



Construction Worker Transportation Strategy;

Epping West Public
School

For Hansen Yuncken c/o
Schools Infrastructure
16 September 2021

**parking;
traffic;
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Document Control

Epping West Public School, Construction Worker Transportation Strategy

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1. Introduction

1.1 Project Summary

ptc. has been engaged by Hansen Yuncken to prepare a preliminary Construction Workers Management Strategy (CWMS) associated with the proposed redevelopment and construction of Epping West Public School, located at 96-104 Carlingford Road, Epping NSW 2121.

This CWMS is prepared to address the SSDA Condition B18, as outlined below:

Condition B18

Prior to the commencement of construction, the Applicant must submit a Construction Worker Transportation Strategy to the Certifier. The Strategy must detail the provision of sufficient parking facilities or other travel arrangements for construction works in order to minimise demand for parking in nearby public and residential streets or public parking facilities. A copy of the strategy must be provided to the Planning Secretary for information.

The location of the site is shown in Figure 1.

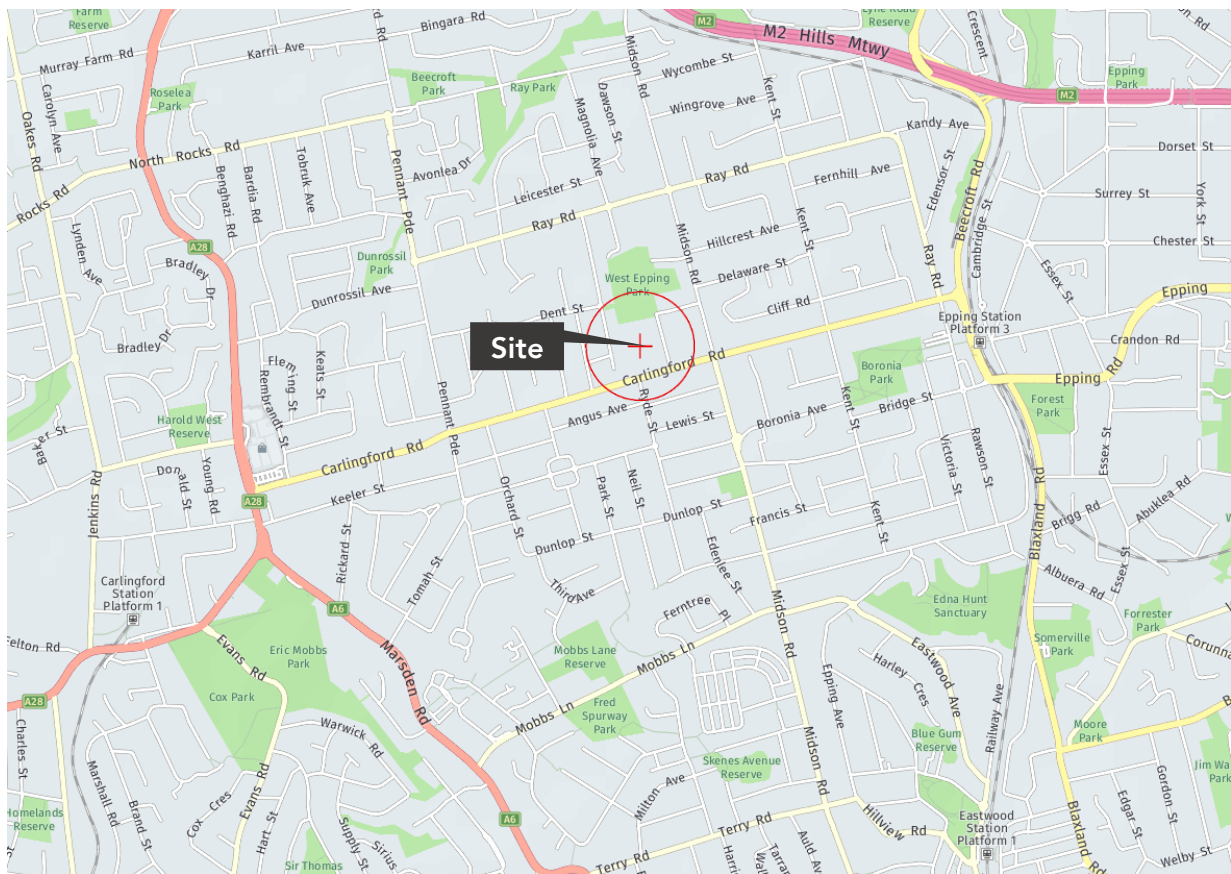


Figure 1 – Site Location (Source: HereWego Maps)

