

Health Infrastructure

Blacktown Mount Druitt Hospital

Workplace Travel Plan

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Draft

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

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1 Introduction

1.1 Background

This Workplace Travel Plan (WTP) has been prepared following the planning processes of Stage 1 and Stage 2 extensions to Blacktown Hospital. The Stage 1 Redevelopment opened in 2016, while the Stage 2 Redevelopment is scheduled for completion in early 2019.

Stage 1 of the Blacktown Hospital expansion consisted of:

- A partial refurbishment of the existing main hospital building;
- A new Clinical Services Building;
- A multistorey car park; and
- A new 1-storey mental health unit.

Stage 2 of the Blacktown Hospital (subject to a different planning application) consisted of:

- A new Acute Services building;
- Complete refurbishment of the main hospital building;
- A new entry from Panorama Parade; and
- An extension to the existing multi-storey car park, including new End of Trip Facilities.

In light of this substantial refurbishment and expansion, and as mentioned throughout Stage 2 Main Build Transport Accessibility Study (Arup, July 2016), this Workplace Travel Plan aims to provide measures which positively influence transport demand and behaviours to the expanded site.

1.2 Site Location

The hospital campus is approximately 1.2km from Blacktown Station and the city centre, as shown in Figure 1



Figure 1: Site Location

1.3 What is a Workplace Travel Plan?

A Workplace Travel Plan is a package of measures put in place by an employer to try and encourage more sustainable travel whilst commuting to work and also during the course of work. It is a means for an organisation to demonstrate a commitment and take a pro-active step towards improving the environmental sustainability of its activities. For this site in particular, it will also serve to reduce demand on on-site parking, promote healthier transport options and improve environmental outcomes by:

- Encouraging a higher mode share for public transport, cycling and walking;
- Reducing private vehicle trips to the site;
- Managing business-related travel.

In particular, the WTP aims to generate a shift away from private vehicle towards sustainable travel modes. A target car mode share of 83% has been identified (for hospital staff) in the opening year of the Stage 2 development, down from the current 93%.

2 Existing Travel Patterns and Infrastructure

The most notable features of the existing travel patterns and surrounding infrastructure include:

- The site has a high private vehicle dependency at 91% of commuter trips;
- Private vehicle occupancy is low, with single occupancy trips dominating;
- Basic pedestrian infrastructure is widespread;
- Surrounding cycling infrastructure is piecemeal, but sufficient;
- The site relies on buses to access the surrounding areas and rail services at Blacktown Station.

2.1 Mode Split

2.1.1 Travel Patterns

The existing 2011 ABS Journey to Work data for the travel zone 4109 including Blacktown Hospital (see Figure 2) has been analysed for this study.

