Preliminary Green Travel Plan

Bathurst Hospital Redevelopment

Prepared for Bathurst Hospital Redevelopment/ Health Infrastructure / 17 January 2025

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Contents

Revision Register

Rev	Date	Prepared By	Approved By	Remarks
0	28/06/2024	AA	GC	For review
1	23/07/2024	AA	GC	Following comment
2	24/07/2024	AA	GC	Following comment
3	20/09/2024	AA	GC	Following comment
4	10/12/2024	AA	GC	Following comment
5	17/01/2025	AA	GC	Final

1.0 Introduction

1.1 Background

Taylor Thomson Whitting (TTW) has been engaged by Health Infrastructure NSW (HINSW) to prepare a Preliminary Green Travel Plan (PGTP) for the Bathurst Hospital Redevelopment located at 361 Howick Street, West Bathurst NSW. The site is situated within the local government area of Bathurst Council, in the central west region of New South Wales.

This Plan aims to reduce the environmental impact of travel to and from the site. This includes encouraging alternate travel methods such as active transport, public transport, and car-pooling while reducing dependence on private vehicles. This Plan contains objectives and the anticipated modal shift for the development and management strategies intended to fulfil these.

This PGTP is in response to the SEARS requirement No. 10 Traffic, Transport and Accessibility, to provide a "measures to promote sustainable travel choices for employees 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."

This report accompanies a State Significant Development Application that seeks approval for the construction and operation of a new-build expansion, refurbishment and repurposing works to the existing Bathurst Health Service main hospital building. Proposed works will include:

- A new-build, three-storey health services building expansion (including 1 plant level) to include overnight inpatient accommodation and non-admitted care services and a new hospital front-of house and entrance.
- A new-build, two-storey expansion to the Emergency department and Operating Theatres (plus 1 plant level)
- A new-build, single-storey expansion to the existing Cancer Service building – Daffodil Cottage
- Refurbishment and repurposing to areas of the existing hospital
- Site establishment, demolition of some existing structure, cut and fill and remediation works
- Vehicular circulation and car parking improvements
- Tree removal
- Landscape works
- Alteration and amplification of existing hospital plant and services infrastructure

For a detailed project description, refer to the Environmental Impact Statement prepared by Ethos Urban.

1.2 Response to SEARs

Under application number SSD-64733959 we have been provided with SEARs. These requirements were issued on 21 November 2023 following consultation with local stakeholders. The key issues relevant include those shown in Table 1.2 and have been addressed in the Traffic Impact Assessment (TIA) and this Preliminary Green Travel Plan as referenced.

Table 1.1: Response to SEARs

	Key items	Comments and references
10	**Traffic, Transport and Accessibility** Provide a transport and accessibility impact assessment, which includes:	
•	an analysis of the existing transport network, including the road hierarchy and any pedestrian, bicycle or public transport infrastructure, current daily and peak hour vehicle movements, and existing performance levels of nearby intersections.	*Refer to TIA Section 2.0: Existing Conditions*
•	details of the proposed development, including pedestrian and vehicular access arrangements (including swept path analysis of the largest vehicle and height clearances), parking arrangements and rates (including bicycle and end-of-trip facilities), drop-off/pick-up-zone(s) and bus bays (if applicable), and provisions for servicing and loading/unloading.	*Refer to TIA Section 3.0: Proposed Works*
•	analysis of the impacts of the proposed development during construction and operation (including justification for the methodology used), including predicted modal split, a forecast of additional daily and peak hour multimodal network flows as a result of the development (using industry standard modelling), identification of potential traffic impacts on road capacity, intersection performance and road safety (including pedestrian and cyclist conflict) and any cumulative impact from surrounding approved developments.	*Refer to TIA Section 4 Traffic Assessment and Section 5.5.1*
•	measures to promote sustainable travel choices for employees 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	*Refer to this Preliminary Green Travel Plan*
•	Provide a Construction Traffic Management Plan detailing construction vehicle routes, access and parking arrangements, coordination with other construction occurring in the area, and how impacts on existing traffic, pedestrian and bicycle networks would be managed and mitigated.	*Refer to the Preliminary Construction Traffic Management Plan*

1.3 Objectives

A Green Travel Plan is a way to sustainably manage the transport needs of a site. The aim is to reduce the environmental impact of travel to and from the proposed development and encourage active and public transport while reducing dependence on private vehicles.

This plan provides a review of existing facilities and travel habits, and overarching principles and objectives relating to sustainable travel. The plan details specific programs and actions that are proposed for Bathurst

Hospital Redevelopment, which will assist in achieving sustainable travel outcomes. The document is intended be dynamic and respond to staff and visitor behaviours once the buildings are operational.

1.4 Benefits

The aim of this Plan is to encourage active and sustainable travel behaviours. Environmental and social benefits commonly result from Green Travel Plans. These may include:

- Reducing congestion and pollution in the local area;
- Reducing greenhouse gas emissions;
- Reducing costs associated with car parking, fleet maintenance and travel;
- Reducing journey times;
- Increasing physical activity, leading to greater productivity and improved health and wellbeing;
- Increasing accessibility to a site; and
- Improving corporate image.

2.0 Site-Specific Transport Assessment

2.1 Site Location

The development site is located at 361 Howick Street, West Bathurst NSW within the local government area of Bathurst Council, in the central west region of New South Wales.

The location of the site is shown in Figure 2.1 below, in the context of the state and local road network. The site is bounded by Commonwealth Street to the north-west, Howick Street to the south-west, Mitre Street to the south-east and Durham Street to the north-east.

The Great Western Highway is the closest state road to the site, approximately 900 metres from the site access point on Mitre Street.

