



Wollongong Private Hospital Green Travel Plan

Prepared for:

AA Crowns Holdings Pty Ltd

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The Transport Planning Partnership

Wollongong Private Hospital Green Travel Plan

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1 Introduction

1.1 Project Description

This Green Travel Plan (GTP) has been prepared by The Transport Planning Partnership (TPPP), on behalf of AA Crowns Holdings Pty Ltd (the Proponent), to accompany a State Significant Development Application (SSDA-84096206) for a proposed expansion of the Wollongong Private Hospital (the Hospital) located at 15, 17, 19, 21 and 23 Urunga Parade, 360-364, 366 and 368 Crown Street, Wollongong. The subject site is located within the Wollongong City Council (Council) local government area (LGA).

The proposed hospital expansion seeks consent for the lot consolidation, demolition of five dwellings, excavation, construction of a new twelve (12) storey western wing to the existing hospital, extension of the existing basement levels and an additional three (3) basement levels for parking and a new radiation oncology, and retention of two existing buildings, including the existing heritage item on the site, to be leased to the Illawarra Aboriginal Medical Service (IAMS) for medical use.

The proposed Hospital expansion would increase the number of beds, introduce new hospital facilities, provide on-site retail use, and increase the number of associated staff.

This GTP aims to promote public transport and active transport use and assist in the management of the future travel demand following occupation of the development.

This report has also been prepared to address the relevant Planning Secretary's Environmental Assessment Requirements (SEARs) 84096206, pertaining to Item 10 Traffic, Transport and Accessibility to promote sustainable travel choices, as follows:

"Measures to promote sustainable travel choices for employees, 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."

1.2 Purpose of GTP

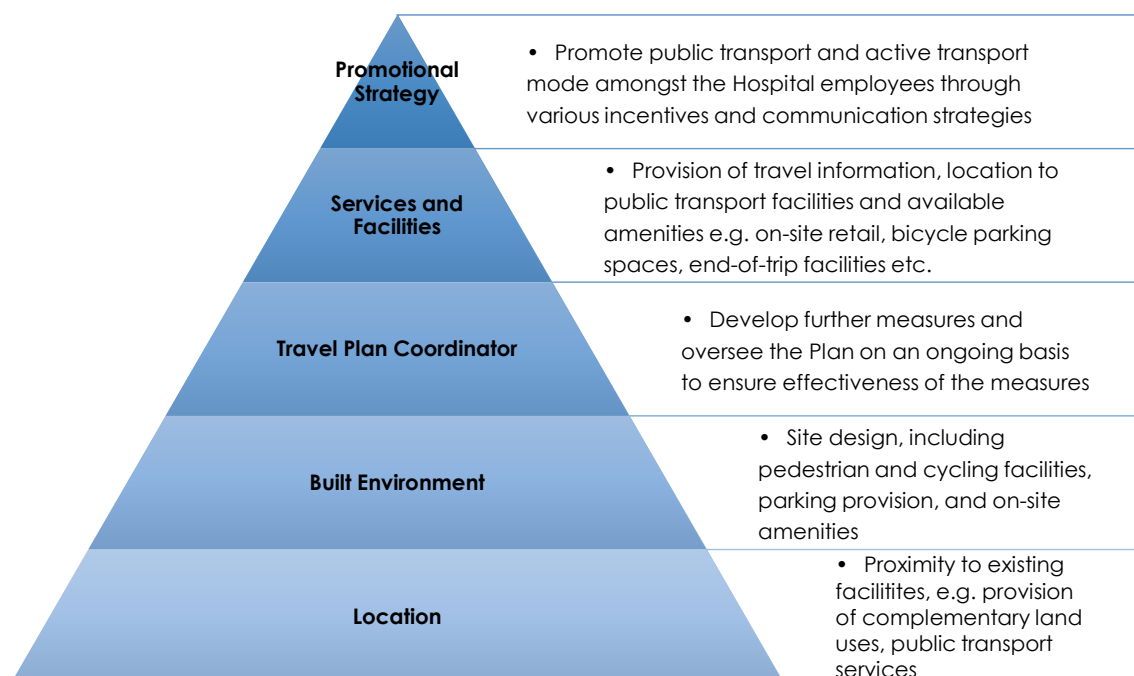
The purpose of a GTP is to encapsulate a strategy for managing travel demand that embraces the principles of sustainable transport. In its simplest form, this GTP encourages use of transport modes that have low environmental impacts, for example active transport modes including walking and cycling, public transport, and better management of car use.

To ensure that the GTP meets its intended objectives, a review of 'best practice' guidelines such as the Draft Wollongong Integrated Transport Strategy, Wollongong Cycling Strategy 2030, Wollongong Future Community Strategic Plan, 'and TfNSW's *'Integrated Public Transport Service Planning Guidelines'* has been undertaken.

1.3 Travel Plan Pyramid

The GTP will need to be tailored to the proposed development site to ensure appropriate measures are in place for the different land uses to promote a modal shift away from car usage. The key elements of the GTP are shown in the Travel Plan Pyramid in Figure 1.1.

Figure 1.1: Travel Plan Pyramid



All elements in the Travel Plan Pyramid are critical to the success of the GTP, however, Figure 1.1 illustrates that the key foundations to ensure the success of a GTP are:

- **Location** – proximity to public transport services and proximity to mixed land uses, e.g. shops and services, such that walking, or cycling becomes the natural choices, and
- **Built Environment** – provision of high-quality pedestrian and cycling facilities, end-of-trip facilities to encourage sustainable transport choices.

1.4 Drivers of the Plan

There are several social, environmental and economic drivers for developing and implementing a GTP for developments, which are detailed below.

1.4.1 Environmental Impacts

The transport sector (road, rail, air and ship) is Australia's third largest source of greenhouse gas emissions (GHG), accounting for 18 per cent of emissions in Australia in 2015 (Climate Council of Australia, 2016). Mitigating this impact is a key driver of the GTP. Within Australia, the transport sector has the highest rate of growth of GHG emissions per year having risen by 51 per cent since 1990 with private vehicles responsible for almost half of transport emissions. In comparison, travel modes such as walking and cycling have the lowest emissions while public transportation has significantly lower impact than private vehicles.

1.4.2 Health Benefits

The use of sustainable transport modes can have wide-ranging health benefits due to a corresponding reduction in greenhouse gas emissions. The shift from private cars to sustainable transport can yield much greater immediate health co-benefits than improving fuel and vehicle efficiencies (World Health Organisation, 2011). The potential benefits can include reduced respiratory diseases from better air quality, prevention of heart disease, some cancers, Type 2 diabetes and some obesity-related risks.

