

Liverpool Hospital MSCP

Green Travel Plan

PREPARED FOR HEALTH INFRASTRUCTURE NSW | APRIL 2022

We design with community in mind

Revision schedule

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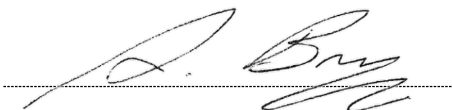
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1 Introduction

1.1 Background

Transport is a necessary part of life which has effects that can be managed. The transport sector is one of the fastest growing emissions sectors in Australia and therefore a travel plan provides an opportunity for reducing greenhouse gases. As well as delivering better environmental outcomes, providing a range of travel choices with a focus on walking, cycling and public transport will have major public health benefits and will ensure strong and prosperous communities

Stantec has been commissioned by Johnstaff on behalf of NSW Health Infrastructure to prepare a Green Travel Plan (GTP) to support the development application for a multi-storey car park (MSCP) at the Liverpool Hospital Site. The new MSCP is proposed to support the increased requirements for parking as part of the Liverpool Health and Academic Precinct redevelopment, creating the need for this Green Travel Plan.

The purpose of a Green Travel Plan is to promote and encourage the use of sustainable travel and reduce the overall reliance on private vehicles. The overall purpose of a Green Travel Plan is not to be 'anti-car', but to encourage and support people's aspirations for carrying out their daily business in a more sustainable way. Green Travel Plans can provide both:

- measures which encourage reduced car use (disincentives or 'sticks');
- measures which encourage or support sustainable travel (also known as Active Transport), reduce the need to travel or make travelling more efficient (incentives or 'carrots').

The definition of active transport relates to undertaking physical activity as a means of transport. This includes travel by foot, bicycle and other non-motorised vehicles. The use of public transport is also included in this definition, as it often involves some walking or cycling to/ from pick-up and drop-off points.

The Green Travel Plan should promote the use of transport, other than the private car, for choice of travel to and from the site, which is more sustainable and environmentally friendly. Ultimately, however, end-users shall determine their most suitable means of transport.

1.2 Objectives

To satisfy the requirements of *Section 4.38 of the Environmental Planning and Assessment Act 1979 – D17*, a Green Travel Plan must be completed prior to the commencement of operation to promote the use of active and sustainable transport modes. To achieve this a Green Travel Plan must:

- be prepared by a suitably qualified traffic consultant in consultation with TfNSW;
- incorporate data from available sources including surveys of staff and visitors;
- include objectives and aspirational, achievable, and specific modes share targets (i.e., Site and land-use specific,
- measurable and achievable and timeframes for implementation) to define the direction and purpose of the Green Travel Plan;
- include specific tools and actions to help achieve the objectives and mode share targets;
- address potential to reduce and manage car parking spaces for staff with the ability to travel to the site by public and active transport, and prioritising car parking for the use of staff, patients and visitors;
- include measures to promote and support the implementation of the plan, including financial and human resource requirements, roles and responsibilities for relevant employees involved in the implementation of the Green Travel Plan;
- include details regarding the methodology and monitoring/review program to measure the effectiveness of the objectives and mode share targets of the Green Travel Plan, including the frequency of monitoring and the requirement for travel surveys to identify travel behaviours of users of the development;
- identify an appropriate mechanism for the transfer and delivery of ongoing actions from Health Infrastructure to the Local Health District, post-occupancy.

1.3 Site Location

Liverpool Hospital is located to the east of the Liverpool CBD and generally involves the land bounded by Elizabeth Street to the south, Goulburn Street to the west, Campbell Street to the north and the railway and



Scrivener Street to the east. The MSCP site is in the north-east corner of the western hospital campus. More broadly, the Hume Highway is aligned to the north and west of Liverpool, while Newbridge Road bounds Liverpool on its southern side.

The surrounding properties to Liverpool Hospital predominantly include residential, educational and industrial uses, while commercial and retail uses are located further towards the Liverpool CBD to the west. The location of the subject site and its surrounding environs is shown in Figure 1.

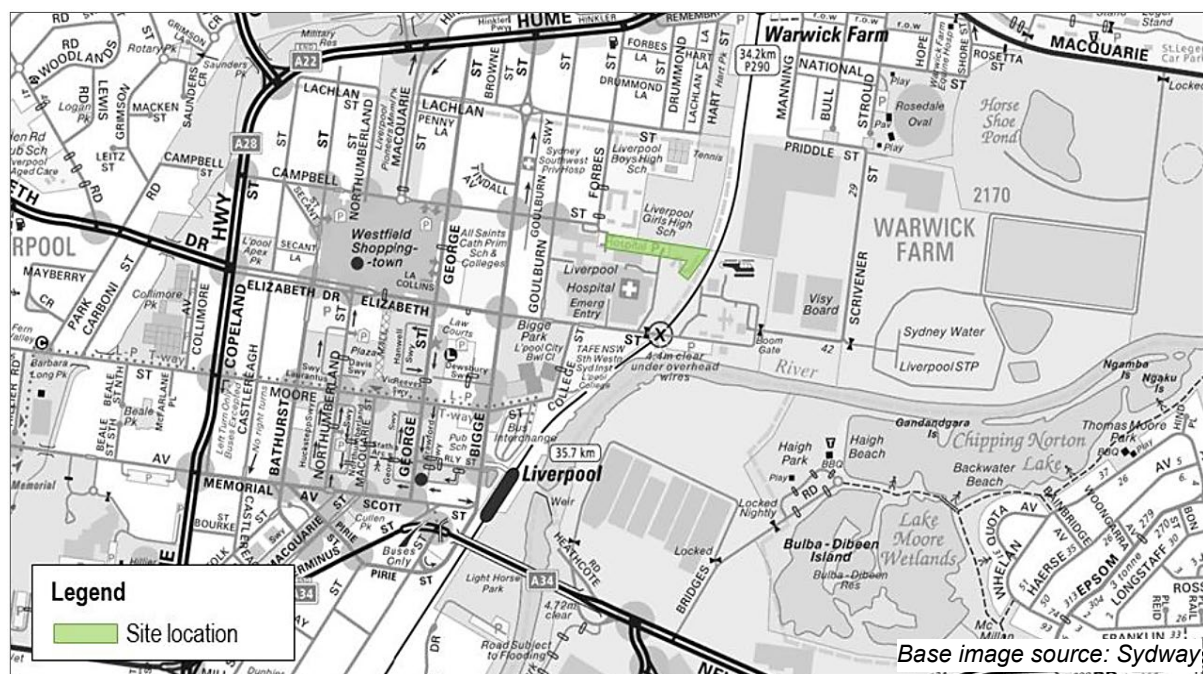


Figure 1: Liverpool Hospital MSCP Location

2 Background

2.1 Existing Conditions and Travel Patterns

2.1.1 Road Network

2.1.1.1 Campbell Street

Campbell Street is a local road aligned in an east-west direction close to the northern boundary of the site. It is a two-way road with one lane in each direction, set within an approximately 13-metre-wide carriageway. Near the site, 2P and accessible parallel parking is permitted on both sides of the road. Campbell Street is signposted as a 40km/h high pedestrian activity area at its eastern end and involves a school zone near Liverpool Girls High School.

