

TECHNICAL NOTE

Reference: P0592t01

6 November 2019

Ben Selwood
Erilyan Pty Ltd
60 Strathallen Avenue
Northbridge NSW 2063

Dear Ben,

Re: Westmead Private Hospital, Stage 3 – Responses to Design Excellence Advisory Panel Recommendations

I refer to your recent request to provide further analysis and advice to address issues raised in the Parramatta Design Excellence Advisory Panel's (DEAP) recommendations, dated 10 October 2019 that were received in relation to Westmead Private Hospital – Stage 3 Development Application.

Regarding DEAP's specific recommendations, the following responses are provided for the relevant traffic and parking issues contained in point 4 of the document.

DEAP Recommendation 4. i)

Re-configure the car park layout and provide safe pedestrian access from Darcy Road. The pedestrian entry to the site is currently located adjacent to the existing vehicular access at the western end. The pedestrian entry conflicts with the car movements and the pedestrian entry is poorly signalled in architectural terms. Consider a straight path extending directly from Darcy Road to the front door.

Response

Firstly, the DEAP wording appears to either reference a single pedestrian entry to the site erroneously or ignores the second pedestrian crossing to the east (PCE). The walking catchment, pedestrian traffic generators and public transport infrastructure and facilities are primarily located to the southeast of the site. Therefore, PCE is located along the primary pedestrian desire line as shown in **Figure 1**.

In accordance with Austroads, Australian Standards and RMS policy, both pedestrian crossings are aligned to minimise pedestrian crossing distances and are, as far as is practicable, close to actual pedestrian desire lines. Additionally, the pedestrian crossing at the signalised intersection of Darcy Road / Mons Road / Institute Road provides a centralised location to cross, clear of vehicles waiting at the stop line and this crossing more closely aligns with PCE. This focal point and the absence of safe and viable alternative crossings on Darcy Road for the length of the site further reinforces PCE as a primary crossing facility. Accordingly, PCW will attract significantly fewer pedestrian volumes, minimising conflicts with car movements.

