

GREEN TRAVEL PLAN
FOR
SENIORS LIVING DEVELOPMENT
AT
366 JAMISON ROAD, JAMISONTOWN

Prepared For:



Assessed and Approved by:



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1 Introduction

M^CLaren Traffic Engineering (MTE) was commissioned by The Trustee for Peter Wohl Family Trust to provide a Green Travel Plan (GTP) for Summit Care Penrith at 366 Jamison Road, Jamisontown. This GTP has been prepared in response to satisfy SEARs for SSD-68603709. The relevant conditions are provided below:

proposals to promote sustainable travel choices for employees, residents, guests and visitors, such as connections into existing walking and cycling networks, minimising car parking provision, encouraging car share and public transport, providing adequate bicycle parking and high quality end-of-trip facilities, and implementing a Green Travel Plan.

The above items to be included are addressed in the sections presented in the following sections.

1.1 Development Characteristics and Approvals

Currently, Summit Care Penrith includes three (3) buildings with a total of 98 separate dwellings from studios to three (3) bedrooms. The development has the following characteristics:

- A total of 98 dwellings (and 200 bedrooms) comprising of:
 - 5 one-bed aged care rooms;
 - 7 one-bedroom units;
 - 70 two-bedroom units;
 - 16 three-bedroom units;
- A maximum total of 50 staff members.

The location of the site is shown on an aerial photo and a street map in **Figure 1** and **Figure 2** respectively.



FIGURE 1: SITE CONTEXT – AERIAL PHOTO

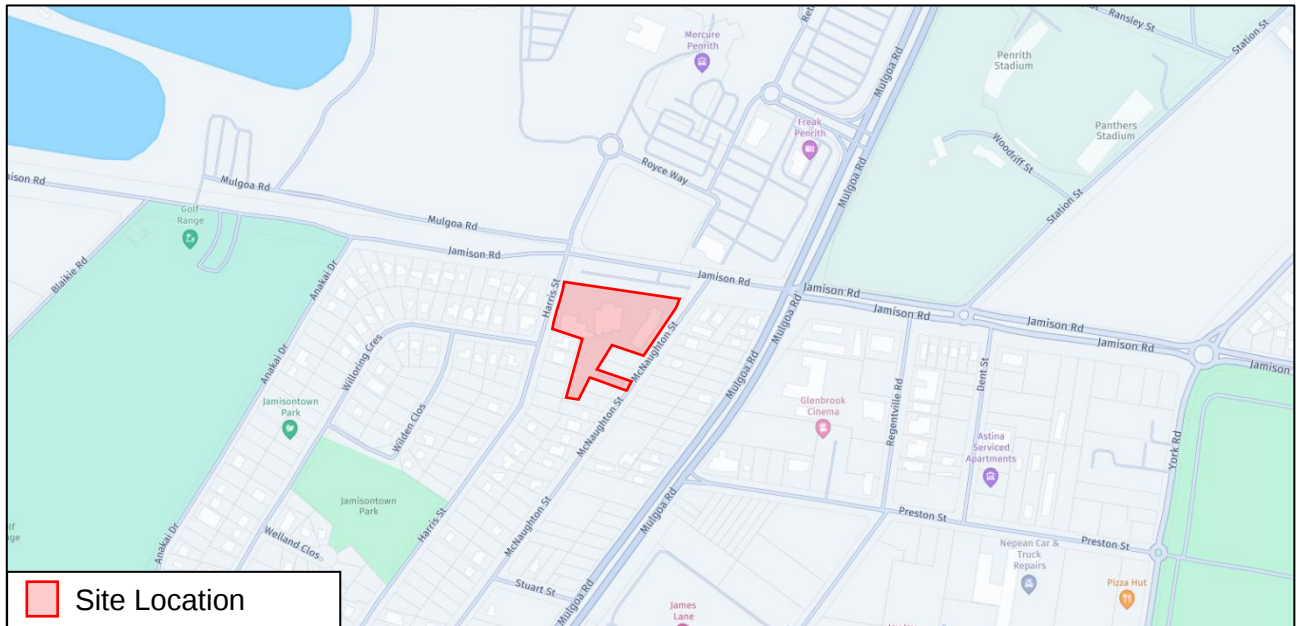


FIGURE 2: SITE CONTEXT – STREET MAP

1.2 References

A number of sources have been consulted to inform the preparation of this Green Travel Plan including:

- NSW Premier's Council for Active Living's Workplace Travel Plan Guidelines – Final Report (April 2010);
- NSW State Government Long Term Transport Master Plan;
- Transport for NSW Future Transport Strategy 2056;
- Australian Bureau of Statistics (ABS) Census Data;
- NSW Bureau of Transport Statistics Journey to Work Data;
- *Infrastructure Cycleway Data Map*;
- Public Transport or Private Vehicle: Factors That Impact on Mode Choice, Grace Corpuz (Transport Data Centre, New South Wales Ministry of Transport).

2 Objectives

Alternative modes of transport including walking, cycling and public transport quantifiably promote positive transport and health outcomes. The NSW State Government *Long Term Transport Master Plan* emphasises the importance of alternative transport options in the growth of Greater Metropolitan Sydney. Further to this, the *Future Transport Strategy 2056* also emphasises the importance of encouraging active travel (walking and cycling) and the use of public transport.

Reference is made to the *NSW Premier's Council for Active Living Workplace Travel Plan Guidance – Final Report (April 2010)* provides examples of travel plans appropriate for different size and types of employers outlining that for:

20-250 employees

Mainly office-based employees

Likely to be beneficial to form alliances with other organizations in the locality also developing a WTP [Workplace Travel Plan].

Could focus on key cost saving opportunities such as business travel, and reducing fleet expenses.

While the employees at Summit Care Penrith are not strictly office-based employees this description best matches the nature of how staff work and their associated travel patterns.

This Green Travel Plan has been developed to assist in identifying a range of low-cost initiatives and promotions which will directly benefit staff, visitors and the overall community. This plan will help advise staff of sustainable and alternative transport options. The overall objective is to shift travel from private cars to active or public transport options, with the following positive implications:

- Reduced parking demand;
- Reduced traffic congestion and trip duration;

- Positive health outcomes from walking and cycling;
- Improved air quality and reduced per-capita emissions.

3 Existing Alternative Transport Facilities

3.1 Public Transport – Bus Services

Summit Care Penrith is serviced by an existing bus stop which bus routes 795 (Warragamba to Penrith), 797 (Penrith to Glenmore Park), 781 (St Marys to Penrith), 799 (Glenmore Park to Penrith). **Figure 3** below outlines the local transport network surrounding Summit Care Penrith.

