

To	Health Infrastructure (HI)	Date	18 February 2021
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From	Aimy Nguyen	File reference	E
Subject	Construction Traffic Management Plan - Hospital Road Review of Environmental Factors – Randwick Campus Redevelopment		

1 Introduction

Arup has been commissioned by Health Infrastructure (HI) via PricewaterhouseCoopers (PwC) to prepare a traffic management plan to support the Review of Environment Factors (REF) for the Hospital Road upgrade works. The works proposed, which include lowering of the northern portion of Hospital Road and installation of new in-ground infrastructure services, are considered enabling works for the Randwick Health and Education Precinct (RHEP). These works will facilitate the future construction of a new podium level for pedestrians to traverse the precinct, envisaged as part of the Greater Randwick Urban Masterplan (GRUM).

In order to achieve this objective, a number of works have been proposed for Hospital Road which include:

- Relocation of existing major Hydraulics and Fire infrastructure services currently presiding on the northern section of Hospital Road;
- Remediation and excavation on the northern section of Hospital Road; and
- Retention piling at the SCH High Street boundary to the north and from the interface with Lendlease Building (LLB) to the northern extent of Hospital Road.

The Hospital Road REF site area is outlined in Figure 1. It should be noted that the boundary is subject to change and will require detailed design to be undertaken and reviewed.

The proposed works includes changes to the existing pedestrian footpaths and operations along Hospital Road, particularly at the intersection between Hospital Road and High Street. This will require an assessment of the potential traffic impacts in order to safely manage the construction works, minimising impacts to the road network.