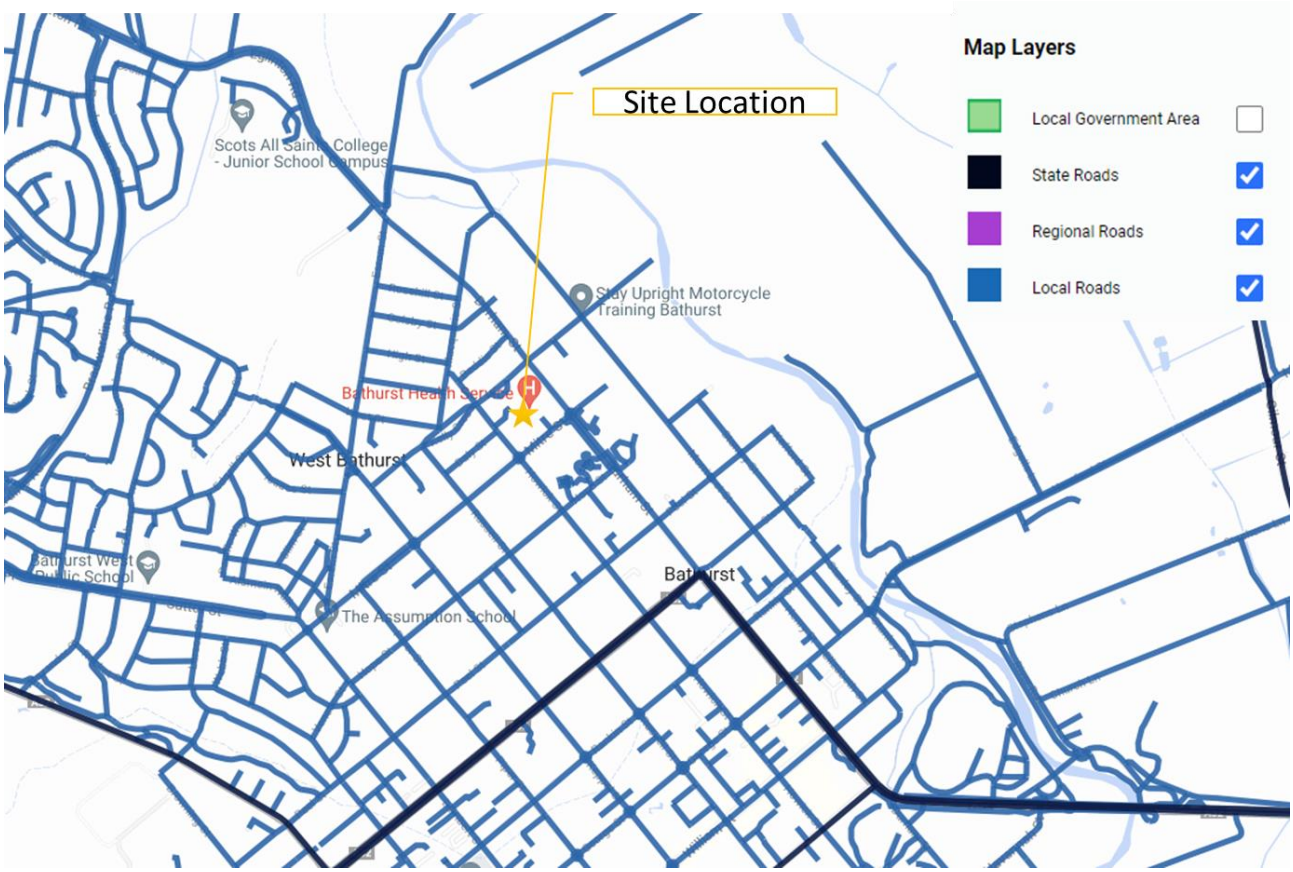

Figure 2.1: Site Location

2.2 Active Transport

2.2.1 Pedestrian and Cyclist Facilities

All of the roads that surround the site have pedestrian footpaths, with the exception of Commonwealth Street north to the site and the eastern side of Mitre Street. Bathurst Station is located approximately 6 minutes' drive from the site.

According to the Bathurst Regional Council Asset Management Plan (Formed Footpaths & Cycleways, 2021), the Council is dedicated to creating a bicycle network that will make it easier for locals to commute to work. Figure 2.2 Identify cycling routes map in the Bathurst within the vicinity of the site.

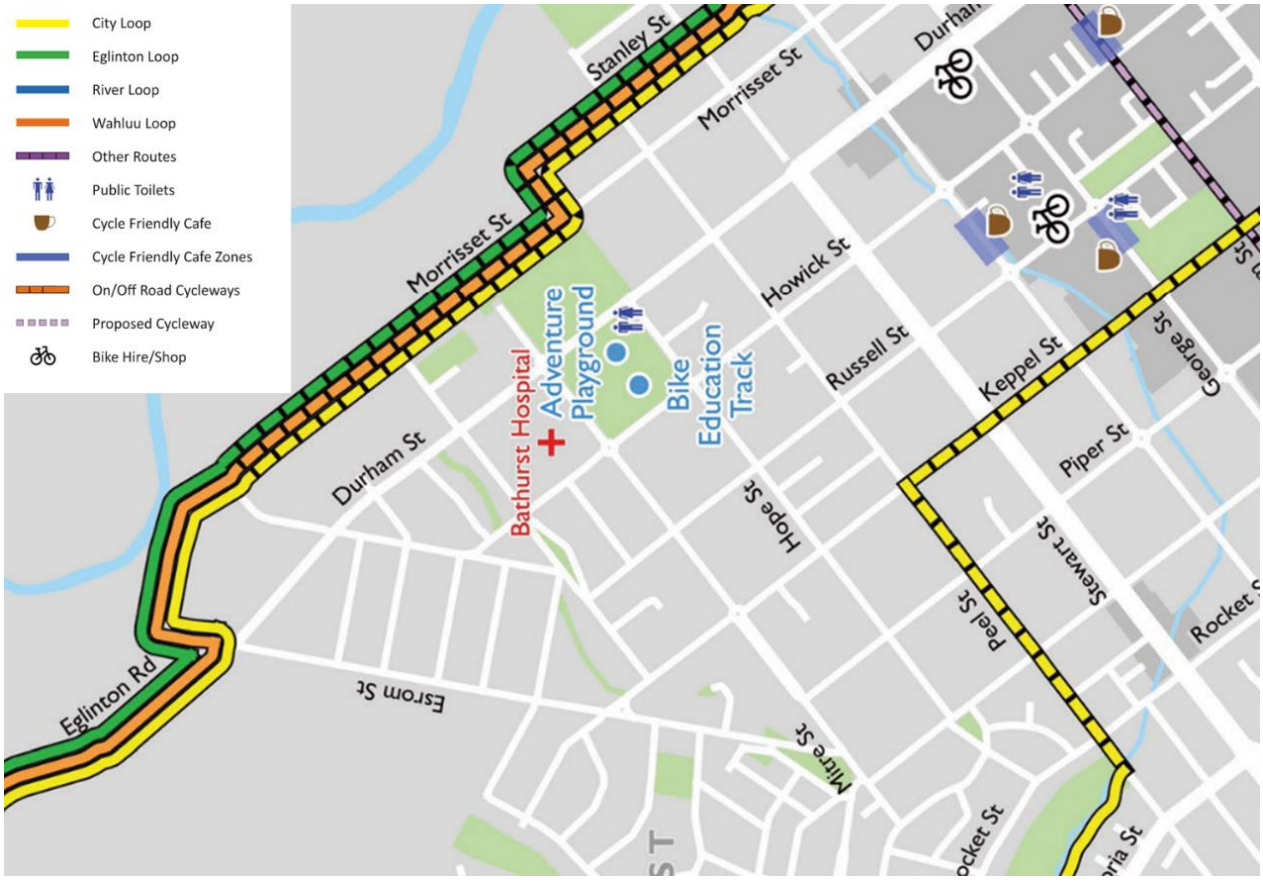

Figure 2.2: Existing Pedestrian and cycling Infrastructure within the Vicinity of the Site

