

John Holland Group

Sydney Children's Hospital Stage 1 and Minderoo Children's Comprehensive Cancer Centre

Construction Worker Transport Strategy

Reference: REP002

E | 17 August 2022



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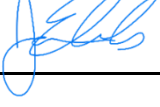



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1. Introduction

The Randwick Campus Redevelopment (RCR) comprises the construction of a number of new hospital facilities within the Randwick Health Campus (RHC). The subject site at Sydney Children's Hospital Stage 1 and Minderoo Children's Comprehensive Cancer Centre (SCH1/MCCCC) forms one of these buildings within the RCR, being a highly complex project with critical early milestone components.

The new SCH1/MCCCC building is subject to the State Significant Development (SSD)-10831778 planning approval. It is adjacent to the newly built Acute Services Building (ASB) to the south and to the proposed Health Translation Hub (HTH) by the University of New South Wales (UNSW).

John Holland (JH) engaged Arup to prepare this Construction Worker Transport Strategy for the SCH1/MCCCC. It has been prepared to operate in conjunction with the Construction Traffic and Pedestrian Management Plan prepared for the same development.

Due to the constricted nature of the Sydney Children's Hospital Stage 1 and Minderoo Children's Comprehensive Cancer Centre (SCH1/MCCCC) construction site there is no opportunity to provide carparking within the site boundary. John Holland (JH) acknowledges the restricted parking around the site so will undertake various measures in order to ensure the construction of SCH1/MCCCC does not adversely affect Randwick residential and hospital streets.

1.1 Proposed site plan

The site for the future SCH1/MCCCC is located immediately west of the existing Sydney Children's Hospital, with the Prince of Wales Hospital Acute Services Building (ASB) to the south and future UNSW Health Translation Hub (HTH) building to the west, as shown in Figure 1. The ASB is in final stages of construction. Construction of the HTH will commence while construction on the SCH1/MCCCC is ongoing.

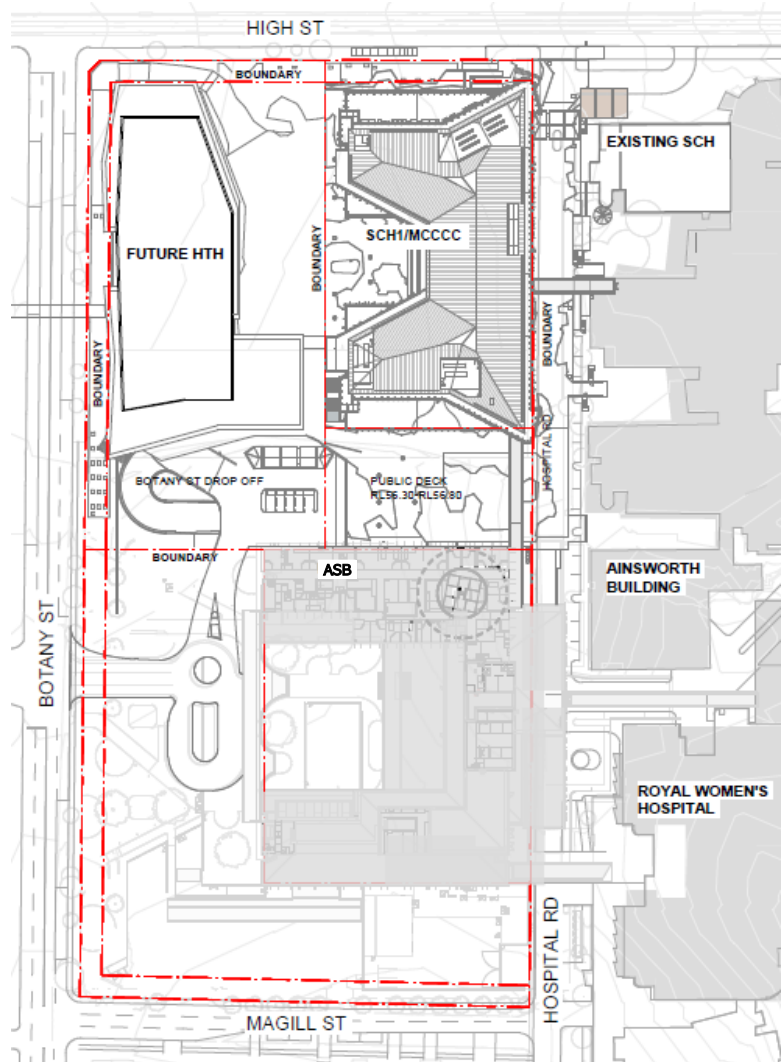


Figure 1 Site plan showing the SCH1/MCCCC building and surrounding sites, including the future HTH building.

