



# Get Travel Smart- Supporting Sustainable Travel at St Vincents Darlinghurst Campus

Transport Implementation Strategy  
January 2013



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Supporting Sustainable Travel at St Vincents Darlinghurst Campus

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**Appendix A. Bus and Rail Network Maps**

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# 1. Introduction

## 1.1 Background

1.1.1 Sinclair Knight Merz (SKM) has been commissioned by St Vincents & Mater Health Sydney (SVMHS) on behalf of the Campus Transport Strategy Working Group (CTSWG) to prepare a Transport Implementation Strategy (TIS) for St Vincents Darlinghurst Campus (SVDC).

1.1.2 The TIS identifies and quantifies innovative transport solutions designed to support an increase in the use of sustainable travel modes among all Campus users and reduce the demand for car parking. The TIS is an active and evolving document responding to changes in the baseline transport situation and considers the Master Plan development aspirations for SVDC.

1.1.3 For the purpose of the TIS, the SVDC includes the facilities of: St Vincent's Private Hospital Sydney, St Vincent's Hospital Sydney, Sacred Heart Hospice and St Vincent's Clinic. The Campus straddles the City of Sydney local authority region and Woolharra Municipal Council's boundary. SKM recognise there are other related health and research facilities such as the Garvan Institute of Medical Research. outside of the assumed SVDC and all of the transport solutions documented in the TIS have been designed so they can be applied to these facilities also.

1.1.4 SKM has also been commissioned by SVMHS and the CTSWG to prepare a standalone Shuttle Bus Implementation Strategy (SBIS). The purpose of the SBIS is to identify opportunities, risks and funding mechanisms for assessing the feasibility of providing a staff shuttle bus between the Campus and public transport interchanges, principally strategic railway stations.

## 1.2 SVDC Transport Constraints/Challenges

1.2.1 During consultation with SVMHS and the CTSWG the following constraints were noted. The TIS seeks to identify opportunities and solutions to address these challenges.

- Complexities of managing travel demand and implementing innovative transport solutions given the differences in governance between SVDC facilities.
- Variation in travel demands of SVDC users such as staff, patients and visitors and the subsequent difference in travel demands of each user group at different times of the day.
- Retaining and attracting staff to SVDC.
- Parking demand exceeds supply.
- Inequalities in parking supply and attitudes to parking.
- Perception of travel and transport-for example 'it's too far to walk' or 'it's unsafe'.
- Consideration of the SVDC Master Plan and related issues: planning approvals, community consultation, stakeholder requirements, short/medium/long term strategies, demand management, commercial attraction to SVDC, sensitivity testing, changes to transport infrastructure, maintaining hospital functionality and increasing healthcare facilities through more beds & services.

### 1.3 St Vincents Darlinghurst Campus Master Plan

#### 1.3.1 Master Plan

1.3.2 SVMHS has engaged a project team to develop a Master Plan for the St Vincents Darlinghurst Campus. The strategic aim for the Master Plan is *'one mission one campus'*.

1.3.3 The Master Plan will *'deliver a comprehensive evaluation and overview of the proposed built infrastructure solution needed to respond to the Clinical Services, Teaching and Research requirements on the Darlinghurst Campus. It delivers a well-balanced capital strategy for the Campus for the next 20 years, after taking into consideration the St Vincents and Mater Health Sydney's goals and resources, site specific opportunities and constraints and the Clinical Services'* (SVMHS, 2010).

1.3.4 The Master Plan identifies up to 130,000 sqm of new floorspace, up to 21,500 sqm of refurbished floorspace equating to 414 new beds for St Vincents Public Hospital and 591 for St Vincents Hospital. Up to 2,020 new car parking spaces are proposed to support staff, patient and visitors travelling to the Campus. These proposals can be summarised as:

- an increase in multi day bed places of 50% by 2022;
- an increase in ambulatory care and same day bed places by 102% by 2022;
- an increase in operating rooms by 60% by 2022; and
- an increase in emergency and trauma beds by 21%.

#### 1.3.5 Stage 1- Development Application (DA)

1.3.6 A DA will be submitted to support the first stage of the Campus Master Plan. The first phase relates to St Vincent's Private Hospital and includes: refurbishment of the existing building at 406 Victoria Street and a new north wing to the same building. This new wing will cover approximately 25,000 sqm and coupled with redevelopments will provide an additional 170 beds, 42 ambulatory care places, 9 operating rooms and associated infrastructure principally a 3 level underground car park. This car park will accommodate X car parking spaces including X disabled bays. X cycle parking spaces are also proposed and showers and changing rooms will be provided for staff in the new wing. (DETAIL TO CORRESPOND TO DA SUBMISSION, WHERE APPLICABLE)

1.3.7 This TIS supports the DA demonstrating that SVMHS and the CTSWG recognise the current and future constraints in the baseline transport situation and that solutions will be implemented to address these constraints as appropriate. It is important to recognise that to affect real travel behaviour change the TIS considers the wider Campus and utilises the Master Plan development to provide the mechanism for implementing this change.

1.3.8 Further DAs will be submitted corresponding to each stage of the Master Plan as and when appropriate. The TIS will continue to provide the mechanism to support these DAs, given that it is an active and evolving document.

## 1.4 Why Get Travel Smart?

1.4.1 Travel behaviour change has the potential to support various policy areas at local, regional and national levels, including: planning, environment, economic, climate change, health and transport policies. For the health service, improving travel options can play an important role in improving access as well as:

- reducing a site's carbon footprint;
- improving local air quality by reducing vehicle traffic;
- reducing costs through reduced need for car parking and less business travel;
- improving relationships with the local community as a result of less pressure on local roads;
- improving productivity through a more active and healthy workforce;
- assisting patients in improving their health and well being through active travel; and
- reducing the pressure and anxiety for patients and visitors travelling to hospital.

1.4.2 Understanding why people behave the way they do and attempting to change this behaviour can be a difficult task. Behaviour change can take a long time and achieving habitual change is challenging. It requires us to understand why people currently behave in the way that they do and what would make them change this behaviour.

1.4.3 The development and implementation of a Transport Implementation Strategy for SVDC will support patients, visitors and staff to change their behaviour and to Travel Smart to the Campus.

## 1.5 Content and Structure

1.5.1 The focus of the TIS is to provide a clear action plan for the delivery of smart transport solutions. The structure of the TIS is as follows:

- Chapter 2 details relevant policy and guidance. This Chapter provides a benchmark for which the TIS will seek to comply with and be assessed against.
- Chapter 3 details the baseline transport situation and service delivery characteristics of SVDC including an analysis of staff, patient and visitor travel survey data.
- Chapter 4 identifies the TIS' aims, objectives and high level mode share targets.
- Chapter 5 identifies smart transport solutions designed to encourage sustainable travel for staff, patients and visitors.
- Chapter 6 provides the implementation and monitoring strategy for 8 smart transport solutions including responsibilities and delivery timescales. These solutions have been agreed with SVMHS and the CTSWG and a commitment to their feasibility has been given.
- Chapter 7 concludes the TIS.

## 2. Policy and Consultation Context

### 2.1 Introduction

2.1.1 The following State and local, policy and guidance documents were considered in the development of the TIS. All of these policy/guidance documents encourage developments to be to a standard which is safe, attractive and sustainable. Moreover, there is a real emphasis on promoting sustainable travel as an alternative to vehicle trips within the Greater Sydney area through improvements in transport infrastructure and travel behaviour change.

### 2.2 State Policy and Guidance

#### 2.2.1 NSW Government- NSW Plan 2021

2.2.2 The NSW Plan is a strategic 10 year plan to *'make NSW number one'*. The Plan has five Strategies:

- Rebuild the economy.
- Return quality services.
- Renovate infrastructure.
- Strengthen our local environment and communities.
- Restore accountability to Government.

2.2.3 Transport for NSW is responsible for delivering strategic infrastructure projects and better coordinating different transport modes to provide clean, reliable, safe, efficient and integrated transport services.

2.2.4 The Plan has 32 goals designed to meet these Strategies and from a transport perspective goals include:

- reducing travel times;
- growing patronage on public transport by making it a more attractive travel choice;
- improving the customer experience of transport services; and
- improving road safety.

2.2.5 Each transport related goal has targets and priority actions to be addressed by Transport for NSW and these can be summarised as follows:

- minimise public transport waiting times for customers;
- increase walking and cycling;
- increase real time travel information to customers; and
- reduce road fatalities.

- 2.2.6 NSW Plan 2021 includes travel mode share targets; these are principally directed to Sydney and its wider Metropolitan Region and include:
- increasing the proportion of journeys to work by public transport to 28% by 2016;
  - doubling the bicycle mode share in the Greater Sydney region at a local and district level by 2016; and
  - increasing the mode share of walking trips made in the Greater Sydney region to 25% by 2016.
- 2.2.7 Details regarding current travel mode shares for Greater Sydney are included in Chapter 3.
- 2.2.8 Targets in relation to population growth, employment and keeping people healthy and out of hospital are also included in the Plan, particularly a 5% reduction in obese adults by 2020.
- 2.2.9 Integrating Land Use and Transport Guidelines
- 2.2.10 This document was developed in 2001 by Transport for NSW, Roads and Traffic Authority (now RMS) and the NSW Department of Urban Affairs and Planning to provide guidelines for new developments aimed at improving transport choice. The objectives of this document are to:
- better integrate land use, transport planning and development;
  - provide transport choice and manage travel demand to improve the environment, accessibility and liveability;
  - reduce growth in the number and length of private car journeys; and
  - make walking, cycling and public transport use more attractive.
- 2.2.11 Of relevance to the SVDC are the Health location and design criteria, which include:
- major hospitals should locate as close as possible to regional centres;
  - public transport services can be created or made more viable by the location of medical specialist facilities, which often adjoin major hospitals;
  - safe, level and direct pedestrian paths to nearby bus stops, shops and other facilities should link services;
  - in the siting and design of hospitals, it is important to balance the need for close proximity to public transport routes with the need to avoid disturbance from noise or vibration and to optimise road safety;
  - sufficient off-street space should be provided for the movement of all transport modes — cars, taxis, bicycles, pedestrians, service/ emergency vehicles and buses;
  - safe pick up/set down areas away from major roads should be provided for new facilities;
  - footpaths should be provided and maintained along nearby streets and within the health facility site; and
  - good bicycle storage facilities should be provided, or shared with other uses.

- 2.2.12 Implementing the good practice and design guidance within the Integrating Land Use and Transport document is achieved through consultation, accessibility planning, parking control, active travel planning and design. Most of this implementation falls within the control of local councils, achieved through the provision, management and adherence of local policies, for example, car parking policy and standards.
- 2.2.13 *NSW Planning Guidelines for Walking & Cycling*
- 2.2.14 Developed in 2004 by NSW Government, these guidelines are designed to assist land-use planners to improve their consideration to walking and cycling. It is anticipated that this will lead to more opportunities for people to live in places with easy walking and cycling access to urban facilities and amenities. Guidelines are principally directed at local councils so that they may develop site specific plans to improve walking and cycling. Guidelines can include aspects such as: accessibility, designing neighbourhoods, regional walking and cycling routes, catchments, zoning, street design, security/safety, building siting, bicycle parking and community engagement.
- 2.2.15 *NSW Bike Plan*
- 2.2.16 In 2010 NSW Government released the Bike Plan inclusive of a 10 year vision for cycling focusing on the delivery of cycling infrastructure and the promotion of its use. State wide this includes partnerships between State agencies, local councils and non government organisations and includes programmes such as bike parking, security, safety training, signage and community initiatives.
- 2.2.17 *Premier's Council for Active Living (PCAL)- Designing Places for Active Living*
- 2.2.18 This NSW Government resource is aimed at ensuring the built environment supports active living and reduces car dependence through an integrated approach to design by local councils, communities and private developers. Some key design considerations include:
- ensure that shared paths are carefully designed with sufficient width, adequate sightlines, gentle gradients and turns and marked centrelines;
  - make public transport an easy option, by increasing awareness of public transport, planning clearly signed, safe (eg well-lit) and direct routes to public transport stops within a comfortable walking distance of workplaces;
  - bus stops should be attractive, well maintained and secure with appropriate route and timetable information provided;
  - provide secure, well-lit and sheltered bicycle parking within (or close to) buildings; and
  - encourage access by all modes of transport through a site layout that balances the needs of pedestrians, cyclists, buses as well as driver comfort and visibility.
- 2.2.19 *Long Term Transport Master Plan 2012 (Draft)*
- 2.2.20 The NSW Long Term Transport Master Plan is the most recent state-wide transport plan from Transport for NSW. The three themes of the plan are customer-orientation, responding to customer needs through integrating, modernising, growing and managing the transport system, and integrating transport planning with land use planning.

2.2.21 The document outlines a number of key actions over the next 20 years. These include:

- Integration of transport modes with an integrated ticketing system, an interchange strategy, increased park-and-ride facilities, simplifying public transport timetables, providing real-time wayfinding information and investment in the public transport fleet.
- Network improvements from new train links to the South West, North West and a second harbour crossing, a redesign of the bus network, a feasibility study of new Sydney City bus interchanges, completion of missing links in the motorway network, capacity expansions, the CBD light rail and investments in cycling and pedestrian infrastructure.
- Other general statewide strategies including transit oriented urban renewal projects, an updated Disability Access Plan, a 10 year Road Safety Strategy, an Electric Vehicle Road Map and a Metropolitan Parking Policy.

2.2.22 State Infrastructure Strategy 2011

2.2.23 The State Infrastructure Strategy was developed by Infrastructure NSW to *'identify and prioritise the delivery of critical public infrastructure for NSW'*.

2.2.24 For Sydney, between 0 and 5 years from 2011, it recommends:

- starting construction of the North West Rail Link and WestConnex motorway proposal;
- fixing road pinch points and improving public transport around Port Botany and Sydney Airport;
- implementing the Anzac Parade light rail line between the CBD and University of NSW; and
- improving off-peak rail pricing to spread demand.

2.2.25 Within Sydney, between 5 and 10 years from 2011, it recommends:

- completing the North West Rail Link and WestConnex motorway;
- reconfiguring rail lines outside Central to improve City Circle capacity;
- constructing an underground bus rapid transit network under the CBD, and reconstructing Wynyard and Town Hall stations; and
- pedestrianising George Street.

2.2.26 Within Sydney, between 10 and 20 years from 2011, it recommends:

- introducing metro-style rapid transit services from Chatswood to Strathfield; and
- planning an Eastern Suburbs Railway extension to Randwick and Maroubra.

## 2.3 Local Policy and Guidance

### 2.3.1 Sustainable Sydney 2030

2.3.2 Sydney 2030 is a vision developed by the City of Sydney to make the city a *'livelier, more engaging place for people of all ages'*. The vision aims for specific targets in the area by 2030, including:

- reduce 1990 green house gas emissions by 50 per cent;
- 48,000 additional dwellings;
- 97,000 additional jobs in the City;
- 80 per cent of City workers commuting on public transport;
- 80 per cent of work trips by City residents in non private vehicles;
- 10 per cent of trips made in the City by cycling;
- 50 per cent of trips made by walking;
- every resident within a 10 minute (800m) walk to a main street; and
- every resident within a 3 minute (260m) walk of a continuous green link.

2.3.3 For transport, the vision advocates a light rail line along George Street between Central and Circular Quay, in addition to the corridors identified in the Sydney Light Rail Strategic Plan. The vision also promotes cycling along the recently established bike paths, walking and the pedestrianisation of roads, and car sharing schemes.

### 2.3.4 Woollahra Municipal Council Traffic and Transport Study 2000

2.3.5 The Woollahra Traffic and Transport Study investigated the performance of the existing transport network in the Woollahra Municipal Council area, including its impacts to Woollahra and adjoining municipalities. Most trips within the area were by car, with a small proportion by rail (at Edgecliff and Bondi Junctions stations), bus and ferry. At the time, there were little to no bicycle travel facilities. The study found that despite a decrease of 19% in the population of Woollahra from 1971 to 1996, usage of private transport modes increased, resulting in congestion at key intersections and a lack of parking availability. Factoring in projected regional growth, traffic congestion was expected to worsen.

2.3.6 The study developed strategies to improve the operation of the transport network and reduce dependence on private cars. Key recommendations included:

- Land use – exerting greater control on zoning, providing incentives and penalties in development control plans and improving pedestrian amenity and facilities.
- Transport services – improving existing bus, rail and ferry services, and improving access to/from major service centres.
- Road network and traffic management – improving efficiency through traffic management measures and public transport planning, implementing a local traffic management strategy and considering car pooling as part of a traffic demand management strategy.

- Parking strategy – introducing pay parking, rationalising on-street parking, reducing commuter parking provisions whilst improving interchange facilities, phasing out resident parking schemes and providing coach and visitor parking.
- Disability access – developing a fully integrated accessible traffic and transport system and providing access facilities in general.
- Bicycle strategy – providing facilities by staging implementation of the *Woollahra Bicycle Plan*.

## 2.4 Consultation

2.4.1 The primary purpose of the TIS is to identify smart transport solutions to encourage travel to SVDC by sustainable travel modes to reduce the reliance on the private car and subsequently alleviate the parking situation. The TIS additionally supports the planning process in relation to the Campus Master Plan. However it is important to recognise that the TIS is a longer term active Strategy which will be adapted and updated to take account of changing circumstances. SKM has consulted with officers of City of Sydney Council and Woollahra Municipal Council to ensure that they are aware of the purpose of the TIS and the expected outcomes.

**NOTE SKM AWAIT STAKEHOLDER DETAILS FROM CLIENT TO COMPLETE CONSULTATION.**

2.4.2 The following responses were received and these have been considered in the TIS as appropriate:

- xxx
- xxx

## 2.5 Conclusions

2.5.1 The Transport Implementation Strategy supports State/local policy and guidance by setting out a clear action plan for the implementation of infrastructural and behaviour change transport solutions which are capable of adapting to change. The Strategy aims to foster a culture of sustainable travel at SVDC. More specifically the TIS will:

- support an increase in walking and cycling for staff, patients and visitors travelling to and from SVDC;
- support an increase in public transport journeys to and from the Campus;
- consider the needs of those accessing the site who have reduced mobility; and
- manage single occupancy vehicle travel to the Campus.

### 3. Baseline Situation

#### 3.1 Introduction

3.1.1 This Chapter demonstrates the existing transport situation and characteristics of the St Vincents Darlinghurst Campus (SVDC) and wider Sydney region. The Campus includes the facilities of: St Vincent's Private Hospital Sydney, St Vincent's Hospital Sydney, Sacred Heart Hospice and St Vincent's Clinic. These facilities and the SVDC location are illustrated in **Figures 3-1, 3-2 and 3-3**. The baseline transport situation considers the following inputs:

- site visit undertaken by SKM on 29.10.12;
- a traffic and parking assessment undertaken in 2011/2012 by TEF Consulting; and
- SVMHS 2006 car park policy.

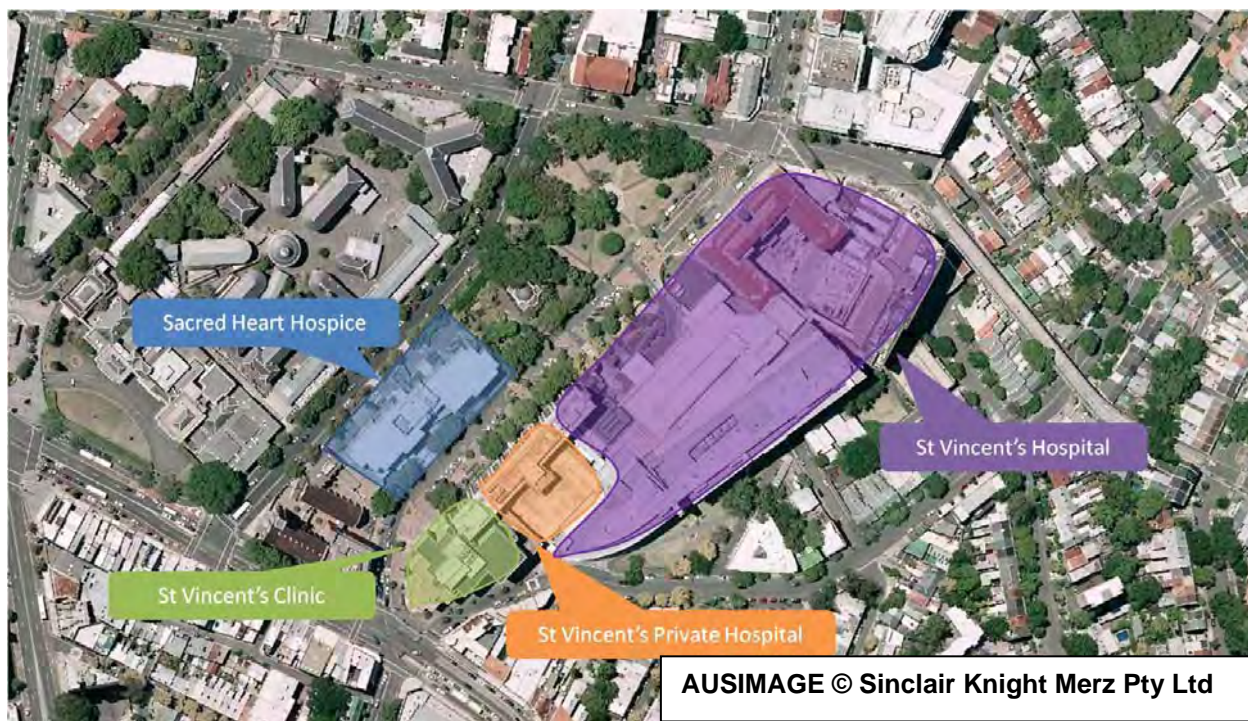
**Figure 3-1: St Vincents Darlinghurst Campus- Strategic Location**



**Figure 3-2: St Vincents Darlinghurst Campus- Sydney Location**



**Figure 3-3: St Vincents Darlinghurst Campus- Facility Locations**



3.1.2 The purpose of this Chapter is to identify:

- the service delivery characteristics of SVDC;

- what transport infrastructure is already in place to assist in reducing single occupancy vehicle trips;
- existing Greater Sydney travel mode shares; and
- existing staff, patient and visitor travel behaviour.

### 3.2 Service Delivery at St Vincents Darlinghurst Campus

#### 3.2.1 As of 2012 the following is applicable to SVDC operations:

**NOTE SKM AWAIT THIS INFORMATION FROM CLIENT (IF AVAILABLE).**

- 667 multi day bed places;
- 137 ambulatory care beds;
- 47 emergency/trauma beds;
- **XX** daily out patient appointments; and
- **XX** staff (total full and part time).

#### 3.2.2 As set out in Chapter 1 the Master Plan proposes phased development of the Campus that will increase the size of the Campus and the subsequent number of staff, patients and visitors who will need to access the site.

### 3.3 Pedestrians

#### 3.3.1 External

#### 3.3.2 The footway network surrounding SVDC is extensive and well lit in keeping with its urban setting. Along Victoria Road, Darlinghurst Road and Oxford Street, footways are provided along both sides of the vehicular carriageway. Crossing points are signalled for pedestrians and dropped kerbs are provided at these points. There are however inconsistencies in dropped kerb orientations which often do not follow principal pedestrian desire lines (**Figure 3-4**). These could be improved to create a more pedestrian friendly environment in the vicinity of the Campus.

**Figure 3-4: Dropped Kerb Crossing at Victoria Road/Burton Street**



- 3.3.3 Footways are generally level and wide. Few areas provide any weather protection, with the exception of awnings in commercial areas on Victoria Street, Darlinghurst Road and Oxford Street. However, these are fragmented, and are not directly connected to hospital entrances. Furthermore, there is no directional signage on footways to public transport facilities, such as bus stops and Kings Cross Railway Station.
- 3.3.4 Campus
- 3.3.5 Footways and paths within the SVDC are generally level and wide, particularly outside main entrances. Pedestrian crossings are provided along Victoria Road (**Figure 3-5**) to connect with Sacred Heart Hospice and Green Park. Dropped kerbs allow disabled access at these pedestrian crossings although these are narrow and only allow single file movements.
- 3.3.6 Way finding and maps are provided within the Campus including distances (**Figure 3-6**). For staff, facilities such as showers and lockers are not readily available for use. Notice boards and leaflet holders are strategically located around the hospital buildings to relay staff, patient and visitor information.
- 3.3.7 Internal pedestrian connections, within hospital buildings are provided through corridors as is way finding. Given the nature of the development, step free accesses and lifts are provided as appropriate within hospital buildings.

**Figure 3-5: Victoria Road Pedestrian Crossing**



**Figure 3-6: SVDC Way Finding**



3.3.8 **Table 3-1** illustrates walking distances and times to key facilities and amenities from the centre of the Campus. This shows that the site is located within appropriate walking distances to encourage and promote pedestrian travel to the Campus. Catchment thresholds for walking vary between environments, however the following, based on international ‘good practice’, is deemed appropriate for SVDC:

- distance to a bus stop-400m or approximately a 5 minute walk;
- distance to a railway station -800m or approximately a 10 minute walk;
- distance to facilities such as shops, cash machines, restaurants-1600m or approximately a 20 minute walk.

3.3.9 While these distances naturally vary depending on the mobility of the pedestrian, they show that the Campus is conveniently located for access to key facilities, various residential areas and public transport interchanges.

**Table 3-1: Walk Distances and Times from SVDC**

Facility/Amenity/Area	Approximate Distance*	Approximate Walk Time*
St Vincents Public Hospital Bus Stop	10m	< 1 minute
Green Park	100m	1 minute
Burton Street Bus Stops	170m	2 minutes
Darlinghurst Road Bus Stops	170m	2 minutes
Taylor Square Bus Stops	400m	5 minutes
Victoria Street Cafes and Restaurants	130m-520m	1-6 minutes
Oxford Street Shops, Cafes, Cash Machines and Restaurants	200m-650m	2-8 minutes
Kings Cross Railway Station	700m	9 minutes
Paddington	925m	11 minutes
Moore Park	1100m	14 minutes
Hyde Park	1100m	14 minutes
Museum Railway Station	1200m	15 minutes
Surry Hills	1300m	16 minutes
Town Hall Railway Station and City Centre	1600m	20 minutes
Galleries Pitt Street Metrorail Station	1700m	21 minutes
Central Station and Central Metropolitan Light Rail Stop	1750m	22 minutes

*\*from St Vincent's Public Hospital main entrance. Shorter walking distances are available from Sacred Heart Hospice*

3.3.10 Within the SVDC staff, patients and visitors can utilise catering facilities, retail and cash machines, thereby reducing their need to travel once on Campus.

### 3.4 Cyclists

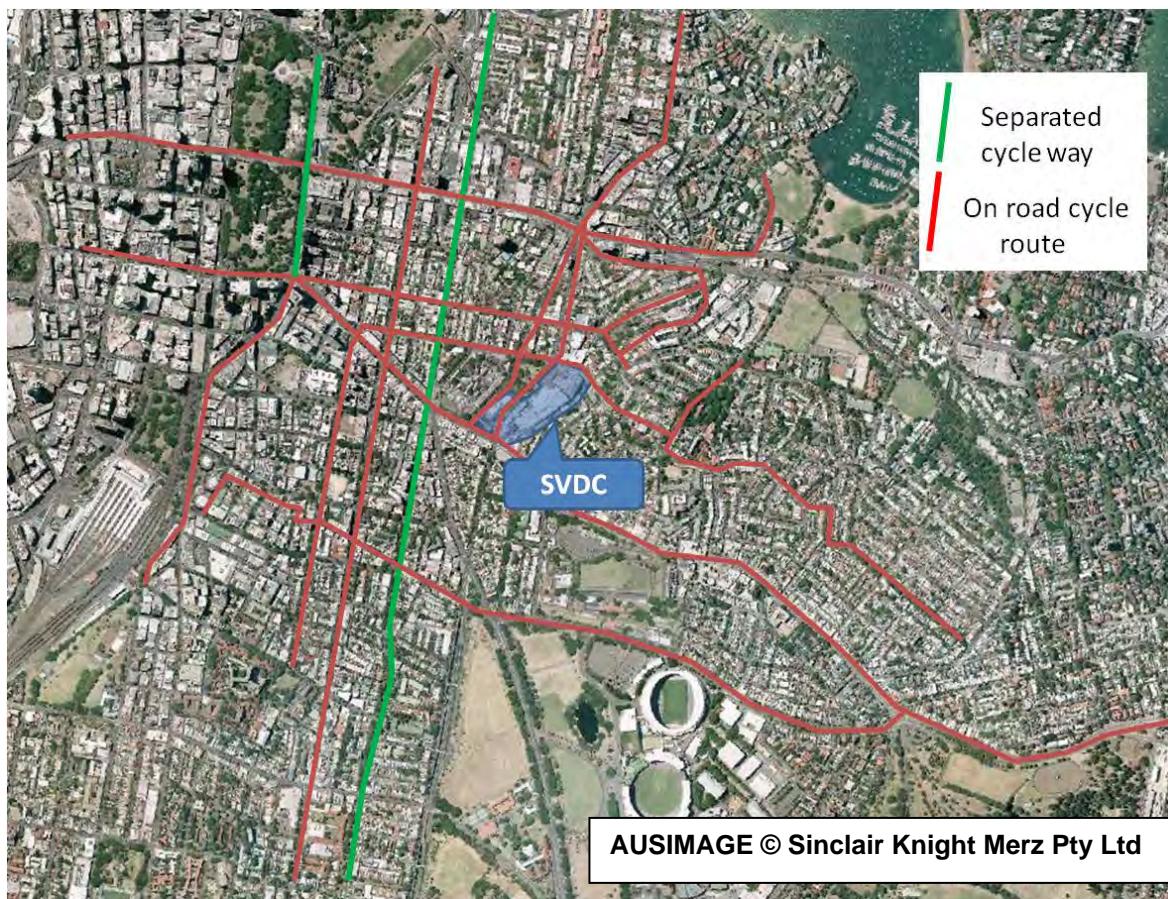
3.4.1 On road cycling is achievable on all routes surrounding SVDC. Oxford Street, Victoria Road and Darlinghurst Road are designated, signposted on-road cycle routes, however these are heavily trafficked routes. There are currently no public cycle hire schemes in Sydney. As noted, showers and lockers are not readily available for staff.