2.3 Public Transport

2.3.1 Train Services

Bathurst Station is located approximately 6 minute's drive from the Hospital. Bathurst Station is serviced by the Blue Mountains Line & Western NSW, trains network.

Bathurst Train Station is part of the NSW TrainLink network and is on the Main Western Line. The Main Western Line connects Bathurst to Lithgow, which, is part of the larger rail network connecting Sydney to the western regions of New South Wales. An extract of the Regional Trains network illustrating the extent of connectivity is provided at Figure 2.3.

Figure 2.3: Regional Trains Network Map

Source: Transport for NSW

2.3.2 Bus Services

There are 11 public bus routes operating in Bathurst as shown in the network map Figure 2.4. These buses are operated by Bathurst Bus Service. For trips to and from the site, residents, guests, and staff will have easy access to public bus services. At the Howick Street bus stop, which is close to the Hospital's main entrance, routes 523 stop every hour throughout the week and Saturdays and every two hours on Sundays and public holidays.

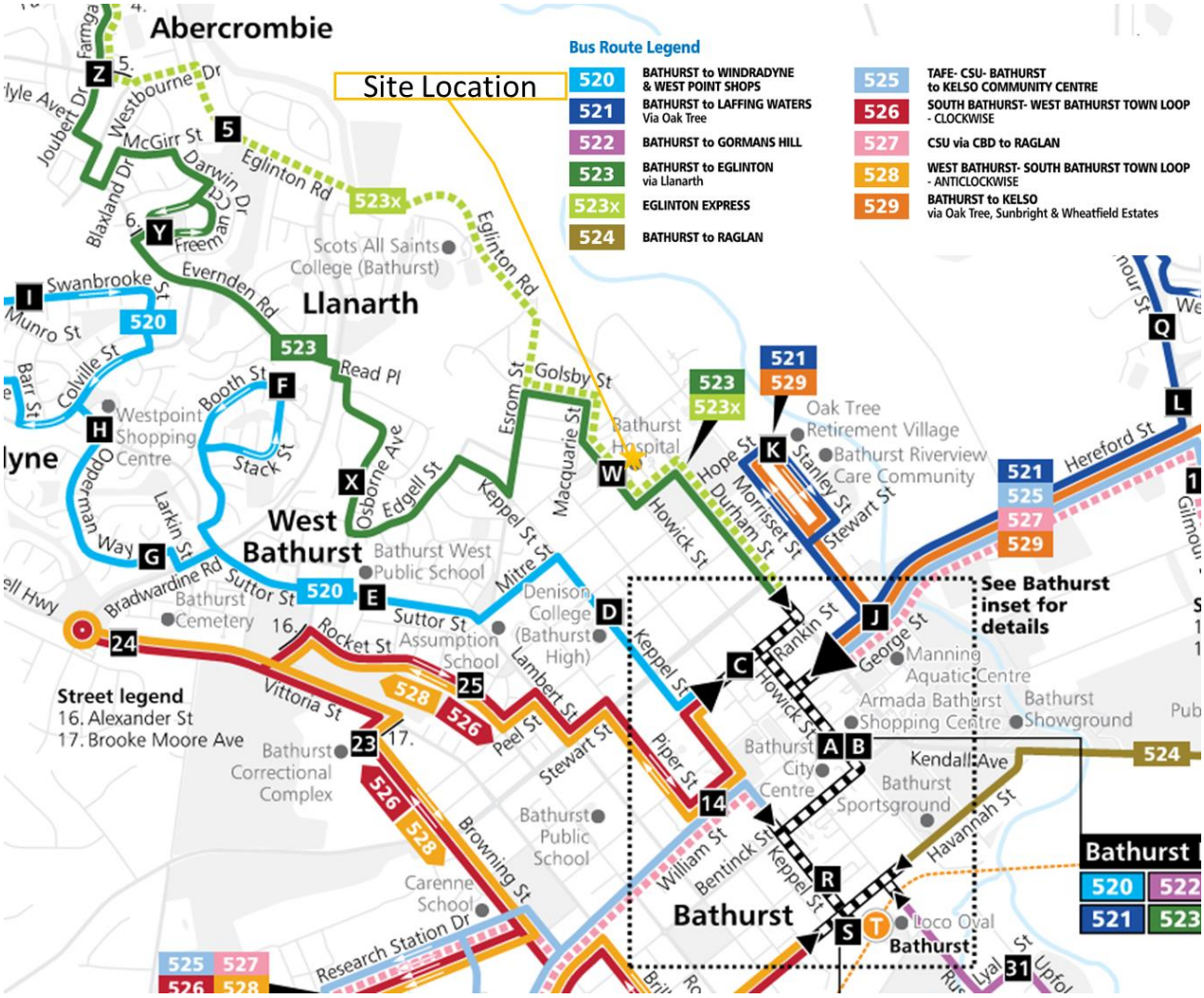

Figure 2.4: Bathurst Bus Service Network Map

Source: Bathurst Bus lines

2.4 Car Parking

2.4.1 Off-Street Parking

The existing Hospital contains several car parks across the site, with a total number of 306 parking spaces on-site. Figure 2.5 outlines the locations of these car parks and Table 2.1 summarises the approximate capacity within each of these.