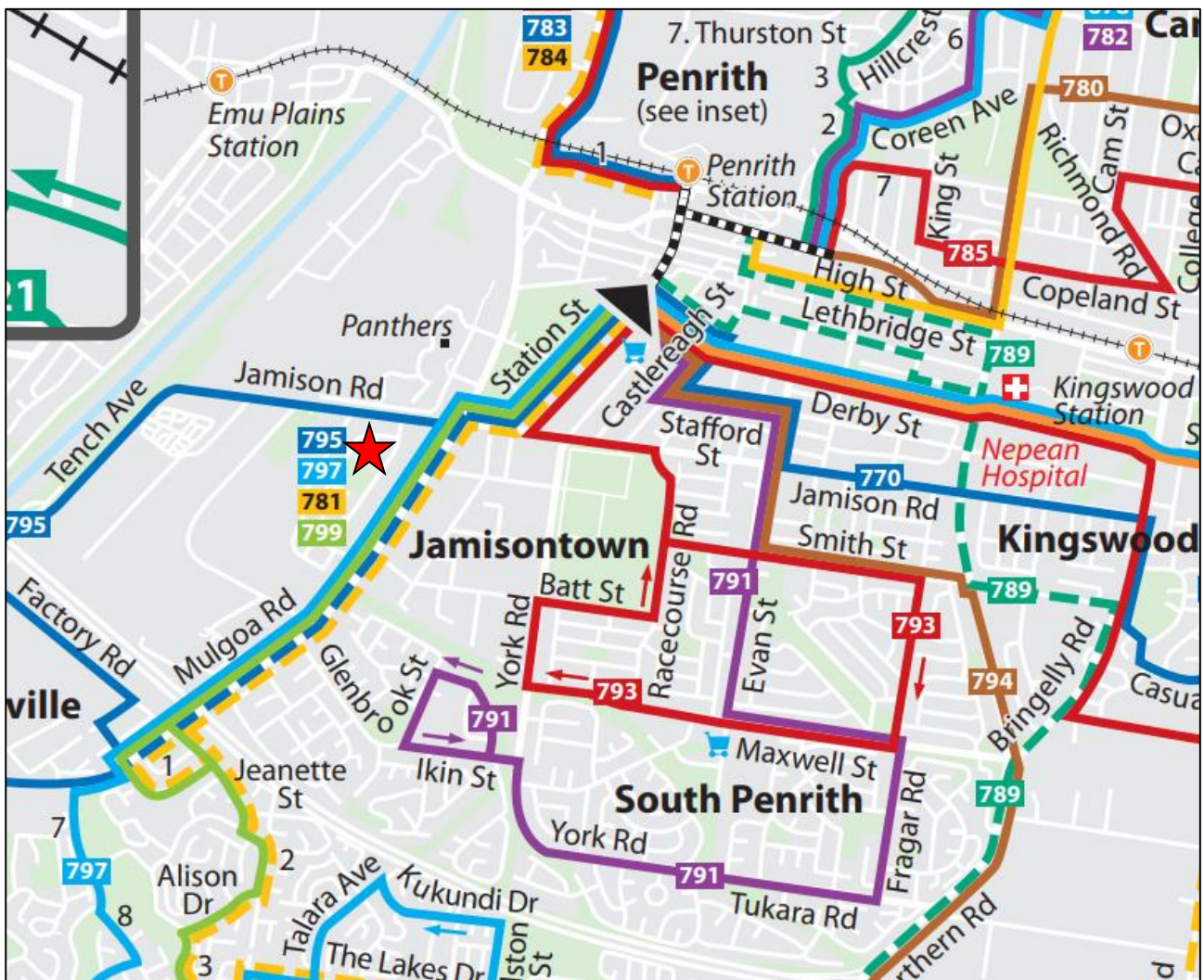


FIGURE 3: ROUTE 795, 797, 781, 799



Table 1 outlines the frequency of the local bus services provided by, which pass the site along Jamison Road and Mulgoa Road.

TABLE 1: BUS ROUTE FREQUENCY

Route	Destination	Frequency		
		Off-Peak ⁽¹⁾	8 – 9 AM	4 – 6 PM
795	Warragamba to Penrith	1 hour	1 hour	1 hour
797	Penrith to Glenmore Park	30 min	30 min	30 min
781	St Marys to Penrith	-	One Bus	One Bus
799	Glenmore Park to Penrith	1 hour	30 min	1 hour

NOTE:

(1) Off-peak period – 11:00_{AM} to 1:00_{PM}.

As shown above, the 797 route provides regular bus services between the site and Penrith Station. The 795, 781 and 799 routes provide one (1) to two (2) services per peak period, which is generally unattractive to choice riders however is frequent enough for commuters planning ahead. The 781 route is infrequent and only available in the AM period providing a total of two (2) total services.

3.2 Public Transport – Train Services

Summit Care Penrith is not within convenient walking distance to any train stations, however, the bus routes mentioned in **Section 3.1** provide direct connection to Penrith Station.

3.3 Active Transport – Cycling

The subject site has access to shared cycle paths as presented within *Infrastructure Cycleway Data* map. Marked cycle routes encourage individuals to utilise bicycles as a mode to travel, reducing motor vehicle congestion and overall motor vehicle usage. Cyclists can travel north or south utilising Mulgoa Road or east to west utilising Jamison Road.

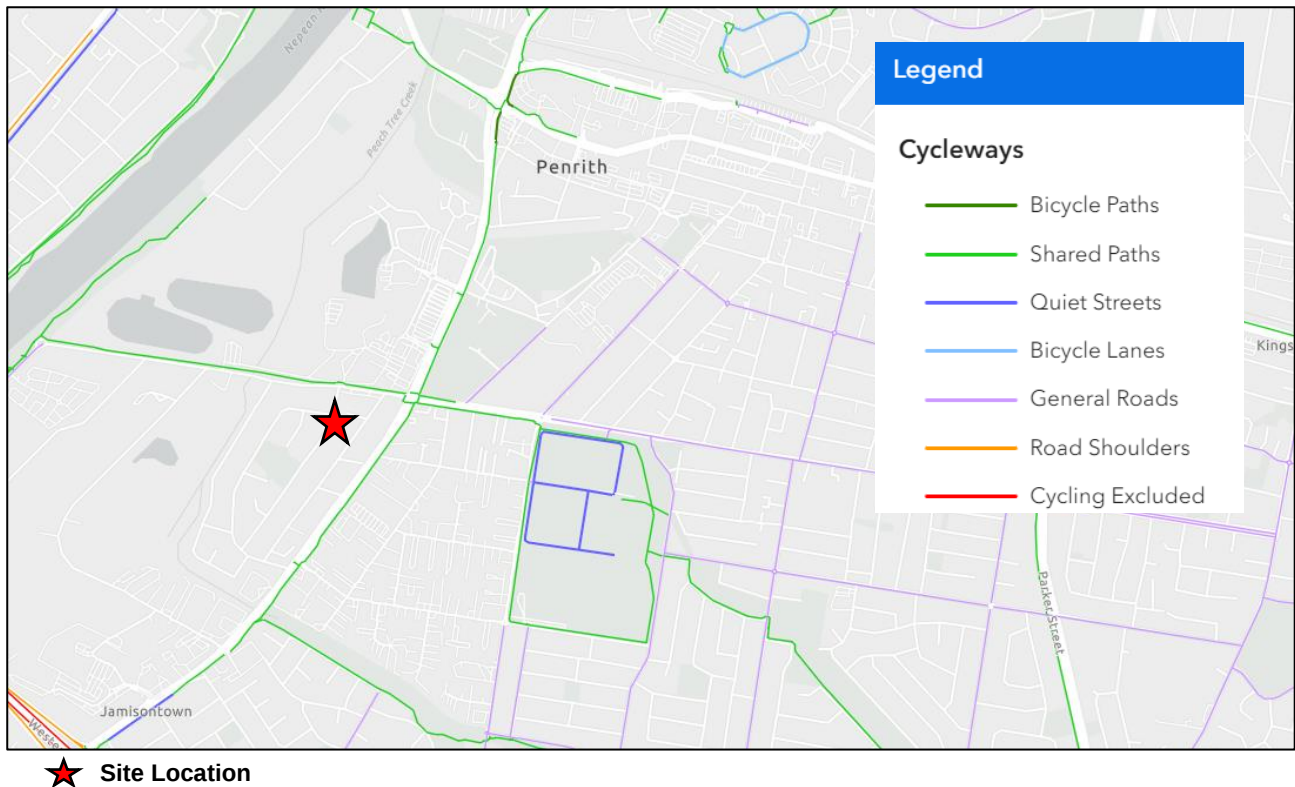


FIGURE 4: SITE CONTEXT – CYCLING ROUTES

It should be noted that end of trip facilities are provided for within the gym area for those staff that choose to cycle to the site.

3.4 Active Transport – Walking

Pedestrian walking facilities are abundantly provided within close proximity to the site. Specific details of the walking facilities are provided below:

- **Mulgoa Road:**
 - Pedestrian walkways are provided along both sides of the road;
 - Line-marked and signalised pedestrian crossing facilities at major intersections;
- **Jamison Road:**
 - Pedestrian walkways are provided along both sides of the road;
 - Signalised pedestrian crossing facility located at the intersection of Mulgoa Road / Jamison Road.

There are numerous existing pedestrian walking facilities that have been provided by Council within close proximity of the site. Staff who live close to the site may utilise these facilities to reduce the number of vehicles driven.

4 Alternative Transport Strategy

4.1 Timeframe

This Green Travel Plan will apply from the issue of the Occupation Certificate for any works performed under this development application.

4.2 Staff Cycling and Walking Suitability

Nearby postcodes have been obtained to determine the walking & cycling suitability of the site. The following assumptions have been made to produce this assessment:

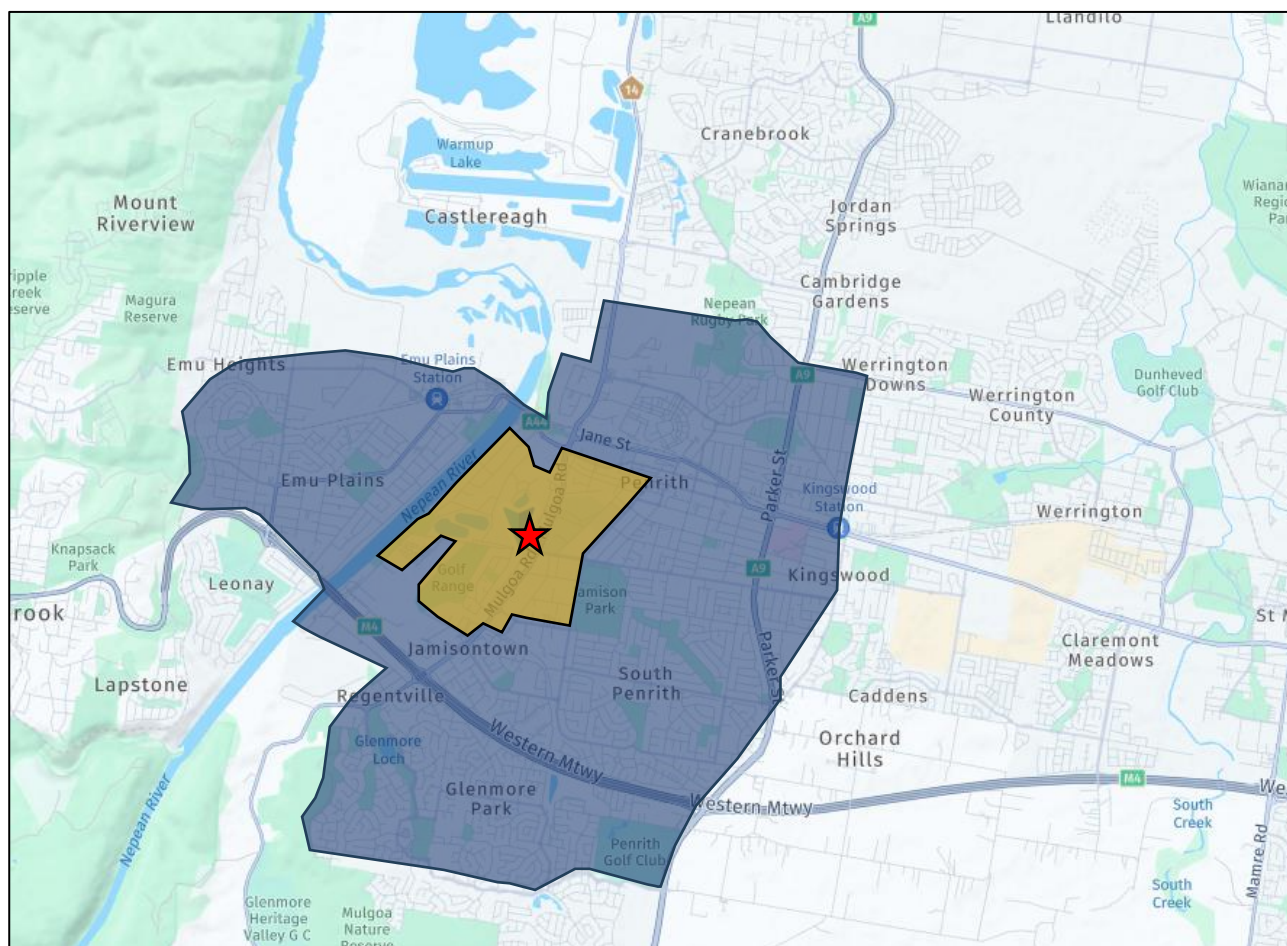
- A reasonable cycle time of 20 minutes (5km cycling distance);
- A reasonable walking time of 20 minutes (1500m walking distance);
- The maximum distance considered for this assessment is 6.0km from SummitCare.

A summary of the relevant post codes assessment is shown in **Table 2**.

TABLE 2: NEARBY POST CODE SUMMARY

Suburb	Distance (km)	Cycle Time (minutes)	Walk Time (minutes)
Emu Heights	5.7km	20 min	>20 min
Emu Plains	5.1km	17 min	>20 min
Jamisontown	1.4km	4 min	18 min
Leonay	3.8km	14 min	>20 min
Penrith	1.3km	4 min	18 min
Penrith Plaza	2.0km	7 min	>20 min
Penrith South	2.6km	9 min	>20 min

Figure 5 presents the approximate 5km catchment area relative to SummitCare Penrith.



Site Location

Cycling Catchment Area

Walking Catchment Area

FIGURE 5: INDICATIVE 20-MINUTE CATCHMENT AREA

4.3 Existing Transport Use in Surrounding Area

To assist in setting the targets and milestones for transport use of staff, the NSW Bureau of Transport Statistics 2016 Journey to Work data has been consulted for the suburb of Jamisontown. The data shows that on average 65.8% of workers in these areas drive to and from work, with the detailed travel mode split summarised in **Table 3** illustrated in **Figure 6**.

TABLE 3: VAUCLUSE EXISTING TRAVEL MODE SPLIT

Mode of Transport	Usage Rate
Vehicle Driver	82%
Vehicle Passenger	8%
Train	1%
Bus	2%
Walk Only	2%
Bicycle	0%

Motorbike / Scooter	1%
Truck	1%
Ferry	0%
Other	3%

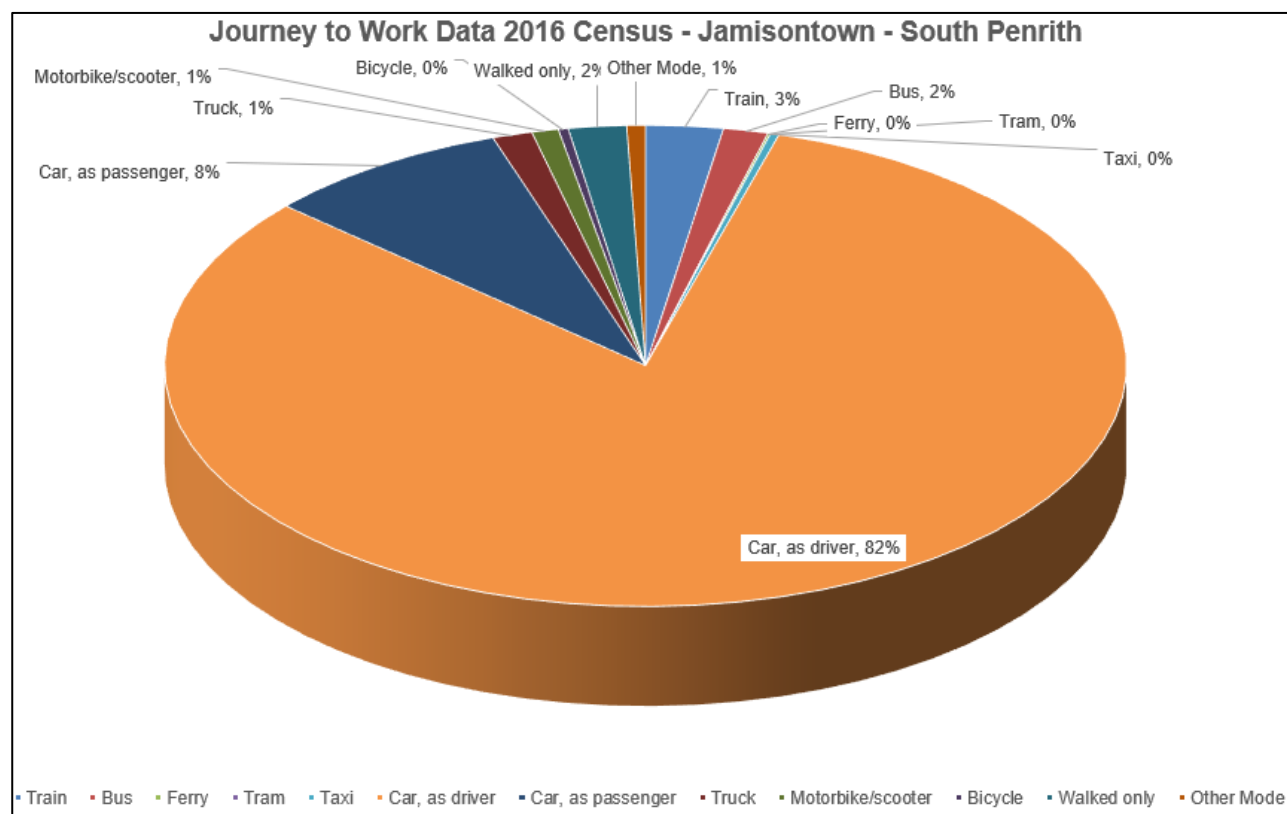


FIGURE 6: JTW WORK DATA FOR VAUCLUSE

In addition to the travel mode split, the distance to work for workers within the Jamisontown-South Penrith Statistical Area was obtained from the Australian Bureau of Statistics 2016 census. The distance that workers typically travel is presented in **Table 4** and **Figure 7**.

