

# RANDWICK CAMPUS REDEVELOPMENT

## CONSTRUCTION WORKER TRANSPORTATION STRATEGY

### Acute Services Building & Integrated Acute Services Building

April 2020



**RANDWICK CAMPUS REDEVELOPMENT**  
CONSTRUCTION WORKER  
TRANSPORTATION STRATEGY

## DOCUMENT HISTORY

Version	Date	Issue by	Status
1	August 2019	Lendlease	For SSDA Approval
2	December 2019	Lendlease	For Construction Certificate 1, 2, & 3
3	February 2020	Lendlease	For Construction Certificate 1, 2, & 3 including TfNSW comments
4	April 2020	Lendlease	Update for SSD 9113 CC3 and extended working hours

## DOCUMENT CONTROL

To ensure the Construction Communication Plan remains relevant and accurate, this document will be continuously reviewed and evaluated throughout the planning and delivery of the ASB and IASB. This is a combined document for SSD 9113 & 10339.

Any revisions made will be communicated to the project team accordingly.

# CONSTRUCTION WORKER TRANSPORTATION STRATEGY

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# 1.0 CONSTRUCTION WORKER TRANSPORTATION STRATEGY

## 1.1 INTRODUCTION

The Construction Worker Transportation Strategy (CWPS) has been prepared in response to approved development consent for State Significant Development Application (SSDA) number SSD 10339 and SSD 9113. Specifically, the CWPS demonstrates compliance with Condition B17 (SSD10339) and B42 (SSD9113). Condition B17 provides for the following:

- **B17** - Prior to the commencement of construction, the Applicant must submit a Construction Worker Transportation Strategy in consultation with the Sydney Coordination Office within Transport for New South Wales to the satisfaction of the Certifier. The Strategy must detail the provision of sufficient parking facilities or other travel arrangements for construction workers in order to minimise demand for parking in nearby public and residential streets or public parking facilities.
- **B42** - The Applicant shall prepare a Construction Worker Transportation Strategy (CWTS) in consultation with the Sydney Coordination Office within TfNSW and Roads and Maritime Services. The Applicant shall submit a copy of the final plan to the Coordinator General, Transport Coordination for endorsement, prior to the commencement of any work on site. The Plan needs to specify, but not limited to, the following:
  - (a) Initiatives that would help discourage construction workers driving to the precinct and parking;
  - (b) Provision of secure storage areas for construction worker tools and equipment on site;
  - (c) Measures to encourage the use of the ample public and active transport available within the vicinity of the site; and
  - (d) Details of the operation of off-site construction worker parking location/s, including how workers would be shuttled to the development site.

The Randwick Campus Redevelopment Acute Service Building (RCR-ASB) is a highly complex project with critical early milestone components that must be delivered on time. The objective of this CWPS is to ensure that the IASB Addition (the Project) is safely delivered using a robust set of methodologies and zero unplanned disruption to hospital services.

This plan has been developed from the already approved CWPS for the Main Acute Services Building approved under SSD 9113 by TfNSW.

The IASB Addition includes the lowering of Hospital Road, and construction of the UNSW Eastern Extension (Base Building only) and associated Link bridges. These works will occur concurrently to the ASB construction.

The objective of the CWPS is to set out the initiatives and actions of Lendlease that will effectively manage the workforce influx and associated transportation and parking demands. Through the implementation of this strategy Lendlease intends to ensure that minimal impact is had on parking availability for the local Randwick community inclusive of UNSW, the Randwick Hospitals Campus, local businesses and their respective stakeholders.

The CWPS will provide:

- Management of construction worker transportation and parking
- Continued availability of in-demand parking spaces and facilities in the Randwick precinct
- Dedicated worker parking facilities and associated shuttle services
- Positive public perception of the project's workforce management

The success of this strategy will be monitored and revised as the project progresses.



## 1.2 Traffic management and control

Lendlease understand one of the keys to the successful delivery of the project will be managing the flow of construction vehicles into and out of the project site whilst maintaining a continuity of business for an operational Hospital. We also understand the importance of maintaining currently parking numbers throughout the redevelopment works.