1.2 Development consent requirements

The Construction Worker Transportation Strategy (CWTS) has been prepared in response to approved development consent for State Significant Development Application (SSDA) number SSD-10831778. Specifically, the CWTS demonstrates compliance with Condition B27:

B27 Prior to the commencement of construction, the Applicant must submit a Construction Worker Transportation Strategy to the satisfaction of the Certifier. The Strategy must detail the provision of sufficient parking facilities and secure storage facilities for tools on site or other travel arrangements for construction workers in order to minimise private vehicle travel and demand for parking in nearby public and residential streets, or public parking facilities. A copy of the strategy must be submitted to the Planning Secretary for information.

The objective of the CWTS is to set out the initiatives and actions of John Holland to effectively manage the workforce influx and associated transportation and parking demands. Through the implementation of this strategy, JH intends to ensure that minimal impact is had on parking availability for the local Randwick community inclusive of UNSW, the Randwick Health Campus (RHC), local businesses and their respective stakeholders.

The CWTS will:

- Outline management of construction worker transportation to and from the worksite
- Allow continued availability of in-demand parking spaces and facilities in the Randwick precinct
- Consider continued operation of and public access to public transport services in the Randwick precinct
- Enhance positive public perception of the project's workforce management

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

1.3 Construction workforce

The construction workforce on the SCH1/MCCCC site will average around 150, with a short peak, workforce of approximately 320 individuals for a three month period in late-2023 to early 2024. Figure 2 shows estimated labour resources throughout the program and general construction activities on site. All workers will undergo mandatory inductions to understand their responsibilities when working on the project site and in close proximity to a live hospital environment. This is inclusive of parking restrictions, transportation options and available on-site storage facilities.

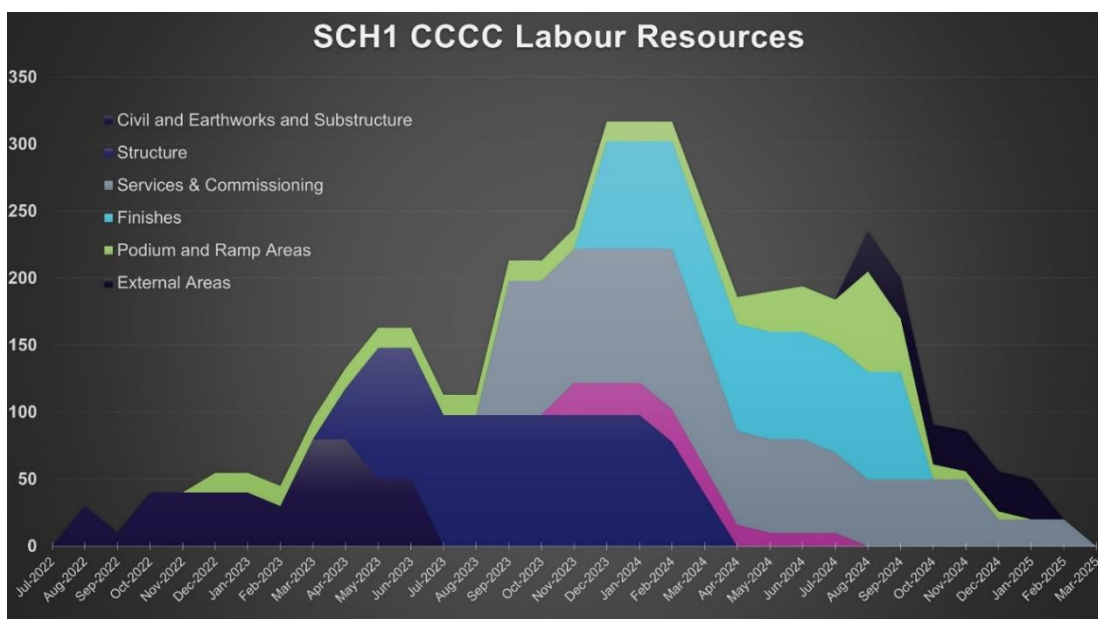


Figure 2 Labour histogram and indicative construction programme (Source: John Holland)