Memorandum

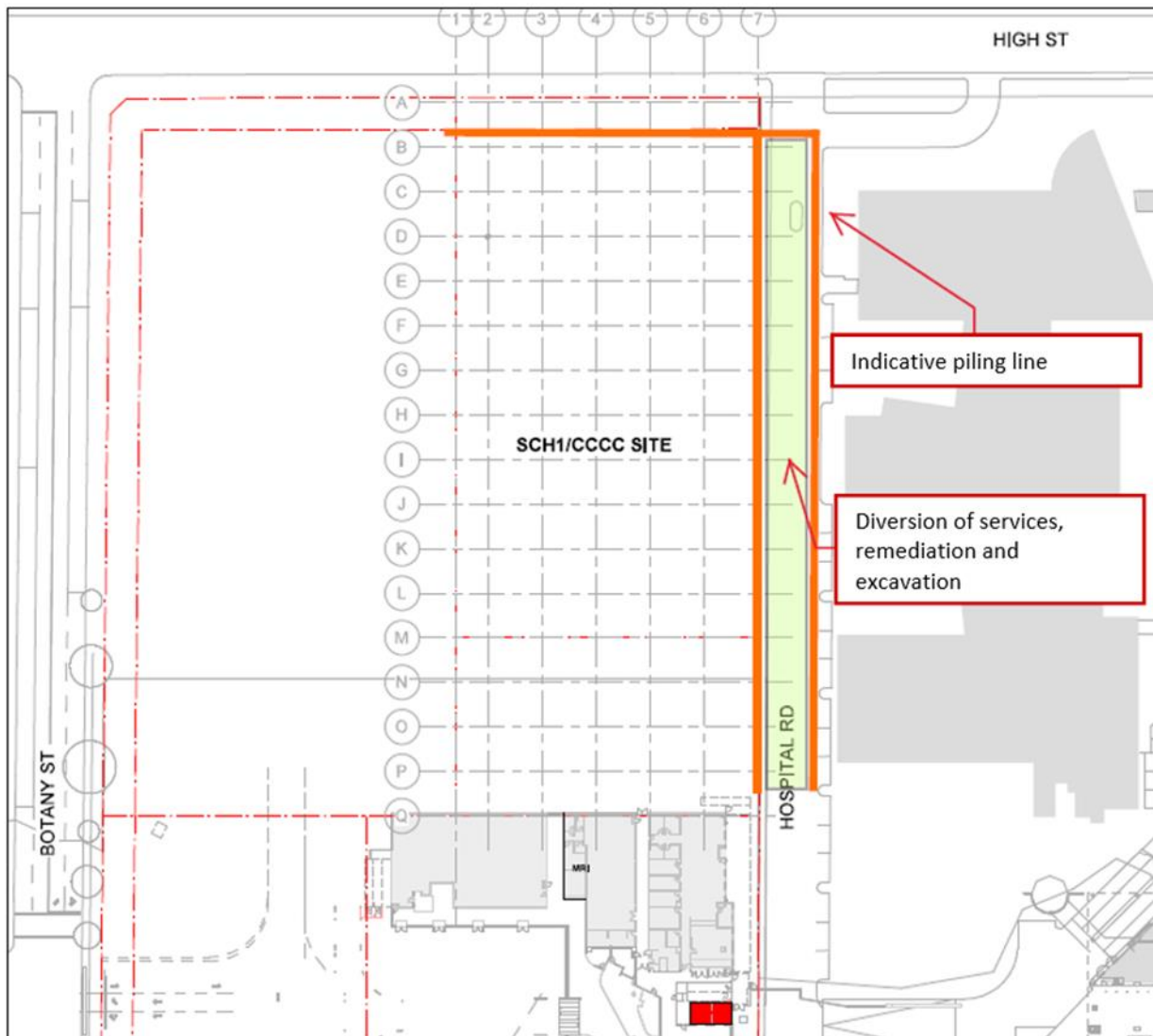


Figure 1: Hospital Road REF site area

2 Existing Conditions/ Users

Hospital Road is a two-way road which currently serves as a key access route to a number of facilities which include the existing Sydney Children's Hospital (SCH), Royal Hospital for Women (RWH), the main car park and campus logistical hub. Parking bays are provided along the eastern side of the road with the parking arrangements as follows. This arrangement is also presented in Figure 2.

- Eight (8) accessible parking;
- Ten (10) SCH fleet parking; and
- Four (4) short-term car parking.

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The IASB project is currently in the process of lowering Hospital Road, with works occurring on the section of road between Delivery Drive and just north of the entrance to the main car park. As a result, north-south through-traffic is not permitted north of Francis Martin Drive, with two-way access available south of the hospital to the carpark entrance. Designated turnarounds are provided on the northern section of Hospital Road as shown in Figure 2 to allow for vehicles to undertake a U-turn to exit.

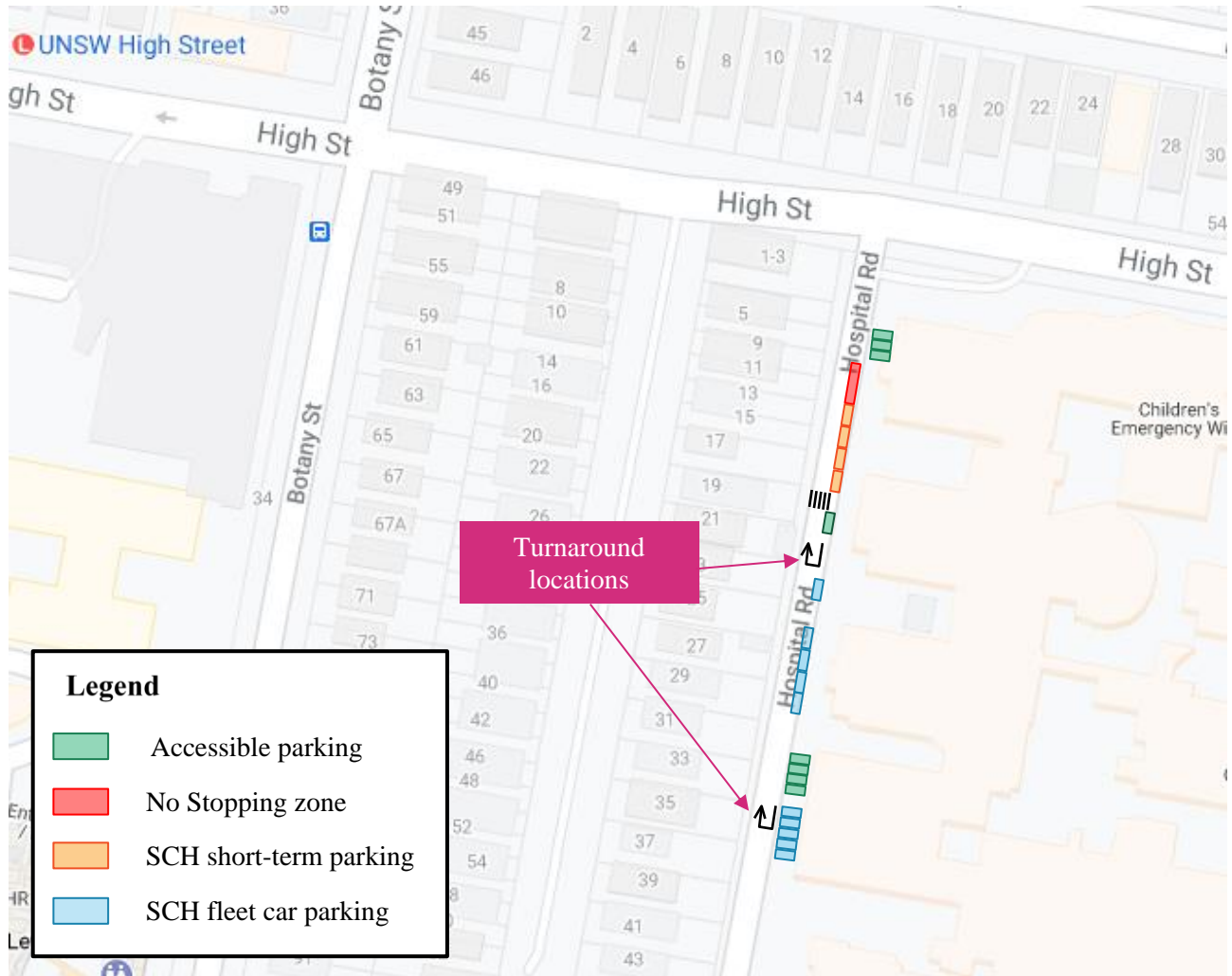


Figure 2: Existing parking arrangements of Hospital Road

3 Proposed Construction Works

Section 2.2 of the Outline Construction Management Plan (CMP) outlines the scope of works proposed for the REF which involves retention piling, remediation and excavation and relocation of service infrastructure and all associated works.

