

Construction Worker Transportation Strategy

Wee Waa High School

Prepared for Built / 07 February 2023

211022 TAAF

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1.0 Introduction

1.1 Overview

TTW has been engaged by Built to provide a Construction Worker Transportation Strategy for the construction of a new high school within Wee Waa.

The proposed works involve the construction of a new high school with a capacity of 200 students (up to 300 future expansion) in a two-storey building, an Indigenous learning centre, sporting fields and associated civil and utilities works.

1.2 Conditions of Consent

The project was approved under SSD-21854025. Condition B32 of the development requires the following to be detailed within this Construction Worker Transportation Strategy:

Condition	Reference
<p>B32. 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 workers in order to minimise demand for parking in nearby public and residential streets or public parking facilities. The Strategy must include measures to restrict worker parking to the north of Mitchell Street in order to minimise impacts on the operation of the existing Wee Waa Public School and temporary high school's pick-up/drop and bus zones. A copy of the strategy must be provided to the Planning Secretary for information.</p>	<p>Site location and surrounding road network – refer to Section 2.1 and Section 2.2</p> <p>Existing public transport routes and frequency – refer to Section 2.4.</p> <p>Key management stakeholders to implement the strategy – refer to Section 3.0.</p> <p>Construction worker parking details including worker numbers, on-site parking availability and off-site parking availability – refer to Section 4.0.</p> <p>Travel arrangements for workers – refer to Section 5.1.</p> <p>Parking arrangements for workers – refer to Section 5.2.</p> <p>Monitoring program to ensure the Strategy is being effectively implemented – refer to Section 6.0.</p>

2.0 Existing Conditions

2.1 Site Location

The site is located centrally within Wee Waa, within Narrabri Local Government Area. The site has a frontage to Mitchell Street along the southern boundary, Charles Street along the western boundary, George Street along the eastern boundary, and residential lots to the north.

The current Wee Waa High School is temporarily co-located with Wee Waa Public School across Mitchell Street to the south.

Currently, the subject site comprises of an undeveloped greenfield site as shown in Figure 2.1.



Figure 2.1: Existing Site

2.2 Road Network

2.2.1 State Roads

Mitchell Street forms a connection between the eastern and western sections of the Kamilaroi Highway as it passes through the suburb of Wee Waa. The road is a two-lane roadway providing service both directions (one lane each). The road is subject to School zones just prior to the intersection with George Street travelling westbound and runs until just after the Church Street Intersection. Due to it serving as an extension of the Kamilaroi Highway, the road experiences steady road train movements and thus harvester and oversize vehicles require access to Mitchell Street. These movements peak during harvest season, but otherwise are relatively evenly spread once every 10-15 minutes during morning peak.

Narrabri Shire Council has recently constructed traffic calming measures adjacent to Dangar Park on Mitchell Street to slow vehicles through this area and increase safety to students.

2.2.2 Local Roads

Cowper Street is a two-lane roadway running parallel south of Mitchell Street and services travel in both directions. Parking is limited immediately adjacent to the school on the north end during school hours to service bus and pick up services. Parking on the southern side is unrestricted 45-degree angled to the flow of traffic.

Church Street is a two-lane roadway running perpendicular to and intersecting both Mitchell Street and Cowper Street to the west of the existing school site and south of the new school site. The roadway services traffic flowing both directions and is divided along the majority of its run by planted median strips. Street parking is available on both sides at 45-degree angles to the flow of traffic south of Cowper Street, or parallel to the kerb north of Cowper Street.

George Street is a two-lane roadway running perpendicular to and intersecting both Mitchell Street and Cowper Street to the East of the existing and proposed site. The roadway services traffic flow in both directions and contains no lane division markings aside from near traffic control measures such as intersections and the school crossing. A student crossing is present, joining the school to the adjacent Dangar Park. Parking is restricted in proximity to the school crossing during morning and afternoon peak school hours but features unrestricted 45-degree angle parking in the direction of traffic flow outside these zones.

Charles Street is a two-lane roadway running perpendicular to and intersecting Mitchell Street to the west of the proposed site. The roadway services traffic flow in both directions and contains no traffic control measures or line markings north of Mitchell Street.

2.3 Active Transport

2.3.1 Walking

A number of the surrounding roads do not contain formal pedestrian footpaths. There are no formal footpaths immediately adjacent to the site.

Narrabri Shire Council have recently completed kerb blistering on Mitchell Street adjacent to Dangar Park which is intended to provide traffic calming and also a shorter crossing distance.

2.3.2 Cycling

Cyclist infrastructure in and around the site area is minimal. Roadways do not contain designated cycling lanes for cyclist use which results in safety concerns, especially along Mitchell Street where high movements of Road Train Vehicles are common.