1.4.3 Social Equity

Transport infrastructure has a fundamental role in supporting social equity, which is the equitable distribution of services, amenities and opportunities. The provision of sustainable transport modes can provide a more affordable alternative to car use. As such, it offers better mobility for women, children, young people, the aged, persons with disabilities and the poor, who have less access to private vehicles, thereby enhancing social equity.

1.4.4 Site Attraction

Provision of high-quality transport infrastructure (public transport, cycling and walking infrastructure) has significant impacts on the accessibility and enhance the attractiveness of a site. Negative experiences and costs associated with travel can reduce the competitiveness of a site. High-quality and efficient transport systems are key to attracting and retaining tenancies and workers. Support for active transport modes is also generally desired by staff members, as active transport improve health and productivity.

1.4.5 Education and Leadership

The Hospital generally have many employees and visitors coming through each year. Therefore, building management team have unique opportunities to encourage staff and visitors to shift to more sustainable travel behaviours. These travel behaviours can help shape long-term travel behaviours that extend long after their completion at the organisation. Successful travel planning and education can reduce traffic impacts on the road network while potentially supporting a positive influence on local areas by increasing public transport demand and improving associated amenities.

2 Existing Transport Policy Context

The review of existing relevant policies illustrates several themes that should inform the approach for the ongoing management of transport demand and investment in the transport network. These themes include:

- Provision of high-quality local transport infrastructure, improved cycling paths and networks, and improved accessibility and connectivity
- Provision of connected, liveable communities where people can walk, cycle, and use public transport to promote healthier, active communities.

A summary of the existing policy framework documents relevant to the site and its surroundings is provided in Table 2.1.

Table 2.1: Summary of Policy Framework

Policy/Strategy	Key Aims/ Objectives/ Goals
City of Wollongong Council	
Wollongong Future Community Strategic Plan 2032	The Wollongong Community Strategic Plan 2032 is an aspirational document, which outlines the Wollongong community's desired future including main priorities and the associated strategies to achieve the goals. Wollongong Council has established six main goals to help achieve the ultimate vision of the Plan, which include the following: • Value and protect the environment • Have innovative and sustainable economy • Be a creative and vibrant city • Be a connected and engaged community • Have a healthy community in a liveable city • Have affordable and accessible transport Wollongong Council have established several strategies with the aim to increase the sustainable transport use and provide safe, affordable and reliable transport network. Performance indicators have also been set to measure the progress although no specific mode share target have been specified for sustainable transport.
Wollongong Transport Strategy 2025-2035	The Wollongong Transport Strategy 2025-2035 has been prepared to guide the planning and investment in future transport infrastructure and necessary services to protect and improve economic, social and environmental prosperity. Six goals have been set out in the Strategy, which include the following: • Competitive public transport • Everyday needs within 15 minutes • Sustainable transport options • All ages and abilities can get around with ease • Increased use of active modes • A connection to country and sense of place An action plan has been established to help Council achieve these goals by detailing the actions that need to place to provide viable transport choices that provide connected journeys.

Policy/Strategy	Key Aims/ Objectives/ Goals
Wollongong Cycling Strategy 2030	Wollongong Cycling Strategy 2030 has been prepared to document Council's direction, decisions and resources based on community feedback, research, and case studies to achieve the 10-year vision, which cycling is a preferred option for transport. Several targets have been set to measure the effectiveness of the Strategy in moving toward a more sustainable transport system. • Increase weekly cycling participation from 12.9% to 20% • Increase cycling journey to work trips from 0.7% to 2% • Increase the number of transport cycling trips from 20.6% to 25% • Reduce the number of cycling related crashes from 156 to 70 per 5-year period • Increase weekly participation by women from 10.9% to 15%.
NSW State Government	
Future Transport Strategy 2056	The Strategy aims to increase the mode share of public transport services and reduce the use of single occupant vehicles. The proposed development will look to reduce private vehicle travel, aligning with the objectives of the Strategy.
Illawarra-Shoalhaven Regional Transport Plan 2041	The Illawarra-Shoalhaven Regional Transport Plan 2041 is a supporting plan of the Future Transport 2056, which provides a blueprint for how TfNSW will proactively respond to the transport needs of the region and address the key trends that will necessitate a transport-related response into the future. Several goals have been set to achieve the vision of the Plan, which include the following: • One in every five (20%) trips will be made by walking, cycling or public transport across the region by 2041. • Increased population within a 30-minute public transport trip of a regionally significant centre, including Metro Wollongong. • Improved connectivity between the Illawarra-Shoalhaven and Greater Sydney, with a particular focus on the connection with Western Sydney. • Crash rates are reduced in-line with the NSW-wide "Towards Zero" goal of zero fatalities and serious injuries on our roads by 2056. • Increased access for High-Productivity Vehicles (HPV) across the region. • Increased uptake in emission-free vehicles. • Greater use of technology to support a faster, more efficient and accessible transport network.
Draft Wollongong Health Precinct Strategy	The Draft Wollongong Health Precinct Strategy (Strategy) has been prepared by DPHI, to outline the future vision for the Wollongong Health Precinct (Precinct) and guide the long-term growth in the area (extending to 2050).. The precinct includes a mix of health, educational and residential related land uses, with Wollongong Public Hospital, Wollongong Private Hospital and Wollongong Day Surgery acting as anchors to the health industry precinct. The key transport objectives to achieve the vision for the Precinct include changes and upgrades of the streets and street connections to encourage active walking and cycling and create more vibrant streets.

3 Existing Transport Context

3.1 Existing Public Transport Infrastructure

The nearest train station is Wollongong train station, which is located at approximately 800m (12-minute walk) from the subject site. Wollongong train station is serviced by South Coast train line, which provides rail connection between Bondi Junction and Bomaderry and Port Kembla via Sydney CBD and Wollongong.

The closest bus stop is located on Crown Street, immediately west of the subject site. Crown Street, in the vicinity of the subject site, is serviced by several bus routes. More bus services run along Keira Street and can be accessed at the bus stops on the eastern side of Wollongong train station.

Table 3.1 outlines the surrounding bus routes, with a map of the surrounding public transport services provided in Figure 3.1.

