

Greenwich Hospital Proposed Seniors Health Campus

97 – 115 River Road, Greenwich

Appendix J - Green Travel Plan

Ref: 20352

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1.0 Introduction

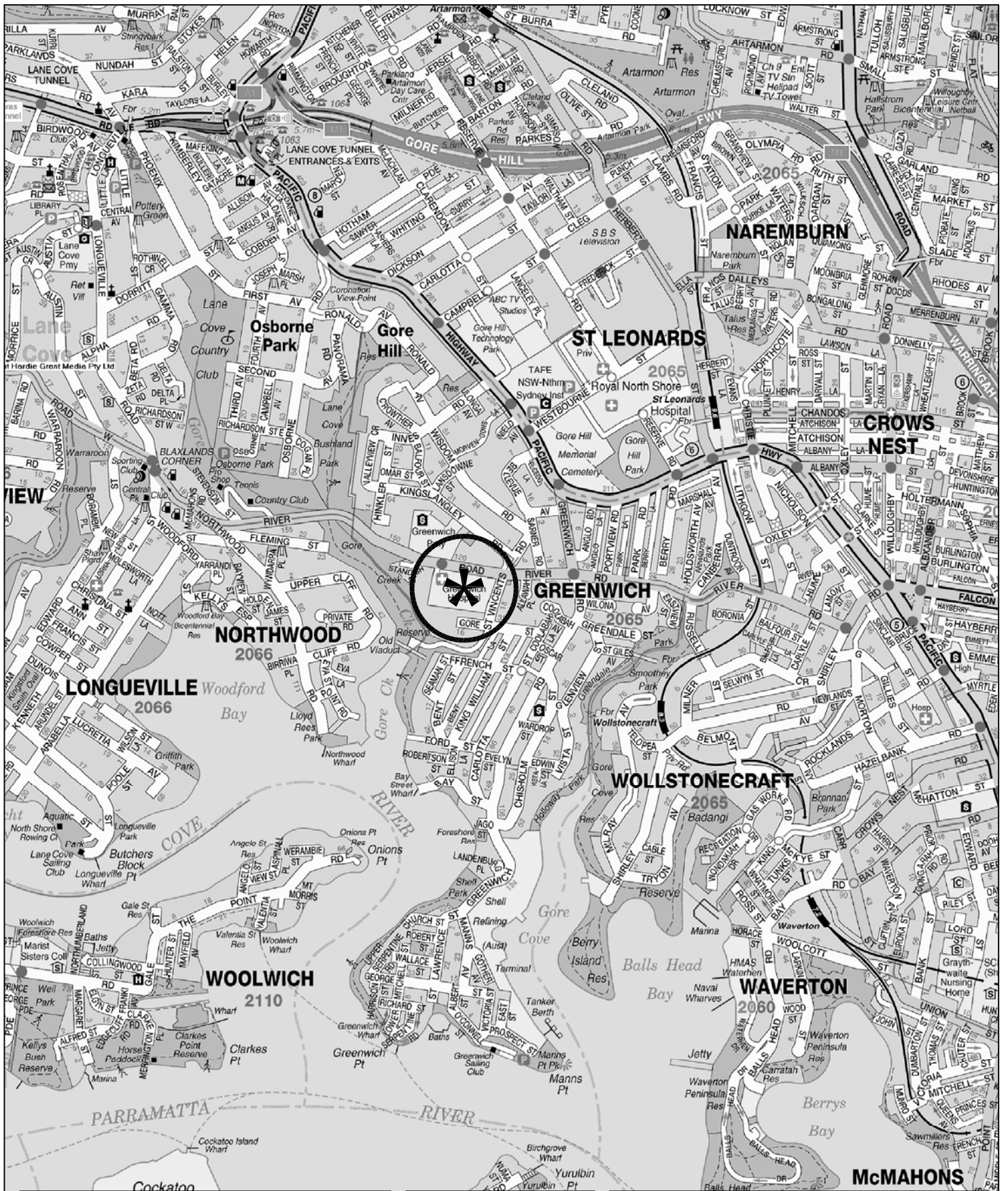
This Green Travel Plan (GTP) has been prepared to supplement an SSD Application for redevelopment of the existing Greenwich Hospital in River Road, Greenwich (Figure 1).

The subject proposal is for the detailed design and construction of the facility following its concept approval under SSD-8699, specifically, SSD-13619238 seeks approval for the following:

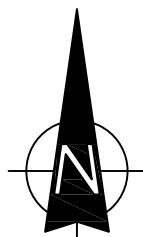
- ❖ demolition of the existing hospital building and associated facilities at the site;
- ❖ construction of a new hospital facility and intergrated healthcare campus comprising of hospital, residential aged care, seniors housing, overnight respite, comprising:
 - a new main hospital building up to RL 80.0;
 - two new seniors living buildings, Nth to RL 56.36, Sth to RL 60.65.
 - a new respite care building up to RL 56.9.
- ❖ construction of associated site facilites and services, including pedestrian and vehicular access and basement parking;
- ❖ site landscaping and infrastructure works; and
- ❖ preservation of Pallister House which will continue to host dementia care and adminstrative functions

The GTP is intended to:

- ❖ inform future staff and visitors of the available transport options, including sustainable travel infrastructure.
- ❖ develop a guideline and strategy for the Travel Coordinator to manage the transport needs of staff, patients, residents and visitors.



LEGEND



LOCATION

FIG 1

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- ❖ identify potential strategies that may encourage reduced use of private motor vehicles and provide viable alternatives to discourage single-occupant motor vehicles.
- ❖ establish a monitoring strategy to track the performance of the policy and programs prepared as part of the GTP.

The GTP is site-specific and is designed to reduce the impact of the development by maximising the use of sustainable travel modes. It highlights and promotes a range of actions and incentives to increase the uptake of walking, cycling, public transport and carpooling to reduce dependency on single-occupant private vehicles.

2.0 Proposed Development

2.1 Site, Context, and Existing Use

Greenwich Hospital (Figure 2) was established in 1966 and is a consolidation of Lots 3 & 4 in DP584287 which occupy an irregular shaped area of some 3.37ha located on the southern side of River Road adjacent to Gore Creek Reserve.

The surrounding landuses comprise medium/large single dwelling residential properties while other significant uses in the vicinity include:

- ❖ Greenwich Public School which is situated directly opposite the site on the northern side of River Road
- ❖ Lane Cove Country (Golf) Club located a short distance to the west of the site
- ❖ Royal North Shore Hospital Precinct located to the north-east of the site.

The existing Hospital, which functions as part of the Northern Sydney Area Health Service provides inpatient aged care and rehabilitation with an integrated day therapy and home based rehabilitation service, inpatient palliative care services and day respite services as well as psycho geriatric assessment and inpatient care. The various services provided by the Hospital are located in a number of buildings which have been erected in a fragmented fashion throughout the site.

The Hospital has 74 beds and staff are rostered on over 3 shifts per day with a maximum day shift of 26 specialists and 75 staff. Visiting hours are generally unrestricted although it is preferred that visitors limit attendance to between 10.00am – 10.00pm.

Carparking is provided in the form of (designated) parking bays and informal areas located throughout the site accommodating some 130 cars.

Vehicle access comprises, a traffic signal controlled entry/exit connection to River Road at the western site boundary, a combined entry/exit driveway on St Vincents Road and another access driveway on River Road towards the centre of the frontage.

2.2 Proposed Development

The proposed development involves a 5 stage process which will permit the existing Hospital activities to continue to function throughout the construction process. The proposed development stages comprise:

Stage 1 Early Works

Infrastructure works

Stage 2 Hospital Building

Demolition of eastern wing of existing hospital, demolition of Bluegum Lodge and construction of the new hospital building

Stage 3 Seniors Living South

Demolition of the remaining existing hospital building and Riverglen and construction of the southern Seniors Living building

Stage 4 Seniors Living North

Construction of the northern Seniors Living building

Stage 5 Respite

Construction of the Respite building

The completed development will comprise:

- ❖ the new Hospital RACF complex on the eastern part of the site with:
 - Staff (administration) 60
 - Specialists 56
 - Sub-acute hospital with 65 inpatient beds and 25 staff
 - 12 Consulting Rooms staff included above
 - RACF with 65 beds and 15 staff
 - Respite with 10 beds and 6 staff
 - Ancillary elements (café etc.)
 - maximum day time shift 174
 - Porte cochere and short term parking
 - Basement parking

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The vehicle access arrangements will largely remain as existing although the driveway near the centre of the River Road frontage will be modified and limited to left turn IN/OUT only (apart from emergency vehicles). The hospital porte cochere will connect to this access and there will be a revised internal circulation roadway with connections to the various parking areas and loading dock. Importantly, interconnection will enable all vehicles to utilise the traffic signal controlled access point on River Road.

Details of the proposed development scheme are provided on the plans prepared by Bickerton Masters which accompany the Application and are reproduced in part in Appendix A.

3.0 Active Transport

3.1 Public Transport

Bus

The Route 261 and 265 bus services provide access to railway stations and interchange with other bus services (particularly those that operate along the Highway and at the railway stations). The Route 261 service operates along River Road between Lane Cove and the City via Longueville, Northwood and Crows Nest and North Sydney. This route operates as a 6 days per week service with a number of weekday services extending to Chatswood. Bus stops are provided on either side of River Road adjacent to the Hospital's signalised access and also in the vicinity of St Vincents Road.

The Route 265 service operates along Greenwich Road and River Road (part) connecting between Lane Cove and McMahons Point via St Leonards, Crows Nest and North Sydney. This service operates on a full time basis on weekdays and daytime on Saturdays and bus stops for this service are located either side of St Vincents Road at the River Road intersection.

Details of these services are provided in Appendix B.

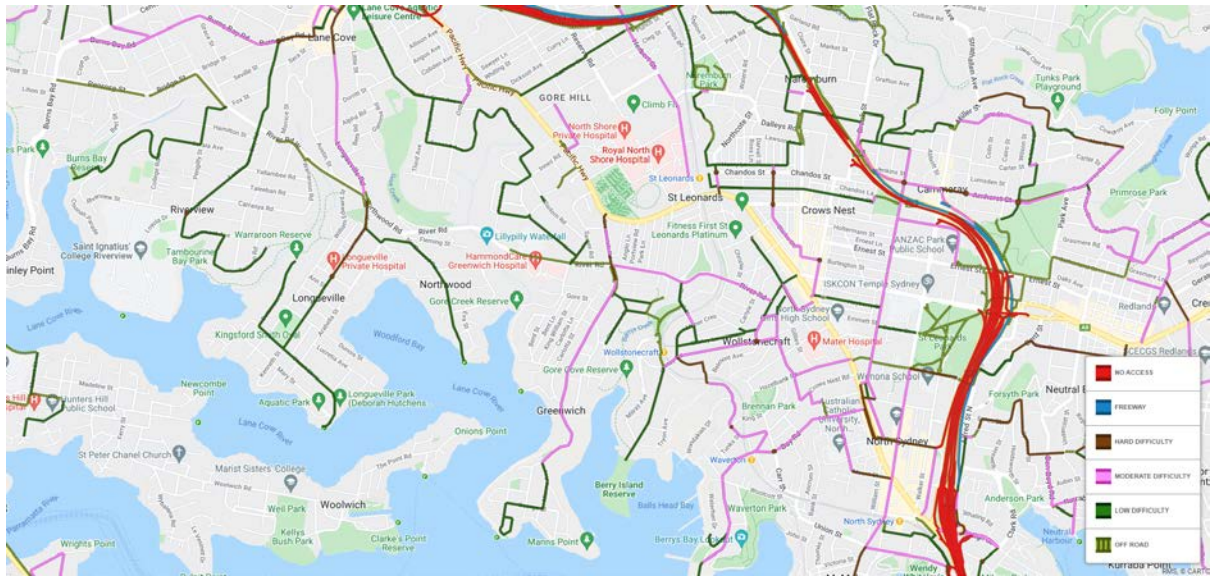
3.2 Walking and Cycling Facilities

Pedestrian facilities at the site include:

- the signalised pedestrian crossing at the site access along River Road
- marked footcrossing across St Vincents Road
- foot paths along the River Road and Greenwich Road
- traffic signal-controlled crossings at the River Road/Greenwich Road intersection

Provision for cyclists at the site is provided via the existing cycle network (see details overleaf).

