

Subject Blacktown Mt Druitt Hospital - Bus and Pedestrian Access

Date 8 November 2012

Job No/Ref

221031

Bus Routes

There are two bus routes that currently enter the hospital. Busways Route 721 loops within the hospital as it travels clockwise on a one-way route via Main Street, Panorama Parade and Bungarribee Road. This route could be adjusted to travel anti-clockwise allowing it to travel through the hospital from Panorama Parade to Blacktown Road as shown on Figure 1. There is one left turn on the reversed route from Main Street into Campbell Street which is too tight. The route would need to go via Newton Road missing Campbell Street. Alternatively the bus would need to loop through the site exiting on the new hospital road and travelling back to Marcel Crescent to continue the clockwise loop. This would add additional time and hence running cost to the route.

The Free CBD Shuttle bus can continue to operate via the hospital as shown on Figure 1. These routes provide good accessibility for travel within the Blacktown city centre and for connection to the Blacktown Train Station and Bus Interchange. These routes are used by visitors and staff for travel to the hospital and have good capacity for further growth in patronage as the hospital develops.

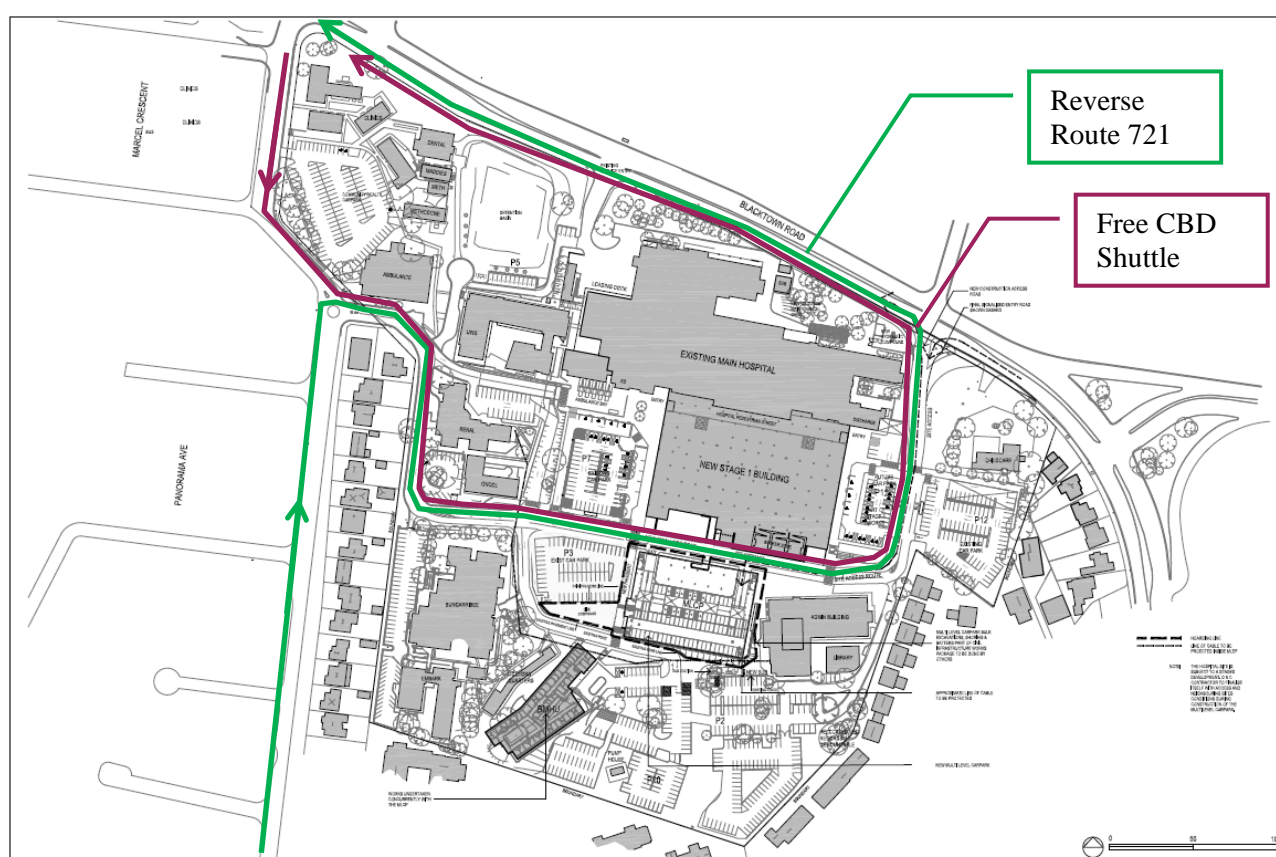


Figure 1 Bus Routes

The regular services along Blacktown Road include Hillsbus Routes 630, 611, 700, 702, and 812. These services do not currently enter the hospital. With the current stage of development the new access to Blacktown road does not permit right turn movements. If there was a desire to route a Blacktown Road bus

service into the site, an internal loop would need to be created as shown in Figure 2. This would add additional travel time to the service. It is unlikely that bus operators would wish to add additional travel time however this could be explored with the operators. The existing pedestrian access from the Blacktown Road bus stops will be available along Marcel Crescent for existing and new staff who will use bus as their mode of travel to work.

The internal loop shown in Figure 2 could also be used by Busways Route 721 which would mean that the existing clockwise route direction could be maintained. This arrangement will be explored in more detail. The key determinant of whether this bus loop is possible is the suitability of buses interacting with the ambulances.