2. Background Information

2.1 Parking Facilities

Figure 2 shows nearby existing parking facilities within 1km radius – 2km radius catchments, where construction workers can transfer to connecting bus services to the construction site.

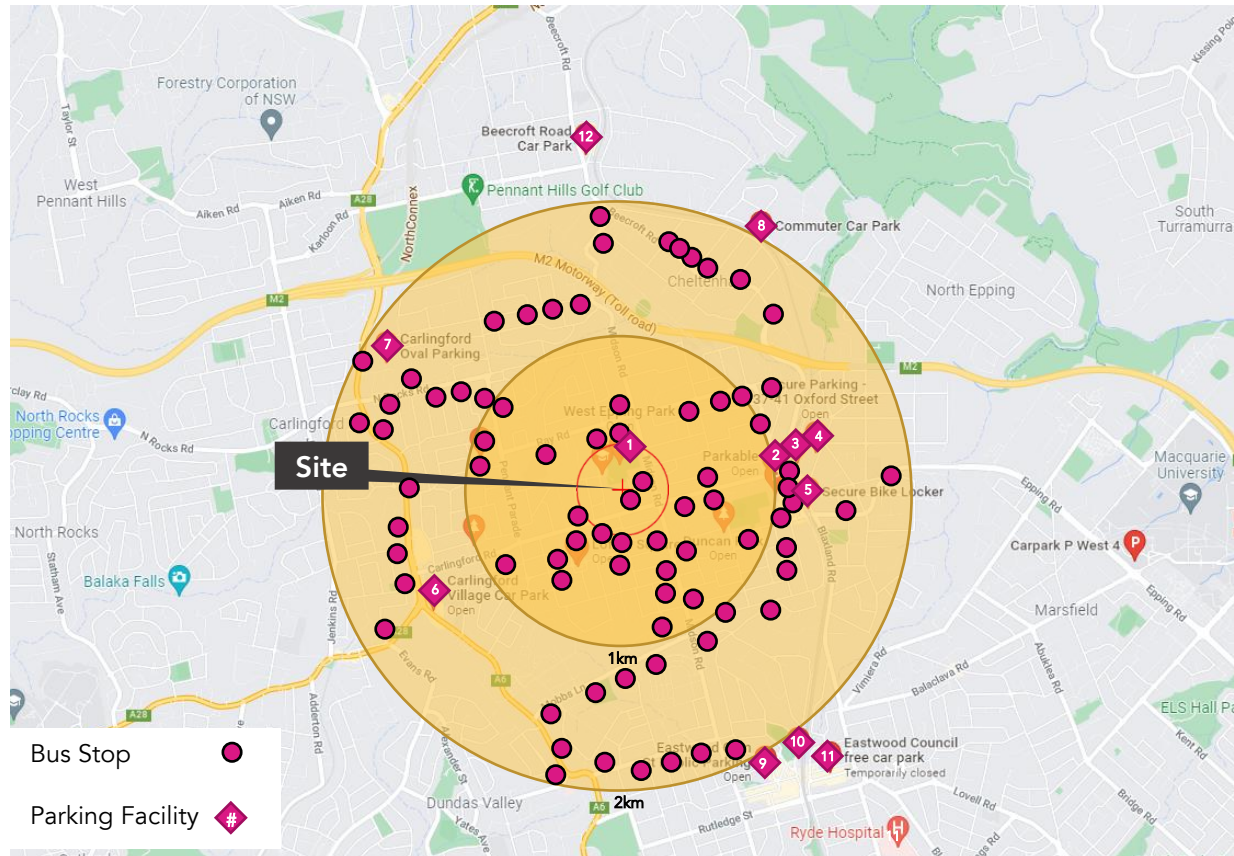


Figure 2 – Parking facilities surrounding the site within 800m – 2km radius catchments

