

Department of Planning, Industry and Environment
4 Parramatta Square, 12 Darcy Street
Parramatta NSW 2150

17 November 2021

Dear Sir/Madam

**University of New South Wales Health Translation Hub – SSD 10822510 –
Responses to Randwick City Council Submission (Traffic and Transport)**

1. Introduction

JMT Consulting has been commissioned by the University of New South Wales (UNSW) to prepare this document in response to the issues raised by Randwick City Council in response to the proposed UNSW Health Translation Hub (HTH) State Significant Development (SSD) application (SSD-10822510).

2. Responses to Issues Raised

1. Request for a 3m wide shared pathway on High Street

Randwick City Council have recommended that the proposal be amended to facilitate the introduction of a 3m (minimum) wide shared pathway on the southern side of High Street.

Pedestrian safety is paramount and at the forefront of thinking for all UNSW projects. Introduction of a shared pathway on the southern side of High Street would result in significant safety concerns for footpath users for the following reasons:

- Cyclists using a shared pathway on High Street would have the ability to travel at high speeds given it's steep gradient. This would increase both the likelihood and severity of conflicts between cyclists and pedestrians, particularly given the high proportion of children and mobility impaired pedestrians using the High Street footpath.
- The widening of High Street by 0.5m would require the introduction of a retaining wall approximately 650mm in height. Studies and observations have demonstrated that pedestrians and cyclists do not travel directly adjacent to structures and obstructions, instead typically leaving a minimum gap of 300mm. This is known in pedestrian analysis as the 'edge effect'. Therefore the widened footpath would largely result in redundant space being created adjacent to the retaining wall which will not be utilised by pedestrians or cyclists.

- The retaining wall that would need to be constructed to facilitate the widening of the High Street footpath would act as a safety hazard for cyclists – particularly those travelling at high speeds down the hill.
- High Street (east of Botany Street) is designated as a 40km/h 'High Pedestrian Activity Area' indicating high levels of pedestrian movements. This would include vulnerable users given the location adjacent to a major health facility, such as those with mobility impairments and pregnant women. Council in their response note that High Street will be a 'high volume link' for cyclists. In the context of significant levels of pedestrian movements (including vulnerable users) as well as high cycling numbers a shared path is not considered to provide a safe outcome. This is reinforced in Figure 7.1 of the Austroads Guide to Road Design document as reproduced in Figure 1 below.
- The Austroads Guidelines recommend a shared pathway be introduced only in circumstances where:
 - Pedestrian demands are low (less than 10 people per hour)
 - Bicycle demands are low (less than 10 cyclists per hour)
 - Bicycle speeds are less than 20km/h

In the case of High Street, a designated high pedestrian activity area on a steep incline allowing for cycling speeds in excess of 20km/h, which according to Council will be a 'high volume link' for cyclists, a shared pathway is not considered to provide an appropriate cycle path treatment.