Campbell Street is shown in Figure 2 and Figure 3.



Figure 2: Campbell Street (Looking East)



Figure 3: Campbell Street (Looking West)

2.1.1.2 Goulburn Street

Goulburn Street is a collector road aligned in a north-south direction to the west of the site. It is a two-way road configured with one lane in each direction, set within an approximately 12.5 metre carriageway. Near the site, 1P parallel parking is permitted on both sides of the road. Campbell Street is signposted as a 40km/h high pedestrian activity area adjacent to the hospital and is a key north-south route through Liverpool, connecting with the Hume Highway to the north.

Goulburn Street is shown in Figure 3.4 and Figure 3.5.



Figure 4: Goulburn Street (Looking East)



Figure 5: Goulburn Street (Looking West)

2.1.1.3 Elizabeth Street

Elizabeth Street is a collector road aligned in an east-west direction to the south of the site. It is a two-way road configured with one lane in each direction, set within an approximately 12.5 metre carriageway. Near the site, 1P parallel parking is permitted on both sides of the road. Elizabeth Street is signposted as a 40km/h high pedestrian activity area near the hospital.

Elizabeth Street is shown in Figure 3.6 and Figure 3.7.



Figure 6: Elizabeth Street (Looking East)



Figure 7: Elizabeth Street (Looking West)

2.1.1.4 Forbes Street

Forbes Street is a local road aligned in a north-south direction to the north of the site. It is a two-way road configured with one lane in each direction, set within an approximately 12.5 metre carriageway. Unrestricted kerbside parking is permitted on both sides of the road outside of school pick-up and drop-off times. An approximately 70-metre-long school bus zone is located on the eastern side of the road at its southern end. Forbes Street is signposted as a 40km/h high pedestrian activity area and also involves a school zone outside of Liverpool Girls and Boys High Schools.

Forbes Street is shown in Figure 8 and Figure 9.

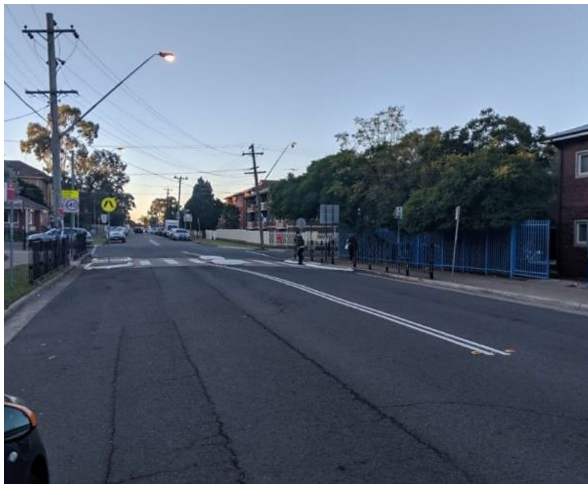


Figure 8: Forbes Street (Looking East)



Figure 9: Forbes Street (Looking West)

2.1.1.5 Burnside Drive

Burnside Drive is a local road aligned in a north-south direction to the north of the site adjacent to the railway corridor. It is a two-way road configured with one lane in each direction, set within an approximately 7.5 metre carriageway. Burnside Drive provides a key route from the Hume Highway via Remembrance Avenue and Hart Street for staff accessing the existing multi-storey car park, while it also provides access to CP2 and CP3 for visitors. Parking is not permitted on either side of the road.

2.1.2 Car Parking

Liverpool Hospital is serviced by a variety of off-street and privately managed on-site parking. There are a total of six car parks within the Liverpool Health and Academic Precinct site; three of these are public car parks and the rest are reserved for staff only. Liverpool Hospital also has several areas where patients can be dropped off, as well as accessible parking for mobility impaired people. The Hospital Car Park(s) can be accessed from Elizabeth Street for P1, Campbell Street for P2 and Burnside Drive for P3. Public car parking rates are \$4 for the first 30 minutes and are capped at \$24 for 2.5 hours or longer. Table 1: Parking Pricing at Liverpool Hospital Table 1 shows a breakdown of parking pricing at Liverpool Hospital.

Table 1: Parking Pricing at Liverpool Hospital

Time Period	Price
0 - 30 mins	\$4.00
30 mins - 1 hr	\$8.00
1 - 1.5 hrs	\$12.00
1.5 - 2 hrs	\$16.00
2 - 2.5 hrs	\$20.00
2.5+ hrs	\$24.00

On-street parking abutting the Hospital varies between unrestricted and time-restricted parking, with parking on Goulbourn Street directly adjacent to the hospital boundary being restricted to one hour metered parking between 9am – 6pm Monday – Friday and 9am – 12:30pm Saturday.

Figure 10 below shows the extent of on-site and off-site parking surrounding the hospital.