We believe it is imperative that our planning considers and successfully manages the maintenance of pedestrian, traffic flow and parking to the surrounding buildings and roads. To do this Lendlease will adopt a number of key traffic management strategies to minimise and mitigate Randwick Campus Hospital Redevelopment project's effects on the operational hospital:

- Lendlease along with Arup will detail a specific Traffic Control Plans which will detail the management of pedestrian, vehicular construction and operational traffic at each stage of works.
- Understanding existing parking provision, demand currently onsite, identifying temporary hospital and construction parking replacement options on and offsite to mitigate potential parking shortfalls during the Redevelopment.
- Adopting an online material booking system called the virtual superintendent to facilitate efficient just in time delivery of construction materials, alleviating traffic congestion.
- Encouraging staff, consultants and subcontractors to adopt a Green Travel Plan for this project with use of public transport to and from site.

## 1.3 CONSTRUCTION WORKFORCE

At its peak the project will engage a workforce of approximately 550 individuals. It is anticipated that this peak will be reached in late 2021. All workers will undergo mandatory inductions to understand their responsibilities when working on the RCR project site and in close proximity to a live Hospital environment. This is inclusive of parking restrictions, dedicated parking facilities, transportation options and available on-site storage facilities.

Planning for construction workforce transportation and parking management will be aligned with projected workforce counts and associated parking demands.

It is understood that a portion of the site worker population will elect to travel to site using private vehicles. Construction workers driving to sites in constrained parking environments, similar to the RCR, typically carpool reducing traffic impacts on the local road network.

The project site is well serviced by public transport providing site workers with alternative travel options.

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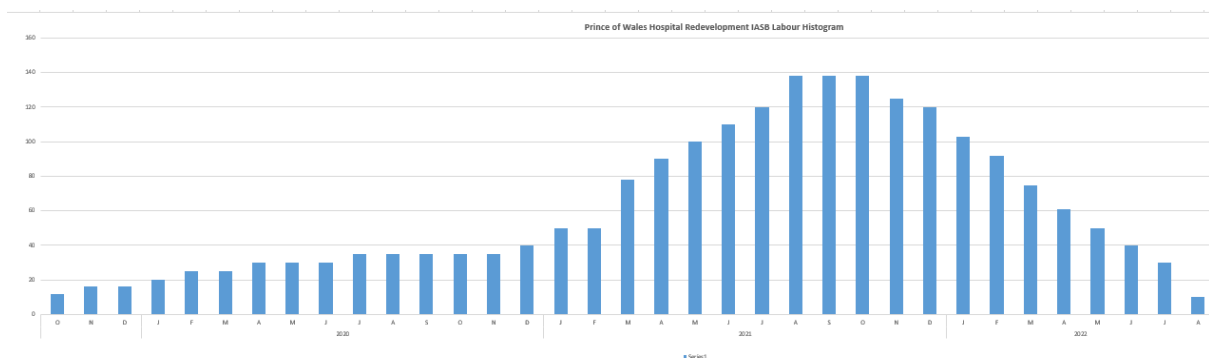


Figure 2 – IASB labour histogram

The cumulative impacts of the Acute Services Building and the Integrated ASB scope will not impact on the off-site carpark arrangements. This is demonstrated in figure 3 which identifies the peak workforce for the ASB works is from September 2020 through to February 2021. This workforce starts to drop off as the IASB peaks in August 2021. This is due to the civil works of the IASB scope which is staged and slow to allow for services diversion works for the first 12 months of the programme. ATC have capacity to provide off site car spaces for this projected workforce. It is anticipated that the ATC carpark strategy will extend to the end of 2021 to accommodate both the ASB and IASB developments. The ATC have agreed to provide ongoing support for as long as required.