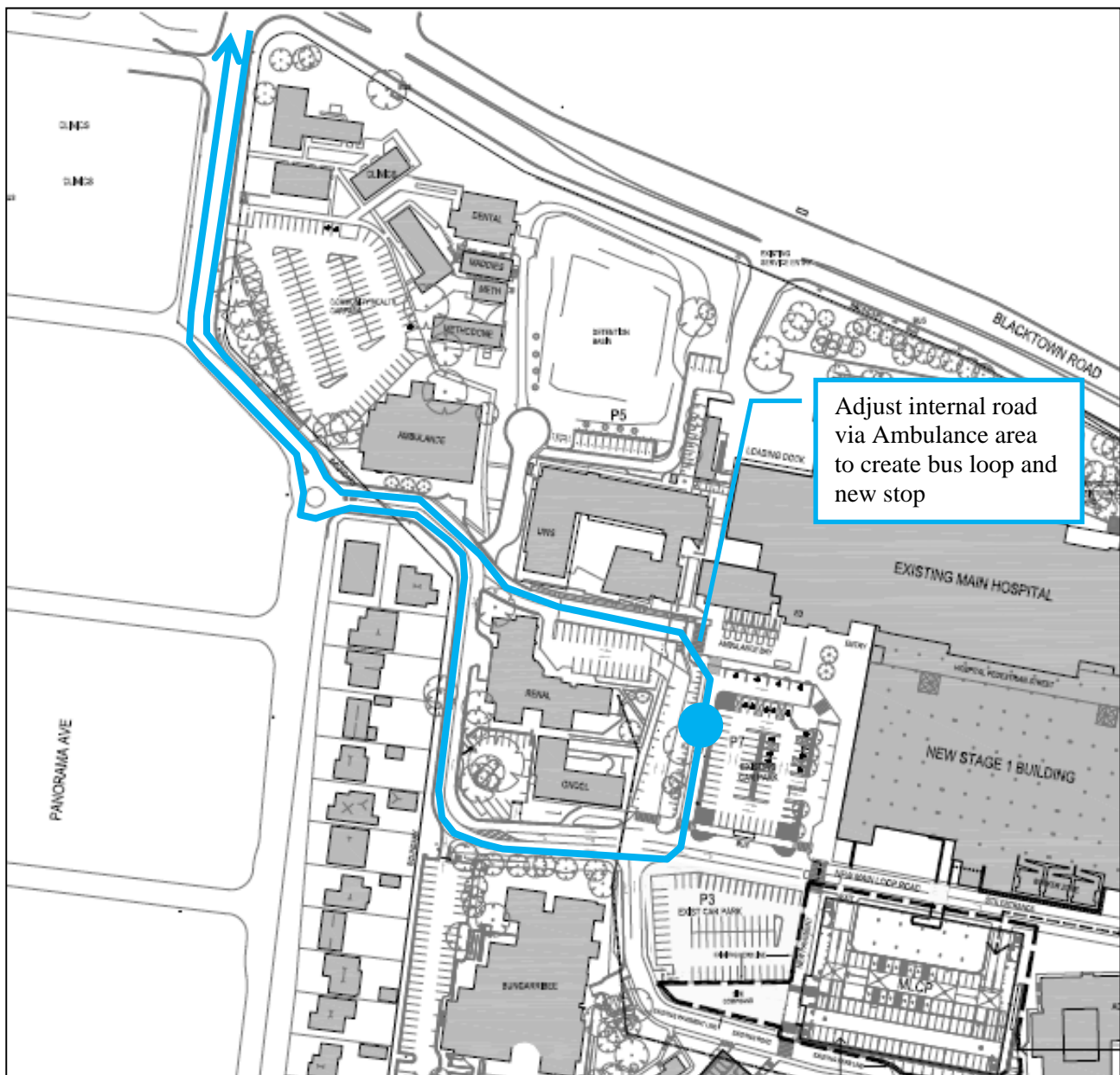


Figure 2 Internal Bus Loop

Pedestrian Access

There are two pedestrian routes for public access to the hospital. These are via Marcel Crescent which is the existing route and via the new eastern hospital road connection to Blacktown Road as shown on Figure 3. Staff may enter the hospital via the lower level adjacent to the loading dock. Only the Marcel Crescent route is DDA compliant for public access.

Traffic light control at the intersection of Marcel Crescent and Blacktown Road provides for pedestrian crossing and access to the bus stops on Blacktown Road.

The footpath along the southern side of Blacktown Road has recently been updated to a shared bicycle pedestrian path. This provides an improved level of amenity for both pedestrians and cyclists with a wider paved facility and appropriate drop kerbs at road crossings.