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Source: Transport for New South Wales

4.0 Road Network and Traffic Conditions

4.1 Road Network

The road network serving the site (Figure 3) comprises:

- ❖ *Pacific Highway* – a State Road and arterial route providing the major north/south connection between Sydney and Hornsby
- ❖ *River Road* – a Regional Road and sub-arterial route which connects between Longueville and Crows Nest
- ❖ *Greenwich Road* – collector route which links to the Pacific Highway
- ❖ *St Vincents Road* – a local access road which connects across River Road

4.2 Traffic Controls

The existing traffic controls which have been applied to the roads in the vicinity of the site (Figure 4) include:

- ❖ the traffic signals at the River Road/Greenwich Road and Pacific Highway/Greenwich Road intersections
- ❖ the traffic signals on River Road at the main Hospital access (see details overleaf)
- ❖ the 50 kmph speed limit on St Vincents Road and River Road where there is a section of 40 kmph School Speed Zone in the vicinity of the Public School
- ❖ the GIVEWAY signage at the River Road and St Vincents Road intersection and pedestrian crossing over the northern side of St Vincents Road
- ❖ the BUS ZONES (with shelters) on each side of River Road adjacent to traffic signal controlled access and at St Vincents Road

4.3 Traffic Conditions

An indication of the existing traffic conditions in the vicinity of the site is provided by data published by the TfNSW and surveys undertaken as part of this study. The data published by the TfNSW is expressed in terms of Annual Average Daily Traffic (AADT) and the most recent available data is summarised in the following:

Location	AADT
River Road east of St Vincents Road	26,798
Pacific Highway north of Westbourne Street	41,595

Whilst reduced traffic movements due to COVID had almost returned to normal in May 2021, there was still an element of “work from home” and therefore to present a robust assessment the 2017 through volumes with +10% have been adopted as follows:

	AM	PM
River Road Eastbound	1,740	890
River Road Westbound	880	1,400

It is noted that the traffic count locations experience slightly different peak hours. By combining the hourly totals, the peak morning hour occurs between 8am – 9am and the peak afternoon hours occurs between 5pm – 6pm. The proposed development impacts will be assessed against these hours.

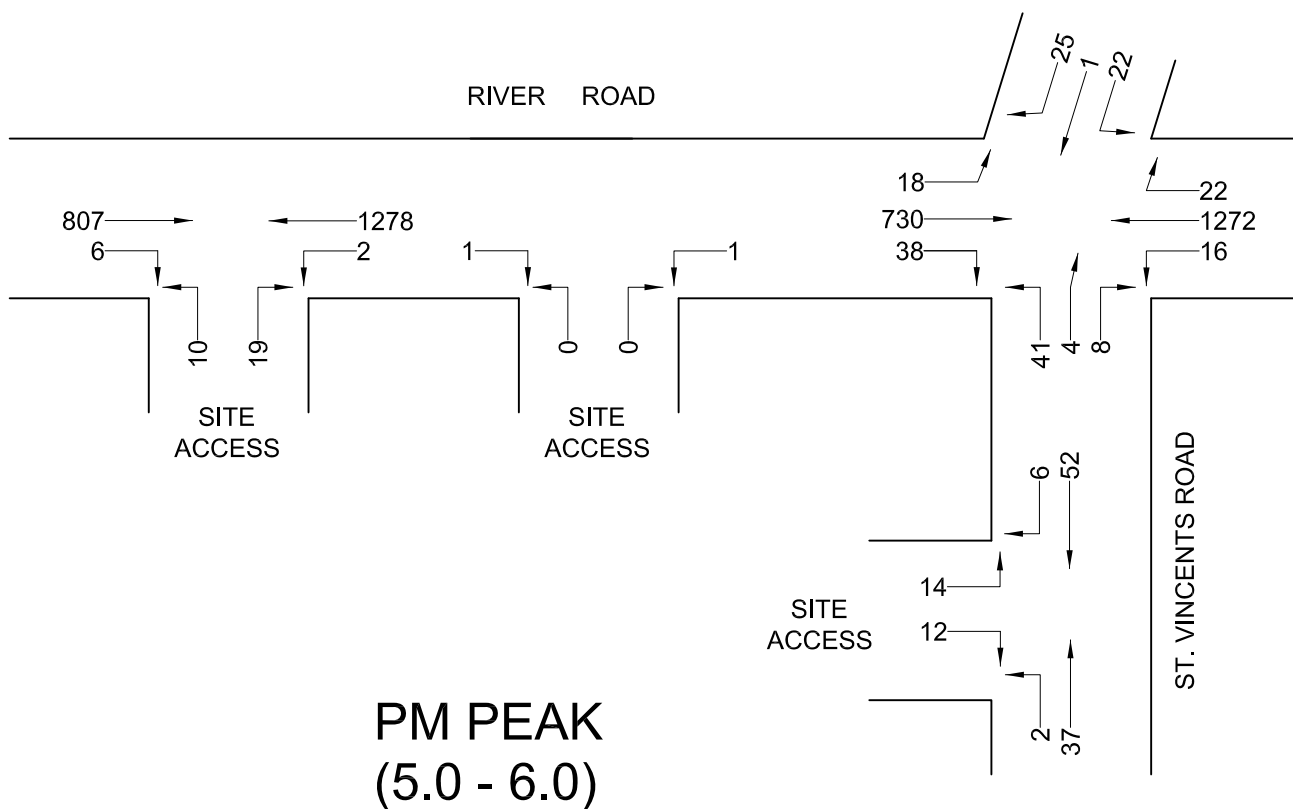
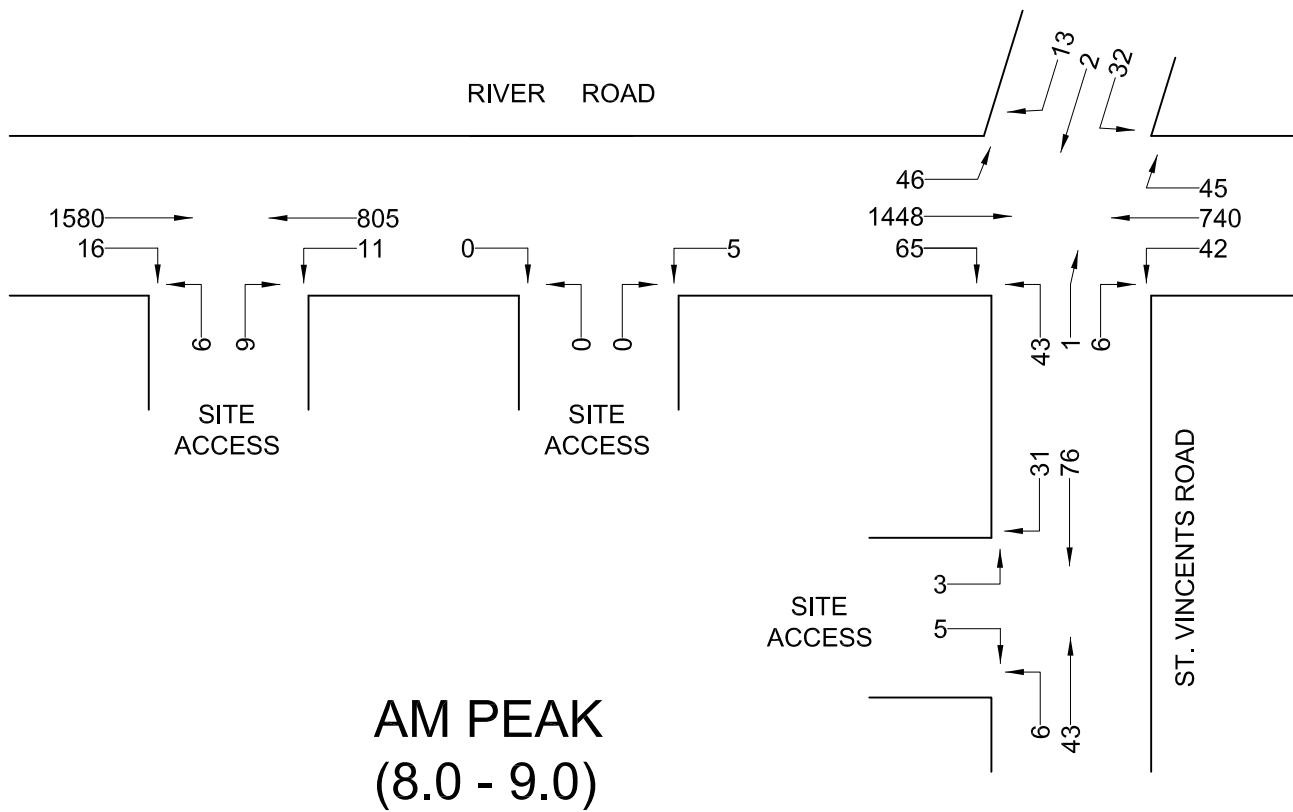
AM peak hour	Combined Volumes	PM peak hour	Combined Volumes
7:00 – 7:15	6,492	4:00 – 5:00	5,933
7:15 – 8:15	7,180	4:15 – 5:15	6,035
7:30 – 8:30	7,280	4:30 – 5:30	6,088
7:45 – 8:45	7,240	4:45 – 5:45	6,460
8:00 – 9:00	7,324	5:00 – 6:00	6,501

The traffic movements along River Road and through the Hospital access points are subject to fluctuation and change over time. An indication of this is provided by surveys undertaken and data provided by TfNSW for 2007, 2017 and 2021 (May) which are summarised in Appendix D and is summarised in the following for the “road network” peak periods.

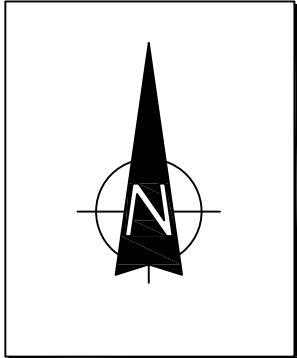
	NETWORK PEAK VOLUMES					
	May 2007		October 2017		May 2021	
	AM	PM	AM	PM	AM	PM
River Road Eastbound	1,473	850	1,580	807	1,397	692
River Road Westbound	880	1,486	805	1,278	686	1,261
Hospital West IN	17	8	27	8	19	18
Hospital West OUT	18	11	15	29	7	48
Hospital Middle IN	14	4	6	2	11	6
Hospital Middle OUT	5	2	2	-	6	4
Hospital St Vincent IN	28	18	37	8	27	5
Hospital St Vincent OUT	3	1	8	26	18	3

It is apparent that there has been no general traffic growth on the River Road in recent years and the 2017 volumes essentially reflect the existing circumstance as indicated on Figure 5 for the “network peak periods”.