Table 3.1: Surrounding Bus Services

Bus Route	Route Description	Nearest Bus Stop	Walking Distance	Frequency	
				Peak Period	Off-Peak Period
24	Wollongong to Figtree via Mangerton (Loop Service)	Crown Street opposite New Dapto Road (Stop ID: 250047)	160m	30 - 60 minutes	60 minutes
31	Wollongong to Horsley via Unanderra (Loop Service)	Crown Street opposite Staff Street (Stop ID: 250076)	120m	20 - 30 minutes	60 minutes
33	Wollongong to Dapto via Unanderra (Loop Service)	Crown Street opposite Staff Street (Stop ID: 250076)	120m	20 - 60 minutes	60 minutes
34	Wollongong to Warrawong via Unanderra (Loop Service)	Crown Street opposite Staff Street (Stop ID: 250076)	120m	15 - 30 minutes	60 minutes
35	Wollongong to Unanderra via Farmborough Heights (Loop Service)	Crown Street opposite Staff Street (Stop ID: 250076)	120m	20 - 60 minutes	60 minutes
36	Wollongong to Kembla Heights via Cordeaux Heights (Loop Service)	Crown Street opposite Staff Street (Stop ID: 250076)	120m	5 services on weekdays and 2-3 services on weekends	
37	Wollongong to Shellharbour via Dapto (Loop Service)	Crown Street opposite New Dapto Road (Stop ID: 250047)	160m	60 minutes	60 minutes
39	Wollongong to Figtree via Mt Keira (Loop Service)	Crown Street opposite Staff Street (Stop ID: 250076)	120m	20 - 30 minutes	60 minutes

53	Shellharbour to Wollongong via Shellcove & Warrawong	Crown Street opposite New Dapto Road (Stop ID: 250047)	160m	60 minutes	60 minutes
55A	University of Wollongong to Wollongong via Gwynneville (Loop Service)	Wollongong Hospital, Crown Street (Stop ID: 250077)	350m	10 minutes	20 minutes
55C	University of Wollongong to Wollongong via Fairy Meadow (Loop Service)	Crown Street opposite Wollongong Hospital Stop ID: 2500370)	300m	10 minutes	20 minutes
57	Wollongong to Shellharbour via Warrawong (Loop Service)	Crown Street opposite Staff Street (Stop ID: 250076)	120m	60 minutes	60 minutes

Source: TfNSW, last accessed on 18/11/2024

Figure 3.1: Public Transport Network Map



Source: Premier Illawarra – Wollongong and Shellharbour Bus Network Map, last accessed on 3/12/2025

3.2 Surrounding Pedestrian and Cycling Infrastructure

Pedestrian footpath is provided on both sides of Crown Street in the vicinity of the subject site. Along Urunga Parade, pedestrian footpath is provided on the northern side of the road.

Signalised pedestrian crossings are provided at the New Dapto Road/ Crown Street signalised intersection across the eastern leg and northern leg. Signalised pedestrian crossings are also provided across all legs of the Staff Street/ Crown Street/ Hospital site access signalised intersection.

In a broader context, pedestrian footbridge is provided between the Wollongong Hospital and the Wollongong Hospital car park building across New Dapto Road. Refuge island crossing facilities are provided across the southern, eastern and northern leg of the Loftus Street/ New Dapto Road roundabout.

No dedicated cycling infrastructure is provided in the immediate vicinity of the subject site. The nearest cycling infrastructure is provided along Denison Street in a form of shared paths. On-road bicycle facilities are also provided for a short section along Fisher Street to the west of the site. The cycling infrastructure surrounding the subject site is shown in Figure 3.2.

Figure 3.2: Existing Surrounding Cycling Infrastructure

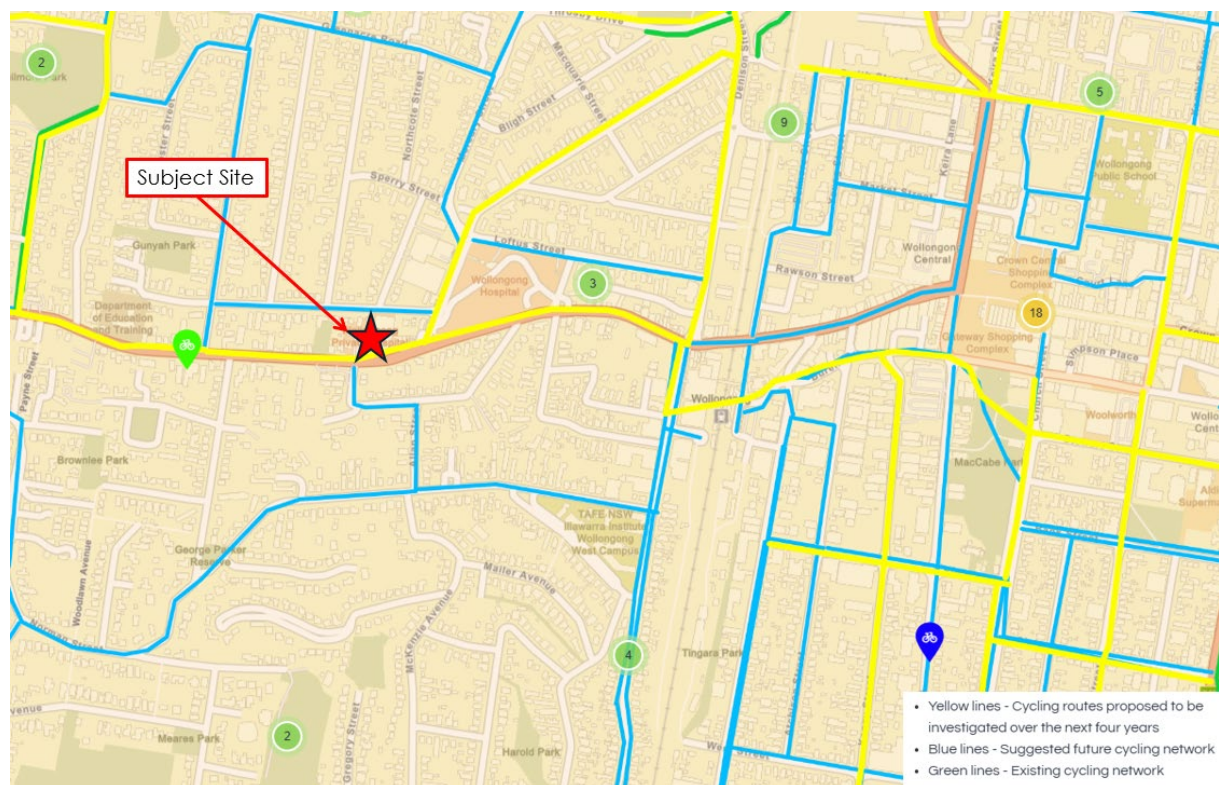


Source: City of Wollongong Council Website, last accessed on 3/12/2025

Wollongong Council aims to provide an additional 50km on-road cycling routes and 35km off-road cycling routes to connect residential areas to city centre and town centres as part of the Wollongong Cycling Strategy 2030. This aligns with the community interest, which prioritises the provision of off-road shared paths and separate cycling routes to improve the cycling environment in the LGA.