3.4.2 Burton Street (**Figure 3-7**) is a dedicated on road cycle route subject to medium to low vehicular traffic. The nearest separated cycleway to SVDC is along Bourke Street, an approximate 5 minute cycle to the west. **Figure 3-8** illustrates Sydney's cycle route network within the vicinity of SVDC.

**Figure 3-7: Burton Street Cycle Route**



**Figure 3-8: Sydney Cycle Route Network**



3.4.3 **Table 3-2** demonstrates approximate distances and cycle times to key facilities from SVDC utilising the Sydney cycle route network, naturally there may be some shorter routes utilising non dedicated routes. For cycling, a general acceptable threshold for travel to work for inexperienced cyclists is approximately 5 km. This equates to an approximate 20 minute cycle time. This increases up to 40 minutes or 10 km for regular experienced cyclists.

**Table 3-2: Cycle Distances and Times from SVDC**

Facility/Amenity/Area	Approximate Distance*	Approximate Cycle Time*
Kings Cross Railway Station	700m	3 minutes
Paddington	925m	4 minutes
Moore Park	1100m	4 minutes
Hyde Park	1100m	4 minutes
Surry Hills	1300m	5 minutes
Town Hall Railway Station and City Centre	1600m	6 minutes
Central Station and Central Metropolitan Light Rail Stop	1750m	7 minutes
Centennial Park (Paddington Gates)	1900m	8 minutes
Darling Harbour	2100m	8 minutes
Darling Point	2800m	11 minutes
Western Bondi Junction	3000m	12 minutes
Circular Quay	3100m	12 minutes
Alexandria	4200m	17 minutes
Eastern Glebe	4200m	17 minutes
Harbour Bridge	4500m	18 minutes
North Sydney	6400m	26 minutes

*\*from St Vincent’s Public Hospital main entrance. Shorter cycling distances are available from Sacred Heart Hospice*

3.4.4 63 cycle parking spaces are provided at several locations within SVDC. The majority of these spaces are located in areas which are geared towards staff use (located in car parks for example). An inventory of cycle parking found that these spaces are well utilised and demand exceeded supply. Way finding and cycle parking maps are not provided within the Campus. **Figure 3-9** demonstrates SVDC cycle parking.

3.4.5 Cycling routes and access to SVDC is good; however there are limitations in the quality and quantity of facilities on site such as cycling parking and showers. An excellent opportunity exists to ensure these facilities are considered in the Master Plan.

**Figure 3-9: SVDC Cycle Parking**

### 3.5 Public Transport- Bus

- 3.5.1 The SVDC is well served by local bus services. The nearest bus stop to the Campus is located on site at the Public Hospital entrance. This bus stop is equipped with a shelter and timetable information. The service operating from this stop is free, operating between Redfern and Broadway on Thursdays and Fridays only with approximately 4 trips in each direction.
- 3.5.2 Additional bus stops are located adjacent to the Campus, all within a 5 minute walk, serving a variety of routes. Bus stops are located on Burton Street, Victoria Street / Darlinghurst Road and Oxford Street. Route 389 runs along Burton Street, connecting the Campus to Circular Quay and the CBD in the west, and to Bondi Junction in the east. Services operate roughly every 5 minutes at the height of the peak, to every 10-20 minutes off-peak. **Figure 3-10** illustrates Burton Street bus services.

**Figure 3-10: Burton Street Bus Services**



- 3.5.3 Route 311, along Victoria Street / Darlinghurst Road, connects the Campus to Railway Square in the west, and Kings Cross and the northern CBD to the north. Services operate every 15 minutes during peak times, and every 30 minutes off-peak.
- 3.5.4 Many different routes operate along Oxford Street, including the M40, 333, 352, 378 and 380, from the CBD to the Eastern Suburbs. In addition, the M10, X39, 373, 377, 392, 394, L94, 396, 397 and 399 travel down Oxford Street from the CBD, turning into Flinders Street at Taylor Square. Combined, these operate at a very high frequency, with services every few minutes throughout the day.
- 3.5.5 There are few covered paths from bus stops to the hospital buildings, but the majority of bus stops are sheltered and timetable information is provided. Along Oxford Street some services are prepay only. A variety of ticket options are available for bus travel in Sydney other than single fares purchased on-board. MyBus tickets can be purchased at ticket outlets such as newsagents, convenience stores, and transit shops, covering either a single ride or 10 rides for a range of distances. Buses are also covered by MyMulti tickets, which allow unlimited travel over most public transport modes in Sydney for a selected time period. Concessions are offered to selected user groups, including pensioners, students, jobseekers and families.
- 3.5.6 **Table 3-3** summarises bus service routes and frequencies within a 5 minute walk of SVDC.

**Table 3-3: Bus Services, Routes and Frequencies from SVDC\***

Bus Stop	Walk Time	Service/ Operator	Route	Frequency
St Vincent's Hospital	< 1 minute	Free	Redfern to Broadway	4 daily trips (Thursdays & Fridays only)
Burton Street	2 minutes	389 Sydney Buses	Circular Quay to North Bondi	Every 5 minutes during peak; every 10-20 minutes off-peak
Victoria Street / Darlinghurst Road	0-2 minutes	311 Sydney Buses	Millers Point to Railway Square via Kings Cross	Every 15 minutes during peak; every 30 minutes off-peak
Oxford Street	3-5 minutes	M40, 333, 352, 378, 380 Sydney Buses	CBD to various locations in the Eastern Suburbs	Every few minutes
Flinders Street (Taylor Square)	5 minutes	M10, X39, 373, 377, 392, 394, L94, 396, 397, 399 Sydney Buses	CBD to various locations in the Eastern Suburbs	Every few minutes

*\*from St Vincent's Public Hospital main entrance ^shorter walking distance available from Sacred Heart Hospice*

### 3.6 Public Transport- Rail

3.6.1 Rail accessibility to SVDC is good. The Campus is located within a 22 minute walk of four key Sydney railway stations, which provide excellent rail frequencies to a variety of destinations.

#### 3.6.2 Kings Cross

3.6.3 Kings Cross is the closest railway station to SVDC approximately 700m and a 9 minute walk to the north. Services operate every 3-5 minutes during peak times, and 5-10 minutes off-peak, Monday-Saturday. On Sundays, services operate approximately every 10 minutes throughout the day. Kings Cross is on the Eastern Suburbs & Illawarra Line, connecting Bondi Junction to Waterfall or Cronulla via the Sydney CBD. Ticket options for rail travel in Sydney include point-to-point MyTrain single, return or long-term fares, as well as the multi-modal MyMulti tickets.

3.6.4 The station is wheelchair-accessible, and is staffed for all services. The main footway between the station and SVDC, along Victoria Street, is partly undercover from shop awnings and requires several road crossings. The Kings Cross area is one of Sydney's busier pub and club locations and as such in evenings the streets can become crowded and there is the perception of poor safety for pedestrians.

3.6.5 No station bicycle, car parking or kiss and ride facilities are provided at Kings Cross, however the station is in close proximity to bus stops and a taxi rank.

#### 3.6.6 Museum Station

3.6.7 Museum Station is on the Bankstown, Inner West, Airport/East Hills and South lines. Services from Museum serve the City, Liverpool and Campbelltown. Interchange opportunities are available in the City for all other suburban and intercity lines. Service frequencies from Museum are excellent with a train arriving/departing every 2-5 minutes in the peak hour.

3.6.8 Museum Station is an approximate 15 minute walk from SVDC, located on the corner of Elizabeth and Liverpool Streets. The station is currently not accessible for those with mobility concerns as there are no escalators or lifts. There are however CityRail proposals to upgrade the Station for those using wheel and push chairs. The Station is staffed. Facilities such as toilets, telephones, ticketing vending machines and passenger information screens are provided. No bicycle, kiss and ride or car parking facilities are available at Museum. Taxis and buses are available in close proximity to the station for onward travel.

### 3.6.9 Town Hall Station

3.6.10 Town Hall is an approximate 20 minute walk from SVDC located on George Street in the CBD. The station is on the: Eastern Suburbs, Bankstown, Inner West, Airport/East Hills, South, North Shore, Western, Northern and South Coast lines, thus providing frequent rail services for access to and from the Sydney Metropolitan region. The Station is wheelchair accessible. No kiss and ride facilities are available, however the Station is close to taxi ranks and bus stops for onward travel.

### 3.6.11 Central Station

3.6.12 Central Station is a 22 minute walk from SVDC in a south westerly direction. Central Station is one of Sydney's key public transport interchanges providing suburban, intercity, light rail, monorail and bus connectivity to the City and wider Metropolitan area. The Station is wheelchair accessible and staffed for all trains. No bicycle or car parking facilities are provided at Central, however there are informal opportunities for kiss and ride and taxi interchange is available.

3.6.13 Central Station has 25 active platforms both on the surface and below ground. Walking distances within the station and between the platforms and bus stops can be quite a significant component of the interchange time.

3.6.14 Appendix A includes bus and rail network maps.

## 3.7 Emergency Vehicles & Drop Off/Pick Up

3.7.1 Emergency access is segregated from private vehicles and is achievable from Victoria Street.

3.7.2 Drop off and pick up areas are provided at St Vincents Private Hospital and St Vincents Clinic, these are off road, therefore, reducing impact on through vehicle movements. However they are located in areas with high hospital pedestrian and vehicle activity. Pick up locations already accommodate larger vehicles such as buses and patient transport vehicles. Some short stay parking opportunities are provided at hospital entrances.

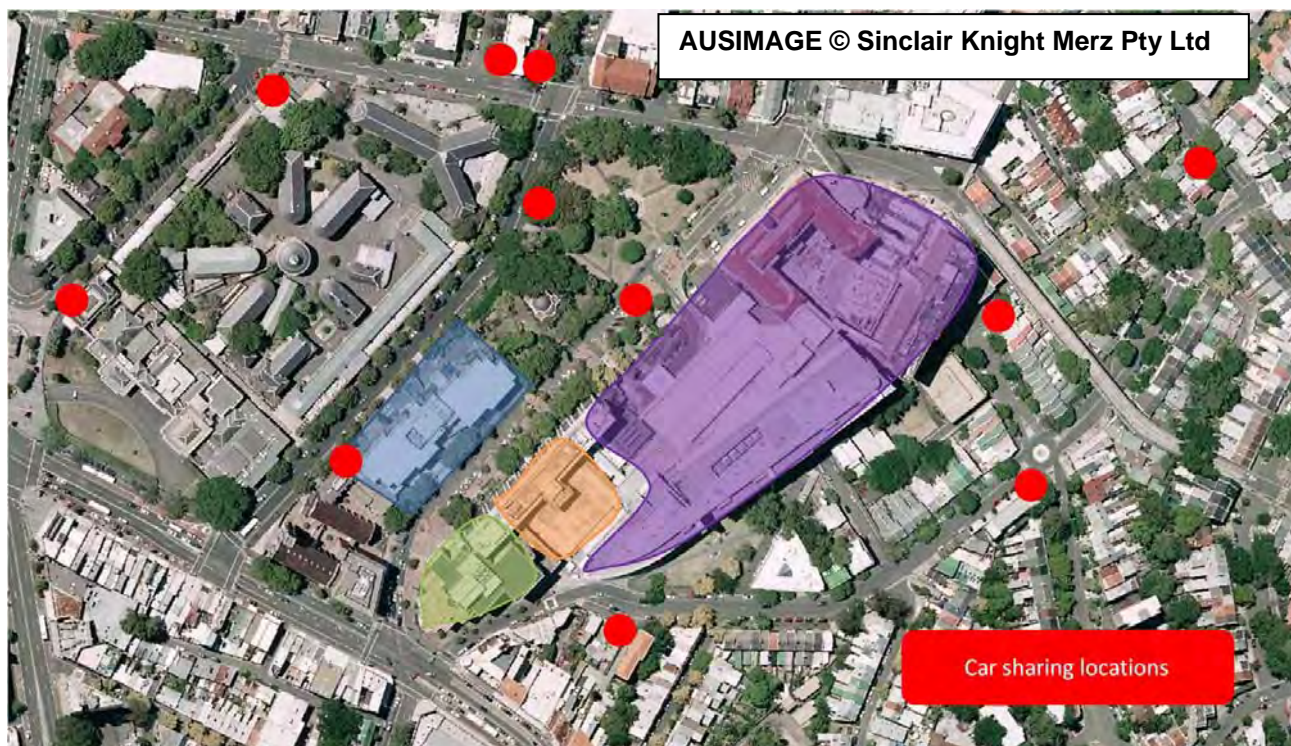
## 3.8 Public and Fleet Vehicles

### 3.8.1 Public Vehicles

3.8.2 Car sharing services are available throughout inner Sydney. As opposed to conventional car rental, car sharing vehicles are parked in dedicated spots on local streets, and can be booked by-the-hour at any time of the day. Users typically pay a membership fee to access the service, and maintenance and fuel costs are covered by the operator. Such services are targeted at occasional users for whom it would be uneconomical to own a car. In Sydney, car sharing operators include GoGet, GreenShareCar and Flexicar. A map of car sharing locations near SVDC is provided in **Figure 3-11**.

3.8.3 It can be seen that the Campus is well located for access to car sharing vehicles. This can provide an alternative to employees using their own vehicles for business travel.

**Figure 3-11: Car Sharing Locations near St Vincents Darlinghurst Campus**



3.8.4 **Figure 3-12** illustrates the Victoria Road Go Get car share location.

**Figure 3-12: Victoria Road Go Get**

#### 3.8.5 Pool & Fleet Vehicles

3.8.6 Fleet and pool vehicles are available for staff use. These vehicles are used by community health staff and maintenance staff.

3.8.7 St Vincents Hospice has 113 fleet vehicles parked in the O'Brien Building, St Vincents Private Hospital (SVPH) has 87 fleet vehicles mostly parked in SVPH building, with 4 being parked in the O'Brien Building. There are 17 other vehicles parked in driveways etc. including 13 ambulance vehicles, 2-3 buses and approximately 3 food vans. The key existing constraint for fleet vehicles is a shortage of parking spaces, resulting in stacked parking requirements.

#### 3.9 Travel Information

3.9.1 Travel information for access to SVDC is available through each facility's website. **Figure 3-13** provides a snap shot from St Vincents Hospital's website.

**Figure 3-13: Travel Information**



### 3.10 Private Vehicles & Car Parking

- 3.10.1 For those travelling to and from SVDC by private vehicle, access is via the local and strategic road network.
- 3.10.2 Oxford Street is a two way local route providing access from the CBD to Bondi. This route is a strategic bus corridor, it has a wide carriageway and is subject to a 40 km/h speed limit. Car parking is restricted along Oxford Street.
- 3.10.3 Darlinghurst Road is a one way route for travel in a northbound direction. Pay and display car parking is available on-street and the road is subject to a 40 km/h speed limit. Victoria Road is a one way route for travel in a southbound direction with pay and display car parking provided on-street.
- 3.10.4 These routes provide vehicular connections to strategic motorway and tunnel routes in Sydney for travel to the North Shore, West Sydney and Airport. The area surrounding the Campus is a mix of residential, commercial and retail. There are, therefore, parking restrictions in force for different user groups. The proximity of the Campus to key strategic routes and the CBD further restricts the availability of on street parking.

- 3.10.5 A total of 1,143 off street car parking spaces are available within SVDC. Of these, 419 are reserved, 63 are stacked and 18 are accessible spaces. Off street car parking is also controlled by pay and display. There are differences in the allocation and tariffs associated with the different car parks. For example, some staff are automatically allocated a car parking space with their lease agreements, while other staff are allocated a space on a first come, first served basis with car parking costs deducted from their salary. Visitors are required to pay as you go.
- 3.10.6 Allocated motorcycle parking is provided along Victoria Street. On the survey day this parking was well utilised.
- 3.10.7 Additional on street car parking spaces are available on a pay as you go basis and again on the survey day on street parking within and surrounding the Campus was at capacity.
- 3.10.8 Based on the site audit and parking survey information car parking is well utilised throughout the course of the day. SVMHS indicate that there are issues surrounding car parking on-site, including: demand exceeding supply, instances of inappropriate parking and inequalities in the allocation of car parking. A number of studies have been commissioned to review car parking for the Campus, and changes in the baseline parking characteristics will likely occur in the future as a result of the Master Plan.
- 3.10.9 These parking issues have influenced the TIS so that its primary objective is to provide the mechanism to support sustainable travel to reduce car parking demand. As and when masterplanning develops for the site, strategies for car parking can be reviewed, updated and implemented.
- 3.11 **Greater Sydney Travel Mode Statistics**
- 3.11.1 A number of travel statistics are available for the Greater Sydney region. The 2010/2011 Household Travel Survey report was summarised in a 2012 release and is detailed in **Tables 3-4 and 3-5**.

**Table 3-4: 2010/2011 Proportion of Trips by Mode (average weekday)**

Mode	2010/2011
Walk (only)	18.3%
Bicycle	0.6%
Public Transport includes train, bus, ferry	11.5%
Taxi	0.7%
Vehicle Driver	46.9%
Vehicle Passenger	21.2%
Other	0.8%

**Table 3-5: 2010/2011 Morning Peak Trips by Mode (average weekday)**

Mode	2010/2011
Walk (only)	13.4%
Public Transport includes train, bus, ferry	16.3%
Vehicle Driver	47.5%
Vehicle Passenger	21.1%
Other (assume to include cycle and taxi)	1.6%

- 3.11.2 Although these mode shares relate to the wider Sydney region, they are considerably below the City of Sydney’s 2030 vision targets.

3.12 SVDC Staff, Patient and Visitor Travel Survey Data 2011

3.12.1 In 2011 SVMHS collected staff, outpatient and visitor travel survey data. **Tables 3-6, 3-7 and 3-8** illustrate the travel mode shares based on collected data.

3.12.2 Staff

3.12.3 It can be seen that staff are travelling quite sustainably already and it will be important to build on that good travel behaviour by creating incentives for more staff to use sustainable travel modes.

**Table 3-6: SVDC Staff Travel Mode**

Mode	Staff
Walk	11.3%
Bicycle	2.4%
Total Public Transport	43.1%
<i>Bus</i>	20.1%
<i>Train</i>	23%
Dropped Off	1.5%
Vehicle Driver	38.9%
Vehicle Passenger	2.7%
Other	0.1%

3.12.4 Outpatients

**Table 3-7: Outpatients Travel Mode**

Mode	SVC	SVH
Walk	12%	8%
Bicycle	0%	1%
Total Public Transport	18%	27%
<i>Bus</i>	10%	20%
<i>Train</i>	8%	7%
Dropped Off	7%	13%
Taxi	10%	0%
Vehicle Driver/Passenger	53%	51%
Other	0%	0%

3.12.5 For outpatients the focus of the TIS is to support those patients who already travel sustainably to the Campus and encourage an increase in those accessing the site by public transport, particularly by bus.

### 3.12.6 Visitors

**Table 3-8: SVH, SVPH and SHH Visitors Travel Mode**

Mode	Visitors
Walk	7%
Bicycle	0%
Total Public Transport	18%
<i>Bus</i>	7%
<i>Train</i>	11%
Dropped Off	9%
Taxi	6%
Vehicle Driver	34%
Vehicle Passenger	25%
Other	1%

3.12.7 Visitors can be the most flexible Campus users. There is already a good mode share for walking and public transport and the TIS will seek to build on this in order to decrease the number of single occupancy vehicle and taxi trips to the Campus.

### 3.13 Chapter Summary

3.13.1 The proximity of SVDC to good quality transport infrastructure and services is evident in the good use of sustainable travel modes by staff, patients and visitors. The following Chapters identify solutions to support those who already travel sustainably as well as encouraging a shift to sustainable modes particularly from single occupancy vehicles.

## 4. Strategy, Objectives and Targets

### 4.1 Strategy

4.1.1 The TIS is an active, dynamic document that requires an action plan for its implementation and requires to be updated on a regular basis.

### 4.2 TIS Aim and Objectives

4.2.1 The overall aim of the TIS is to reduce the proportion of trips to the site by single occupancy vehicles (SOV) through: provision and promotion of sustainable travel alternatives and ongoing advocacy with transport stakeholders.

4.2.2 The objectives and targets identified for the site take account of national, regional and local policies to promote sustainable travel. Data collected through existing and future travel surveys will provide important additional information about measures that are relevant for the Campus.

4.2.3 The objectives are as follows:

- promote active travel and public transport through infrastructure improvements and behaviour change initiatives;
- provide and promote journey sharing for Campus staff, patients and visitors ;
- create working partnerships with key transport stakeholders including local councils;
- ensure that SVDC users are aware of the TIS and its purpose;
- accommodate and manage those journeys that are necessary by private car, particularly for those with mobility issues and those without an alternative;
- demonstrate good practice in sustainable travel; and
- provide a strategy which can adapt to changing circumstances.

### 4.3 Mode Choice

4.3.1 Mode choice is a personal issue, with many individuals resistant to anything that challenges either their desired, or habitual, method of travel. 'Carrot' and 'stick' measures are generally used to encourage the use of sustainable travel modes and work towards achieving mode share targets. The key 'stick' generally is the use of car park management to manage demand for car parking and reduce the number of cars accessing a site.

4.3.2 This TIS takes account of car parking and identifies its importance, as demonstrated by the studies that have previously been undertaken. However, the focus of the TIS is on 'carrots' i.e. how people can be supported and encouraged to use their cars less and use sustainable travel modes more often.

4.3.3 We have reviewed available information on staff mode share information at hospitals in the UK. It is, however, difficult to compare mode share as the travel characteristics of each site will be quite individual in relation to the availability of public transport, accessibility on foot or by bike and the availability of car parking (free or charged). The following information shows the variety of modal split data we have been able to access in the UK.

**Table 4-1: Mode Share Comparison**

Mode	SVDC Baseline 2011 Staff	SVDC Target 2016 Staff	North Bristol NHS Trust England Staff	Forth Valley Royal Hospital (all users)	Derby Hospitals NHS Trust (all Users)
Walk	11.3%	12%	9%	1.4%	8%
Bicycle	2.4%	3%	13%	0.4%	5%
Total Public Transport	43.1%	45%	5%	10.1%	17%
Bus	20.1%	21%	N/A	9%	N/A
Train	23%	24%	N/A	1.1%	N/A
Dropped Off	1.5%	1.5%	N/A	N/A	4%
Taxi	N/A	N/A	N/A	N/A	N/A
Vehicle Driver	38.9%	35.5%	60%	71.1%	57%
Vehicle Passenger	2.7%	3%	9%	15.4%	8%
Other	0.1%	0%	1%	1.6%	1%

4.3.4 A comparison of SVDC with several UK hospitals in terms of travel planning reiterates the good existing public transport mode share.

4.3.5 **Table 4-2** provides a comparison between SVDC and key Queensland and Western Australia hospitals data is only available for the car driver modal split.

**Table 4-2: Australian Hospital Car Driver Comparison**

Hospital	Region	Car Driver Modal Split
<b>St Vincents Darlinghurst Campus</b>	<b>NSW</b>	<b>39%</b>
Royal Brisbane Hospital inc Women and Children’s Hospitals	QLD	72%
Wesley Hospital (private)	QLD	78%
Royal Perth Hospital	WA	74%
King Edward Memorial Hospital	WA	89%
Joondalup Health Campus (private)	WA	92%

4.3.6 The comparison highlights a lower vehicle driver mode share which will be affected by limited parking at SVDC. Again it is not always possible to compare hospitals given the site specific nature of the baseline situation, however the CTSWG should be encouraged by this comparison and seek to build on their success. It will be important to ensure that as the Master Plan develops the right balance is struck to keep the car driver mode share down while accommodating staff and hospital needs. For reference at Forth Valley Royal Hospital staff walk up to 7 minutes from their car park space to the hospital. This is further than the walk from Taylor Square bus stops and again reiterates the good facilities available to Campus users.

#### 4.4 Targets

4.4.1 Targets are essential for monitoring the progress and success of the TIS. They should be ‘SMART’ – **s**pecific, **m**easurable, **a**chievable, **r**ealistic and **t**ime-related.

4.4.2 Targets come in two forms. ‘Action’ type targets are non-quantifiable actions that need to be achieved by a certain time, while ‘Aim’ type targets are quantifiable and generally relate to the degree of modal shift the TIS is trying to achieve.

4.4.3 **Tables 4-3, 4-4 and 4-5** set out travel mode share ‘aim’ targets for SVDC for the next 20 years taking account of the Master Plan and policy guidance. Mode share targets are different for each Campus user group, with the main focus being on staff travel change as this will be easier to influence. ‘Action’ targets are considered in Chapters 5 & 6 and can range from designing a leaflet to encourage walking to providing a free bus trial ticket to staff.

4.4.4 The existing SVDC sustainable travel mode share is good and the targets have been set to take account of this. They are intended to build upon this good base and show steady growth. The targets should remain under review and can be adjusted following the implementation of the recommended transport solutions and the next travel survey. The targets are also likely to change as the Master Plan and the baseline transport situation changes.

**Table 4-3: Staff Mode Share Targets**

Mode	Baseline 2011	2016	2020	2024	2028	2032
Walk	11.3%	12%	13%	14%	15%	16%
Bicycle	2.4%	3%	3.5%	4%	4.5%	5%
Total Public Transport	43.1%	45%	47%	49%	51%	53%
Bus	20.1%	21%	22%	23%	24%	25%
Train	23%	24%	25%	26%	27%	28%
Dropped Off	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Taxi	NA	NA	NA	NA	NA	NA
Vehicle Driver	38.9%	35.5%	31%	26.5%	22%	17.5%
Vehicle Passenger	2.7%	3%	4%	5%	6%	7%
Other	0.1%	0%	0%	0%	0%	0%

**Table 4-4: Outpatient Mode Share Targets (Average of SVC and SVH\*)**

Mode	Baseline 2011	2016	2020	2024	2028	2032
Walk	10%	10.5%	11%	12%	13%	14%
Bicycle	0.5%	0.75%	1%	1.25%	1.5%	1.75%
Total Public Transport	22.5%	24%	26%	28%	30%	32%
Bus	15%	16%	17%	18%	19%	20%
Train	7.5%	8%	9%	10%	11%	12%
Dropped Off	10%	9%	8%	7%	6%	5%
Taxi	5%	4.5%	4%	3.5%	3%	2.5%
Vehicle Driver/Passenger	52%	51.25%	50%	48.25%	46.5%	44.75%
Other	0%	0%	0%	0%	0%	0%

\*simple unweighted average

**Table 4-5: Visitor Mode Share Targets**

Mode	Baseline 2011	2016	2020	2024	2028	2032
Walk	7%	7.5%	8%	8.5%	9%	9.5%
Bicycle	0%	0.25%	0.5%	0.75%	1%	1.25%
Total Public Transport	18%	20.25%	22%	24%	26%	28%
Bus	7%	8%	9%	10%	11%	12%
Train	11%	12%	13%	14%	15%	16%
Dropped Off	9%	8%	7%	6%	5%	4%
Taxi	6%	5%	4%	3.5%	3%	2.5%
Vehicle Driver	34%	32%	31%	29.25%	27%	24.75%
Vehicle Passenger	25%	26%	26.5%	27%	28%	29%
Other	1%	1%	1%	1%	1%	1%

- 4.4.5 **Walking** is the most basic mode of transport. It has no associated monetary cost, but is often slower than other modes. It is not typically affected by congestion, except possibly waiting times at road crossings. As a result, distance is the primary determinant in choosing this mode, followed by the weather.
- 4.4.6 Walking has between 7% and 11.3% existing mode share and this represents a good baseline situation. It is consistent with the Greater Sydney area mode share, yet less than the Sydney 2030 vision for 50% of trips to be made on foot. The TIS will identify solutions to support existing walkers and encourage other Campus users to walk to work through both infrastructure and behaviour change initiatives. Achieving habitual behaviour change can take time and, especially with walking, it may be a travel mode which can only be achieved once a week or even during warmer seasons. The Strategy for walking should be to target those people who live within walking distance of the hospital and to promote the health and financial benefits of walking. This can be achieved by communicating directly with the households in the walking catchment.
- 4.4.7 **Cycling** is an increasingly popular mode for the journey to work. As with walking, it is cheap, with no out-of-pocket costs associated with individual journeys. Cycling is faster than walking, with an average speed of 15 km/hour. As cycling is considered to be relatively unaffected by traffic congestion, the primary determinants in choosing cycling are distance, weather and facilities such as safe cycle parking.
- 4.4.8 Cycling to work has 2.4% staff mode share which is higher than the share in the Greater Sydney area, yet less than the Sydney 2030 target of 10%. Cycling is not likely to be attractive to patients and visitors and this is reflected in the 0.5% and 0% mode shares, respectively. An increase in the cycling mode share is proposed and this highlights the need to identify the cycling infrastructure requirements, for example, how many cycle spaces are needed to facilitate this increase in cycling.
- 4.4.9 Investment should be made in cycling infrastructure (primarily cycle parking), as well as increasing marketing and promotion to achieve behaviour change. Consultation with non-cyclists and provision of support such as cycle training and Dr Bikes should be undertaken to provide incentives to staff who are considering cycling for their commute.
- 4.4.10 **Public transport:** It is expected that public transport will to some extent have a ready market. This market is likely to vary depending on the availability of car parking, the availability and proximity of appropriate public transport routes and the profile of staff.
- 4.4.11 The overall public transport mode share is excellent at between 18% and 43.1%. The employee mode share exceeds the NSW target of 28% for travel to work by public transport. However the Sydney 2030 target is for 80% commuting by public transport. It will be important in setting targets for public transport and identifying solutions to promote public transport to take cognisance of the excellent existing situation and support those staff members who already travel by bus/train.
- 4.4.12 **Rail:** a higher rail mode share is usually associated with close proximity to a train station. Locations outside of a 15 minute walking distance of a train station will typically have a lower mode share for train use. The nearest train station at Kings Cross is around 700m and a 9 minute walk from the Campus, and this is consistent with the high rail mode share of between 7.5% and 23%. Further travel surveys should seek to ascertain which stations Campus users are using. Steady growth in mode share is feasible and the TIS will seek to support interchange with rail through the identification of safe walking routes and shuttle bus services.