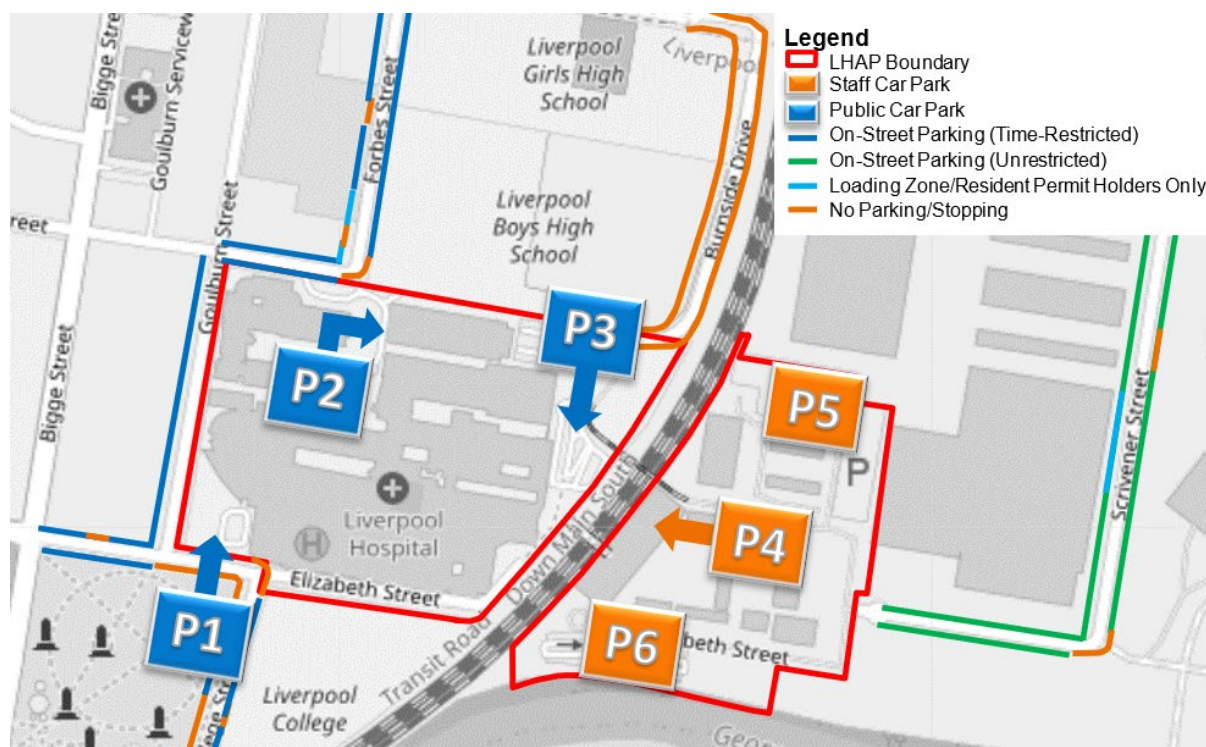


Figure 10: Existing Parking Provisions in and around Liverpool Hospital

2.1.3 Public Transport

Liverpool Hospital and its surroundings are serviced by several major bus routes operating within five minutes' walk of the Hospital; additionally, Liverpool Bus and Train Stations are just over 5 minutes walking time and these service a variety of destinations in Liverpool and further afield. Liverpool Bus and Train Stations are the key interchanges for public transport within Liverpool; therefore, there is a significant provision of these services within a short walk.

Figure 11 shows the closest key bus stops to Liverpool Hospital and the respective walking distances. Elizabeth Street (EB) is the closest bus stop and is directly outside the Hospital entrance. Some of the routes serviced by this stop are served by a bus stop on Bigge Street, four minutes' walk away.

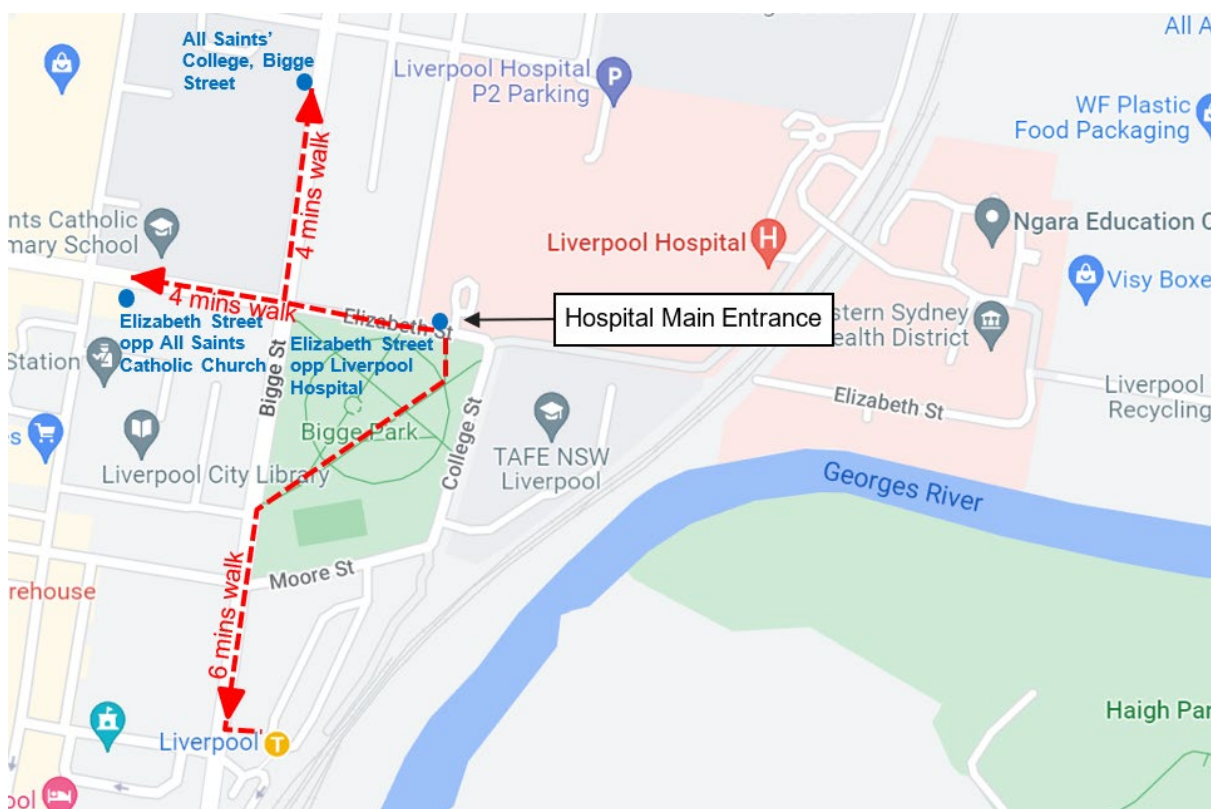


Figure 11: Walking Routes/Times to Local Transit Facilities

Table 1 summarises the key bus routes and frequency within a five-minute walk of the Hospital site on Elizabeth Street.