Figure 3.3 illustrates the suggested and investigated cycling routes in the vicinity of the site. It is proposed to investigate the provision of cycling routes along Crown Street and New Dapto Road. When constructed, there would be greater cycling connectivity between the site and the surrounding suburbs, increasing the attractiveness of cycling as a transport mode.

Figure 3.3: Planned Surrounding Cycling Infrastructure



Source: Wollongong Council's Website – Our Wollongong, last accessed on 3/12/2025

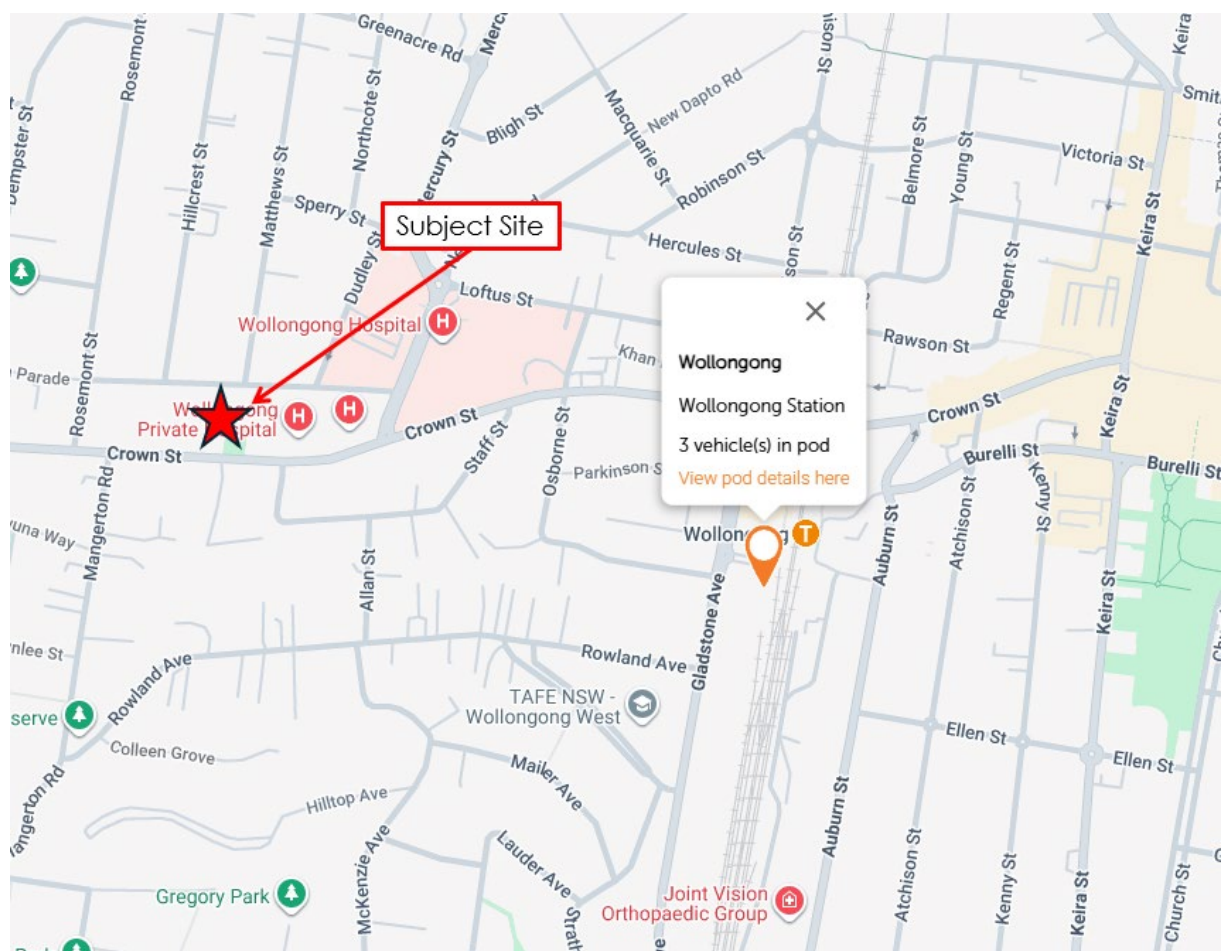
3.3 Nearby Car Share Facilities

Car share schemes are flexible, cost-effective alternatives to car ownership and are a convenient and reliable way for employees to use a car when they need one. Car share is a concept by which members join a car ownership club, choose a rate plan, and pay an annual fee. The fees cover fuel, insurance, maintenance, and cleaning. The vehicles are mostly sedans, but also include SUVs, station wagons and vans. Each vehicle has a home location, referred to as a "pod", either in a parking lot or on a street, typically in a highly populated urban neighbourhood. Members reserve a car online or via telephone and use a key card to access the vehicle.

A study was commissioned by the International Carsharing Association in 2016, to review the impact of the car share services in Australia after more than a decade of operation. The study focuses on the City of Sydney council area which had about 20,000 users and 805 car share vehicles at the time of the study. The findings of the study indicate that car share users reduce their overall vehicle kilometres travelled (VKT) per year by 50 per cent compared with people who own a private vehicle. The resulting impacts include reduced congestion on roads, lower levels of CO₂ pollution, fewer casualty accidents and an increase in use of active transport methods.

GoGet is one of the most popular car share companies operating in Australia, with three shared cars (indicated by the orange location pins) located within the Wollongong metro area, as shown in Figure 3.4. The GoGet car share pods are consolidated on the western side of Wollongong train station, which is within 15-minute walking distance from the subject site.

Figure 3.4: Surrounding Car Share Pods



Source: GoGet Carshare, last accessed on 04/12/2025

3.4 Taxis and Ride Share Services

Taxis and related ride share services (Uber, Lyft, DiDi, OLA, etc.) are point-to-point transport services that provide flexible and convenient transport options. Customers can choose the route the driver will take for a faster travel time and to destinations that cannot be reached by public and active modes of transport.

Taxis are normally stationed at designated taxi ranks where customers can enter any available taxi waiting to depart. In addition, taxis can be hailed from the kerbs on the street.

Ride share services, such as Uber, are point-to-point transport services that have increased in popularity over the recent years. Customers can download the respective app and organise a trip by inputting the destination and pick up location. In addition to this, customers can request a larger sized vehicle when travelling with large groups. Majority of the services can only be organised using the apps via a mobile device.

Both taxis and ride share services allow people with common origins and/or destinations to share a vehicle and reduce overall car trips on the road network (e.g., single passenger trips) with the convenience of a private vehicle and reduced costs. Hence, this is considered favourable from a sustainable transport perspective.