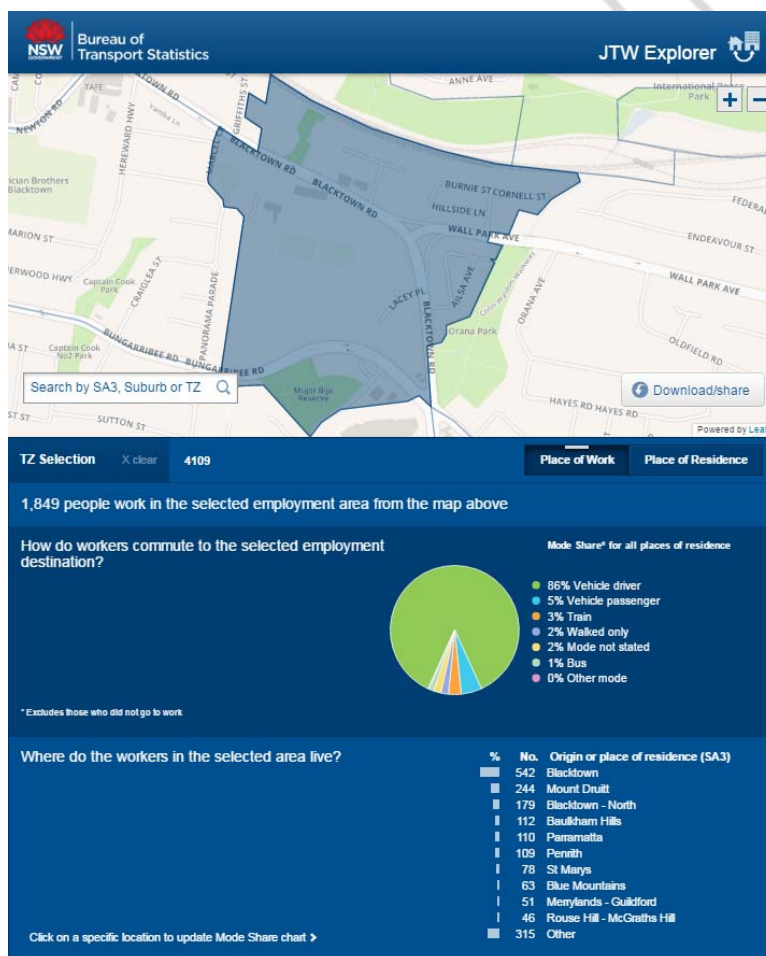


Figure 2 Travel Zone Including Blacktown Hospital

Source: Bureau of Transport Statistics (2011)

The mode split of workers travelling to this precinct is indicated in Table 1.

Table 1 Journey to Work Existing Mode Split 2011

Mode	Total Trips	Proportion of Total Trips (%)
Car as driver	1362	86%
Car as passenger	82	5%
Train	50	3%
Bus	19	1%
Other mode	4	0%
Walked only	30	2%
Not Stated	30	2%
TOTAL	1849	100%

The analysis indicates that 91% of people travel by car to work in this precinct. Public transport currently accounts for only 4% of work related trips and walking 2%.

2.1.2 Home location of workers

The home location of all workers travelling to this travel zone, based on 2011 Journey to Work data, is presented in Table 2. Just over 50% of all workers in this travel zone live in Blacktown/Mount Druitt. This indicates that walk, cycle and bus modes could be viable travel options for many workers at Blacktown Hospital. In addition, train is a viable travel option for many of the high ranking home locations.

Table 2 Home LGA of Workers

Home LGA	Total Trips	Proportion of Total Trips
Blacktown	542	29%
Mount Druitt	244	13%
Blacktown North	179	10%
Baulkham Hills	112	6%
Parramatta	110	6%
Penrith	109	6%
St Marys	78	4%
Blue Mountains	63	3%
Merrylands/Guidlford	51	3%
Rouse Hill	46	2%
Other	315	17%
Total	1,849	100%

2.2 Pedestrian and Bicycle Networks

An existing off-road bicycle facility provides connection between Blacktown Railway Station and Seven Hills Railway Station running along International Peace Park to the north of the railway line as shown on Figure 3. Unfortunately there are no pedestrian or bicycle connections across the railway between these two stations.

The RMS State bicycle link runs along Blacktown Road which has recently been completed as a shared path facility. This provides a direct connection between the hospital and the city centre as well as linking to other local routes.

Footpaths generally occur on both sides of all roads in the vicinity of the hospital. The Marcel Road/ Blacktown Road traffic signal controlled intersection has pedestrian crossings on all legs. The intersection of Blacktown Road and Wall Park Road is controlled by traffic signals but there are no pedestrian crossing facilities which means that access from the east to the hospital is poor.