The operational performance of the River Road/Hospital access and River Road/St Vincents Road intersections is quite satisfactorily at the present time.



LEGEND



**EXISTING NETWORK
PEAK
TRAFFIC FLOWS**

FIG 5

5.0 Green Travel Plan

5.1 Introduction

Transport is a necessary part of life which has effects that can be managed. There is a current major focus on improving transport services as well as cycling facilities and provisions for pedestrians. As well as delivering better environmental outcomes, providing a range of travel choices with a focus on walking, cycling and public transport will have major public health benefits.

A Green Travel Plan (GTP) will ensure that the transport infrastructure and services are utilised to the fullest extent to achieve a sustainable outcome.

A Green Travel Plan is a package of measures aimed at promoting and encouraging sustainable travel and reducing reliance on private cars. It will make apparent, encourage, and support staff/visitors to travel in a more sustainable way. GTPs can provide both:

- ❖ measures which encourage reduced car use
- ❖ measures which encourage or support sustainable travel, reduce the need to travel or make travelling more efficient.

“Active transport” includes travel by foot, bicycle, and other non-motorised vehicles. Use of public transport is also included in the definition as it often involves some walking or cycling to pick up to and from drop-off points.

5.2 Objectives

The aim of the GTP is to bring about better transport arrangements for the staff, residents, patients, and visitors for the life of the development. The key objectives of the GTP are to encourage:

- ❖ reduce the proportion of single-occupant car travel by staff, residents, patients, and visitors to and from the site
- ❖ increase the mode share of public transport, walking and cycling (active transport)
- ❖ where a private vehicle is to be used, encourage more efficient use. Such smarter travel use can include not travelling by single-occupancy cars in peak hours, not using cars for short-distance trips when alternative public transport is available.

The introduction of this GTP will:

- ❖ advise the wider travel choices
- ❖ help identify transport means which will result in them being healthier, fitter and more productive
- ❖ provide equal opportunities by supporting those without access to a car
- ❖ aim to reduce congestion and provide easily identifiable transport means, improving relations with neighbours and enabling deliveries and essential journeys to move more freely

It is the objective of this GTP to encourage sustainable transport means which could result in the following benefits:

- ❖ higher mode share targets
- ❖ greenhouse gas emission reductions and carbon footprint minimisation
- ❖ healthy living (those working, living, being treated and visiting the Site)
- ❖ social equity and reduction in social exclusion
- ❖ improve knowledge and contributes to learning

6.0 Modal Shift

6.1 Introduction

The location of the site, in terms of its proximity to sustainable transport, is an important consideration for the development to capitalise upon and to enhance these links. The GTP will put in place measures to influence the travel patterns of those people visiting, residing or working on the site with a view to encouraging a modal shift away from cars. The measures provided in this GTP and their success can inform the travel plans for subsequent developments within the Precinct.

6.2 Approach to Travel Planning

A multitude of research and past experiences have consistently confirmed the 3 fundamental aspects that are key to travel mode behavioural change:

- ❖ Cost
- ❖ Comfort
- ❖ Convenience

Consideration should be given to the following initiatives, which are intended to equip the building complexes with improved green travel options in order to achieve the objectives of the GTP.

6.3 Sustainable Travel Initiatives

Provision of End of Trip facilities

In line with the provision of bicycle spaces for staff and visitors is the provision of appropriately equipped End of Trip (EoT) facilities. The development proposes the following bicycle facilities:

- 20 Bicycle spaces
- Lockers & shower rooms

Provide an incentive for carpooling

Due to the site's locality and nature, it is expected that the staff associated with the proposed development will be largely reliant on cars. As such, it is recommended that a proportion of the on-site car parking spaces nearest to the main entry be allocated towards staff participating a carpooling scheme. HammondCare will also provide a small pool of cars parked on the site for "home care" staff to share.

A carpooling scheme is most effective when promoted and implemented in conjunction with the realisation of cost savings for participants. This is typically delivered in the form of financial reimbursement subject to satisfying a minimum participation rate (i.e., 3 out of 5 working days) over a pre-defined period (i.e., 6 months).

Based on such measures, the initiative will cultivate a habit amongst participants and aids the longevity of the scheme.

A common downfall of a carpool initiative is the lack of confidence in the availability of a ride home. Thus, the effectiveness of a scheme of this nature, when not actively managed, diminishes rapidly.

Common strategies to overcome this involve capitalising on advanced data mining capabilities, which make possible supplementary initiatives such as the following to reinforce the effectiveness and longevity of carpooling:

- Setup of an online database which is accessed via the organisation's website/application
- Guaranteed ride-home or paid taxi/rideshare fare home

The effective implementation of carpool schemes will be reliant on adequate enforcement and monitoring by the coordinator via CCTV and in-person audit.

Provide an incentive for using public transport

The site currently has convenient access to bus routes 261 and 265 that operate along River Road and Greenwich Road. The carpooling arrangement, as described in the preceding section, could complement the uptake of bus travel, i.e., colleagues picking up/setting down one another at the bus stop prior to going to work/home.

Generally, the uptake of public transport services can be achieved through a series of improvements which are geared towards raising the convenience and comfort levels of

active transport options while raising the costs of driving.

To further incentivise the uptake of public transport, HammondCare might consider a free shuttle bus service operating from the site to St Lenards Railway Station.

The Transport Access Guide (TAG) (as provided in Appendix D) provides useful schematic information on the best way to commute to/from the site. The TAG should be published on the organisation's website and made available to the staff & visitors to raise awareness of alternative transport modes.

It is recommended that the organisation periodically update the website to ensure that information remains current.

A digital notice board with maps can be provided in common areas to inform users of the public transport routes and departure times and estimated walking times to the closest bus stops and weather conditions.

Increase walking and cycling to work

Whilst this is contingent on the completion of relevant infrastructure in the vicinity of the site (ie. the shared path along River Road), common and effective measures such as a Ride to Work Day can raise awareness amongst staff. Likewise, initiatives such as a pedometer-based walking program coupled with Walk/Bicycle Buddy Scheme prove to be highly effective amongst staff. Initiatives suggested above help promote an intangible social benefit of forming a neighbourhood network amongst staff. In addition, cyclists will be provided with access to showers, change rooms and bicycle lockers to encourage cycling among staff/visitors.

Convenience of Information

New pamphlets and leaflets detailing the above green travel initiatives incorporating the TAG can be distributed to staff via email on a quarterly basis to capture any updates to the available facilities or services. All staff, residents and visitors should be provided with an induction package which incorporates the TAG while ongoing initiatives may be circulated in the form of email newsletters.

Events and Challenges

The implementation of events and challenges throughout the year incentivise sustainable travel practices in a fun and engaging way. These events and challenges may include car free days, step challenges and points challenges. Such events and challenges foster a sense of community founded on a sustainable transport culture.

6.4 Implementation Plan

This section sets out the actions and associated timeframes to support the initiatives detailed in Section 6.2.

General & Communications Actions

Action	Timeline	Responsibility
Promotion including: <ul style="list-style-type: none"> • Display boards in prominent locations to show public transport maps • An events calendar – 3-4 events per year. Best in conjunction with state-wide events such as Ride to Work/ Day, World Environment Day, National Walk to Work Day, etc. 	Prior to occupation	Hammond Care
A quarterly newsletter including; <ul style="list-style-type: none"> • News, events and articles on the environment, health, and fitness • Remind staff that they don't always need to walk in the shoes they wear for work - these can be left at work and staff can come in trainers • Outline new initiatives and how staff can access them or get involved • Staff profiles – who is getting involved and reaping the rewards • Facts and figures from around Australia and overseas 	4 times a year	Hammond Care

Action	Timeline	Responsibility
<ul style="list-style-type: none"> Information regarding up-and-coming events Information around the numerous health and financial benefits of participating in more sustainable transport options. Including better work life balance, reduced transport costs, reduced sick days due to ill health and improved workplace culture and morale. 		

Walking

Action	Timeline	Responsibility
Produce a map for staff and visitors showing safe walking routes to and from the site with times and distances, to surrounding local facilities (i.e., shops, bus stops)	Prior to occupation, quarterly on the newsletter	Hammond Care
Have some Walk to Work days encouraging staff to come by alternative means.	Quarterly	Hammond Care

Cycling

Action	Timeline	Responsibility
Provide 20 bicycle parking spaces in an easily accessible, undercover, well-lit, and secure.	Prior to Occupation	Hammond Care
Ensure bike parking is clearly visible or provide signage to direct people to bike parking spaces.	Prior to Occupation	Hammond Care
Supply a workplace toolkit - this can consist of puncture repair equipment, a bike pump, a spare lock, and lights.	Prior to Occupation	Hammond Care
Participate in annual events such as 'Ride to Work Day.'	Annually	Hammond Care
Provide panniers/backpacks to staff committed to riding to work.	Prior to Occupation	Hammond Care

End of Trip Facilities

Action	Timeline	Responsibility
Provide showers and changing rooms for staff	Prior to occupation	Hammond Care
Provide lockers for change of clothes – ensure lockers are in close proximity to changing rooms	Prior to occupation	Hammond Care

Public Transport

Action	Timeline	Responsibility
Develop a map showing public transport routes.	Circulated to all new staff prior to occupation	TTPA
Put up a noticeboard with information and maps showing the main public transport routes to and from the Site.	Prior to occupation	Hammond Care
Supply a free shuttle bus service accessing key transport nodes and town centres	Operating upon occupation	Hammond Care

Car Pooling and Carshare

Action	Timeline	Responsibility
Allocate priority parking spaces for car-poolers. These spaces will be line marked to differentiate from general parking and will be monitored by onsite security.	Prior to occupation	Hammond Care

Incentive

Action	Timeline	Responsibility
<ul style="list-style-type: none"> Introduce charges for car parking and use money raised for public transport initiatives Provide sustainable transport allowances for staff who surrender car parking permits Offer cash incentives for staff willing to give up car parking spaces 	To be reviewed when the car parking is fully occupied	Hammond Care

Events and Challenges

Action	Timeline	Responsibility
Implementation of events and challenges throughout the year such as Ride to Work Day, World Environment Day, National Walk to Work-Day, car free days, step challenges and points challenges, etc.	Throughout the year	Hammond Care/Travel Planning Coordinator

6.5 Other Site-Specific Measures

Hammond Care is committed to encourage more sustainable travel use via the following initiatives:

- ❖ Appoint a Travel Plan Coordinator (TPC) for the life of the development to ensure the successful implementation and monitoring of the GTP. It is proposed that:
 - both the TPC and GTP are well supported by Greenwich Hospital senior management
 - a steering group / committee is created with relevant external and internal stakeholders such as employees, patients, and visitors to inform future targets with the ongoing monitoring and revision of the GTP five years post-occupancy.
 - implement a strategy for the handover from interim TPC to final TPC, ensuring that sustainable mode share targets are met during the lifecycle of the development.
- ❖ Create a site-specific GTP website and an introduction to the GTP, setting out its purpose and objectives
- ❖ Provide a formal “car share” parking space which is freely accessible to the public area encourage the use of the car share provision and carpooling
- ❖ Provision of fully serviced end of trip facilities

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- ❖ Provision of workplace toolkits, including puncture repair equipment and bicycle pumps and a bicycle repair station
- ❖ Provision of good quality, accurate and useful directional signages to promote walking and cycling is essential and it is proposed that this is provided by stating times to destination in minutes taken as well as distances in half kilometres. In addition, the signage will promote links to local services
- ❖ Provide an access pack to all staff, residents and visitors, including the transport access guide and information on sustainable travel facilities and initiatives. The welcome pack will not only include the TAG and tickets, which would give detailed information about how to travel to and from the site by means other than the car but also an information sheet explaining how to use the facilities/incentives provided
- ❖ The TAG is based upon facilities currently available at the site and will need to be updated as the proposed infrastructure changes in the area take place
- ❖ Provide a walking and cycling map including estimates of time taken to local destinations
- ❖ Provision of newsletter or email with links to public transport travel information, Live NSW traffic and public transport conditions to ensure that travel information is always up to date
- ❖ Provide interactive timetables on-site to promote public transport usage
- ❖ Allow for access to umbrellas and ponchos in case of wet weather
- ❖ Provide public transport information boards to make staff/visitors more aware of the alternative transport options available. The format of such information boards would be based upon the travel access guide, although further investigations into the provision of real-time information systems will also be explored
- ❖ Provide reduced parking costs for staff that carpool

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- ❖ A half-yearly newsletter will also be provided to every staff for up to two years after occupation bringing the latest news on sustainable travel initiatives in the area.