Dedicated pick-up/ drop-off facilities will be provided within the lower ground level, which could be utilised for taxis and ride share services to pick-up/ drop-off passengers. The lower ground floor has been designed with roundabout facility prior to the basement parking boom gates to enable pick-up/ drop-off vehicles to turn around and exit the site.

3.5 Existing Modal Share

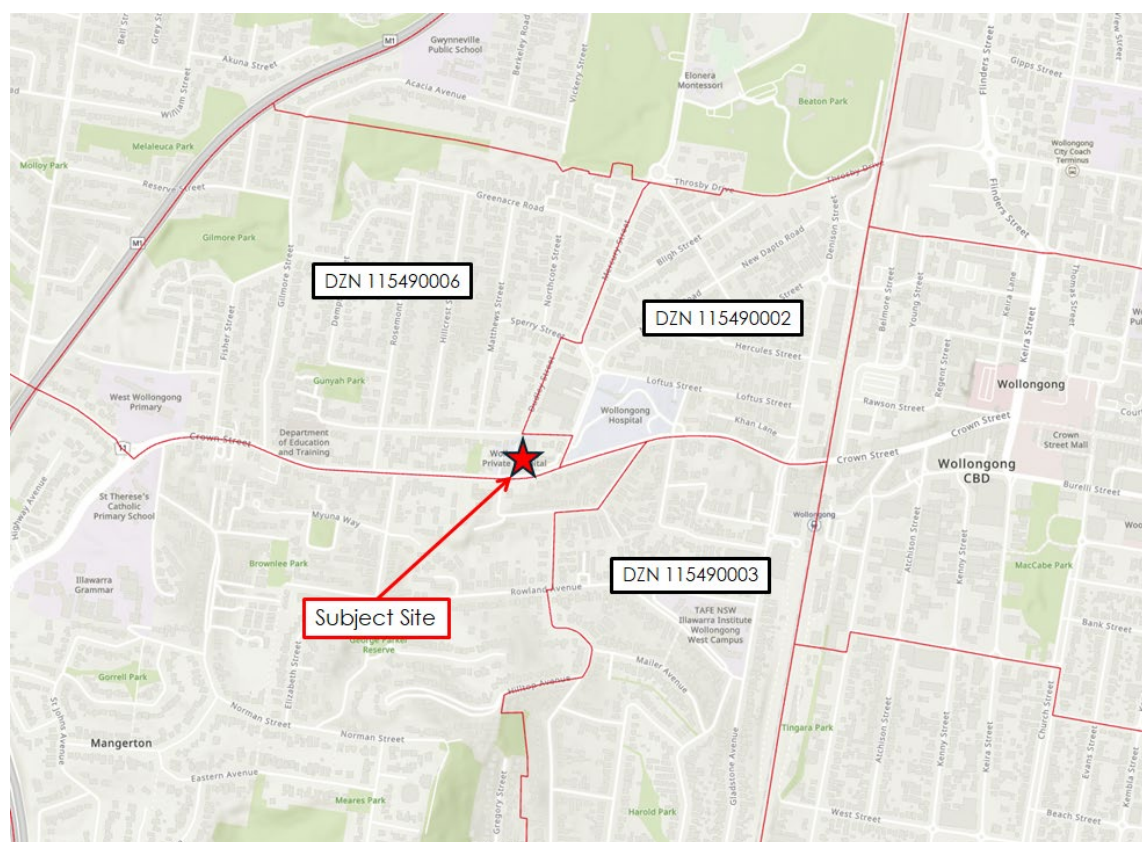
A review of the existing 2021 Census data has been undertaken to understand the existing travel modes of employees within the Wollongong metro area, especially the area within the vicinity of the subject site, to assist in informing future mode share targets for the site.

It is however noted that the 2021 Census study was undertaken during the lockdown period of the Covid-19 pandemic on 10 August 2021. Therefore, most employees were working from home at the time. On this basis, TPPP has included 2016 Census data for comparative purposes as part of this assessment.

The 2016 and 2021 Census study areas (the selected destination zones for mode share analysis) are largely the same in the vicinity of Wollongong metro area. The selected study areas are shown in Figure 3.5.

It is noted that the destination zone located to the south of the subject site is large and is less accessible by public transport (majority of area is not walkable from Wollongong train station). On this basis, this destination zone has been excluded from the journey to work mode share analysis despite the zone located just south of the subject site.

Figure 3.5: Selected Destination Zones – 2016 and 2021 Census



Source: ABS – ABS Maps – last accessed on 10/03/2025

A summary of the existing travel modal splits of the selected study areas is provided in Table 3.2, with a comparison between the 2016 Census (Pre-pandemic) & 2021 Census (Pandemic).

Table 3.2: Existing Mode Share of Employees Working in the Vicinity of Subject Site

Method of Travel	Travel Mode Share (Census 2016)	Travel Mode Share (Census 2021)
Train	1%	1%
Bus	2%	1%
Taxi / Ride-share	0%	0%
Car Driver	82%	75%
Car Passenger	5%	4%
Motorbike / Scooter	1%	1%
Bicycle	1%	1%
Walk	6%	6%
Work at Home	2%	11%
Total	100%	100%

The 2021 Census data show approximately 79 per cent of commuter trips for employees working in the selected destination zones are in the form of a private vehicle travel, either by car as a driver or passenger. Public transport (train and bus) use accounts for approximately 2 per cent of the mode share, with 6 per cent of employees walking to work and 1 per cent cycling to work. Work from home accounted for 11 per cent of the total mode share during the Covid-19 pandemic.

The 2016 Census data also shows that the primary mode of travel for employees working in the selected destination zones was by private vehicles, where 87 per cent of employees travelled to work by car as a driver or passenger. Public transport (train and bus) use accounts for approximately 3 per cent of the mode share, with 6 per cent of employees walking to work and 1 per cent cycling to work. Work from home in 2016 accounts for 2 per cent.

This suggests that travel behaviours have been largely car dominant both prior to the pandemic and during the pandemic. There are some uptakes in public transport and walking as a mode share while cycling as a mode share is relatively low. There is a considerable difference for the working from home uptake between prior to pandemic and during the pandemic (9 per cent difference).

The Wollongong Transport Strategy 2025-2035 also indicates a car dominant mode share, which up to 96 per cent commute to work by private vehicles and 4 per cent commute via public transport based on the 2018-2019 Household Travel Survey. However, it is noted that the survey does not indicate the uptake of working from home.

Notwithstanding this, it can be concluded that the private vehicle mode share for the subject site is relatively lower when compared to Wollongong LGA-wide area. This could be attributed to the location of the Hospital near the Wollongong train station, extensive bus services, and active transport infrastructure, resulting in higher uptakes in non-private vehicle travel mode share.