- 4.4.13 **Bus:** People are unlikely to choose the bus (if they currently travel by car) if there is a considerable cost differential between modes, and there are no time savings to be had by travelling by bus. There is limited car parking available on-campus, while off-campus car parking is subject to payment via pay and display. The area is a busy, urban location that is heavily trafficked and therefore, subject to congestion. In these circumstances, it is considered that there is potential to grow the bus mode share. Around 20% of staff currently travel by bus.
- 4.4.14 **Vehicle drivers** equate to 38.9% of the staff travel mode share. This is lower than the Greater Sydney area share of 47.9%. A reduction in this mode share should continue to be promoted. The TIS identifies solutions to encourage sustainable travel and to reduce single occupancy vehicle travel. A reduction in vehicle drivers will be achieved through an increase in walking, cycling, public transport and journey sharing. Mechanisms to manage and support those who have a real need to drive to work are included in the TIS.
- 4.4.15 **Journey Sharing:** The primary motivator for journey sharing is the potential cost saving, with fuel and possibly also parking permits divided between vehicle occupants. For example, at a large Scottish hospital, applications for car sharing permits score more points than for an individual parking permit and this is a further incentive to car share. Sites with the highest proportion of car sharers are predominantly larger sites, indicating that there is an element of 'critical mass' needed in finding car share partners. SVDC is a large site and is co-located with other large businesses, therefore, there should be potential to grow journey sharing mode share. A cautious target has been set initially as it will be necessary to introduce a formal journey sharing scheme and offer incentives to participate in the scheme. It will take time to build the critical mass to grow this mode share. Journey sharing isn't restricted to those wishing to share a car trip, it can also be used to find someone to share a taxi or a walking/cycling trip.

## 5. Get Travel Smart

### 5.1 Transport Solutions

5.1.1 In this Chapter a list of transport solutions to meet the TIS objectives and targets are considered. These have been developed based on:

- the site audit/baseline transport situation;
- stakeholder consultation;
- the Master Plan and service delivery requirements for SVDC;
- SKM's previous experience at hospital sites; and
- 'good practice' examples.

5.1.2 The benefits and barriers to transport solution implementation were considered with the aim of agreeing and taking forward 5 to 8 measures. The transport solutions identified in this Chapter can be revisited as and when necessary.

### 5.2 Hierarchy of Travel

5.2.1 Transport solutions are categorised as follows:

- Smarter Working (reducing the need to travel).
- Travel Information & Marketing.
- Walking.
- Cycling.
- Public Transport.
- Managing Car Use:
  - Car Sharing.
  - Car Driver alone.

5.2.2 Each solution is cross referenced with its potential target audience e.g. staff, patients or visitors. While these solutions are all indicative, they are all practical and implementable.

### 5.3 Smarter Travel

5.3.1 **Table 5-1** identifies solutions which could be implemented at SVDC to reduce the need to travel and manage trips arriving/departing from the Campus.

**Table 5-1: Transport Solutions- Smarter Travel**

Solution	Staff	Patients	Visitors
Smarter working practices e.g video and tele conferencing	✓		
Working from home and flexible working	✓		

#### 5.4 Travel Information and Marketing

5.4.1 Effective communication about travel options is essential while the dissemination of information about the TIS is vital to show its purpose and benefits as well as to raise awareness of the benefits of travelling in a sustainable way to staff, patients, visitors and stakeholders.

5.4.2 Easy access to good quality information is essential to encourage people to travel sustainably. This information should also be provided in hard and electronic formats on the internet and intranet. A sustainable travel brand and site-specific travel information could be developed, including:

- travel options leaflet;
- cycling and walking leaflet showing routes and health benefits;
- bus leaflet – routes, fares, location of bus stops etc; and
- rail services information.

5.4.3 Personalised travel planning sessions could be offered to staff. These have been found to be very beneficial to staff. This will allow them to discuss their travel needs with an independent travel expert and find out about their travel options. A monthly drop-in travel clinic can be of great benefit at low cost.

5.4.4 **Table 5-2** illustrates transport solutions designed to raise awareness of sustainable travel alternatives at SVDC.

**Table 5-2: Transport Solutions- Travel Information and Marketing**

Solution	Staff	Patients	Visitors
Transport Strategy Brand	✓	✓	✓
Travel Champions	✓		
Strategy Forum and Steering Group	✓	✓	✓
Website	✓	✓	✓
Active travel health benefit promotion	✓	✓	✓
Catchment maps and posters	✓	✓	✓
Mail drop		✓	
Partnership with GP clinics and health forums to disseminate information		✓	✓
Strategy Pocket Guide	✓	✓	✓
Travel Options Leaflet	✓	✓	✓
Personalised travel planning	✓	✓	
Staff Welcome Pack	✓		
Patient Travel Appointment Cards		✓	
Signage Points	✓	✓	✓
Notice Boards	✓	✓	✓
Events	✓	✓	✓

## 5.5 Walking

5.5.1 Active travel (walking & cycling) is cheap, environmental friendly and reliable. **Table 5-3** illustrates solutions which could be implemented at SVDC to support and encourage walking for staff, patients and visitors.

**Table 5-3: Transport Solutions- Walking**

Solution	Staff	Patients	Visitors
Infrastructure improvements/stakeholder consultation	✓	✓	✓
Signage	✓	✓	✓
Walking events/walking groups	✓		
Safe route review	✓	✓	✓
Walking buddy scheme (journey share)	✓	✓	✓
Showers/Lockers	✓		
Pedometer Challenges	✓	✓	
Prize draw/financial rewards	✓		
Business Umbrellas	✓		
Walking mileage allowance	✓		

## 5.6 Cycling

5.6.1 **Table 5-4** illustrates measures to encourage cycling to/from SVDC.

**Table 5-4: Transport Solutions- Cycling**

Solution	Staff	Patients	Visitors
Infrastructure improvements/stakeholder consultation	✓	✓	✓
Increased cycle parking	✓	✓	✓
Safe route review and cycle security review	✓	✓	✓
Public Cycle Rental	✓	✓	✓
Shower and changing facilities	✓		
Cycle training	✓		
Cycle purchase loans	✓		
Biker breakfast	✓		
Prize draw/financial rewards	✓		
Dr Bike Visits	✓		
Cycle mileage allowance	✓		
Cycling Events	✓		
Cycle to Work Scheme	✓		
Pool Bikes	✓		
Bicycle User Group	✓		
Bike Buddy Scheme (journey sharing)	✓	✓	✓

## 5.7 Public Transport

5.7.1 **Table 5-5** identifies smart transport solutions which could be implemented at SVDC to encourage and support an increase in the public transport mode share for staff, patients and visitors.

**Table 5-5: Transport Solutions- Public Transport**

Solution	Staff	Patients	Visitors
Bus infrastructure review and stakeholder consultation	✓	✓	✓
Rail infrastructure review and stakeholder consultation	✓	✓	✓
Route and timetable reviews/stakeholder consultation	✓	✓	✓
Staff shuttle bus (SKM report)	✓		
Interest free season ticket loans	✓		
Taster Tickets	✓		
Travel roadshows	✓	✓	✓
Discount tickets	✓		
Pre pay bus ticket sales	✓		
Prize draw/financial rewards	✓		

## 5.8 Managing Car Use

5.8.1 Solutions to manage car use so as to minimise its dominance and to reduce car parking demand are illustrated in **Table 5-6**.

**Table 5-6: Transport Solutions- Managing Car Use**

Solution	Staff	Patients	Visitors
Click and Park	✓		
Park IT	✓		
Journey sharing scheme	✓	✓	✓
Guaranteed Ride Home for car sharers	✓		
Designated car sharing spaces	✓		
Go Get promotion	✓		
Prize draw/financial rewards	✓		
Car park policing and barrier controls	✓	✓	✓
Fleet vehicle parking	✓		
Community staff parking	✓		

## 5.9 Recommendations

5.9.1 In consultation with SVMHS and the CTSWG, it was agreed that the following 8 transport solutions should be considered for implementation in the short term to meet the aims of the Strategy: to support an increase in the use of sustainable travel modes among campus users and to reduce the demand for car parking.

1. Journey Sharing.
2. Travel Options Leaflet/ Smart Phone Application.
3. Walking/cycling safe route review.
4. Walking/cycling signage.
5. Route and timetable reviews/stakeholder consultation.
6. Fleet vehicles.

7. Community parking.
8. Behaviour change (in relation to solutions 1-7).

5.9.2 Given the flexible nature of the TIS, the measures can be altered, should there be any changes to circumstances, for example in relation to the transport situation or hospital service delivery requirements.

5.9.3 The following Chapter identifies the implementation strategy for each transport solution.

## 6. Smarter Travel Implementation

### 6.1 Transport Solutions

6.1.1 The 8 solutions identified in Chapter 5 are outlined below. The strategy for implementing each solution is identified in the following paragraphs. For each solution, we have considered:

- responsibilities;
- risks;
- implementation; and
- indicative costs.

6.1.2 Detail regarding monitoring and reviewing of the 8 solutions is also considered in this Chapter.

### 6.2 Deliverability

6.2.1 Given the nature of the transport solutions and the mixed governance nature of SVDC facilities there are a number of ways in which solutions can be delivered/funded these include:

- via the CTSWG;
- via or in conjunction with the Master Plan delivery team;
- in house resources-existing or new;
- outsourcing; and/or
- through stakeholders.

### 6.3 Solution 1- Journey Sharing

#### 6.3.1 Introduction

6.3.2 Each day many commuters drive to work on the same route to the same destinations at the same time. If every driver shared their car with another driver, there would be 50% less cars on the road at peak times. Journey sharing provides individuals with the opportunity to find someone who is travelling the same route as them based on registered individuals within a central database. Individuals can choose to share car, taxi, walking and cycling trips.

6.3.3 For employees, the benefits of journey sharing are:

- reduced travel costs through sharing the cost of petrol and parking charges;
- reduced stress as a result of driving in congestion;
- improved personal carbon footprint;
- increased travel options for those with no, or limited, car access;
- fewer parking problems;

- active lifestyle; and
- new friendships.

6.3.4 For employers, the benefits are:

- reduced CO2 emissions and organisational carbon footprint, helping to achieve CSR and environmental objectives;
- reduced demand for car parking and the associated costs of providing and maintaining car parks;
- releases car parking spaces for more productive and profitable use;
- relieves localised congestion;
- increased punctuality and reduced employee absenteeism;
- increased accessibility and social inclusion;
- informal business activity among colleagues during commuting time; and
- responsibilities/ownership.

6.3.5 Journey share schemes can also be used by patients and visitors. This could greatly assist those who wish to share taxi costs or those with mobility concerns, who don't have access to a car.

6.3.6 Given the number of facilities within SVDC there is a critical mass of individuals who would likely be interested in journey sharing whether this is to share parking costs or even to find someone to walk to the train station with in the evenings. The scheme should be open to all site users, however it is anticipated that more attention will be required to staff sharers and this may require a separate database. The scheme should be free to join for all and should be managed via an online system.

6.3.7 Implementation Responsibilities

6.3.8 The key components of implementing a journey sharing scheme are as follows:

- buy in from all SVDC facilities to ensure a critical mass can be achieved, there are natural benefits in dispersing the costs of implementing and managing the scheme between each facility, this is typically weighted by the attraction of each facility;
- a journey sharing database and website, the database provides the mechanism for individuals to find someone to share with;
- infrastructure and measures to support the scheme, for example, dedicated car share parking spaces;
- policy and guidance on how to manage the system and 'rules' for use including safety tips for those wishing to share their journeys;
- staff time to promote and monitor the system (as little as 1-3 hours per week);
- incentives to encourage people to join the system and share their commute e.g. monthly prize draw for journey sharers; and

- promotional materials to raise awareness and encourage participation.

6.3.9 There are three options for creating a journey share scheme for SVDC these are:

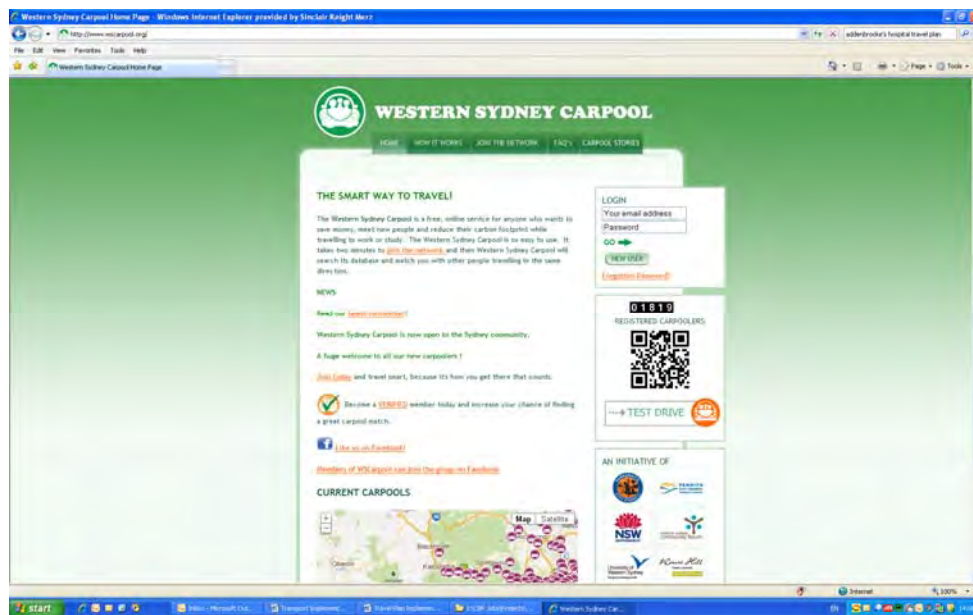
1. A closed, bespoke journey share scheme for an organisation would typically be funded and implemented by an employer. This would require extensive resources to create the website and database and then maintain these resources. This could be undertaken by in house IT resources or procured externally. Given the multitude of facilities within the Campus and the mix of user needs this method would be the most onerous for the CTSWG to manage and could ultimately affect its success.
2. An employer may promote an existing scheme that is open to all for example [www.liftshare.com/au/](http://www.liftshare.com/au/) this would provide the least onerous method for the CTSWG however there are risks particularly around staff safety as it is open to the public. The SVDC would also not be able to make use of liftshare site specific resources which could affect uptake.
3. A bespoke database could be procured through an existing supplier (e.g [www.liftshare.com/au/](http://www.liftshare.com/au/) ) this would utilise their software and promotional material but will allow individuals to ensure they are matched with someone who is definitely travelling to SVDC. It allows the CTSWG to monitor usage more effectively. There are costs associated with this option and these could be tendered, costs can be shared between SVDC facilities again on a weighted basis. A bespoke database would have its own URL address such as [www.stvincentsliftshare.com/au/](http://www.stvincentsliftshare.com/au/) (indicative) and for safety staff would need to enter a password or email address to ensure they are SVDC employees.

6.3.10 With all options it is recommended that a mechanism to promote the journey share is implemented, this would ideally be done through a central location for example ([www.onecampusdarlinghurst.com](http://www.onecampusdarlinghurst.com) indicative address). More information on this is included in Paragraph 6.9.

6.3.11 There are several organisations that provide online journey sharing databases. These schemes are also known as car pooling/car sharing schemes in other locations. Example schemes include:

- [www.catchalift.com](http://www.catchalift.com)
- [www.wscarpool.org](http://www.wscarpool.org)
- [www.liftshare.com/au/](http://www.liftshare.com/au/)

**Figure 6-1: Western Sydney Carpool**



#### 6.3.12 Risks

6.3.13 The main risk associated with implementing a journey share scheme is that it is not promoted effectively and does not have sufficient people registering for it. A critical mass is required to ensure enough journeys can be matched in the first instance. It is important for the employer to allocate time and funding to promote the scheme in order to grow the number of people who are registered and increase the potential to find matches for journeys. Conversely an excellent opportunity exists to get all SVDC facilities on board to create this critical mass and share costs. It will be important for the success of the scheme to ensure that it is 'owned' by someone this could be by the CTSWG.

#### 6.3.14 Database

6.3.15 To facilitate journey sharing, it is essential to offer a database and website to help employees to find others with whom they can share their journey to work. The database/website should include:

- a map showing where people live;
- a database of sharers details for example noting which days they wish to travel, when they need to arrive; and
- tips and hints for car sharing particularly around car insurance and safety.

#### 6.3.16 Implementation

6.3.17 Whichever option is used to facilitate matching journeys, the success of the scheme will largely depend on how the scheme is promoted. One of the most effective means of promoting journey sharing is to allocate journey sharing parking spaces in a prime location, for example, close to the entrance to the building. Consider allocating 5%-10% of parking spaces initially and review this as the scheme expands. It will be necessary to monitor use of these spaces and this is often self-monitored by users or via an existing car park management contractor. Permits can be issued to assist

monitoring. It will be necessary to produce a car sharing policy that sets out how the scheme will operate and who will have access to the scheme.

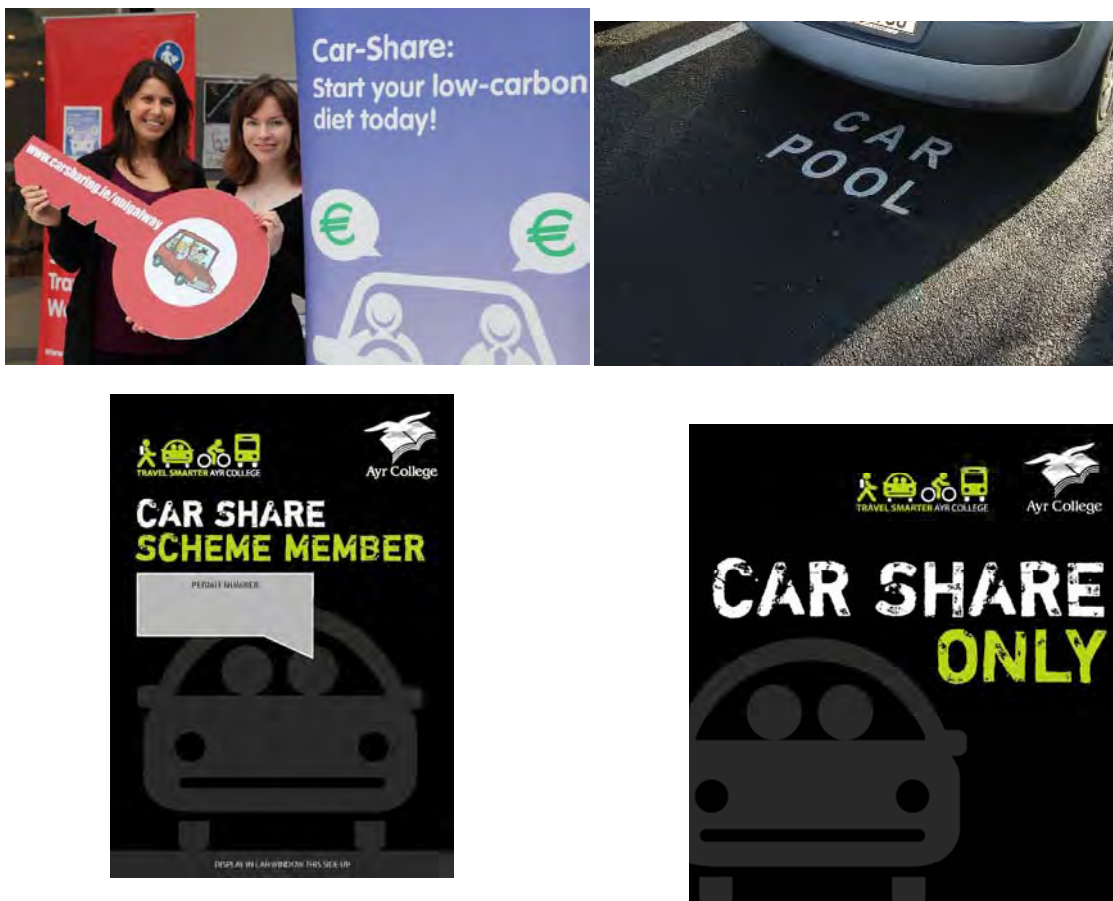
6.3.18 Another important incentive is to offer a Guaranteed Ride Home. This ensures that journey sharers can get home if they find themselves without a lift home, for example if their journey share partner has to leave early for a family emergency or is ill. This could be a taxi, public transport or a lift from another employee. This puts people's mind at rest about being stranded without a lift home. Consider allocating a small budget and setting up an account with a local taxi firm for this. However, it has been found that employees do not generally take advantage of this system.

6.3.19 Other ways to promote journey sharing include:

- through a dedicated website such as [www.onecampusdarlinghurst.com](http://www.onecampusdarlinghurst.com) (indicative);
- launch with a demonstration for attendees;
- monthly prizes for journey sharers; and
- coffee mornings for potential journeys sharers to meet each other and discuss the scheme.

6.3.20 With any journey share implementation option a strong project manager will be needed, this person will need to liaise with internal stakeholders such as IT, HR and communications as well as external stakeholders.

**Figure 6-2: Promoting Journey Sharing**



### 6.3.21 Indicative Costs

6.3.22 **Table 6-1** illustrates indicative costs associated with establishing a journey share scheme for SVDC. The behaviour change costs of journey sharing are included in Paragraph 6.9.

**Table 6-1: Journey Sharing Indicative Costs**

Solution Breakdown	Indicative Cost (\$)
Creating a closed journey share database for SVDC only	>\$25,000 plus ongoing yearly maintenance
Promoting an existing journey share scheme	\$5,000 per year
Establishing a site specific journey sharing database	\$9,000-\$11,000
Dedicating car sharing spaces	\$500-\$1,000 per space
Creating a journey share usage policy	\$2,000
Maintenance and ongoing administration	1-3 hours per week
Guaranteed ride home contingency fund	\$1,000 a year

## 6.4 Solution 2- Travel Options Leaflet/Smart Phone Application

### 6.4.1 Introduction

6.4.2 Effective communication about travel and good design solutions are essential for raising awareness about travel options. A Travel Options Leaflet/Application (TOL/A) will cover all modes of travel, providing maps summarising services that are available and contact details for further information. Some example Travel Options Leaflets are included in Appendix B.

6.4.3 A Smart Phone application could also be developed that would include similar information about travel to the hospital and could also have a journey planner to assist people in planning their journey to the Campus.

6.4.4 These solutions would be targeted at different user groups, so could be developed/promoted in tandem. The Smart Phone application has a more limited market whereas the leaflet would be available to all.

6.4.5 There are already a variety of travel information websites/leaflets and timetables publicly available, it is therefore recommended that the TOL for SVDC focus on site specific information such as:

- walking routes and times to key destinations;
- cycling routes and times to key destinations;
- how to register for journey sharing;
- where to park, when and how much it costs; and
- incentivising sustainable travel by detailing its environmental, social and economic benefits.

#### 6.4.6 Implementation Responsibilities

6.4.7 A Travel Options Leaflet would be implemented and funded by the employer. This is a relatively low cost measure that would be quick to implement, given that much of the information has already been gathered in this report. This measure can be easily updated to reflect changing circumstances for example if a bus timetable changes.

6.4.8 Implementation around the Smart Phone application is more onerous and needs to consider the following:

- would the application be on or offline based;
- would it need data population such as bus timetables or can it link to existing publicly available information; and
- what devices does the application need to be compatible with.

#### 6.4.9 Risks

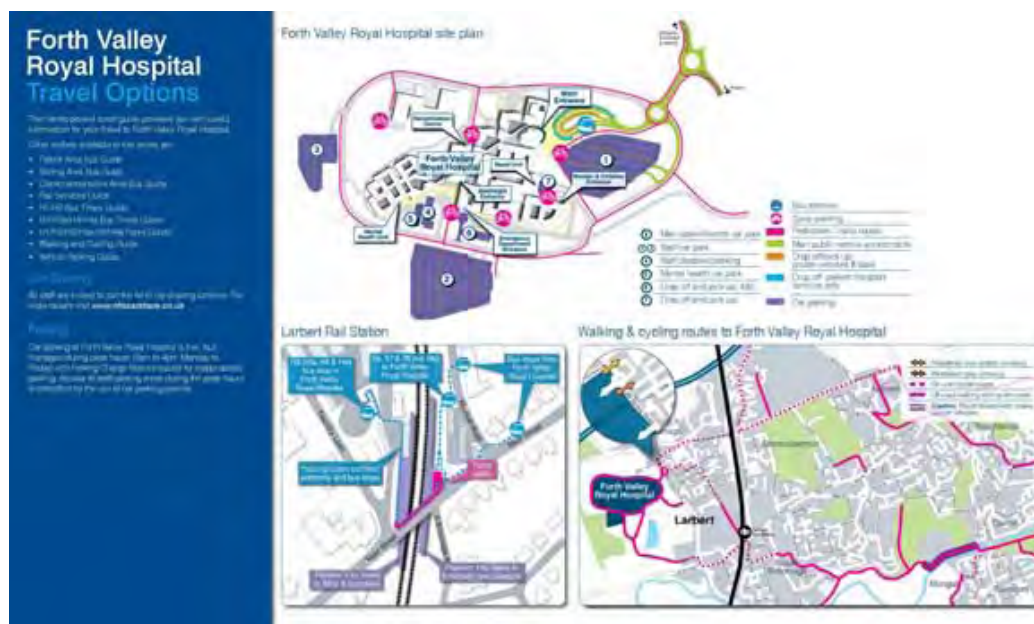
6.4.10 A TOL is a low risk measure. Key will be the need to include current information and accurate maps and provide contact details to enable people to access and double check travel information. The TOL should be available in hard and electronic format and should be accessed via a central location for example, [www.onecampusdarlinghurst.com](http://www.onecampusdarlinghurst.com).

6.4.11 Risks regarding the Smart Phone application include: device compatibility, frequency of data updates and costs of updates/compatibility. It is SKM's recommendation to pursue the feasibility of creating a central website which contains all the travel information and links to external organisations such as Sydney Buses this ensures that data can be updated regularly and cost effectively. SKM would then recommend that this central website is designed to ensure it functions for those with mobile web access. For those without a Smart Phone the hard format TOL's can then be utilised. This could be distributed within Campus buildings, in GP surgeries, in community centres and as a door drop to local residents. Again the costs of the website and TOL can be shared between SVDC facilities.

#### 6.4.12 Implementation

6.4.13 A TOL can be produced quickly and provides an opportunity to develop and introduce a Get Travel Smart brand for the Campus. Using attractive graphics that align with existing organisational branding will begin to build awareness of sustainable travel.

**Figure 6-3: Example page from Travel Options Leaflet for Forth Valley Royal Hospital, Scotland**



6.4.14 A Smart Phone application could be developed in house or procured externally and there may be opportunities for reducing costs through discussions with stakeholders such as Transport for New South Wales and the local authorities.

6.4.15 Indicative Costs

6.4.16 **Table 6-2** illustrates indicative costs associated with transport solution 2. The behaviour change costs of journey sharing are included in Paragraph 6.9.

**Table 6-2: TOL/Smart Phone Application Indicative Costs**

Solution Breakdown	Indicative Cost (\$)
Hard copy TOL (inc a Get Travel Smart Brand)	\$6,000 exc printing
Smart Phone Application	\$1,000-\$2,000 per compatible device
TOL updates (if required)	\$500-\$1,000 per annum

6.5 Solution 3- Walking/Cycling Safe Route Review

6.5.1 Introduction

6.5.2 Walking is a key element of most journeys and therefore, improvements to the walking environment supports not only this mode share, but also public transport journeys. Cycling around the site is on busy roads and there is no signed link from this network to SVDC, therefore, there are likely to be opportunities to improve safety or perceptions of safety.

6.5.3 A key aspect for walking safety is the identification of safe routes to and from train stations and particularly if Kings Cross is the most suitable station, this should also be considered in the review and consultation undertaken with local authorities, CityRail and the police.

#### 6.5.4 Implementation Responsibilities

6.5.5 The baseline audit identified some opportunities to improve the external network, and in particular to follow pedestrian desire lines and provide dropped kerbs at these points. The cycling routes are on busy roads and there may be opportunities to make the routes more cycle friendly. Improvements would need to be discussed with the local authority and cycle organisations to establish if there are any plans to improve these or if they could be prioritised. Funding by them would need to be discussed. Internal improvements identified would be the responsibility of SVDC and funding for these would have to be agreed.

#### 6.5.6 Risks

6.5.7 These relate to availability of funding and ensuring a thorough review of safety issues related to potential improvements.