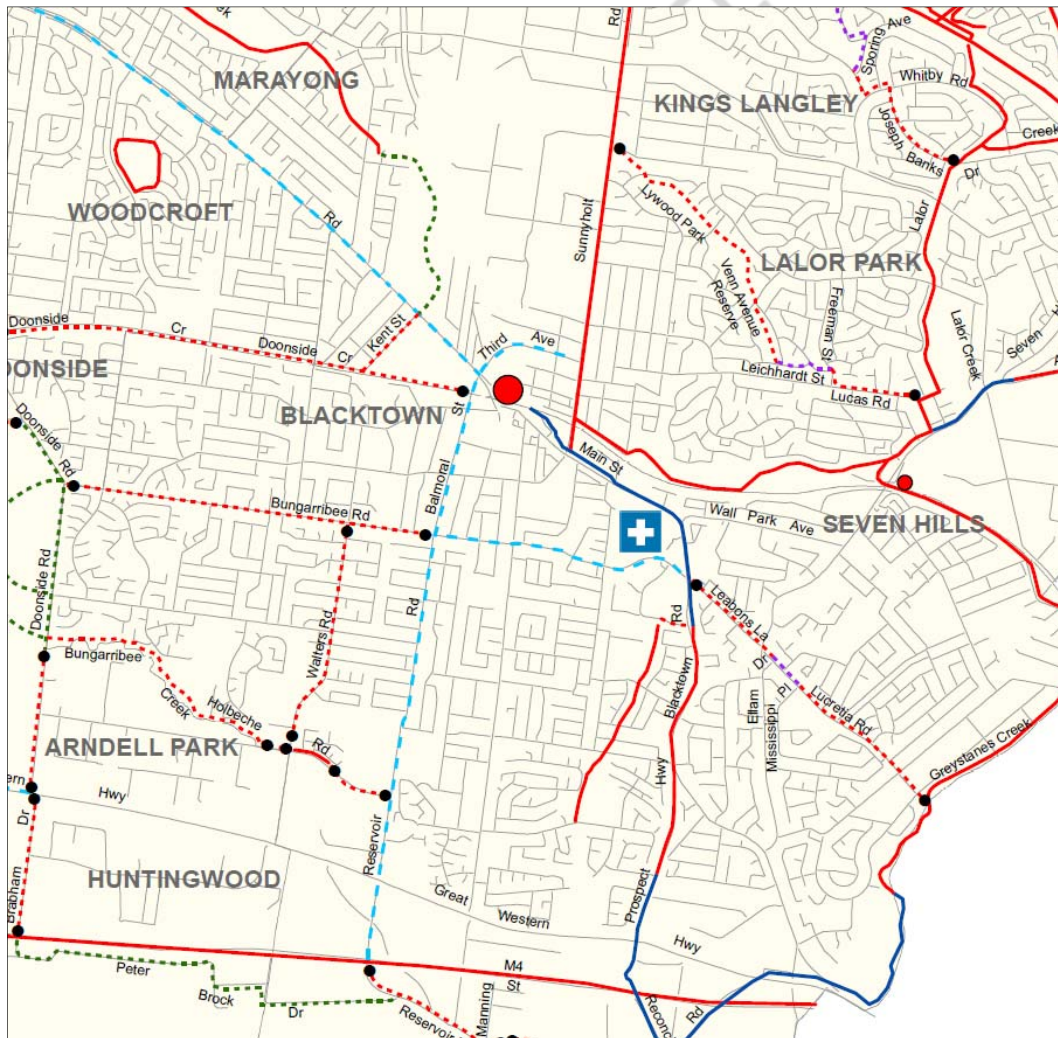


Figure 3 Blacktown City Council Bike Plan

2.3 Public Transport Accessibility

The hospital is approximately 1.2km from Blacktown Railway Station which is outside the normal walk distance and hence staff and visitors rely on bus connections. Figure 4 shows the bus network map for the private bus company Busways that services the Blacktown area.

Busways operates a hospital service Route 721 which operates 8 services on weekdays between 8.56am and 5.34 pm between Blacktown Station and the hospital. Three of the 722 services are diverted in the mornings between 6.42 and 7.35am to provide access to the hospital. A similar number of services operate on weekend days.