TABLE 4: VAUCLUSE WORKER DISTANCE TRAVELLED

Distance Travelled	Proportion of Workers
0 - 1km	2%
1 - 2.5km	8%
2.5 - 5km	18%
5 - 10km	27%
10 - 20km	18%
20 - 30km	11%
30 - 50km	12%
50 - 100km	2%
100 - 250km	1%
250+ km	0%

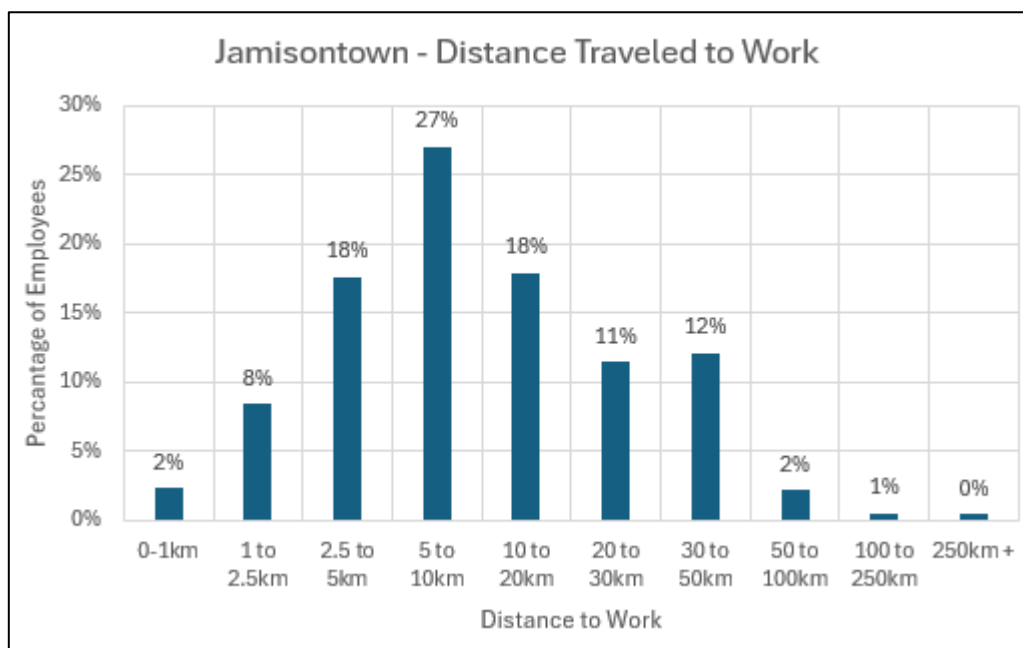


FIGURE 7: JAMISONTOWN WORKERS DISTANCE TRAVELED TO WORK

As shown above, 10% of workers travel less than 2.5km to work. Further up to 28% of workers live within 5km from the Jamisontown statistical area. It has been assumed that 5km is a reasonable distance for staff to cycle to work.

4.4 Targets and Milestones

Through the implementation of the actions described in **Section 5**, continual increases in alternative transport use are anticipated for the duration of this Green Travel Plan's effectiveness. It should be noted that there is more potential for staff members to reduce their private vehicle usage.

4.4.1 Staff Targeted Transport Mode Split

An achievable target for the travel mode split for staff is to aim to reduce the existing driver percentage by 10% over a 10 year period. This would approximately align the to the non-private vehicle travel according to the Journey to Work data. An overall target of 5% private vehicle reduction in the first three (3) years and a further 5% reduction in the subsequent seven (7) years is applied for staff. The resulting 1, 3, 5, and 10-year goals for the travel mode split for staff is depicted in **Table 5**.

TABLE 5: TARGETED TRANSPORT MODE SPLIT – STAFF

Mode of Transport	Usage Rate				
	Existing	1yr	3yr	5yr	10yr
Private Car	82%	80%	77%	75%	72%

4.5 Measurement and Reporting

4.5.1 Frequency

Travel mode surveys will be undertaken annually for the lifecycle of the development.

4.5.2 Method

The executives will conduct surveys in class annually and from time to time when the Green Travel Plan is updated. Further, a copy of the travel survey has been provided within the annexures which is to be filled out by all staff for the updated surveys. The surveys will also include a feedback field such that staff can suggest schemes or initiatives for the development to adopt to encourage alternative transport use.

4.5.3 Reporting

Following the completion of surveys, the results will be compiled into a report for review by the Travel Plan Coordinator Summit Care Executives to plan for further initiatives if required.

5 Projects and Programs

The following actions form the basis for the implementation of the Green Travel Plan.

Collectively, these actions have been designed to help achieve the targets and milestones set out in **Section 4**. It should be noted that these actions are potential options that should be investigated and implemented as appropriate.

5.1 Initiatives to Specifically Reduce Private Car Use

The following initiatives are suggested to lower private car usage by providing for facilities or programs with the aim to allow for greater flexibility in the choice of travel mode to and from the site. The strategies that can be implemented with this goal in mind are not limited to the following actions as shown in **Table 6**, but these are the basis for further reduction in private car reliance.

TABLE 6: INITIATIVES TO REDUCE PRIVATE CAR USAGE

Action	Cost	Date
Provide large lockers or storage areas for the storing of books and other bulky items	Moderate	Ongoing
Encourage staff to plan ahead and to transport heavy/bulky items once or twice per week only	Minimal	From date of implementation
Limit the number of car spaces when more sustainable transport options are available in the future	Minimal	Ongoing
Charge a fee for car parking which is pledged toward sustainable transport initiatives	Moderate	Ongoing
Provide pre-loaded opal cards to staff dedicated to public transport use	Moderate	Ongoing
Provide shuttle bus for staff to key areas of residence.	Moderate	Ongoing
Provide shuttle bus for staff to Penrith Train Station.	Moderate	Ongoing

5.2 Public Transport Initiatives

The following actions are focused on encouraging staff to partake in public transport when travelling to and from the site. The strategies to be implemented are not limited to the following actions as shown in **Table 7**, but these are the basis for further development of public transport options.

TABLE 7: PUBLIC TRANSPORT INITIATIVES

Action	Cost	Date
Develop a map showing public transport routes to Summit Care Penrith	Minimal	Ongoing
Put up a notice board with leaflets and maps showing the main public transport routes to and from Summit Care Penrith	Minimal	From date of implementation
Prepare a Transport Access Guide (TAG) for the site	Minimal	From date of implementation
Create staff groups based on home address, pairing groups of staff to assist in the use of public transport	Minimal	Ongoing
Make access to OPAL cards for staffs more accessible (i.e. provide cards to visitors upon enrolment)	Minimal	Ongoing
Offer Staff subsidies to offset public transport costs	Minimal	Ongoing
Incorporate a role for a sustainable travel champion that focuses on modelling the desired behaviours and positive communication around active and public transport	Nil	Ongoing
Provide shuttle bus for staff to Penrith Train Station.	Moderate	Ongoing

5.3 Walking and Cycling Initiatives

5.3.1 Walking

The following actions are focused on encouraging staff to partake in walking when travelling to and from the site. The strategies to be implemented are not limited to the following actions as shown in **Table 8**, but these are the basis for further development of active transport options.

TABLE 8: WALKING INITIATIVES

Action	Cost	Date
Identify staff living near work that may be interested in walking to work	Nil	Ongoing
Produce a map showing safe walking routes to and from the site with times, not distances, to local facilities, such as shops and public transport	Minimal	From date of implementation
Provide showers, lockers and changing room facilities	As per construction	From date of implementation
Implement incentive schemes to encourage employees to walk to work	Minimal	From date of implementation
Provide subsidised panniers or backpacks for staff committed to active travel	Minimal	Ongoing
Take part in 'National Walk to Work Day'	Nil	Annually
Have some 'TravelSmart Get to Work' days encouraging staff to commute by alternative transport modes	Nil	Annually
Encourage staff to walk as a method of exercise	Nil	Ongoing
Promoting to parents the potential of active travel to work as an opportunity to stay active themselves	Nil	Ongoing
Promote active travel as a means to support staff health and wellbeing	Nil	Ongoing
Hold competitions and offer prizes for staff that walk to work e.g. STEPtember	Minimal	Ongoing

5.3.2 Cycling

The following actions are focused on encouraging staff to partake in cycling when travelling to and from the site. The strategies to be implemented are not limited to the actions as shown in **Table 9**, but these are the basis for further development of active transport options.

TABLE 9: CYCLING INITIATIVES

Action	Cost	Date
Organise an after-work ride. It does not have to be long or strenuous and could end up somewhere for dinner. This idea is to encourage people who might be reluctant to cycle to give it a go	Nil	Quarterly
Provide sufficient bicycle parking to meet peak needs	As per construction	From date of implementation
Have good, secure parking in an easily accessible location	As per construction	From date of implementation
Provide bicycle parking for visitors	As per construction	From date of implementation
Ensure bicycle parking is clearly visible or provide signage to direct people to cycle bays	As per construction	From date of implementation
Provide showers, changing rooms and lockers	As per construction	From date of implementation
Provide e-bike charging stations	As per construction	From date of implementation
Wayfinding at the site for End of Trip facilities locating where showers, lockers and change rooms are.	As per construction	From date of implementation
Circulate maps of cycle paths in the vicinity	Nil	Ongoing
Participate in annual events such as 'Ride to Work Day'	Nil	Annually
Arrange information sessions outlining cycling safety and health benefits	Minimal	Annually
Hold weekly free breakfasts for staff who walk or cycle to and from work	Minimal	From date of implementation
Hold yearly cycling safety sessions, promoting how to be a safe cyclist on the roads	Minimal	Annually
Hold competitions and offer prizes for staff that walk or ride to work	Minimal	Ongoing
Provide salary sacrifice options for purchase of bikes or other micro-mobility options	Minimal	Ongoing
Allocate time in staff meetings to share tips and support for staff wanting to start cycling	Nil	Ongoing

5.4 Sustainable Transport Initiatives

5.4.1 Carpooling

The following actions are focused on encouraging staff to partake in carpooling and limiting the number of cars used to travel when travelling to and from the site. The strategies to be implemented are not limited to the following actions as shown in **Table 10**, but these are the basis for further development of alternative transport.