4 GTP Objectives and Target

4.1 GTP Objectives

The following objectives have been identified to achieve the vision of the GTP:

Objective 1: Facilitate a modal shift towards more sustainable transport modes

- Improve access, safety, amenity and convenience of sustainable transport modes for travel to and from the site.
- Incentivise sustainable transport modes and establish a culture of active and public transport use.
- Improve awareness and knowledge of public and active transport options available within the area.

Objective 2: Reduce car ownership

- Incentivise car share use instead of private car travel.
- Communicate on-site and nearby amenities and services to disincentivise the need to travel off-site by private vehicle.
- Encourage social interactions amongst the employees to create a vibrant workplace.

4.2 Mode Share Target

The aim of the GTP is to encourage a modal shift away from private vehicles by implementing measures that influence the travel patterns of employees of the subject site. The implementation of the GTP would be regularly monitored to ensure that it is creating the desired effect.

The success of the GTP is measured by setting modal share targets and identifying the measures and actions that have the greatest impacts. Generally, the targets set for GTP have a 5-year timeframe.

According to the Cycling Strategy 2030, the proposed mode share targets for Wollongong by 2030 have been adopted as follows:

- Working from home – 20%
- Walking – 8%
- Cycling – 2%
- Public transport – 10%
- Private Vehicle – 60%

The above proposed mode share targets focus on higher working from home uptake (20 per cent), which is considerably higher than even the working from home uptake for the vicinity of the site during the pandemic (11 per cent). In the present time with no further lockdowns and travel restrictions, it is expected that the working from home uptake would not be as high as during the pandemic. It is also worth noting that in the healthcare sector, majority of medical staff including doctors, nurses, and clinicians, need to be on-site. On this basis, it is expected that the current working from home uptake would fall between the pandemic and pre-pandemic level, considering that remote working arrangements have become slightly more common in workplaces.

Therefore, the working from home mode share target has been adopted as 10 per cent. The walking, cycling, and public transport mode share targets have been adopted in accordance with the proposed mode share targets in the Cycling Strategy 2030.

It is noted that the benchmark existing mode share is based on the 2016 pre-Covid-19 pandemic travel behaviour which is considered as a more typical travel behaviour. The proposed mode share targets for employees of the subject site are presented in Table 4.1.

Ultimately, based on current and pre-pandemic travel behaviours of employees in the area, private vehicle is expected to remain the dominant mode of travel to/ from site. This GTP does however aim to achieve higher uptake in other travel mode share to reduce car travel, as far as reasonably practicable. It is expected that the future pedestrian and cycling infrastructure as well as the increased frequency of bus services in the vicinity of the site could result in a shift in travel patterns toward sustainable transport modes.

Table 4.1: Mode Share Targets for Employees

Method of Travel	Existing Benchmark (Census 2016)	Target	Net Difference
Train	1%	4%	+3%
Bus	2%	6%	+4%
Taxi / Ride-share	0%	0%	-
Car Driver	82%	64%	-18%
Car Passenger	5%	5%	-
Motorbike / Scooter	1%	1%	-
Bicycle	1%	2%	+1%
Walk	6%	8%	+2%
Work at Home	2%	10%	+8%
Total	100%	100%	-

Typically, a modal shift between 3 to 5 per cent is considered to be a significant achievement (based on knowledge of local and international GTPs, and as stated by experts in Land Environmental Court proceedings).

Notwithstanding this, a modal shift of approximately 18 per cent for car travel compared to pre-pandemic situation could be achieved for the employees within the subject site.

The mode share targets are considered reasonable in a 5-year timeframe with appropriate management measures. This is further discussed in Section 6. The targets shall be updated when the GTP is reviewed to align with any changes to the future developments of the site include future infrastructure upgrades in the surrounding areas, and Wollongong Council's and TfNSW's strategies or plans.

5 Encouraging Sustainable Transport

To achieve the objectives of the GTP, measures shall be put in place to influence the travel patterns to/ from the site, with a view to discourage car usage amongst employees working at the Hospital.

5.1 Site Specific Measures

5.1.1 Walking and Cycling

The site will be well serviced by adequate pedestrian infrastructure. A walking map showing essential amenities in the vicinity of the site will be provided on noticeboards, newsletters, websites and social media to inform employees of the walking wayfinding surrounding the site.

Bicycle parking spaces are necessary to encourage cycling to/ from the subject site. Given the site will be located close to the future shared paths and cycleways, employees will be more likely to cycle to/ from the site. Cycling maps shall be made available on the information board on-site to provide further information on how they connect to the wider cycling network. This ensures that employees are made aware of surrounding active transport infrastructure.

52 bicycle parking spaces will be provided for the expanded portion of the proposed development. These bicycle parking spaces will be located within a secured bicycle storage area and are easily accessible by employees and visitors. Bicycle parking occupancy will be continuously monitored and, if necessary, increase the supply to accommodate any future increase in demand. End-of-trip facilities, including showers, lockers, and change rooms will also be provided on-site to further encourage cycling as a travel mode share.

5.1.2 Public Transport

Public transport maps shall be provided on an information board on-site and the website to raise awareness amongst employees and visitors on alternative transport options available in the area. This information will also be included a welcome pack for employees to ensure that they are made aware of the public transport surrounding the area and its coverage with the wider Wollongong LGA and the nearby suburbs.

5.1.3 Car Sharing

As detailed in Section 3.3, three car share pods (e.g., GoGet) are available near the Wollongong train station, within walkable distance from the subject site. These car sharing vehicles could be used by staff who have not driven to work and require vehicles during the day. In addition, the car sharing vehicles could be utilised by employees who seldomly require private vehicle for travel, thus reducing the car ownership rate.

There could be good incentives to introduce GoGet shared cars within the expanded Hospital site. The Proponent may consider liaising with car share companies to install car sharing pods in the vicinity of the site to further increase the attractiveness of car share. This will further encourage employees to use shared cars rather than owning a private car.

Information of available car share facilities within the vicinity of the development will be made available to all employees as part of the welcome pack, via newsletter, and/ or website.

5.1.4 Car Pooling

The Hospital shall consider providing education and promotional campaigns for employees to increase carpooling activities and potentially reduce the number of vehicles on the road. The Hospital may also provide information to all employees and new starters, which could be promoted on the information board and newsletters, to help people find carpool buddies in their daily commute.

5.1.5 On-site Amenities and Services

It is proposed to provide retail services and other amenities on-site to help discourage employees to travel off-site, reducing the need for car travel. In addition, the site is located within the Wollongong metro area, which enjoys extensive foods and beverages offers within walkable distance.