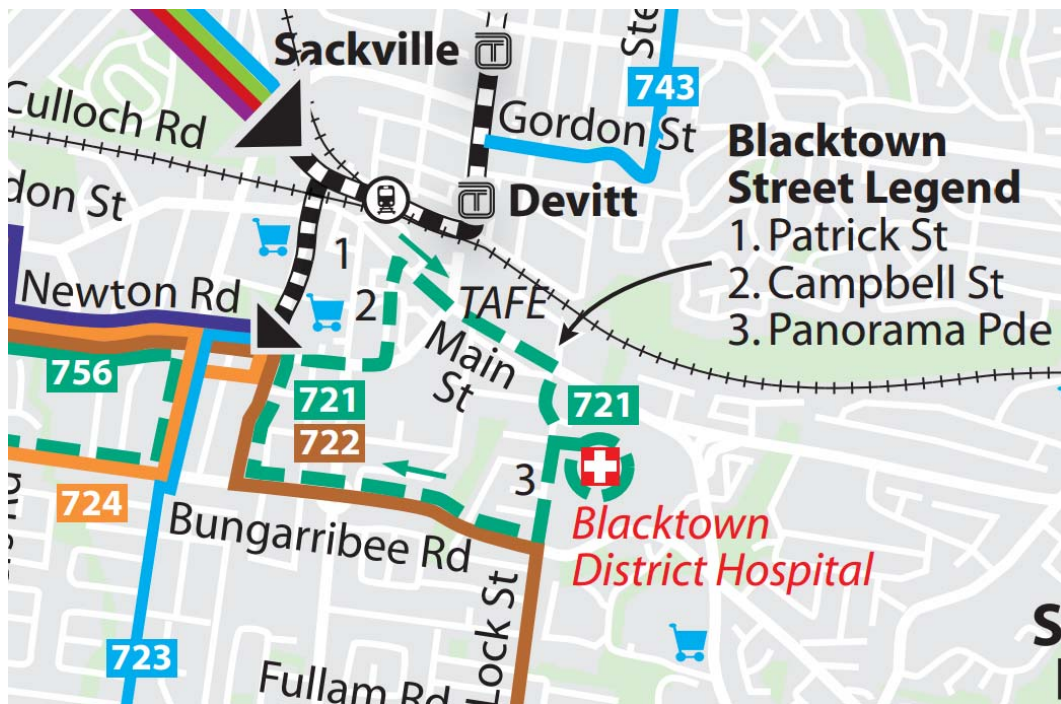


Figure 4 Busways 721 map

Hillsbus operate regular services along Blacktown Road which provide access to the hospital including Routes 630, 611, 700, 702, and 812 as shown in Figure 5.

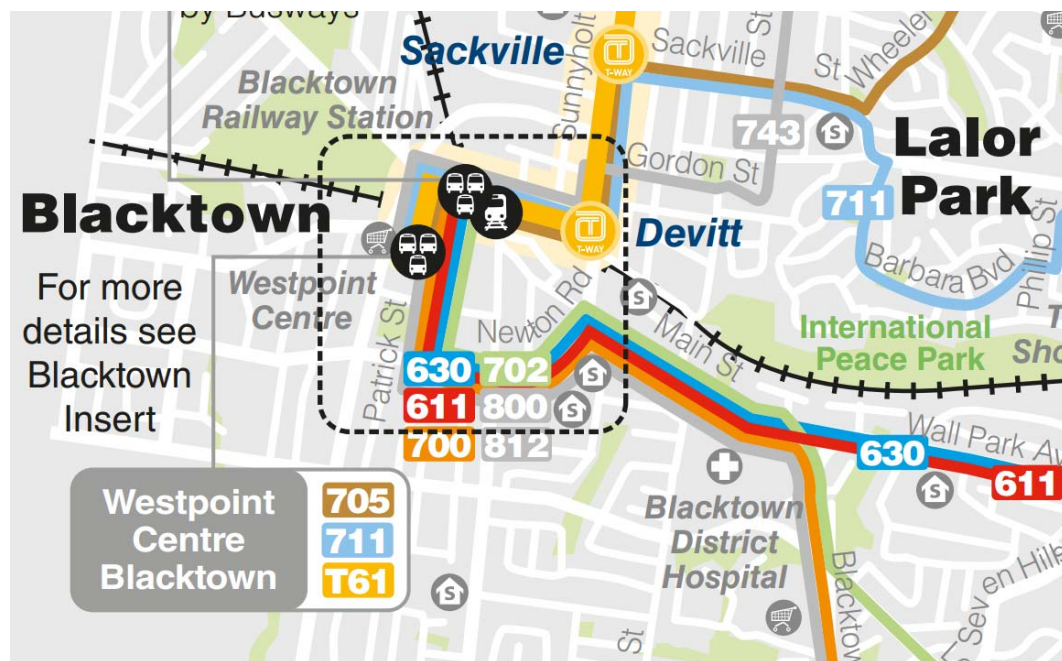


Figure 5 Hillsbus bus network map

3 Workplace Travel Plan Framework

3.1 Objectives

The main objectives of the Workplace Travel Plan are to reduce the need to travel and promotion of sustainable means of transport. In particular, the WTP aims to generate a shift away from private vehicle towards sustainable travel modes. A target car mode share of 83% has been identified (for hospital staff) in the opening year of the Stage 2 development, down from the current 93%.