TABLE 10: CARPOOLING INITIATIVES

Action	Cost	Date
Set up carpooling databases for staff	Nil	From date of implementation
Promote carpooling at quarterly staff meetings to encourage carpooling amongst staff members with similar travel routes	Nil	Quarterly
Encourage use of carpooling apps and/or subsidise costs of carpooling trips	Nil	From date of implementation
Subsidise the cost of fuel for carpooling staff	Minimal	From date of implementation

5.4.2 Car Parking

The following actions are focused on encouraging staff to partake in alternative options when travelling to and from the site. The strategies to be implemented are not limited to the following actions as shown in **Table 11**, but these are the basis for further development of alternative transport.

TABLE 11: CAR PARKING INITIATIVES

Action	Cost	Date
Identify priority users of car park e.g. people with disabilities, carpoolers	Nil	From date of occupation
Actively discourage staff from driving through implementation of meetings and newsletters, with an emphasis and promote alternative transport modes such as the train or bus	Nil	Ongoing

5.5 Use of Incentives

Many of the alternative transport initiatives described above require the willing participation of employees and would not otherwise be effective. The incentivisation of alternative transport options could increase the number of employees using alternative transport options.

The direct advertisement for alternative transport use is suggested as part of increasing alternative transport utilisation. Some incentivisation strategies are outlined below.

- Provide a yearly seminar of the benefits of utilising public transport including reduced greenhouse gas emissions and health benefits;
- Establish competitions focused on number of days staff walk or cycle to work per a set time period.

The above incentivisation strategies could be implemented to boost uptake of alternative travel modes if annual targets are not met.

In addition, a review of the NSW Household Travel Survey by Grace Corpuz identified several factors that affected the use of alternative travel options, identifying the following factors as most influential on alternative transport use (in order of importance):

- Parking capacity and arrangements (destination factor);
- Where a vehicle is not available or accessible (origin factor);
- Where it is cheaper (origin & destination factor);
- Travel time (origin & destination factor);
- Convenience (origin & destination factor);
- Accessibility (origin & destination factor).

Future development of this Green Travel Plan should take into consideration the factors listed above.

6 Implementation Strategy

6.1 Management and Authority

The distribution of and implementation of the measures detailed in this Green Travel Plan is the responsibility of the management bodies of Summit Care Penrith. It is the responsibility of the site's management to include alternative transport methods and initiatives in the website and the newsletter as well as their regular communications to staff.

Accordingly, authority is provided to the centre's management to implement measures, review the plan and undertake further relevant and appropriate actions.

6.1.1 Travel Plan Coordinator

A travel plan coordinator and supporting team shall be created by the facility in order to maintain, review and introduce initiatives within the development. The Travel Plan Coordinator shall ensure the site is meeting the expected travel mode targets and adjust/introduce any initiatives if any shortcomings are developing.

6.2 Distribution

Summit Care Penrith management will be responsible to inform staff and parents about any initiatives that they choose to implement via the facility website, newsletter and any message boards accessible to members of the facility.

6.3 Proposed Incentives

The proposed incentives to be adopted by the facility and relevant timeframes for completion is presented in **Table 12**.

TABLE 12: PROPOSED INCENTIVES

Inputs	Activities			Outputs	Impacts	Outcomes
What resources are required?	What	Who	When	What needs to be created?	Performance indicators	What will be achieved?
• Shuttle Bus and Driver	• Provision of Shuttle bus for staff and review of bus location and frequency	• Travel Plan Coordinator	• Currently operational	• Produce timetable and review of timetable to suit desired locations for staff	• Decrease reliance on private vehicles • 100% staff engaged with Travel Plan • Increase uptake of active transport for staff	• Reduce the number of vehicles arriving at the site during peak periods
• Funds for bicycle racks	• Provision of bicycle racks for staff	• Travel Plan Coordinator	• Prior to site operation	• Bicycle rack installation		• Improve health and wellbeing of staff
• Showers and Change Rooms	• Allow access to the showers and change rooms of the gym building for staff that choose to cycle to the site	• Travel Plan Coordinator and Facility Manager	• Prior to site operation	• Access opportunities for staff		• Reduce the number of vehicles arriving at the site during peak periods
• Funds for Opal Cards	• Pre-loaded opal cards	• Staff	• Within 6-months	• Public transport fare subsidies		• Reduce the number of vehicles arriving at the site during peak periods
• Funds for equipment	• Facility subsidised panniers or backpacks for staff committed to active travel	• Management	• Within 6-months	• Equipment sourcing and subsidies		• Improve health and wellbeing of staff

• Staff Resources	• Time in staff meetings to share tips and support for staff wanting to start walking to and from the site.	• Travel Plan Coordinator	• Within 1-month and ongoing	• Communication materials		• Education for all staff about different travel options to the facility.
• Funds for signage	• Wayfinding at the facility for End of Trip facilities locating where showers, lockers and change rooms are.	• Management	• Within 12-months	• Signage		• All staff aware of travel options.
• Travel Plan Coordinator Organisation	• Hold competitions and offer prizes for staff that walk to work e.g. STEPTember	• Travel Plan Coordinator	• Within 3-months and ongoing	• Communication materials • Ride/Walk to Work events.		• Improve health and wellbeing of staff Build relationships among local community
• Travel Plan Coordinator Organisation	• Promoting to staff the potential of active travel to work as an opportunity to stay active themselves	• Travel Plan Coordinator	• Within 3-months and ongoing	• Communication materials		• Improve health and wellbeing of staff
• Travel Plan Coordinator Organisation	• Promote active travel as a means to support staff health and wellbeing	• Travel Plan Coordinator	• Within 1-month and ongoing	• Communication materials		• Improve health and wellbeing of staff

7 Travel Access Guide

A Travel Access Guide (TAG) outlining relevant public transport maps and timetables is provided within **Annexure D**. More recent updates can be accessed via the Trip Planner (transport.info).



**ANNEXURE D: TRAVEL ACCESS GUIDE
(15 SHEETS)**

**TRAVEL ACCESS GUIDE FOR
SUMMIT CARE PENRITH
AT 366 JAMISON ROAD, JAMISONTOWN**

Prepared for:



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Transport Planning, Traffic Impact Assessments, Road Safety Audits, Expert Witness

TRAVEL MODES FOR YOU

Summit Care Penrith is located at 366 Jamison Road, Jamisontown. This Travel Access Guide outlines the various transport modes available to you when travelling to and from Summit Care Penrith.

Summit Care Penrith is well serviced by alternate transport modes connecting the facility with the rest of Sydney. In many cases it may be faster and more convenient to travel to the facility by alternate transportation than private vehicle.



Public Bus



Train



Ferry



School Bus

PLANNING AHEAD

To ensure that you arrive to Summit Care Penrith on time, plan ahead using the following resources provided by **Transport for New South Wales** (TfNSW):

- **Trip Planner** accessed via <https://transportnsw.info/>
- **Opal Travel** – accessed via a downloadable application on your mobile device
- **TripView** – accessed via a downloadable application on your mobile device
- **City Mapper** – accessed via a downloadable application on your mobile device (<https://citymapper.com/>)

The above resources provide real-time service updates, detailed service information, walking and cycling distances and accessibility details.

USING ACTIVE TRANSPORT MODES FOR ALL OR SOME OF YOUR JOURNEY

Using active transport modes such as walking or cycling, for a part of your daily journey to and/or from facility is a great way to improve and maintain your physical health along with your mental health. It can provide some well needed 'me-time' in your day.

PUBLIC TRANSPORT – OPAL FARES

The use of an OPAL card ensures the most efficient way to use public transport. A summary OPAL fares for available transport modes for children and adults are provided below:

- Adult OPAL fares:
 - Adult fares are capped to **\$16.80** a day or **\$50** a week
 - A discount of 30% fare discount incurs when using public transport outside of the peak times

For more information regarding OPAL fares please visit the [OPAL fares and payments website](#).

GETTING TO SUMMIT CARE PENRITH

PUBLIC BUS SERVICES

Summit Care Penrith is well connected through many public bus services that provides connection to the Penrith Train Station.