Due to the constrained site and surrounding construction, there will no on-site construction worker parking provided. JH discourage the use of private vehicles to access the site (see section 2 for more information about alternative travel options). The project site is well serviced by public transport providing site workers with alternative travel options. Workers will be encouraged use public transport or active transport and employ other methods to reduce the number of private vehicles used to access the site. JH will actively promote public transport services and will provide information to all site workers, including real-time services data on site. On site secure tool storage will be provided to facilitate alternative transport options.

2. Public Transport

The site is very well served by multiple forms of public transport. Bus services stopping within a short walking distance from the site service the eastern suburbs and Sydney City. This image also shows the CBD and South East Light Rail (CSELR) routes on Anzac Parade and High Street, via Wansey Road, both within walking distance of the construction site. Both Bus and Light Rail services provide connection to the CBD and Central Station, providing connectivity throughout the wider rail and bus networks across metropolitan Sydney.

In order to maximise public transport usage by the on-site workforce, JH will:

- Encourage the use of public transport to all subcontractors, employees and workforce,
- Provide information on available public transport routes during inductions such as timetables and locations of bus and tram stops in close proximity to the site,
- Provide real time display information on incoming public transport for key routes, such as Light Rail - UNSW High St to Central.

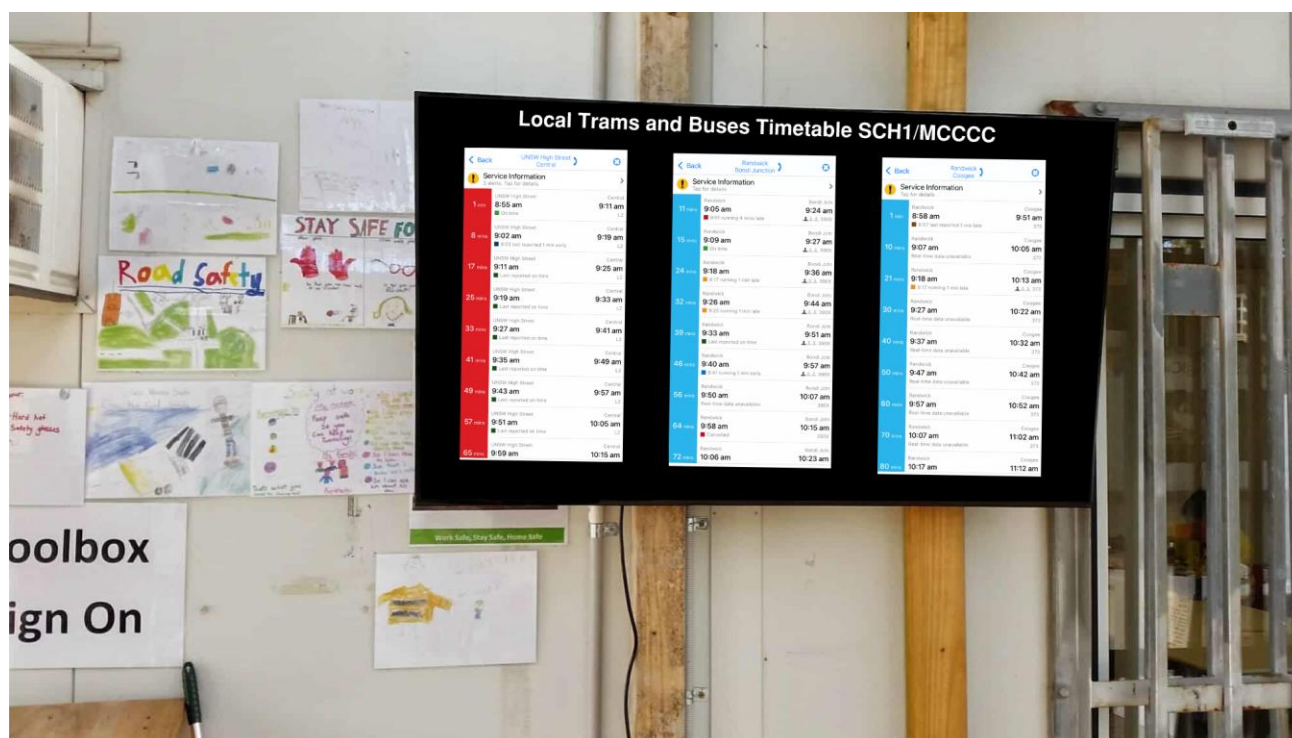


Figure 3 Example visual display with live updates on incoming public transport

2.1 Bus

The southern end of Belmore Road, located to the north-east of the Randwick Hospitals Campus (RHC) site, is a district hub for buses in Sydney's eastern suburbs. Several bus routes, shown in Figure 4 and listed below, service the area.

