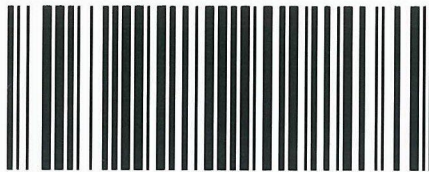


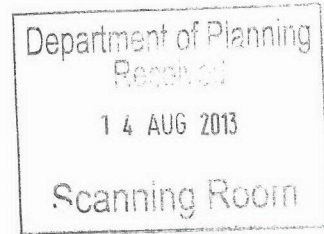


**Transport
for NSW**



PCU047193

Heather Warton
Director, Metropolitan & Regional Projects North
Department of Planning and Infrastructure
23-33 Bridge Street
Sydney NSW 2000



Attention: Ms Megan Fu

**Exhibition of Modification Request for Wollongong Hospital Development
(MP 10_0213 MOD 1)**

Dear Ms Fu,

Thank you for your letter dated 19 June 2013 requesting Transport for NSW (TfNSW) to provide a submission in relation to the proposed Modification Request for Wollongong Hospital Development.

TfNSW has reviewed *Traffic Impact Assessment, Wollongong Hospital*, June 2013 prepared by CARDNO for NSW Health Infrastructure.

Consolidated comments from TfNSW and Roads and Maritime Services (RMS) for the proposed modification request are provided below.

Impacts on Bus Operation

- The traffic impact assessment undertaken by CARDNO has not assessed the potential impacts to the current and future bus network within the vicinity of the car park site, in particular bus services operating on Crown Street and New Dapto Road. TfNSW advises that:
 - Crown Street is the principal access used by multiple bus routes to connect surrounding suburbs to the Wollongong Central Business District, with Crown Street also planned to be used by multiple new bus services to accommodate planned major dwelling development and population increase in the West Dapto region.
 - Wollongong's Free Shuttle Bus Service route includes Crown Street and New Dapto Road. The service operates between 7.00am and 10.00pm from Monday to Friday and from 8.00am to 6.00pm on weekends. The Gong Free Shuttle travels in both directions and frequency of bus services are 10minutes during morning and afternoon peak periods on week days and 20minutes during off peak periods.

Due to the high level of bus services currently operating along Crown Street and New Dapto Road, TfNSW recommends that mitigation measures be developed by Health Infrastructure in consultation with TfNSW/RMS to minimise impacts on bus services in the vicinity of the hospital site.

Performance of the Crown Street and New Dapto Road intersection

TfNSW/RMS is concerned with the performance of the junction of Crown Street (HW1) and New Dapto Road. TfNSW/RMS would like to work with Health Infrastructure to minimise the impact on the surrounding network due to the proposed development (a 754 space car park) due to the following reasons:

- Based on the traffic flow diagrams shown in Appendix D of the Traffic Impact Assessment, the modification will result in a 31% and 23% increase turning traffic in AM and PM peak periods respectively at the junction of Crown Street and New Dapto Road (from 2016 background + development to 2016 background + development + car park). This is a significant increase.
- The traffic volumes used in the SIDRA analysis appear to correlate with the increases shown in Appendix D of the traffic impact report. However, based on the results of the SIDRA modelling provided in the Appendices of the traffic impact report, TfNSW/RMS notes that the PM peak the average delays for right turning vehicle from New Dapto Road onto Crown Street increase substantially during the PM peak period in 2026 with the proposed car park in place. Traffic signal optimisation has been recommended in the traffic impact report as a measure to reduce overall intersection delay at the Crown Street/New Dapto Road intersection. However, the proposed optimisation increases delays significantly for through movements on the State road (Crown Street) whilst the average delay for the right turn movement from New Dapto Road to Crown Street reduces significantly (despite the additional traffic). TfNSW/RMS considers that it is inappropriate to compromise the operation of the State Road in this manner. TfNSW/RMS recommends that the impacts of the development be mitigated by road infrastructure upgrades.
- Based on the SIDRA results for the Crown Street/New Dapto Road intersection provided Appendices of the traffic impact assessment, Level of Service (LOS) for the New Dapto Road approach is predicted to improve with the development traffic from F (for the 2016 the baseline scenario) to LOS D (for the 2016 baseline + development scenario) during the afternoon peak period. This is unlikely to occur without infrastructure improvements/traffic signal optimisation for the Crown Street/New Dapto Road intersection.

Based on the above, TfNSW/RMS requests that a thorough review of traffic assessment methodology and traffic models be undertaken by RMS. TfNSW recommends that feasible mitigation measures be developed by Health Infrastructure in consultation with TfNSW/RMS to minimise the impacts on the road network.

Construction Traffic Management Plan

- Any approval shall include a condition requiring the preparation of a Construction Traffic Management Plan (CTMP) which is to specify any potential impacts to traffic and transport including bus services operating on roads within the vicinity of the proposal site from construction vehicles during construction, in particular at the Crown Street and New Dapto Road intersection. Any potential impacts to pedestrian/cyclist access or public transport infrastructure must also be specified. Should any impacts be identified, the duration of the impacts and the measures proposed to mitigate these must be clearly explained and committed to being enforced or otherwise conditioned in any Approval.

Should you have any questions regarding this matter, please contact Mark Ozinga on 8202 2198 or Mark.Ozinga@transport.nsw.gov.au

Yours sincerely,

A handwritten signature in blue ink, appearing to be 'M. Ozinga', written over the printed name.

718/13

Mark Ozinga
**Manager, Land Use and Transport Planning
Planning and Programs**

PP13/12144