2.4 Public Transport

Currently there are school bus services to Cowper Street near to the site. There are limited coach services that connect Wee Waa to Narrabri on Monday and Friday as follows:

- The 331 route provides services from Narrabri to Wee Waa at 6:10am and 7:30am on Monday mornings.
- The 333 route provides services from Narrabri to Wee Waa at 5:05pm on Mondays and the 335 route provides a 5:05pm service on Fridays.
- The 332 route provides an afternoon service on Mondays from Wee Waa to Narrabri at 5:45pm.
- The 336 route provides an afternoon service on Fridays from Wee Waa to Narrabri at 7:05pm.

2.5 Car Parking

There is no existing car park on the site of the proposed works.

3.0 Key Management Stakeholders

3.1 Built

Built is responsible for the management of workers associated with the site and the implementation of:

- This plan
- The Construction Traffic and Pedestrian Management Sub Plan
- The Traffic Guidance Scheme

All staff are required to be provided with sufficient training to enable them to abide by the above documents. As part of staff induction process, workers are to be familiarised with this plan and their requirements detailed within.

3.2 Narrabri Shire Council

If required, Narrabri Shire Council can be contacted to discuss matters within the local road network. Any local events within Wee Waa that may impact availability of on street parking should be discussed with Narrabri Shire Council.

3.3 Transport for New South Wales

As the site is located adjacent to a state classified road (Mitchell Street), any impacts to operation of Mitchell Street should be done under consultation with TfNSW.

4.0 Construction Worker Parking

4.1 Construction Program and Workforce Numbers

The construction program for the works is as detailed in the table below:

Activities	Schedule (approx.)	Workforce
Earthworks and In Ground Substructure	Late October 2022 to December 2022	25-30 workers
Super Structure	November 2022 to February 2023	30 workers
Fit-out and Commissioning	Mid December 2022 to March 2023	40-50 workers

4.2 Hours of Operation

The hours of operation for construction activities are conditioned to the following:

- Monday to Friday 7am to 6pm
- Saturday 8am to 1pm
- Sunday and public holidays None

Vehicle movements are to be scheduled outside road network peak periods where possible, other than necessary deliveries.

It should be noted that no construction deliveries will be made outside of construction hours.

4.3 On Site Parking

It is not anticipated that significant on site parking will be available for construction workers. The majority of workers will be required to park on the street.

4.4 Off Site Parking

No contractor parking is to occur within the existing school pick up and drop off zone, and contractors are not to park on Mitchell Street as shown in Appendix A.

There are an estimated 28 spaces immediately adjacent to the site boundary on the eastern kerbside of Charles Street, with a further 20 spaces on the western kerbside adjacent to a vacant lot. There are also approximately 14 spaces available on George Street immediately adjacent to the site on the western kerbside.

As these spaces are adjacent to either vacant lots or the site itself it will have limited impacts to local residents in the area.

5.0 Construction Worker Parking Strategy

5.1 Travel Arrangements for Construction Workers

As public transport services do not operate daily, it is unlikely that construction workers will travel to and from the site by public transport.

Workers shall be encouraged to use alternative transport options (such as carpooling) and be mindful of noise when accessing the site and arriving and leaving the site outside of the construction hours. Encouragement of these alternative transport modes will be included in toolbox talks conducted on site.

5.2 Parking Arrangements for Construction Workers

As noted in Section 4.3 and Section 4.4, construction workers are not to park on Mitchell Street and instead are to park on street at the kerbside adjoining the site on Charles Street and George Street.

6.0 Monitoring Program

Review of contractor compliance with this plan is the responsibility of Built. It is recommended that an audit of contractor parking locations be completed on a monthly basis to review compliance with the transportation requirements of this plan.

Communication between Built and the existing school site will be maintained to ensure any contractor parking adjacent to the existing school site is reported to Built and the offending vehicle immediately relocated.

Appendix A

Construction Worker Transportation Strategy Schematic

Construction Worker Transportation Strategy



Carpooling: Reduce single-occupancy car trips. Carpooling will be organised through notice boards on the construction site. Built is responsible to organise this option.



Cycling: While there are no formal cycleways near the site, surrounding residential roads are generally flat. Workers living within Wee Waa may be able to cycle to the site.



Walking: Surrounding residential roads are generally flat with some formal footpaths provided. Workers living within Wee Waa can walk to the site.



Bus: There are limited coach services from Burren Junction and Narrabri to Wee Waa on Mondays.



Parking: Construction workers are required to park on George Street and Church Street to avoid impacting the operation of Wee Waa Public School and the current Wee Waa High School. Suggested parking zones have been provided to prevent impact on adjacent residents.



