



report;

Roseville College SWELL Centre -
Construction Worker Transportation
Strategy

For Roseville College
14 July 2022

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Roseville College SWELL Centre - Construction Worker Transportation Strategy , Report

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1. Introduction

1.1 Project Summary

ptc. has been engaged by The Anglican Schools Corporation to prepare a report to present the transport strategy for construction workers associated with the project as required by Condition B19 of the consent.

We have referenced the preliminary CTMP that was initially prepared for the project along with the Green Travel Plan also prepared for the completed project in order to adopt some of the initiatives described. The purpose of this report is to discourage and manage the use of private vehicles through promotion of the alternatives and on-site facilities to assist.

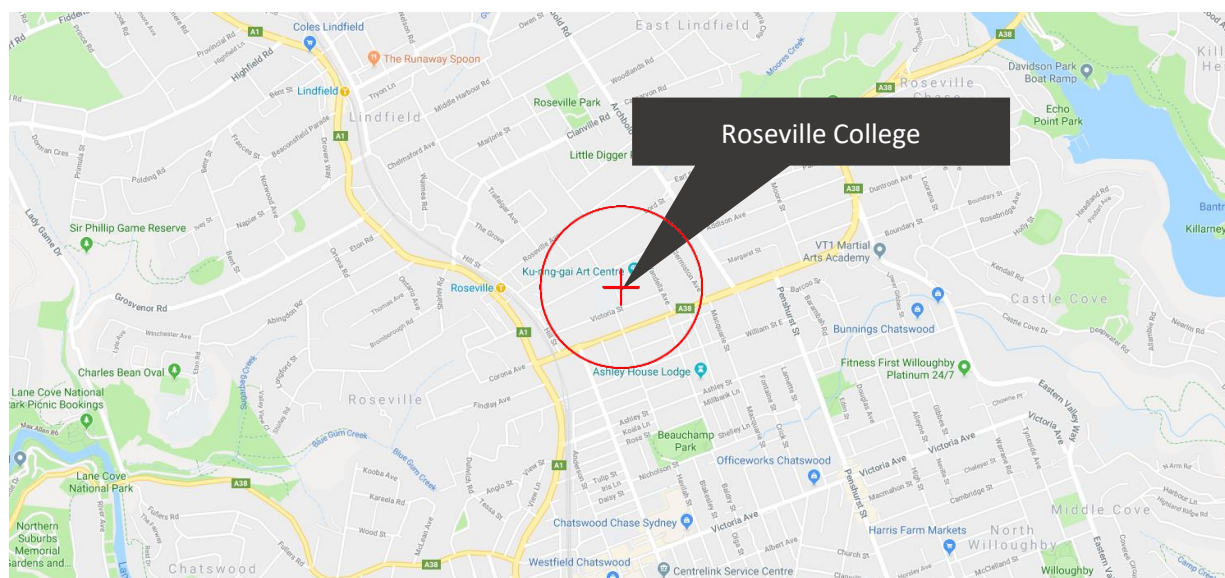


Figure 1.1 - Site Location

1.2 Response to Condition B19

This report details the high-level transport strategy that the construction project will adopt to respond to the condition as follows:

- B19 a. The site does not provide any available area for the provision of temporary parking for construction workers; therefore, workers will be informed that no parking is available and to use public transport.*
- B19 b. We have assessed the surrounding area for alternative parking locations, and there are no available facilities within a reasonable distance of the site.*
- B19 c. Arrangements to effectively manage and monitor construction parking issues that may occur once construction works have commenced.*

2. The Development

2.1 Site Content

Roseville College is located at 27-29 Bancroft Avenue in the suburb of Roseville, which is approximately 10 kilometres north of Sydney CBD. The College campus is located between Victoria Street to the south and Bancroft Avenue to the north. The property of No. 37 Bancroft Avenue was recently acquired by the College containing a single detached dwelling with a tennis court to the rear.

The College is located within a predominantly residential area to the east of the T1 railway line, comprising a mix of large established dwellings and the Roseville Lawn Tennis Club to the west and medium density residential flat building to the south.

The Pacific Highway and Roseville railway station are located approximately 400 metres to the west of the site.

The aerial photograph in Figure 2.1 provides an overview of the area and context in relation to the surrounding land uses.



Figure 2.1 - Roseville College Context

The proposed Student Wellness (SWELL) Centre will be built on the site of the current sports courts and the site of No. 37 Bancroft Avenue.