These measures would form the framework of the GTP and with this framework in place, the plan is to be managed as described in Section 7.

6.6 Working from Home Policy

There are opportunities to reduce congestion during peak travel times with the implementation of the working from home policy. Such policy can be applicable to the following roles:

- ❖ Nurses
 - Telephone triage nurse
 - Case management
 - Legal nurse consultant
 - Healthcare recruiter
 - Project manager
 - Nurse manager
 - Health IT/Nursing informatics specialist
- ❖ Medical Transcriptionists
- ❖ Medical Call Centres
- ❖ Consulting or Traveling Physicians
- ❖ Medical Illustrators, Writers and Editors
- ❖ Pharmacists
- ❖ Insurance Agents

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Resources in relation to Work from Home and Flexible Work Arrangements are provided in the following links:

1. [Flexible Working arrangements](#)
2. [Fair Work Ombudsman — Coronavirus and Australian workplace laws](#)
3. [Safe Work Australia — Work-related psychological health and safety: A systematic approach to meeting your duties](#)
4. [Safe Work Australia — Infographic: Four steps to preventing psychological injury at work](#)
5. [SafeWork NSW — Remote or isolated work \(includes those who work from home\)](#)
6. [SafeWork NSW — Design and layout of the work environment](#)
7. [Australian Government's Comcare — Coronavirus \(COVID-19\)](#)
8. [Australian Government's Comcare — Checklist for working from home during COVID-19](#)

7.0 Management of the Plan

It is proposed that the GTP will be subject to ongoing monitoring to ensure that it is achieving the desired benefits or to modify it if required. It is not possible at this stage to state what additional modifications might be made as this will be dependent upon the particular circumstances arising from time to time.

7.1 Monitoring

It will be important to monitor the GTP to ensure that travel mode targets are met and the maximum benefits are gained.

The GTP Coordinator will be from Hammond Care:

Name: Joe Delana.

Location: Greenwich Hospital.

Phone: (02) 9903 8333.

A final GTP Coordinator for the development will be nominated by the management of Hammond Care when occupation commences. This Coordinator will have responsibility for implementing the Travel Plan and its ongoing monitoring and review, including the delivery of actions and associated mode share targets.

Travel surveys will be undertaken, and the main focus of the surveys will be to establish the travel patterns, including the mode share of trips to and from the Site. Travel surveys would be conducted annually and when future transport upgrades have taken place. This information will also help inform GTPs of subsequent changes and upgrades.

The Transport for NSW Open Data hub combined with traffic volume counts within the road network on-site can be utilised to help monitor and measure increases in staff switching from private vehicles to public transport and reductions in traffic volumes during peak hours.

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It will be important to understand people's reasons for travelling the way they do, any barriers to changing their behaviour, and their propensity to change. This will enable the most effective initiatives to be identified, and conversely, less effective initiatives can be modified or replaced to ensure the best outcomes are achieved.

It will also be necessary to provide feedback to visitors/staff to ensure that they can see the benefits of sustainable transport.

There are several key elements to the development and implementation of a successful GTP. These include:

- **Communications** – Good communications are an essential part of the GTP. It will be necessary to explain the reason for adopting the plan, promote the benefits available and provide information about the alternatives to reliance on private car travel.
- **Commitment** – GTPs involve changing established habits and providing the impetus for people in new developments to choose a travel mode other than private car use. To achieve co-operation, it is essential to promote positively the wider objectives and benefits of the plan. This commitment includes the provision of the necessary resources to implement the plan, beginning with the introduction of encouragement for changing travel modes upon occupation.
- **Consensus** – It will be necessary to obtain broad support for the introduction of the plan.

Once the plan has been adopted, it will be essential to maintain interest in the scheme and any new initiative in the plan will need to be publicised and marketed. Accordingly, it is proposed to produce a half-yearly leaflet for visitors/staff to inform them of sustainable travel initiatives.

7.2 Monitoring Milestones

Monitoring the plan will be an essential process in consolidating the travel patterns and publicising the positive outcomes of the plan.

It is therefore proposed that within 3 months of occupation of the new facilities, a travel survey will be conducted. The results of the travel survey will indicate the desirable travel mode outcome. In this way, the coordinator will be able to examine the success of the TP and make appropriate recommendations.

7.3 Evaluation of Targets

It is therefore proposed that within 3 months of substantial occupation, a travel survey will be conducted. Travel questionnaires can be conducted for staff, residents and patients/visitors (examples below) through online self-completion methods.

The first study provides a baseline for travel planning, while subsequent travel surveys would be reported annually to SINSW to inform any weakness or strength in the current travel plan. Based on the review, the travel plan would be refined to reflect changing circumstances.

7.4 Existing Travel Circumstances

Assessment of the ABS zone data indicates the following current travel mode share (2016) for the St Leonards area:

	Staff
Car, as driver	53%
Car, as passenger	3.0%
Motorcycle	1.0%
Bus	6.0%
Train	31.0%
Walked only	5.0%
Other	1.0%

Transport and Traffic Planning Associates

Based on the above, it is evident that staff who work in the area are very reliant on private vehicles (57%) to travel to/from their place of employment, due to the limited number of public transport services.

7.5 Modal Share Targets

Assessment of the transport circumstances for the premises indicates the following desirable mode share targets (will be achieved in 3 years).

	Staff
Car, as driver	40%
Car, as passenger	3%
Motorcycle	1%
Bus	15%
Train	35%
Walked only	5%
Other	1%

A range of measures and actions have been recommended for implementation in the travel plan to ensure the mode share targets are both aspirational and achievable. Whilst it may not be possible to guarantee that the modal split targets for sustainable travel modes will be achieved, the travel coordinator will not revise the mode share targets in favour of car driver or car passenger use.

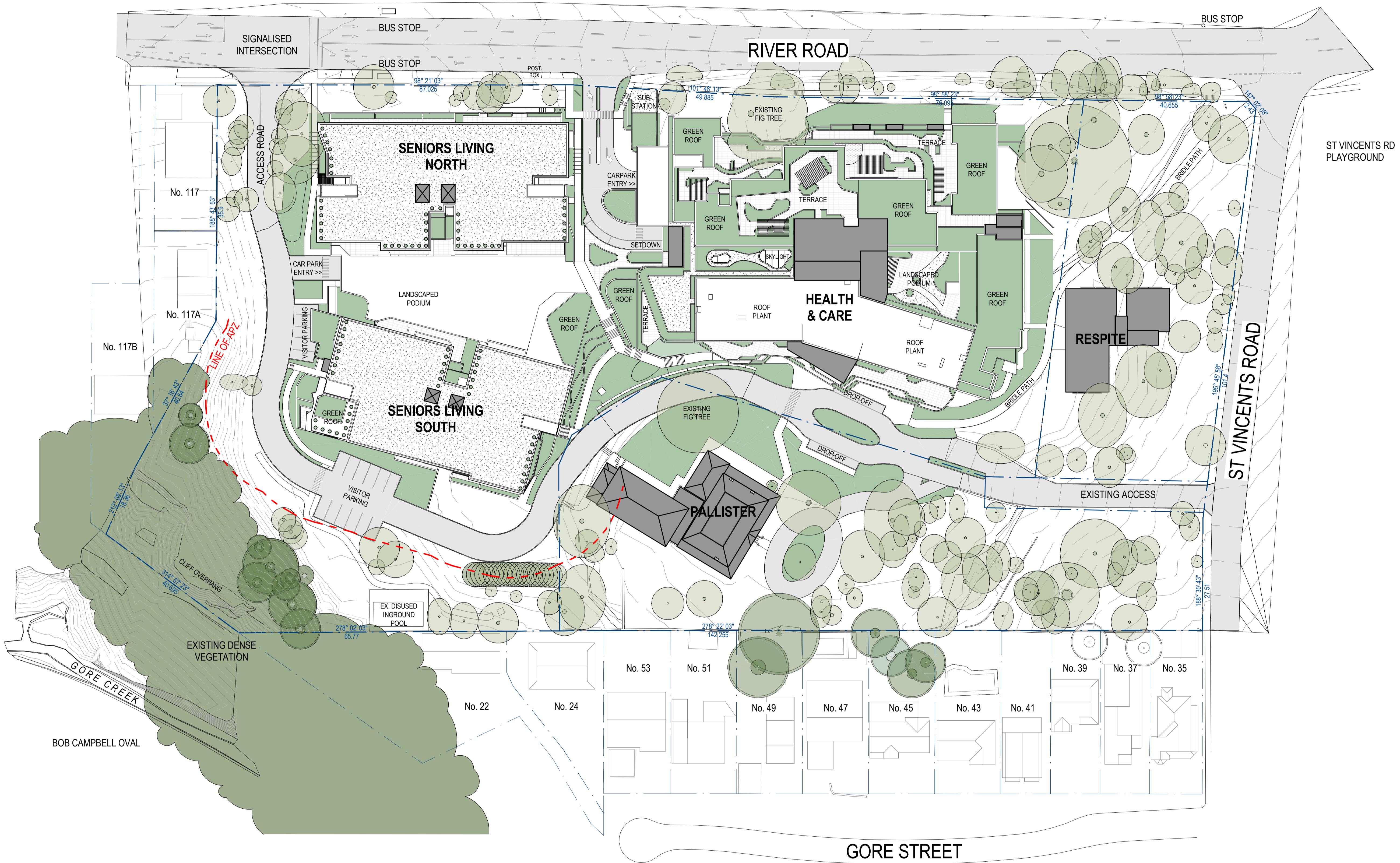
Surveys undertaken within 3 months of occupation will be able to assess whether these targets have been met.

The measures proposed will be taken up by the purchaser as a matter of free choice and this modal choice is beyond the management of Hammond Care. The survey results will, however, give an indication of the more popular measures, which can then be concentrated upon in GTPs.