#### 6.5.8 Implementation

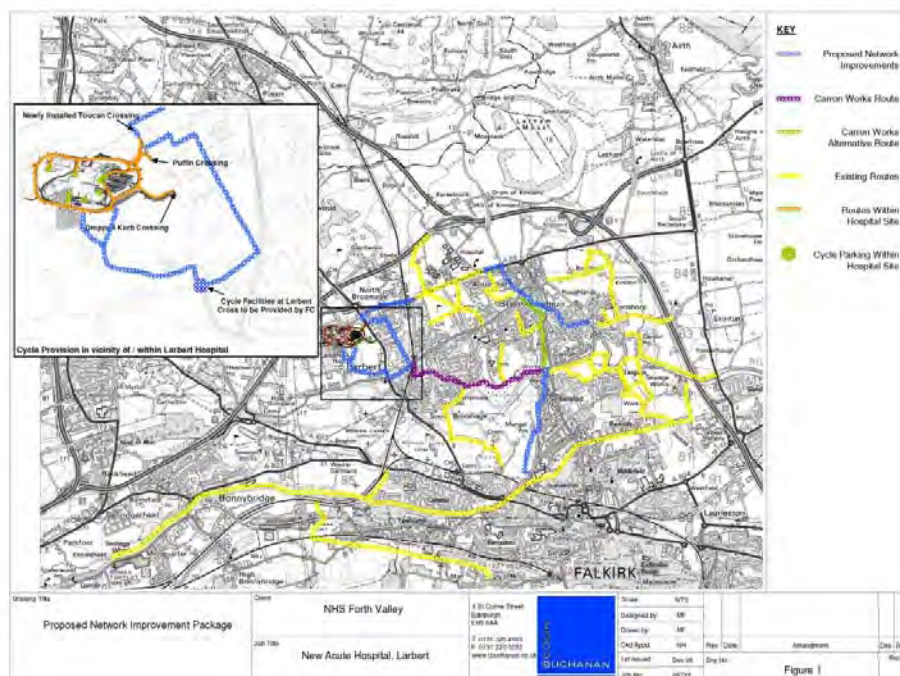
6.5.9 A site assessment would be undertaken that would consider issues such as:

- Pedestrians:
  - width
  - dropped kerbs
  - tactile information
  - gradient
  - conflict with other road users
  - lighting
  - surfacing
  - user environment
  - maintenance
- Cyclists:
  - conflict with other road users
  - user environment
  - maintenance
  - cycle parking
  - cycle lanes
  - surfacing
  - obstructions
- Way finding
- Consultation:

- Identification of suitable train stations for staff, patient and visitor use and ensuring ongoing dialogue with key stakeholders
- Journey Share:
  - Ensuring the audit review takes cognisance of those wishing to share active journeys
- Master Plan
  - Identifying proposals which may positively or negatively impact walking and cycling
- Internal Accessibility
  - How does the network of routes within hospital buildings link to the external network and can these be improved e.g way finding.

6.5.10 Following the audit, a draft report would be produced of the findings and recommendations with indicative costs and funding options. At this point, it would be useful to discuss the report with stakeholders and also involve staff to seek views on walking and cycling routes and on which measures they consider to offer the most benefit. These views would then be incorporated into the final report. Funding responsibilities should also be agreed. It is important to note that Chapter 3 already includes some of the detail required to complete this report and therefore there are economies of scale for implementation.

**Figure 6-4: Walking & Cycling Network Improvements at Forth Valley Royal Hospital, Scotland**



6.5.11 Indicative Costs

6.5.12 **Table 6-3** illustrates indicative costs associated with a safe route review, promotion of safe routes is included in Paragraph 6.9.

**Table 6-3: Walking/Cycling Route Review**

Solution Breakdown	Indicative Cost (\$)
Route Audits (assume 2-3 main corridors are assessed)	\$3,000
Consultation (staff and stakeholders)	\$2,500
Audit Report	\$3,000

## 6.6 Solution 4- Walking/Cycling Signage

### 6.6.1 Introduction

6.6.2 To encourage more people to walk and cycle, signage in and around the Campus should be improved. Attractive and helpful signing forms an essential element of pedestrian and cycling way finding schemes. Signing schemes should be logical, accurate and clear. They offer information about routes, but also play a part in raising awareness about walking and cycling options. This solution could form part of Solution 3 to assist in reducing feasibility costs.

### 6.6.3 Implementation Responsibilities

6.6.4 The baseline audit identified some opportunities to improve the external network, and in particular signage to public transport facilities, such as bus stops and Kings Cross station. Consultation should be undertaken with key stakeholders to identify jurisdiction for way finding review and assess the opportunities for funding. Within the Campus way finding would be funded by SVDC facilities and the costs can be shared between organisations.

### 6.6.5 Risk

6.6.6 This relates to availability of funding and the changing nature of the Campus in light of the Master Plan, temporary signage should therefore be considered.

### 6.6.7 Implementation

6.6.8 A review of signage would be undertaken to consider:

- signage provision;
- signage clarity;
- information boards;
- distances on signs;
- signing accuracy; and
- Master Plan proposals.

6.6.9 It will be important to ensure that signage is clear for all hospital users particularly those with disabilities.

6.6.10 Following the review, a draft report would be produced of the findings and recommendations with indicative costs and funding options. At this point, it would be useful to discuss the report with stakeholders. Funding responsibilities should also be agreed and the final report produced, again

Chapter 3 and Solution 3 consider some of the review aspects and there are opportunities for reducing costs.

#### 6.6.11 Indicative Costs

6.6.12 **Table 6-4** illustrates indicative costs associated with a safe route review.

**Table 6-4: Way Finding Review**

Solution Breakdown	Indicative Cost (\$)
Way Finding Audits	\$1,000-\$2,000
Consultation (staff and stakeholders)	\$1,500
Audit Report	\$1,000-\$1,500

### 6.7 Solution 5- Route and Timetable Reviews/Stakeholder Consultation (Public Transport)

#### 6.7.1 Introduction

6.7.2 Public transport plays an essential role for all users in accessing the Campus and this is evident in the good travel mode shares. While there is a good range of public transport services available, it is essential to engage with key stakeholders to improve the routes/services and to grow the proportion of users travelling by bus and rail. It is inefficient to promote bus and rail use if there is limited capacity in the public transport network, by consulting with stakeholders this benefits Campus users and also assists operators in ensuring they can provide commercially viable services.

6.7.3 The following should form the basis of route/timetable reviews and public transport consultation:

- identification of Campus user demands in the short and long term;
- identification of public transport operators strategic short and long term plans for example are they scaling back services in certain areas;
- outcomes of the SKM Shuttle Bus Implementation Strategy;
- identification of funding and resources which could be allocated to improving routes/timetables;
- discussion and commitment from public transport operators to assist the CTSWG with meeting TIS aims, objectives and targets (where applicable);
- bus stop infrastructure and branding (including accessibility for those with mobility concerns);
- marketing and promotion synergies;
- opportunity for attendance at travel road shows and any discounts available; and
- any opportunities for free taster tickets.

6.7.4 Consultation will also be required with City of Sydney and Woolharra Council to ensure hospital and public transport operator functionality align with policy and can be considered in decision making. Consultation should also be undertaken with any charity and community groups who currently provide hospital transport services.

6.7.5 Staff, patients and visitors should be represented during stakeholder discussions as should any hospital departments which may be affected for example HR and communications.

6.7.6 Risks

6.7.7 The key risks associated with route reviews and stakeholder consultation are:

- Lack of engagement by stakeholders and changing political climate.
- Public transport operators will likely consider route/timetable changes at a cost to SVDC facilities, should this be a solution the CTSWG wish to pursue they would likely be required to review business cases and legal procedures. It is therefore recommended to pursue discussions with the aim of negotiating with public transport operators to provide what they would consider commercially viable services. The local authority may be able to assist SVDC in seeking funding for bus services.
- Baseline situations will inevitably change for both SVDC and public transport operators therefore any bus service alterations will need to be flexible and adaptable. This is also true of stakeholder engagement.
- Changing subsidy and funding arrangements by the local authority.
- Changes to route network which may affect SVDC services, for example recent discussions to provide bus tunnels in the CBD.

6.7.8 Although some of these risks are inherently out with the scope of SVDC to influence an excellent opportunity exists to engage with stakeholders and it is SKM's experience that knowledge is key for all parties. SKM recently completed a similar exercise for a new town in Scotland and unknown to the team developing the town, the local bus operator had changed their route network and build a new depot closer to the town. This again stresses that bus operators will want to know about any changes which will increase patronage and subsequently revenues.

6.7.9 Implementation

6.7.10 The following methodology should be taken for implementing Solution 5:

- Engage a suitable individual or group e.g the CTSWG to take ownership of stakeholder consultation.
- Identify suitable representatives from: Sydney Buses, CityRail, City of Sydney and Woolharra Councils who would be available for 4-10 hours a year to attend workshops/meetings at SVDC. It is likely as the Master Plan progresses that there will be demand for more detailed discussions as required.
- Identify suitable community/charity group representatives who provide hospital transport services.
- The establishment of an annual meeting with identified representatives to discuss content as illustrated in Paragraph 6.7.3. The frequency of meetings will naturally vary depending on activity.
- Establish short, medium and long term actions for representatives.
- Establish mechanism for continued dialogue and engagement for example quarterly update emails/telephone calls.

- Simultaneously to the above methodology the CTSWG should look to establish a SVDC transport forum which could meet quarterly. The forum should be held in a public place and well publicised. The forum should take the form of an informal public consultation whereby all Campus users would have the opportunity to raise their concerns and review any proposed service changes. Local community representatives should also be invited. There is an opportunity to undertake this type of consultation along with Master Plan consultation.

6.7.11 The outcomes of stakeholder consultation will determine the level of resources needed to alter/review routes and timetables. This will likely involve information gathering, undertaking travel surveys will provide the necessary data. Short reports and consultation progress notes should be made available.

6.7.12 Indicative Costs

6.7.13 **Table 6-5** illustrates indicative costs associated with Solution 5

**Table 6-5: Solution 5**

Solution Breakdown	Indicative Cost (\$)
Annual Stakeholder Consultation	4-10 hours a year
Stakeholder Consultation Actions (dependent on consultation outcomes)	\$2,000-\$8,000
Quarterly Transport Forum organisation, meeting and promotion	\$8,000

## 6.8 Solutions 6 & 7- Fleet Vehicles and Community Health Parking

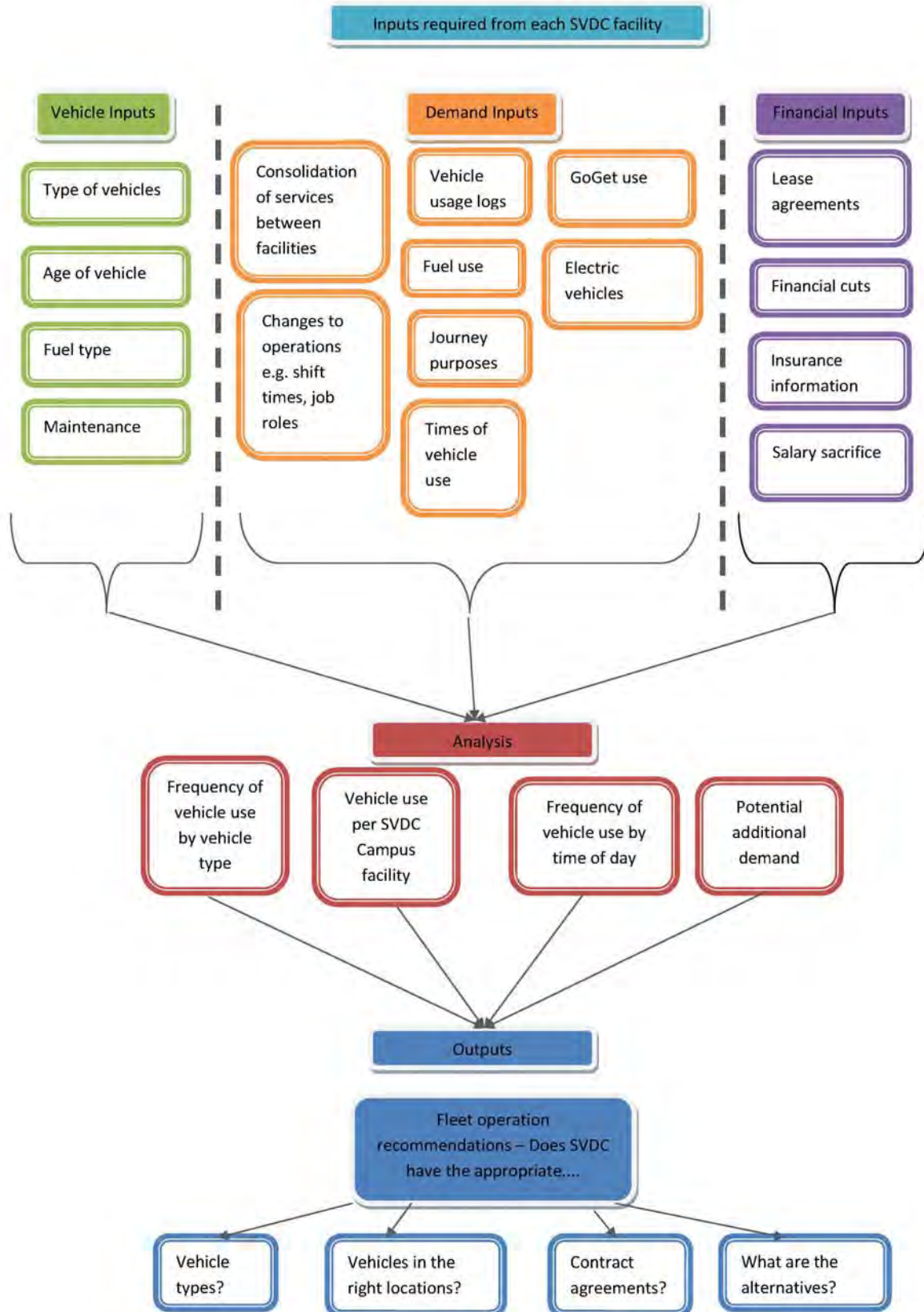
6.8.1 Introduction

6.8.2 The CTSWG have identified a number of issues relating to fleet and community health vehicles particularly a shortage of parking spaces for storage. Background information regarding fleet and community vehicles is currently not available therefore implementation of innovative transport solutions is based on 'best practice' and a methodology for feasibility based on anticipated SVDC site specific characteristics.

6.8.3 Data Requirements

6.8.4 **Figure 6-5** illustrates the data inputs needed to assess Solutions 6 & 7. These could be gathered through travel surveys (Paragraph 6.10), via facility and departmental emails/telephone calls/meetings or from vehicle mileage logs. Consultation would also be needed with HR, finance and communications teams from each SVDC facility. There is also a joint opportunity to assess 'grey fleet' or personal vehicle use for business purposes.

Figure 6-5: Fleet and Community Vehicle Data Inputs



#### 6.8.5 Implementation 'Best Practice'

6.8.6 Post completion of the data review it will then be possible to determine which solutions would prove the most effective, solutions include:

- appointment of an individual to manage fleet and community vehicles;
- reducing the need to travel in the first instance;
- car parking review and designation of spaces, these may be stacked if appropriately managed there may also be an opportunity to store vehicles in empty public car parks during the evening;
- segregation and control of fleet/community vehicle parking for example by barriers or electronic access;
- creation of an online booking or management system, there are a number of external organisations who provide such services;
- 'Clever Keys' keys which when attached to electronic fobs control who can access keys, and record when they are taken, when returned, and by whom;
- allowing staff to take vehicles home, therefore reducing the need for them to bring their own car on Campus and reduce parking demand;
- investigating taxi and Go Get costs in comparison to fleet vehicles;
- altering shift patterns to meet demands;
- reviewing business mileage for example decreasing the subsidy for car travel and providing a mileage claim for those who walk/cycle or use public transport;
- behaviour change promotion of travel alternatives such as tele conferencing;
- reviewing fleet vehicle policy in consultation with staff and promoting the outcomes;
- continued monitoring and review of usage; and
- introducing electric vehicles.

6.8.7 'Best practice' top tips for successful fleet review and solution implementation include:

- In an electronic (or other) fleet vehicle allocation system, always allocate the most environmentally efficient available vehicle first.
- Make sure fleet vehicles are located where they will be most useful, reducing amount of time sitting doing nothing.
- Focus on inter-Campus travel as this can be fully controlled by SVDC.
- Make the fleet meet the actual needs of the business, not what staff who use the vehicles perceive the needs to be i.e. review usage and try to cut vehicles to ensure the vehicles that remain are better utilised.
- When there is a formal booking and usage policy in place drivers tend to take more care, both in their driving standards and for the vehicle itself.

### 6.8.8 Indicative Costs

6.8.9 **Table 6-6** illustrates indicative costs associated with Solutions 6 and 7.

**Table 6-6: Solutions 6 & 7- Fleet and Community Health Vehicles**

Solution Breakdown	Indicative Cost (\$)
Information gathering	\$10,000
Solution identification	\$3,000-\$5,000
Solution implementation	>\$50,000

## 6.9 Solution 8- Behaviour Change (in relation to Solutions 1-7)

### 6.9.1 Introduction

6.9.2 Changing an individual's habitual behaviour is not an easy task. It requires the introduction of incentives to appeal to individuals and incentivise them to change their behaviour. For example, for one person an incentive could be to reduce fuel costs by journey sharing, while another may want to walk or cycle more in order to improve their fitness or lose weight. Therefore, a package of measures designed to address the different motivators should be implemented. Changing behaviour over night is a difficult task and the key to lasting success is the encouragement of changing behaviour one day a week, then building this up. There will inevitably be factors for staff which mean they can't change their behaviour every day such as looking after children. It will therefore be important to ensure promotional activities take cognisance of individual needs.

### 6.9.3 Implementation Responsibilities

6.9.4 In order to support the implementation of the solutions outlined above, SVDC should introduce and provide funding for:

- staff resources to support behaviour change initiatives;
- promotional materials to support the identified solutions; and
- a programme of events to support the identified solutions.

6.9.5 This support should consider:

- creation of a Get Travel Smart Brand;
- creation of a website for the Campus which includes all facilities and is targeted at staff, patients or visitors e.g [www.onecampusdarlinghurst.com](http://www.onecampusdarlinghurst.com);
- a TIS pocket guide highlighting the aims, objectives and targets for the Campus;
- Travel Options Leaflet (Solution 2);
- posters/leaflets;
- prize draw incentives;

- public transport ticket trials;
- personalised travel planning; and
- travel challenges and events.

**Figure 6-6: Example Travel Brand**



- 6.9.6 The website should be the first place staff, patients and visitors look for travel information, given that it can be updated quickly and cost effectively. It is also a valuable tool in promoting the Campus to potential staff and commercial opportunities. The website can also act as host to the Master Plan proposal or vice versa thereby assisting in developing the ‘one mission one campus’ strategy. The website should contain all transport related information and links to journey sharing, public transport timetables and so forth. It can also act as host to further transport solutions such as an online parking permit system. Although existing Campus facilities have their own websites, transport detail varies between sites and there is no consistency in information. Like the aforementioned transport solutions, key to success of behaviour change will be ensuring everyone is provided with the same opportunities to Get Travel Smart, therefore buy in from all on site organisations is essential.
- 6.9.7 Some example web pages are:
- [www.brookes.ac.uk/about/sustainability/travel/sustainable](http://www.brookes.ac.uk/about/sustainability/travel/sustainable)
  - [www.nhsforthvalley.com/forthvalleyroyal/about-the-hospital/getting-to-the-hospital](http://www.nhsforthvalley.com/forthvalleyroyal/about-the-hospital/getting-to-the-hospital)
- 6.9.8 Risk
- 6.9.9 The main risk is that insufficient resources are committed to this and, therefore, support is not provided to the solutions. This will have a detrimental effect on the success of the solutions and would mean that resources are inefficient and ineffective. The extent and type of behaviour change initiatives will depend on the budget available.
- 6.9.10 Implementation
- 6.9.11 It is recommended that the TIS should be owned by CTSWG. Resources should be allocated through this group to develop and support the implementation of the behaviour change measures. Key stakeholders would be invited to attend meetings, where appropriate and the costs of behaviour change could be shared between SVDC facilities.
- 6.9.12 Large organisations similar to SVDC typically employ a travel coordinator, this could be on a full or part time basis, coordinator responsibilities usually include:

- gaining support and commitment to sustainable travel planning from the senior management of on-site organisation;
- undertaking consultation with stakeholders and ensuring Campus needs are considered at a local and strategic level in local authority and public transport decision making;
- liaising with volunteer community, health and staff groups to maintain their interests;
- managing the TIS;
- implementing TIS transport solutions and creating business cases;
- monitoring and reviewing the TIS typically undertaken through travel surveys;
- monitoring and reviewing car and cycle parking;
- managing car park permits and revenues;
- actively promoting sustainable travel options within the site;
- managing all behaviour change initiatives including the creating and maintenance of websites/databases;
- managing the TIS budget;
- seeking opportunities for external funding;
- leading the way in best practice;
- acting as point of contact for transport information;
- attracting staff and commercial opportunities to the Campus;
- providing traffic and transport advice to the Master Plan project team(s);
- managing traffic and transport input required for the Master Plan Development Application(s); and
- submitting TIS progress reports to the CTSWG and senior management.

6.9.13 The role of travel coordinator could be via direct employment or out sourced.

6.9.14 Indicative Costs

6.9.15 **Table 6-7** illustrates indicative costs associated with behaviour change on a yearly basis. It is important to recognise that successful sustainable travel implementation should be viewed as a package of measures and that costs can be shared. The role of the travel coordinator covers the majority of behaviour change initiatives as per the earlier responsibility description, thus the indicative costs detailed for the other measures are based on the assumption that there is no coordinator.

**Table 6-7: Behaviour Change**

Solution Breakdown	Indicative Cost Yearly (\$)
Travel coordinator	\$80,000-\$100,000
Journey sharing promotion	\$5,000
TOL/Smart Phone promotion	\$2,000
Walking/cycling promotion	\$1,000-\$5,000
Get Travel Smart Brand	\$1,000
Website creation and management	\$10,000-\$25,000
Posters/leaflets	\$1,000-\$10,000
Prize draws/incentives (allocated fixed sum)	\$2,000
Public transport taster tickets (allocated fixed sum)	\$2,000
Personalised travel planning	\$7,500
Challenges/events	\$1,000-\$16,000

## 6.10 Monitoring

6.10.1 It is recommended that the following is undertaken to monitor the TIS:

- quarterly review of targets and transport solutions by the CTSWG;
- undertaking yearly staff, patient and visitor travel surveys; and
- producing an annual review of travel surveys and progress towards TIS objectives and transport implementation solutions.

6.10.2 Individual solutions can be measured in several ways, for example, by:

- many online journey sharing databases allow effective monitoring of the number of people registered, number of active car sharing groups, savings in CO2 emissions etc;
- website 'hits';
- number of uses of the smart phone application or 'clicks' onto the TOL;
- feedback on walking/cycling routes/signage;
- increases in sustainable travel mode share;
- increased patronage of bus services, increased frequency, operating hours;
- more efficient use of fleet vehicles;
- number of attendees at roadshows/participants in events; and
- qualitative staff, patient and visitor feedback.

6.10.3 As the Master Plan baseline situation changes the solutions identified in Chapter 5 should be reviewed.

#### 6.10.4 Indicative Costs

6.10.5 The following table illustrates indicative costs for quantitative monitoring of the baseline transport situation, thus providing an important understanding of user demands and progress towards meeting targets this will be invaluable as the Master Plan is developed.

**Table 6-8: Monitoring Costs**

Solution Breakdown	Indicative Cost (\$)
Yearly travel survey	\$17,000
Annual travel report	\$5,000

#### 6.11 Solution Summary

6.11.1 **Table 6-9** summarises the 8 identified solutions and includes indicative time scales for implementation. For comparison the costs and delivery for a basement car parking space are included, this can be as much as \$35,000 per space in a basement car park.

**Table 6-9: Solution Summary**

Solution	Cost \$	Delivery Timescales
1. Journey sharing	MEDIUM	6-12 months
2. TOL/Smart phone application	LOW	1-3 months
3. Walking/Cycling review	LOW	1 month
4. Wayfinding review	LOW	1 month
5. Route/Timetable Reviews and Stakeholder Consultation	LOW	1-3 months (ongoing consultation also required)
6. Fleet Vehicles	HIGH	Up to 24 months
7. Community Parking	HIGH	
8. Behaviour Change		
With travel coordinator	HIGH	Minimum 1 year employment
Without travel coordinator	LOW	1-9 months
Monitoring & Review	MEDIUM	1-2 months
<i>Basement car parking per space</i>	HIGH	<i>6-18 months</i>

#### 6.12 Recommendations, Priorities and Next Steps

6.12.1 The CTSWG are committed to improving sustainable travel options for SVDC staff, patients and visitors. A number of studies have been undertaken in the past with regard to car parking and managing supply ('stick solutions'). Given the impending fluctuations in the baseline situation in light of the Master Plan there will inevitably be periods of change over the next 10 years. 'Carrot solutions' therefore form the basis of the TIS. These solutions are designed to encourage staff, patients and visitors to think about their travel behaviour so that as the Campus evolves they are equipped with

information to make sustainable choices. This behaviour change will be supported through a review of the infrastructure needed to assist Campus users in making sustainable choices for example identifying safe walking routes.

6.12.2 The benefits of sustainable travel/behaviour change solutions' in comparison to infrastructure solutions for SVDC are:

- cost effective designing and printing: a Travel Options Leaflet costs 17% of one basement car parking space;
- can be implemented in one year;
- provide excellent value for money and cost benefit ratios;
- promote healthy and active lifestyles;
- solutions can be revisited, reviewed and updated cost and time efficiently;
- staff resources needed can be as little as 1-3 hours a week;
- assist in achieving environmental, corporate and social responsibility targets;
- demonstrate to local communities and stakeholders a pro active and committed approach;
- recognise that behaviour change works, at Mater Hospital in Dublin similar solutions achieved a 30% reduction in car trips in one year alone; and
- provides the mechanism to support the evolving Master Plan.

6.12.3 SKM recognise that there will be a need to implement infrastructure measures such as car park management in the long term, however the TIS ensures that the alternatives are established and ultimately successful before this point.

6.12.4 SKM recommend the following four solutions (or parts thereof) are prioritised for implementation in 2013:

- **walking/cycling and way finding review;**
- **creation of a Campus specific website which can be accessed via mobile devices;**
- **hard copy Travel Options Leaflet including creation of a Get Travel Smart brand; and**
- **annual travel survey and report.**

6.12.5 The total indicative cost of implementing these solutions would be in the region of **\$60,000-\$80,000** excluding printing costs and can be completed within 12 months.

6.12.6 With regard to the remaining solutions and those illustrated in Chapter 5, SKM would recommend the following prioritisation taking cognisance of the Master Plan and the targets identified in Chapter 4

from 2014-2016. As noted the TIS solutions can be revisited at any time to suit Campus needs and can evolve with the changing Master Plan.

**Table 6-10: Solution Prioritisation 2014-2016**

Solution Priority	Cost \$	Delivery
Journey Share	MEDIUM	Summer 2014
Public transport route/timetable review and stakeholder consultation	LOW	Autumn 2014
Personalised travel planning session	LOW	Winter 2014
Annual travel survey and report	MEDIUM	Spring 2014
Innovative car park solution feasibility for example Park IT, Click and Park and associated consultation	HIGH	Summer 2015
Fleet and community parking solution implementation	MEDIUM	Autumn 2015
Smart Working promotion	LOW	Winter 2015
Annual travel survey and report	MEDIUM	Spring 2015
Summer Active Travel Challenge	LOW	Summer 2016
Cycle parking and facility implementation	HIGH	Autumn 2016
Personalised travel planning session	LOW	Winter 2016
Annual travel survey and report	MEDIUM	Spring 2016

6.12.7 On-going behaviour change and continued promotional activities would be undertaken as required and this can be resourced internally or externally.

## 7. Summary & Conclusions

### 7.1 Summary

#### 7.1.1 Background

7.1.2 Sinclair Knight Merz (SKM) has been commissioned by St Vincents & Mater Health Sydney (SVMHS) on behalf of the Campus Transport Strategy Working Group (CTSWG) to prepare a Transport Implementation Strategy (TIS) for St Vincents Darlinghurst Campus (SVDC). For the purpose of the TIS, the SVDC includes the facilities of: St Vincent's Private Hospital Sydney, St Vincent's Hospital Sydney, Sacred Heart Hospice and St Vincent's Clinic.

7.1.3 The development and implementation of a Transport Implementation Strategy for SVDC will support staff, patients and visitors to change their behaviour and to Travel Smart to the Campus. The TIS identifies and quantifies innovative transport solutions designed to support an increase in the use of sustainable travel modes among all Campus users and reduce the demand for car parking. These solutions can also be implemented at health and research facilities within the vicinity of the SVDC such as the Garvan Institute of Medical Research.

7.1.4 SVMHS has engaged a project team to develop a Master Plan for the St Vincents Darlinghurst Campus. The strategic aim for the Master Plan is '*one mission one campus*'. The Master Plan promotes significant development within the Campus including a 102% increase in day patient beds by 2022.

7.1.5 A Development Application (DA) will be submitted to support the first stage of the Campus Master Plan. The TIS supports the DA demonstrating that SVMHS and the CTSWG recognise the current and future constraints in the baseline transport situation and that solutions will be implemented to address these constraints as appropriate. It is important to recognise that to affect real travel behaviour change the TIS considers the wider Campus and utilises the Master Plan development to provide the mechanism for implementing this change.

7.1.6 The TIS takes cognisance of State and local, policy and guidance documents. All of these policy/guidance documents encourage developments to be to a standard which is safe, attractive and sustainable. Moreover, there is a real emphasis on promoting sustainable travel as an alternative to vehicle trips within the Greater Sydney area through improvements in transport infrastructure and travel behaviour change.