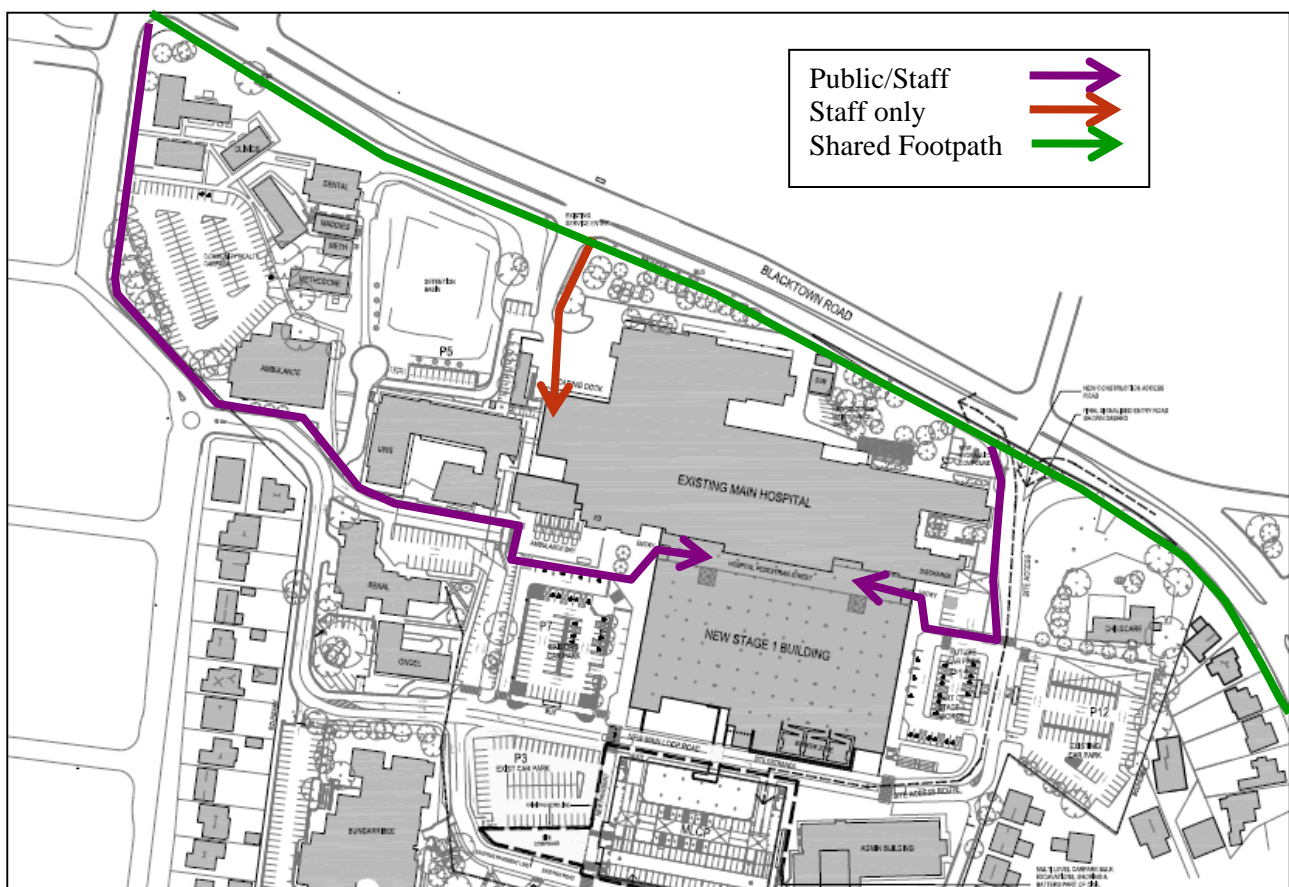


Figure 3 Pedestrian Access from Blacktown Road

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Bus Stop Locations

The existing westbound bus stop on Blacktown Road adjacent to Marcel Crescent is located a suitable distance away from the traffic light controls as shown in Figure 4 and Photograph 1. We propose that this bus stop be retained in its current location as it provides enough separation from the intersection for left turn vehicles to turn in front of the bus into Marcel Crescent.