3. Existing Transport Facilities

3.1 Road Hierarchy

The College is located in Roseville to the east of the T1 railway and the Pacific Highway, and in this regard has reasonably good connections to the north shore arterial road network. However, connections to the west are somewhat limited by the North Shore Railway line, which acts as a barrier through the area.

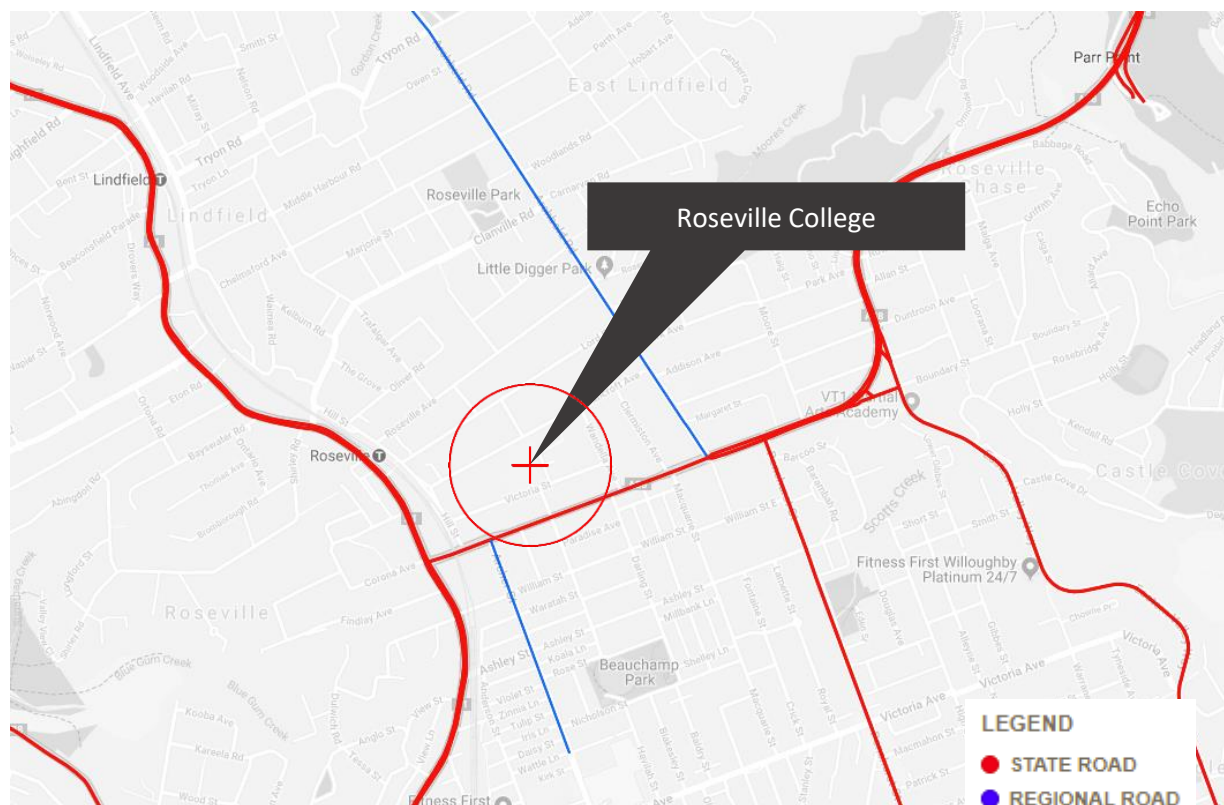


Figure 3.1 - Road Hierarchy

The NSW administrative road hierarchy comprises the following road classifications, which align with the generic road hierarchy as follows:

- | | |
|----------------|--|
| State Roads | - Freeways and Primary Arterials (RMS Managed) |
| Regional Roads | - Secondary or Sub Arterials (Council Managed, partly funded by the State) |
| Local Roads | - Collector and Local Access Roads (Council Managed) |

The road network servicing the College includes:

The Pacific Highway is classified as a State Road and follows a north–south alignment. Within the suburb of Roseville, the carriageway accommodates three (3) traffic lanes in each direction with auxiliary turning lanes at major intersections.

Boundary Road is classified as a State Road and provides a connection between Pacific Highway to the west and Warringah Road to the east.