Appendix A

Plan of Development





1 : 500 @A1

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C:_Revit Projects\SW-AR-GREENWICH_andrewmacNRYHN.rvt

REV	DATE	DETAILS	INITIALS
P19	2022.05.06	EIS LODGEMENT ISSUE	NAH
P18	2022.04.29	EIS LODGEMENT ISSUE FOR CLIENT REVIEW	NAH
P17	2022.04.14	UPDATED DRAFT LODGEMENT PACK	NAH
P16	2022.04.08	LODGEMENT ISSUE FOR CLIENT SIGNOFF	AMac
P15	2022.04.01	FINAL DRAFT LODGEMENT ISSUE	AMac



NORTH

SYDNEY
 (02) 9261 8333
 STUDIO 3, LEVEL 3
 35 BUCKINGHAM STREET
 SURRY HILLS 2010, NSW
www.bickertonmasters.com.au



CLIENT:
HammondCare
 Champion Life

PROJECT: 01605
**GREENWICH HOSPITAL
 REDEVELOPMENT**
 RIVER RD, GREENWICH

REVISION: **P19**
 DATE: 01/06/21
 DRAWING TITLE:
PROPOSED SITE PLAN

DRAWN: NAH CHECKED: SCALE: 1 : 500 @A1

DRAWING No:
DD-SW-0101

APPROVAL ISSUE
 NOT FOR CONSTRUCTION

Appendix B

Public Transport Services

Sydney rail network



M Metro **T** Trains



Sydney metro and train lines

M Metro North West Line
Chatswood
Tallawong

T1 North Shore & Western Line
North Shore
Western
Richmond

T2 Inner West & Leppington Line
Inner West
Leppington
City

T3 Bankstown Line
Liverpool
Lidcombe
City

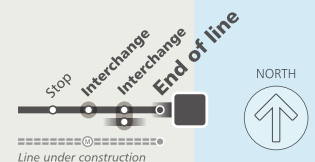
T4 Eastern Suburbs & Illawarra Line
Eastern Suburbs
Illawarra
Cronulla

T5 Cumberland Line
Leppington
Richmond

T7 Olympic Park Line
Olympic Park
Lidcombe

T8 Airport & South Line
Airport
South
City

T9 Northern Line
Northern
Gordon



Check timetables and trip planners for train services and connections

Visit transportnsw.info

How to use this timetable

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Real-time planning


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The Trip Planner, Departures and travel apps offer various features:

- favourite your regular trips
- see where your service is on the route
- get estimated pick-up and arrival times
- receive service updates
- find nearby stations, stops, wharves and routes
- check accessibility information.

Find the latest apps at transportnsw.info/apps

Accessible services

All new buses are wheelchair-accessible with low-level floors and space for wheelchairs, prams or strollers. Look for the  symbol in this timetable. Some older buses may not have all the features you need. There will be more accessible services as older buses are replaced.

Who is providing my bus services?

The bus services shown in this timetable are run by Busways North West.

Fares

In Sydney and surrounding regions, fares are based on:

- the distance you travel from tap on to tap off
- the mode of transport you choose
- whether you're eligible for a concession fare or free travel
- any Opal benefits such as discounts and capped fares that apply.

You can use an Opal card or a contactless payment to pay for your travel.

Opal cards

An Opal card is a smartcard you keep and reuse. Add value before you travel, and tap on and tap off to pay your fares throughout Sydney, the Blue Mountains, the Central Coast, the Hunter and the Illawarra.

Which Opal card is right for you?


Adult – Customers 16 years or older who are not entitled to any concessions and normally pay full fare.

Child/Youth – For customers aged 4-15 (inclusive), or customers 16 years or older who hold a NSW/ACT Senior Secondary Student Concession Card.

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Concession – For eligible tertiary students, job seekers, apprentices and trainees.

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Find out more at transportnsw.info/contactless

Explanation of definitions and symbols



Wheelchair Accessible

A

on school days only trip extends to Chatswood Station

A

on school days only trip commences from Chatswood Station

261

City King Street Wharf to Lane Cove via Longueville

B

Valid from: 26 April 2022

Creation date: 15 April 2022

NOTE: Information is correct on date of download.

Monday to Friday									
Service Information		A							
King Street Wharf, Erskine St, Sydney	-	07:22	07:53	08:22	09:09	10:11	11:11	12:11	13:11
Wynyard Station	-	07:28	07:59	08:30	09:17	10:18	11:18	12:18	13:18
North Sydney Station	-	07:33	08:06	08:37	09:22	10:22	11:22	12:22	13:22
Shirley St at Pacific Hwy, Crows Nest	-	07:41	08:14	08:45	09:28	10:28	11:28	12:29	13:29
Point Rd at Northwood Rd, Northwood	07:00	07:50	08:22	08:53	09:35	10:35	11:35	12:36	13:36
Kingsford Smith Oval, Kenneth St, Longueville	07:06	07:56	08:28	08:59	09:41	10:41	11:41	12:42	13:42
Central Park, Kenneth St, Longueville	07:09	07:59	08:31	09:02	09:44	10:44	11:44	12:45	13:45
Lane Cove Library, Longueville Rd, Lane Cove	07:13	08:04	08:36	09:06	09:48	10:48	11:48	12:49	13:49
Lane Cove Library, Longueville Rd, Lane Cove	07:15	-	08:39	09:08	09:50	10:50	11:50	12:51	13:51
Lane Cove Interchange, Lane Cove North	-	08:08	-	-	-	-	-	-	-
Chatswood Station	-	08:17	-	-	-	-	-	-	-

Monday to Friday									
King Street Wharf, Erskine St, Sydney	14:11	15:11	15:41	16:11	16:41	17:01	17:23	17:45	18:03
Wynyard Station	14:18	15:18	15:48	16:18	16:48	17:11	17:33	17:55	18:11
North Sydney Station	14:22	15:23	15:53	16:23	16:53	17:17	17:39	18:01	18:17
Shirley St at Pacific Hwy, Crows Nest	14:29	15:30	16:00	16:30	17:00	17:24	17:46	18:08	18:24
Point Rd at Northwood Rd, Northwood	14:36	15:39	16:09	16:39	17:09	17:33	17:55	18:17	18:33
Kingsford Smith Oval, Kenneth St, Longueville	14:42	15:45	16:15	16:45	17:15	17:39	18:01	18:23	18:39
Central Park, Kenneth St, Longueville	14:45	15:48	16:18	16:48	17:18	17:42	18:04	18:26	18:42
Lane Cove Library, Longueville Rd, Lane Cove	14:49	15:52	16:22	16:52	17:22	17:46	18:08	18:30	18:46
Lane Cove Library, Longueville Rd, Lane Cove	14:51	15:54	16:24	16:54	17:24	17:48	18:10	18:32	18:48

Monday to Friday						
King Street Wharf, Erskine St, Sydney	18:18	18:38	19:08	19:41	20:41	21:41
Wynyard Station	18:26	18:46	19:14	19:47	20:47	21:47
North Sydney Station	18:32	18:51	19:18	19:51	20:51	21:51
Shirley St at Pacific Hwy, Crows Nest	18:39	18:58	19:25	19:58	20:55	21:55
Point Rd at Northwood Rd, Northwood	18:48	19:05	19:32	20:05	21:02	22:02
Kingsford Smith Oval, Kenneth St, Longueville	18:54	19:11	19:38	20:10	21:07	22:07
Central Park, Kenneth St, Longueville	18:57	19:13	19:40	20:12	21:09	22:09
Lane Cove Library, Longueville Rd, Lane Cove	19:01	19:17	19:44	20:15	21:12	22:12
Lane Cove Library, Longueville Rd, Lane Cove	19:03	19:19	19:46	20:17	21:14	22:14

Saturday									
King Street Wharf, Erskine St, Sydney	08:24	09:16	10:16	11:16	12:16	13:16	14:16	15:16	16:16
Wynyard Station	08:29	09:21	10:21	11:23	12:23	13:23	14:23	15:22	16:22
North Sydney Station	08:34	09:26	10:26	11:28	12:28	13:28	14:28	15:27	16:27
Shirley St at Pacific Hwy, Crows Nest	08:38	09:30	10:31	11:33	12:33	13:33	14:33	15:32	16:32
Point Rd at Northwood Rd, Northwood	08:45	09:37	10:38	11:40	12:40	13:40	14:40	15:39	16:39
Kingsford Smith Oval, Kenneth St, Longueville	08:50	09:42	10:43	11:45	12:45	13:45	14:45	15:44	16:44
Central Park, Kenneth St, Longueville	08:54	09:46	10:47	11:49	12:49	13:49	14:49	15:48	16:48
Lane Cove Library, Longueville Rd, Lane Cove	08:56	09:48	10:49	11:51	12:51	13:51	14:51	15:50	16:50
Lane Cove Library, Longueville Rd, Lane Cove	08:58	09:50	10:51	11:53	12:53	13:53	14:53	15:52	16:52

Saturday		
King Street Wharf, Erskine St, Sydney	17:16	18:16
Wynyard Station	17:22	18:21
North Sydney Station	17:27	18:26
Shirley St at Pacific Hwy, Crows Nest	17:32	18:30
Point Rd at Northwood Rd, Northwood	17:39	18:37
Kingsford Smith Oval, Kenneth St, Longueville	17:44	18:42
Central Park, Kenneth St, Longueville	17:48	18:46
Lane Cove Library, Longueville Rd, Lane Cove	17:50	18:48
Lane Cove Library, Longueville Rd, Lane Cove	17:52	18:50

261

Lane Cove to City King Street Wharf via Longueville



Monday to Friday									
Lane Cove Library, Longueville Rd, Lane Cove	06:14	06:34	06:54	07:14	07:34	07:54	08:14	08:49	09:22
Point Rd at Northwood Rd, Northwood	06:19	06:39	06:59	07:19	07:39	07:59	08:19	08:54	09:27
Kingsford Smith Oval, Kenneth St, Longueville	06:24	06:44	07:05	07:25	07:45	08:05	08:25	09:00	09:33
Central Park, Kenneth St, Longueville	06:26	06:46	07:08	07:28	07:48	08:08	08:28	09:02	09:35
Greenwich Public School, River Rd, Greenwich	06:29	06:49	07:11	07:32	07:52	08:12	08:32	09:05	09:38
River Rd at Shirley Rd, Wollstonecraft	06:33	06:53	07:15	07:37	07:58	08:18	08:38	09:08	09:41
Victoria Cross, Miller St, North Sydney	06:39	06:59	07:22	07:49	08:10	08:30	08:50	09:15	09:48
Lang Park, York St, Sydney	06:46	07:07	07:30	07:57	08:20	08:44	09:02	09:23	09:56
King Street Wharf, King St, Sydney	06:51	07:12	07:35	08:04	08:27	08:53	09:11	09:32	10:02

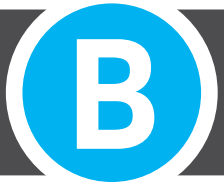
Monday to Friday									
Service Information								A	
Chatswood Station	-	-	-	-	-	-	-	15:39	-
Lane Cove Interchange, Lane Cove North	-	-	-	-	-	-	-	15:49	-
Lane Cove Library, Longueville Rd, Lane Cove	10:22	11:22	12:22	13:22	14:22	14:51	15:21	15:51	16:20
Point Rd at Northwood Rd, Northwood	10:27	11:27	12:27	13:27	14:27	14:56	15:26	15:56	16:25
Kingsford Smith Oval, Kenneth St, Longueville	10:33	11:33	12:33	13:32	14:32	15:01	15:31	16:01	16:30
Central Park, Kenneth St, Longueville	10:35	11:35	12:35	13:34	14:34	15:03	15:33	16:03	16:32
Greenwich Public School, River Rd, Greenwich	10:38	11:38	12:38	13:37	14:37	15:07	15:36	16:06	16:35
River Rd at Shirley Rd, Wollstonecraft	10:41	11:41	12:41	13:40	14:40	15:11	15:39	16:09	16:38
Victoria Cross, Miller St, North Sydney	10:48	11:48	12:48	13:47	14:47	15:19	15:47	16:17	16:46
Lang Park, York St, Sydney	10:56	11:56	12:56	13:55	14:55	15:27	15:55	16:25	16:54
King Street Wharf, King St, Sydney	11:02	12:02	13:02	14:00	15:00	15:32	16:00	16:30	16:59