Figure 2.5: Locations of on-campus parking

Table 2.1: On-Campus Parking Supply

Location	Capacity (spaces)	Uses	Time Restrictions
1	13 (2 accessible)	Public	Three-hour time limit excluding the accessible space
2	11 (1 accessible)	Public	Three-hour time limit excluding the accessible space
3	34 (4 accessible)	Public	Unrestricted
4	2	Staff	Unrestricted
5	106 (3 accessible)	Public	Unrestricted
6	40	Fleet vehicles	Unrestricted
7	6 (1 accessible)	Public	Unrestricted
8 (undercroft)	88	53 spaces for Staff 35 spaces for Public	Three-hour time limit for public parking
Loading dock parking	6	Staff	Unrestricted
Total	**306**		

Dedicated, secure staff parking within the undercroft car park is separated from public parking with a secure access gate that requires a swipe card. Other reserved parking such as staff and fleet vehicle parking have no physical separation and are dedicated with line marking.

Within Car Park 3 there is an area dedicated as a drop off zone that does not allow vehicles to park, however, provides an additional 6 spaces for short term drop off.

A three-hour time limit restriction is imposed on some of the public car parking as noted in Table 2.1.

2.4.2 On-Street Parking

On-street parking is widely available on Howick Street, with 45° angle parking available on both sides of the road for the majority of the road length and parallel parking on the other side of the road. Outside the main hospital entry, there are 26 on-street parking spaces adjacent to the hospital and 27 parking spaces on the other side of the road.

Mitre Street has available parallel on-street parking along one side of the road adjacent to the site, as well as 45° angle parking to the other side of the site. Durham Street also has parallel on-street parking on both sides of the street.

Figure 2.6: Existing On Street Parking

2.5 Existing Travel Patterns

2.5.1 Journey to Work

Journey to Work (JTW) data supplied by the 2016 Australian Census approximates the current mode share split for those who work in Bathurst and can be used to represent the travel modes of the staff working at the Hospital. The JTW data is defined by Statistical Area Level 2 zones, and the Hospital is located within the Bathurst region.

Table 2.2 demonstrates the breakdown of mode shares for each mode of travel. It is clear that private vehicle use is the favoured travel mode (as driver or passenger). In addition, while all other means of transportation show low usage, 8.5% take the train and 4.1% of people walk to work.

Method of Travel (MTW15P) categorisation of travel modes (as listed in the left column of Table 2.2) is used for a clearer and simpler assessment of key travel modes through the allocation of a primary mode when multiple modes have been used in one trip.

Table 2.2: Journey to Work Data for Bathurst

Source: Australian Bureau of Statistics 2016 Census

Travel Mode	Mode Share (%)
Train	8.5%
Bus	4.1%
Taxi	0.3%
Car, as driver	73.0%
Car, as passenger	5.4%
Truck	1.0%
Motorbike/scooter	0.7%
Bicycle	1.2%
Walked only	4.1%
Other Mode	1.7%
Total	**100.0%**

Table 2.3 shows a summary of the above information into three main travel mode categories. Private vehicle usage is the most popular mode choice, with an 80% share, followed by public transport and lastly active transport.

Table 2.3: Summarised Journey to Work Data

Mode Summary	Mode Share (%)
Private vehicle (car, truck, taxi, motorbike)	80.4%
Public transport (train, bus)	13.5%
Active transport (walk, bicycle)	6.1%
Total	**100.0%**

2.5.2 Staff Travel Pattern Survey

A travel mode survey was undertaken by TTW to understand the existing travel characteristics of Bathurst Hospital staff. The survey was open from the 5th of September 2023 to the 21st of September 2023 and received a total of 245 responses, which included 163 full-time equivalent staff and 65 part-time staff at the time of the survey, representing approximately 44% of the total staff number. The response rates were sufficiently high to provide accurate insights into Hospital travel behaviours, as outlined in Table 2.4.

Survey participants were queried about their commute start and finish times, their mode of travel to work during a typical day, and their parking preferences, including on-site and on-street parking. The survey also included questions about considering alternative modes of travel, challenges related to on-campus parking, and suggestions for improvements. Participants had the option to select multiple answers and provide additional comments if needed.

Table 2.4:Survey results – staff travel modes

Travel mode	Staff
Bus	0%
Car (as driver)	93%
Car (as passenger)	1%
Bicycle	3%
Walk/ Run	0%
Other	2%

Note: the total might not add up to 100% due to rounding

The staff survey indicates that 93% of staff travels to and from the Hospital by private vehicles. Up to 3% of the staff use active travel options.

3.0 Proposed Development

3.1 Overall works

The Bathurst Hospital Redevelopment project includes the construction of a new-build expansion, refurbishment and repurposing works to the existing Bathurst Health Service main hospital building. Proposed works will include:

- A new-build, three-storey health services building expansion (including 1 plant level) to include overnight inpatient accommodation and non-admitted care services and a new hospital front-of house and entrance.
- A new-build, two-storey expansion to the Emergency department and Operating Theatres (plus 1 plant level)
- A new-build, single-storey expansion to the existing Cancer Service building – Daffodil Cottage
- Refurbishment and repurposing to areas of the existing hospital
- Vehicular circulation and car parking improvements
- Landscape works

The basement level is of most significance from a traffic perspective, and the proposed works are illustrated in Figure 3.1.