#### 7.1.7 Baseline Transport Situation

7.1.8 The SVDC is well located in close proximity to good quality transport infrastructure and services. The natural urban environment of the Darlinghurst area means there is a network of pedestrian friendly routes accessible from the Campus as well as safe crossing points. Within the Campus way finding is provided as is step free access. Cycling routes and access to SVDC is good; however there are limitations in the quality and quantity of facilities on site such as cycling parking and showers.

7.1.9 The SVDC is well served by local bus services. The nearest bus stop to the Campus is located on site at the Public Hospital entrance. This bus stop is equipped with a shelter and timetable information. The service operating from this stop is free, operating between Redfern and Broadway on Thursdays and Fridays only with approximately 4 trips in each direction.

- 7.1.10 Additional bus stops are located adjacent to the Campus, all within a 5 minute walk, serving a variety of routes. Bus stops are located on Burton Street, Victoria Street / Darlinghurst Road and Oxford Street. Services operate roughly every 2-5 minutes at the height of the peak, to every 10-20 minutes off-peak.
- 7.1.11 Rail accessibility to SVDC is good. The Campus is located within a 22 minute walk of four key Sydney railway stations, which provide excellent rail frequencies to a variety of destinations. There are however limitations in the interchange opportunities at some of these stations due to: lack of step free access and perceived pedestrian safety.
- 7.1.12 For vehicle access to SVDC, the car sharing organisation GoGet provides vehicles for rental within the SVDC. A total of 1,143 off street car parking spaces are available within SVDC, additional parking is available on street. Parking charges apply and staff permits are issued on a first come, first served basis.
- 7.1.13 Staff, patient and visitor travel survey information has been used to inform TIS targets. This information highlights the good existing public transport mode share for the Campus.
- 7.1.14 TIS Aims, Objectives and Targets
- 7.1.15 The TIS is an active, dynamic document that requires an action plan for its implementation and requires to be updated on a regular basis.
- 7.1.16 The overall aim of the TIS is to reduce the proportion of trips to the site by single occupancy vehicles (SOV) through: provision and promotion of sustainable travel alternatives and ongoing advocacy with transport stakeholders. Indicative targets have been set and agreed with the CTSWG for the next 30 years, these demonstrate a reduction in the number of SOV through an increase in the use of sustainable travel alternatives.
- 7.1.17 Transport Solutions
- 7.1.18 A range of transport solutions are included in the TIS. These take cognisance of the baseline transport situation, stakeholder consultation, the Master Plan and 'best practice'. Given the flexible nature of the TIS, the measures can be altered to reflect changing circumstances. It was agreed with the CTSWG that 8 transport solutions should be considered for implementation in the short term to meet the Strategy's aim. The agreed solutions are:
1. Journey Sharing.
  2. Travel Options Leaflet/ Smart Phone Application.
  3. Walking/cycling safe route review.
  4. Walking/cycling signage.
  5. Route and timetable reviews/stakeholder consultation.
  6. Fleet vehicles.
  7. Community parking.
  8. Behaviour change (in relation to solutions 1-7).

#### 7.1.19 Implementation Strategy

7.1.20 For each solution a strategy for implementation is detailed which considers:

- responsibilities;
- risks;
- implementation; and
- indicative costs.

7.1.21 Monitoring and reviewing of the 8 solutions is also considered. Recommendations are then made for priority solutions to be implemented between 2013 and 2016.

## 7.2 Conclusions

7.2.1 The TIS supports State/local policy and guidance by setting out a clear action plan for the implementation of infrastructural and behaviour change transport solutions which are capable of adapting to change.

7.2.2 A review of the baseline transport situation demonstrates that there are opportunities to improve infrastructure within and surrounding the Campus to assist in meeting the Strategy's aim, particularly walking routes and cycle parking facilities.

7.2.3 SKM recommend the following four solutions (or parts thereof) are prioritised for implementation in 2013:

- walking/cycling and way finding review;
- creation of a Campus specific website which can be accessed via mobile devices;
- hard copy Travel Options Leaflet including creation of a Get Travel Smart brand; and
- annual travel survey and report.

7.2.4 The total indicative cost of implementing these solutions would be in the region of \$60,000-\$80,000 excluding printing costs and can be completed within 12 months.

7.2.5 SKM recognise that there will be a need to implement infrastructure measures such as car park management in the long term, however the TIS ensures that the alternatives are established and ultimately successful before this point.

## Appendix A. Bus and Rail Network Maps



For route information in this area, refer to Northern Region Guide.

**PREPAY**

PrePay and save! Buying your ticket before you ride speeds up passenger boarding at bus stops and help improve the on-time reliability of bus services.

PrePay multi-ride tickets such as TravelTens save 20% or more on your fare compared to Single Ride Tickets.

PrePay tickets are available at shops or outlets displaying the purple PrePay flag or sign.

Please visit [www.sydneybuses.info](http://www.sydneybuses.info) for the list of ticket resellers in the City and other suburbs in the Sydney Buses network.

For route information in this area, refer to Southern Region Guide.



As at October 2012  
Cartography by TransitGraphics

0 kilometres  
approximate distance

- Legend**
- Police Station
  - Hospital
  - Shopping Centres
  - Railway Station
  - Educational Institutions
  - Sporting Facility
  - Local Icons
  - Bus Route
  - Bus Route Terminus

**Sydenham & Wollie Creek Eastern Region Bus Service Inset**

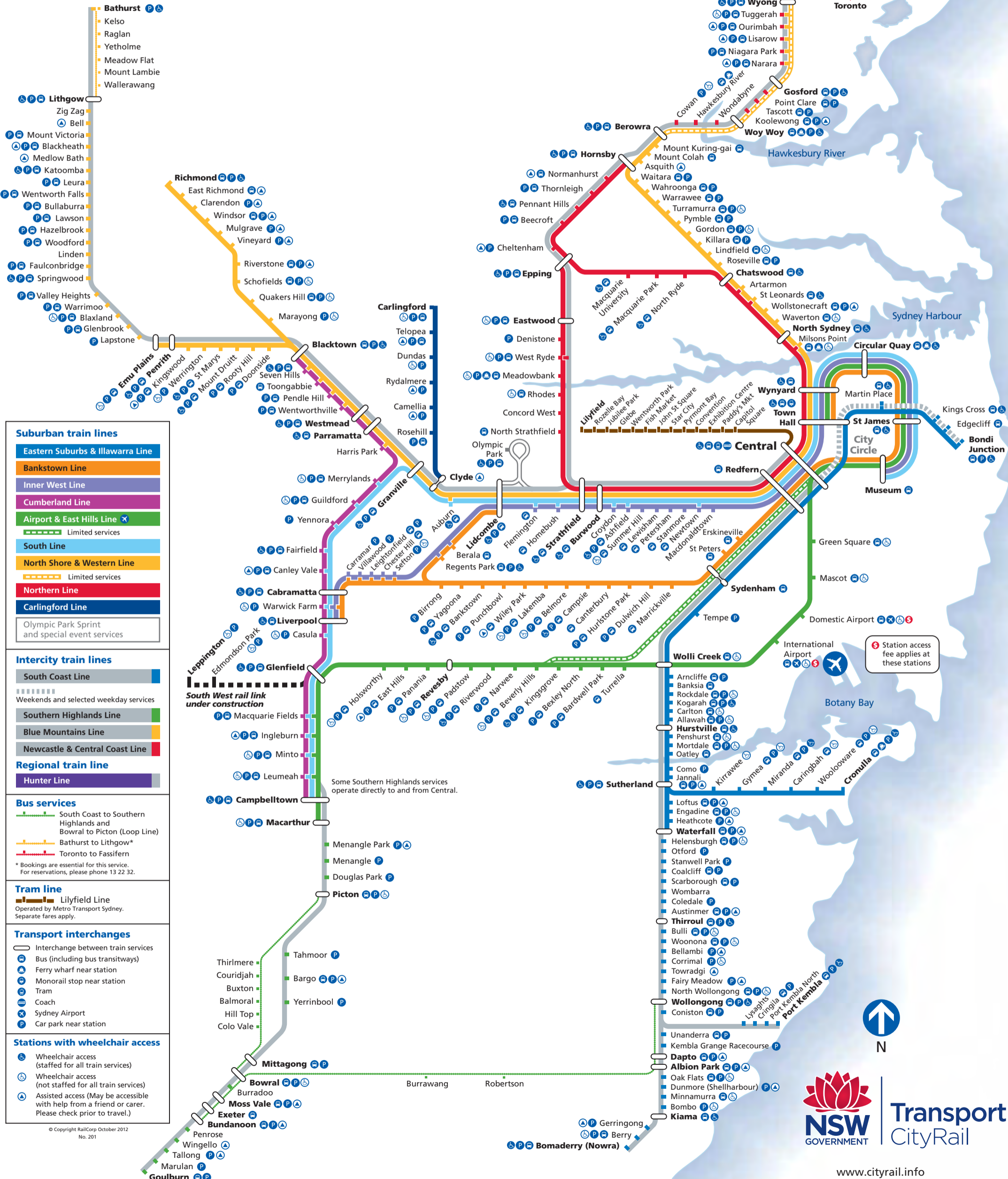
This inset map shows bus routes in the Sydenham and Wollie Creek areas. It includes stations like Dulwich Hill, Sydenham, Wollie Creek, and Undercliffe. Routes 348, 357, and 359 are highlighted.

**Sydney CBD Eastern Region Bus Service Inset**

This inset map provides a detailed view of the Sydney CBD bus services. It shows major routes like the Circular Quay, Gresham St, Pitt St, and Spring St. It also indicates where buses run along white dotted lines, yellow dotted lines, and yellow dotted lines. Key landmarks like the Sydney Opera House and the Sydney Harbour Bridge are also shown.

# CityRail network

Includes South West rail link - under construction



- Suburban train lines**
- Eastern Suburbs & Illawarra Line**
  - Bankstown Line**
  - Inner West Line**
  - Cumberland Line**
  - Airport & East Hills Line** ✕
  - Limited services
  - South Line**
  - North Shore & Western Line**
  - Limited services
  - Northern Line**
  - Carlingford Line**
  - Olympic Park Sprint and special event services
- Intercity train lines**
- South Coast Line**
  - Weekends and selected weekday services
  - Southern Highlands Line**
  - Blue Mountains Line**
  - Newcastle & Central Coast Line**
- Regional train line**
- Hunter Line**
- Bus services**
- South Coast to Southern Highlands and Bowral to Picton (Loop Line)
  - Bathurst to Lithgow\*
  - Toronto to Fassifern
- \* Bookings are essential for this service. For reservations, please phone 13 22 32.
- Tram line**
- Lilyfield Line**
  - Operated by Metro Transport Sydney. Separate fares apply.
- Transport interchanges**
- Interchange between train services
  - Bus (including bus transitways)
  - Ferry wharf near station
  - Monorail stop near station
  - Tram
  - Coach
  - Sydney Airport
  - Car park near station
- Stations with wheelchair access**
- Wheelchair access (staffed for all train services)
  - Wheelchair access (not staffed for all train services)
  - Assisted access (May be accessible with help from a friend or carer. Please check prior to travel.)



## Appendix B. Example Travel Options Leaflets

Forth Valley Royal Hospital Travel Options

# Walking and Cycling



taking care of your journey

*taking care of you*



## Introduction

**Welcome** to your walking and cycling guide for travel to Forth Valley Royal Hospital.

Travelling to the hospital on foot or by bike is a great way to get yourself fit and help the environment! The maps in this booklet will help you to plan your journey to the hospital on foot or by bike.

The site layout on the opposite page shows the walking and cycling routes within the hospital and also where you can park your bike safely and securely. The map in the centre of this guide highlights recognised routes in the surrounding area to help you safely plan your journey. The map on pages 6 and 7 shows the close area in further detail.

If you have any comments about your journey then please contact NHS Forth Valley via email:

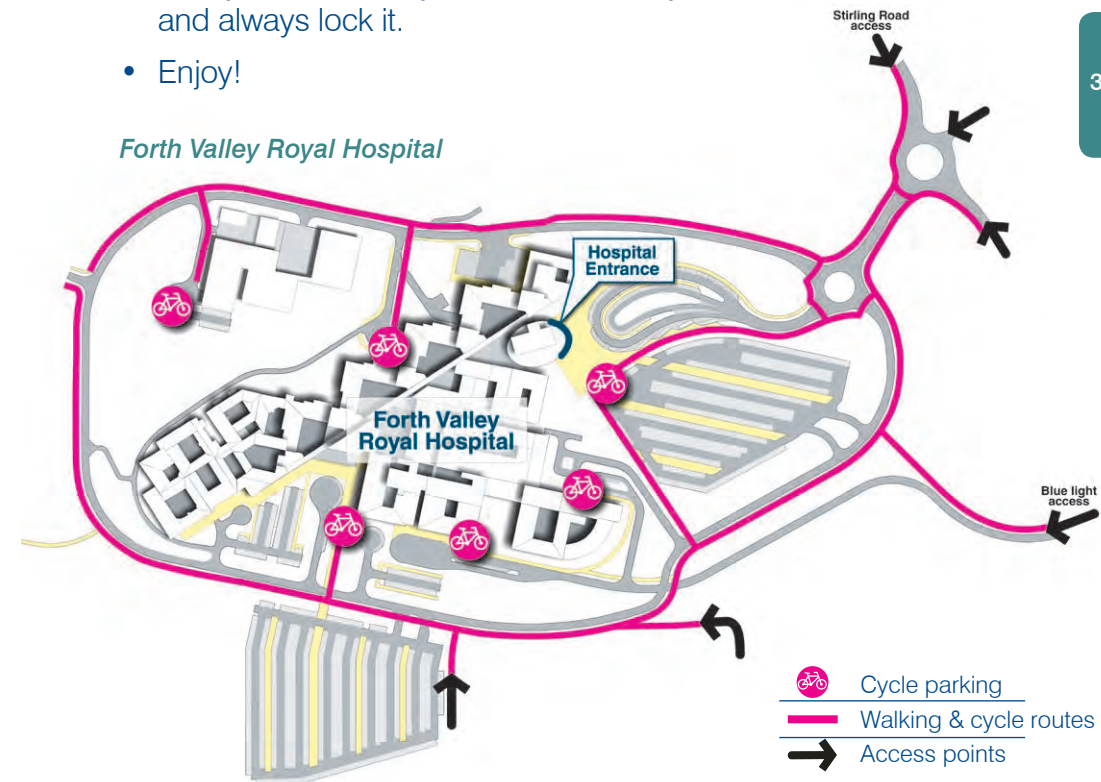
***FV-UHB.yourhealthservice@nhs.net***  
telephone **0800 456033** (free phone line)  
or write to us at **NHS Forth Valley Travel Manager, Strategic Projects & Property Team, 1st Floor, Acute HQ, Westburn Avenue, Falkirk, FK1 5SU.**

Further information on the local routes and sustainable travel initiatives can be found via the Falkirk Council website at [www.falkirk.gov.uk/taketherightroute](http://www.falkirk.gov.uk/taketherightroute) and also at [www.sustrans.org.uk](http://www.sustrans.org.uk)

### Cycling Tips

- Always wear a helmet.
- Check and maintain your bike regularly.
- Park your bike safely and considerately and always lock it.
- Enjoy!

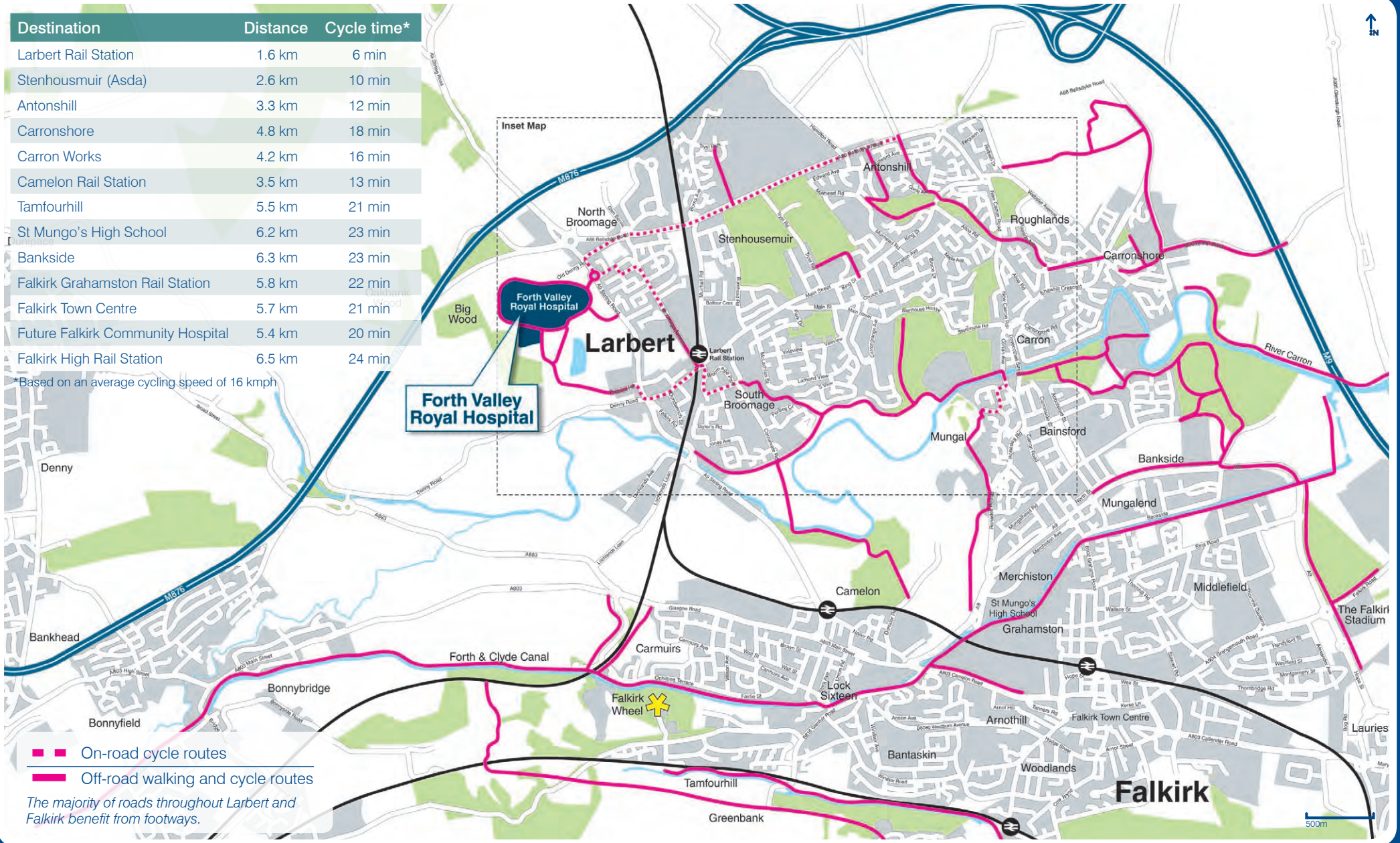
### Forth Valley Royal Hospital



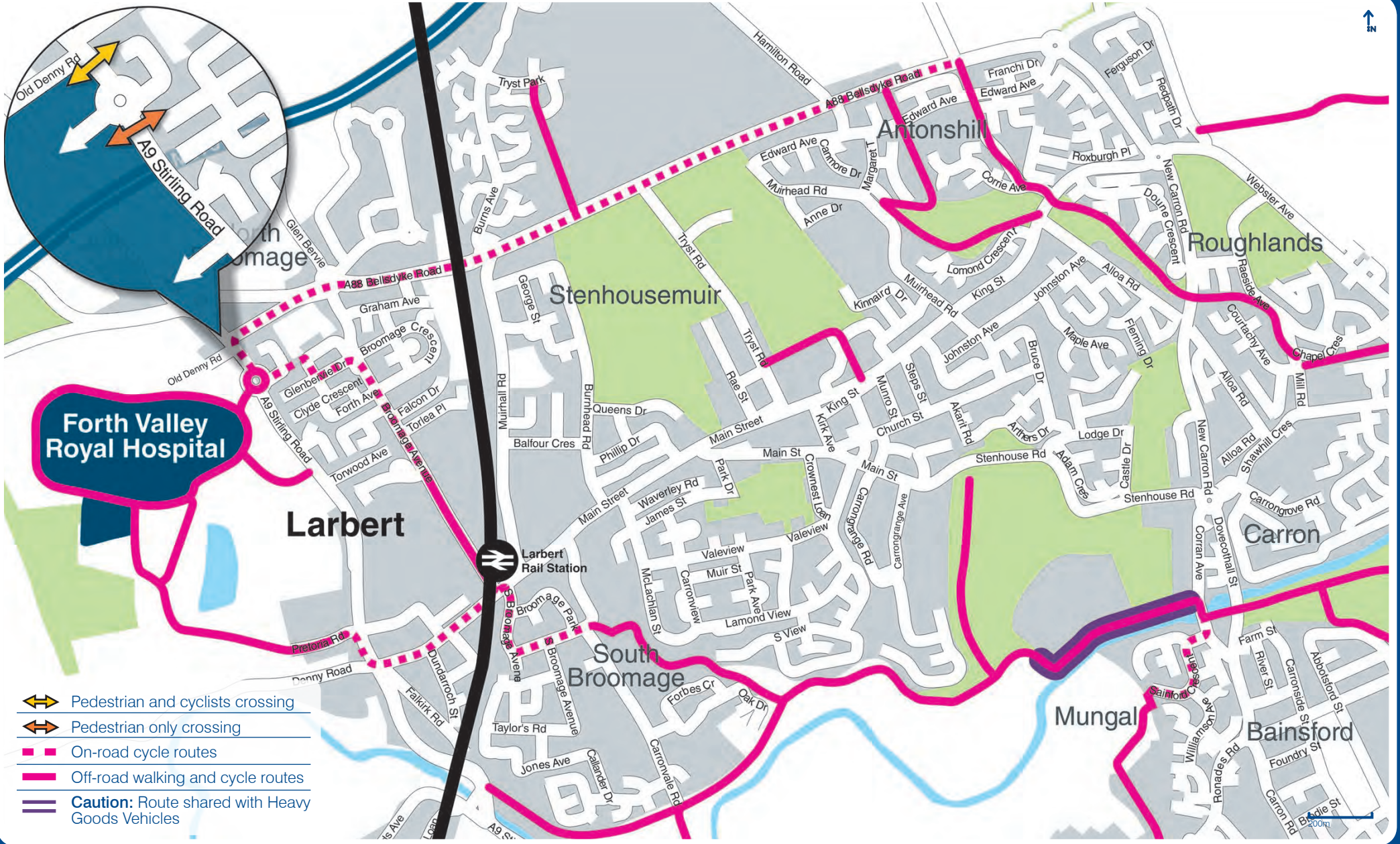
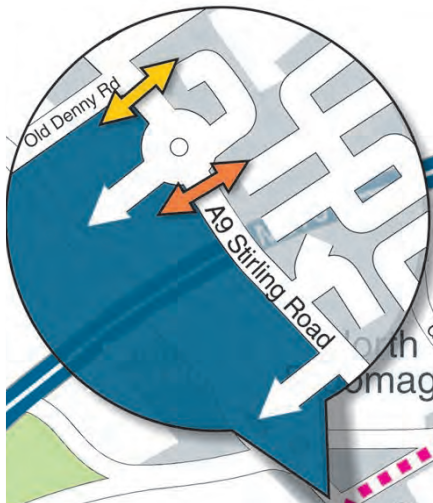
# Walking & cycling routes to Forth Valley Royal Hospital

Destination	Distance	Cycle time*
Larbert Rail Station	1.6 km	6 min
Stenhousemuir (Asda)	2.6 km	10 min
Antonshill	3.3 km	12 min
Carronshore	4.8 km	18 min
Carron Works	4.2 km	16 min
Camelon Rail Station	3.5 km	13 min
Tamfourhill	5.5 km	21 min
St Mungo's High School	6.2 km	23 min
Bankside	6.3 km	23 min
Falkirk Grahamston Rail Station	5.8 km	22 min
Falkirk Town Centre	5.7 km	21 min
Future Falkirk Community Hospital	5.4 km	20 min
Falkirk High Rail Station	6.5 km	24 min

\*Based on an average cycling speed of 16 kmph



# Inset Map



- Pedestrian and cyclists crossing
- Pedestrian only crossing
- On-road cycle routes
- Off-road walking and cycle routes
- Caution:** Route shared with Heavy Goods Vehicles

You can obtain the service of an interpreter or have this document translated in your own language by contacting the interpreting services on 0845 130 1170. These services are available free of charge.

ਤੁਸੀਂ, 0845 130 1170 ਤੇ ਦੁਭਾਸ਼ੀਆ ਸੇਵਾਵਾਂ (interpreting services) ਨੂੰ ਸੰਪਰਕ ਕਰਕੇ ਇਕ ਦੁਭਾਸ਼ੀਏ ਦੀ ਸੇਵਾ ਜਾਂ ਇਸ ਦਸਤਾਵੇਜ਼ ਦਾ ਆਪਣੀ ਬੋਲੀ ਵਿਚ ਅਨੁਵਾਦ ਲੈ ਸਕਦੇ ਹੋ। ਇਹ ਸੇਵਾਵਾਂ ਮੁਫਤ ਹਨ।

آپ 0845 130 1170 پر انٹرنیٹ پر سروس سے رابطہ کر کے کسی مترجم کی خدمات حاصل کر سکتے ہیں یا اس دستاویز کا ترجمہ اپنی زبان میں کرا سکتے ہیں۔ یہ خدمات مفت دستیاب ہے۔

您可以通過撥打翻譯服務熱綫 0845 130 1170 取得翻譯員服務或得到此文件的翻譯版本。 這些服務都是免費的。

Galite prasyti vertejo paslaugu arba gauti sita dokumenta isversta I jusu kalba kreipdamiesi I musu vertimo paslaugu biura skambindami 0845 130 1170. Sitos paslaugos yra nemokamos.

يمكنك الحصول على خدمة الترجمة الفورية أو القيام بترجمة هذه الوثيقة إلى لغتك الأصلية عن طريق الإتصال بخدمات الترجمة الفورية على رقم 0845 130 1170. هذه الخدمات متاحة مجاناً بدون أى مقابل مادي.

Dzwoniąc do biura tłumaczeń pod numer 0845 130 1170 możecie Państwo prosić o tłumacza albo otrzymać ten dokument przetłumaczony na wasz język ojczysty. Powyżej wymienione usługi są darmowe.

If you, or someone you know, would like this in an alternative format, such as audiotape or large print then please phone us free on **0800 456033**, fax your request to **01786 470984** or email us at ***FV-UHB.yourhealthservice@nhs.net***

We are happy to consider requests for this publication in other languages or formats such as large print.

For other languages contact **01786 434784**. For other formats contact **01324 590886**, text **07990 690605**, fax **01324 590867** or e-mail [nhsfv-alternativeformats@nhs.net](mailto:nhsfv-alternativeformats@nhs.net)

Connections are not guaranteed and we recommend that you check your journey before setting off by visiting [www.travelinescotland.com](http://www.travelinescotland.com) or calling **0871 200 22 33**. Calls cost 10p/min from BT landlines. Charges from other operators or mobiles may vary.

If you have any comments about this service, please contact W.A.V.E at 17 Munro Road, Springkerse Industrial Estate, Stirling, FK7 7UU. Tel: **01786 465355**  
Email: [wave.enquiries@dial-a-journey.org](mailto:wave.enquiries@dial-a-journey.org)

#### Stub it Out!

Smoking is not permitted inside or anywhere in the grounds of Forth Valley Royal Hospital. This includes the area outside the main entrance, bus shelters and car parks.

#### If you can't go let us know!

Every month around 2,000 people fail to turn up for hospital appointments in Forth Valley. This costs the NHS millions of pounds each year and increases waiting times. So if you are unable to attend or no longer require your hospital appointment please let us know so we can offer it to someone else.

## Forth Valley Royal Hospital Travel Options

# Bus Times – H1 | H2

Hillfoots – Alloa – Clackmannan – Forth Valley Royal Hospital

# Fare offers!

for services H1 | H2 | H3 | H3a | H4 | H4a ■

Full details are shown in the Fares Leaflet at [www.nhsforthvalley.com/forthvalleyroyal](http://www.nhsforthvalley.com/forthvalleyroyal)

## Regular traveller?

Buy a ten journey ticket and you could save over 50% on the cost of buying ten single tickets.

Ask the driver for details.