Recreation Avenue is a Local Road providing vehicular access to the existing and future car park in the College and the car park of Roseville Tennis Club. Recreation Avenue is a cul-da-sac with narrow carriageway in the width of approximately 5.5m. Access to Recreation Avenue is only available via Victoria Street.

Victoria Street is a Local Road providing access to the local properties. Victoria Street provides strategic access to the College frontage. Dedicated pickup and drop-off areas are provided along the northern side of Victoria Street during the school time. Most of on-street parking spaces are unrestricted parking with the exception of 1/2P on the opposite side the College during school hours.

Bancroft Avenue is a Local Road parallel to Victoria Street to the north of the College. Currently the College's driveway along Bancroft Avenue only provides garbage truck access for waste collection. In the vicinity of the College the carriageway accommodates single marked traffic lanes in each direction, with parking along both sides.

3.2 Surrounding Traffic Controls

The traffic controls in the vicinity of the College comprise a general 50kph speed limit with a 40kph school zone applicable to Victoria Street and Bancroft Avenue.

Local Area Traffic Management treatments are installed on both Victoria Street and Bancroft Avenue at Hill Street, which intersect with Boundary Road on the south end. Wombat pedestrian crossings are provided in front of the College's main accesses at both Victoria Street and Bancroft Avenue.

4. Site Audit

A site audit has been undertaken as part of the parking and traffic assessment for the redevelopment. The transport accessibility and existing pedestrian connectivity in close proximity to the College has been analysed.

4.1 Public Transport

The locality has been assessed in the context of available forms of public transport that may be utilised by staff working at the College.

4.1.1 Railway Service

Roseville Station is located approximately 300m walking distance from the Bancroft Avenue entrance and is situated on the T1 North Shore Line, providing access to the College from Northern, Southern and Western suburbs (via interchange at Sydney CBD stations).



Figure 4.1 - Sydney Trains network map (Source: TfNSW, 2018)

During peak periods the frequency of services increases with some trains operating with a 6-to-9-minute headway. Excellent connectivity to Chatswood (interchange with Sydney Metro) and the city circle stations makes travel to and from the College via train an attractive option, particularly for those who reside further away.

Table 4.1 - Rail Services

Rail Route	From	To	Frequency on Weekdays (approx.)
Northern Line (Southbound)	Berowra/Hornsby	Parramatta (via Central)	Arrive every 15 minutes (morning peak and afternoon school peak)
Northern Line (Northbound)	Parramatta (via Central)	Hornsby/Berowra	Arrive every 6-9 minutes (morning peak) Depart Every 6-9 minutes (afternoon school peak)

Services via the North Shore/Northern Line are frequent and provide excellent availability throughout the day, especially during peak hours.

4.1.2 Bus

Although there is no bus service directly operating in the frontage of the College along Bancroft Avenue and Victoria Street, frequent bus services, operated by Forest Coach Lines, are available along Boundary Street Corridor connecting between Chatswood interchange and Frenchs Forest and Terry Hills area. The buses Routes servicing along Boundary Street include 278, 279, 280, 281, 282, 283 and 284.

The eastbound bus stop is located approximately 2 min walk (120m) from the College at the corner of Boundary Street and Spearman Street. The westbound bust stop can be accessed via the signalised crossing at the intersection of Boundary Street and Archer Street.

Route 558, operated by Transdev, is servicing between Chatswood Interchange and Lindfield with a general one-hour frequency during day time via Hill Street.

Another bus Route 565, also operated by Transdev, is servicing between Chatswood Interchange and Macquarie University with a general one-hour frequency during day time via Pacific Highway.