The more specific objectives include:

- High modal share for public transport, cycling and walking to work journeys;
- To ensure adequate facilities are provided at the site to enable staff and visitors to commute by sustainable transport modes;
- To reduce the number of car journeys associated with business travel by staff and visitors;
- To facilitate the sustainable and safe travel of new employees;
- To reduce the need to travel for work-related activities, particularly air travel; and
- To raise awareness of sustainable transport amongst staff and visitors.

More generally, the principles of a Workplace Travel Plan are applied to all people travelling to and from a site. Government authorities are placing increasing emphasis on the need to reduce the number and lengths of motorised journeys and in doing so encourage greater use of alternative means of travel which have less environmental impact than the car.

3.2 Workplace Travel Plan Measures

3.2.1 Staff Induction

To ensure new members of staff are aware of the Workplace Travel Plan, all new staff members should be made aware of the Plan as part of their induction process. The work place travel plan section of the induction should provide new starters with the following:

- A brief introduction to the plan and its purpose;
- Tour of the site to include a visit to the bicycle parking areas and shower and changing facilities; and
- Establishment of transport information packs to new staff explaining the various ways (other than motor vehicle) of travelling to the site

3.2.2 Car Pooling

It is understood that only a small number of staff who drive to the site carry a passenger with them. Staff demographic information already indicates that a high

proportion of staff already reside in the Blacktown area, making the site conducive to potential car pooling programs. This could involve a simple poster on the noticeboard or staff intranet page where staff would register their interest in car pooling by indicating where they live and their shift times.

A website has recently been established (www.hospitalcarshare.com.au) which allows staff members at a number of hospitals across Victoria to connect with each other to encourage sharing a lift to work each day. Blacktown Hospital may wish to consider participating in this scheme and promoting the website to their staff members.

The hospital could actively promote car pooling through the creation of a designated parking area where car pool vehicles have a guaranteed space. The area would be controlled so that only car pooling staff can park there. Staff would have to register to a car pool scheme established by the hospital so that they receive a sticker identifying their car as a car pool vehicle.