Table 2: Key Bus Services from Elizabeth Street and Bigge Street

Service	Route	Frequency	Closest Stop
901	Holsworthy to Liverpool via Wattle Grove	60 mins	All Saints College, Bigge Street/Elizabeth Street opp All Saints Catholic Church
902	Holsworthy to Liverpool via Moorebank Line	60 mins	Elizabeth Street opp Liverpool Hospital/All Saints College, Bigge Street
903	Liverpool to Chipping Norton (Loop Service)	60 mins	Elizabeth Street opp Liverpool Hospital/All Saints College, Bigge Street
904	Fairfield to Liverpool	60 mins	Elizabeth Street opp Liverpool/Liverpool Station
M90	Burwood to Liverpool	30 mins	Elizabeth Street opp Liverpool/ All Saints College, Bigge Street

Liverpool Train Station has accessibility for disabled patrons. And is serviced by the T2, T3 and T5 lines, with frequent services running every 5 minutes or less during peak times. The T2 line goes to Sydney CBD via Paramatta, T3 goes to Sydney CBD via Bankstown and T5 goes to Richmond via Blacktown. Liverpool Hospital is served extremely well strategically for those wishing to travel by rail.

3 Green Travel Survey Results

To satisfy the requirement of the Green Travel Plan a staff survey was conducted to understand and identify travel patterns for staff commuting to and from Liverpool Hospital, and the reasons for why they choose to do so. The survey also asked questions that focused on understanding the barriers and constraints to staff, as to why they don't utilise more sustainable modes of transport. The survey was undertaken online using Google Forms and ran from Monday 9th – Monday 16th May 2022. In total 310 responses to the survey were collected. This

chapter details the responses to the questions posed and evaluates the answers given. Respondents took on average three minutes to complete the survey. The top responses to each question have been highlighted in orange.

Question 1: How do you usually travel to Liverpool Hospital?

Question 1 asked staff what their primary mode choice was for travel to Liverpool Hospital. Of the combined mode share, travel by private vehicle was the most dominant form of transport, with walking coming second and train in third. Liverpool Hospital has a significant level of single car drivers and a focus on getting drivers to carpool will make a difference in reducing this figure. In total 85% of staff trips are made by private vehicle, with only 5% of these being as a passenger or getting dropped off.

A significant result in this survey was that staff travelling by bus to Liverpool Hospital is low which appears indicative of the large distances people travel that may be a barrier to bus travel for some staff.

A total of 4% of all trips to and from the site are made by walking and cycling. Respondents also stated that the weather and shift start time influenced their mode of choice.

Table 3: Question 1 Responses

Mode Choice	Mode Share	
	Total	% of Total Respondents
Private Car (driver)	251	81%
Private car (passenger)	5	2%
Dropped off (driver does not stay)	5	2%
Motorcycle	2	1%
Bus	4	1%
Train	25	8%
Walk	6	2%
Cycle	5	2%
Other	7	2%
Total	310	100%

Question 2 and 3: How long does it usually take for you to travel from home to Liverpool Hospital/from Liverpool Hospital to home? Please specify your total trip time including any pick-ups/drop-offs along the way.

Question 2 asked staff how long their usual commute takes to travel to and from Liverpool Hospital. Most respondents take longer than 30 minutes per trip to travel between the Site and their place of residence. Respondents whose journeys took between 31-40 minutes and 41-50 minutes had a joint share of 18% each. Only 17% of trips take less than 20 minutes.

Table 4: Question 2 and 3 Responses

Answer	Responses	Proportion of Responses
1-10 minutes	11	3%
11-20 minutes	49	14%
21-30 minutes	47	16%
31-40 minutes	57	18%
41-50 minutes	55	18%
51-60 minutes	60	20%
61+ minutes	31	12%

Question 4: What time do you typically arrive at Liverpool Hospital?

Question 4 asked staff what their typical time of arrival at work was. Most respondents tend to arrive at work between 7 am and 8.30 am and the most common arrival time for staff is 7.30am to 7:59am. The travel times on either side of this peak period were the next most common overall. In total, the overall peak hour for staff arriving at work was 7:30 am to 8:30 am, with a share of 49% of respondents.

Table 5: Question 4 Responses

Answer	Responses	Proportion of Responses
Before 6:30 am	26	8%
6:30 am to 6:59 am	45	15%
7:00 am to 7:29 am	57	18%
7:30 am to 7:59 am	79	25%
8:00 am to 8:29 am	74	24%
8:30 am to 8:59 am	9	3%
9:00 am to 9:29 am	5	2%
9:30am or later	15	5%

Question 5: What time do you typically leave Liverpool Hospital?

Question 5 asked staff what time they typically leave work. Most respondents tend to leave work between 4 pm and 5.30 pm and the most common departure time for staff is 4.30pm to 5pm. The departure times on either side of this period were the next most common overall. In total, the overall peak hour for staff leaving work was 4pm to 5pm, with a share of 46% of respondents.

Table 6: Question 5 Responses

Answer	Responses	Proportion of Responses
Before 3:30pm	19	6%
3:30pm-3:59pm	33	11%
4:00pm-4:29pm	59	19%
4:30pm-4:59pm	84	27%
5:00pm-5:29pm	52	17%
5:30pm-5:59pm	23	7%
6:00pm-6:29pm	12	4%
6:30pm or later	28	9%

Question 6: If you travel by car, where do you usually park?

Question 6 asked staff where they park if they choose to travel by car. Car Parks 2 and 4 are the most common places where staff park on-site, with just under a third of staff parking here and they are also the largest on site, however car park 4 is for staff only. On-street parking was the most popular choice for respondents with 22% of respondents saying they park on surrounding local streets, with the most common choice being Scrivener Street on the eastern side of the campus, which offers free unrestricted parking.

Table 7: Question 6 Responses

Answer	Total	Proportion of Responses
Car Park 1	9	4%
Car Park 2	28	11%
Car Park 3	10	4%
Car Park 4	44	18%



Car Park 5	8	3%
Car Park 6	2	1%
Other	149	60%

Question 7: If you travel by car, how many people are in typically the car (including the driver) when you arrive at Liverpool Hospital?

Question 7 asked hospital staff if they typically travel by car, how many people share the vehicle. An overwhelming majority of respondents travel to work by car alone. This highlights a key opportunity for promoting the use of car-pooling to work between staff members. This can be supported through incentives such as reduced parking rates or dedicated parking facilities for staff vehicles with two or more patrons.

Table 8: Question 7 Responses

Answer	Responses	Proportion of Responses
Driver alone	257	83%
2 people	21	7%
3 people	1	0%
More than 3 people	0	0%
N/A (do not drive)	31	10%

Question 8: If you travel by car, what are your main reasons for doing so?

Question 8 asked respondents if their main mode of travel was by car, what was their reason for doing so. Over half of respondents choose to travel by car as a matter of convenience. A significant proportion of respondents choose to travel by car as the result of a lack of alternatives. This would suggest that staff members aren't aware of safe walking and cycling routes or how to access work by means of public transport. The education of staff through measures presented in the actions list can help mediate this and promote alternatives to and from Liverpool Hospital.