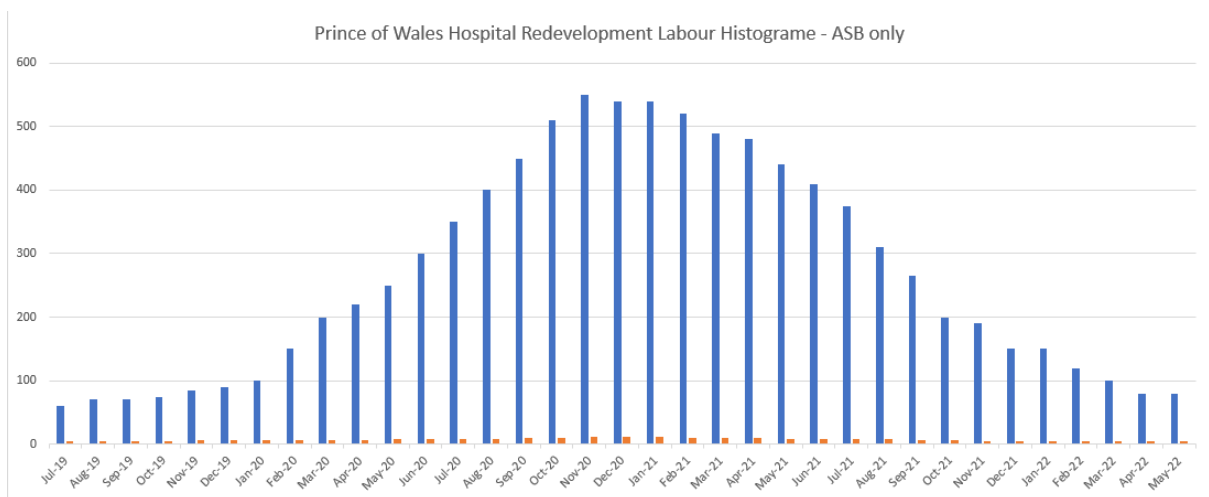


Figure 3 – ASB labour histogram

Due to Covid-19 and the impacts imposed by new Government regulations with respect to social segregation, there may be impacts on construction productivity. Lendlease in conjunction with Health Infrastructure are seeking

extended working hours to facilitate the segregation of the workforce. This will see construction workers travelling to the site in the afternoons and working into the evenings. The extended hours proposed are in the table below.

General Construction hours	
Monday – Friday	6:00am to 1:00am
Saturday	8:00am to 5:00pm
Sunday	No work

Carparking provisions will be required for these workers in accordance with the approved carparking strategy provided jointly by Lendlease and the ATC. It is anticipated that the evening workforce would be approximately up to 100 workers.

The ATC has provision for 400 carspaces. As parking is required for atleast 1/3 of the total workforce, there is ample capacity for the carpark to provide for both the ASB, IASB and extended hours.

## 1.4 EXISTING PARKING SUPPLY AND UTILISATION

Assessments have been undertaken to understand existing parking opportunities in proximity to the project site. The following existing parking facilities have been identified:

1. The UNSW directly to the West of the site provides metered parking spaces around campus. The Barker Street and Botany Street Carparks provide all day meter parking on upper floors. There are a number of 2P parking spaces around campus with 200 parking bays in the Western Campus Carpark and a number of parking bays in the University Terraces, International House and the Kensington Colleges.
2. The Royal Randwick Shopping Centre is 0.4km to the North-East of the site and provides 530 undercover parking bays charged as casual rates per entry.
3. The Spot Wilson Carpark is 0.6km East of the site and provides undercover parking charging casual rates per entry.
4. The Silver Street Carpark 0.6km North of the site provides parking charging at casual rates per entry.
5. The Royal Randwick Racecourse is 1.4km North-West of the site and provides around 300 metered parking spaces.
6. There is also 2P metered parking on all streets surrounding the area of the site.

Construction workers will be prohibited from parking within the Hospital Car Park and streets immediately surrounding the project site.

Whilst a number of localised parking options are available within the Randwick community Lendlease has determined that alternative and dedicated site worker parking is required to accommodate the projects workforce.