## Student at Forth Valley College?

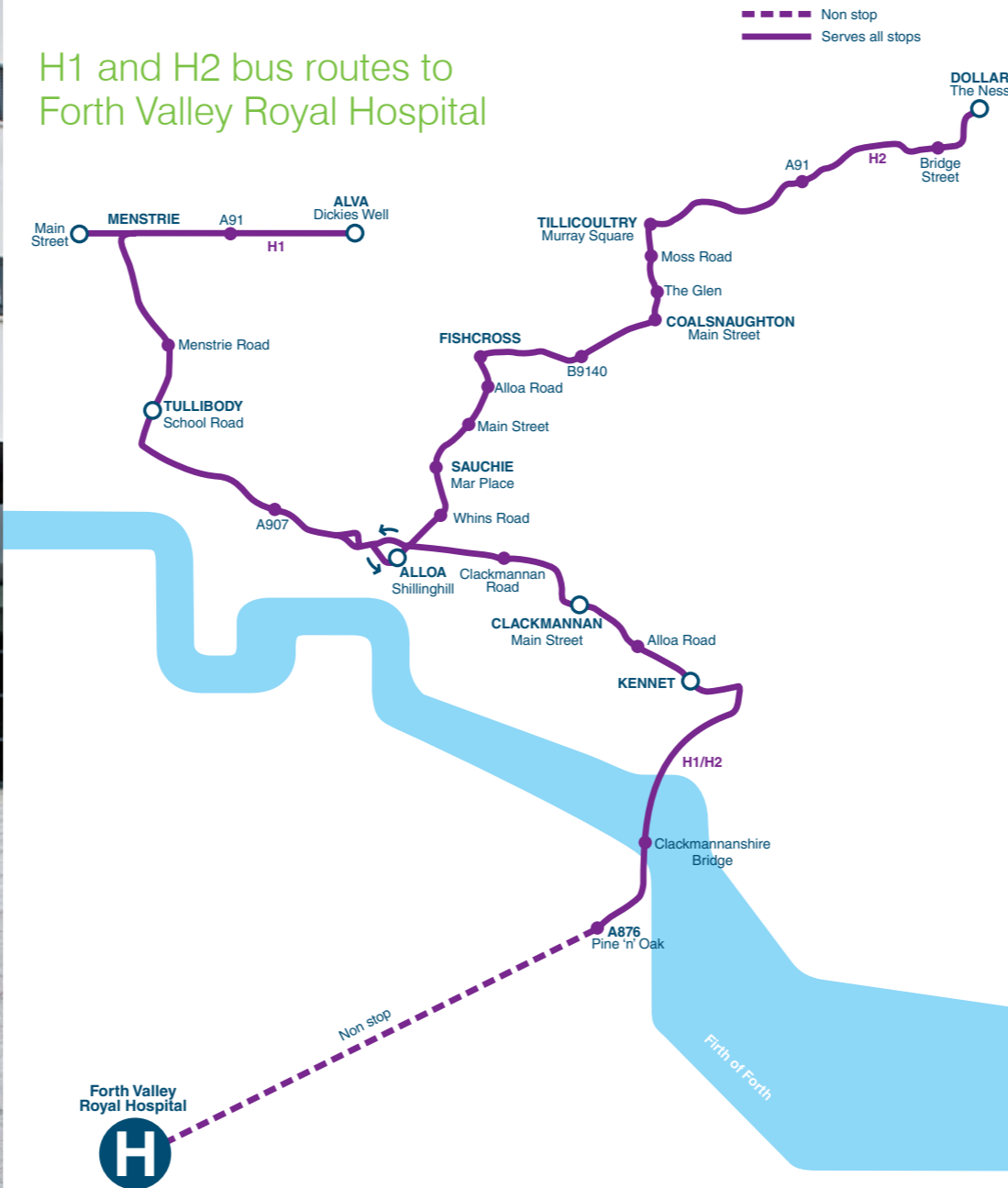
Show your College pass and travel for child fare (50% discount on Adult tickets).

Services H1 & H2 serve the new Forth Valley College campus at Alloa.





## H1 and H2 bus routes to Forth Valley Royal Hospital



## Service Changes

### Service H1 & H2

From **Monday 26 March 2012** changes will be made to the route and times of services H1 & H2. Both services will now operate non-stop between A876, Pine & Oak and Forth Valley Royal Hospital. This change is due to long term road works and a number of temporary closures at Bellsdyke Road railway bridge to electrify the railway line.

Operating non-stop will allow buses the flexibility to operate via Bellsdyke Road, King Street or the M876 to maintain a reliable service on the rest of the route. To allow for anticipated congestion, changes are also being made to the timetable with buses operating three minutes earlier between Forth Valley Royal Hospital and Alloa and arriving three minutes later on journeys to Forth Valley Royal Hospital.

We apologise for any inconvenience caused by these changes. A number of options were considered, but this was thought to offer the best solution for the majority of passengers.

## To Forth Valley Royal Hospital

**H1** ALVA – MENSTRIE – TULLIBODY – ALLOA – CLACKMANNAN – FORTH VALLEY ROYAL HOSPITAL

**H2** DOLLAR – TILlicouLTRY – COALSNAUGHTON – ALLOA – CLACKMANNAN – FORTH VALLEY ROYAL HOSPITAL

### Mondays to Sundays

Service number	H2	H1	H2	H1	H2	H1	H2	H1	H2	H1	H2	H1	H2	H1	H2	H2
Notes	NSu	NS	NSu	NSu	NSu	NSu	A									
Dollar, The Ness	0530	----	0730	----	0930	----	1130	----	1330	----	1530	----	1730	----	1930	2130
Dollar, Kings Seat	0533	----	0733	----	0933	----	1133	----	1333	----	1533	----	1733	----	1933	2133
TillicouLtry, Bus Stance	0540	----	0740	----	0940	----	1140	----	1340	----	1540	----	1740	----	1940	2140
Coalsnaughton, Main Street	0543	----	0743	----	0943	----	1143	----	1343	----	1543	----	1743	----	1943	2143
Fishcross, Burnee	0547	----	0747	----	0947	----	1147	----	1347	----	1547	----	1747	----	1947	2147
Sauchie, Mar Place	0550	----	0750	----	0950	----	1150	----	1350	----	1550	----	1750	----	1950	2150
Alva, Lover's Loan	----	0631	----	0831	----	1031	----	1231	----	1431	----	1631	----	1831	----	----
Alva, Stirling St opp. Cross Keys	----	0633	----	0833	----	1033	----	1233	----	1433	----	1633	----	1833	----	----
Menstrie, Windsor Street	----	0640	----	0840	----	1040	----	1240	----	1440	----	1640	----	1840	----	----
Tullibody, Menstrie Road	----	0645	----	0845	----	1045	----	1245	----	1445	----	1645	----	1845	----	----
Tullibody, School Road	----	0646	----	0846	----	1046	----	1246	----	1446	----	1646	----	1846	----	----
Alloa, Shillinghill	0555	0655	0755	0855	0955	1055	1155	1255	1355	1455	1555	1655	1755	1855	1955	2155
Clackmannan, Main Street	0603	0703	0803	0903	1003	1103	1203	1303	1403	1503	1603	1703	1803	1903	2003	2203
Kennet	0607	0707	0807	0907	1007	1107	1207	1307	1407	1507	1607	1707	1807	1907	2007	2207
A876, Pine 'n' Oak	0612	0712	0812	0912	1012	1112	1212	1312	1412	1512	1612	1712	1812	1912	2012	2212
Forth Valley Royal Hospital	0626	0726	0826	0926	1026	1126	1226	1326	1426	1526	1626	1726	1826	1926	2026	2226

No change is given on these services.

Services operate non-stop between A876, Pine 'n' Oak and Forth Valley Royal Hospital.

#### Notes:

**NS:** Not Saturdays & Sundays

**NSu:** Not Sundays

**A:** On Sundays starts from Alloa, Shillinghill and shows service number H1

*These services are operated by low floor fully accessible vehicles.*

Operated by W.A.V.E Ltd on behalf of NHS Forth Valley.

H1 and H2 services do not operate on 25/26 December or 1/2 January.

For public transport information visit [www.travelinescotland.com](http://www.travelinescotland.com) or call **08712 00 22 33**.

Calls cost 10p/min from BT landlines. Charges from other operators or mobiles may vary.

Single, return and ten journey tickets are available. Please see H1/H2/H3/H3a/H4/H4a Fares Guide or ask the driver for information.

## From Forth Valley Royal Hospital

**H1** FORTH VALLEY ROYAL HOSPITAL – CLACKMANNAN – ALLOA – TULLIBODY – MENSTRIE – ALVA

**H2** FORTH VALLEY ROYAL HOSPITAL – CLACKMANNAN – ALLOA – COALSNAUGHTON – TILlicOUNTRY – DOLLAR

### Mondays to Sundays

Service number	H2	H1	H2	H1	H2	H1	H2	H1	H2	H1	H2	H1	H2	H1	H2	H2
Notes	NSu	NS	NSu	NSu	NSu	NSu										
Forth Valley Royal Hospital	0632	0732	0832	0932	1032	1132	1232	1332	1432	1532	1632	1732	1832	1932	2032	2232
A876, Pine 'n' Oak	0643	0743	0843	0943	1043	1143	1243	1343	1443	1543	1643	1743	1843	1943	2043	2243
Kennet	0648	0748	0848	0948	1048	1148	1248	1348	1448	1548	1648	1748	1848	1948	2048	2248
Clackmannan, Main Street	0653	0753	0853	0953	1053	1153	1253	1353	1453	1553	1653	1753	1853	1953	2053	2253
Alloa, Shillinghill	0703	0803	0903	1003	1103	1203	1303	1403	1503	1603	1703	1803	1903	2003	2103	2303
Tullibody, School Road	----	0812	----	1012	----	1212	----	1412	----	1612	----	1812	----	2012	----	----
Tullibody, Menstrie Road	----	0813	----	1013	----	1213	----	1413	----	1613	----	1813	----	2013	----	----
Menstrie, Windsor Street	----	0818	----	1018	----	1218	----	1418	----	1618	----	1818	----	2018	----	----
Alva, The Cross Keys	----	0825	----	1025	----	1225	----	1425	----	1625	----	1825	----	2025	----	----
Alva, Dickies Well	----	0827	----	1027	----	1227	----	1427	----	1627	----	1827	----	2027	----	----
Sauchie, Mar Place	0708	----	0908	----	1108	----	1308	----	1508	----	1708	----	1908	----	2108	2308
Fishcross, Burnee	0710	----	0910	----	1110	----	1310	----	1510	----	1710	----	1910	----	2110	2310
Coalsnaughton, Main Street	0715	----	0915	----	1115	----	1315	----	1515	----	1715	----	1915	----	2115	2315
Tillicoultry, Bus Stance	0718	----	0918	----	1118	----	1318	----	1518	----	1718	----	1918	----	2118	2318
Dollar, Kings Seat	0725	----	0925	----	1125	----	1325	----	1525	----	1725	----	1925	----	2125	2325
Dollar, The Ness	0728	----	0928	----	1128	----	1328	----	1528	----	1728	----	1928	----	2128	2328

No change is given on these services.

Services operate non-stop between Forth Valley Royal Hospital and A876, Pine 'n' Oak.

#### Notes:

**NS:** Not Saturdays & Sundays

**NSu:** Not Sundays

**A:** On Sundays starts from Alloa, Shillinghill and shows service number H1

*These services are operated by low floor fully accessible vehicles.*

Operated by W.A.V.E Ltd on behalf of NHS Forth Valley.

H1 and H2 services do not operate on 25/26 December or 1/2 January.

For public transport information visit [www.travelinescotland.com](http://www.travelinescotland.com) or call **08712 00 22 33**.

Calls cost 10p/min from BT landlines. Charges from other operators or mobiles may vary.

Single, return and ten journey tickets are available. Please see H1/H2/H3/H3a/H4/H4a Fares Guide or ask the driver for information.

## Forth Valley Royal Hospital Travel Options

# Bus Fare Chart

**H1 | H2 | H3 | H3a | H4 | H4a**

Please note that these services do not give change.

Adult single fare chart (please use fare table below to calculate return and 10-journey tickets)

**Service H1/H2: Hillfoots - Alloa - Clackmannan - Forth Valley Royal Hospital**

Dollar (H2)

£1.40	Alva (H1)/ Tillicoultry (H2)									
£1.70	£1.40	Menstrie (H1)/ Coalsnaughton (H2)								
£1.70	£1.70	£1.40	Fishcross (H2)							
£2.20	£2.20 <sup>^</sup>	£2.20 <sup>*</sup>	£1.40	Tullibody (H1)/ Sauchie (H2)						
£2.20	£2.20	£2.20	£1.70	£1.40	Alloa					
£2.20	£2.20	£2.20	£1.70	£1.70	£1.40	Clackmannan				
£2.70	£2.70	£2.70	£2.20	£2.20	£2.20	£1.40	Kennet			
£2.20	£2.70	£2.70	£2.20	£2.20	£2.20	£1.70	£1.40	Larbert		
£3.20	£3.20	£3.20	£2.70	£2.70	£2.70	£2.20	£2.20	£1.40	Forth Valley Royal Hospital	

\*Fare from Menstrie to Tullibody is 140.

^Fare from Alva to Tullibody is 170.

**Service H3/H3a/H4/H4a: Fankerton/ Denny/ Dunipace - Forth Valley Royal Hospital - Brightons - Maddiston**

Fankerton (H4)/ Dunipace (H4a)/ Denny, Nethermains (H3)

£1.40	Denny, Town Centre								
£1.70	£1.40	M876							
£1.70	£1.70	£1.40	Forth Valley Royal Hospital						
£2.20	£2.20	£2.20	£1.40	Stenhousemuir					
£2.20	£2.20	£2.20	£1.70	£1.40	Carronshore				
£2.20	£2.20	£2.20	£1.70	£1.70	£1.40	Skinflats			
£2.70	£2.70	£2.70	£2.20	£2.20	£2.20	£1.40	Grangemouth		
£3.20	£3.20	£3.20	£2.70	£2.70	£2.70	£2.20	£1.40	Polmont	
£3.20	£3.20	£3.20	£2.70	£2.70	£2.70	£2.20	£1.70	£1.40	Brightons
£3.20	£3.20	£3.20	£2.70	£2.70	£2.70	£2.20	£1.70	£1.70	£1.40 Maddiston (H3)

## Fare table

Zone	Single, return and 10-journey tickets				
	Adult single	Adult return	Child single	Child return	10-journey
One stage fare	£1.40	£2.50	£0.70	£1.20	£11.00
Travel within one zone	£1.70	£3.00	£0.80	£1.50	£13.00
Travel between two adjacent zones	£2.20	£3.50	£1.10	£1.70	£15.00
Travel between three adjacent zones	£2.70	£4.00	£1.30	£2.00	£18.00
Travel between up to five adjacent zones	£3.20	£4.50	£1.60	£2.20	£20.00

# Travel Information



Bus stance	Service number and destinations
1	<b>H3</b> Maddiston via Larbert Rail Station, Stenhousemuir, Grangemouth & Polmont <b>H3a</b> Stenhousemuir via Larbert Rail Station <b>H4 H4a</b> Wallacestone via Larbert Rail Station, Stenhousemuir, Grangemouth & Polmont
2	<b>5</b> Falkirk via Camelon <b>6a 67 76</b> Bo'ness via Larbert Rail Station, Stenhousemuir, Falkirk & Grangemouth <b>27 27B</b> Falkirk via Camelon & Falkirk Community Hospital <b>38 X38</b> Edinburgh via Camelon, Falkirk & Polmont <b>60</b> Falkirk via Camelon <b>X19</b> Edinburgh via Camelon, Falkirk, Grangemouth & Bo'ness
3	<b>27</b> Glasgow via Dennyloanhead, Bonnybridge & Banknock <b>27B</b> Banknock via Dennyloanhead & Bonnybridge <b>H1</b> Alva via Clackmannan & Alloa <b>H2</b> Dollar via Clackmannan & Alloa <b>H3</b> Denny <b>H4</b> Fankerton via Denny <b>H4a</b> Dunipace via Denny
4	<b>5</b> Stirling via Plean & Bannockburn <b>38 X38</b> Stirling via Plean & Bannockburn <b>60</b> Clackmannan via Plean, Bannockburn, Stirling & Alloa

**By public transport:**

- The nearest rail station is Larbert Rail station approximately one mile from the site. Trains run frequently from Edinburgh, Glasgow and Stirling
- A frequent shuttle bus service connects Larbert Rail station with Forth Valley Royal Hospital.
- The H3/H3a/H4/H4a services are free between Larbert Rail Station and Forth Valley Royal Hospital on presentation of a valid rail ticket

# Getting to Forth Valley Royal Hospital by car

## From South East of Falkirk by car:

- Join the A803 for Falkirk Town Centre
- Continue through the town centre along the A803 following the signs for Camelon
- Take the 2<sup>nd</sup> exit at the mini roundabout
- At Rosebank Roundabout take the 1<sup>st</sup> exit signed "A803 Camelon"
- Continue through Camelon High Street
- Follow directions "from Camelon by car"

## From Camelon by car:

- At Camelon Roundabout take exit signed "A9 Larbert"
- Continue north along the A9
- At Larbert Cross continue north along the A9
- Take the 1<sup>st</sup> exit at the next roundabout into Forth Valley Royal Hospital
- Refer to site layout for route to final destination from vehicle entry point

## From North West of Stirling by car:

- Take the A85 heading south
- Join the A84 heading south east
- Continue south east and join the M9 at Junction 10
- Exit M9 at Junction 7 signed "M876 Kincardine Bridge"
- Exit M876 at Junction 3 signed "A905 Larbert"
- Travel south along A905
- At South Bellsdyke Roundabout take the 2<sup>nd</sup> exit signed "A88 Larbert"
- Continue west along the A88
- At North Broomage Roundabout take the 1<sup>st</sup> exit signed "A9 Larbert"
- Take the 3<sup>rd</sup> exit at the next roundabout into Forth Valley Royal Hospital
- Refer to site layout for route to final destination from vehicle entry point

## From Perth/North East of Stirling by car:

- Take the A9 heading south
- Continue south and join the M9
- Exit M9 at Junction 7 signed "M876 Kincardine Bridge"
- Exit M876 at Junction 3 signed "A905 Larbert"
- Travel south along A905
- At South Bellsdyke Roundabout take the 2<sup>nd</sup> exit signed "A88 Larbert"
- Continue west along the A88
- At North Broomage Roundabout take the 1<sup>st</sup> exit signed "A9 Larbert"
- Take the 3<sup>rd</sup> exit at the next roundabout into Forth Valley Royal Hospital
- Refer to site layout for route to final destination from vehicle entry point

## From Alloa by car:

- Take the A907 heading south to Kincardine
- At Gartary Roundabout take the 3<sup>rd</sup> exit signed "A876 Kincardine Bridge"
- Travel south along the A977
- At Kilbagie Roundabout take 2<sup>nd</sup> exit signed "A876/M876"
- Continue over the Clackmannanshire Bridge
- At Higgins' Neuk Roundabout take 2<sup>nd</sup> exit signed "A876/M876"
- Travel west along M876
- Exit M876 at Junction 3 signed "A905 Larbert"
- Travel south along A905
- At South Bellsdyke Roundabout take the 2<sup>nd</sup> exit signed "A88 Larbert"
- Continue west along the A88
- At North Broomage Roundabout take the 1<sup>st</sup> exit signed "A9 Larbert"
- At the next roundabout take the 3<sup>rd</sup> exit into Forth Valley Royal Hospital
- Refer to site layout for route to final destination from vehicle entry point

## From West of Stirling by car:

- Take the A873 heading east
- Join the A84 heading south east
- Join the M9 at Junction 10
- Exit M9 at Junction 7 signed "M876 Kincardine Bridge"
- Exit M876 at Junction 3 signed "A905 Larbert"
- Travel south along A905
- At South Bellsdyke Roundabout take the 2<sup>nd</sup> exit signed "A88 Larbert"
- Continue west along the A88
- At North Broomage Roundabout take the 1<sup>st</sup> exit signed "A9 Larbert"
- Take the 3<sup>rd</sup> exit at the next roundabout into Forth Valley Royal Hospital
- Refer to site layout for route to final destination from vehicle entry point

## From Edinburgh by car:

- Take the M9 heading north
- Exit M9 at Junction 7 signed "M876 Kincardine Bridge"
- Exit M876 at Junction 3 signed "A905 Larbert"
- Travel south along A905
- At South Bellsdyke Roundabout take the 2<sup>nd</sup> exit signed "A88 Larbert"
- Continue west along the A88
- At North Broomage Roundabout take the 1<sup>st</sup> exit signed "A9 Larbert"
- Take the 3<sup>rd</sup> exit at the next roundabout into Forth Valley Royal Hospital
- Refer to site layout for route to final destination from vehicle entry point

## From Grangemouth by car:

- Join the M9 at Junction 4 or 5 heading north signed "Stirling"
- Exit M9 at Junction 7 signed "M876 Kincardine Bridge"
- Exit M876 at Junction 3 signed "A905 Larbert"
- Travel south along A905
- At South Bellsdyke Roundabout take the 2<sup>nd</sup> exit signed "A88 Larbert"
- Continue west along the A88
- At North Broomage Roundabout take the 1<sup>st</sup> exit signed "A9 Larbert"
- Take the 3<sup>rd</sup> exit at the next roundabout into Forth Valley Royal Hospital
- Refer to site layout for route to final destination from vehicle entry point

## From South West of Stirling by car:

- Take the A811 heading east into Stirling City Centre and follow the signs for the "A9(S)"
- At Craig's Roundabout take the 4<sup>th</sup> exit signed "A9(S)"
- At St Ninians Roundabout take the 1<sup>st</sup> exit signed "A9 Bannockburn"
- Continue south along the A9 through Bannockburn, Plean and Torwood
- At North Broomage Roundabout take the 3<sup>rd</sup> exit signed "A9 Larbert"
- Take the 3<sup>rd</sup> exit at the next roundabout into Forth Valley Royal Hospital
- Refer to site layout for route to final destination from vehicle entry point

## From Glasgow by car:

- Take the A80 and M876
- Exit M876 at Junction 2 signed "A9 Larbert"
- Take the 4<sup>th</sup> exit at the roundabout signed "A9 Larbert"
- Take the 3<sup>rd</sup> exit at the next roundabout into the Forth Valley Royal Hospital site
- Refer to site layout for route to final destination from vehicle entry point

AYR COLLEGE

# TRAVEL PLAN GUIDE 2011



# INTRODUCTION

**I AM DELIGHTED TO INTRODUCE THIS TRAVEL PLAN GUIDE WHICH SETS OUT HOW THE COLLEGE PLANS TO PROMOTE AND ENCOURAGE ACTIVE AND SUSTAINABLE TRAVEL.**

Accessibility is an important issue for the College and we want to ensure that our staff, students and visitors have a number of travel options and are not reliant on the car for getting here.

We all make choices about how we travel to the College. By choosing to drive, we contribute to road congestion, air pollution and parking problems. Our travel choices also impact on our health, fitness and our finances.

This Travel Plan Guide explains what we plan to do to help you to choose active and sustainable modes of travel instead of driving your car on your own. Why not consider if you could walk, cycle, use public transport, Park & Ride or car share for your journey to College?

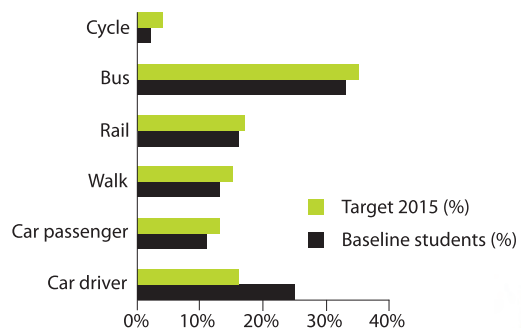
Please take some time to read this guide and think about how you could alter your travel behaviour, even if it is only once a week or once a fortnight. A small change by everyone could have a big impact on the environment and reduce the College's carbon footprint. Being more active could also improve your health and fitness and save you money.

So what are you waiting for, why not give it a try?

Diane Rawlinson  
Principal

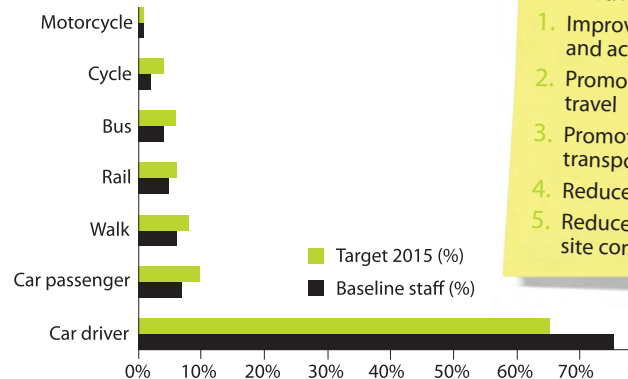
# WHAT IS A TRAVEL PLAN?

A TRAVEL PLAN IS A PACKAGE OF MEASURES DESIGNED TO PROMOTE MORE SUSTAINABLE TRANSPORT CHOICES BY ENCOURAGING PEOPLE TO WALK, CYCLE, USE PUBLIC TRANSPORT, CAR SHARE OR REDUCE THE NUMBER OF TRIPS THEY MAKE. THIS TRAVEL PLAN IS SPECIFIC TO AYR COLLEGE AND SETS OUT MEASURES IDENTIFIED THROUGH THE TRAVEL SURVEY AS APPROPRIATE FOR STAFF AND STUDENTS.



## OUR TRAVEL PATTERNS

The travel survey carried out in 2010 showed that, while there is good use of active and sustainable travel modes, particularly by students, there is scope for increasing the share of these modes and reducing single occupancy car travel.



## OBJECTIVES

Our Travel Plan objectives are:

1. Improve transport infrastructure and access
2. Promote and encourage active travel
3. Promote and increase public transport use
4. Reduce the need for travel
5. Reduce car parking demand and site congestion

# IMPACT ON THE ENVIRONMENT?

CLIMATE CHANGE IS A SIGNIFICANT CHALLENGE FOR SCOTLAND. THE CLIMATE CHANGE (SCOTLAND) ACT 2009 CREATED A STATUTORY FRAMEWORK FOR GREENHOUSE GAS EMISSIONS REDUCTIONS IN SCOTLAND BY SETTING AN INTERIM 42% REDUCTION TARGET FOR 2020 AND AN 80% REDUCTION TARGET FOR 2050.

The transport sector accounts for about 26% of total Scottish emissions, so it is important that we all do what we can to reduce emissions from transport.

The Climate Change Report on Proposals and Policies: Transport published in November 2010 sets out proposals and policies for meeting Scotland's statutory emissions reduction targets and making the transition to a low carbon economy.

The transport measures identified in the draft report fall into three broad categories: reducing the need to travel; widening travel choices to encourage lower carbon options; and encouraging more energy efficient driving.

Ayr College has signed the University & College's Climate Commitment for Scotland. This signifies the College's commitment to addressing the challenges of climate change and reducing its carbon footprint.

The remit of the College's Eco Group is to promote environmental initiatives, including encouraging staff and students to travel by more sustainable modes.

“One double-deck bus can take 75 cars off the road, giving a potential annual carbon saving of 67,200kg. Why not try the bus?”



# WALKING & CYCLING

**WALKING AND CYCLING ARE REALISTIC OPTIONS FOR SHORT JOURNEYS I.E THOSE UP TO FIVE MILES. ONE IN THREE JOURNEYS IN SCOTLAND ARE UNDER TWO MILES. THESE SHORT JOURNEYS OFFER SCOPE FOR MODE SHIFT AWAY FROM THE CAR TO ALTERNATIVE MODES, ESPECIALLY WALKING AND CYCLING.**

According to the staff travel survey carried out in 2010, some 76% of staff and 21% of students who travelled by car drove under two miles to the College. Some of these journeys could be switched to foot or cycle.

**WALKING** can be easily accommodated into our daily lives. Virtually all trips include walking links to other forms of transport. Ayr railway and bus stations and the town centre are within walking distance of Dam Park. Cumnock Community College and the Carrick Buildings in Girvan are located close to respective town centres, neighbouring communities and bus stops.

There is potential to increase **CYCLING** trips on journeys of up to 5 miles. Cycling can lead to significant improvements in health and fitness levels. It is a reliable and convenient form of transport; takes you from door to door and is fast, especially when the roads are congested.

**Dam Park** is located under 10 minute's cycling time from National Cycle Route 7 which is a traffic free route from Carlisle to Glasgow. The College provides facilities to make it easier for you to cycle. Six cycle racks are provided to the front of the Riverside Building and two cycle racks are provided behind the Dam Park Building. Changing facilities and two showers are also provided. 20 cycle stands and 4 showers are planned for the new Aircraft Engineering Training Centre.



“Aim for 10,000 steps each day - get a pedometer and set yourself a target to achieve this.”

**Cumnock Community College** is located near a quiet residential area making on-road cycling convenient. There are plans to install 10 cycle parking spaces here during 2011. **The Carrick Buildings** are located within the town centre where cyclists can use the local road network.

Staff are entitled to claim cycle mileage for cycle travel associated with business. Staff can also take advantage of the Cycle to Work scheme which offers discounts to staff who buy cycles and cycle accessories to enable them to cycle to work and pay for this monthly through their salaries. For further information about the scheme, contact Kerry Kirk, Director of Human Resources.

