comprising

- Warringah Rd (easterly direction)
- Wakehurst Parkway (northerly direction)
- Frenchs Forest Road West / Naree Rd (westerly direction)
- Forestway (south easterly direction).

This would mean the vehicles would have to “go round the block” either to get to the construction access point or to return to their base. As a result of this traffic loop, more pressure would be put on the slip road from Forestway into Warringah Rd, as all the construction vehicles (except any coming via Roseville Bridge) would use this slip road intersection to approach the construction access point.

However, when Gate 1 comes into use, Traffic Controllers could use the current Hilmer St traffic light phasing (especially outside peak hours), to allow construction vehicles to exit from Gate 1 & turn right into Warringah Rd (to travel west towards Forestway & Roseville Bridge). This exit strategy could be put in place, once all traffic had stopped for the red lights at the Hilmer St junction and would lead to minimum time delays for Warringah Rd traffic, as well as reduce the necessity for much of the exiting construction traffic to “go round the block”.

SOLUTION :

- **There must be defined construction traffic routes to be followed by vehicles before arriving and after leaving the site (via Gate 1 or Gate2). These routes need to be mapped clearly and communicated to ALL construction contractors & sub-contractors & supply delivery organisations with vehicles that will arrive at & depart from site. This mapping would ensure vehicles do not try to turn around or make unsafe u-turns in unfamiliar & inappropriate places. Policing also needs to occur to ensure adherence to these routes & will be required during construction hours, so residential streets are protected and construction vehicles travel on designated haulage routes.**
- **Outside peak periods, construction vehicles be allowed to exit and turn right into Warringah Rd from Gate 1 at Hilmer St traffic lights, under direction of traffic controllers. Existing light phasing could continue and exiting only occur when traffic in all directions stopped by red lights.**

ATTACHMENTS (included separately)

Appendix G Preliminary Construction Traffic Management Plan

Figure 4-4 Site Layout, parking and accommodation during Hospital Road entry construction

Figure 4-5 Layout, parking and accommodation Post Bulk Excavation

Northern Beaches Hospital Road Connectivity and Network Enhancements Project EIS Vol 1

Figure 5-10 Stage 1 Haulage routes