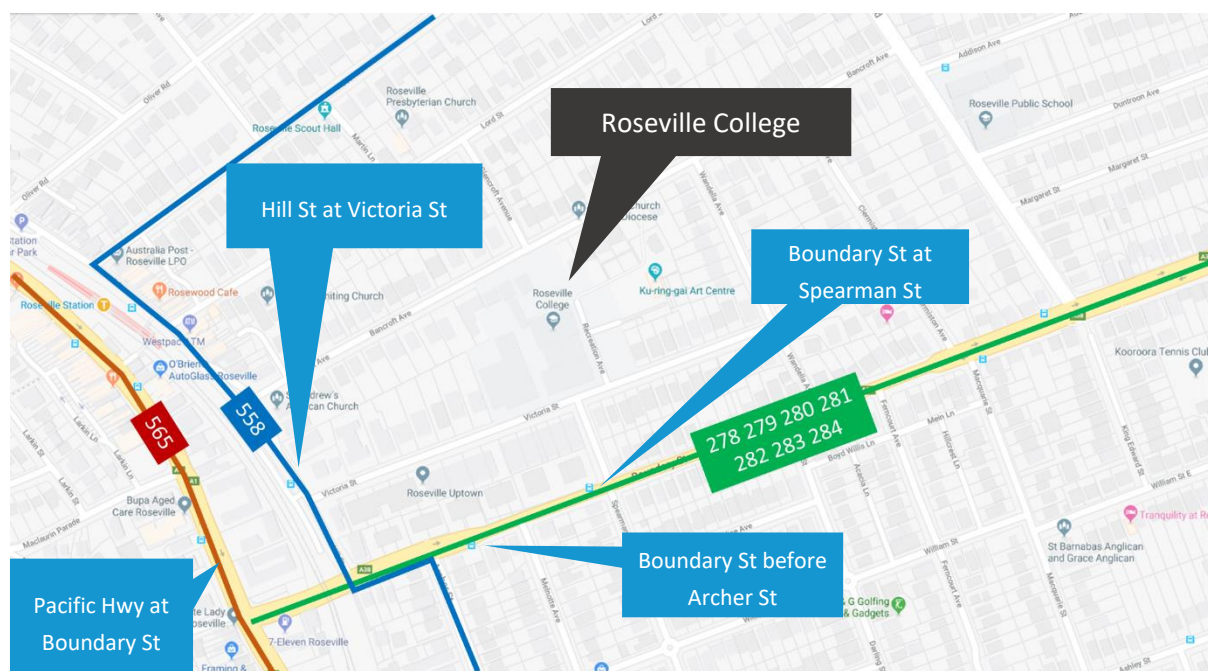


Figure 4.2 - Surrounding Public Transport (Bus and Train Services)

4.2 Active Travel

In addition to public transport, the locality has been assessed for its active transport potential.

4.2.1 Walking

The existing pedestrian connectivity in close proximity to the College has been analysed. When defining accessibility, the NSW Guidelines to Walking & Cycling (2004) suggest that a 400m-800m catchment represents a comfortable walking distance. Almost all streets within this radius of the College typically have footpaths on both sides, except for Recreation Avenue, which is mainly accessed by vehicles to the existing and proposed car park accesses.

Due to the College's location in a low-density residential area, there are excellent pedestrian networks around the College including footpaths on both sides along all the roads fronting the College (Bancroft Avenue and Victoria Street).

Marked pedestrian crossings are located at the main College entry on Bancroft Avenue, while the other on Victoria Street near Spearman Street. The pedestrian crossings, illustrated in Figure 4.3 and Figure 4.4, provide a high level of pedestrian safety and amenity in the vicinity.



Figure 4.3 - Zebra crossing on Victoria St near Spearman St.



Figure 4.4 - Wombat crossing on Bancroft Ave St at College Main Entry

4.2.2 Cycling

The College is located within a well-connected bicycle network with the planned upgrade works. Figure 4.5 presents a screenshot of the cycle map published by Council. This will encourage and promote cycling as an alternative mode of transport for its occupants which is a healthy, low cost and environmentally friendly method of travel.

Grades in the surrounds are generally minor, hence cycling is presented as a relatively attractive option, particularly for those seeking an active transport option.