Monday to Friday							
Lane Cove Library, Longueville Rd, Lane Cove	16:50	17:22	17:42	18:12	18:42	19:22	20:22
Point Rd at Northwood Rd, Northwood	16:55	17:27	17:47	18:17	18:47	19:27	20:27
Kingsford Smith Oval, Kenneth St, Longueville	17:00	17:32	17:52	18:21	18:51	19:31	20:31
Central Park, Kenneth St, Longueville	17:02	17:34	17:54	18:23	18:53	19:33	20:33
Greenwich Public School, River Rd, Greenwich	17:05	17:37	17:57	18:26	18:55	19:35	20:35
River Rd at Shirley Rd, Wollstonecraft	17:09	17:41	18:01	18:30	18:58	19:38	20:38
Victoria Cross, Miller St, North Sydney	17:18	17:50	18:10	18:37	19:04	19:44	20:43
Lang Park, York St, Sydney	17:28	18:00	18:20	18:45	19:12	19:52	20:50
King Street Wharf, King St, Sydney	17:36	18:08	18:28	18:53	19:18	19:57	20:54

Saturday									
Lane Cove Library, Longueville Rd, Lane Cove	07:39	08:29	09:29	10:27	11:27	12:27	13:28	14:28	15:28
Point Rd at Northwood Rd, Northwood	07:43	08:34	09:34	10:32	11:32	12:32	13:33	14:33	15:33
Kingsford Smith Oval, Kenneth St, Longueville	07:47	08:39	09:39	10:37	11:37	12:37	13:38	14:38	15:38
Central Park, Kenneth St, Longueville	07:51	08:43	09:43	10:41	11:41	12:41	13:42	14:42	15:42
Greenwich Public School, River Rd, Greenwich	07:54	08:46	09:46	10:44	11:44	12:44	13:45	14:45	15:45
River Rd at Shirley Rd, Wollstonecraft	07:58	08:50	09:50	10:48	11:48	12:48	13:49	14:49	15:49
Victoria Cross, Miller St, North Sydney	08:04	08:56	09:56	10:54	11:54	12:54	13:54	14:54	15:54
Lang Park, York St, Sydney	08:11	09:03	10:03	11:01	12:02	13:02	14:02	15:02	16:02
King Street Wharf, King St, Sydney	08:14	09:06	10:06	11:05	12:06	13:06	14:06	15:05	16:05

Saturday		
Lane Cove Library, Longueville Rd, Lane Cove	16:28	17:28
Point Rd at Northwood Rd, Northwood	16:33	17:33
Kingsford Smith Oval, Kenneth St, Longueville	16:38	17:38
Central Park, Kenneth St, Longueville	16:42	17:42
Greenwich Public School, River Rd, Greenwich	16:45	17:45
River Rd at Shirley Rd, Wollstonecraft	16:49	17:49
Victoria Cross, Miller St, North Sydney	16:54	17:54
Lang Park, York St, Sydney	17:02	18:02
King Street Wharf, King St, Sydney	17:05	18:05

Route 261



Legend

- Bus route
- ⋯ Diversion/extended route
- 261** Bus route number
- Bus route start/finish
- Metro line/station
- Train line/station
- Ferry wharf

Diagrammatic Map
Not to Scale

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Always separate your cards when you tap on and tap off so your preferred card is charged.

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Find out more at transportnsw.info/contactless

Explanation of definitions and symbols

 Wheelchair Accessible

265

North Sydney to Lane Cove via Greenwich



Valid from: 26 April 2022

Creation date: 15 April 2022

NOTE: Information is correct on date of download.

Monday to Friday										
North Sydney Station	06:25	06:55	07:29	07:59	08:33	09:07	10:02	11:02	12:02	
Waverton Station	06:31	07:01	07:36	08:06	08:40	09:14	10:09	11:09	12:09	
Wollstonecraft Station, Milner Cres, Wollstonecraft	06:35	07:06	07:41	08:11	08:45	09:19	10:14	11:14	12:14	
Burlington St, Crows Nest	06:41	07:13	07:48	08:18	08:52	09:26	10:21	11:21	12:21	
St Leonards Station	06:45	07:18	07:53	08:23	08:57	09:31	10:26	11:26	12:26	
Greenwich Rd at Anglo Rd, Greenwich	06:48	07:21	07:56	08:26	09:00	09:33	10:28	11:28	12:28	
Greenwich Point Wharf, Lower Serpentine Rd, Greenwich	06:53	07:26	08:01	08:31	09:06	09:39	10:34	11:34	12:34	
Greenwich Rd at River Rd, Greenwich	06:59	07:32	08:07	08:37	09:12	09:45	10:40	11:40	12:40	
Greenwich Public School, Kingslangley Rd, Greenwich	-	-	08:08	08:38	09:13	-	-	-	-	
Second Ave at Campbell Ave, Lane Cove	07:05	07:38	08:13	08:43	09:18	09:51	10:46	11:46	12:46	
Lane Cove Library, Longueville Rd, Lane Cove	07:10	07:43	-	-	09:23	09:56	10:51	11:51	12:51	
St Michael's Parish, Longueville Rd, Lane Cove	-	-	08:17	08:47	-	-	-	-	-	
Lane Cove Public School, Longueville Rd, Lane Cove	-	-	08:18	08:48	-	-	-	-	-	
Lane Cove Library, Longueville Rd, Lane Cove	-	-	08:19	08:49	-	-	-	-	-	

Monday to Friday										
North Sydney Station	13:02	14:02	15:02	15:22	15:51	16:40	17:10	17:40	18:10	
Waverton Station	13:09	14:09	15:09	15:29	15:57	16:48	17:18	17:48	18:18	
Wollstonecraft Station, Milner Cres, Wollstonecraft	13:14	14:14	15:14	15:34	16:02	16:53	17:23	17:53	18:23	
Burlington St, Crows Nest	13:21	14:21	15:21	15:41	16:09	17:00	17:30	18:00	18:30	
St Leonards Station	13:26	14:26	15:26	15:46	16:14	17:05	17:35	18:05	18:34	
Greenwich Rd at Anglo Rd, Greenwich	13:28	14:28	15:28	15:49	16:17	17:08	17:38	18:08	18:37	
Greenwich Point Wharf, Lower Serpentine Rd, Greenwich	13:34	14:34	15:34	15:55	16:23	17:14	17:44	18:14	18:42	
Greenwich Rd at River Rd, Greenwich	13:40	14:40	15:40	16:00	16:28	17:19	17:49	18:19	18:47	
Second Ave at Campbell Ave, Lane Cove	13:46	14:48	15:48	16:07	16:35	17:26	17:56	18:26	18:53	
Lane Cove Library, Longueville Rd, Lane Cove	13:51	14:54	15:53	16:12	16:40	17:31	18:01	18:31	18:58	

Monday to Friday	
North Sydney Station	18:59
Waverton Station	19:05
Wollstonecraft Station, Milner Cres, Wollstonecraft	19:09
Burlington St, Crows Nest	19:15

Saturday										
North Sydney Station	08:59	09:59	11:03	12:03	13:03	14:03	15:03	16:03	17:03	
Waverton Station	09:05	10:05	11:09	12:09	13:09	14:09	15:09	16:09	17:09	
Wollstonecraft Station, Milner Cres, Wollstonecraft	09:11	10:11	11:15	12:15	13:15	14:15	15:15	16:15	17:15	
Burlington St, Crows Nest	09:16	10:16	11:20	12:20	13:20	14:20	15:20	16:20	17:20	
St Leonards Station	09:19	10:19	11:23	12:23	13:23	14:23	15:23	16:23	17:23	
Greenwich Rd at Anglo Rd, Greenwich	09:22	10:22	11:26	12:26	13:26	14:26	15:26	16:26	17:26	
Greenwich Point Wharf, Lower Serpentine Rd, Greenwich	09:29	10:29	11:33	12:33	13:33	14:33	15:33	16:33	17:33	
Greenwich Rd at River Rd, Greenwich	09:35	10:35	11:39	12:39	13:39	14:39	15:39	16:39	17:39	
Second Ave at Campbell Ave, Lane Cove	09:41	10:41	11:45	12:45	13:45	14:45	15:45	16:45	17:45	
Lane Cove Library, Longueville Rd, Lane Cove	09:46	10:46	11:50	12:50	13:50	14:50	15:50	16:50	17:50	

265

North Sydney to Lane Cove via
Greenwich

B

Saturday



North Sydney Station	18:03
Waverton Station	18:09
Wollstonecraft Station, Milner Cres, Wollstonecraft	18:15
Burlington St, Crows Nest	18:20

265

Lane Cove to North Sydney via Greenwich



Monday to Friday									
Lane Cove Library, Longueville Rd, Lane Cove	-	05:55	06:20	06:46	07:16	07:36	08:02	08:33	08:58
Fourth Av near Second Av, Lane Cove	-	05:59	06:24	06:50	07:20	07:40	08:06	08:37	09:02
Greenwich Library, Greenwich Rd, Greenwich	-	06:06	06:31	06:58	07:28	07:48	08:14	08:45	09:09
Greenwich Point Wharf, Lower Serpentine Rd, Greenwich	-	06:11	06:36	07:04	07:34	07:54	08:20	08:51	09:15
Greenwich Rd at River Rd, Greenwich	-	06:17	06:42	07:10	07:41	08:01	08:27	08:58	09:21
St Leonards Station	-	06:21	06:46	07:15	07:47	08:07	08:33	09:03	09:25
Pacific Hwy after Falcon St, Crows Nest	05:52	06:24	06:49	07:19	07:51	08:11	08:37	09:06	09:28
Wollstonecraft Station, Milner Cres, Wollstonecraft	05:56	06:28	06:54	07:25	07:57	08:17	08:43	-	09:34
North Sydney Demonstration School, Bay Rd, North Sydney	-	-	-	-	-	08:24	-	-	-
Waverton Station	06:01	06:33	06:59	07:31	08:03	08:27	08:49	-	09:39
North Sydney Station	06:06	06:38	07:04	07:37	08:09	08:33	08:55	-	09:44

Monday to Friday									
Lane Cove Library, Longueville Rd, Lane Cove	09:58	10:58	11:58	12:58	13:58	14:28	14:53	15:22	15:53
Fourth Av near Second Av, Lane Cove	10:02	11:02	12:02	13:02	14:02	14:32	14:59	15:28	15:57
Greenwich Library, Greenwich Rd, Greenwich	10:09	11:09	12:09	13:09	14:09	14:39	15:08	15:35	16:04
Greenwich Point Wharf, Lower Serpentine Rd, Greenwich	10:15	11:15	12:15	13:15	14:15	14:45	15:15	15:41	16:10
Greenwich Rd at River Rd, Greenwich	10:21	11:21	12:21	13:21	14:21	14:51	15:21	15:47	16:16
St Leonards Station	10:25	11:25	12:25	13:25	14:25	14:54	15:24	15:50	16:19
Pacific Hwy after Falcon St, Crows Nest	10:28	11:28	12:28	13:28	14:28	14:57	15:27	15:53	16:22
Wollstonecraft Station, Milner Cres, Wollstonecraft	10:34	11:34	12:34	13:34	14:34	15:02	15:32	15:58	16:27
Waverton Station	10:39	11:39	12:39	13:39	14:39	15:07	15:37	16:03	16:32
North Sydney Station	10:44	11:44	12:44	13:44	14:44	15:12	15:42	16:08	16:37