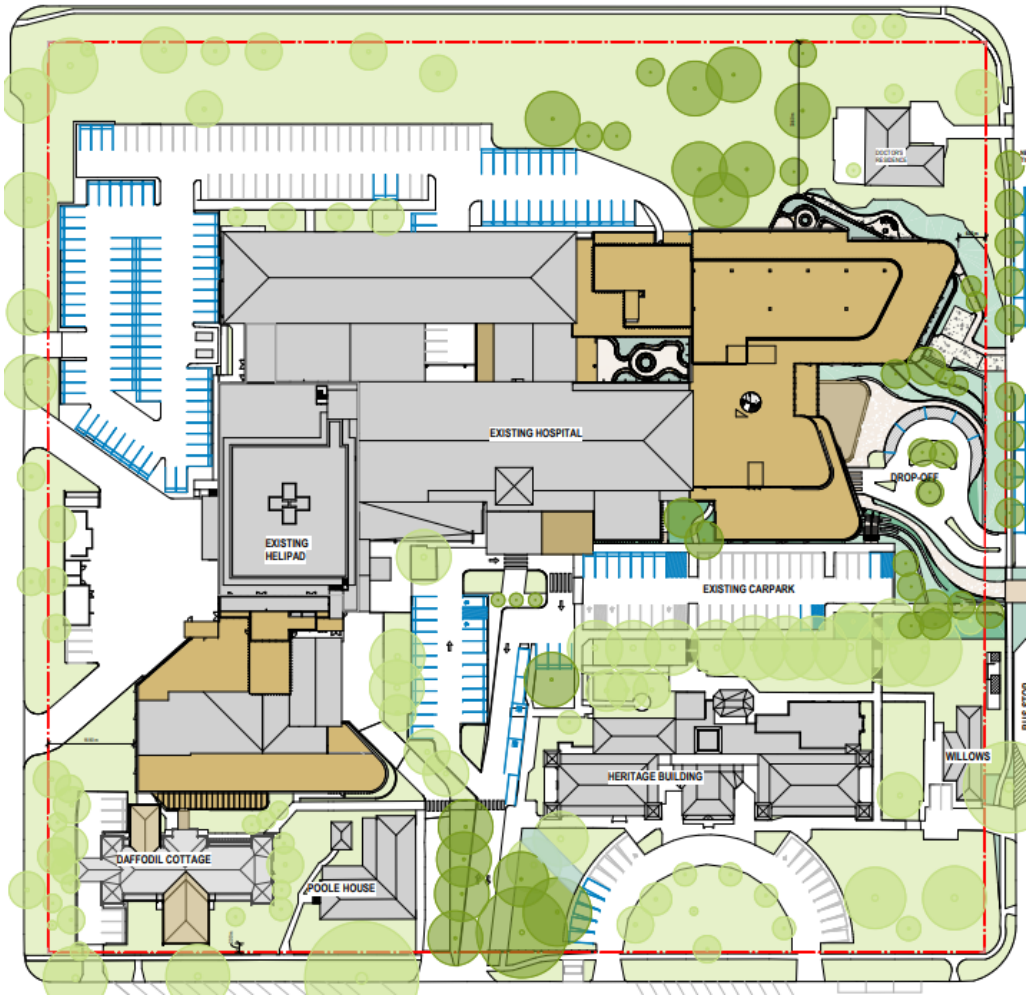

Figure 3.1: Proposed Site Plan

Source: BLP

3.2 Site Access

Pedestrian access to the site will be maintained for the doctor's residence, Daffodil Cottage, and Poole House. The proposal incorporates a new pedestrian crossing along Mitre Street, linking the site frontage with Victoria Park, and an internal crossing is proposed to connect with the new Front of the House at Level 01. Pedestrian access between the new Front of the House and the existing entry will be via footpath.

The existing vehicle access from the Heritage building loop on Howick Street to the current Emergency Department will be altered, with the existing pedestrian walkway from Howick Street converted to a two-way driveway loop to accommodate vehicle access for car parking and drop off. A new pedestrian footpath alongside will link Howick St and the existing hospital entry at Level 02. The existing ambulance access from Howick Street to the Emergency Department will remain unchanged.

The Mitre Street access to the existing carpark below the Heritage building will be closed off, with access to this zone maintained from the Howick Street loop. This will enable a new, two-way access from Mitre Street to the new Main Entry forecourt and under the hospital building for public parking. Also, in this area, there will be new public bus stops and pedestrian crossings to Victoria Park.

A separate vehicle access, drop off and a turning bay from Mitre Street will service the Community Mental Health, Drug and Alcohol unit at Level 00.

Access to the loading dock and fleet car park remain unchanged under the proposed works. The proposed site accesses are illustrated in Figure 3.2.

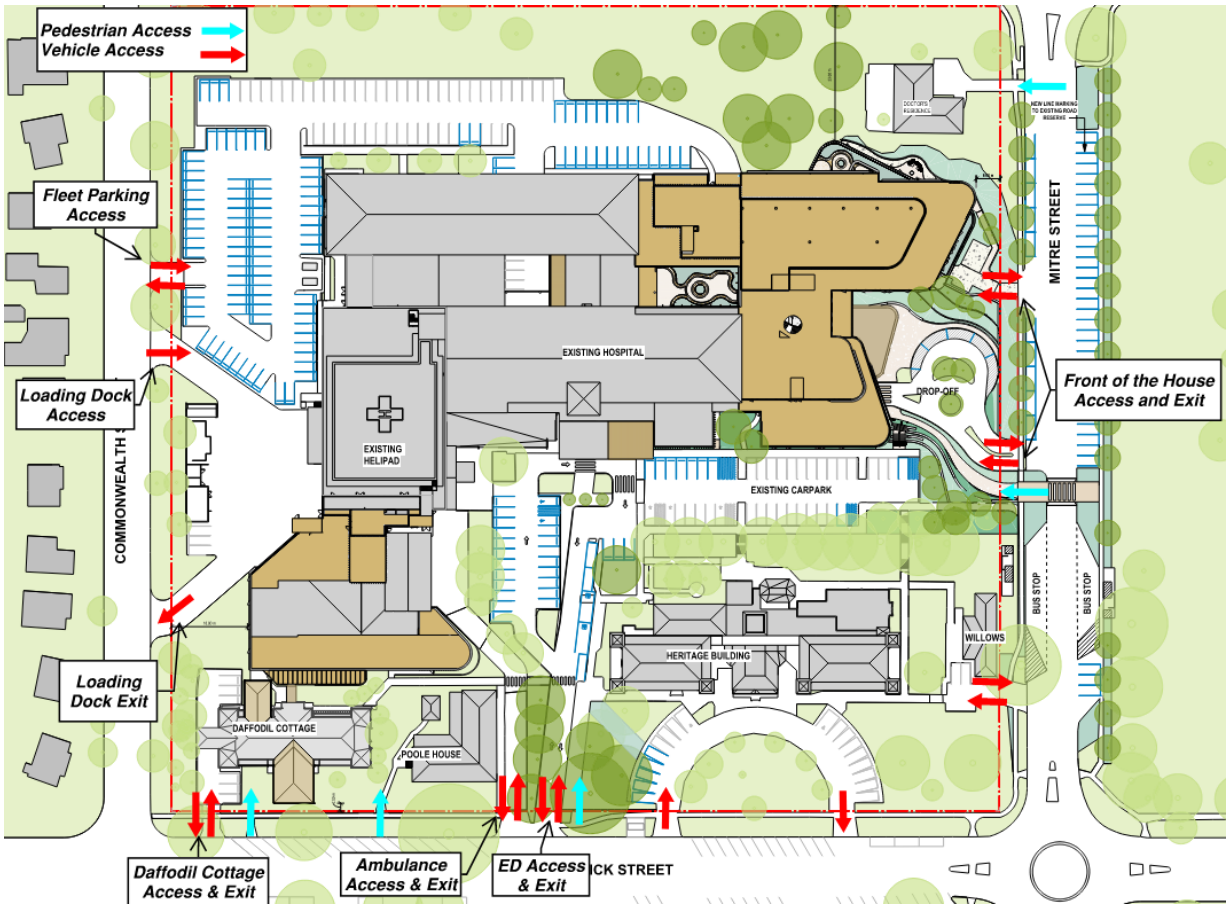

Figure 3.2: Site Access

4.0 Travel Plan Objectives

4.1 Promote Alternative Transport Usage

As part of any long-term sustainable transport plan, the promotion of sustainable travel modes is a critical component. Users often face difficulties in using alternative modes due to a simple lack of awareness of their options. If these options can be presented to users in an easy-to-understand format, they may be more likely to change their travel behaviours.