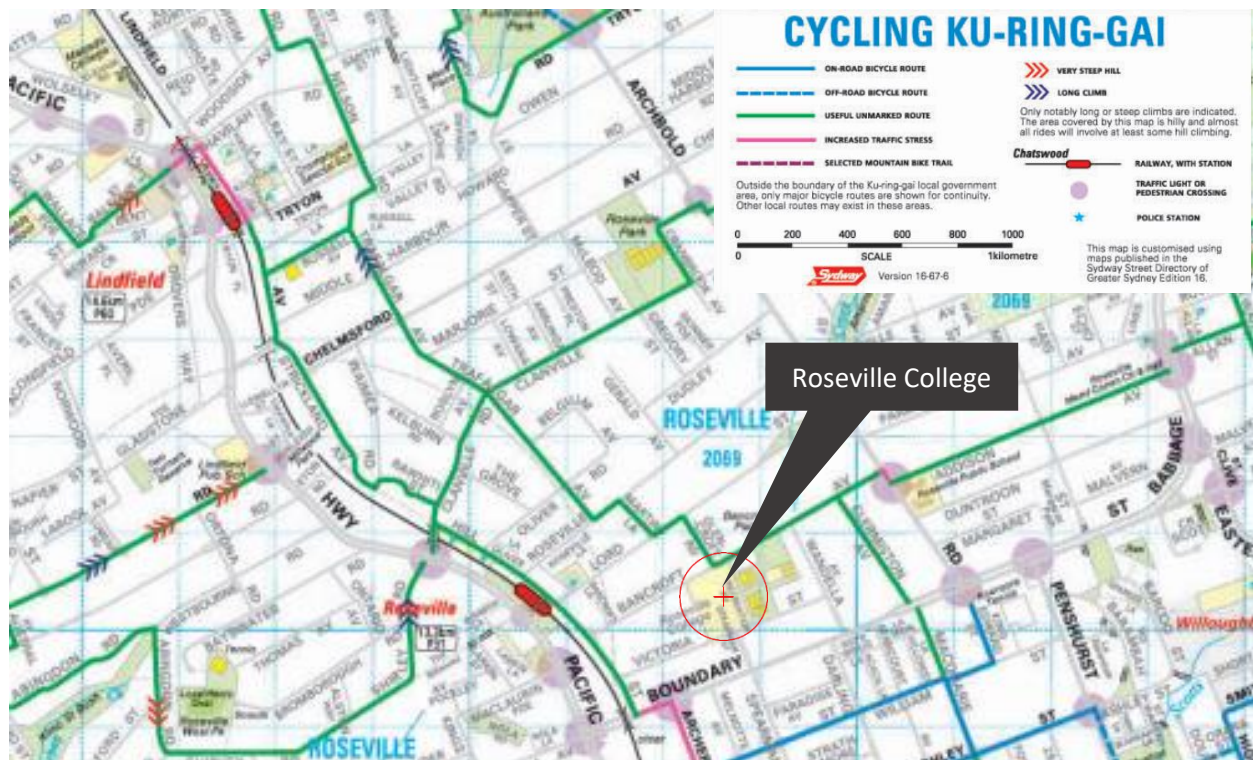


Figure 4.5 - Surrounding cycle paths (Source: Ku-ring-gai Cycleways Map)

4.3 On-Street Parking Controls

The College has two road frontages comprising Victoria Street and Bancroft Avenue, each providing some areas of on-street parking. The on-street parking provision is subject to time restrictions and 'No Stopping' restrictions. The various parking controls are presented in Figure 4.6 which comprise either unrestricted parking, 'No Parking', or 'No Parking during student drop-off and pick-up periods' ('No Parking' permits a driver to stop for up to two minutes, however, drivers must remain within three metres of the vehicle) and 1/2P during school pickup and drop-off periods.



Figure 4.6 - Existing On-Street Parking Controls

4.4 School Zone

A 40km/h School Zone is in operation during the typical school zone hours (8am – 9:30am and 2:30pm -4pm school days) along Bancroft Avenue and Victoria Street.

4.5 Staging and Program

The proposed overall development of the site will involve demolition, shoring, earthworks / excavation and construction, to which this CWTS relates.

The estimated staging, description and programming of the works is summarised in Table 4.2.

Table 4.2 - Staging and Program of the Overall Project

Phase	Duration	Estimated Commencement
Enabling Works	1 week	18th July 2022
Demolition Works	3 weeks	
Shoring Systems	5 weeks	
Bulk Excavation	10 weeks	
Structure	33 weeks	
Roadworks to Recreation Avenue	4 weeks	
Fit-off and Facades	22 weeks	

4.6 Hours of Work

All works, associated with the project will be restricted to the time periods by the Conditions of Consent as follows:

- Monday to Friday 7:00am to 6:00pm
- Saturdays 8:00am to 1:00pm
- Sunday or public holidays No works to be undertaken without prior approval

4.7 Pedestrian Access

Pedestrian access to and around the site is to be maintained at all times. To provide segregation and protection for pedestrians, it is proposed a 2.4m high Class A hoarding is to be erected along the site boundary. This fencing will define the extent of the works site.

Pedestrian access to the site will be via two designated pedestrian gates and the exact location of these gates will be determined during the CC process.

All access points are to be securely locked when construction activities are not in progress.

The exact location of this fence is to be agreed on site, prior to commencement of the works.