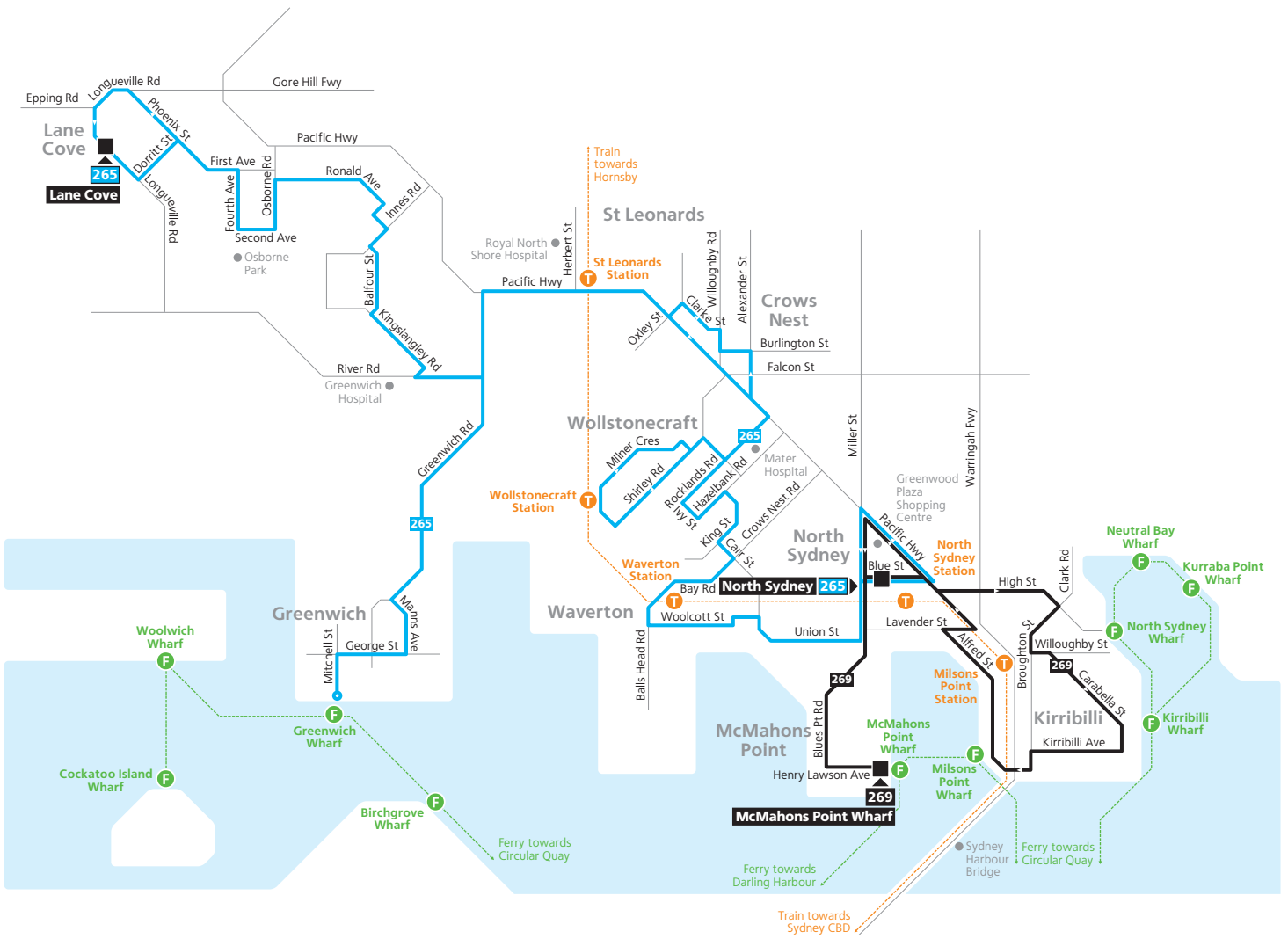
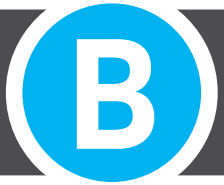
Monday to Friday			
Lane Cove Library, Longueville Rd, Lane Cove	16:33	17:07	17:37
Fourth Av near Second Av, Lane Cove	16:37	17:11	17:41
Greenwich Library, Greenwich Rd, Greenwich	16:44	17:18	17:48
Greenwich Point Wharf, Lower Serpentine Rd, Greenwich	16:50	17:24	17:53
Greenwich Rd at River Rd, Greenwich	16:56	17:30	17:59
St Leonards Station	17:00	17:34	18:03
Pacific Hwy after Falcon St, Crows Nest	17:03	17:37	18:06
Wollstonecraft Station, Milner Cres, Wollstonecraft	17:08	17:41	18:10
Waverton Station	17:13	17:46	18:15
North Sydney Station	17:18	17:51	18:20

Saturday									
Lane Cove Library, Longueville Rd, Lane Cove	-	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00
Fourth Av near Second Av, Lane Cove	-	09:05	10:05	11:05	12:05	13:05	14:05	15:05	16:05
Greenwich Library, Greenwich Rd, Greenwich	-	09:11	10:11	11:11	12:11	13:11	14:11	15:11	16:11
Greenwich Point Wharf, Lower Serpentine Rd, Greenwich	-	09:18	10:18	11:18	12:18	13:18	14:18	15:18	16:18
Greenwich Rd at River Rd, Greenwich	-	09:24	10:24	11:24	12:24	13:24	14:24	15:24	16:24
St Leonards Station	-	09:28	10:28	11:28	12:28	13:28	14:28	15:28	16:28
Pacific Hwy after Falcon St, Crows Nest	08:30	09:30	10:30	11:30	12:30	13:30	14:30	15:30	16:30
Wollstonecraft Station, Milner Cres, Wollstonecraft	08:35	09:35	10:35	11:35	12:35	13:35	14:35	15:35	16:35
Waverton Station	08:41	09:41	10:41	11:41	12:41	13:41	14:41	15:41	16:41
North Sydney Station	08:46	09:46	10:46	11:46	12:46	13:46	14:46	15:46	16:46

265**Lane Cove to North Sydney via Greenwich****B****Saturday**

		
Lane Cove Library, Longueville Rd, Lane Cove	17:00	18:00
Fourth Av near Second Av, Lane Cove	17:05	18:05
Greenwich Library, Greenwich Rd, Greenwich	17:11	18:11
Greenwich Point Wharf, Lower Serpentine Rd, Greenwich	17:18	18:18
Greenwich Rd at River Rd, Greenwich	17:24	18:24
St Leonards Station	17:28	18:28
Pacific Hwy after Falcon St, Crows Nest	17:30	18:30
Wollstonecraft Station, Milner Cres, Wollstonecraft	17:35	-
Waverton Station	17:41	-
North Sydney Station	17:46	-

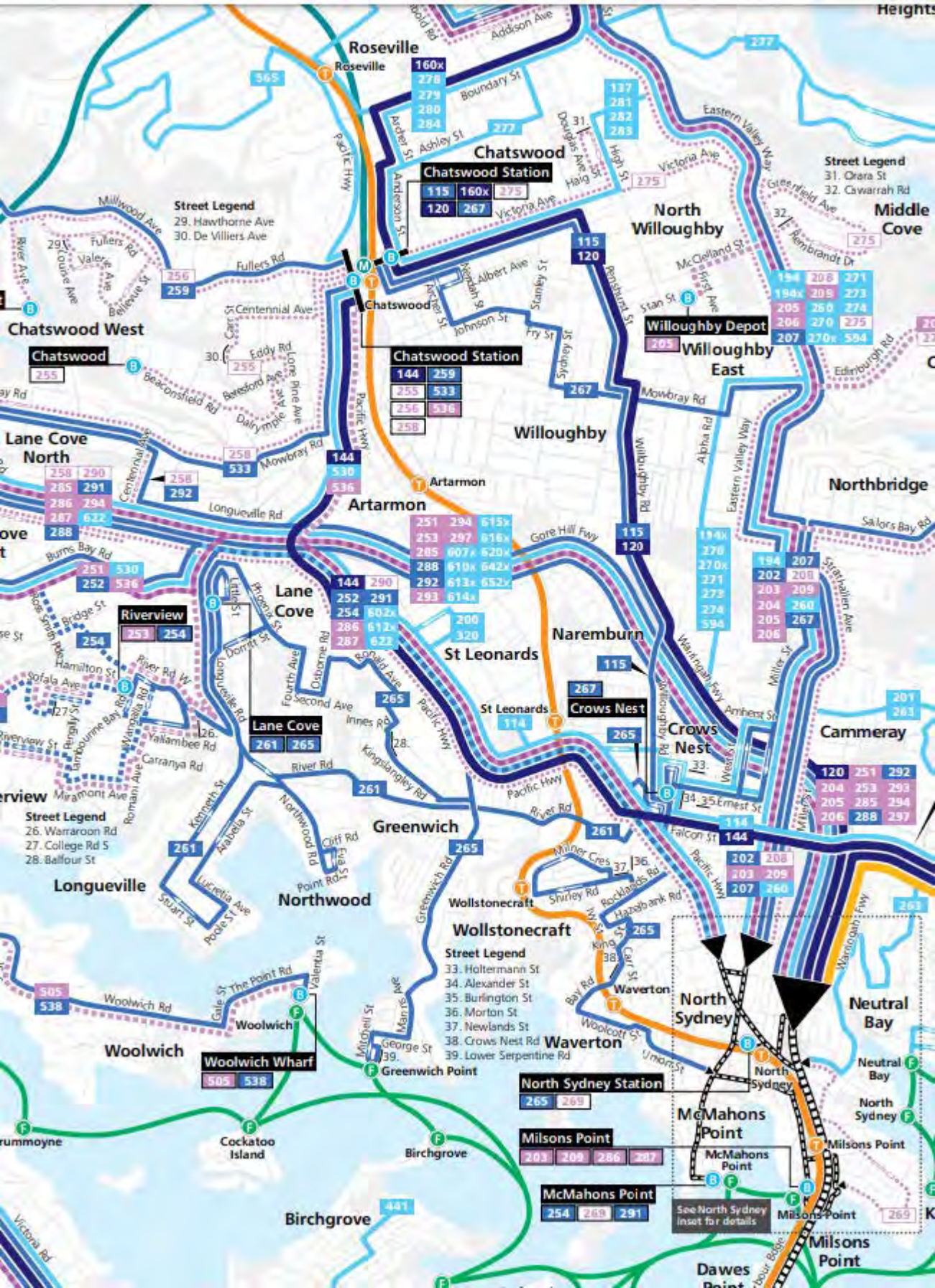
Routes 265, 269



Legend

- Bus route
- Bus route start/finish
- F- Ferry route/wharf
- 265 Bus route number
- T- Train line/station

Diagrammatic Map
Not to Scale



Street Legend
 29. Hawthorne Ave
 30. De Villiers Ave

Street Legend
 31. Orara St
 32. Cawarrah Rd

Street Legend
 29. Hawthorne Ave
 30. De Villiers Ave

Street Legend
 29. Hawthorne Ave
 30. De Villiers Ave

Street Legend
 33. Holtermann St
 34. Alexander St
 35. Burlington St
 36. Morton St
 37. Newlands St
 38. Crows Nest Rd
 39. Lower Serpentine Rd

Street Legend
 26. Warraroon Rd
 27. College Rd S
 28. Balfour St


See North Sydney inset for details


Appendix C


Transport Access Guide





B **Bus:** Bus services in vicinity of the hospital are provided by bus routes 261 and 265. Route 261 operates along River Road and connects between Lane Cove and the Sydney CBD via Longueville. Route 265 operates along Greenwich Road and provide connections between Lane Cove and North Sydney via Greenwich. These Buses provides access to the Wollstonecraft Train Stations and the wider rail network.