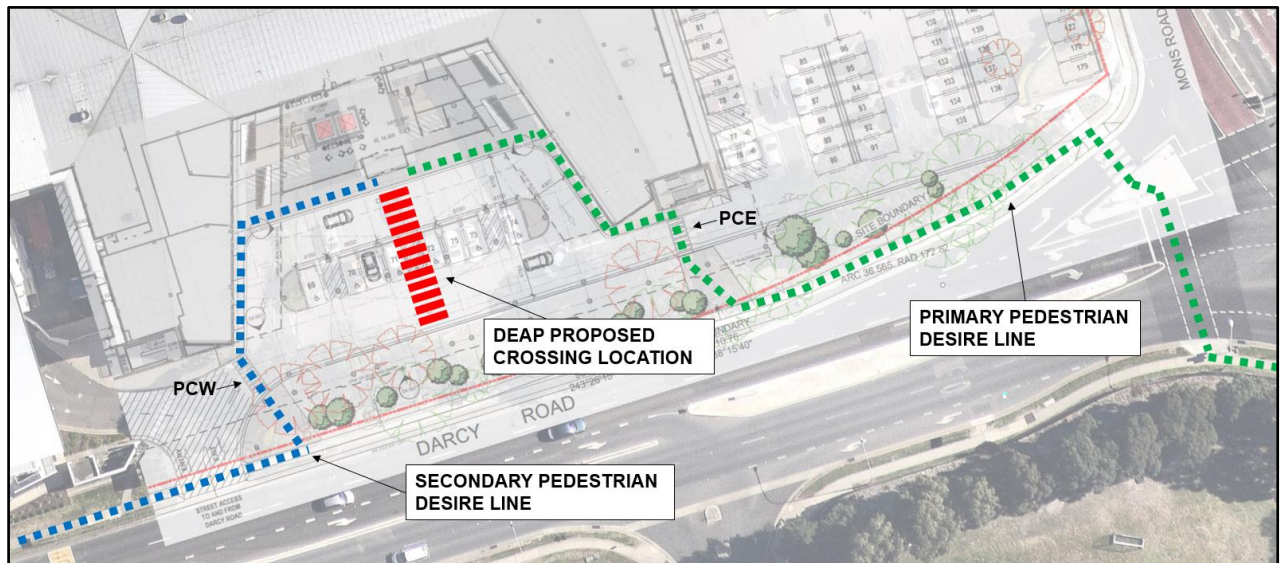


Figure 1: WPH pedestrian desire lines

A straight path extending directly from Darcy Road to the front door would not be preferable for the following reasons:

- Crossing distance would increase, resulting in a crossing time that is more than doubled for pedestrians—ignoring the additional 5.4m crossing distance through the accessible parking spaces—increasing the risk of vehicle/pedestrian conflicts.
- Pedestrians would have to cross two internal roads instead of one, effectively doubling any risks.
- The interaction between the accessible spaces and pedestrians would create an undesirable design outcome with an increased potential for conflicts.
- The quantum of accessible parking spaces would need to be reduced to accommodate the pedestrian crossing.
- Increased crossing times would cause longer delays for traffic utilising the drop off zone, parking in the spaces south of the site and driving through to the eastern car park.
- Pedestrians would most likely cross the circulating road of the car park on the desire lines anyway, without the protection of the pedestrian crossings.
- The number of pedestrian/vehicle conflicts would be increased due to the proximity of drop off movements and manoeuvring in and out of the parking spaces to the south of the site.

Another important consideration throughout the parking area is the provision of adequate sight distance. Particular attention should be paid to maintaining sight lines for both pedestrians and drivers at the exit points of aisles, entry/exit from parking spaces, and entrances and exits to the parking facility. In the vicinity of the Darcy Road driveway, adequate stopping sight distance is provided, consistent with the expected traffic speed. However, the intended pedestrian paths through a parking facility need to be clearly identified for pedestrians and vehicle drivers. In addition to standard signage, this may be achieved at this location through the use of raised pavements, textured pavements or line marking.

DEAP Recommendation 4. iii)

The main entry is located at the end of a 24m deep south facing under croft that is paved for car access and parking. The car domination of this space would be relieved by filling the 2 voids on either side of the space with ground level planting. The areas open to the sky (current entry paths at either

side) could be planted with groundcovers and appropriate trees to provide a landscaped entry and pleasant outlook from the internal rooms.

Response

When providing landscaping, safety aspects such as sight distances to both pedestrians and other vehicles must not be compromised at any time during the life of the plantings. As well as improving the appearance of an area, the judicious placement of appropriate plants provides shade and screening for both surface car parks and structures and is to be encouraged. Landscaping can also assist in delineating pavement areas.

However, as discussed above, the current entry paths on either side of the undercroft must be maintained as they form part of the two pedestrian desire lines and are located for maximum usefulness, effectiveness and safety. If planting is considered in addition to the footpaths, it should not create an intrusion and therefore reduce the potential pedestrian capacity.

Recommendations

The following recommendations are provided in summary:

- Changing the location of the proposed pedestrian crossings and consolidating them into a central location at the main entry is not recommended for safety and traffic management reasons.
- The footpaths to the east and west of the southern car park should not be adjusted, relocated or impeded as the current proposed locations have been designed to consider that they lie along the the main pedestrian desire lines and doing so would compromise safety and traffic management for the site for both pedestrians and vehicles.
- Any changes to landscaping should assist with delineation and not impede sight lines for vehicle and pedestrian traffic.

Finally, I trust the above information provides clarification on the conflicting issues and a greater appreciation of the prioritisation necessary in relation to the issues identified in the DEAP recommendations. Please contact me should you have any queries or require further information.

Yours sincerely,



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