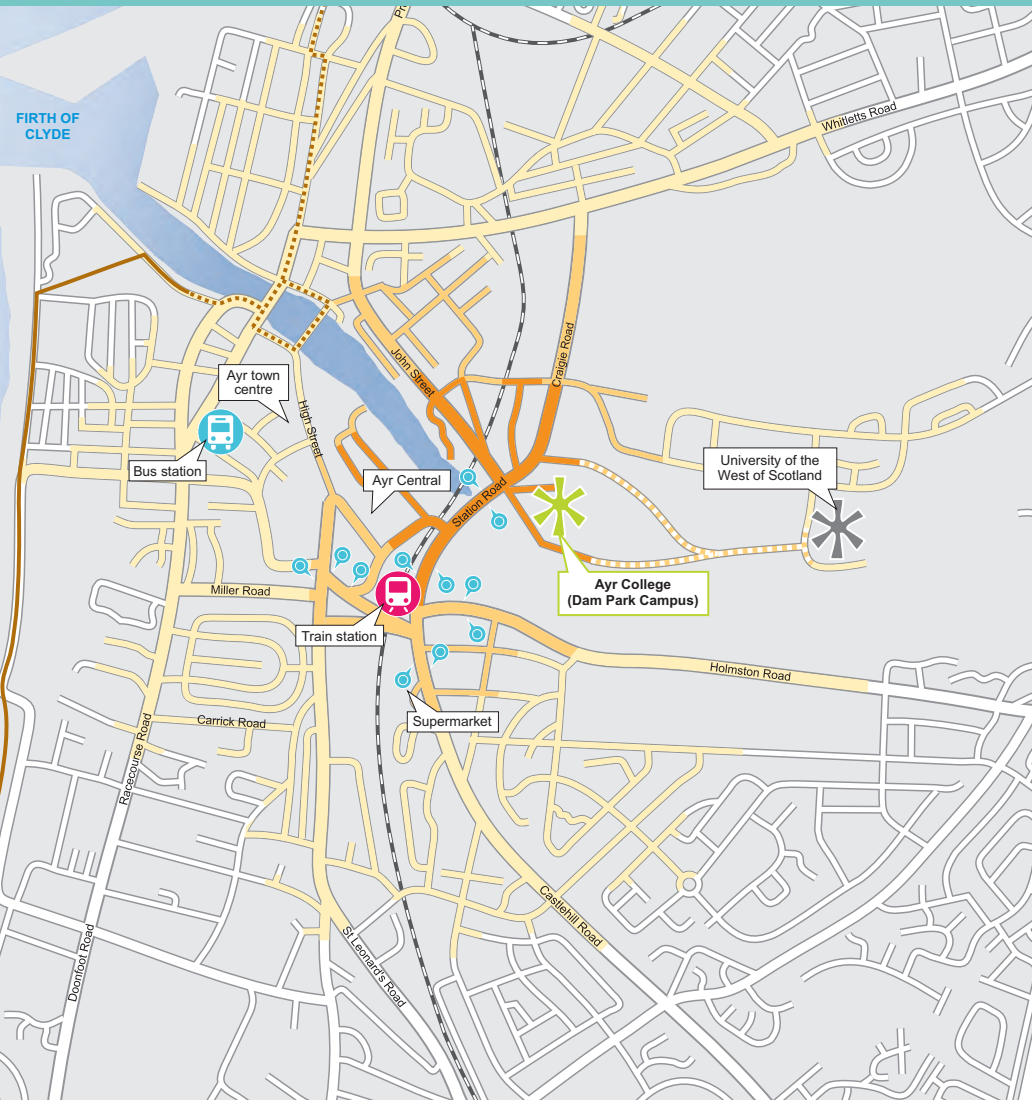
## ECO GROUP

The College's walking group organises lunchtime walks. For further information contact the Eco Group webpage forum.

“All truly great thoughts are conceived while walking”  
(Nietzsche)



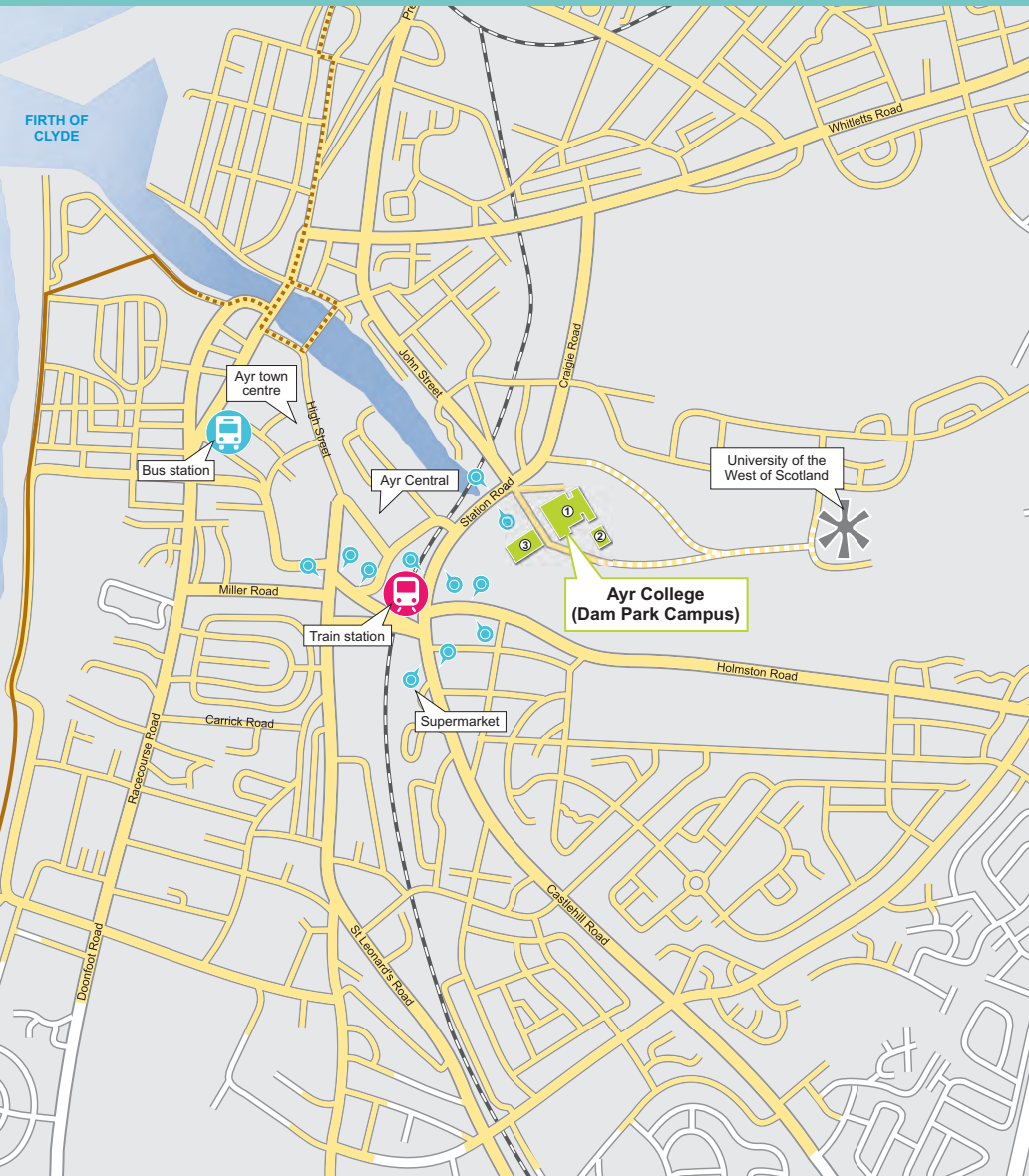
# DAM PARK CAMPUS WALKING ROUTES



- 400m walking route (approx. 5 mins or less)
- 800m walking route (approx. 10 mins or less)
- 1600m walking route (approx. 20 mins)
- Key bus stops
- National Cycle Route 7 (traffic free)
- - - National Cycle Route 7 (on road)
- - - Roads under construction

DAM PARK	Approx. walk time
Station Road bus stops	2 minutes
Ayr Central	6 minutes
Ayr railway station	7 minutes
Burns Statue Square bus stops	7 minutes
Ayr town centre	8 minutes
Supermarket	8 minutes
Ayr bus station	13 minutes

# DAM PARK CAMPUS CYCLING ROUTES



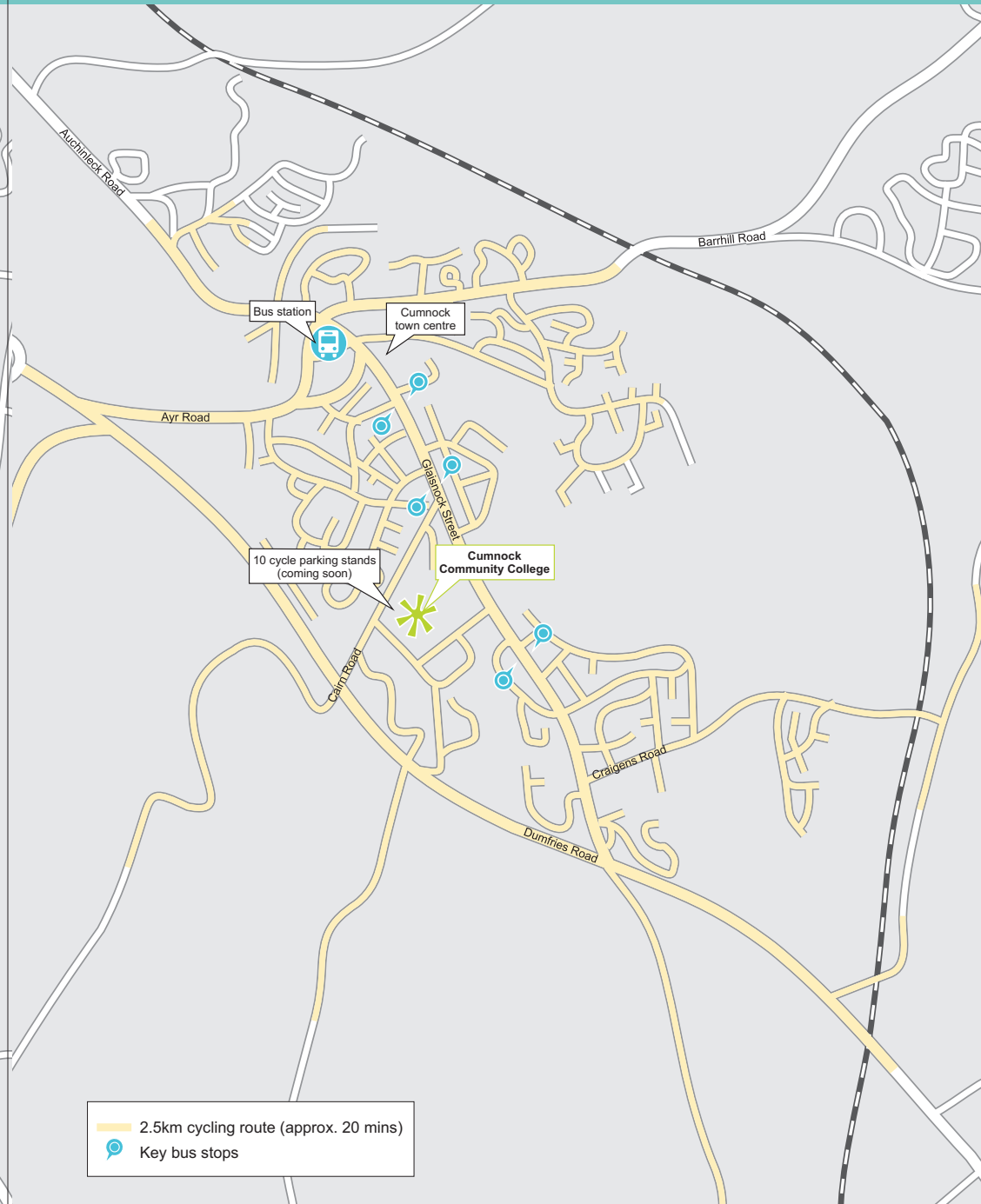
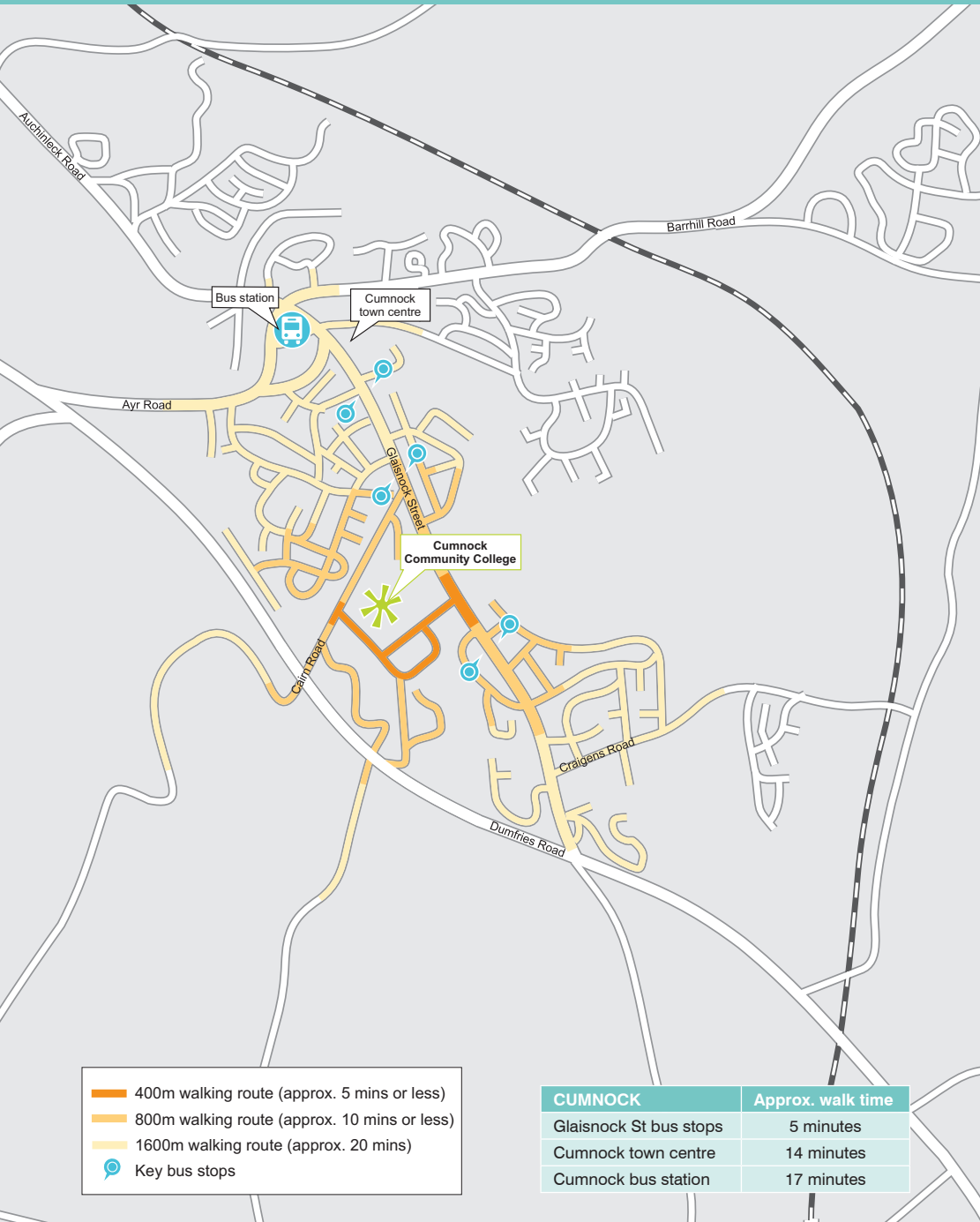
CAMPUS BUILDINGS	Cycle parking spaces
① The Dam Park Building	72
② Aircraft Engineering Training Centre	20*
③ The Riverside Building	6

\*coming soon!

- 2.5km cycling route (approx. 20 mins)
- Key bus stops
- National Cycle Route 7 (traffic free)
- - - National Cycle Route 7 (on road)
- - - Roads under construction

# CUMNOCK COMMUNITY COLLEGE WALKING ROUTES

# CUMNOCK COMMUNITY COLLEGE CYCLING ROUTES



- 400m walking route (approx. 5 mins or less)
- 800m walking route (approx. 10 mins or less)
- 1600m walking route (approx. 20 mins)
- 📍 Key bus stops

CUMNOCK	Approx. walk time
Glaisnock St bus stops	5 minutes
Cumnock town centre	14 minutes
Cumnock bus station	17 minutes

- 2.5km cycling route (approx. 20 mins)
- 📍 Key bus stops

# PUBLIC TRANSPORT

## OUR CAMPUSES ARE WELL SERVED BY PUBLIC TRANSPORT AND MANY OF US ALREADY TRAVEL BY BUS OR TRAIN.

At Dam Park, 48% of students and 9.4% of staff travel by bus or train, while at Cumnock Community College, 100% of students travel by bus. (Travel Survey 2010)

Using public transport is more relaxing than driving. It gives you the chance to read a book or do some work instead of being stressed by driving on congested roads or searching for a car parking space. Purchasing season tickets can make public transport more cost effective and you can plan your journey effectively by checking out your travel options at [www.travelinescotland.com](http://www.travelinescotland.com), [www.scotrail.co.uk](http://www.scotrail.co.uk) and [www.stagecoachbus.com](http://www.stagecoachbus.com).

“If every bus took just one more car driver, we could save up to 1.2 million tonnes of CO<sub>2</sub> per year.”



# CAR SHARING

## IF IT IS NECESSARY FOR YOU TO DRIVE TO THE COLLEGE, WHY NOT THINK ABOUT SHARING YOUR CAR WITH SOMEONE WHO IS MAKING THE SAME OR SIMILAR JOURNEY AS YOU.

In the recent travel survey, 17% of staff and 22.5% of students said that they would consider car sharing on their journey to the College. If more people shared their car journeys, the roads would be quieter, the air cleaner, journeys quicker and the roads would be safer.

Remember that you don't have to car share every day. By car sharing on one day out of five, you can reduce your costs by up to 20% and save up to £1,000 per annum on the cost of fuel and car maintenance. Think what else you could spend that money on?

Why not register with the College's journey sharing website provided in partnership with the University of the West of Scotland, Liftshare and SPT? Check out the website at: [www.ayrcollegejourneyshare.com](http://www.ayrcollegejourneyshare.com). The site will help you to find a car share partner who has similar travel needs to you. It can also help you to find someone with whom you can walk, cycle or share a taxi.

From March 2011, as an incentive to car sharing, dedicated spaces will be allocated in the Dam Park car park close to the entrance to the building.

“A nationwide poll has found that 20% of UK drivers car share at least once a week. The research found that petrol prices, parking costs and the opportunity to reduce CO<sub>2</sub> emissions were the main reasons that one in five people now car share regularly.”



# DO YOU NEED TO TRAVEL?

**BEFORE MAKING A JOURNEY OR ARRANGING A MEETING, THINK ABOUT WHETHER YOU REALLY NEED TO TRAVEL AT ALL.**

Use local services and try out the College's video and teleconferencing facilities. Using these can reduce the time you spend travelling on business and make you more productive.

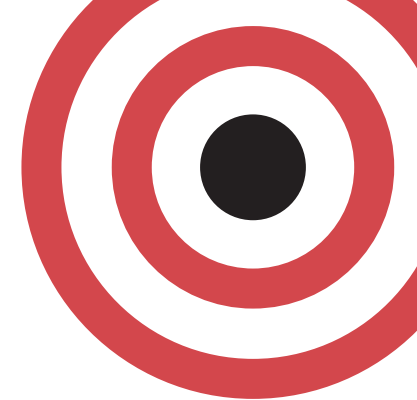
Video conferencing facilities are located in Room F137 (Board Room). If you need any advice on how to use the facilities, contact Matthew Scobie on 01292 293421 or [m.scobie@ayrcoll.ac.uk](mailto:m.scobie@ayrcoll.ac.uk)

Why not think about using Skype? See [www.skype.com](http://www.skype.com) for information.

*Phone, video and web-based conferencing has helped BT save £146 million a year, helping the environment by eliminating unnecessary travel for meetings at the same time. Virtual conferencing eliminates almost 340,000 face-to-face meetings every year at BT. Employees can now avoid some 1.35m return journeys, a major bonus for staff that might otherwise be travelling the length and breadth of the country for just an hour-long meeting.*

# CAR PARKING

Managing car parking is an integral part of a Travel Plan. Car parking at the College is limited and we will be carrying out a review of the car parking management and permit policy during 2011.



# TARGETS

We have set various targets that will contribute to the achievement of the Travel Plan's objectives, where a target box is 'ticked' this means we are currently addressing that point.

**1. IMPROVE TRANSPORT INFRASTRUCTURE AND ACCESS**

TARGETS	
	Review cycleways and footpaths in the immediate vicinity of the College campuses and assess their surfacing and safety. Inform South Ayrshire Council of any instances of poor pedestrian or cycling infrastructure.
	Review and seek to upgrade any poor internal footpaths, crossing points and street lighting around campuses
	Work with key stakeholders to ensure future town/region cycling and walking infrastructure projects can be accessible to staff, students and visitors.
✓	Provide 20 new cycle parking spaces at the new aeronautical facility.
	Review existing cycle space provision, location and safety.
✓	Negotiate the location of a new bus stop along the main College road with the University of the West of Scotland (UWS) and South Ayrshire Council.
✓	Ensure the bus service(s) proposed by UWS are suitable for College users taking account of user disabilities, timetabling and staff/student home locations.
✓	Review the operation of all car parks.
	Foster a cultural and behavioural change among College users which prioritises sustainable access through College policy, including business travel policies.
	Ensure the transport needs of College users are represented effectively to the Board, senior management and key stakeholders and that travel feedback is actioned, where appropriate.



## 2. PROMOTE AND ENCOURAGE ACTIVE TRAVEL

TARGETS	
✓	Review and improve existing on-site shower and changing facilities where there is demand.
✓	Produce a Travel Options Leaflet to illustrate walking and cycling options.
✓	Update existing active travel information via the EcoGroup, while promoting new promotional tools such as the electronic display noticeboards and visitor travel direction emails.
✓	Establish and promote a private journey sharing group on SPT's journey share website.
✓	Hold a Green Travel Day in summer 2011.
	Further promote the activities of the Walking Group.
	Further promote the Cycle to Work scheme to staff, while ensuring an efficient administration process.
	Provide on-site emergency cycle repair kits.
	Organise visits from the Bike Doctor.
✓	Provide regular and varied active travel challenges.

## 3. PROMOTE AND INCREASE PUBLIC TRANSPORT USE

TARGETS	
✓	Produce a Travel Options Leaflet with public transport information.
	Consider the feasibility of purchasing annual season tickets and allowing staff to spread the cost of the ticket over the year via monthly salary deductions.
	Consider the feasibility of subsidising public transport use either via monetary contributions or other incentives.
	Consider offering a subsidy for the cost of purchasing a Young Person's Railcard.
✓	Invite Stagecoach and First ScotRail to the College to promote their ticket options and route network, and consider the feasibility of a mobile ticket office.

## 4. REDUCE THE NEED FOR TRAVEL

TARGETS	
	Ensure high speed broadband is available for video and tele-conferencing facilities.
	Review existing video and tele-conferencing facilities and seek to provide more facilities.
	Work with UWS to ensure hardware and software compliance in video-tele conferencing facilities.
	Review staff travel policy to include criteria to encourage tele-video conferencing use.
	Provide training in the use of tele and video conferencing facilities.
	Consider the feasibility of providing course materials/classes online, where appropriate.
	When business travel is required, prioritise the use of sustainable and active travel.

## 5. REDUCE CAR PARKING DEMANDS AND SITE CONGESTION

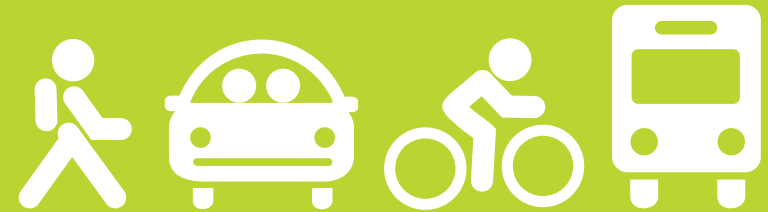
TARGETS	
	Continue cooperation and dialogue with UWS, Strathclyde Police, Local Residents and SAC to ensure that car parking is managed appropriately.
	Consider the introduction of a car park barrier and revised permit system to reduce inappropriate parking by non-College users.

## MONITORING & REVIEW

Our Travel Plan is an evolving document and it will be monitored on an ongoing basis. We will undertake annual travel surveys to measure mode share and identify any changes in use of transport mode and attitudes to travel. Make sure that you give us feedback through future surveys so that we can keep track of how we are getting on. We will also monitor and report on progress in the achievement of the targets.

# TOP TEN WAYS TO TRAVEL MORE SUSTAINABLY...

- 1. CONSIDER IF YOUR JOURNEY IS REALLY NECESSARY**
- 2. CONSIDER WALKING FOR ALL, MORE OR PART OF YOUR JOURNEY**
- 3. IF YOU HAVE THE SKILLS, THINK ABOUT CYCLING FOR ALL, MORE OR PART OF YOUR JOURNEY**
- 4. USE PUBLIC TRANSPORT, CHECK THE OPERATORS' WEBSITES OR CALL THEM FOR INFORMATION ON SERVICES**
- 5. TO MAKE PUBLIC TRANSPORT CHEAPER, BUY A MONTHLY OR ANNUAL TICKET**



- 6. DON'T WASTE TRAVEL TIME; PLAN YOUR JOURNEY AND TRY TO AVOID THE BUSIEST TIMES**
- 7. TRAVEL DIFFERENTLY FOR ONE DAY OF THE WEEK**
- 8. CAR SHARE WITH SOMEONE TO SHARE COSTS AS WELL AS REDUCE THE NUMBER OF CARS ON THE ROAD.**
- 9. IF YOU DRIVE, PARK & RIDE**
- 10. DRIVE MORE EFFICIENTLY AND MAINTAIN YOUR VEHICLE**

# USEFUL WEBSITES

## GENERAL

[www.chooseanotherway.com](http://www.chooseanotherway.com)  
[www.travelwise.org.uk](http://www.travelwise.org.uk)  
[www.transformscotland.org.uk](http://www.transformscotland.org.uk)  
[www.workwiseuk.co.uk](http://www.workwiseuk.co.uk)  
[www.spt.co.uk](http://www.spt.co.uk)  
[www.cuttingyourcaruse.co.uk](http://www.cuttingyourcaruse.co.uk)  
[www.south-ayrshire.gov.uk](http://www.south-ayrshire.gov.uk)

## WALKING AND CYCLING

[www.ayrshirecoastalpath.org](http://www.ayrshirecoastalpath.org)  
[www.ayrshirepaths.org.uk](http://www.ayrshirepaths.org.uk)  
[www.theriverayrway.org](http://www.theriverayrway.org)  
[www.cyclingscotland.org](http://www.cyclingscotland.org)  
[www.pathsforall.org.uk](http://www.pathsforall.org.uk)  
[www.sustrans.org.uk](http://www.sustrans.org.uk)  
[www.ramblers.org.uk](http://www.ramblers.org.uk)

## JOURNEY PLANNING

[www.travelinescotland.com](http://www.travelinescotland.com)  
[www.sptjourneyshare.co.uk](http://www.sptjourneyshare.co.uk)  
[www.multimap.com](http://www.multimap.com)  
[www.trafficscotland.org](http://www.trafficscotland.org)  
[www.liftshare.org](http://www.liftshare.org)  
[www.transportdirect.info](http://www.transportdirect.info)

## PUBLIC TRANSPORT

[www.thetrainline.com](http://www.thetrainline.com)  
[www.scotrail.co.uk](http://www.scotrail.co.uk)  
[www.stagecoachbus.com](http://www.stagecoachbus.com)  
[www.nationalrail.co.uk](http://www.nationalrail.co.uk)  
[www.citylink.co.uk](http://www.citylink.co.uk)



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All website references, public transport service frequencies and approximate costings are accurate as of January 2011. For more information on this leaflet or on general College traffic and transport issues please contact the Estates Department.

Designed and produced by Colin Buchanan 2011.

# YOUR TRAVEL OPTIONS 2011

FOR DAM PARK & CUMNOCK COMMUNITY COLLEGE



## WELCOME TO AYR COLLEGE

The way that we choose to travel to Ayr College has a big impact on the local environment, our health and our finances. Ayr College is committed to promoting the use of sustainable travel and this leaflet sets out your travel options for accessing the College.

By walking, cycling, using public transport or car sharing we can all play a part in reducing the number of cars coming to the College. We can also increase our physical activity levels and save money. So why not try leaving the car at home for some of your journeys and use sustainable modes instead?

# ACTIVE TRAVEL

Active travel (walking and cycling) is cheap, offers reliable journey times and is environmentally friendly. For staff and students, it can lead to a healthier work and study environment, which is more productive. For visitors, it can ease the burden of navigating an unknown public transport and road network and create a more relaxed travel experience.

Dam Park is ideally located to take advantage of a number of existing walking routes which provide links to neighbouring residential areas, Ayr railway and bus station and Ayr town centre. These routes are well lit with appropriate crossing facilities. Cumnock Community College is also located in close proximity to good quality pedestrian infrastructure and is within a short walking distance from nearby bus stops and the town centre.

**To plan a cycle route or for more information on the benefits of active travel check the following websites:**

[www.sustrans.org.uk](http://www.sustrans.org.uk)

[www.cyclingscotland.org](http://www.cyclingscotland.org)

[www.pathsforall.org.uk](http://www.pathsforall.org.uk)

[www.healthyliving.gov.uk](http://www.healthyliving.gov.uk)

“*Did you know there are 8 cycle parking spaces at Dam Park?*”

## **BENEFITS:**

- enjoyable social and physical activity is also good for mental health and can help prevent heart disease
- avoid traffic congestion, parking charges and fuel costs
- quick and reliable
- green-has no carbon emissions

Remember that walking and cycling can be combined with other modes of transport such as the bus or train in order to reach destinations further afield.

## **IT'S CLOSER THAN YOU THINK!**

Ayr town centre is only an 8 minute walk from Dam Park.

## **WALKING TIPS**

A minimum of 30 minutes of moderate exercise is recommended on most days of the week. Walking or cycling to College contributes to this!

“*Did you know a 20 minute walk or leisurely cycle can burn 100 calories!*”

**COMING SOON...10 NEW CYCLE PARKING SPACES AT CUMNOCK AND 20 AT DAM PARK!**

# PUBLIC TRANSPORT

## DAM PARK

Dam Park is ideally located to benefit from a number of strategic and local bus services which operate to good frequencies along Station Road. Bus stops along Station Road are 200m (2 minute walk) from the main campus building. Stagecoach services A4 and 444 operate on Station Road and serve Ayr and Kilmarnock.

Ayr bus station and Burns Statue Square, located within the town centre, provide a wealth of additional bus services. Services from the bus station and Burns Statue Square serve various destinations locally within Ayr and along the west coast including: Girvan, Greenock, Ardrossan and Stranraer as well as services north to Glasgow and south to Dumfries.