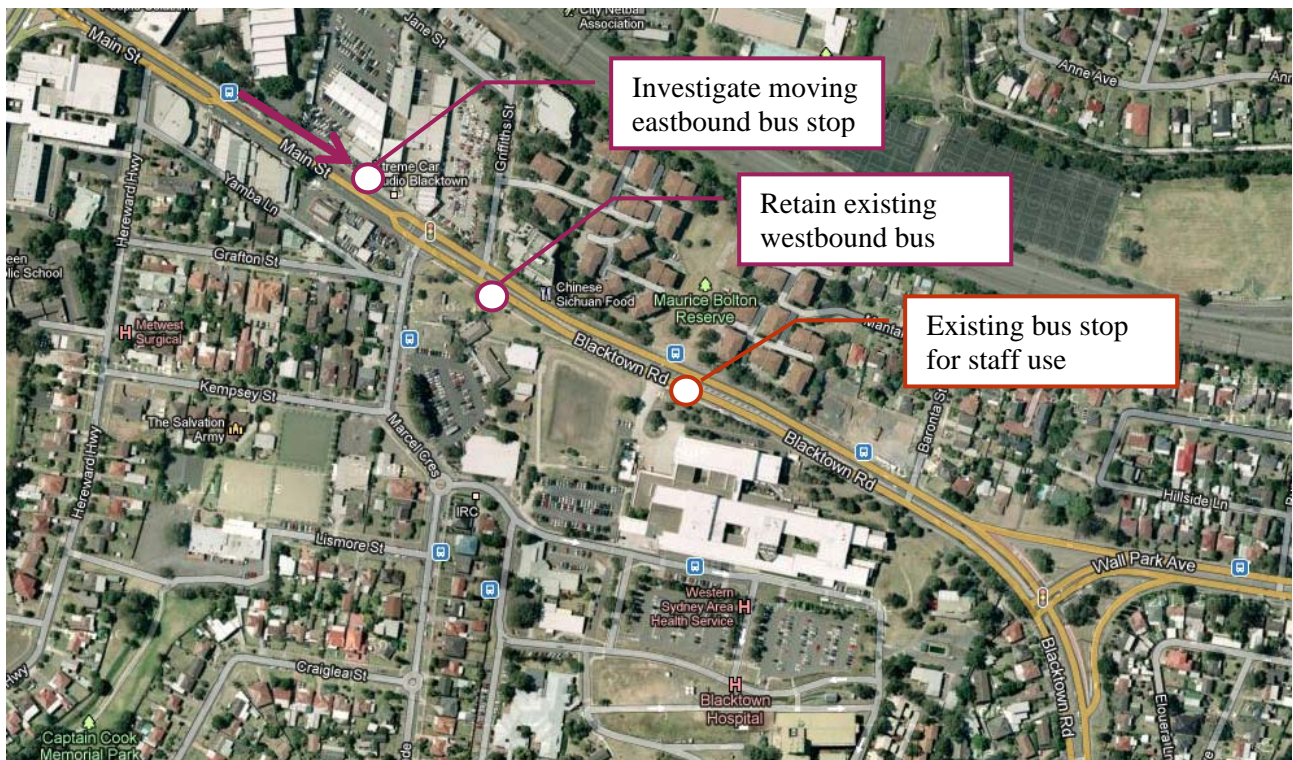


Figure 4 Bus Stop locations



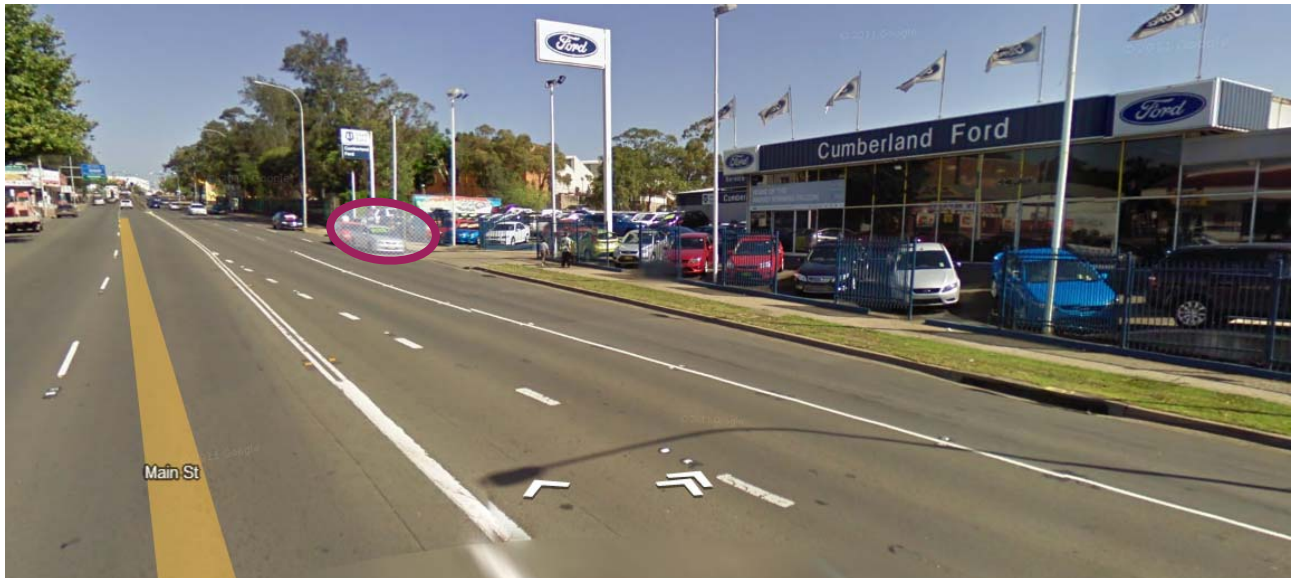
Photograph 1 Westbound bus stop on Blacktown Road adjacent to Marcel Crescent

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The existing eastbound bus stop on Blacktown Road is located adjacent to Western Sydney Institute TAFE some 200m west of Marcel Crescent. Consideration could be given to relocating this stop closer to Marcel Crescent or duplicating the stop. This would mean locating a bus shelter adjacent to the car dealership as shown in Photograph 2. Further investigation is proposed with the bus operator to discuss this arrangement.



Photograph 2 Eastbound bus stop on Blacktown Road west on Marcel Crescent

Conclusion

The most appropriate pedestrian access route to the hospital is via Marcel Crescent where traffic signal control also permits pedestrians to cross Blacktown Road. The Blacktown Road bus stops in the vicinity of Marcel Crescent should be the focus for bus passenger access. The eastbound stop can be investigated for relocation or duplication closer to Marcel Crescent.

The existing bus routes that enter the hospital will be maintained through the hospital. This will require Route 721 to be reversed, a longer loop through the hospital to be operated via the new hospital road or the creation of an internal loop road. For the Blacktown Road services it is not possible to reroute these buses through the hospital campus due to the restriction to left turns only at the new hospital access on Blacktown Road.