

KEY WORKER ACCOMMODATION – BROKEN HILL

Traffic Impact Statement

21 DECEMBER 2023

A photograph of a white wall with the words "Broken Hill Health Service" mounted on it in large, dark, three-dimensional letters. The wall is outdoors, with green foliage visible in the background and foreground.




Broken Hill Health Service

SCT Consulting acknowledges the traditional owners of the lands on which we work.
We pay our respects to Elders past, present and emerging.



Quality Assurance

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1.0 Introduction

1.1 Background

The Broken Hill Health Service (BHHS) addresses the needs of the Far West Local Health District (FWLHD). It provides locally based services across acute, sub-acute, mental health and community health areas. The BHHS serves the largest referral catchment area of any hospital in NSW within a population that has the poorest health outcomes in the state.

BHHS is a 98-bed rural teaching hospital, providing a 10-bed Emergency Department as well as general medical, surgical, obstetric, paediatric, dialysis, oncology and acute mental health beds, operating theatres, specialist palliative care, intensive and coronary care units.

Health infrastructure is proposing the construction of 20 prefabricated housing units within the BHHS site for the purpose of Key Worker Accommodation. This will add to the existing supply of worker accommodation and allow staff that currently live off-site, and drive to access the campus, to be located within the Health Service grounds.

2.0 Existing conditions

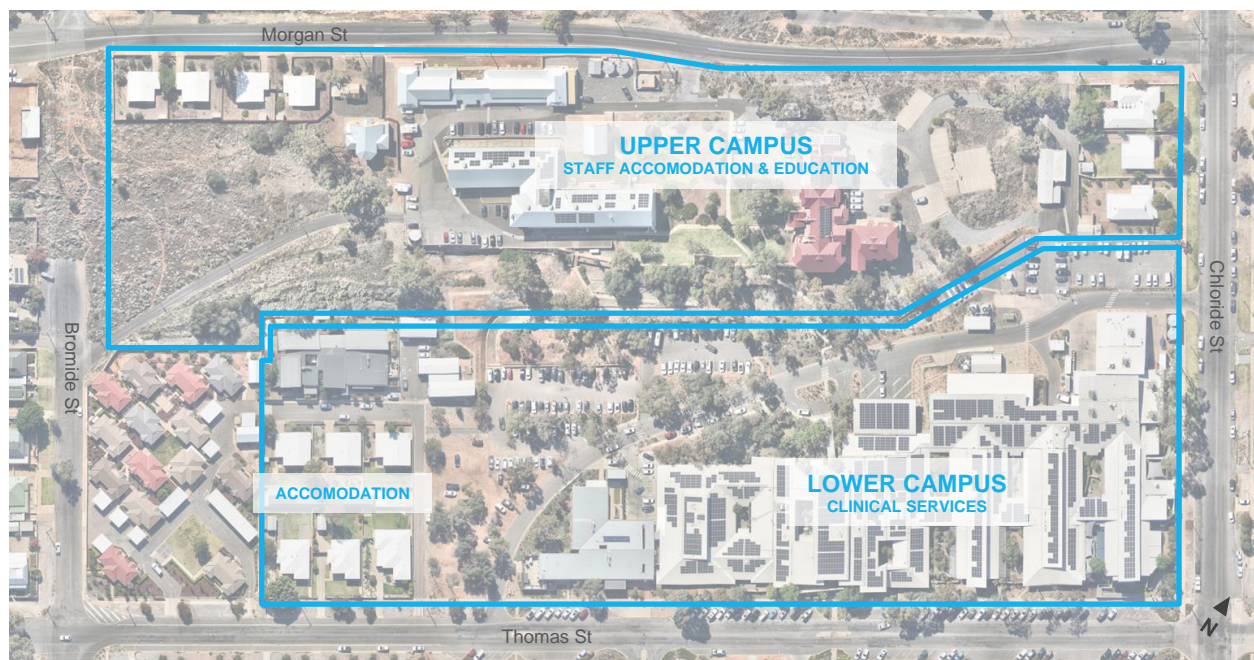
2.1 Broken Hill Health Service

The BHHS, located to the north of the Broken Hill township, is bounded by Thomas Street to the south, Chloride Street to the east, Morgan Street to its north, and in part Bromide Street to the west.