- All-day services connecting the south-eastern suburbs with the Sydney CBD via Moore Park – routes 373, 374, 375 and 377. A range of express service variants operate during peak hours.
- North-south services that connect centres in the Eastern Suburbs, including Bondi Junction and Maroubra Beach – routes 356, 275 and 390
- East-west services that connect Randwick with Green Square and various locations in the inner western and southern suburbs – routes 348 and 370
- A number of bus services access Anzac Parade to the west of the site

The majority of bus routes travel along Belmore Road, with some services also using High Street, Barker Road and Avoca Street. Recent changes associated with the operation of the CSELR have resulted in buses using Arthur Street instead of High Street.

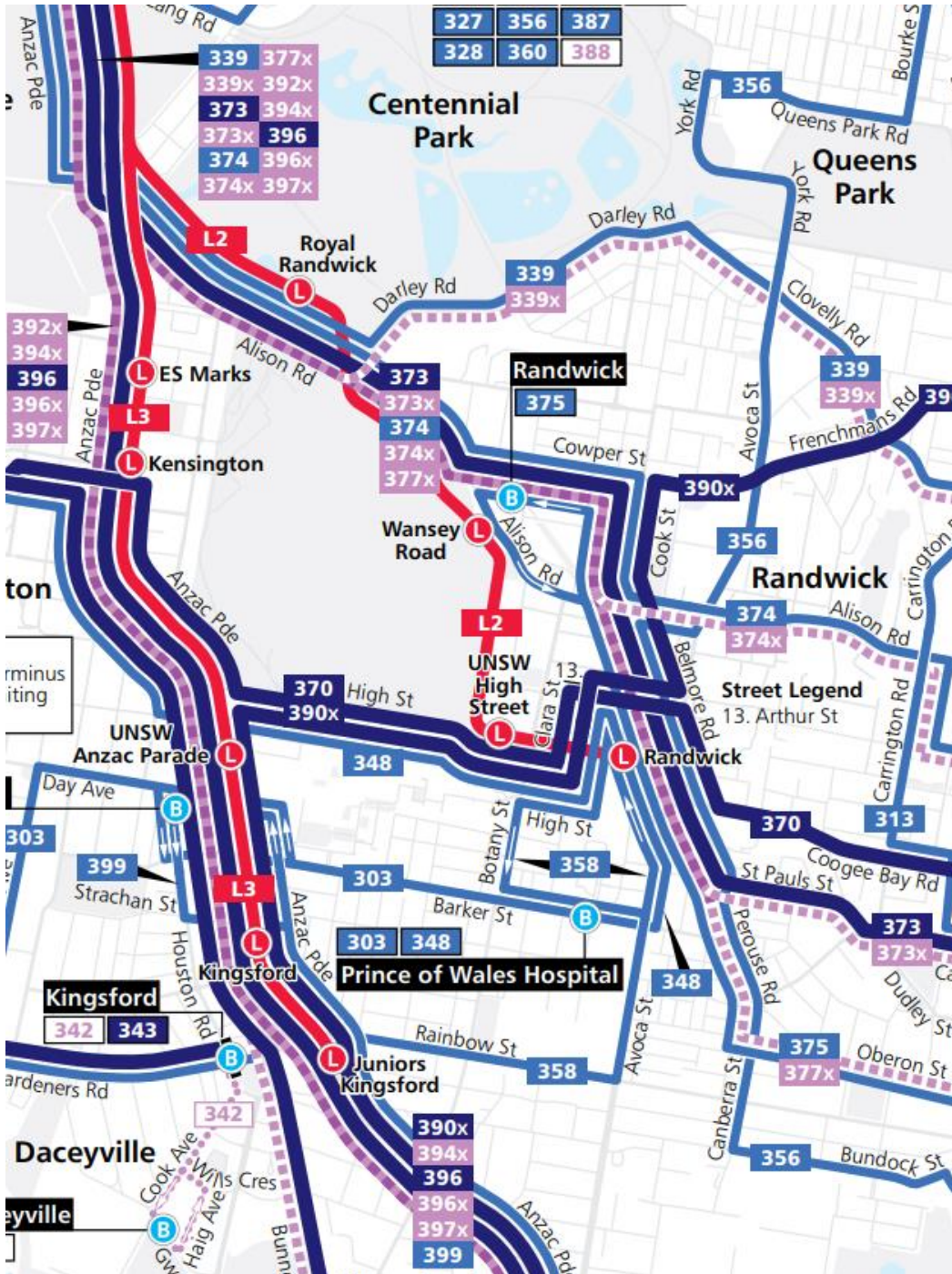


Figure 4 Existing bus and light rail routes servicing the RHC precinct

2.2 Light Rail Terminus

The eastern end of High Street, which forms the northern boundary of the RHC site, now features the terminus for the CSELR Randwick line immediately west of the Belmore Road and Avoca Street intersection, as shown on Figure 4. The closest stop to the SCH1/MCCCC construction site is the *UNSW High Street* stop, a two-minute walk from site to the west of Botany Street. Light rail services travel from High Street towards the CBD every eight minutes between 7am and 7pm on weekdays. The second CSELR service to Kingsford accesses the *UNSW Anzac Parade* stop which is less than a 15-minute walk from the site, through the UNSW campus.

Figure 5 shows 5-, 10-, 15- and 20-minute walking isochrones from the Avoca Street frontage of the Randwick Health Campus to demonstrate the high walkability of the local area, supporting site access using local public transport services. Note that the program used to generate these isochrones did not recognise the UNSW campus as permeable to public on foot, so while Anzac Parade is functionally within a 20-minute walking distance from Avoca Street, it does not appear to be in this image. At the time these isochrones were created, the Newmarket development was identified as a non-walkable area, hence the large impermeable area south of the site in the image.

These isochrones, with the previous bus route map, highlight the large number of bus and light rail services that stop within a walkable distance of the SCH1/MCCCC construction site.

