

Our Ref CES01234
Contact Devinda Kumarasinghe

19 December 2012

David Gibson
Team Leader
Metropolitan and Regional Projects North
Department of Planning and Infrastructure
22-33 Bridge Street
Sydney NSW 2000

Attention: Ben Eveleigh

Dear Mr Eveleigh

DUBBO BASE HOSPITAL REDEVELOPMENT

Further to the comments made by Transport for NSW (TfNSW) on 10 December 2012, it is noted that the following suggestions have been made in order to improve bus accessibility to the site:

- Proposed internal roadway to cater for bus movements and pick-up / drop-off; or
- External infrastructure improvements on the southern boundary and access to the Hospital off the Golden Highway.

The above suggestions made by TfNSW have been considered and our response is provided below.

Proposed Internal Roadways for Buses

Under current and future operating condition the provision of a bus loop as suggested is not considered feasible due to the following reasons:

- The central forecourt area is utilised by emergency services and their continued operations need to be clear of any potential conflict which would be brought about by the introduction of a bus travelling through this critical area.
- The northern forecourt area, close to the main public entrance, is currently being used for a pick-up / drop-off by taxis and members of the general public. Currently there are no operational issues. However, the introduction of a bus travelling through this constrained area would increase the potential for conflict or may require the removal of this key facility which is not desired.
- The internal roadways have insufficient width to accommodate the required bus movements into and out of the site.
- A preliminary swept path analysis of a 12.5 metre bus travelling along the potential loop has been undertaken and is shown in the attached plan. The plan assists in illustrating the potential issues raised above in terms of insufficient roadway width and conflict with emergency and pick-up / drop-off vehicles
- The option for bus services to loop around the Hospital (enter from the east and exit to the west) is not considered suitable due to constraints in the internal roadway and potential conflict with standing trucks on the western side of the site. Recent discussions with the bus operators also indicated that this would not be a preferred option as it would add significantly to the journey time of the service.
- Dubbo Buslines has confirmed that the current number of people using the bus service is low at no more than 20 per day. Therefore, the additional works involved in providing this facility

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as a result of Stage 1 and 2 proposals (which would result in an additional 19 beds) does not seem warranted.

Pedestrian Access and Bus Stops on the Golden Highway

The recommendations suggested by TfNSW seem reasonable and were covered within our SSD Transport Assessment which suggested similar improvements to the external network in order to improve pedestrian linkage between bus facilities and the Hospital. Further work would need to be done to explore improvements and develop preliminary plans in consultation with the Council and bus operators.

Conclusions

Given the reportedly low bus patronage currently accessing the hospital and the scale of Stage 1 and 2 proposals in terms of net additional bed numbers, the scale of additional works required in order to facilitate an internal bus loop service does not seem warranted. However, it is recommended that HI collaborate with Council to see if there are other ways to improve the community's accessibility needs, specifically improvements to the pedestrian linkage between the nearby bus facilities and the Hospital.

I trust the above sufficiently addresses the traffic and transport related issues raised by the TfNSW submission following the exhibition of the proposed redevelopment of Dubbo Base Hospital. If you require any further clarification or information please do not hesitate to contact me on (02) 9496 7700.

Yours faithfully



Devinda Kumarasinghe
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