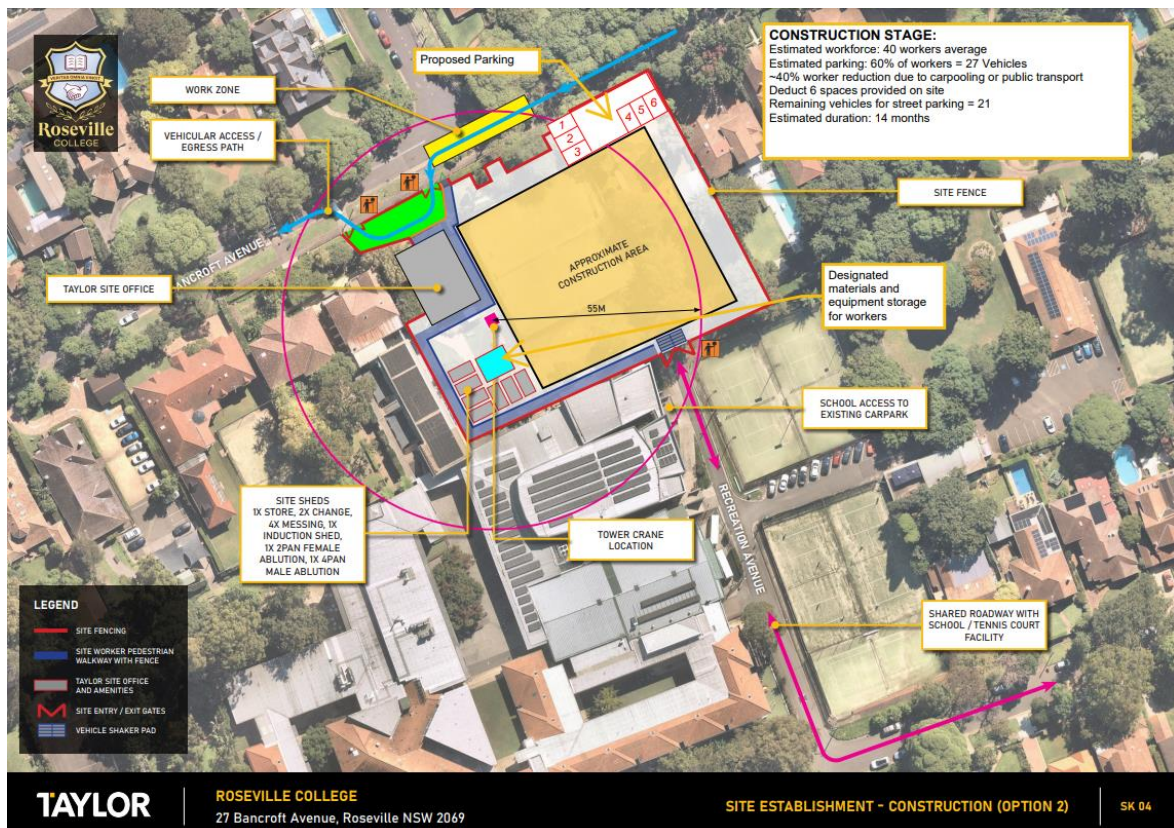
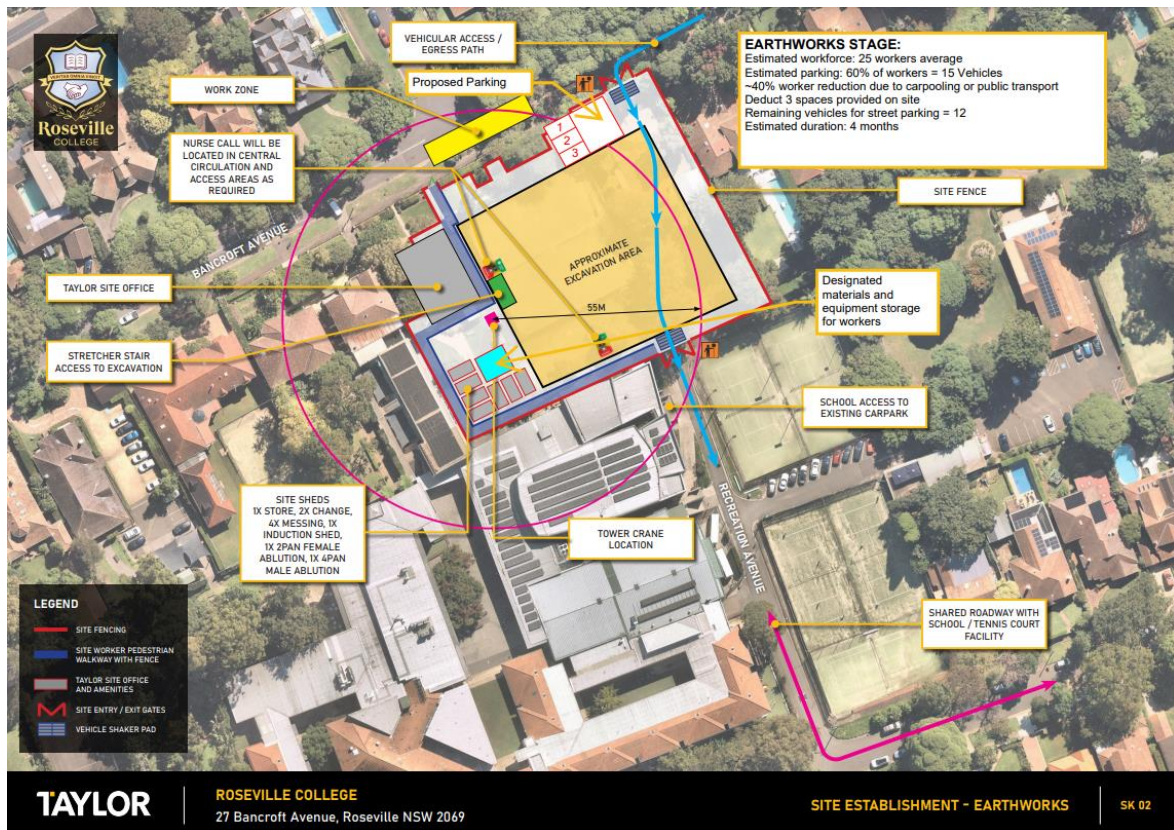
Sections of the footway along the development frontages may be required for short term closure during the construction process. The extent and timings will be determined during the CC process and traffic control, in accordance with the RMS Traffic Control at Works Sites, will be provided accordingly.