Table 9: Question 8 Responses

Answer	Responses	Proportion of Respondents selecting this option
Car required before/after work	90	29%
Health reasons	18	6%
Convenience	158	51%
Lack of other alternatives	109	35%
Mobility issues getting onto public transport, e.g., wheelchair access issues or physical impairment	3	1%
Mobility issues with walking/travelling to the PT bus stop or station	7	2%
I need a car to drop-off/pick up kids at school	45	15%
N/A (do not drive)	31	10%
Other	49	16%

As part of Question 8, respondents were asked to provide additional information as to why they chose to travel by car. Many responses are characteristic of those who work in shifts, as many at the Hospital do.

The following summarises key points made by staff in response to the question:

- Public transport takes too long
- Public transport does not run late enough for them

- Live in rural areas where PT doesn't serve or is not frequent enough
- Feeling unsafe on PT at night
- Feeling unsafe on streets when dark
- Needing to use their own car to travel between sites as no pool cars/alternatives are available

Question 9: If you travel by car, what would influence you to NOT drive to work?

Question 9 asked respondents if they travel by car, what would influence them not to drive to work. Respondents could choose several answers and "Opportunity to work from home /remotely" was the most favourable response with a share of 36% and signifies a great opportunity for the hospital to look into options for office staff to work from home more regularly.

Also, respondents also chose better PT connections and end of trip facilities as two other reasons, indicating that more changing and facilities to support walking/cycling to work, even if from the bus or rail station may encourage more staff to take these options.

Table 10: Question 9 Responses

Answer	Responses	Proportion of Respondents selecting this option
Opportunity to work from home/remotely	194	63%
Being able to do my bit to reduce carbon emissions	63	20%
Better public transport connections and end of trip facilities	159	51%
The weather is a significant factor in my decision making	61	20%
Other	63	20%

Question 10: If you do not travel by Public Transport, what are your reasons for this?

Question 10 asked respondents if they do not travel by public transport, what was their reasons for making this choice. "Travel time is too long" was the most favourable response with a share of 26% of responses being this option. This is further supported by the comments made in response to Question 9. Public transport is too inconvenient was the second most popular response, with 17% of respondents choosing this. The numbers of responses are greater than the total number of survey responses due to this question being multiple choice.

Table 11: Question 10 Responses

Answer	Responses	Proportion of Respondents selecting this option
There are no public transport connection/ services available to me	54	17%
There are no suitable public transport services at the time of travel	77	25%
Travel time is too long	178	57%
Public transport is inconvenient	118	38%
Public transport is too expensive	53	17%
Public transport services are often overcrowded	63	20%
I do not feel safe travelling via public transport	74	24%
The weather is a significant factor in my decision making	67	22%
Other	89	12%

As part of Question 9, respondents were asked to provide additional information as to why they chose to not travel by public transport. The following summarises key points made by staff in response to the question:



- Limited train services
- There are no direct services to the hospital from the place of residence and would require multiple changeovers.
- Childcare commitments are inconvenient by public transport.
- Public transport is often overcrowded
- Need to work at multiple locations across LHD
- Giving up parking would have wasted years waiting for a parking space

Question 11: If you do not travel by Active Transport, what is your reason for this?

Question 11 asked staff if they do not travel by active transport, what was their reason for this. Most respondents stated that walking or cycling would take too long, this equated to a proportion of over 50% of respondents.

Dangerous roads, lack of suitable cycling infrastructure and the weather were the next most popular barriers to travelling by bicycle.

Table 12: Question 11 Responses

Answer	Responses	Proportion of Respondents selecting this option
There is a lack of suitable infrastructure to cycle on	90	29%
The roads are too dangerous	116	37%
The initial cost is too expensive	15	5%
I do not feel safe when walking or cycling alone	73	24%
Lighting along the route is inadequate for the time of day I wish to travel	44	14%
Walking or cycling would take too long	169	55%
The weather is a significant factor in my decision making	92	30%
There is nowhere safe to park my bicycle at the hospital	53	17%
There is nowhere to have a shower and store my cycling gear at the hospital	70	23%
Other	81	26%

As part of Question 10, respondents were asked to provide additional information as to why they chose to not travel by active transport. The following summarises key points made by staff in response to the question:

- There is no safe/convenient area to store bicycles at work.
- There are no secure bicycle parking facilities.
- The end of trip facilities available to staff are non-existent (e.g. shower facilities, changing rooms)
- Carrying heavy baggage is inconvenient.
- Exercise is done before or after work.
- Travel distance is a barrier to cycling to work.
- Additional time to sleep is preferred over cycling, particularly when working shifts.
- Bicycles are no longer allowed to be kept within the facility for safe storage.

Of the comments made, there was a significant number of responses stating that secure biking facilities were required. Concerns were raised by staff that bikes have been vandalised or stolen in the past and that members of the public on site can be intimidating. Another major concern is the lack of suitable end of trip facilities for staff

use, with no showers or suitable changing facilities available. A large proportion of respondents to this question stated that if these issues were to be addressed, they would be keen to cycle into work regularly.

Question 12: Are there any comments you wish to share about your travel experience to Liverpool Hospital? Please share any measures Liverpool Hospital could implement to make travelling sustainably possible/easier.

Respondents were asked in this question any final comments they had about their travel experience and any recommendations etc. A lot of the comments reflect people's desire for convenience and wanting more parking. Looking at the distribution of staff and the location of where people live makes it easier to understand these responses, particularly considering a large proportion of people working shifts.

A large part of this Travel Plan will be to focus on people who have a desire to travel actively or who live close enough to the Hospital who can be targeted with the Action Plan measures. In light of this several respondents commented that they have a desire to cycle in but end of trip facilities are inadequate.

Question 13: What is your postcode?

Question 13 asked staff to provide the postcode for their place of residence to understand where staff are travelling from. Most respondents travel from postcode 2170, which covers Liverpool and several surrounding suburbs. The responses from staff whose postcode shared a proportion of 2% or more are shown in Table 11.