Ayr railway station is located within a 10 minute walk of Dam Park. The station lies on the Stranraer/Girvan to Glasgow Central line. Rail interchange is available from Kilwinning for additional services to Ardrossan and Largs.

“*Did you know there is a train between Ayr and Troon every 30 minutes and the journey takes only 13 minutes!*”

## CUMNOCK COMMUNITY COLLEGE

Cumnock Community College is located within a five minute walk of a number of bus services available on Glaisnock Street (Stagecoach service numbers 43, 49 and 246). In addition to these bus services, a number of other services operate from Cumnock bus station.

**For help in planning a journey by public transport, please consult:**

[www.stagecoachbus.com](http://www.stagecoachbus.com)

[www.scotrail.co.uk](http://www.scotrail.co.uk)

[www.transportdirect.info](http://www.transportdirect.info)

[www.travelinescotland.com](http://www.travelinescotland.com)

National Rail Enquiries 08457 484950

## TRAVEL TIPS

Just think if you leave the car at home you could enjoy a coffee on the train or read a book on the bus!

## CALLING ALL STUDENTS!

If you are aged between 16 and 25 years, for a one off yearly cost of £26, you can purchase a Young Person's Railcard, saving you 33% on the cost of rail tickets for journeys after 10am. You could use the ticket for travel to College and for longer distance trips.

# JOURNEYSHARE



Ayr College in partnership with the University of the West of Scotland now offers a JourneyShare website for those travelling to Campuses in Ayr. This website is open to everyone and allows you to match your journey with others making the same trip. You can reduce your car journey costs and help to cut congestion and pollution. JourneyShare can also match taxi, cycling and walking journeys. If you have space in your car or if you are looking for someone with an extra seat, sign up today to find a Journey Buddy. [www.ayrcollegejourneyshare.com](http://www.ayrcollegejourneyshare.com)

## CAR PARKING

If you find that you really have to drive to the College, limited parking including designated visitor spaces is available on campus.

## YOUR LIFESTYLE

You don't have to swap every car trip for a more sustainable journey, why not think about swapping one or two journeys a week?

Check out our travel example below.

“Did you know that for a 30 mile car trip in a large car with a driver and two other passengers, the carbon dioxide emissions per person is reduced by 67% in comparison with driving alone?”

## What are the JourneyShare Benefits?

- it's sociable
- for some journeys it is safer, for example having someone to walk with at night
- saves you money - travelling with others enables you to reduce your transport costs by up to £1000 a year
- reduces the number of cars on the roads - resulting in less congestion, less pollution and fewer parking problems

“Did you know that the real cost of driving ranges from 33p to 52p per mile?” (source: AA)

So in real terms a journey from Kilmarnock to Ayr College and back again costs between £9.90 and £15.60!

## Example journey calculation

A typical round trip journey from Kilmarnock to Ayr College is approximately 30 miles.

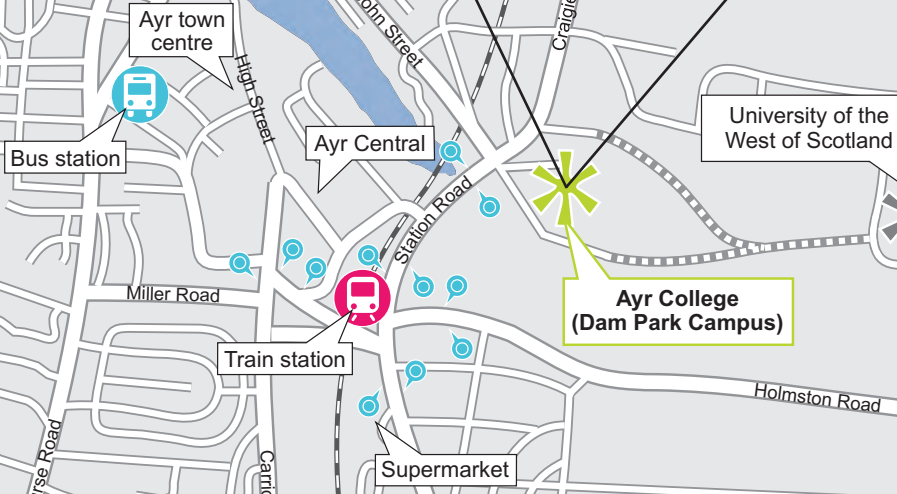
Approximate cost calculator:  
Fuel (only) £7.00, Anytime rail day return £5.00,  
Bus open return ticket £7.40 (express service).

Carbon calculator: (based on a 30 mile journey for 1 person)



# DAM PARK CAMPUS

FIRTH OF CLYDE



**Ayr College  
(Dam Park Campus)**

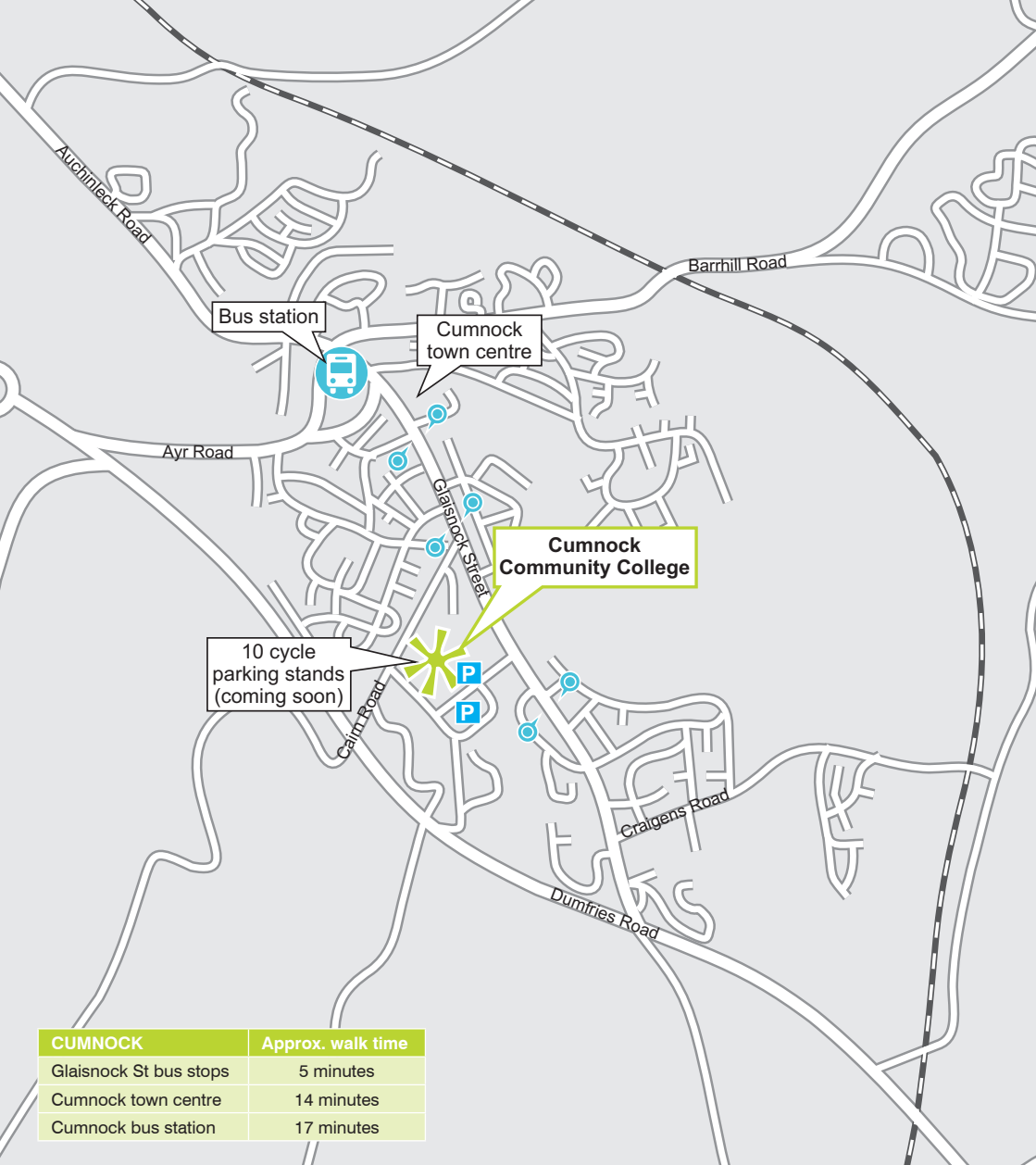
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- Key bus stops
- National Cycle Route 7 (traffic free)
- National Cycle Route 7 (on road)
- Roads under construction
- Pedestrian route on campus
- Staff and student parking
- Visitor parking

# CUMNOCK COMMUNITY COLLEGE



CUMNOCK	Approx. walk time
Glaisnock St bus stops	5 minutes
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## Travelling smart to Morrisons Bathgate

### Welcome to your new Morrisons store

The way that each of us chooses to travel has a big impact on the local environment, our health and our finances. By walking, cycling, using public transport or car sharing we can all play a part in reducing the number of cars on our roads. You don't need to swap every car journey for a sustainable alternative, especially if you are carrying heavy shopping, so why not take the bus or even car share every now and then?.

### Active Travel

Active travel (walking and cycling) is cheap, offers reliable journey times and is environmentally friendly. Morrisons Bathgate is ideally located to take advantage of a number of existing walking routes which provide links to neighbouring residential areas, local bus stops, Bathgate town centre and Bathgate railway station.

Bathgate is an excellent area for cycling. The nearest cycle route is National Cycle Route 75 which is a traffic and traffic free route running between Glasgow and Edinburgh.

Cycle parking is available for 34 bikes at this store. To plan a walking or cycle route or for more information on the benefits of active travel check the following websites, or see the map overleaf for more detail:

- [www.sustrans.org.uk](http://www.sustrans.org.uk)
- [www.cyclingscotland.org](http://www.cyclingscotland.org)
- [www.pathsforall.org.uk](http://www.pathsforall.org.uk)
- [www.healthyliving.gov.uk](http://www.healthyliving.gov.uk)

“ How long is your journey? if it's less than 2 miles could you walk or cycle? ”

## Public Transport

Morrisons Bathgate is ideally located to benefit from a number of bus services which operate to good frequencies. Bus stops are within a 4 minute walk of the store and service destinations including Bathgate, Whitburn, Broxburn, Uphall and Edinburgh.

Bathgate railway station is located within a 15 minute walk of the store. The station lies on the Helensburgh-Edinburgh line. Rail frequencies are good with a service departing approximately every 15 minutes in each direction.

For more detail on public transport routes, frequencies and ticket options, please consult:

- [www.firstgroup.com](http://www.firstgroup.com)
- [www.scotrail.co.uk](http://www.scotrail.co.uk)
- [www.transportdirect.info](http://www.transportdirect.info)
- [www.travelinescotland.com](http://www.travelinescotland.com)
- National Rail Enquiries 08457 484950

## JourneyShare

West Lothian Council has a FREE online journey share scheme open to car owners or those just looking for a lift. By entering your journey details, the scheme matches you with potential travel companions via an automated email system. You can car share for your journey to Morrisons Bathgate, you can also find someone to share a taxi trip with or find a walking/cycling companion. For more information visit [www.westlothiantripshare.com](http://www.westlothiantripshare.com).

## Taxi

There is a FREE taxi booking service available in Morrisons Bathgate. For more information, please contact a member of staff.

“ Did you know a 20 minute walk or leisurely cycle can burn 100 calories! ”

## Smart Travel Tips

- Don't attempt to change your lifestyle over night, think about travelling smarter a couple of times a month, experiment with different travel modes and try and keep your journeys varied.
- How long is your journey? if it's less than 2 miles could you walk or cycle?.
- Do you know the bus or train timetables?, if not look them up online or phone the operator.
- Is there a neighbour, family member or friend you can share your journey with?, ask around or check out [www.westlothiantripshare.com](http://www.westlothiantripshare.com).





ADVICE ON LOWERING YOUR PETROL CONSUMPTION

RAIL TRAVEL INFORMATION

WALKING INFORMATION

SPECIAL TRAVEL TIPS

BUS INFORMATION

CYCLING TRAVEL INFORMATION

FREE PERSONALISED TRAVEL PLANNING SESSION

# The Smarter Travel Guide



CROOKHAM PARK

Modern living. Village life.

# Taylor Wimpey

## The Smarter Travel Guide

This Smarter Travel Guide provides information on the travel options available to you from your new home.

**This pack contains:**

Walking at Crookham Park

Cycle Travel

Catching the Bus in Church Crookham

Rail Travel

Share your car and cut your driving costs and Smarter driving tips

The Home Office

Kid Zone!

One-on- one advice



CROOKHAM PARK

Modern living. Village life.

## Introduction

Crookham Park is located at the edge of both city and country, making it the perfect place for you and your family to take advantage of the best of both worlds.

This Smarter Travel Guide has been prepared to provide you with all the information you need to make informed travel choices from your new home. The Guide will help you save money, reduce your impact on the environment and maintain a healthy lifestyle.

A lot of us quickly form travel habits that can be difficult to change. Moving to a new house is a great opportunity to re-think how we go about our daily lives and to maybe try something new. Flipping through the pages will hopefully give you a few ideas on where to go in your local area, and the best way to get there.



The Smarter Travel Guide

# Walking at Crookham Park



Walking can be a great option for making short trips, or easily combined with other types of transport when making longer journeys. Walking is a great way to get fit and healthy while going about your day; it can also be less stressful than driving and can help you save on parking costs.

**Here are a few things to keep in mind:**

30 minutes of walking per day (or 60 for children) is the recommended minimum for maintaining a healthy lifestyle.

An average adult walks 5km, or 3 miles, per hour. From Crookham Park you can walk to Church Crookham in 15 minutes or to the shops on Fleet Road in 40 minutes.

As a general guide, an average adult burns approximately 100 calories during a 30 minute walk – meaning a walking trip to and from Fleet Road burns as many calories as are in a Kit Kat bar.

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Fleet Rail Station is about 5km from Crookham Park. If you don't want to walk the whole way, you can try taking the bus in the morning and walking or running home from the station in the evening, or get off the bus a few stops early and walk the rest of the way.

Walking for leisure can be a great way to spend your time and unwind. A few great walks in your area include:

### **Fleet Pond Nature Reserve**

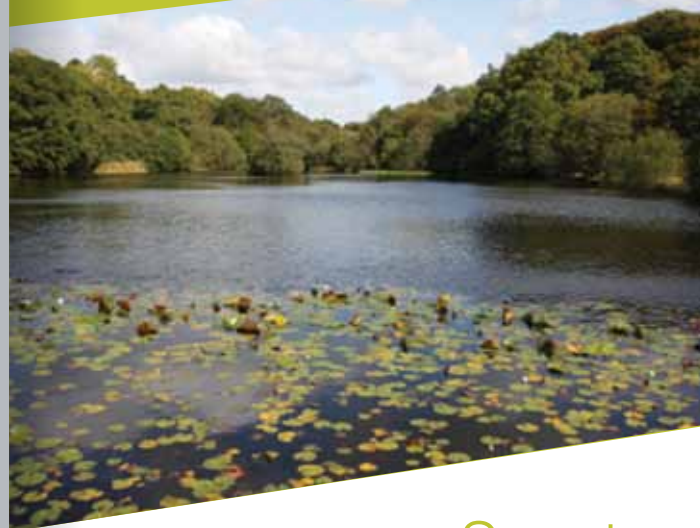
Hampshire's largest freshwater lake.

### **New Forest National Park**

Contains areas of forest, heathland and forest lawns providing a home to fascinating wildlife.

### **Elvetham Heath Local Nature Reserve**

An exciting wet heathland restoration project, with many wild flowers.



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# Cycle Travel

Cycling is a great way to travel. It's also a good form of exercise, allows you to avoid traffic jams, has low costs and perhaps the most important point for many cyclists – it's fun.

On average, cyclists travel around 15 km, or just under 10 miles, in an hour. This means Fleet Rail Station is only 20 minutes away by bike.

That being said, a lot of us can find cycling a bit daunting, or just don't see how it can fit into our daily lives. Here are some top tips for getting started:



## EQUIPMENT:

First, you need a bike. There is lots of information out there to help you find the bike that is right for you, just think about what you want to use the bike for and about how much money to spend (it is also worth investigating to see if your place of work offers interest free loans towards the purchase of a bike and associated equipment).

Once you have bought your bike don't forget to:

- ➔ **Buy a good quality lock**  
There are 3 main lock types; D-locks, extension cables or heavy chain locks.
- ➔ **Record your bikes frame number**  
This will give police the chance to recover your bike if stolen. You can register your bike and frame number at [www.immobilise.com](http://www.immobilise.com)
- ➔ **Take out appropriate insurance**

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## PRACTISE:

Safety is a major concern for those thinking about cycling. Many safety concerns can be overcome by gaining confidence and finding routes that avoid heavy traffic.

Try cycling around the development to build up a bit of confidence before heading further afield. If you want a bit of extra help, cycle training classes are often available through the council – check online to see if there are any courses planned. Local trainers will also be available for private courses.

Finding a cycling buddy can also be a great way to learn the best way to get around on your bike – don't be afraid to ask a family member, neighbour, friend or cycling co-worker if they can help or have any tips.

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## GO FOR IT:

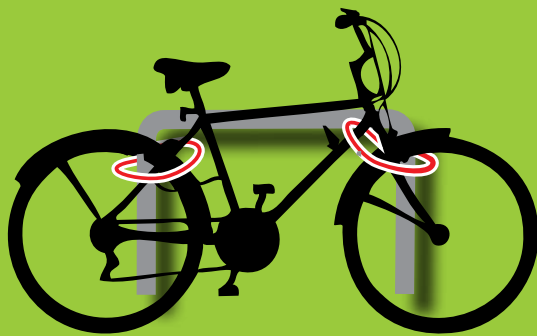
### Take the first trip.

Hampshire is a great place to cycle for leisure. The New Forest and the South Downs are only a short drive away, and both host a wide range of cycling trails. Hampshire County Council's website provides information on different recommended off-road cycle routes to suit a full range of abilities.

Here are a few additional tips to keep you going:

### How to lock your bike securely

For the most secure storage of your bike, lock the bike's frame and both wheels to a stand or immovable object. Ensure that your bike is hard to manoeuvre and that thieves cannot place your locks in contact with the ground.



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Keeping safe whilst cycling:

- ➔ **Be visible to other road users and pedestrians.**  
Wear bright, fluorescent (during the day) or reflective (at night) clothing and always use lights after dark, in the rain or if the weather is overcast.
- ➔ **Don't ride in the gutter.**  
Give yourself space on the left, and don't feel you have to hug the kerb if a car behind you gets impatient.
- ➔ **Protect yourself.**  
Always wear a helmet.
- ➔ **Show drivers what you plan to do in plenty of time.**  
Always look and signal before you start, stop or turn.
- ➔ **Make eye contact with drivers**  
Let them know you've seen them.
- ➔ **Ride decisively.**  
Don't weave between lanes or change direction suddenly without signalling.
- ➔ **Use cycle facilities wherever possible**  
These include cycle lanes and paths, advanced stop areas for cycles at traffic lights.



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# Catching the Bus in Church Crookham

Do you hate searching for a place to park your car?

## Why not take the bus instead?

Catching the bus in Church Crookham is a great alternative to using your car. It takes less than fifteen minutes to travel to Fleet by bus, go online to find the key bus stops near **YOU!**

### Bus benefits:

- ➔ **Enjoy the journey and relax**  
Use the time to read a book, enjoy the scenery or even catch up on some work.
- ➔ **Dedicated bus lanes**  
Many buses have dedicated bus lanes, allowing you to avoid traffic and get to your destination quickly.
- ➔ **Hassle free**  
You won't have to worry about the time on your parking ticket running out, so you can shop till you drop.
- ➔ **Have a drink**  
Or two with your friends and catch a bus home

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If you're new to riding the bus or are just a bit rusty, here are a few quick tips:

### First Tip

To stop a bus just stick out your hand at the bus stop as the bus approaches

### Second Tip

Tell the bus driver where you want to go and they will tell you how much your fare will cost

## Best of all!

All residents of Crookham Park are entitled to 45 **FREE** journeys on local buses. Please contact the Travel Plan Coordinator to claim your vouchers.



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# Rail Travel

Fleet railway station is the nearest station to Crookham Park; and is just a short cycle ride or bus ride away from Church Crookham.

Travelling by train is a fast and convenient way to travel. You can travel on a direct train from Fleet to London Waterloo in 40 minutes, with 6 trains an hour travelling to London.

Timetables change every six months and engineering works may disrupt travel, so always check before you go, particularly at weekends. Timetables for Fleet Station are available at the station or on the National Rail website and the Southwest Trains website.

## Pounds saver

By booking your train in advance you can sometimes book cheaper train tickets.

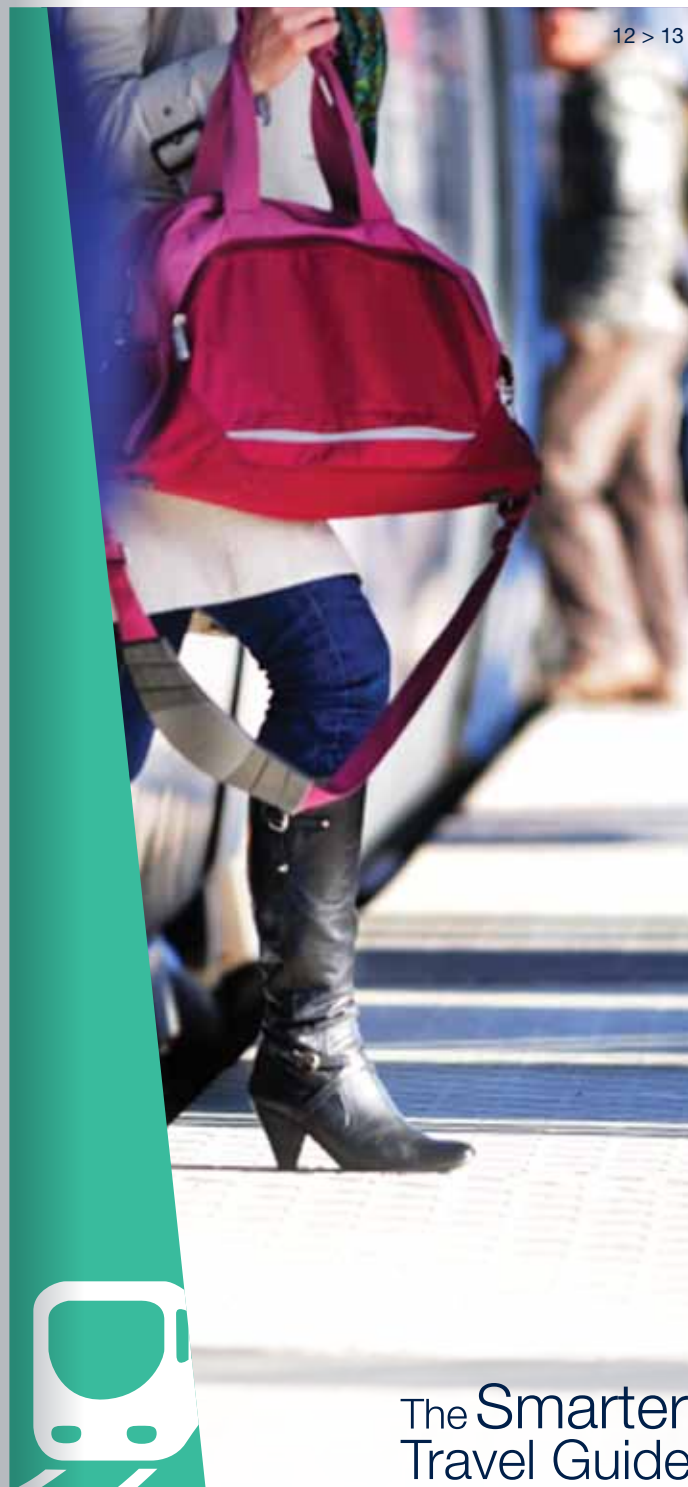
If you wish to travel by train on a frequent basis season tickets are available to buy from seven days or any period between one month and one year.

Certain travel cards are also available to help you save money on your train ticket. They include 16-25, Family and friends, Network, Senior and Disabled persons railcard, visit [www.railcard.co.uk](http://www.railcard.co.uk) for more details.

## Parking at Fleet station

There are a total of 411 spaces at Fleet train station; 374 main spaces and 37 premium spaces. The car park is available 24 hours a day. Cycle parking is also available.

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# Share your car and cut your driving costs



If you need to travel by car, car sharing is the perfect way to keep the costs down by reducing fuel and parking costs!

Car sharing is also better for the environment, reducing your contribution to congestion, climate change and air pollution.

Combining journeys leads to fewer cars on the road, making it easier to get around and finding a parking space.

Car sharing fact- If everyone who drives on their own to work every day were to catch a lift with someone else on one day of the week, there would be 20% less commuters on the road!

Car sharing clubs can be found online and are easy to use. All you have to do is register at <https://hants.liftshare.com> and use the online journey matching tool to find someone in Hampshire that you can share your journey with.



# Smarter driving tips

14 > 15

There will always be some trips that can only be undertaken by car. By following these easy smarter driving tips, you can reduce your CO2 emissions; improve fuel consumption of your car and most importantly, save money.



## Be a smooth mover

Sudden braking, acceleration or deceleration uses more fuel than driving smoothly. You can reduce your fuel consumption (and your fuel bill) by 15% by adopting a smoother driving style.



## 50 is thrifty

The most fuel- efficient driving speed is in the highest gear at about 50mph. Driving at 50mph instead of 70mph can cut your fuel bill by 30%.



## Switch off

Idling increases engine wear, wastes fuel and produces unnecessary emissions. Ten seconds of idling can use more fuel than turning off the engine and restarting it.



## Get your car serviced

A well-maintained vehicle uses significantly less fuel than a badly-maintained one. Specific things to check are your air filters and tyre pressure. Under-inflated tyres can add 8% to fuel bills and is something you can easily check yourself.



## Size does matter

In general, the larger the engine the more fuel is used. If you are hiring a car, choose the smallest car that suits your needs and kindly decline any 'free upgrades' you are offered, as it will probably be for a larger vehicle with greater emissions that will end up costing you more in fuel.

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# The Home Office

Working from home, be it once a year or once a week, can help improve your work-life balance, save you time and money and be incredibly convenient. But sometimes it can be difficult to transition from 'home' to 'work' without leaving the home. A little planning and preparation can help maximise your home-working efficiency.

Home working, and other types of flexible working, is not adaptable to every type of work. Speak to your employer for more information on the suitability of home working as part of your role.

## ➔ Location

Try and find an area free of distractions, with plenty of space for you to spread out everything you need to go about your work. If using a computer over long stretches of time, arrange the monitor so that it is approximately at arm's length and at eye height. If using a laptop, set it on a desk or table to reduce neck strain.

## ➔ Sitting

Make sure you have a comfortable chair that you can sit in throughout the day. If sitting at a dining chair, try adding a seat cushion or a small pillow to support your back.



## ➔ Stationary

Before you start working, make sure you have everything available to you that you are likely to need while you are working, including paper, pens, reports, reference material, etc. This will minimise the chances that you will need to get up and lose your concentration.

## ➔ Storage

Make sure you have appropriate storage to hide away your work at the end of the day. This will help keep things organised and reduce the chances of things getting misplaced.

## ➔ Communication

Make sure your phone is nearby and your computer is connected to the internet. Make sure you put an appointment in your work diary saying that you will be working from home, so your colleagues will know where you are. If you receive important phone calls at the office, you may want to change your answerphone message to reflect that you are working from home and provide an alternate phone number.

# Kid zone!

## Be a Super Scooter!

Build your Scooter Sense and become the ultimate Super Scooter by following these tips:

### Practise!

A Super Scooter knows their way in tight spaces. How about an obstacle course on your driveway?

### Be bright!

A Super Scooter knows it's important to be seen. Try putting fluorescent tape and stickers on your scooter, and try to wear bright clothing when out and about.

### Listen!

A Super Scooter knows you can often hear things before you can see them. Be extra careful to listen for mum and dad and for cars that may be hidden!

### Watch!

A Super Scooter knows that it's important to know where they are going. Look out for other people walking, dogs and of course cars!

## Stop!

A Super Scooter knows that safety comes first. Learn to use your brakes to stop when you have to cross the street, when something may be in your way or mum and dad say so!

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## Do you know your signs?

Match the signs to their meaning!

1.



Cycle lane

6.



2.



Motor vehicles prohibited (cycle permitted)

7.



3.



Cycle route forming part of the National Cycle Network

8.



4.



No cycling

Route for use by pedal cycles only

9.



5.



With-flow cycle lane ahead

Segregated route

Cycle route

Shared route for cyclists and pedestrians together

10.



Sign answers:

- 1. No entry (for all vehicles including cycles)
- 2. No cycling
- 3. Route for use by pedal cycles only
- 4. With-flow cycle lane ahead
- 5. Cycle route
- 6. Segregated route
- 7. Shared route for cyclists and pedestrians together
- 8. Motor vehicles prohibited (cycle permitted)
- 9. Cycle lane
- 10. Cycle route forming part of the National Cycle Network

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# One-on-one advice

Taylor Wimpey would like to offer all residents of Crookham Park a free personalised travel planning session with our Travel Plan Coordinator.

The Travel Plan Coordinator will spend up to an hour with you, using their expert local travel and transport knowledge to help you plan your family's journey to work, school, shopping or anywhere you make a regular trip. They will be able to answer any questions you have and direct you to further information on how to take advantage of available services, such as cycle training.

To book a session, please contact Margo Turner in one of the following ways:

T: 020 7939 6232

E: [meturner@globalskm.com](mailto:meturner@globalskm.com)