PUBLIC BUS SERVICES

Route	Destination	Frequency		
		Off-Peak ⁽¹⁾	8 – 9 AM	3 – 4 PM
795	Warragamba to Penrith	1 hour	1 hour	1 hour
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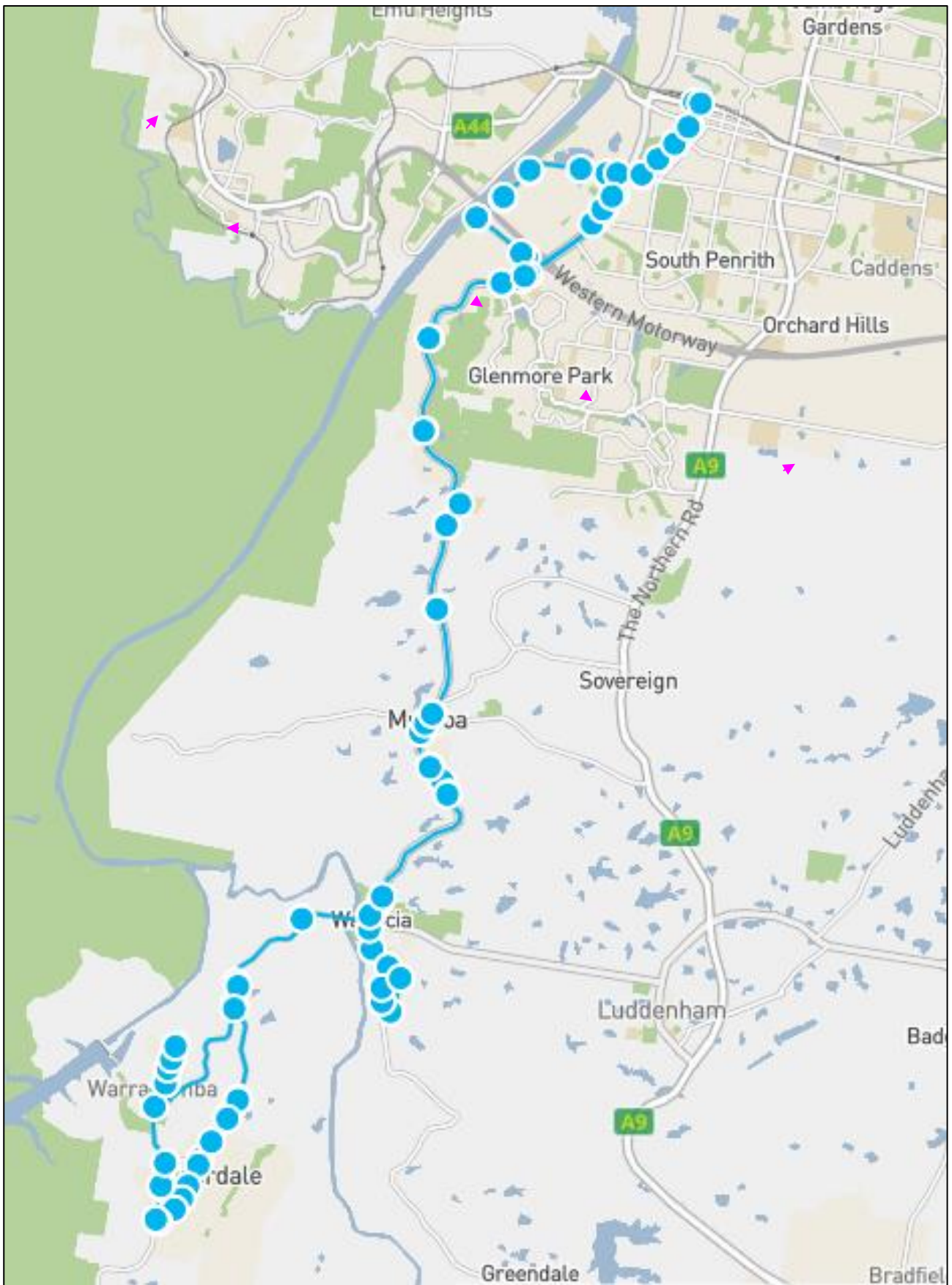


FIGURE 1: BUS ROUTE 795

BUS ROUTE 795 – WARRAGAMBA TO PENRITH – RETURN SERVICE

Morning Service	Afternoon Service
8:02am – Weir Road opposite Ninth Street, Warragamba	6:08pm - Nepean Shores, Tench Avenue, Jamisontown
8:07am – Marsh Street opposite Silverdale Rural Fire Brigade, Silverdale	6:13pm – Gibbes Street, Regentville
8:18am – Davenport Drive before Kadeira Close, Wallacia	6:20pm – Mulgoa Public School, Mulgoa
8:27am – Mulgoa Public School, Mulgoa	6:27pm – Davenport Drive before Kadeira Close, Wallacia
8:38am – Gibbes Street, Regentville	6:40pm – Marsh Street opposite Silverdale Rural Fire Brigade, Silverdale
8:43am - Nepean Shores, Tench Avenue, Jamisontown	6:48pm – Weir Road opposite Ninth Street, Warragamba

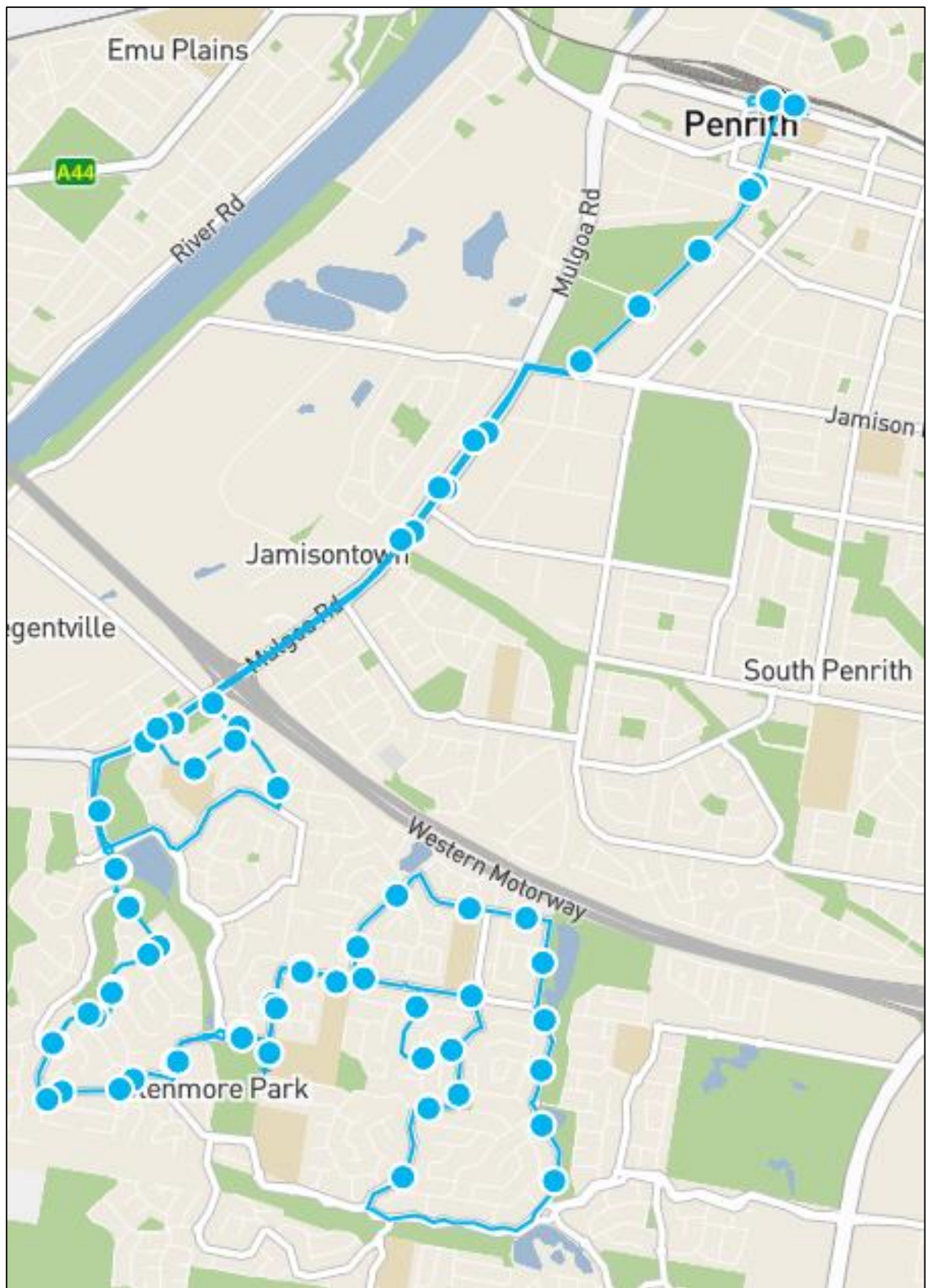


FIGURE 2: BUS ROUTE 797

BUS ROUTE 797 – PENRITH TO GLENMORE PARK LOOP SERVICE

Morning Service	Afternoon Service
8:10am – Glenmore Park Town Centre	5:14pm - Penrith Station
8:19am – Mulgoa Road at Spencer Street, Regentville	5:19pm – Howell Oval, Station Street, Penrith
8:26am – Howell Oval, Station Street, Penrith	5:26pm – Mulgoa Road at Spencer Street, Regentville
8:35am - Penrith Station	5:32pm – Glenmore Park Town Centre