With reference to the NSW Planning Guidelines for Walking and Cycling 2004, a catchment of up to 800m distance is considered a comfortable walking distance. For distances exceeding the 800m catchment (i.e. 1-2km radius illustrated above), public transport options in the vicinity will allow for travel mode changes (i.e. private vehicle to public transport) to access the construction site.

Table 1 below summarises the car parking facilities identified above and the opening hours and parking fees.

Table 1 – Summary of parking facilities in the vicinity of the site

Facility #	Catchment distance to Site	Description	Opening Hours	Parking Restrictions / Fees
1	Within 800m	West Epping Park	24 hours	Unrestricted off-street parking
2	Within 1km radius	Rawson Street Car Park	24 hours	2P Limit Per Day 9am – 5pm M-S
3	Within 2km radius	Epping Commuter On-Street Parking	24 hours	Free unrestricted on-street angled parking
4	Within 2km radius	Secure Parking – 37/41 Oxford St	24 hours	\$6 flat rate all day parking
5	Within 2km radius	Secure Bike Locker	24 hours	\$50 for 3 calendar months, \$100 for 6 calendar months, \$150 for 9 calendar months, \$180 for 12 calendar months
6	Within 2km radius	Carlingford Village Car Park	24 hours	Customer only uncontrolled parking
7	Within 2km radius	Carlingford Oval Parking	24 hours	Unrestricted parking
8	Within 2km radius	Cheltenham Commuter On-Street Parking	24 hours	Free unrestricted on-street angled parking
9	Just outside 2km radius	Eastwood Glen St Public Parking	24 hours	3P Limit 8:45am – 6pm Mon – Sun, 6pm – 9pm Thursday
10	Just outside 2km radius	Eastwood Commuter Car Park	24 hours	Free unrestricted off-street parking
11	Just outside 2km radius	Eastwood Council Free Car Park (Temporarily closed due to Covid-19)	24 hours	2P Limit 8:45am – 6pm Mon – Sat, 6pm – 9pm Thursday
12	Just outside 2km radius	Beecroft Road Council Car Park	24 hours	Limited time free parking

2.2 Public Transport

The locality has been assessed in the context of available forms of public transport that may be utilised by prospective staff and visitors. When defining accessibility, the NSW Guidelines to Walking & Cycling (2004) suggest that 400m-800m is a comfortable walking distance.

The area of comfortable walking distance is shown in Figure 3.