Table 13: Top ranking suburbs of residence for staff respondents

Postcode	Responses	Proportion of Responses	Suburbs
2170	43	15%	Casula, Chipping Norton, Hammondville, Liverpool, Liverpool South, Lurnea, Moorebank, Mount Pritchard, Prestons, Warwick Farm
2567	18	6%	Currans Hill, Harrington Park, Mount Annan, Narellan, Narellan Vale, Smeaton Grange
2560	15	5%	Airds, Ambarvale, Appin, Blair Athol, Bradbury, Campbelltown, Campbelltown North, Englorie Park, Gilead, Glen Alpine, Kentlyn, Leumeah, Macarthur Square, Rosemeadow, Ruse, St Helens Park, Wedderburn, Woodbine
2570	12	4%	Belimbla Park, Bickley Vale, Brownlow Hill, Camden, Camden Park, Camden South, Cawdor, Cobbitty, Elderslie, Ellis Lane, Glenmore, Grasmere, Kirkham, Lefevres Corner, Mount Hunter, Nattai, Oakdale, Oran Park, Orangeville, Spring Farm, The Oaks, Theresa Park, Werombi
2168	12	4%	Ashcroft, Busby, Cartwright, Green Valley, Heckenberg, Hinchinbrook, Miller, Sadleir
2145	10	3%	Girraween, Greystanes, Mays Hill, Pemulwuy, Pendle Hill, South Wentworthville, Wentworthville, Westmead
2171	8	3%	Cecil Hills, Horningsea Park, Hoxton Park, West Hoxton
2173	8	3%	Holsworthy, Wattle Grove
2565	8	3%	Denham Court, Ingleburn, Macquarie Links
2176	7	2%	Abbotsbury, Bossley Park, Edensor Park, Greenfield Park, Prairiewood, St Johns Park, Wakeley

The distribution of all survey respondents is shown below in Figure 11 and is shown in Appendix B.

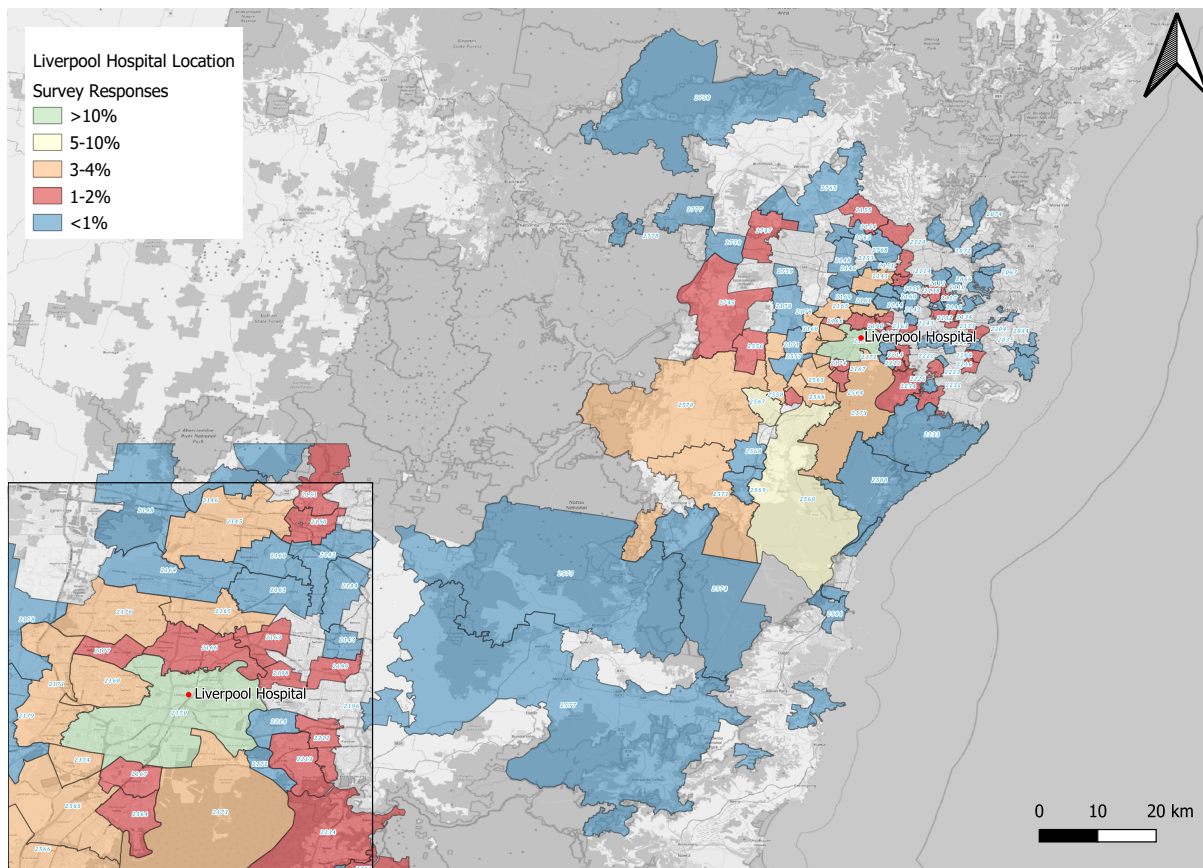


Figure 12: Survey Respondents Place of Residence

4 Objectives and Targets

On review of the current transport network servicing Liverpool Hospital and the responses taken from the staff travel survey, this section identifies scenarios to change travel patterns to and from the hospital. This section identifies approaches to implementing the Green Travel Plan and provides reasonable predictions of the outcomes of each approach.

4.1 Implementation Scenarios

Scenario 1: No Action

If no green travel actions are taken, employees would likely adopt travel patterns similar to those currently identified in the staff travel survey. This scenario is a suitable proxy for recognising current travel patterns and identifying future travel patterns if no actions are applied.

Scenario 2: Passive Approach

By targeting employee behaviour with quality information about safe walking routes and transport options, the site can achieve more walking, cycling and public transport use. Providing wayfinding and public transport information to employees is an opportunity to demonstrate good transport practice and encourage employees to adopt these travel modes from the day they begin work.

Scenario 3: Active Approach

The active approach would build upon the passive approach by providing safe and secure bicycle parking and suitable end-of-trip facilities. This scenario proactively pursues initiatives to encourage employees to walk, cycle and use public transport and encourages staff to reduce their dependency on private vehicles.

As a high proportion of staff respondents to the travel survey live within proximity to the hospital, the primary sustainable travel modes of employees travelling to work would be by walking. The hospital's objectives would lie in ensuring a greater percentage of employees choosing to use public and active transport to reduce private vehicle trips.

Where it may not be appropriate for staff to travel by means other than a private vehicle, incentives to promote carpooling should be implemented.

The travel survey undertaken for this Green Travel Plan provides a base case for these assumptions and allows Liverpool Hospital to refine these assumptions and inform programs regularly.