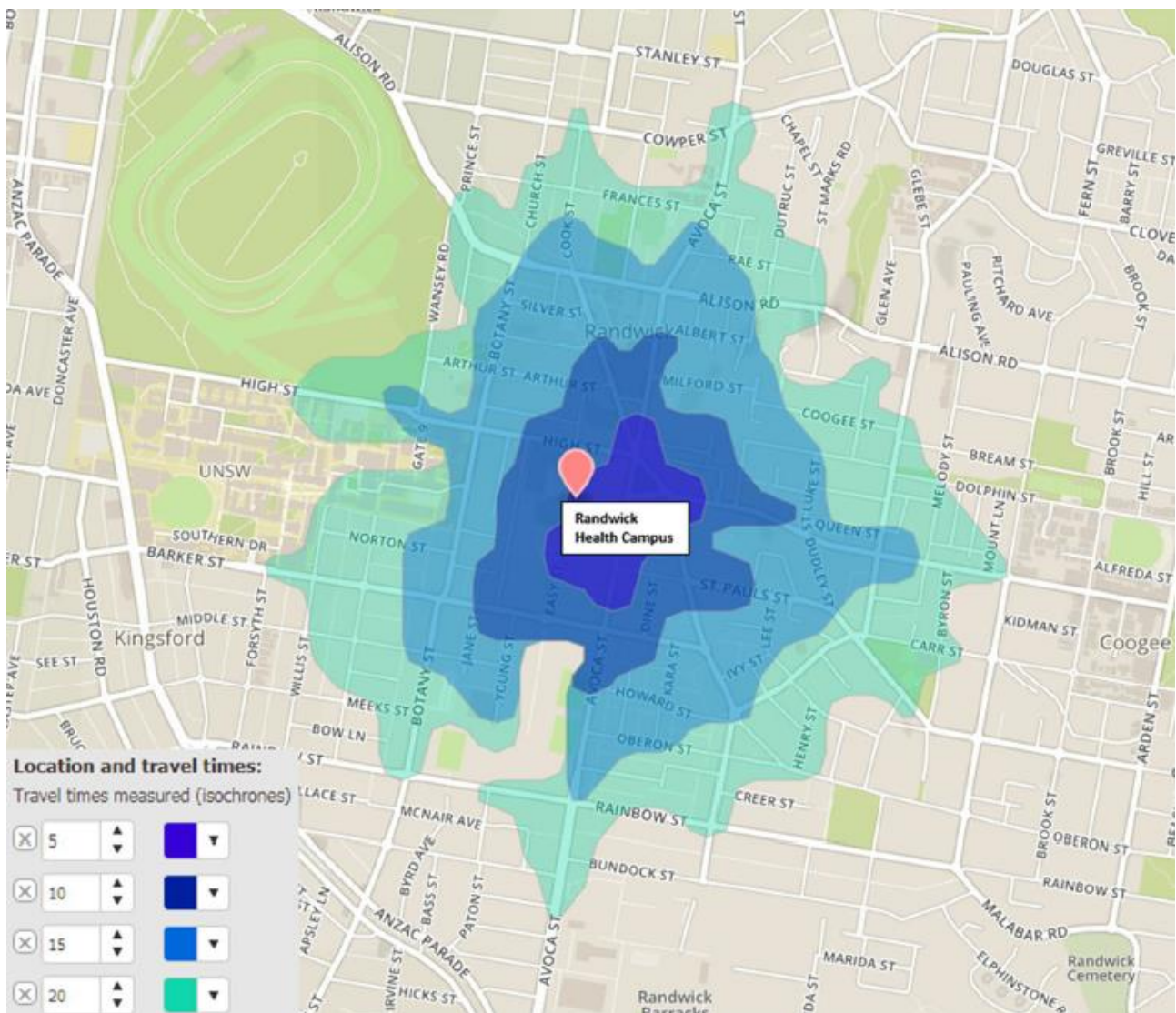


Figure 5 Walking isochrones to/from RHC (Source: Arup, 2017)

3. Cycling

Cycling routes in the immediate area are largely east-west to link to radial routes to the city along Anzac Parade and Alison Road. High Street is a nominated cycle route, though cyclists must use the roadway between Avoca Street and Wansey Road. Online resources to plan a cycle journey include Google Maps and Transport for NSW’s Cycleway Finder, which includes detailed information on cycle way design, surface conditions, and difficulty.

JH will undertake a number of initiatives to encourage the use of cycling, this includes:

- Provide bike storage racks inside the site boundary so they are secure from public areas,
- Provide change facilities with showers onsite. Facilities will be regularly cleaned and maintained to ensure they are appealing to users,
- Provide lockers for changes of clothing,
- Display posters at bike rack locations which show information on cycle routes to key areas such as central station.