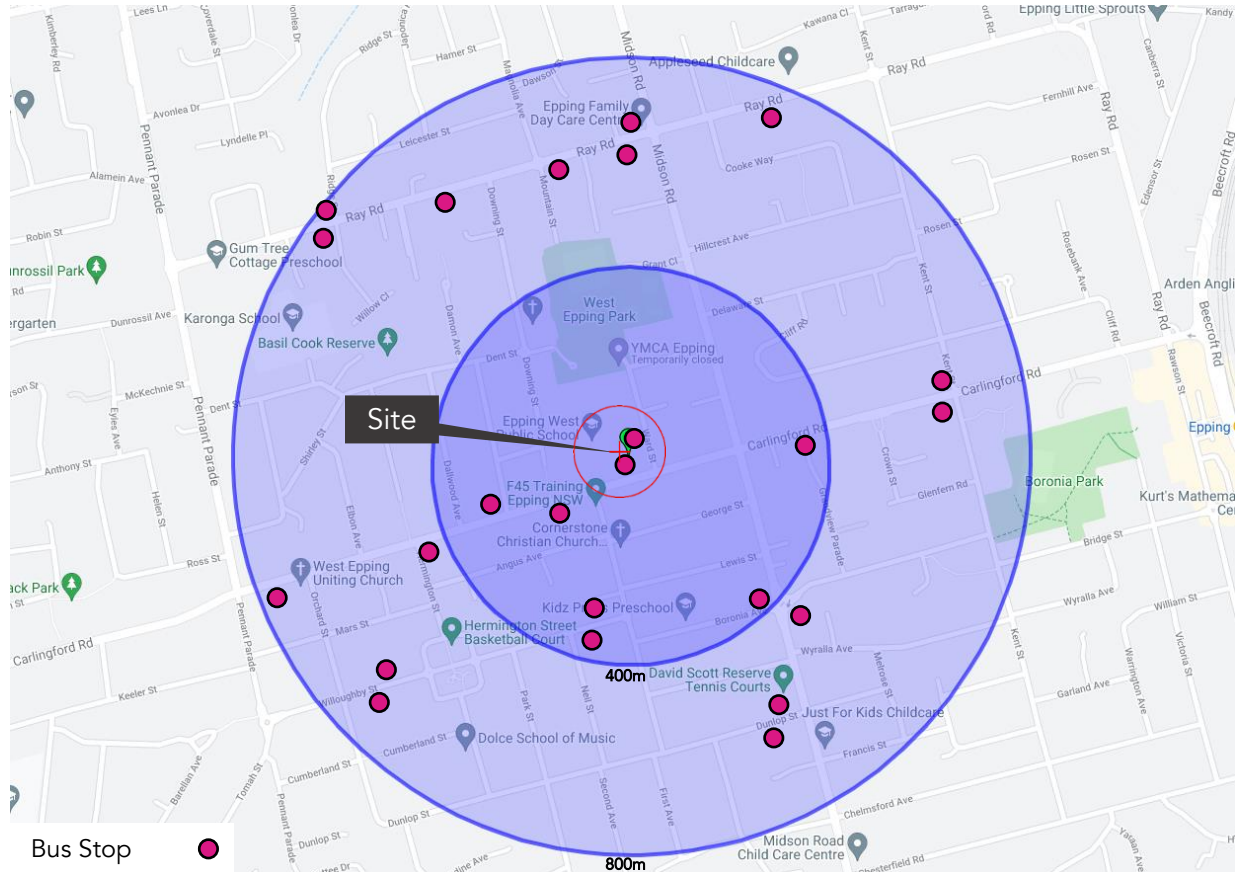


Figure 3 - Public Transport Accessibility (Source: Nearmap)

2.2.1 Train Services

The nearest railway station to the subject site is Epping Train and Metro Station, which is approximately 1.6-km to the east. The services available within Epping Station are summarised below:

- T9 Northern Line – Hornsby to North Shore via City
- CCN Central Coast & Newcastle – Newcastle to Central via Strathfield or Gordon
- Metro North West Line – Chatswood to Tallawong

Although Epping Station is located outside of comfortable walking distance (400m – 800m) as suggested by the NSW Guidelines of Walking and Cycling (2004), transport mode change opportunities with bus services are available for commuters travelling by public transport to the site.