4.2 Target Modes and Actions

The target modes and actions as discussed within this section have a combined aim of trying to encourage mode shift away from private vehicle use. The location of Liverpool Hospital, in relation to regional cycle links, public transport accessibility and safe walking routes is a key attribute in the development of the Green Travel Plan. To reduce existing private vehicle use, the most straightforward and achievable target modes should be addressed first.

The following is a list of suggested actions that could be implemented to achieve the target mode shares, however, it does not mean all of the actions need to be implemented.

1) Implementation of the Green Travel Plan

- Appoint a Travel Plan Coordinator to ensure the successful implementation and monitoring of the Green Travel Plan. This should be coordinated in an integrated format for the entire hospital. The Travel Plan Coordinator would manage and review the Green Travel Plan on an ongoing basis. The role of a Travel Plan Coordinator is usually undertaken by an employed member of staff.
- Conduct annual and biennial travel surveys to identify changing travel patterns in the area and assess the success of the Green Travel Plan. This is to be managed by the appointed Travel Plan Coordinator. The surveys should incorporate the opportunity for staff to provide suggestions on improving green travel arrangements.

2) Increase walking and cycling to work by employees

- Ensure that bicycle end-of-trip facilities are provided for staff. This includes the provision of secure and sheltered bicycle parking, private shower facilities and locker spaces.
- Promote local bicycle facilities and learn-to-ride or bike maintenance courses available through local cycling groups.
- Promote the benefits of walking and cycling to work by partaking in annual Ride2Work and Walk to Work days.

3) Increase public transport use

- Liverpool Hospital may provide employees with subsidised Opal cards that will be used for commuting between work and home only. This will encourage employees to make public transport a preferred option for commuting by reducing travel costs. The Opal cards could be collected from the Liverpool Hospital building representative upon request. This initiative could also be promoted via leaflets for staff.

4) Increase awareness and knowledge of available transport options by employees

- Attached to Appendix A is Transport Access Guide concerning Liverpool Hospital. The document is based upon facilities currently available in the vicinity of the hospital and should be updated regularly to reflect changes in public transport services, active transport facilities and any other relevant pieces of information. The TAG includes stop/station locations and walking time/ distances. The TAG can be updated annually to reflect employee travel patterns.

5) Introduce and focus on carpooling

- Through the Liverpool Hospital intranet, a dedicated carpooling forum can be created to provide a discussion space that allows users living close to each other to carpool, instead of taking individual private vehicles. This would allow hospital staff to communicate with colleagues that reside in their local area that they may be unaware of.
- Encourage employees who cannot practically use public transport to participate in a car-pooling. This may be coordinated by a 'transport champion', an appointed employee, senior management, or formally appointed Travel Plan Coordinator.
- In liaison with Liverpool Hospital senior management, allocate some of the parking on-site for carpooling employees. The focus on carpooling can be achieved by allocating priority spaces for staff carpooling.

Based on these targets, Section 5 identifies a program checklist to encourage changes to travel behaviour through this GTP. These targets are measurable, through car parking occupancy surveys or additional employee travel surveys.

Using these metrics, the Travel Plan Coordinator can quickly track performance against the travel plan objectives to recognise what programs are working and those that aren't.



Table 14: Mode Share Targets

Mode Share	Existing Mode Share (2022)	Target 2023 Mode Share	Target 2024 Mode Share	Target 2025 Mode Share	Target 2026 Mode Share	Target 2027 Mode Share	Share Change
Private Car (Driver)	81%	78%	74%	71%	67%	64%	-17%
Private car (passenger, including those dropped off)	4%	4%	5%	5%	6%	6%	2%
Motorcycle	1%	1%	1%	1%	1%	1%	0%
Bus	1%	1%	2%	2%	3%	3%	2%
Train	8%	9%	11%	12%	14%	15%	7%
Walk	2%	2%	3%	3%	4%	4%	2%
Cycle	2%	3%	4%	4%	5%	6%	4%
Other	2%	2%	2%	2%	2%	2%	0%

4.3 Opportunities for Mode Shift

Opportunities for mode shift for the site lie within being able to push for higher public transport and active travel. Taking into consideration the results from the travel to work survey it is suggested that Liverpool Hospital should aim to reduce the number of individual private vehicle trips and increase the number of staff who choose to walk and cycle.

It is understood that walking and cycling to work is considered circumstantial. Generally, it is required for employees to live within 800 to 1,000 metres of the site, however, given the location and high-quality pedestrian facilities present, larger distances should be encouraged. Overall, and taking these opportunities into account, the car driver mode share for the site could see a reduction of 12%, particularly when supported by a successful carpooling scheme.

This mode shift is not intended to significantly reduce the overall number mode share for private vehicles but reduce the number of individual trips made by private vehicles. This can be achieved through carpooling, allowing staff who may only be able to travel by private vehicle can continue to do so but in a much more sustainable manner. Survey results show that this is achievable, as a considerable number of staff start and finish work around the same time. This should become a key initiative for the hospital to make private vehicle trips more sustainable.

For staff residing locally, walking and cycling should be encouraged. This can be supported by the creation of facilities such as secure parking, showers and changing rooms.

In line with recommendations by Liverpool Council, appropriate consultation should be undertaken on at least an annual basis with the bus operators and TfNSW, to ensure that bus stops are appropriately located with appropriate facilities, to improve accessibility to bus service and help to achieve the increase in public transport mode share.

5 Implementation Plan

This section provides actions and a checklist for the implementation of the Green Travel Plan. The programs and actions are suggestions based on the data collected and other successful Green Travel Plans that operate in similar environments. The suggested timeframes for implementing these actions have also been identified. The appointment of a Travel Plan Coordinator is paramount for the implementation of Green Travel Plan initiatives and should be undertaken following the approval of this Green Travel Plan.

