

23 October 2012

CD12/15952

David Gibson
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Metropolitan & Regional Projects North
Department of Planning & Infrastructure
GPO Box 39
Sydney NSW 2001

Blacktown Mt Druitt Hospital: Blacktown Hospital Stage 1 Expansion (SSD5263)

Dear David,

Thank you for your letter dated 3 September 2012 in regards to your request for comment on the proposed application (SSD 5263). Transport for New South Wales (TfNSW) provides the following comments to the above project application:

Bus Servicing

- The configuration of the internal roadways will add to travel times for Route 721 buses serving the Hospital, impacting on journey times for passengers and increasing on-going operational costs to Government. Future bus routes will be restricted in how they will be able to service the site as all buses entering the site must subsequently exit westwards along Blacktown Road. While this does not present an issue for the current (temporary) free Blacktown CBD shuttle bus, the site layout will permanently impact on the costs associated with servicing the hospital by regular route buses linking the hospital to other areas.

TfNSW would prefer that buses have the opportunity to turn on site, entering and exiting via Panorama Avenue and Marcel Crescent which allows the flexibility of left and right turn movements out onto Blacktown Road. TfNSW would like to discuss this servicing matter with the proponent.

Pedestrian Accessibility

- The Director General's Environmental Assessment Requirements Section 6 Transport and Accessibility (Operation) requires the proponent to prepare a Transport Accessibility Study addressing the following:
 - *details existing pedestrian and cycle movements within the vicinity of the site and determine the adequacy of the proposal to meet the likely future demand for increased public transport and pedestrian and cycle access; and*
 - *describes measures to be implemented to promote sustainable means of transport including public transport usage and pedestrian and bicycle linkages in addition to addressing the potential for implementing a location specific sustainable travel plan*

The above Director General's Requirements have not been adequately addressed in relation to pedestrian accessibility to public transport particularly bus services. Expansion of the Hospital will involve upgrading of private car access and parking at the site, and likewise access to public transport services needs to be upgraded in accordance with the policies outlined in the Transport and Accessibility Study including the NSW Health document Healthy Urban Development Checklist 2010.

- There are two strategic bus corridors along Blacktown Road with numerous bus routes providing links to many areas including Macquarie Park, Parramatta, Wetherill Park and Fairfield. The Transport and Accessibility Study does not address pedestrian access to bus stops on Blacktown Road or detail any actions to improve physical access to bus services as stated under TC1.6 (Attachment A) of the Healthy Urban Development Checklist.
- TC1.9 and TC1.10 (Attachment A) of the Healthy Urban Development Checklist are also not adequately addressed in the Transport and Accessibility Study. Further, expected mode share changes stated in TC2.5 (Attachment B) are unlikely if physical access to regional bus routes preclude the use of these otherwise available transport options.
- The Transport and Accessibility Study identifies poor pedestrian access conditions on Blacktown Road and poor access to the Hospital from the east due to the lack of a pedestrian crossing at the intersection with Wall Park Avenue. The Study fails to meet the EIS requirements in addressing these inadequacies in the immediate vicinity of this development, being a major public health facility in Western Sydney.
- Transport for NSW recommends the following improvements be undertaken by the proponent to improve pedestrian access to bus services (Attachment C):
 - the provision of a sheltered accessible bus stop in the vicinity of the signalised intersection of Blacktown Road and Marcel Crescent, helping to minimise walking distances for hospital patients, staff and visitors
 - the relocation of the existing bus stop fronting the Hospital site on Blacktown Road near the intersection of Blacktown Road and Marcel Crescent, closer to this intersection to minimise walking distances. This bus stop should be sheltered
 - the provision of direct pedestrian access to the main entrances of the Hospital buildings from the existing bus stop fronting the Hospital site near the Hospital's service entry off Blacktown Road, helping to minimise walking distances. This bus stop should also be sheltered.

Should you have any questions or wish to meet to discuss matters raised please contact Senior Land Use and Transport Planner Angela Malloch on 8202 3562 or angela.malloch@transport.nsw.gov.au

Yours sincerely


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

25/10/12

TC1 continued

Code	Question	Planning Policies and Strategies	Development Proposal
TC1.5	URBAN FORM Are public transport stops located in comfortable walking distance (approximately 400-500m for bus stops and 800m for train stations) of housing, employment and other local destinations? (NOTE: The quality of urban design can influence and extend the distances that people are willing to walk between destinations. Similarly, poor design can discourage people from walking even relatively short distances.)		●
TC1.6	Are public transport systems and nodes designed to be universally accessible?		●
TC1.7	Are public transport nodes safe and easy to approach on foot and bicycle (are they clearly signed and well-lit with direct routes and safe and convenient crossing points)?		●
TC1.8	Do public transport nodes include places to park and/or rent bicycles? Can bicycles be taken onto trains and/or buses?		●
TC1.9	Do public transport nodes include amenities such as: shelter, seating, proper lighting, transport user information, wayfinding guidance, washrooms, refreshments, bicycle parking, power outlets and internet service, as well as information about the surrounding area and transport options (including walking or cycling) for the onward journey?		●
TC1.10	Is the policy, plan or proposal located near an existing transport node and, if so, does this require upgrading to ensure that it can meet the needs of the future population?		●

TC2: Reduce car dependency and encourage active transport

Code	Question	Planning Policies and Strategies	Development Proposal
TC2.1	Is a stated goal of the policy, plan or proposal to reduce car dependency and car use and encourage more active forms of transport?	●	●
TC2.2	Does the policy, plan or proposal propose measures to encourage walking and cycling such as vehicle speed limits, restrictions on vehicle access, parking requirements etc.?	●	●
TC2.3	Does the policy, plan or proposal encourage car pooling or car sharing, including through designated parking spaces for car share programs?	●	●
TC2.4	Does the policy, plan or proposal include incentives to encourage bicycle use such as 'park and bike' measures, shared bicycle schemes etc.?	●	
TC2.5	Does the policy, plan or proposal encourage the reduction of car parking spaces in urban areas (particularly where there is good public transport available) including the re-allocation of car parking spaces for bicycle parking and cycling routes?	●	●
TC2.6	URBAN FORM Does the plan, policy or proposal provide a well connected street pattern? (NOTE: This includes blocks that are relatively short, a road and pedestrian network that provides numerous alternative routes, mid-block pedestrian access links, and the avoidance of cul-de-sacs especially those without any pedestrian and bicycle through access.)		●
TC2.7	Are there particular features that present potential safety hazards, such as busy roadways separating schools from residential areas, level crossings of rail lines etc.?		●
TC2.8	Are there areas with both high pedestrian and bicycle activity, and high vehicle traffic that could benefit from additional safety measures?		●
TC2.9	Do trees border streets where walking and cycling is desired (as a means for improving amenity and helping to reduce traffic speeds)?		●

Attachment 5 – TfNSW requested pedestrian access improvements