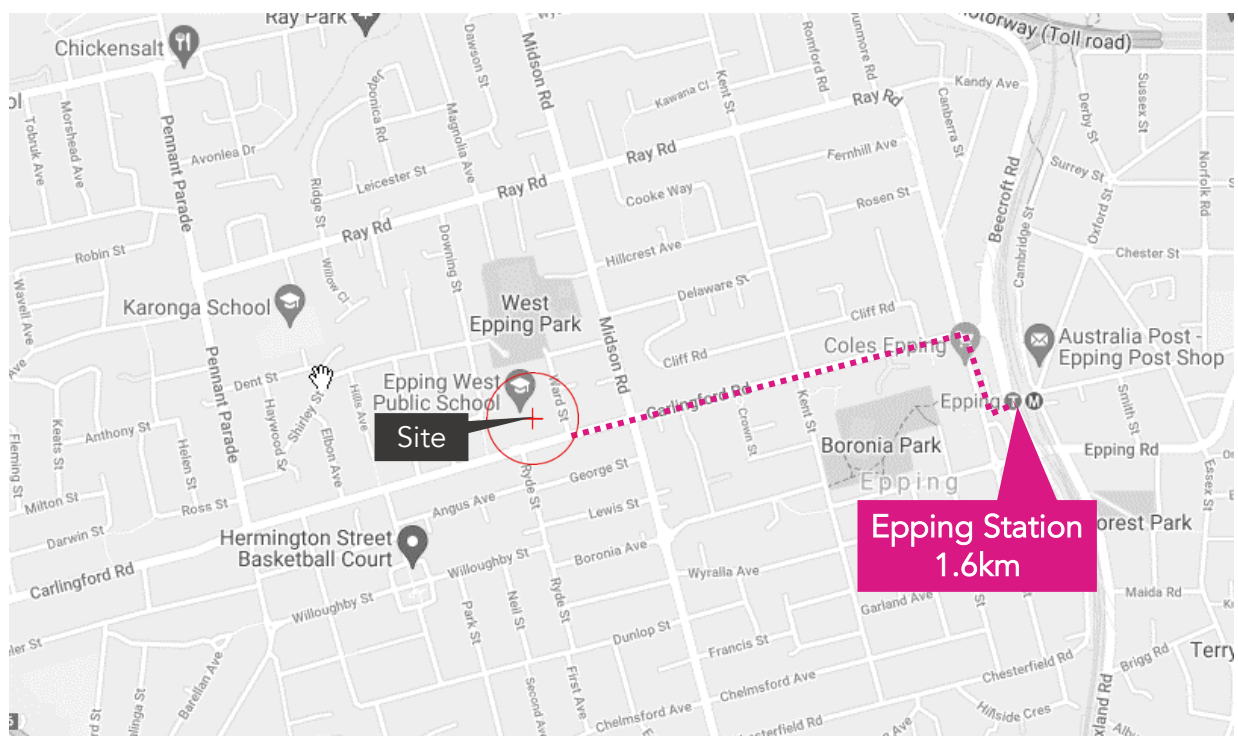


Figure 4 - Access to Epping Station

2.2.2 Bus Services

The subject site is well serviced with multiple bus stops within a comfortable walking distance. A summary of the available bus routes that service the site is shown in Table 2.

Table 2 - Bus Route Summary

Bus Route	Coverage (to and from)	Service Frequency
630	Blacktown – Epping	Weekdays: AM/PM peak – every 30 minutes Off Peak – every 1hr Saturday: No service available Sunday and public holidays: No service available
550	Macquarie Park to Parramatta via Epping	Weekdays: AM/PM peak – every 10 minutes Off Peak – every 20 minutes Saturday: Every 20 minutes Sunday and public holidays: Every 20 minutes
546	Parramatta to Epping via Oatlands & North Rocks	Weekdays: AM/PM peak – every 30 minutes Off Peak – every 1 hour Saturday: Every 1 hour Sunday and public holidays: Every 1 hour
549	Parramatta to Epping via North Rocks	Weekdays: AM/PM peak – every 15 minutes Off Peak – every 1 hour Saturday: Every 1 hour Sunday and public holidays: Every 1 hour
541	Eastwood to Epping	Weekdays: AM/PM peak – every 30 minutes Off Peak – every 1 hour Saturday: No service available Sunday and public holidays: No service available

2.2.3 Active Transport

It is noted that partial low and moderate difficulty on-road cycling infrastructure are currently available within the vicinity of the site as shown in Figure 5. However, given the location of the construction site, it is anticipated that users of the development will predominantly travel to/from the Site via private vehicles connecting to public or active transport modes.