To improve user understanding of alternative and sustainable transport, this GTP seeks to inform all Hospital users clearly and regularly, including staff and visitors.

Promotion of sustainable travel modes assists in educating the community in their awareness of transport opportunities, travel safety, and becoming generally more comfortable with using modes other than private vehicle. This is of significant long-term benefit to the general public, by developing a community with a good understanding of transport and who are more likely to consider their transport choices in the future.

4.2 Improve Health and Wellbeing

The objective is centred on prioritising the health and well-being of Hospital users by promoting active transport modes. Initiatives include encouraging staff to choose options like walking or cycling, raising awareness about associated health benefits, improving facilities, and collaborating on wellness programs. The goal is to increase daily physical activity, improve overall health, and contribute to environmental sustainability by reducing vehicular emissions. Through these strategies, the objective aims to create a hospital environment that fosters a healthier and more sustainable community.

A reduction in vehicle usage will also create environmental benefits through reduced emissions, which provides further improvements to the health and well-being of the community more broadly.

4.3 Improve User Safety

In the interest of user safety around the Hospital, the volume of vehicles moving around the site must be reduced as much as possible. This applies to vehicles interacting with pedestrians, and vehicles interacting with other vehicles.

While pedestrians are generally separated from vehicles on formal footpaths or controlled signalised crossings, mistakes and accidents can occur which cannot be foreseen or fully prevented. Additionally, ambulance movements in and out of the site require an additional level of caution for pedestrians particularly at the Howick Street pedestrian access.

To improve user safety for pedestrians and vehicles around the site, this GTP seeks to reduce the total volume of vehicles travelling to the site.

We note that it is not only building user safety but also the safety of the wider road network and community that shall be improved by a reduction in vehicle volumes.

4.4 Reduce Traffic Congestion

The redevelopment is located at a considerable distance from the state roads and Bathurst Central Business District (CBD), nestled within a residential area. Traffic modelling results for the site indicates that the four intersections near the Hospital will maintain satisfactory performance in the future, with minor increases in delays. To alleviate congestion and potential delays for hospital users and the community, this GTP aims to decrease the overall number of vehicles commuting to the site.

Hospitals typically experience heightened traffic demands during the morning and evening shifts, and general traffic peak times. This period will be a primary focus for potential enhancements in the Workplace Travel Plan to mitigate congestion and improve the overall commuting experience for users and the public.

4.5 Encourage Higher Vehicle Occupancy Rates

This GTP provides actions to encourage higher vehicle occupancy rates among the staff, to reduce the number of vehicles travelling to and from the Hospital. As outlined in Objective 4.4, this has several benefits including a reduction in traffic congestion and parking impacts.

4.6 Reduce Parking Impacts

Even modest adjustments in overall travel patterns can yield specific advantages for local streets, especially considering the available on-site parking capacity and the anticipated minimal overflow.

In an effort to alleviate parking demands both on-site and in the surrounding areas, this GTP aims to curtail the overall number of vehicles seeking parking at the site.

Any decrease in parking demand that results in fewer vehicles on local streets would be a positive outcome welcomed by the local community.

4.7 Reduce the Environmental Footprint of the Development

Reducing the environmental footprint of a development is an essential component of any sustainable transport plan. The use of private vehicles by staff, patients and visitors is a contributor to the environmental footprint of the Hospital.

This GTP seeks to decrease the site's environmental footprint by promoting and increasing the use of more sustainable travel options such as public and active transport and educate users about the importance of sustainable practices. These measures aim to decrease the overall environmental impact of the Hospital redevelopment, advocating the importance of sustainable behaviours to those attending the site and providing a sustainable future.

5.0 Mode Share Targets

Following review of local Journey to Work data for the site and analysis of the alternative transport provisions within the site, the hospital is expected to aim for a modal shift as detailed in Table 5.1.

When formulating the GTP for Bathurst Hospital Redevelopment, the following pivotal factors have been taken into account:

- The challenging topography of the site, characterised by steep hills, poses difficulties for pedestrian movement.
- limited public transport options for staff covering longer distances, with the nearest train station situated approximately a 40-minute walk away.
- Limited availability of cycling infrastructure, such as dedicated cycle paths, in the vicinity.

Based on the insights derived from surveys and Journey to Work (JTW) data specific to the site, Table 5.1 outlines an overview of the approximate mode share targets the hospital aims to achieve for staff travel. It is crucial to note that these changes are anticipated to evolve gradually over several years and primarily serve as indicative measures.

The targets below take into account these factors when considering potential achievable mode changes by staff at Bathurst Hospital.

Table 5.1: Staff Mode Share Targets

Travel mode	Existing mode share	Target mode share	Mode Change
Private vehicle (single)	94%	87%	*-7%*
Private vehicle (carpool/drop-off)	0%	2%	*+2%*
Public transport	0-1%	5%	*+3-4%*
Active transport	2-4%	6%	*+2%*

Due to the unique nature of Hospital visitor travel (often in an emergency or undesirable scenarios), limited changes to visitor mode share are currently anticipated. The most significant opportunities for reduced private vehicle usage by visitors are for people visiting inpatients, with no change expected to outpatient or emergency activities.

6.0 Actions

As previously discussed, the main objectives of this Green Travel Plan are to:

- Promote alternative transport usage;
- Improve health and wellbeing;
- Improve user safety;
- Reduce Traffic Congestion;
- Encourage Higher Vehicle Occupancy Rates and;
- Reduce traffic Impacts.