All the available on-site amenities will be informed to employees via a brochure, map, along with the locations of each amenity.

5.2 Transport Access Guide

A Transport Access Guide (TAG) has been developed specifically for the site as part of the Green Travel Plan. This TAG is provided in Appendix A.

The TAG provides a simple quick visual look of the available transport infrastructure surrounding a site, making it easy to see the relationship of the site to train stations, bus stops, walking and cycling infrastructure, etc.

Prior to the occupation of the new building, the TAG will be updated and included in the welcome pack provided to new starter employees, and visitors via email and brochures, where relevant, and will be reviewed and updated regularly to ensure it remains current and relevant.

5.3 Information and Communication

Several opportunities are available to provide employees with information about nearby transport options. Providing employees with such information would help to facilitate journey planning and increase their awareness of convenient and inexpensive transport options, which could change the travel behaviour toward sustainable transport.

Transport NSW info

- Bus and train routes, timetables and journey planning are provided by Transport for New South Wales through their transport information website:
 - <http://www.transportnsw.info/>

Similarly, phone apps such as TripView display the public transport timetable data and shows a summary view showing current and subsequent services, as well as a full timetable viewer. This timetable data is stored on the phone, so it can be used offline.

Connecting employees via social media and social events may provide a platform to informally pilot new programs or create travel-buddy networks and communication.

5.4 Actions

A summary of the key strategies and framework action table is shown in Table 5.1. It should be noted that this framework action table will be reviewed and updated, as required. However, it is important to stress that the implementation of the strategies within a few months of adopting this GTP is a key factor in influencing travel patterns.

Table 5.1: Framework Action Table

Action	Objective	Responsibility	Timeline
1. Provide secure bicycle parking spaces and end-of-trip facilities on-site.	1	Proponent	Completion of the development
2. Provide information on public transport and active transport on a noticeboard and via a TAG. This information will also be communicated via newsletters, brochures, and email, as required.	1,2	Travel Plan Coordinator	Prior to Occupation and ongoing
3. Consider providing car sharing vehicles on-site to reduce employee car ownership and encourage employees to leave private vehicles at home, making use of it for trips during work hours (if demand exists)	1,2	Travel Plan Coordinator	Within a year of adopting the GTP
4. Offer salary sacrificing incentives to eligible employees who are willing to purchase a bicycle and regularly use it to/ from work.	1	Future Tenants	Ongoing
5. Encourage walking groups, cycling groups amongst employees to encourage active transport use.	1	Travel Plan Coordinator	Ongoing
6. Organise shift arrangements for employees to encourage carpooling activities by placing	1,2	Future Tenants	Ongoing

Action	Objective	Responsibility	Timeline
employees who live close to each other in same shift patterns.			
7. Connect employees to facilitate potential carpooling activities.	1,2	Travel Plan Coordinator	Ongoing
8. Ongoing review of the GTP and TAG to introduce additional measures as required. Travel Survey questionnaire to be undertaken 6-month post-occupation to inform baseline mode share. Travel survey to be reviewed and undertaken annually thereafter for a minimum of 5 years with the GTP and TAG updated accordingly.	1, 2	Travel Plan Coordinator	Annually
9. Ongoing communication of the GTP by the management staff and patients.	1.2	Travel Plan Coordinator	Ongoing

6 Management and Monitoring of the Plan

6.1 Management

There is no standard methodology for the implementation and management of a GTP. However, the GTP shall be monitored for the first five years, as required, to ensure that it is achieving the desired benefits. The mode share targets set out in Section 4 are used in this regard to ensure there is an overall goal in the management of the GTP.

The monitoring of the GTP will require travel surveys to be undertaken with a focus to establish travel patterns including mode share of trips to and from the site and identify any progress toward the mode share target and objectives. It is anticipated that the first set of surveys shall be undertaken within the first six months of occupation to obtain the baseline mode share of the site.

The implementation of the GTP will be the responsibility of the appointed Travel Plan Coordinator (TPC), who will be responsible for developing, implementing and monitoring the GTP.

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

- **Communication** – Good communication is an essential part of the GTP. It will be necessary to explain the reasons for adopting the plan to promote the benefits of sustainable transport options.
- **Commitment** – GTPs involve changing established habits or providing the impetus for people to choose an alternative sustainable travel mode other than car use. To achieve cooperation, it is essential to promote positively the wider objectives and benefits of the Plan. This commitment includes the provision of the necessary resources to implement the plan, beginning with the TPC.
- **Consensus** – It would be necessary to obtain broad support for the introduction of the GTP from employees.

Once the GTP has been implemented, it is important to maintain interest in the proposed scheme. Each new initiative in the Plan will need to be publicised and marketing of the plan should be undertaken to increase the effectiveness.

6.2 Remedial Actions

A continuous review should take place to identify if any possible remedial actions can be adopted, should the modal share targets be unlikely to be achieved.

Alternatively, the assigned TPC could coordinate with agencies such as Council and/ or TfNSW to canvass any other initiatives that can be practically adopted.