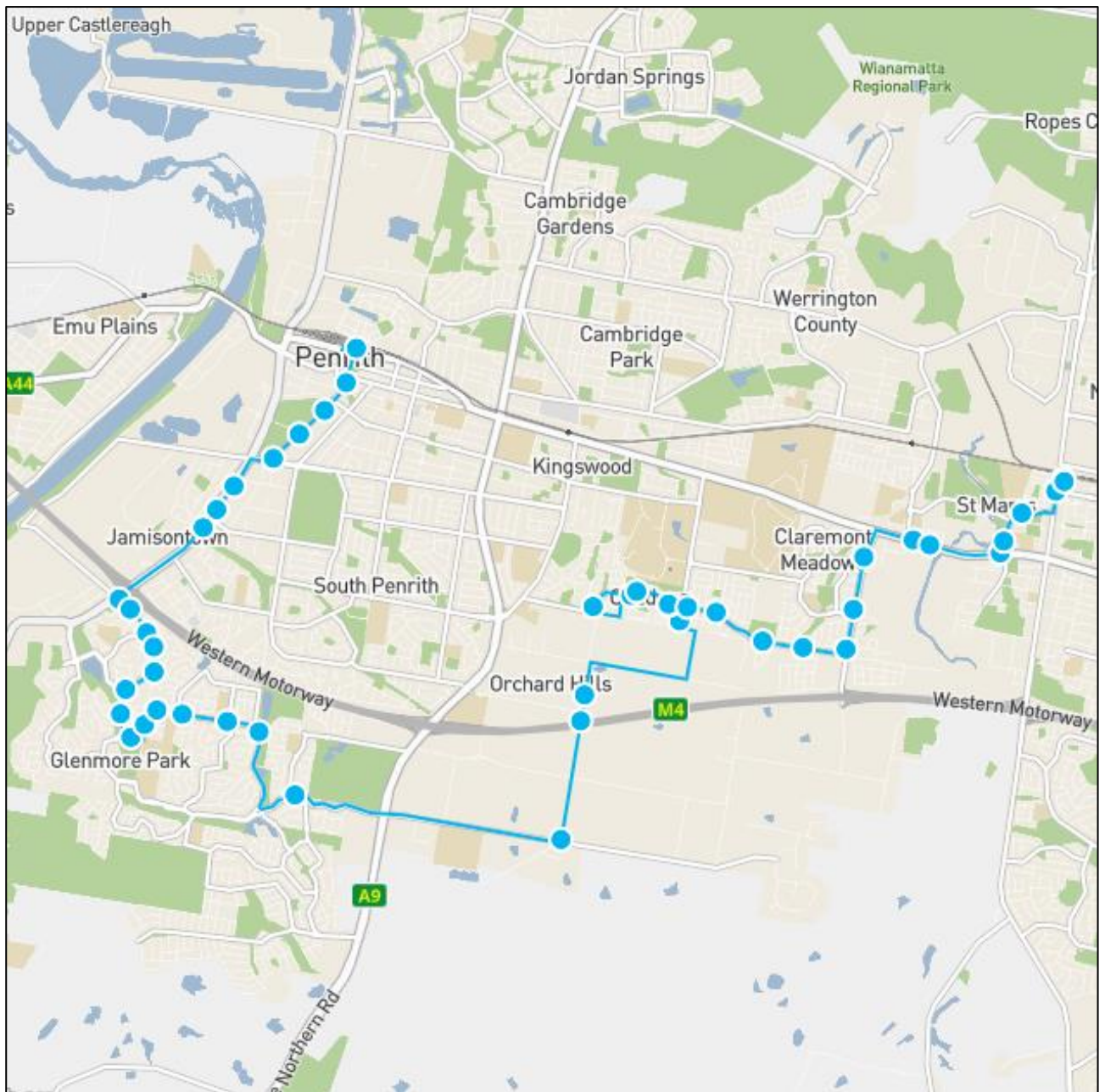


FIGURE 3: BUS ROUTE 781

BUS ROUTE 781 – PENRITH TO ST MARYS

Morning Service	Afternoon Service
7:26am – St Marys Station	4:26pm - Penrith Station
7:33am – Caddens Road at White Cedar Avenue, Claremont Meadows	4:31pm - Howell Oval, Station Street, Penrith
7:50am – Penrith Christian Community School, Simeon Road, Orchard Hills	4:38pm – Jeanette Street at Mulgoa Road, Regentville
7:52am – Wentworth Road at Kingswood Road, Orchard Hills	4:45pm – Surveyors Creek Road and Muru Drive, Glenmore Park
8:02am – Surveyors Creek Road and Muru Drive, Glenmore Park	4:51pm – Kingswood Road after Wentworth Road, Orchard Hills
8:20am – Howell Oval, Station Street, Penrith	5:02pm – St Marys Station
8:27am – Penrith Station	

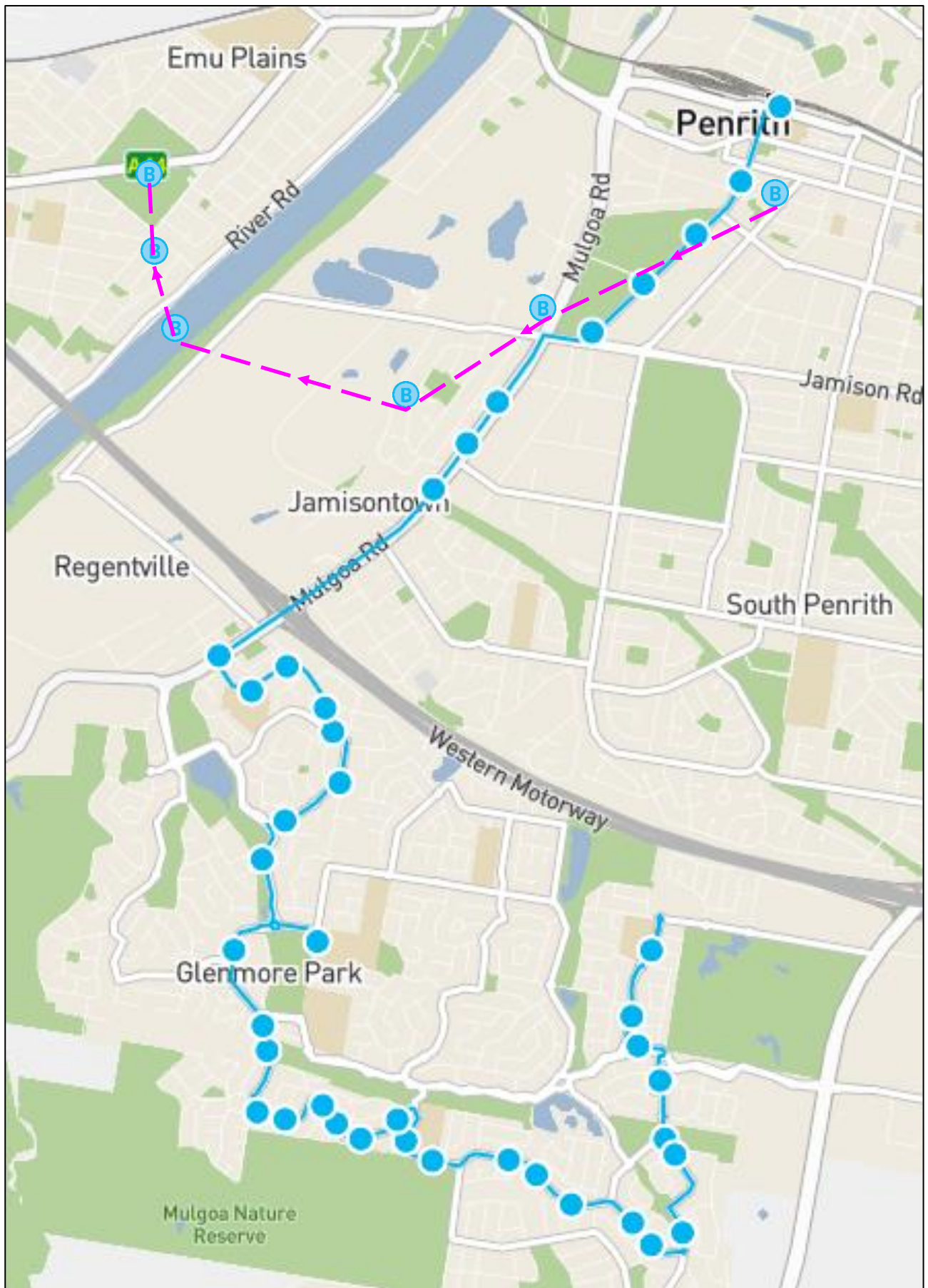
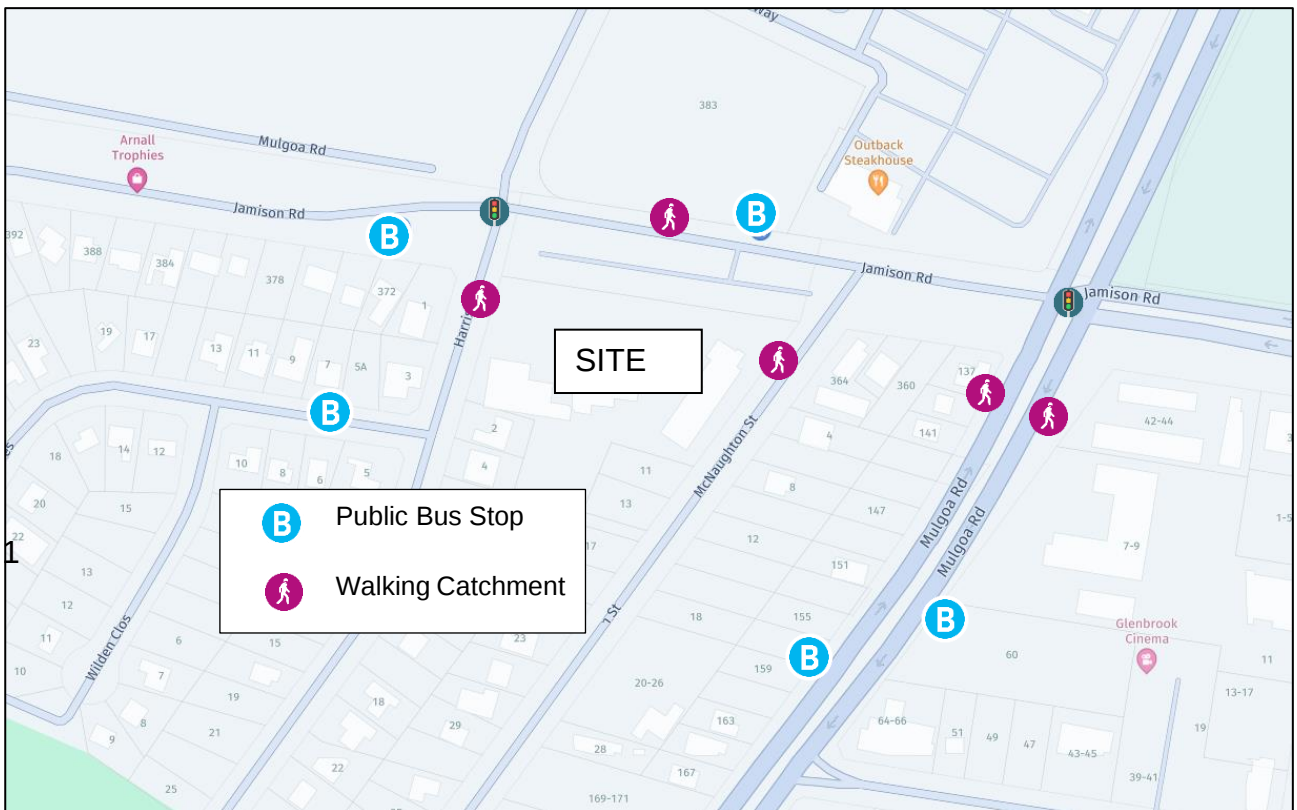