Located on a slope, the Health Service is functionally divided into two parts; a lower-campus which is largely public facing, containing all the clinical services buildings, and an upper-campus, which has no public facing functions, with worker accommodation and education facilities only. This is illustrated in **Figure 2-1**.

The two campuses are connected by a set of exposed footpaths and stairs which allow staff to move from their accommodation up the hill to the clinical service buildings. Cars access upper campus via Morgan Street or Bromide Street, while the lower campus is accessed via Thomas Street and Chloride Street. An internal roadway connects the two campuses but is not accessible to the public.

Figure 2-1 Upper and lower campus



Base map source: Nearmap, 2023

2.2 Public transport

Bus routes 592 and 592A service the BHHS on Thomas Street, adjacent to the hospital site. The routes are a loop service connecting Broken Hill CBD to Thomas Street, with nine buses a day. In addition to these services, a Menindee and Willcannia Intertown service connects patients and visitors with BHHS.

All buses stop on Thomas Street. Due to the low frequency of services and limited catchment, the majority of staff, patients and visitors drive to and from the hospital instead of using the bus service.

2.3 Walking and cycling

Broken Hill, in the vicinity of the BHHS, has a high level of footpath provision across the surrounding street network. There are no formal cycle facilities in proximity to the site, however, roads are wide and experience low volumes of traffic.

Due to Broken Hill's harsh climate the prevalence of walking and cycling to / from the site is minimal.

2.4 Proposed site

The proposed site is currently an unused open space in upper campus, adjacent to existing accommodation. The main upper campus circulation roadway runs along the northern edge of the site, and a footpath leading to lower campus bounds the eastern edge.

Figure 2-2 Proposed site



Base map source: Nearmap, 2023

2.5 Parking

There are 91 parking spaces on the upper campus, and 155 parking spaces on lower campus. Upper campus spaces are generally only used by staff as it is not signposted for the public and is a longer walk from the clinical services buildings. Lower campus parking is shared by patients, visitors, and staff who don't stay on site.

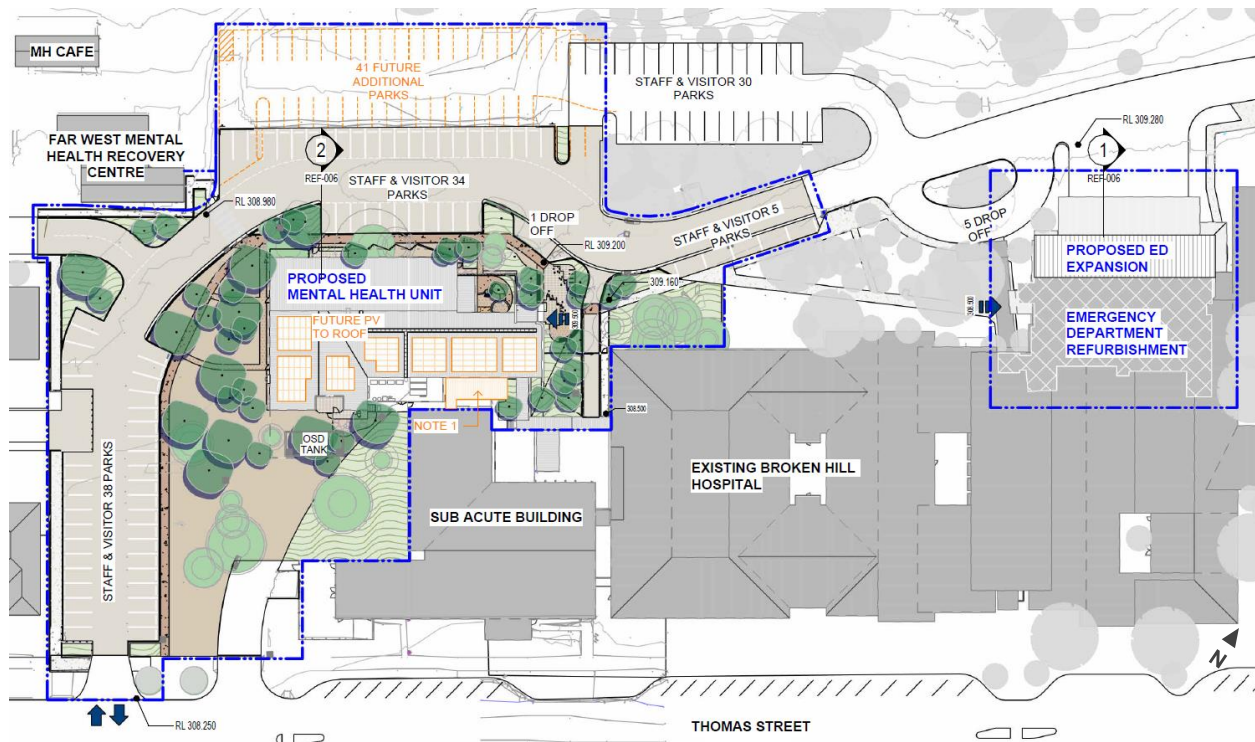
Parking supply on site is supplemented by a significant amount of on-street parking, with 129 spaces immediately adjacent to BHHS. On-site parking regularly reaches capacity, and on-street parking is required to meet all the parking demand.