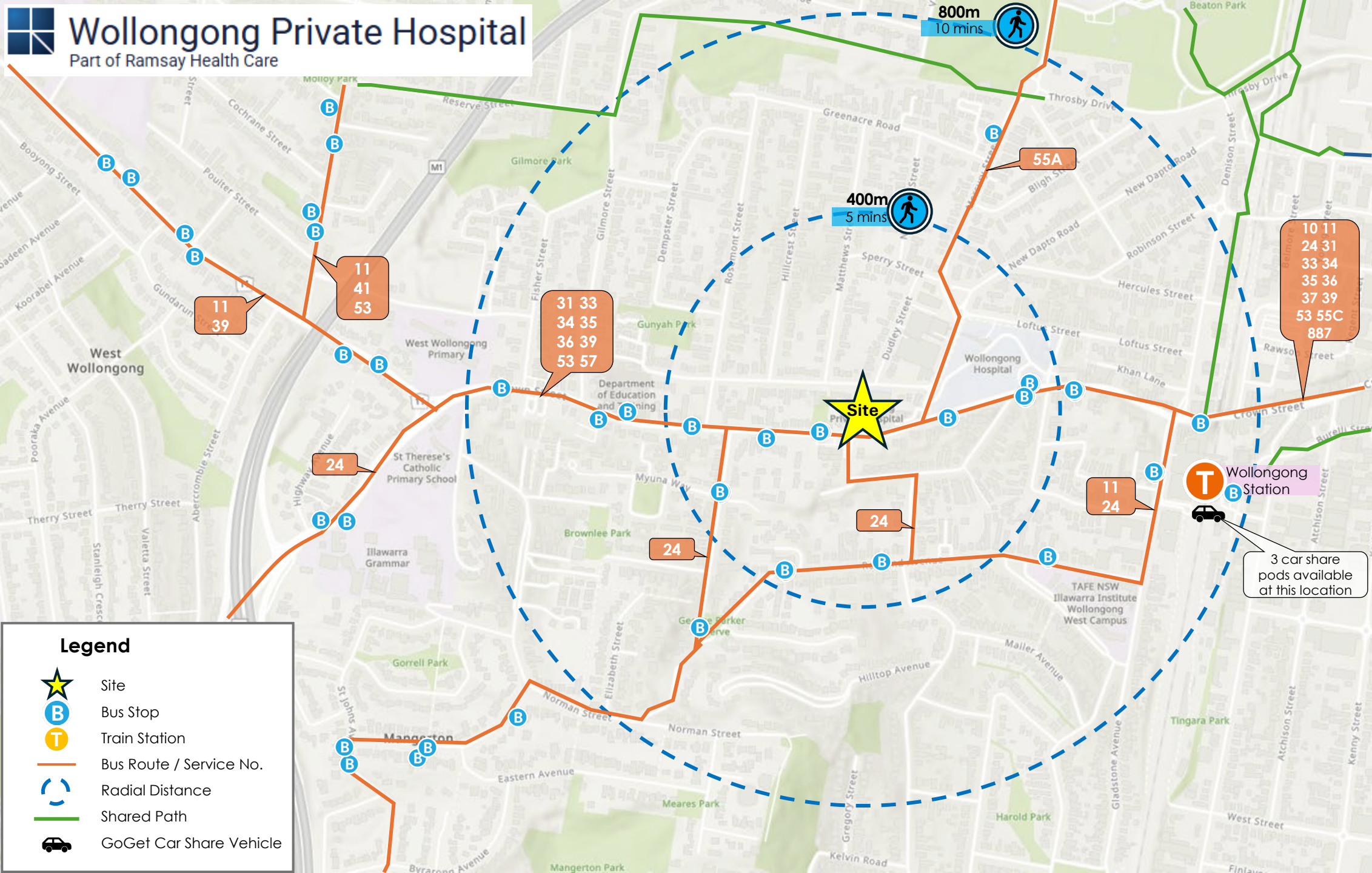
6.3 Consultation

The results of the GTP will be communicated to the employees of the Hospital via newsletters and email, as required.

Subsequent surveys can be undertaken annually for a minimum of five years to monitor the travel patterns to/ from the site. The results of the survey will be included in the annual reporting updates.

Appendix A

Transport Access Guide





Bus: Multiple bus services are located along The Princes Highway, with the closest situated within 30 meters (1-minute walk) from the hospital.

Shuttle Bus: There are shuttlebus services within 300 meters (4-minute walk) available in front of the Wollongong Hospital. These shuttlebus services provide connections between the University of Wollongong and the town center and operate every 10 minutes on weekdays and every 20 minutes on weekends.

Route	Description
31	Wollongong to Horsley via Unanderra (Loop Service)
33	Wollongong to Dapto via Unanderra (Loop Service)
34	Wollongong to Warrawong via Unanderra (Loop Service)
35	Wollongong to Unanderra via Farmborough Heights (Loop Service)
36	Wollongong to Kembla Heights via Cordeaux Heights (Loop Service)
39	Wollongong to Figtree via Mt Keira (Loop Service)
53	Shellharbour to Wollongong via Shellcove & Warrawong
57	Wollongong to Shellharbour via Warrawong (Loop Service)



The Wollongong Private Hospital provides several bicycle parking spaces and end-of-trip facilities to make riding to work easier and healthier.

Refer to the site map located on the noticeboard for bicycle storage locations.

Map your route using RMS Cycleway Finder:
rms.nsw.gov.au/maps/cycleway_finder



Park your motorcycle in the secure basement car park.

Access to secure basement car parking and pick-up/drop-off location is provided via Urunga Parade.

By Carpool: Carpooling is a great way to reduce traffic congestion. Please consider your co-workers when arranging your schedules.

By Taxi: Taxi services are available by contacting the following company: 13 CABS by calling 13 22 27 or visiting their website <http://www.13cabs.com.au>.

By Uber: Offers car rideshare services available through the Uber app on your smartphone or tablet.

Car Share vehicles are located nearby the site.

For your nearest car share vehicle visit GoGet:
goget.com.au/find-cars/



Plan your trip using Sydney's Trip Planning Tool:
transportnsw.info/trip

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



Wollongong Private Hospital
Part of Ramsay Health Care



Ramsay
Home Health

**15, 17, 19, 21 and 23
Urunga Parade and
360-364, 366, and 368
Crown Street, Wollongong**

Wollongong Private Hospital

Transport Access Guide

Appendix B

Sample Employee Travel Survey Questionnaire

Employee Travel Survey

Q1. What is your address postal code?

Postcode:

Q2. What time do you usually start and finish work?

Start time:

Finish time:

Q3. Do you work full time or part time?

☐ Full time

☐ Part time

Q4. How many days per week do you usually come to work at your workplace? Please specify what day of the week (tick all that applies)

Number of days:

☐ Monday

☐ Friday

☐ Tuesday

☐ Saturday

☐ Wednesday

☐ Sunday

☐ Thursday

Q5. What is the main transport mode you use to get to and from work? Please tick all that apply.

☐ Car as driver

☐ Bus only

☐ Car as passenger (by driver not working at your workplace)

☐ Train and Bus

☐ Car as passenger (carpooling with another colleague)

☐ Walk only

☐ Bicycle

☐ Motorbike

☐ Other (please specify)

.....

☐ Train

Q6. If you drive to work, where do you usually park your car?

- | | |
|--|---|
| ☐ On-site car park | ☐ Car share service (i.e. GoGet, Car Next Door etc.) |
| ☐ Surrounding car parks | |
| ☐ On-street parking | |

Q7. Which of the following transport mode would you consider?

- | | |
|------------------------------------|----------------------------------|
| ☐ Train | ☐ Walk |
| ☐ Bus | ☐ Bicycle |
| ☐ Car share | |

Q8. Choose from the following options that you think would encourage you to use this mode of transport on some of your trips travelling to and / or from work.

- | | |
|---|---|
| ☐ Increased frequency | ☐ Safety improvements |
| ☐ Better operating hours | ☐ Carpool schemes |
| ☐ Improved cleanliness | ☐ Bike Buddy scheme |
| ☐ Reduced costs | ☐ Incentive schemes |
| ☐ Reliability | ☐ Other (please specify) |
| ☐ Parking options at train station at your postcode. | |

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