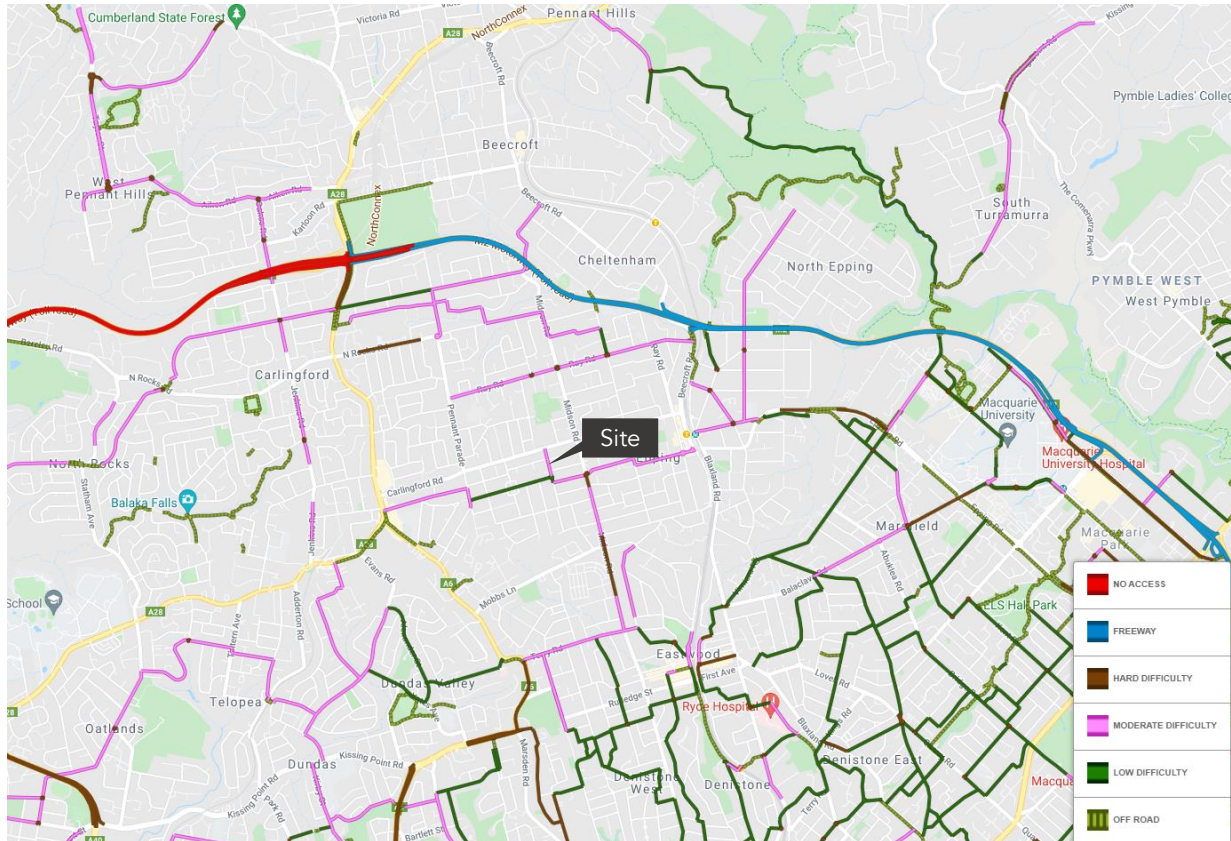


Figure 5 - Cycling Infrastructure (Source: RMS Cycleway Finder)

3. Construction Worker Transportation Strategy

3.1 Modes of Travel

A peak of approximately 50 workers is anticipated to work on site at any one time. The following summarises the transportation strategies for construction workers travelling to the site via different modes of travel.

3.1.1 Private Vehicle

It is anticipated that construction workers will most likely travel by private vehicle, which will serve as the predominant transportation mode in comparison to public transport (i.e. train or bus) or active transport (i.e. walking and cycling). Further, the current Covid-19 pandemic has also driven travel modes to skew toward private vehicle travel, comprising a higher percentage than a typical non-pandemic scenario.

Figure 2 and Table 1 presented in Section 2.1 summarises the available parking facilities within approximately 2km radius from the construction site. However, it is noted that only parking facilities no. 1, 3, 4, 7, 8 and 10 (see Table 3 below) will become parking options for construction workers due to free or low cost flat rate unrestricted parking.

