

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

**Attention:** Peter McManus

Dear Mr Gibson

**Gosford Hospital Redevelopment (SSD 6913) - Public Exhibition**

Thank you for your letter dated 6 August 2015 requesting Transport for NSW (TfNSW) comment on the above. Please accept this letter as a TfNSW, Roads and Maritime Services and Sydney Trains joint response.

You will be aware that TfNSW has formed a working group to examine the external integration of this development with the existing transport network. The working group consists of TfNSW, NSW Health, Gosford City Council, Roads and Maritime Services, Department of Planning and Environment (Regional Office), and Central Coast Development Corporation.

A number of issues from the material exhibited have been identified and are suggested for clarification and detailed in **Attachment 1**. It is proposed that the applicant re-assesses and provides additional information in a supplementary report to TfNSW prior to the response to submissions stage. It is suggested this supplementary report addresses the issues raised in **Attachment 1**, particularly the key areas of traffic distribution, traffic modelling, and parking assessment. When the re-assessment is provided, TfNSW will take the results to the working group for discussion.

Thank you again for the opportunity of providing advice on the above development application.

If you require clarification of any issue raised, please don't hesitate to contact Melanie Fyfe, Principal Manager, Regional Strategy on 02 8202 2845.

Yours sincerely



28/9/15

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

## **Attachment 1 – Detailed comments on the Traffic and Accessibility Assessment Report for the Gosford Hospital Redevelopment**

### **Traffic Distribution**

#### Issue

The Traffic and Accessibility Assessment Report (Traffic Report) prepared by Parking and Traffic Consultants does not include justifications for adopted traffic distribution. Based on the route descriptions in the Section 3.7, it appears that there are other more direct routes that motorists may prefer to use to access the hospital.

#### Recommendation

TfNSW requests that the applicant provides a detailed trip distribution map and a justification/rationale for adopted distributions to be included in the Traffic Report. This will assist in the understanding of the redistribution of traffic and the increased volumes associated with the development. TfNSW also requests that the trip distribution be agreed by Roads and Maritime Services prior to proceeding to the revised base traffic model, if required.

### **Traffic Modelling**

#### Issue

The following issues have been identified in relation to traffic modelling results in the Traffic Report.

- The current performance of the Racecourse Road and Showground Road intersection is different compared to the results of the previous modelling undertaken for this intersection.
- It is noted that the performance of the Racecourse Road and Showground Road intersection in Table 2 is different compared to Table 14 for the afternoon peak period.
- The performance of the intersections improves with the proposed development. The reasons for this improvement in the performance of intersections need to be explained.
- Traffic modelling results for the existing and future scenarios needs to be reported for the Donnison Street/Showground and Central Coast Hwy/Racecourse Road intersections. This is to identify the infrastructure requirements for these intersections.
- The proposed upgrades in Showground Road (pedestrian crossing, carpark access, streetscape improvements) may result in a redistribution of traffic to other alternate routes (Racecourse Road and Etna Street). Sensitivity analysis should be undertaken to determine the impacts of any such redistribution.

## Recommendation

It is requested that the applicant undertakes the following:

- Review the traffic model to incorporate the above comments and the comments provided in the traffic distribution section.
- Following the review of the traffic model, an independent review of the traffic model needs to be undertaken, in consultation with TfNSW and Roads and Maritime Services and Gosford City Council, in accordance with relevant RMS guidelines.
- Further detailed discussion with TfNSW and Roads and Maritime Services should occur in order to determine the appropriate mitigation measures.

## **Parking Assessment**

### Issue

The traffic report suggests that the parking requirements will be largely met by the new multi storey carpark and all of the displaced parking on site (which is largely free parking) will be accommodated within the potential paid new carpark. Clarifications are sought for the following issues:

- Potential for change in demand associated with pay parking if that is proposed.
- The proposed road changes that will likely result in the loss of some on-street parking. It is not clear whether this has been considered in the demand calculations for the multi storey car park.

### Recommendation

It is requested that the applicant undertakes further assessment to assess the impacts of potential paid parking and loss of on-street parking due to future road upgrades on the demand forecast for the multi storey and overflow parking on other nearby streets.

## **Classification of Showground Road**

### Issue

Section 3.7 of the Traffic Report states that Showground Road is being considered for an upgrade to a regional road. In August 2007, the independent NSW road classification review considered the proposal to reclassify Showground Road from a local road to a regional, however no change was recommended.

### Recommendation

TfNSW requests that Section 3.7 of the Traffic Report including Figure 7 be amended.

## **Proposed Works and Parking Arrangements on Showground Road**

### **Issue**

The proposed landscaping on footpaths adjacent to the railway corridor has the potential to interfere with Sydney Trains 66,000 volt (66kV) power lines located within the road reserve.