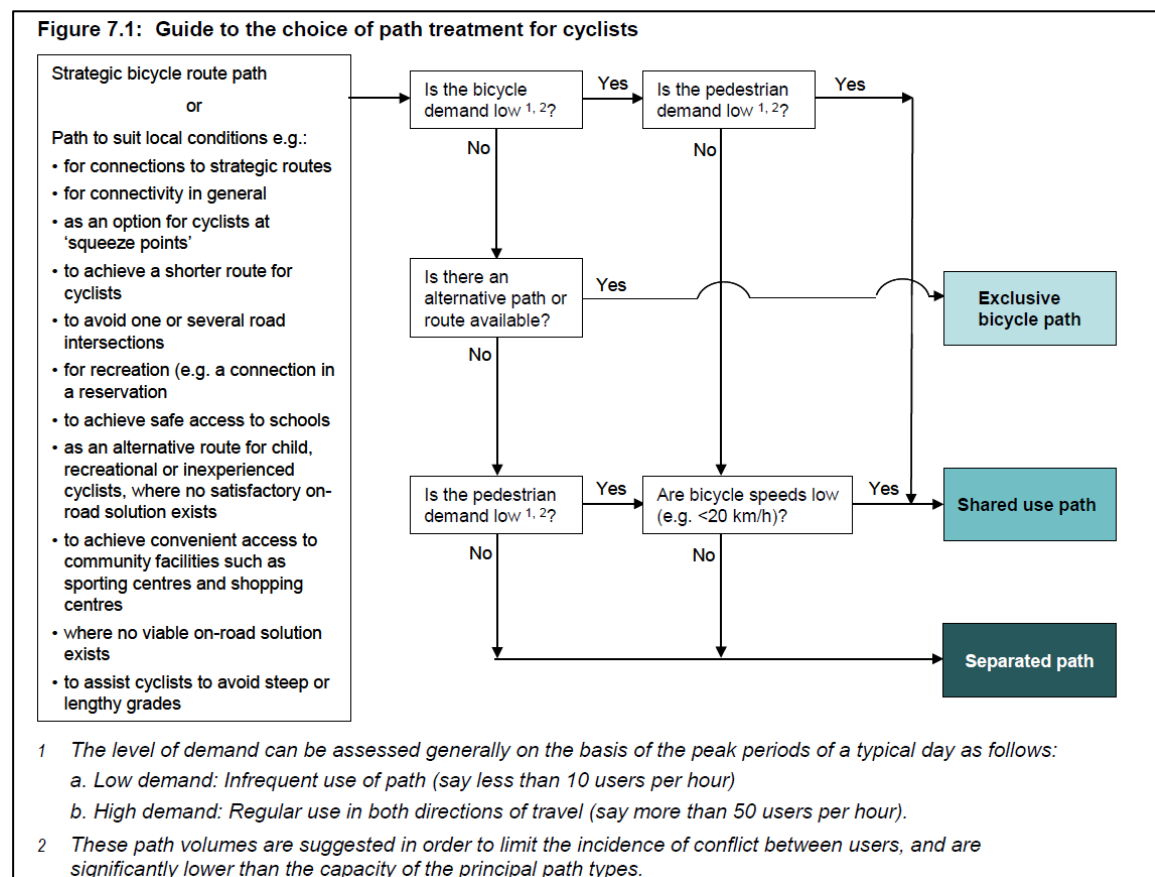


Figure 1 Guide to the choice of path treatment for cyclists

Source: Austroads Guide to Road Design, Part 06A

In addition to these safety concerns, the introduction of a shared pathway on the southern side of High Street would not provide for a practical and legible connection for cyclists, given:

- The footpath on the southern side of High Street does not align with the existing cycleway which is located on the northern side of High Street which currently terminates at Wansey Road. Cyclists would have to cross over to the other side of the street which does not provide for a good level of continuity or legibility.
- A shared pathway on the southern side of High Street would require cyclists to traverse multiple (high volume) vehicle crossover points into the existing Sydney Children's Hospital and Adult hospital porte-cochere
- The extension of the cycleway along the southern side of High Street towards Randwick Junction would require cyclists to travel past the existing Randwick light rail stop near Avoca Street. As seen in Figure 2 this area generates significant levels of pedestrian activity as people travel to and from the light rail platform. Further the footpath width in the vicinity of the light rail stop narrows to less than 2m which is not sufficiently wide enough to accommodate a shared path.



Figure 2 Existing Randwick light rail stop

Source: Google Street View

In the above context, due primarily to pedestrian safety matters, a shared pathway on the southern side of High Street is not considered suitable.

2. Request for a Green Travel Plan

UNSW has a proven and well-established travel demand management measures in place. The UNSW Environmental Sustainability Plan (ESP) is an annual report that measures and reports to the general public on various targets and initiatives include transport. The ESP aims to increase the percentage of staff and students commuting by active travel modes through various strategies and programs. UNSW has demonstrated, through the implementation of these measures, that they have been successful in reducing private vehicle usage to the campus over a number of years.

Recent travel surveys have indicated private vehicle usage has decreased from 32% in 2007 to 15% in 2019 – an average reduction of approximately 1.5% per annum. UNSW is already an active participant within the local community including meeting with the Randwick Collaboration Area group, Randwick City Council and NSW Health agencies (HI, SESLHD etc). UNSW shares information regarding travel behaviours, including recently undertaken travel surveys, with key stakeholders including Transport for NSW.

Travel to UNSW and the future UNSW HTH building cannot be viewed in the prism of individual buildings, instead a holistic approach needs to be taken which considers the broader requirements of campus users. In this context it is not considered appropriate to link a whole of campus Green Travel Plan condition to an individual building

It is also noteworthy that the proposed UNSW HTH building contains no on-site car parking spaces. The building will also provide significant End of Trip Facilities. The implementation of these strategies will contribute to reducing parking demand, particularly for staff, and encourage other forms of sustainable transport to the site.

It is also noted that the recently approved D14 project (SSD-9606) and B22 projects (SSD-9673) received recently in 2020, part of the UNSW Kensington Campus, did not have such a requirement imposed.

UNSW can make a commitment to continue to annually report through its ESP (or similar format) to improve incentives and update its transport initiatives and targets within its control specific University user needs.

UNSW therefore request that the Green Travel Plan condition of this consent is not appropriate given the wider successful measures currently in place

3. Summary

This document responds to the feedback provided by Randwick City Council in relation to the feedback provided to the proposed UNSW Health Translation Hub (HTH) State Significant Development application (SSD-10822510). Key findings of the document are as follows:

- Introduction of a shared path on the southern side of High Street is not considered suitable due to issues associated with pedestrian safety and various impracticalities for cyclists.
- It is not considered appropriate to impose a Green Travel Plan condition on this consent given the well-established travel demand management measures in place at the UNSW Kensington Campus, no on-site car parking for the HTH building as well as significant levels of bicycle parking and end of trip facilities.

Please do not hesitate to contact the undersigned should you have any questions.

Your Sincerely



Josh Milston

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