FIGURE 4: BUS ROUTE 799

BUS ROUTE 799 – GLENMORE PARK TO PENRITH VIA REGENTVILLE

Morning Service	Afternoon Service
7:49am – Glenmore Park Town Centre	4:50pm - Penrith Station
7:35am – Mulgoa Road at Spencer Street, Regentville	4:55pm - Howell Oval, Station Street, Penrith
7:42am – Howell Oval, Station Street, Penrith	5:02pm – Jeanette Street at Mulgoa Road, Regentville
7:49am – Penrith Station	5:08pm – Glenmore Park Town Centre

ALTERNATE TRANSPORT



As shown above, the facility is well serviced by bus stops and pedestrian footpaths.

TRAIN FACILITIES

The bus services provide connection between Summit Care Penrith and Penrith Train Station. Edgecliff Train Station Services the following train lines:

- T1 – City to Emu Plains or Richmond
 - Providing a connection between Penrith and the City
- BMT – Central to Bathurst
 - Providing a connection between the City and Bathurst through the Blue Mountains

CYCLING FACILITIES

Cyclists can travel north or south utilising Mulgoa Road's shared path and east or west using Jamison Road's shared path. There is a large network of quiet streets within south Penrith and Glenmore Park which are considered safe and convenient for staff to cycle to and from work or Penrith Train Station.

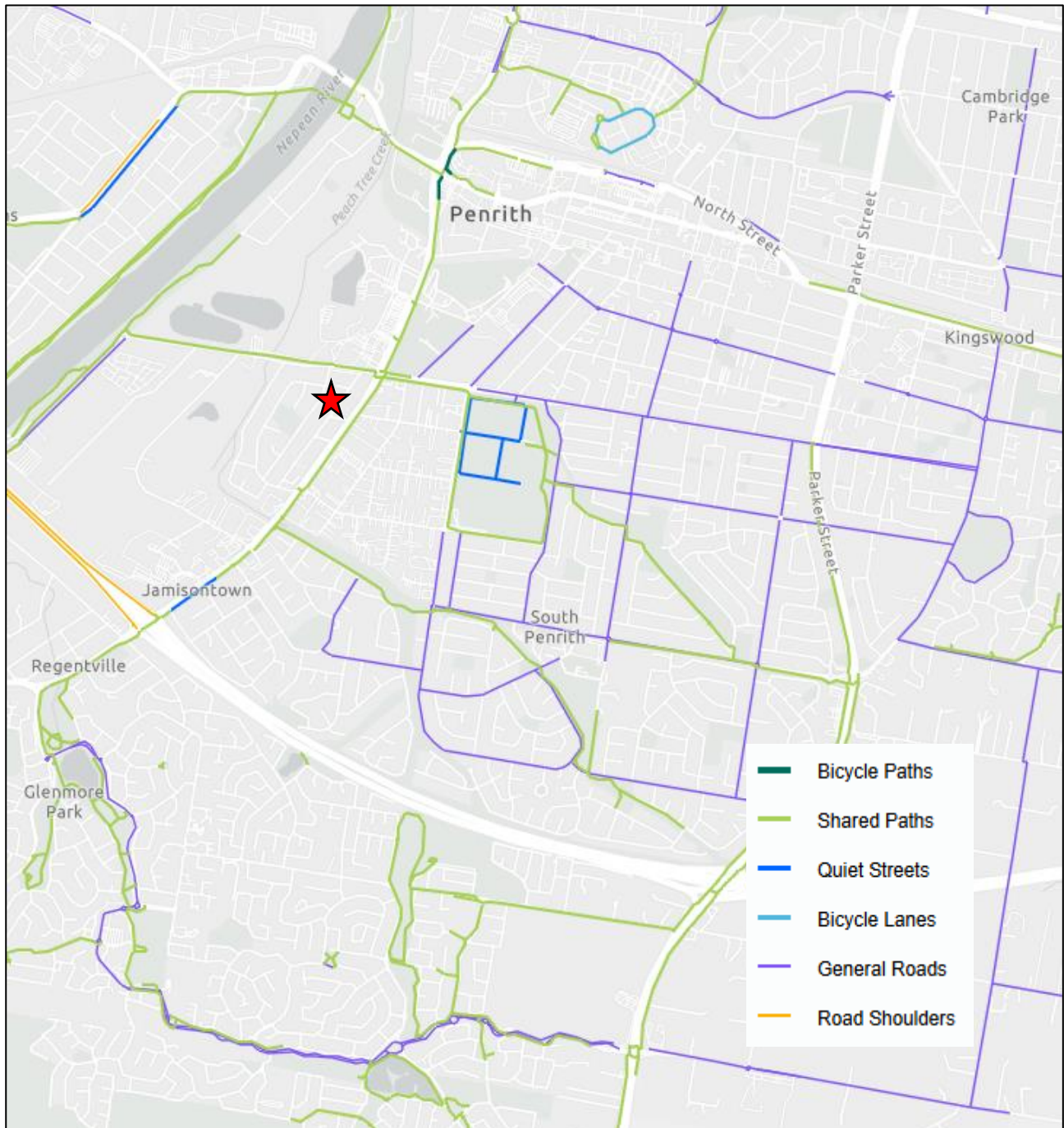


FIGURE 5: CYCLEWAY NETWORK – PENRITH AND GLENMORE PARK

★ Site Location

BUILDING ACCESS AND FACILITIES

End of trip facilities including change rooms and showers are available within the gym building on the southern side of the site.

Bike storage racks can be implemented in the basement.