 **Cycling:** The hospital has easily accessible cycling routes along River Road Kingslangley Road and Greenwich Road. An off-road shared path is provided along Pacific Highway that provides connection to the wider section of shared path network. Bicycle parking spaces for staff and visitors are provided on-site.

 **End of Trip (EoT) facilities:** EoT facilities are provided in the building, including showers, lockers and change rooms.

 **Walking:** Pedestrians in the vicinity of the site are afforded excellent provisions with wide footpaths along River Road and Pacific Highway.

 Use Google Maps which presents a map showing the route and any suggested alternate routes and travel options. The route(s) include the distance and estimated travel time. Go to <https://www.google.com.au/maps/>

 Use trip planner to plan the most efficient routes/ public transport options by looking up times or check for travel alerts on their phone, tablet or computer. Go to <https://transportnsw.info/trip#/>

Contact:
HammondCare

Head Office: 4/207B Pacific Hwy,
St Leonards NSW 2065

Phone: 1800 766 112

For further public transport
information go to
www.transportnsw.info or
call 131 500

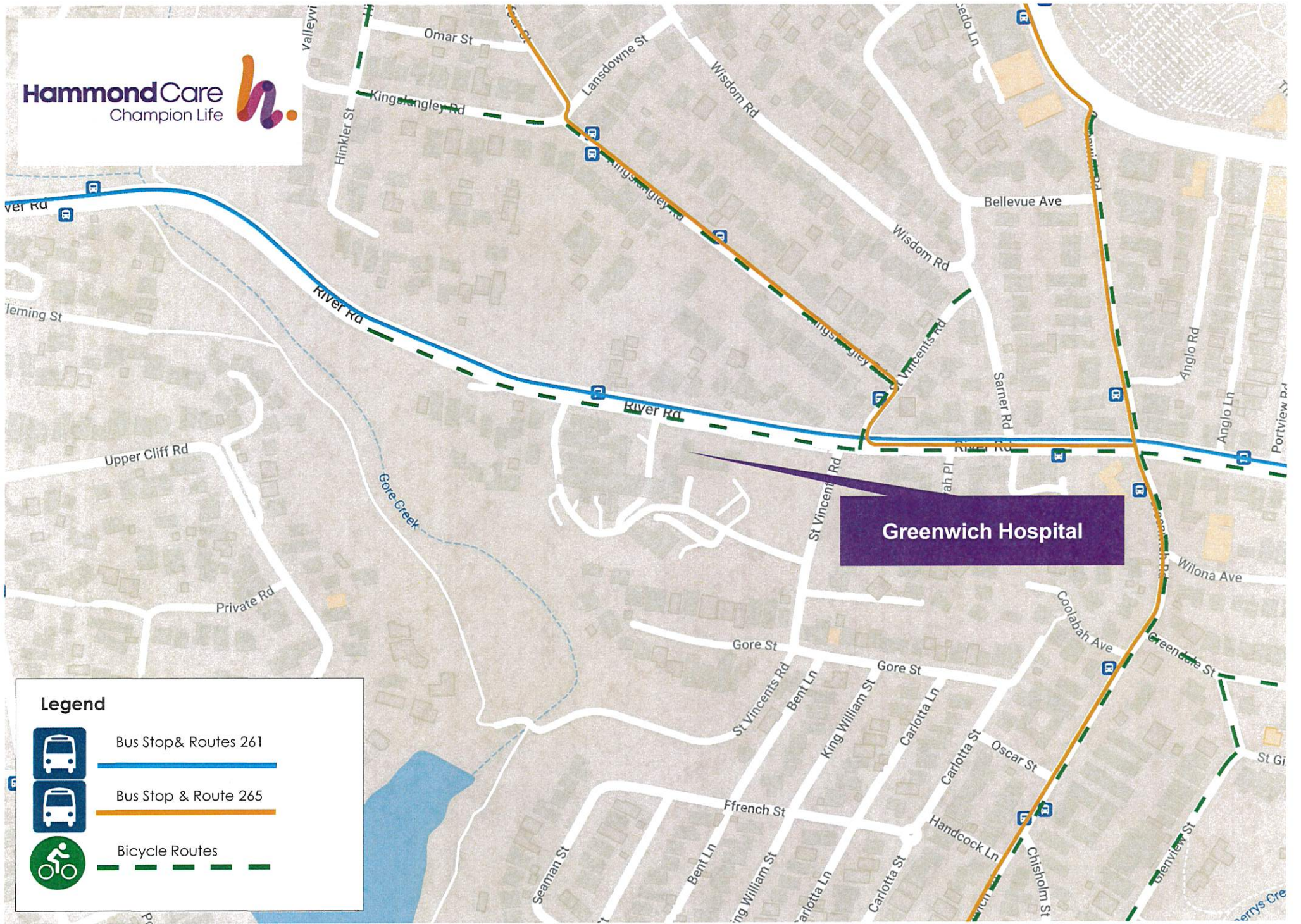


HammondCare
Champion Life 

Transport Access Guide




Greenwich Hospital





Greenwich Hospital

Legend

-  Bus Stop & Routes 261
-  Bus Stop & Route 265
-  Bicycle Routes

Appendix D

Staff Travel Survey Example



Transport and Traffic Planning Associates

1. What is your age in years?
 - a) 16 – 17
 - b) 18 – 24
 - c) 25 – 34
 - d) 35 – 44
 - e) 45 – 54
 - f) 55 – 64
 - g) Over 65
2. What postcode do you live in? _____
3. In an average week, on how many days do you commute to work?
 - a. One
 - b. Two
 - c. Three
 - d. Four
 - e. Five
 - f. More than five
 - g. I predominately work from home or remotely
4. What time do you typically arrive at work?
 - a. 00:00 – 00:59
 - b. 01:00 – 01:59
 - c. 02:00 – 02:59
 - d. 03:00 – 03:59
 - e. 04:00 – 04:59
 - f. 05:00 – 05:59
 - g. 06:00 – 06:59
 - h. 07:00 – 07:59
 - i. 08:00 – 08:59
 - j. 09:00 – 09:59
 - k. 10:00 – 10:59
 - l. 11:00 – 11:59
 - m. 12:00 – 12:59
 - n. 13:00 – 13:59
 - o. 14:00 – 14:59
 - p. 15:00 – 15:59
 - q. 16:00 – 16:59
 - r. 17:00 – 17:59
 - s. 18:00 – 18:59
 - t. 19:00 – 19:59
 - u. 20:00 – 20:59
 - v. 21:00 – 21:59
 - w. 22:00 – 22:59
 - x. 23:00 – 23:59
5. What time do you usually travel home?
 - a. 00:00 – 00:59
 - b. 01:00 – 01:59
 - c. 02:00 – 02:59
 - d. 03:00 – 03:59
 - e. 04:00 – 04:59
 - f. 05:00 – 05:59
 - g. 06:00 – 06:59
 - h. 07:00 – 07:59
 - i. 08:00 – 08:59
 - j. 09:00 – 09:59
 - k. 10:00 – 10:59
 - l. 11:00 – 11:59

Transport and Traffic Planning Associates

m. 12:00 – 12:59

n. 13:00 – 13:59

o. 14:00 – 14:59

p. 15:00 – 15:59

q. 16:00 – 16:59

r. 17:00 – 17:59

s. 18:00 – 18:59

t. 19:00 – 19:59

u. 20:00 – 20:59

v. 21:00 – 21:59

w. 22:00 – 22:59

x. 23:00 – 23:59

6. What is your main mode of transport when travelling to and from work? Please choose the mode that you use for the greatest distance.

a) Walk or run

b) Bicycle

c) Bus

d) Train

e) Light rail

f) Ferry

g) Car (as driver/sole
occupancy)

h) Car (as driver with
passengers)

i) Car (as passenger)

j) Carpool

k) Motorbike or Moped

l) Taxi or rideshare (e.g.,
Uber)

7. Do you ever work from home?

a. Yes

b. No

8. On average, how many times do you work from home in one month? _____

9. Do you have a disability or impairment that has an impact on how you travel?

a. Yes

b. No

10. Do you have childcare commitments that have an impact on how you travel?

a. Yes

b. No

11. Are you entitled to a free parking space at your place of work?

a. Yes

b. No

How likely is it that you will do the following to make your journey more comfortable and reliable?

12. Choose another mode to travel to work, e.g., switching from driving to public transport or from public transport to walking or cycling.

a. Very likely

b. Likely

c. Neutral

Transport and Traffic Planning Associates

- d. Unlikely
- e. Very unlikely
- f. Not possible

13. Change the timing of the journeys you make to avoid the busiest periods, if possible, given your work conditions.

- a. Very likely
- b. Likely
- c. Neutral
- d. Unlikely
- e. Very unlikely
- f. Not possible

14. Reduce the number of times you travel to work e.g., working from home, if possible, given your work conditions.

- a. Very likely
- b. Likely
- c. Neutral
- d. Unlikely
- e. Very unlikely
- f. Not possible

15. Do you have any general comments on how you currently travel or how you would like to travel?

16. To facilitate walk/cycle groups and/or carpooling may we share your contact details with a colleague that live/work/study near you?

- a) Yes – walking group (Email: _____)
- b) Yes – cycling group (Email: _____)
- c) Yes – carpool driver (Email: _____)
- d) Yes – carpool passenger (Email: _____)

Appendix E

Patient/Visitor Travel Survey Example



Sample Patient/visitor Travel Survey

1. Are you a patient or a visitor?
 - a) Patient
 - b) Visitor
2. Which hospital department are you visiting or being treated at today?

3. What postcode do you live in? _____
4. What time did you arrive at the hospital? _____
5. What time do you expect to leave the hospital? _____
6. How did you travel to the hospital? Please choose the mode that you used for the greatest distance.
 - a) Ambulance
 - b) Walk
 - c) Non-emergency patient transport
 - d) Bus
 - e) Car as a passenger
 - f) Car as a driver
 - g) Motorcycle
 - h) Train
 - i) Bicycle
 - j) Taxi or rideshare
 - k) Community transport
 - l) Other
7. How do you expect to travel from the hospital? Please choose the mode that you used for the greatest distance.
 - a) Ambulance
 - b) Walk
 - c) Non-emergency patient transport
 - d) Bus
 - e) Car as a passenger
 - f) Car as a driver
 - g) Motorcycle
 - h) Train
 - i) Bicycle
 - j) Taxi or rideshare
 - k) Community transport
 - l) Other

Transport and Traffic Planning Associates

8. Do you have any circumstances, disability or impairment that has an impact on how you travel?
- a) Yes
 - b) No
 - c) If yes, please describe (i.e., visual, mobility, etc) _____
9. If you did not use public transport, what would have helped you to use the bus or train for your trip?
- a) More direct routes
 - b) More frequent services
 - c) More reliable services
 - d) Faster service
 - e) Cheaper fares
 - f) Better security
 - g) Safer route from the station
 - h) More public transport information
 - i) Better access
 - j) Other _____
 - k) Or I cannot take public transport due to personal circumstances such as mobility constraints

10. Do you have any other comments about your journey to and from the hospital?

11. If you would like to get information about the outcomes of this survey, please enter your email address.