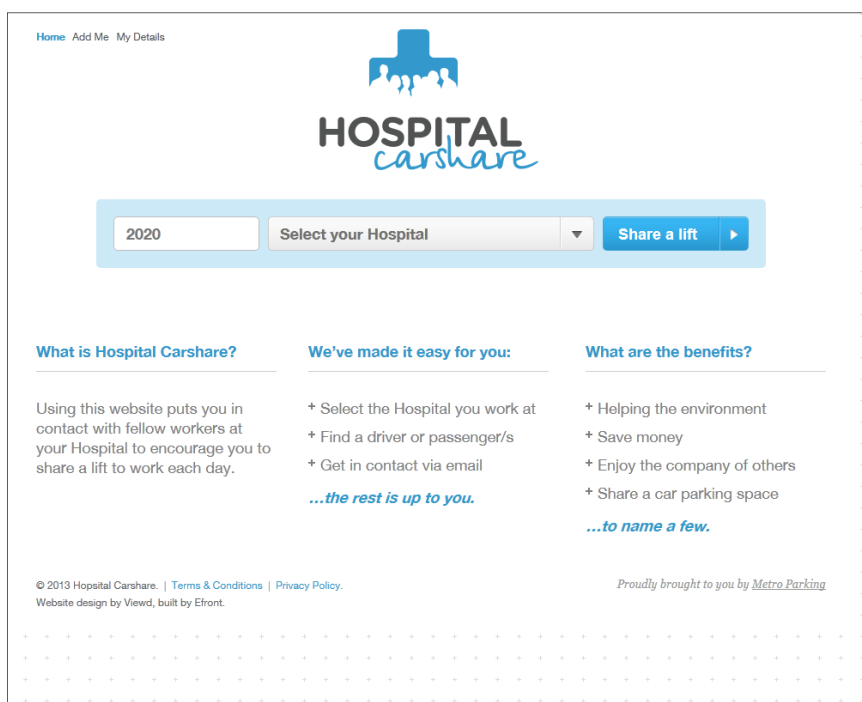


Figure 6 Hospital Car Share Website

3.2.3 Renting a Residential Car Space

Land uses within walking distance of the site are typically low to medium density residential dwellings. A communications exercise could be undertaken to local residents to gauge the potential for renting by staff of off-street residential car spaces. Some of these spaces may be vacant during working hours as residents drive their vehicles to other parts of Sydney for work – potentially suiting day shift and/or administration staff. In some circumstances these spaces may be available for longer periods (and therefore potentially attractive to afternoon shift staff)

3.2.4 Cycling

Existing travel patterns indicate only a small number of staff currently cycle to the site. Presently limited secure bicycle parking, with associated end of trip facilities (e.g. lockers, showers), is provided on the campus. Additional facilities are being provided as part of the MSCP extension. Active promotion of the future available facilities will encourage some staff to alter their mode of travel from private vehicle to bicycle.

3.2.5 General Marketing and Promotion

Some specific measures that could be incorporated in this travel plan to promote the overarching objectives include:

- Identify a travel plan co-ordinator, and integrate travel planning with any social/wellbeing
- Support and promote events such as National Bike Week, Bike2Work Days, walk to work day to staff through lunch time presentations, notice board posters, intranet and email.
- Provide staff with public transport timetables and maps, key local walking and cycling routes
- Improvement of current hospital website detailing transport options for both staff and patients
- Development of a travel plan booklet for staff and visitors
- Liaising with staff, either face to face or via email/telephone, providing them with advice where needed about travelling to work and highlight health benefits of active travel in travel material;

Other promotional material will take a variety of forms and will be issued either to individual employees, displayed in a prominent location in the hospital or provided in the form of 'one off' marketing initiatives. This would include outlining the benefits for staff in participating in government travel surveys to both improve public transport services and promote the use of public transport.

3.2.6 Travel Plan Group

Establish a group which oversees the promotional activities, guides the continued development of the Workplace Travel Plan, and monitors travel behaviour.

3.3 Monitoring

The Workplace Travel Plan is a strategy that will evolve over time. Although the objectives of the Plan to 'educate' staff and visitors to facilitate travel by sustainable modes will not change, it may be possible over time to define or re-define specific targets.

The monitoring measures could include collecting data on employee travel patterns for journeys to work and also during the work week. The recorded data would inform modes of transport and distance travelled by each mode, from which energy consumption and emissions could be estimated.

This data could be collected periodically (say every two years) to understand the success (or otherwise) of the measures implemented. This would inform the ongoing development of the plan.

4 Conclusions

This Workplace Travel Plan (WTP) has been prepared following the planning processes of Stage 1 and Stage 2 extensions to Blacktown Hospital. A suite of measures and initiatives have been proposed to encourage more sustainable travel whilst commuting to work and also during the course of work. Measures identified as part of this plan include:

- Providing information to staff during their induction
- Encouraging car pooling as a means of transport
- Renting residential car spaces
- Promoting cycling as a mode of transport
- Marketing and promotion of Workplace Travel Plan measures
- Forming a travel plan group.

Monitoring the plan will be important to understand the success (or otherwise) of the measures implemented. The monitoring measures could include collecting data on employee travel patterns for journeys to work and also during the work week. This data could be collected periodically (say every two years) to inform the ongoing development of the plan.

It should be noted that this Plan is currently in Draft. It is intended to be further developed in collaboration with the Western Sydney Local Health District. Initial steps will include an updated assessment of travel mode split to the site, establishing a Travel Plan Group, and finalising the Workplace Travel Plan for presentation to the WSLHD executive.