In order to achieve these objectives, a number of initiatives and programs are recommended to be implemented as detailed in the following sections. Four base strategies are considered which aim to meet the objectives of the Plan:

1. Enable Informed users
2. Encourage carpooling
3. Encourage active transport
4. Ongoing management of the GTP

Actions to encourage carpooling, active transport, and public transport will assist in reducing total vehicular demand and activity at the site. This will assist in achieving the objectives of reduced traffic congestion, improved user safety, and reduced need for off-street or on-street parking. Encouraging active transport is also intended to improve the health and wellbeing of staff. Additionally, by ensuring users are enabled with the appropriate information and undertaking continued management of sustainable travel strategies, the objectives of the GTP can best be achieved over time.

Each strategy consists of a number of actions that should be implemented to achieve a shift toward the ultimate objectives of the Plan. These actions are summarised and included in a table which can also be used as a convenient checklist to assess the progress of sustainable travel initiatives.

Western NSW Local Health District (WNSWLHD) should review this checklist periodically to reflect on progress and opportunities.

6.1 Strategy: Enable Informed Users

6.1.1 Action: Provide a Transport Access Guide

It is recommended to create a brochure or leaflet containing details about bus routes and active transport options in close proximity to the Hospital. These informational materials can be distributed to staff, patients, and visitors, and can be produced internally or by an external consultant. Additionally, the brochure should be made available on the Hospital's website to offer convenient access to information for visitors. NSW Health has successfully developed Transport Access Guides (TAG) for various hospital sites, as illustrated in Figure 6.1 below.

Figure 6.1: Transport Access Guide (TAG) Brochure Example

Source: TTW

6.1.2 Action: Induction Information for New Users

To ensure that users are aware of their options, a TAG (discussed above) and any other relevant information such as health and activity leaflets should be distributed to all staff. Distribution methods will include information being included in induction or orientation packages. Information provided directly in this manner results in users being more likely to engage in sustainable travel patterns, rather than being required to seek out information independently.

Distribution of information will include patients and visitors, as they also contribute to travel and parking demands and maybe in a position to modify their travel behaviour

6.1.3 Action: Periodic Reminders

Travel options can change over time, and new site users may be unaware of information relating to relevant TAG for Bathurst Hospital. Periodic reminders can assist in providing continued information to users and aim to provide a greater reach and impact. One convenient way to reach a broad user base is to include information and reminders in periodic staff newsletters or updates. Content could include details on new travel initiatives, mode share progress, and upcoming events or changes, as well as reminding staff of the importance of sustainable travel.

This style of communication should also request feedback from staff regarding current initiatives and any other travel-related concerns.

6.2 Strategy: Encourage Carpooling

Note that this strategy is most relevant if the demand for parking exceeds the capacity of the parking area. Conversely it is the aim of other strategies and actions within this GTP to reduce overall vehicular demand.

6.2.1 Action: Monitor Staff Pairing

Staff could be encouraged to carpool by sharing information about potential carpooling pairs. Not all staff may be aware of others who live near to them, or along their travel route to the site.

A meeting could be held for staff to provide an opportunity for staff members to discuss carpooling options, including coordination of staff by region and place of residence.

6.2.2 Action: Priority Parking

Staff committed to carpooling with others should be allocated priority parking spaces. The provision of dedicated spaces, ensuring that these users will be able to find a space closer to the Hospital, may encourage users to investigate carpooling, particularly with the limited parking provision.

6.3 Strategy: Encourage Active Transport

6.3.1 Action: Staff Bicycle Storage

Storage areas will be maintained and kept to an appropriate standard as part of ongoing maintenance procedures. Usage of the bicycle storage rails will be monitored over time and increased if necessary.

Bicycle storage areas should be well-signposted to assist with wayfinding. Frequent signage can also bring awareness to the available cycling facilities.

Installation of any future additional bicycle storage should be in accordance with Australian Standards AS2890.3 *Bicycle parking*, and any other specifications from authorities including Bathurst Regional Council.

6.3.2 Action: “Ride to Work Day” and Activity Events

Various organisations and groups develop programs and events to encourage active transport. For example, Bicycle Network coordinates a Ride2Work Day each year. These events provide a good opportunity for organisations to encourage cycling for their staff respectively, and each event can also assist in influencing the travel behaviour of other group through general publicity and awareness. Events hosted at or by Bathurst Hospital could include organised preferred cycling routes, bike safety programs, bike maintenance instructions, and more.

The Hospital should investigate avenues to promote this event and encourage staff involvement. This and other events should be considered annually.

6.4 Strategy: Ongoing Management of the GTP

6.4.1 Action: Regular Travel Plan Reviews of Travel Plan

This GTP and other associated documentation (such as a Transport Access Guide) will be reviewed regularly and updated as required. It is recommended that an annual review would be an appropriate update schedule. This annual review should include an updated travel mode survey, consultation with staff and visitors, and adjustments to initiatives and targets.

6.4.2 Action: Staff Responsibility

To ensure that the ongoing review of this Plan is carried out as expected, the responsibility of this task should be allocated to a specific staff member from WNSWLHD, likely from the WNSWLHD Sustainability Team. This staff member could assist in updating the GTP and champion the travel initiatives. Responsibilities may include:

- Implementation and promotion of the actions outlined in the GTP.
- Monitoring the effectiveness of the actions.
- Ongoing maintenance of the GTP.
- Providing advice to building occupants and visitors about transport-related issues.
- If required, liaising with external parties such as Bathurst Regional Council.

6.4.3 Support Working from Home

Offering support and provisions for working from home is a strategy to further reduce the volume of private vehicles travelling to and from the site. This initiative applies to BHS staff members who do not need to be present on site such as admin staff. Working from home 2 or 3 days a week can reduce the car activity around the site and improve parking impacts, as well as reduce the overall environmental footprint of the site as staff are not travelling to and from the Hospital each day, some of which often travel for long distances.

6.5 Data Collection and Monitoring

6.5.1 Data Collection

Transport Data Collection

Data collection is required for the ongoing management and reviewing of this Plan. These investigations are intended to evaluate whether a particular operation or system is still successfully functioning and meeting demands. Table 6.1 contains suggestions for the data collection context and the types of data to be collected.