## 1.5 MANAGEMENT OF WORKER PARKING AND TRANSPORT

Lendlease will provide monitoring of the transportation and parking behaviours of the project workforce to minimise impacts on local roads and existing parking availability. Management of worker parking and transport will occur via:

- Ensuring site workers are encouraged to use a variety of transport methods to commute to and from the project site

- Making available information on modes of public transport, time tabling information and locations of public transport stations in proximity to the project site
- Encouraging ride sharing and car pooling
- Provision of bicycle storage and change facilities on site
- Continual reinforcement of parking requirements and restrictions at part of mandatory site inductions, weekly sub-contractor meetings and prestart meetings
- Implementation of warning and enforcement systems for workers demonstrating noncompliance with transport and parking requirements

## **1.6 WORKER TRANSPORTATION AND PARKING**

First and foremost, Lendlease will encourage workers that are coming to site would be to use public transport to reduce the volume of light vehicles on the road and to ease congestion around the Randwick Precinct.

The following transport and parking options will be promoted to the project site workforce:

### **8.6.1 Public transport**

#### **Bus**

- Due to existing heavy traffic flows in the area from UNSW, the Randwick Campus Redevelopment and other surrounding construction works, site workers will be encouraged to take public transport to and from site while on-site parking is not available.
- With the site in close proximity to UNSW and the existing Randwick Hospital, there are a number of bus lines which run from main stations in the Sydney city region to around the site.
- 891 – Central Station to High Street
- 339 – Central Station on Foveaux Street just East of Elizabeth Street
- 372 – Central Station to Belmore Road
- 373 – Museum Station to Belmore Road
- 37 – Central Station to Alison Road
- 376 – Museum Station to Belmore Road
- 377 – Museum Station
- 304 – Central Station to Barker Street
- Metrobus 10 (M10) – Leichhardt to Maroubra
- Junction via Anzac Parade
- Metrobus 50 (M50) – Drummoyne to Coogee via the City, Anzac Parade and High Street
- 370 – Leichhardt to Coogee via Anzac Parade and High Street
- 400 – Burwood to Bondi Junction via High Street
- Light Rail (future)

#### **Light Rail**

The Sydney Light Rail has now gone “live”. It is expected that commuters will look to utilize the light Rail in lieu of driving to the Randwick area.

Light rail services will terminate at a stop on High Street, immediately west of the Belmore Road and Avoca Street intersection.



The Light Rail is deemed the primary transport shuttle service for the workers, due to the close proximity to the ATC carpark and the Construction site. During these peak construction hours, the Light Rail is not heavily utilized and this will provide added value to this transport means.

## 1.7 DEDICATED PARKING FACILITY – ‘PARK AND RIDE’ INITIATIVE

Through this arrangement workers will have access to unrestricted all-day parking at a rate competitive with local paid parking facilities.

Shuttle services will be monitored and revised to ensure timetabling remains reflective of demand. Peak shuttle services will include:

- 7:00am – 8:00am Saturday
- 12:00pm – 3:00pm Saturday

A dedicated bus stop will be established within the ATC boundary providing a coordinated approach to the operation of the to-site shuttle service. Lendlease will work with ATC operations to continually monitor the effectiveness of this operation.

In support of the extended construction hours more shuttle services will be required by the shuttle bus. The evening shifts will be dual purpose taking workers from the site to ATC, and then collecting new workers from the ATC and transporting to site (if not using Light Rail). Additional services will be required as follows:

- 5:00am – 8:00am Monday – Friday
- 11:00pm – 1:30am Monday – Friday

In addition special requirements are required in the bus to facilitate social segregation. The 22 seater will be limited to 10 persons to maintain segregation. This will require more workers to utilize Light rail services. Additional cleaning will also be required to protect the Health & Safety of the workers.

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Consultation has occurred with the ATC to determine the most appropriate transport routes, collection points and drop off zones. Consideration will be given to ATC and UNSW event calendars to ensure arrangements do not impact the parking and transportation demands of major events. As per Appendix 1, the agreement between Lendlease is for the use of the ATC carpark for the utilisation by the construction workers.