Table 3 – Parking facility options for construction workers

Facility #	Location	Description	Opening Hours	Parking Restrictions / Fees
1	Within 800m	West Epping Park	24 hours	Unrestricted off-street parking
3	Within 2km radius	Epping Commuter On-Street Parking	24 hours	Free unrestricted on-street angled parking
4	Within 2km radius	Secure Parking – 37/41 Oxford St	24 hours	\$6 flat rate all day parking
7	Within 2km radius	Carlingford Oval Parking	24 hours	Unrestricted parking
8	Within 2km radius	Cheltenham Commuter On-Street Parking	24 hours	Free unrestricted on-street angled parking
10	Just outside 2km radius	Eastwood Commuter Car Park	24 hours	Free unrestricted off-street parking

Parking facility 1 at West Epping Park is the closest off-street parking available for construction workers within comfortable walking distance. Though these parking spaces do not provide direct access to the site without crossing through the school, it is anticipated this is likely a suitable option due to decreased parking demand associated with West Epping Park due to the current Covid-19 pandemic.

Epping, Eastwood and Cheltenham Train Stations (parking facilities no. 3, 8 & 10) have all day free unrestricted commuter car parking that will likely be options for construction workers travelling to the

construction site to park in. Construction workers can then transfer to bus services to travel to the construction site.

As the anticipated number of construction workers are quite low, carpooling would also typically be encouraged (if considered acceptable and/or safe under advice from the Government, due to the current Covid-19 pandemic), where construction workers living within close proximity can consider.

3.1.2 Public Transport

As discussed in Section 2.2, Epping Station is the closest train station to the construction site, with various bus services also servicing the Site. Construction workers residing close to a train station are encouraged to travel to Epping Station and transfer to a connecting bus service to the Site.

Construction workers residing close to bus stops with bus services travelling to the vicinity of the site are also encouraged to travel to the site by public transport.

3.1.3 Active Transport

Secure Bike Lockers are available at Epping Train Station (parking facility no. 5), for cyclists to book and store bicycles at. Construction workers utilising this bicycle storage facility then can transfer to bus services to travel to the construction site.

Further, construction workers living within 400-800m radius to the construction site are encouraged to travel to the site by walking. Despite Epping Station being located approximately 1.6km away, walking to the site after alighting from a train service at Epping is also an option for construction workers to access the site.

3.2 Staff Induction

All staff and subcontractors engaged on site will be required to undergo a site induction. The induction will include permitted access routes to and from the construction site for all vehicles, as well as standard environmental, OH&S, driver protocols and emergency procedure. Additionally, the lead contractor will discuss TMP requirements regularly as part of toolbox talks and advise workers of public transport and carpooling opportunities.

Parking along the site frontage (particularly Ward and Lilli Pilli Street) and within close proximity to the site is not permitted. Head contractor is to undertake measures to deter construction workers to do so (i.e. recording number plates and issuing warnings, as required). Daily checks are to be conducted by the head contractor to enforce these conditions to ensure they are adhered to, as a condition of working on the construction site.

Refer to the Construction Traffic and Pedestrian Management Plan (CTPMP) for more information and the Drivers Code of Conduct that will be issued to all staff at the site induction.

4. Summary

This Construction Workers Transportation Strategy has been prepared for the travel of construction workers to undertake redevelopment construction works located at 96-104 Carlingford Road, Epping. This report outlines the transportation strategies for construction workers, outlining available transportation modes available in the vicinity of the site for private car travel, public and active transport options.

It is anticipated that this strategy provides sufficient transportation options for construction workers to avoid private car travel to the construction site due to the insufficient parking availability on site.

Appendix E TGS



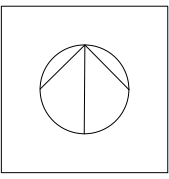
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REV	DATE	COMMENT / DESCRIPTION	DRAWN	REVIEWED
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PROJECT
EPPING WEST REDEVELOPMENT CTMP

DRAWING TITLE
Traffic Guidance Scheme (TGS) 1

CLIENT	HANSEN YUNCKEN
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PROJECT #	21-3166
SCALE	1 : 1000 @ A3

CONSTRUCTION

REV 1