4.8 On-site Facilities

Subcontractors will be able to deliver materials and equipment to site through the designated work zone or the site drop-off area within the Bancroft Avenue frontage.

There will be storage and lock boxes provided on site for the tools to be stored daily. This will allow workers to catch public transport to site without their tools.

The arrangement of the site is illustrated in the following images presenting the Earthworks and Construction stages of the project.



4.9 Staff Parking

It is expected that there will be on average 35 on site at any given time. For exceptional significant events, such as significant concrete pours, the workforce could peak to 85 workers. There will be three formalised parking available within the site during the initial earthworks stage, which will be increased to six spaces during the primary construction stage. Some additional informal parking may be provided from time to time depending on the site constraints at each stage. All site personnel are to be advised that they are not to park in the on-street parking in the vicinity of the development site. For the purposes of this project we have nominated that no parking should occur within 300 metres of the site as shown in the following image.

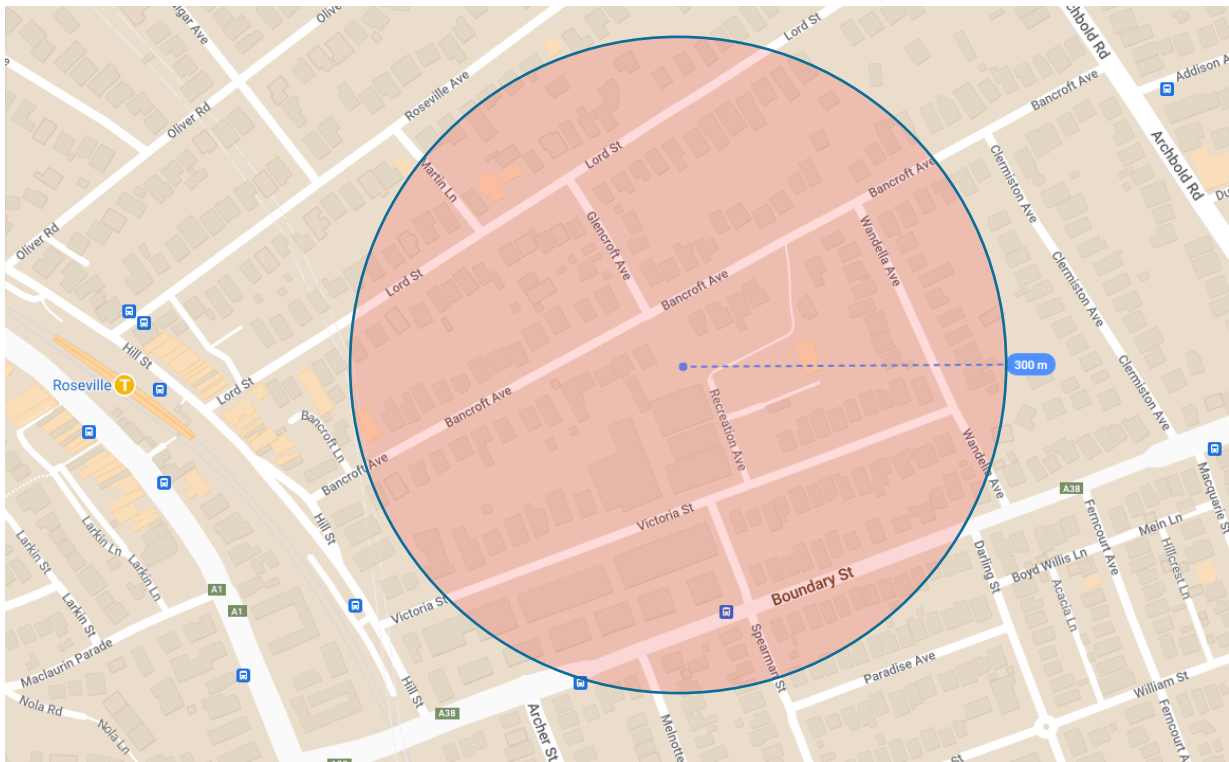


Figure 9 - 300m No Parking Zone

The prohibition of parking will be communicated to the subcontractors throughout the entire process. The subcontractor's scope of works will have the parking strategy in it which includes off limit areas. These same requirements will also be communicated in the subcontract itself, on site induction for all workers and through signage on site.

To minimise the required parking, the contractor will be encouraged to assist in the transportation of workers to the site. The following outlines the methods to be adopted to *"effectively manage and monitor construction parking issues that may occur"* :

- The parking restrictions and a public transport information pack is to be prepared and provided to all staff and contractors as part of the tender invitations and again at an induction, advising them of the public transport options available.
- Site personnel will be advised to car pool (where ever practicable). Carpooling can be encouraged in the tender interview process, as a part of a "transport information pack" and also input in the scope of works as a preferred method of transport over individual vehicle transport. Usually this would be limited to workers within the same subcontractor company as they consistently work on site at the same time.