2.6 Broken Hill Health Service Redevelopment

Currently in the planning process is the BHHS Redevelopment, which consists of an upgrade to the Emergency Department (ED) as well as a new purpose-built Mental Health Inpatient Unit (MHU).

The redevelopment is contained within the lower campus. Impacts on the road network and parking operations are expected to be minimal, with staff and visitors continuing to use both on-site and on-street parking to access the Health Service. There are no expected impacts from this redevelopment to operations of the upper campus.

Figure 2-3 Proposed BHHS redevelopment plan



Source: STH, 2023

3.0 Proposed development

Twenty new prefabricated housing units are proposed on upper campus, which will each include a bedroom, living area, and bathroom. This will allow BHHS staff that would otherwise be accommodated elsewhere within the Broken Hill township to be located directly on site.

The dwellings will be connected to the campus via existing and new footpaths and staff that live in these units will walk to lower campus for work rather than driving.

Figure 3-1 Proposed 20 key worker accommodation units



Source: Health Infrastructure; 2023

Despite being now able to walk to work, staff are still assumed to own / use their own car for trips outside of the BHHS site. Total parking demand is therefore not expected to drop and the site will operate with no net loss or gain to parking.

4.0 Traffic impact assessment

4.1 Network performance

Total vehicle trips generated by BHHS will drop as a result of moving staff on-site. Staff that originally drove to work will now be able to walk instead. The change in vehicle trips is minor and will have a negligible impact on the surrounding road network.

4.2 Parking

Total supply of long-term on-site parking remains unchanged as the proposed development is neither displacing or constructing any parking.

Despite being able to walk to work, staff are still expected to need a car for trips out of the BHHS site, and therefore parking demand on-site is expected to remain the same. Overall, there will be no change in peak parking demand and no change in peak occupancy as a result of the development.

4.3 Site access

The development will have no impact on site access.

4.4 Walking and cycling

Staff will walk from the new units to work instead of driving, leading to a minor increase in walking trips to the BHHS. Changes to footpaths and permeability of the campus are negligible. The existing walking network within the site can cater for the additional pedestrian trips.

There are no changes to cycling infrastructure required as part of the development.

4.5 Public transport

The redevelopment has no impact on existing public transport operations.

4.6 Construction impacts

A Construction Traffic Management Plan (CTMP) would be developed prior to the start of construction. The CTMP would be prepared in consultation with Transport for NSW and Broken Hill Council, and would seek to minimise traffic, transport and parking impacts during the construction stages of the project, especially while the health service and existing workers accommodation remains operational. The CTMP would address aspects such as type of construction vehicles, construction transport routes, dilapidation surveys, traffic control plans, including detours and signage, and details of measures to minimise conflicts with other road users or users of the site.

5.0 Summary

HI is seeking to deliver 20 prefabricated housing units which will each include a bedroom, living area, and bathroom. This will allow BHHS staff that would otherwise be accommodated elsewhere within the township to be located directly on site.

This assessment finds that the development will:

- Have a negligible impact on the road network performance.
- Will have no impact on total parking demand and peak occupancy of the BHHS car parks.
- Has no impact on site access, public transport, and cycling infrastructure.
- Will lead to a minor increase in walking trips resulting from staff being situated on site.



Thoughtful Transport Solutions

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