The key vehicle types that will be used during construction include but are not limited to:

- Articulated vehicles;
- Heavy rigid vehicles (HRVs);

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- Medium rigid vehicles (MRVs);
- Concrete delivery trucks;
- Piling rigs;
- Mobile/ fixed cranes; and
- Light vehicles.

These vehicles have been proposed for a range of activities which include but are not limited to retention piling, remediation, deliveries (plant, equipment and material), removing of material from site and concrete pouring. At this current stage, there is limited information about how many vehicles will access the area.

4 Traffic Management

Key issues and traffic management strategies have been proposed in order to minimise impacts to all user groups accessing Hospital Road during construction.

Kerbside parking

Existing parking is located within a restricted parking area and will need to be removed at locations identified as conflicting with construction vehicle swept paths and zones. Current accessible parking provisions on campus are sufficient to accommodate the removal of the accessible parking on Hospital Road. Any removal or relocation of existing parking must be done in consultation with the South East Sydney Local Health District (SESLHD).

Two-way operation on Hospital Road

There is a potential for Hospital Road to be narrowed during construction works, leading to conflicts between the turning circles of large vehicles. One (1) lane will need to be maintained on Hospital Road to allow for general access throughout the works. This will require the space to be checked with swept paths to ensure that both construction vehicles and general access is unobstructed and can safely operate with one another. There will need to be consideration of staging the construction works if sections of Hospital Road are required to be temporarily closed during any of the works, to minimise impact to the operation of Hospital Road.

Construction vehicle access

Construction vehicle routes will need to be considered and discussed with Randwick City Council and TfNSW given the use of local roads and light rail respectively surrounding the site. Vehicle routes to site will need to be identified in order to minimise impact to the local roads. In the first instance, arterial state roads will need to be used followed by regional sub-arterial and collector roads then local roads.

Traffic management will need to be provided when undertaking any reverse manoeuvres or interactions with general traffic and pedestrians. TfNSW certified traffic controllers should be considered to perform this task.

Turning paths at the Hospital Road and High Street intersection may impact existing infrastructure and require concessions from TfNSW. Turning restrictions at the intersection of Hospital Road and

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High Street will need to be reviewed to allow for the exiting movement westbound. Vehicles that track over the light rail tracks will require TfNSW approvals. Alternatively, exiting vehicles may be directed eastbound but will need to be checked at the Clara Street intersection.

Access to facilities on Hospital Road:

Construction zones and queued vehicles may impact access to facilities along Hospital Road such as the Ainsworth Building and Delivery Drive which provides access to the logistics hub. It is recommended that lower speed limits are considered (e.g. 10km/hr speed limits to allow for better reaction time). Construction vehicles should be limited where possible during peak times to minimise impacts to the existing operation of Hospital Road. Traffic controllers will also be required to direct vehicles to designated works zones if waiting to enter the site in order to make sure the area is clear of queuing vehicles.

Pedestrians

Given the width of Hospital Road, there is potential for large vehicles to conflict with pedestrians walking on or near the road. There is also a potential impact to the pedestrian footpath and crossing as the works will be occurring along the length of the LLB interface to the northern extent of Hospital Road. The pedestrian crossing currently provides access to the current construction area west of Hospital Road.

It is recommended that clear signage and wayfinding is provided to direct pedestrians to the existing footpath on the eastern side of Hospital Road and to make vehicles aware that pedestrians will be in the vicinity. If any section of the footpath is impacted, an alternative path will need to be line marked to allow pedestrians to safely travel on Hospital Road.

Cyclists

Vehicle conflicts may exist with cyclists travelling on the road due to increased vehicle movements during construction. The risk is low as the northern section of Hospital Road is generally not used as a cycling route due to the loss of the north-south connection as a result of the IASB works. It is recommended that clear signage is provided to make drivers aware that cyclists may be in the vicinity. Cyclists may also need to be redirected by traffic control to use an alternative cycling route within the Hospital's internal road network.

5 Summary and next steps

The Hospital Road REF works involves the relocation of services infrastructure to support the construction of the future podium on Hospital Road. The construction works will involve a range of activities which include but are not limited to – retention piling, remediation, excavation, deliveries, removal of material from the site and services installation.

Key issues and their respective traffic management recommendations have been proposed in order to minimise impacts of the construction works. Following appointment of a contractor, a comprehensive CTMP will need to be developed, specifying details of how traffic and pedestrians will be safely managed throughout all stages of the construction works.