Figure 5 - Australian Turf Club – Royal Randwick Racecourse

# **RANDWICK CAMPUS REDEVELOPMENT** **CONSTRUCTION WORKER** **TRANSPORTATION STRATEGY**

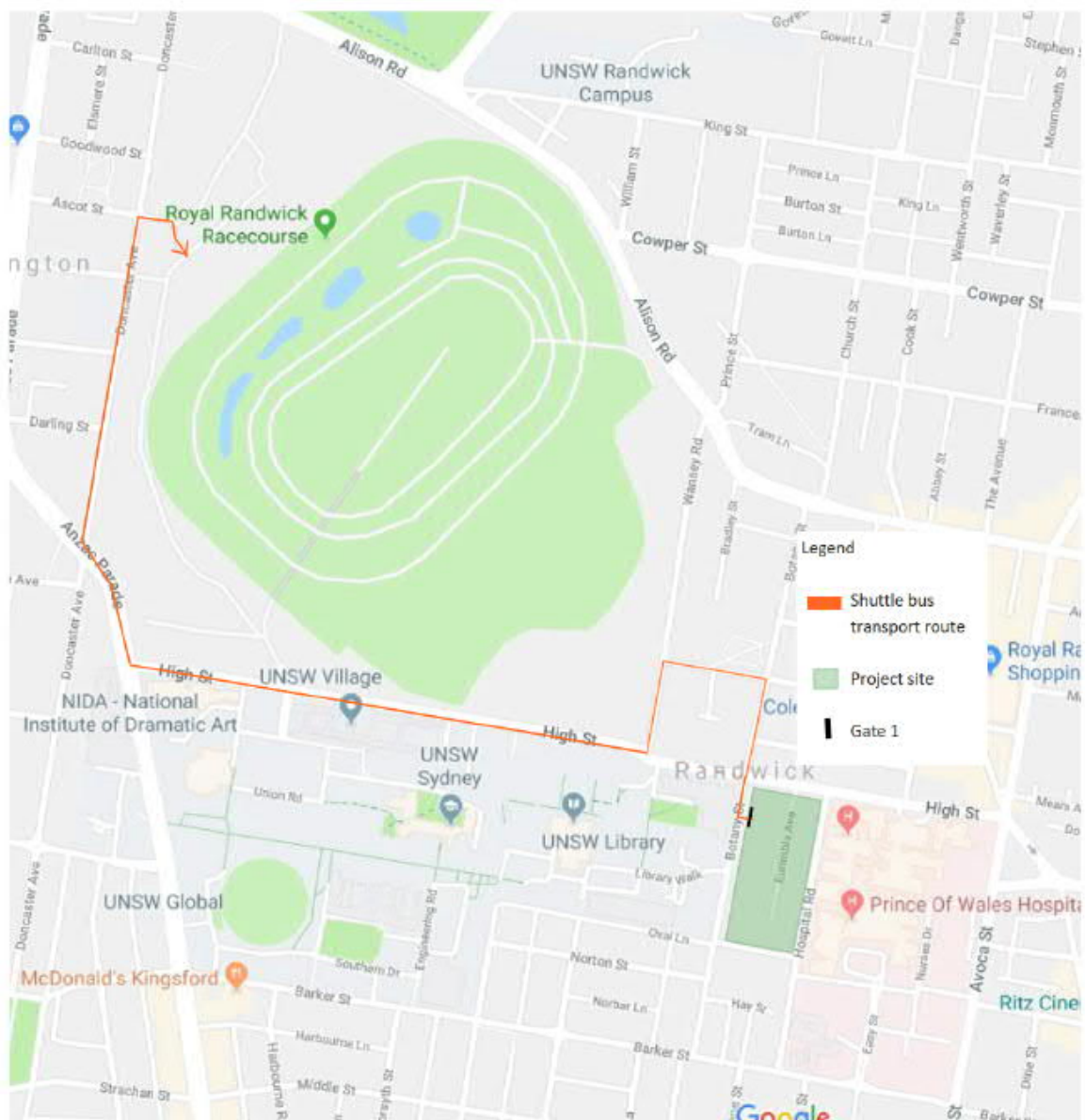


Figure 6 - Transportation Route – to site shuttle service

## 1.8 ATC AND UNIVERSITY OF NEW SOUTH WALES

The Randwick precinct is home to several major organisations including the University of New South Wales (UNSW), Royal Randwick Racecourse and Randwick Hospital's Campus. Annually these organisations host a diverse range of events attracting additional traffic and patronage to the Randwick community. Lendlease understands that it is essential these events can efficiently accommodate increased transportation and parking demands.