### **Recommendation**

The proposed street trees landscaping located under the Sydney Trains power lines along Showground Road is not supported. The landscaping plans should be reviewed in consultation with Sydney Trains. The trees are to be removed from the proposed landscape plan.

### **Issue**

The proposed traffic management works along Showground Road would have the potential to impact on the heavy vehicle movements to and from Sydney Trains depot.

### **Recommendation**

It is requested that the applicant undertakes a detailed swept path analysis to confirm that traffic management works would not have an impact on the heavy vehicle movements to and from Sydney Trains depot.

### **Issue**

It appears that the proposed parking arrangements on Showground Rd may impact on the access gate into Sydney Trains property.

### **Recommendation**

It is requested that the applicant reviews the design of the car park on Showground Road to ensure that access to Sydney Trains property is not affected.

### **Issue**

The commuter car park is reported as a Roads and Maritime Services car park.

### **Recommendation**

The report should note that the subject commuter car park is Sydney Trains car park which is currently licenced to Gosford City Council.

### **Issue**

The entrance to the commuter carpark and the Sydney Trains depot has been designed opposite to the Hospital main entrance. This arrangement will need further attention to avoid traffic and pedestrian conflicts.

## Recommendation

It is requested that the applicant assesses the implications in relation to traffic and pedestrian safety and efficiency of traffic operations at the commuter car park entrance. It is also requested that a concept design (Stage 2) road safety audit be undertaken for the proposed works along Showground Road in accordance with *Austroads Guide to Road Safety Part 6: Road Safety Audit* by an independent TfNSW accredited road safety auditor. Based on the results of the road safety audit, the applicant needs to implement road safety measures along Showground Road.

## **Impacts to Bus Services and Infrastructure during Construction and Operation**

### Issue

The proposed internal road network proposes to truncate Holden Street requiring the rerouting of Routes 70 and 41. The proposed bus routes and new bus stop location on Showground Road is not supported. Other options for rerouting of these services are also not favourable.

### Recommendation

It is requested that the applicant considers retaining the existing internal road network allowing Routes 70 and 41 to maintain the same operation. If this is not possible, consideration should be given to making the northern part of the truncated Holden Street bus capable by providing 3.5m wide travel lanes, a bus stop with an indented bus bay and shelter, a turning circle suitable for a 12.5m bus and pedestrian access to the bus stop. The proposed arrangement and future traffic movements on the northern part of Holden Street, including access and egress at its intersection with Racecourse Road should not impact on bus operation. The design of the Racecourse Road and Holden Street intersection should include right turn provision for buses into Holden Street from Racecourse Road and right turn provision into Racecourse Road from Holden Street. This would allow Routes 70 and 41 to directly serve the hospital and the proposed HWP.

### Issue

Page 28 of the Traffic and Accessibility Assessment describes Route 41 as free, operating every 20 minutes Monday to Friday and operated by Busways. It is neither free nor operates every 20 minutes nor operated by Busways. Normal fares apply, it operates approximately every 2 hours and is operated by Redbus. Further, Section 7.1 Modal Split (page 45) also is incorrect in that there is only one free shuttle bus not two. It should also be noted that figure 21 the map of existing routes has the incorrect route path for Route 41.

### Recommendation

It is requested that the applicant rectifies this information in the Traffic and Accessibility Assessment.

### Issue

No detailed information is provided in relation to potential changes to bus routes and bus stops within the hospital precinct during construction.

### Recommendation

It is requested that the applicant provides details in relation to public bus routes and bus stop locations within the hospital precinct during construction and how any potential impacts would be mitigated.

## **Construction Traffic and Pedestrian Management**

### Issue

The construction vehicle movements within the hospital precinct and the proposed road works could have the potential to impact on bus movements in the precinct and the safety of pedestrians and cyclists within the precinct.

### Recommendation

TfNSW requests that the applicant prepares a detailed Construction Pedestrian and Traffic Management Plan (CPTMP) prior to commencement of construction, which takes into account other construction projects (if any).

The CPTMP should demonstrate that the construction impacts on the road network, bus operation and pedestrian/cyclist safety can be managed. The CPTMP should be prepared in consultation with TfNSW, Roads and Maritime Services and Gosford City Council. The final CPTMP should be provided to Gosford City Council prior to the issue of relevant Construction Certificates.

## **Bicycle Network Access**

### Issue

No information is provided in the Traffic Report in relation to the existing and planned bicycle routes to access the facility from the regional cycle network.

### Recommendation

It is requested that the applicant includes a map showing the existing and planned bicycle routes to access the facility from the regional cycle network.

## **Bicycle Parking and End Trip Facilities**

### Issue

The Traffic Report needs to provide details in relation to number of bicycle parking spaces for staff and visitors and the proposed end of trip facilities.

### Recommendation

It is requested that the applicant provides details in relation to number of bicycle parking spaces for staff and visitors based on the relevant guidelines and the proposed end of trip facilities that are proposed.