- The parking restrictions and transport options will be discussed in the daily tool box talks.
- Monthly spot checks of the on-street parking activity by the contractor. Any non-conformances either through complaints or spot checks can be tracked in a register to identify patterns (i.e. repeat offenders) who can be addressed accordingly, and contractually.
- Consultation will be undertaken with the local community and complaints managed in accordance with the 'Approved Community Consultation Strategy' which has been prepared in accordance with Consent Condition B8 and approved by the Department on 10 June 2022 (ref: SSD-9912-PA-1).

It is noted that the Chatswood commercial centre includes a number of car parks that are available for use by the public in connection with the retail centres (Chatswood Chase, Westfield, Mandarin Centre etc.). we have considered these in our assessment of available parking and consider that they are not suitable due to the distance / time required to travel to the site and also that there is no formal instrument available for using parking that, while open to the public, is provided for the connected land-uses.

5. Management of Issues

This CWTS will form a contract document in the construction contract with the Principal Contractor engaged by the Applicant for the project. Implementation of this CWTS will form a part of the scope of work for the Principal Contractor which will include the preparation of the Transport Information Package which is to be included in further subcontract tenders and contracts.

The applicant will have mechanisms under the contract to issue cautions and to take actions against the Principal Contractor in the event of any single or ongoing non-compliance. Likewise, the provisions of this contract will translate into similar conditions in the contracts between the principal contractor and each subcontractor.

Any complaints received by the applicant, including from the local community, will be addressed using the complaint management process set out in the '[Approved Community Consultation Strategy](#)' which has been prepared in accordance with Consent Condition B8 and approved by the Department on 10 June 2022 (ref: SSD-9912-PA-1).

Any non-compliances or complaints will be reviewed at a monthly meeting between the Applicant and the Principal Contractor and actions and resolutions determined on a case-by-case basis.

If a new opportunity or deficiency in the CWTS is identified, then a revision to the CWTS will be prepared and submitted to the Department within 4 weeks.