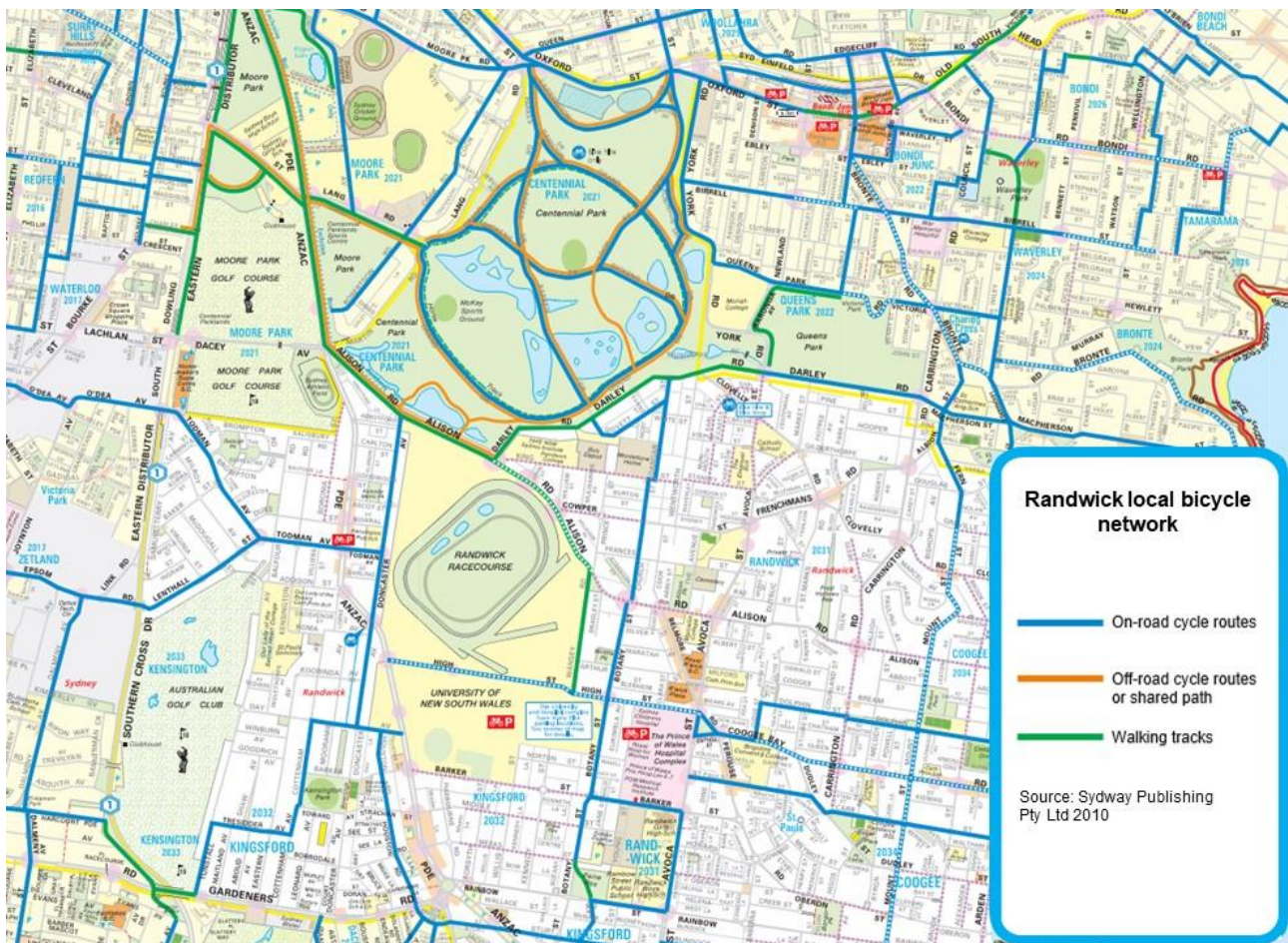


Figure 6 Randwick Local bicycle network

Randwick and surrounding councils have established networks of cycling routes, using a variety of facility types and standards. Together, these provide a local route grid with connectivity to major radial routes and mass transport access, as shown in Figure 6 above. JH will display routes such as this on noticeboard adjacent to bike racks.

High Street has been identified as a local cycling route by Randwick City Council, though cyclists must use the roadway between Avoca Street and Wansey Road, where low traffic volumes support mixed traffic despite the presence of buses. West of Wansey Road, a short section of shared path leads to a bi-directional on-road cycle path that runs to Anzac Parade.

4. Onsite tool storage

Secure storage on site will be provided for workers' tools and equipment, thereby minimising the need for vehicle transport to carry heavy and bulky goods to site on a regular basis. Tool and equipment storage shall be within site boundaries, with no public access.

5. Worker parking

Where public and active transport are not viable options, there are number of paid carparking options surrounding the SCH1/MCCCC construction site. JH will support local carpark businesses by recommending drivers utilise the locations shown in the below figure and also listed with their proximity to site and basic parking cost details;