Table 6.1: Data Collection Summary

Context	Data to be collected
Buses	• Number of public bus users (during peak periods and overall) • Observational assessments (e.g. queuing, safety concerns)
Emergency Drop off Zone	• Number of users • Set down times • Arrival and departure times • Any non-formal drop-off occurrences • Observational assessments (e.g. queuing, safety concerns)
Car Parking	• Number of daily vacant and occupied spaces • Number of passengers per vehicle • Arrival and departure times
Pedestrian Facilities	• Number of pedestrians entering through gates • Arrival and departure times • Number of pedestrians jaywalking as well as the time and location
Cyclist Facilities	• Number of daily vacant and occupied bicycle parking spaces • Number of cyclists entering through each site access point • Number of end-of-trip facility users

Incident Recording System

It is recommended that the Hospital should keep and maintain an on-site traffic incident record. This record would contain a description of the incident, including contact details and what actions were taken by the Hospital in response to the incident. It is advised that records of incidents be kept for an extended period of time following the incident occurrence.

The hospital should be able to provide the traffic incident register to relevant authorities on request.

Complaints Management

It is recommended that the Hospital should keep and maintain a record of all complaints made in relation to any transport or access issues in a complaint register. Suggestions for what the record may include are:

- The date and time of the complaint
- The method by which the complaint was made (e.g. phone or email)
- Any personal details provided by the complainant
- The nature of the complaint
- Any action taken by the Hospital in relation to the complaint including any follow-up communication

It is advised that records of the complaint be kept for an extended period of time after the complaint was made. The Hospital should be able to provide a copy of the complaints register to relevant authorities on request.

6.5.2 Program Evaluation

The finalised GTP it is to be maintained by the Hospital and shall be distributed to all the concerned logistic personnel and managers. The Hospital is also responsible for distributing appropriate information to staff, patients, visitors, volunteers, and contractors as necessary. A copy of the GTP is always to be held on-site and available for review.

The GTP should be reviewed regularly and updated as required. It is recommended that an initial review should take place following 18 months of operation. This review should include detailed observations of the transport operations of the site and adjustments to procedures where necessary.

To ensure that ongoing reviews of this GTP are carried out as expected, responsibility for this task should be allocated to the Travel Coordinator or a specific alternative staff member.

6.5.3 Reporting Findings

The GTP and other associated documentation including the Transport Access Guide should be regularly reviewed and updated as required. The review should include an updated travel mode survey, consultation with staff, patients and visitors, and adjustments to initiatives and targets as necessary.

Sample evaluations and outputs to stakeholders may include:

Hospital data	WNSWLHD	Staff, patients, and visitors	State / local government
▪ Annual update ▪ Compare results ▪ Document progress or deficiencies during delivery ▪ Communicate results ▪ Analyse policies, infrastructure, or programs to revisit	▪ Annual update ▪ Compare results ▪ Document progress or deficiencies during delivery ▪ Communicate results ▪ Analyse policies, infrastructure, or programs to revisit	▪ Issue report	▪ Issue verification ▪ Issue resolution ▪ Review public transport network and services

6.6 Governance Framework

6.6.1 Transport Coordinator Roles and Responsibilities

Transport programs must be implemented to achieve travel behaviour change and a WNSWLHD representative is required to implement and manage these programs.

The nominated Transport Coordinator from WNSWLHD shall:

- Liaise with the Hospital and LHD representatives
- Liaise with other internal stakeholders (see below)
- Coordinate communications and publications to staff, patients and visitors as required
- Directly oversee implementation of transport programs where relevant
- Consult and engage external parties to implement transport programs where relevant
- Liaise with the Contractor prior to the construction phase to review and approve proposed construction traffic and access methodologies
- Liaise with the Contractor during the construction phase to maintain safe operations at and around the site

6.6.2 Internal Hospital Stakeholders

The list of internal stakeholders to be consulted by the Travel Coordinator includes:

- Hospital Executive Staff as relevant
- Asset Management
- Grounds Management
- WHS Representative
- Facility Management - Public-Private Partnership Contractor - Downer

6.6.3 State and Local Government Stakeholders

The list of external stakeholders to be consulted by the Travel Coordinator includes:

- Bathurst Regional Council
- Transport for NSW

In the event of external consultation being required, various state and local stakeholders have provided a nominated contact person, either for addressing concerns and comments or for providing alternative best contacts for a specific issue.

The nominated point of contact at **Bathurst Regional Council** is as follows:

- Name:
  - To be advised by Council for inclusion in post-approval documentation.
- Role:
  - *TBC*
- Phone:
  - *TBC*
- Email:
  - *TBC*

The nominated point of contact at **Transport for NSW** is as follows:

- Name:
  - To be advised by TfNSW for inclusion in post-approval documentation.
- Role:
  - *TBC*
- Phone:
  - *TBC*
- Email:
  - *TBC*

7.0 Conclusion

A Green Travel Plan is a crucial initiative in fostering more sustainable travel practices for staff, patients, and visitors at the Bathurst Hospital. With the building expansion upgrades and the associated expansion of operations, there are opportunities to encourage active and public transport choices and shape travel behaviour as the Hospital undergoes growth.

This document presents a Green Travel Plan with overarching objectives, targeted mode share and actions. It is essential to view this document not as a rigid set of strategies and actions for the Hospital, but rather as a suggested framework based on current investigations and habits.

Importantly this document is a site-specific plan tailored to the Bathurst Hospital, with actions to be implemented in conjunction with standard sustainable transport plans. Foundational actions should include clear signposting of active and public transport infrastructure, ensuring adequate lighting and security in all areas, genuine collaboration with local agencies and authorities when opportunities arise, and other measures applicable to various development types.

Anticipating the need for a revised Green Travel Plan before the occupation of the new development, subject to any relevant consent conditions associated with the SSDA, regular updates are recommended, preferably every 12 months. These updates should involve consultations with relevant stakeholders, especially staff, and external entities such as Bathurst Regional Council when necessary.

Table 7.1 provides a summary of the mitigation measures identified throughout the TAIA, GTP and PCTMP reports for the design, construction, and operation stages.

Table 7.1: Mitigation Measures

Project Stage	Mitigation Measures	Relevant Section of Report
Design	Nearby intersections continue to perform in suitable operation across the local road network, and no mitigation is required.	Refer to TAIA, Section 5.2
Design	An increase in on-site and on-street parking is proposed in the Project Scope	Refer to TAIA, Section 3
Construction	No changes to local public transport routes and services are anticipated during construction. Refer to the Preliminary Construction Management Plan (PCTMP) for further details.	Refer to the PCTMP
Operation	A swept path analysis has been completed to confirm forward access and exit for mobile cranes as part of the plant replacement strategy.	Refer to TAIA, Appendix A

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