



Transport
for NSW

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

Attention: May Banh

Dear Mr Gibson

**Blacktown Hospital Stage 2 Concept Proposal and Enabling Works (SSD 7058)
Notice of Exhibition**

Thank you for your letter dated 26 October 2015 requesting Transport for NSW (TfNSW) comment on the above.

Roads and Maritime Services will provide a separate response.

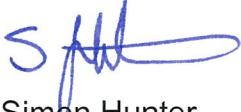
TfNSW provides the following key issues on the above development application and the details of key comments and the remaining issues are provided in **TAB A**.

- With the increase in number of trips associated with the hospital upgrade, the demand for the public transport is expected to increase with increased mode share from 1% to 4% based on the *Transport Accessibility Study and Construction Traffic Management Plan* (Traffic Report). TfNSW supports the need for Health Infrastructure to develop and implement a green travel plan as suggested in the Traffic Report.
- The proposed development will increase traffic movements at the Wall Park Avenue/Blacktown Road/Baronta Street intersection. Increase in traffic movements at this uncontrolled intersection would have the potential to create vehicle and pedestrian safety issues.
- The proposed development has the potential to impact on traffic and transport operation in the vicinity of the hospital and pedestrian safety within and adjacent to the hospital during construction.
- The proposed development is expected to continue to use the existing loading dock for the expanded hospital. No analysis has been provided for the adequacy of the loading bays for the upgraded hospital.

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

Thank you again for the opportunity of providing advice for the above development application. If you require clarification of any issue raised, please don't hesitate to contact Mark Ozinga, Principal Manager, Land Use Planning and Development on 8202 2198.

Yours sincerely



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

CD15/19335

TAB A – Request for Further Information/Clarification

Stage 2 Future PM Peak Distribution

Issue

A total of 417 vehicles are estimated to exit the hospital via Panorama Parade access during the PM peak period based on Table 15 of the *Transport Accessibility Study and Construction Traffic Management Plan* (Traffic Report). However, Figure 28 of the Traffic Report shows a total of 343 vehicles exit the hospital.

Recommendation

It is suggested that the Response to Submissions includes amended traffic analysis.

Wall Park Avenue/Blacktown Road/Baronta Street Intersection

Issue

The proposed development will increase traffic movements at the Wall Park Avenue/Blacktown Road/Baronta Street intersection. Increase in traffic movements at this uncontrolled intersection would have the potential to create vehicle and pedestrian safety issues. There is a potential conflict between vehicles turning at this intersection and potential safety issues for the pedestrians crossing the slip lane.

Recommendation

TfNSW requests that a road safety audit be undertaken for the Wall Park Avenue/Blacktown Road/Baronta Street Intersection in accordance with *Austroads Guide to Road Safety Audit Part 6: Road Safety Audit* by an independent TfNSW accredited road safety auditor. Based on the results of the Road Safety Audit, the applicant may need to implement safety measures for this intersection with consultation with Roads and Maritime Services.

Construction Traffic Management Plan

Issue

The proposed development has the potential to impact on traffic and transport operation in the vicinity of the hospital and pedestrian safety within and adjacent to the hospital during construction.

Recommendation

Prior to the commencement of any works on the site, a Construction Traffic Management Plan (CTMP) prepared by a suitably qualified person shall be submitted to the Principal Certifying Authority (PCA). The Plan must be prepared in consultation with Blacktown City Council, Roads and Maritime Services and TfNSW. The CTMP should specify any potential impacts to traffic, pedestrian, cyclists and bus services within the vicinity of the proposed site from construction vehicles during construction. Any potential impacts to pedestrian access or public transport infrastructure including bus stops should also be specified in the CTMP.

The CTMP shall include the cumulative construction impacts of all the projects adjacent to the site. The Applicant shall submit a copy of the CTMP to Blacktown City Council, prior to the commencement of work.

Loading Dock

Issue

The proposed development is expected to continue to use the existing loading dock for the expanded hospital. No analysis has been provided for the adequacy of the loading for the upgraded hospital.

Recommendation

TfNSW requests that the applicant develop a loading dock management plan to service the upgraded hospital.

Pedestrian and Cyclist Access

Issue

A cycleway that connects to Blacktown Hospital has been completed recently. No detailed information is provided in the Traffic Report to link the cycleway with existing pedestrian and bicycle networks within the hospital and public transport.

Recommendation

TfNSW advises that the proposed development presents an opportunity to take advantage of the cycleway link by providing the following:

- Bicycle parking and end of trip facilities for pedestrian and bicycle riders in accordance with relevant standards and guidelines;
- The connectivity, safety and accessibility for pedestrians and bicycle riders to existing pedestrian and bicycle networks within the hospital and public transport; and
- Wayfinding signs to assist with increasing the mode share of walking and cycling.

Access to Bus Services

Issue

With the increase in number of trips associated with the hospital upgrade, the demand for the bus services is expected to increase with increased mode share from 1% to 4% based on the Traffic Report. In order to achieve 4% mode share for buses, a green travel plan will need to be implemented.

Several bus services that are currently operating along Blacktown Road/Main Street present the opportunity to encourage hospital staff, patients and visitors to use public transport. However, 500m-600m walking distance from the hospital main entrance to the bus stops along Blacktown Road/Main Street stops may discourage patients and visitors to choose bus as their preferred travel mode to the hospital.

Recommendation

It is suggested that the applicant undertake consultation with the hospital staff and visitors to obtain their views on existing bus services to the hospital and bus facilities located around the hospital during the preparation of the green transport plan. Based on the outcome of the consultation, Health Infrastructure in partnership with TfNSW and Roads and Maritime Services need to implement measures to increase bus patronage to achieve 4% mode share.