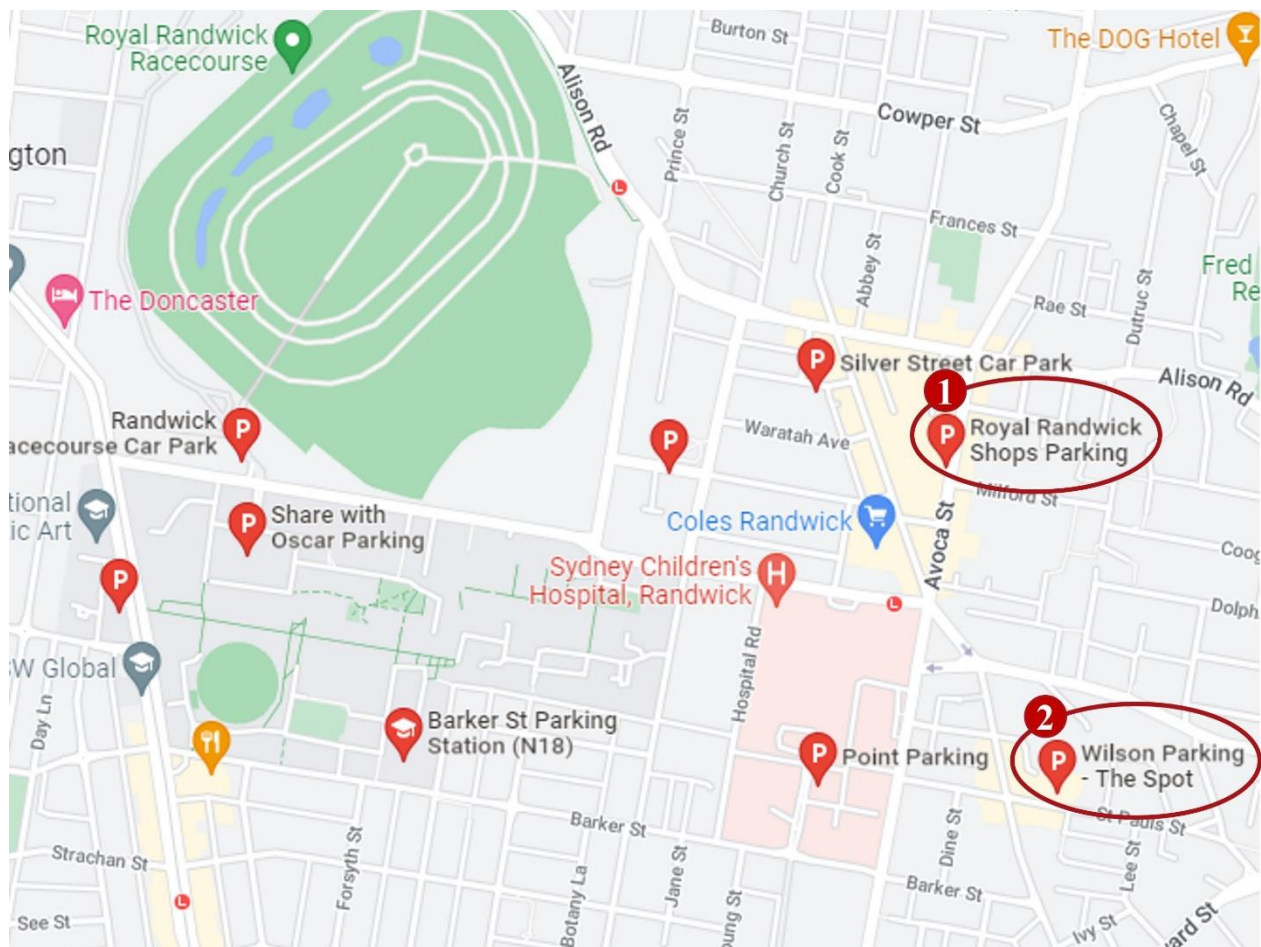


Figure 7 Local paid carparking facilities

1. The Royal Randwick Shopping Centre is 0.4km to the North-East of the site and provides undercover parking bays charged as casual rates (approx. \$35 per day).
2. The Spot Wilson Carpark is 0.6km East of the site and provides undercover parking charged at casual rates (early bird pricing at \$14 per day).

Workers will be given information on surrounding metered carparks in advance of arriving to site and further information will be provided during inductions. Inductions will further remind workers that there is no parking in the surrounding residential streets, and they are to utilise the paid parking infrastructure.

6. Ongoing management of on street parking

John Holland will ensure that the restricted parking in surrounding suburbs is continually managed with the site team. To do this John Holland will continually assess and implement the following strategies:

- Subcontractors and suppliers will be made aware of restricted parking requirements early in the procurement process. Subsequently all Subcontracts will include a relevant clause detailing the requirements such that all parties are committed
- Continually reinforce parking requirements and restrictions at weekly sub-contractor meetings and prestart meetings
- Undertake parking audit walks
- Implementation of warning and enforcement systems for workers demonstrating noncompliance with transport and parking requirements. Site access cards will be revoked for repeat offenders
- Consideration of incentive or reward programs for workers using public transport to travel to site.