Lendlease will work with key event organisers to ensure the off-site car parking facility and shuttle services do not impact event organisation and operation. Where parking availability is impacted Lendlease will seek to make alternative parking arrangements to accommodate the project's workforce.

Consultation has occurred with both UNSW and the Royal Randwick Racecourse to understand key calendar dates and anticipated demand on the local road network and parking facility.

Key annual ATC calendar events include:

- Melbourne Cup
- Everest Carnival
- Sydney Carnival
- Spring Carnival
- Royal Randwick Race Day

These event dates are all on Saturday's and include one week day event, Melbourne cup which is the first Tuesday in November.

On Saturdays, the peak construction workforce will be approximately 200 workers. Due to double time rates for workers, the number of workers on site on Saturdays has decreased over the recent years. As the offsite parking arrangement with ATC is allowing for generally 1/3 of the total workforce, it is expected that there will be negligible impact on parking requirements for the site on these event days. For the one event day on Melbourne Cup which is the first Tuesday of November, generally workforce numbers are low.

Alternate parking arrangements will be by encouraging the workforce through Builders Brief of other available public carpark facilities such as Spot Parking located in Randwick. Construction activities such as large concrete pours will not proceed on Saturdays due to restricted working hours prohibiting large concrete pours and curing time required for a quality product.

Key annual UNSW calendar events are detailed in the below table. Of particular sensitivity are Exam and Graduation periods, Lendlease will ensure ongoing engagement occurs to effectively manage the project's workforce during these times. Lendlease will review its construction programme on key event days at UNSW to schedule large concrete pours around these dates. Lendlease will have access to the UNSW event schedule online and through stakeholders.

Lendlease has a dedicated Stakeholder engagement officer that will be liaising closely with UNSW. This will allow for careful planning and coordination of construction activities being mindful of large UNSW events. Lendlease has selected haulage routes which minimise impact on UNSW operations by utilising main arterial roads. With regular meetings we will be able to coordinate with UNSW at all times to have minimal impact on the road network.

Consultation has occurred with UNSW and ATC on the requirements of parking during Exam and O-week Periods.

ATC has advised that the ATC carpark is constructed with sound absorbing enhancements so as that cars parking in this space have no impact on the horse shelters adjacent. Hence ATC has advised there is no restrictions on carparking availability during these periods. UNSW utilisation of the carpark is negligible at these events.



	2019		2020	
	Start date	Finish date	Start date	Finish date
<b>Term 1</b>				
O-Week	11 February 2019	15 February 2019	10 February 2020	14 February 2020
Teaching Period	18 February 2019	1 May 2019	17 February 2020	29 April 2020
Study Period	2 May 2019	4 May 2019	30 April 2020	2 May 2020
Exams	6 May 2019	18 May 2019	4 May 2020	16 May 2020
Term break	19 May 2019	2 June 2019	17 May 2020	31 May 2020
<b>Term 2</b>				
Teaching Period	3 June 2019	12 August 2019	1-Jun-20	10 August 2020
Study Period	13 August 2019	15 August 2019	11 August 2020	13 August 2020
Exams	16 August 2019	31 August 2019	14 August 2020	29 August 2020
Term Break	1 September 2019	15 September 2019	30 August 2020	13 September 2020
<b>Term 3</b>				
O-Week	11 September 2019	13 September 2019	9 September 2020	11 September 2020
Teaching Period	16 September 2019	25 November 2019	14 September 2020	23 November 2020
Study Period	26 November 2019	28 November 2019	24 November 2020	26 November 2020
Exams	29 November 2019	14 December 2019	27 November 2020	12 December 2020
<b>Graduation dates</b>				
	5 November 2018	9 November 2018		
	6 May 2019	17 May 2019		
	19 August 2019	30 August 2019		
	2 December 2019	13 December 2019		

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Lendlease will inform the construction workforce of the key event schedule where the ATC carpark will not be available due to the scheduled events nominated by means of site wide communication. This will be in the form of:

- Daily builders brief which is issued to the workforce daily
- At weekly subcontractor coordination meetings where information is provided and relayed to the subcontractor teams by their nominated supervisors

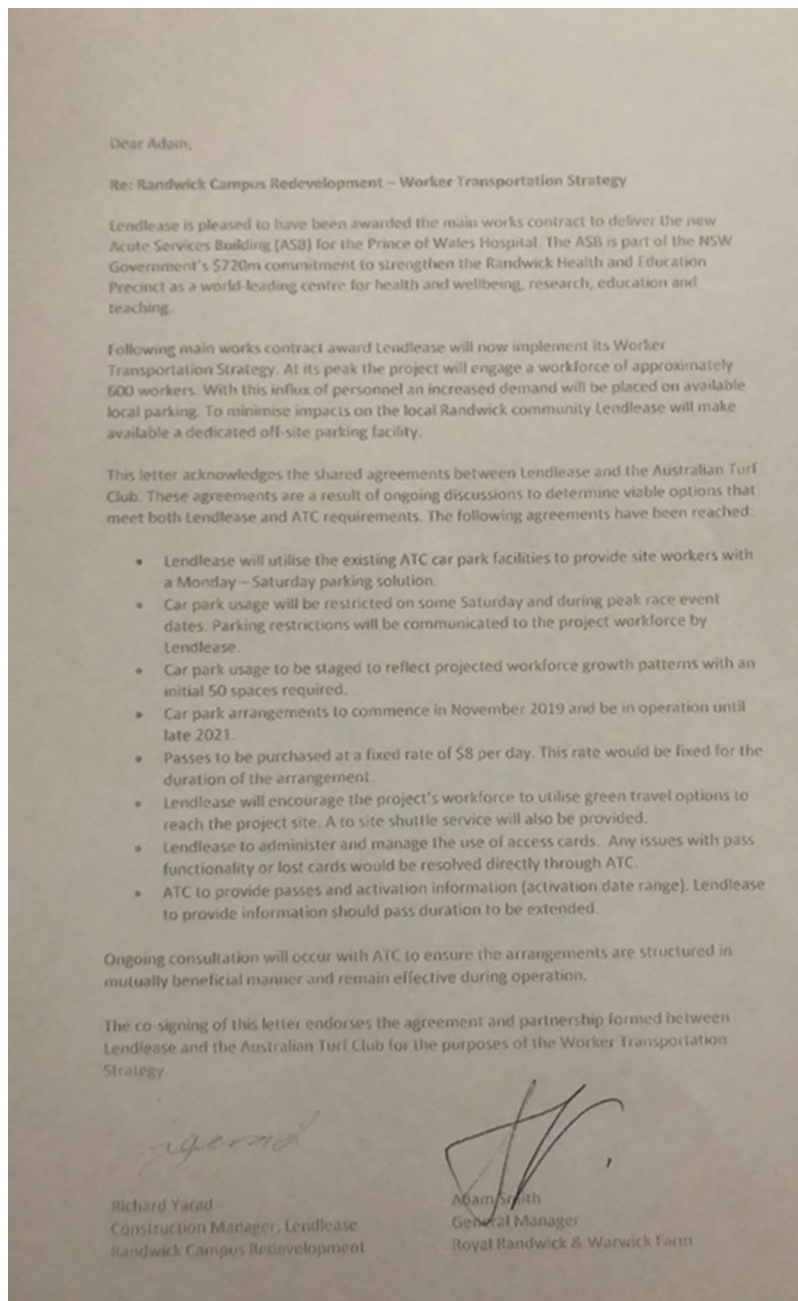
## 1.9 ON-SITE FACILITIES

Lendlease will make available facilities, within the site boundary, that enable and encourage site workers to utilise public transport and park and ride services. On-site facilities will include:

- Secure on-site storage for tools and equipment
- Site worker amenities – change facilities and showers
- Dedicated materials handling areas

## 2.0 APPENDICES

### 2.1 ATC & Lendlease Agreement



## 2.2 Schedule of parking passes

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