5.1 General

Action	Timeframe	Resources
Identify a staff member or employee to complete travel coordinator (TPC) duties involved in this plan. The GTP will need to have a steering group or committee created with relevant internal and external stakeholders to inform future targets and the ongoing monitoring and revision of the GTP for five years post-occupancy.	Following the approval of the GTP within the first month.	Hospital Leadership team
TPC to develop an Implementation Plan to manage delivery of the discussed actions contained within this Action Plan. The Implementation Plan should include all the initiatives and incentives within the GTP, timing and completion dates to ensure the overall effectiveness of the GTP as an implementation strategy.	Implementation Plan with further detail to be developed 1-2 months following the approval of the GTP. Track progress continuously and review every 3-6 months.	Travel Plan Coordinator/steering group
Issue the attached Travel Access Guide to all staff employed by Liverpool Hospital.	Following the approval of the GTP within the first month.	Travel Plan Coordinator/steering group
Provide admin staff and those able to work from home or flexibly with the option of doing this certain days of the week, at the discretion of Hospital leadership team and to be coordinated by TPC.	Following the approval of the GTP within the first month.	Travel Plan Coordinator/steering group

5.2 Walking

Action	Timeframe	Resources
Identify employees living near the site that may be interested in walking to work.	On approval of the GTP	On approval of the GTP within first month
Use the Travel Access Guide to show safe walking routes from rail stations to and from the hospital.	On approval of the GTP. Review and update every 6 months to ensure it is up-to-date	On approval of the GTP within first month
Take part in 'National Walk to Work Day'.	Annually. First one to be organised for the next event	Travel Plan Coordinator/steering group
Have some TravelSmart (travelsmart.gov.au) Get to Work days encouraging employees to come by alternative modes of transport.	Every 4 months. First one to be organised within first 4 months	Travel Plan Coordinator/steering group

5.3 Cycling

Action	Timeframe	Resources
Designate a Green Travel Plan Coordinator to promote bike route-finding services and maps from websites such as the TfNSW Trip Planner or Google, Apple or Bing Maps.	On approval of the GTP within first month.	Hospital Leadership team/Travel Plan Coordinator
Establish an internal Bicycle Users Group (BUG). BUGs are formed by people who want to work together to improve facilities for cyclists and encourage cycling.	On approval of the GTP within first 3 months.	Travel Plan Coordinator/steering group
Get in contact with local commuter bicycle groups to gain insight into commuting routes into the area	On approval of the GTP within first month.	Travel Plan Coordinator/steering group



to share with staff and visitors.		
Develop a 'bike buddy' scheme for inexperienced cyclists	On approval of the GTP within first 3 months.	Travel Plan Coordinator/steering group
Organise a cyclist's breakfast. An ideal location would be at any of the existing cafes local to Liverpool Hospital. Doing so would establish a strong relationship with the local businesses and help encourage cycling social groups.	Every 6 to 12 months. First one to be organised within first 4 months on approval of the GTP.	Travel Plan Coordinator/steering group
Organise an after-work ride. It doesn't have to be long or strenuous and could end somewhere for dinner. The idea is to encourage people who might be reluctant to cycle to give it a go. Similar to the above, choosing a venue within the local area would build a relationship with local restaurants and cafes.	Every month. First one to be organised within first 3 months on approval of the GTP.	Travel Plan Coordinator/steering group
Provide sufficient bicycle parking to meet peak needs that are located in a safe and secure environment.	On approval of the GTP (installed as part of MSCP)	Travel Plan Coordinator/steering group to monitor and assess provision as part of Implementation Plan.
Have good, sheltered and secure bicycle parking in an easily accessible location.	On approval of the GTP (installed as part of MSCP)	Site contractor
Ensure bicycle parking is clearly visible or, provide signage to direct people to cycle bays.	On approval of the GTP (installed as part of MSCP)	Site contractor
Provide secure bicycle lockers.	On approval of the GTP within first month after occupation (installed as part of MSCP).	Site contractor
Supply a workplace toolkit consisting of puncture repair equipment, a bike pump, a spare lock and lights.	On approval of the GTP within first month.	Travel Plan Coordinator
Participate in annual events such as 'Ride to Work Day'	Annually. First one to be organised for the next event	Travel Plan Coordinator/steering group

5.4 Public Transport

Action	Timeframe	Resources
Provide a notice board with maps showing the main public transport routes to and from work as well as departure times and estimated walking times to Liverpool Station.	On approval of the GTP within the first month	Travel Plan Coordinator
Place information on the work intranet with links to appropriate external websites e.g., TfNSW Trip Planner	On approval of the GTP within the first month.	Travel Plan Coordinator
Provide leaflets or timetables with payslips	On approval of the GTP within the first month.	Travel Plan Coordinator to liaise with payroll
Provide free or subsidised opal cards for the probationary period of new employees	On approval of the GTP within the first two months.	Travel Plan Coordinator to liaise with leadership team/payroll.
Undertake appropriate consultation with the bus operators and TfNSW, to ensure that bus stops are appropriately located.	Review annually in consultation with TfNSW, Liverpool Council and bus operators.	Travel Plan Coordinator

5.5 Carpooling and Parking

Action	Timeframe	Resources
Hospital leadership team and health district staff to have ongoing meetings about car parking management with TfNSW. The first meeting should be within 6 weeks of occupancy and be ongoing.	Within 6 weeks of occupancy and every 6 weeks.	Hospital leadership team, TPC and steering group committee
Allocate priority spaces for car-pooling employees on the premises via means of a Parking Management Plan to be developed by the hospital leadership team.	On approval of the GTP, within 2 months of occupation.	Hospital leadership team and steering group committee in cooperation with car park operator
Identify and allocate specific suitable spaces with charging points for electric vehicles only, to be included within Hospital's Parking Management Plan.	On approval of the GTP, within 3 months of occupation.	Hospital leadership team and steering group committee in cooperation with car park operator

6 Conclusion

For a Green Travel Plan to be effective it must be reviewed regularly. It is important to ensure that the Green Travel Plan is meeting its objectives and having the intended impact on car use and transport choices for staff.

The Plan should be reviewed annually through additional staff travel surveys and in consultation with Council's Planners or Sustainable Transport Officer. The Plan should be updated and modified to reflect changing circumstances.

Other feedback provided to the travel coordinator should be used to update programs as well. Sample feedback could include email responses to programs, monitoring the bike/ car parking spaces used and transport complaints.

People in any organisation like to be part of a successful plan. Staff should be kept informed of green travel achievements, e.g., send out email bulletins, or have a dedicated column within internal/ external publications. Advertise success to employees as part of sustainability and green campaign for the hospital. Similarly, these communications should also be extended to visitors.

As a result of the successful implementation of the Green Travel Plan, additional transport deficiencies may be identified.

Some examples may include:

- Provision of car-pool priority spaces may be required as demand grows
- Bicycle spaces and lockers for employees and visitors as demand grows

Transport deficiencies would be tracked by the travel coordinator, with these issues potentially needing to be revisited if identified as an issue during monitoring.

Appendices

We design with community in mind



Appendix A Liverpool Hospital Travel Access Guide

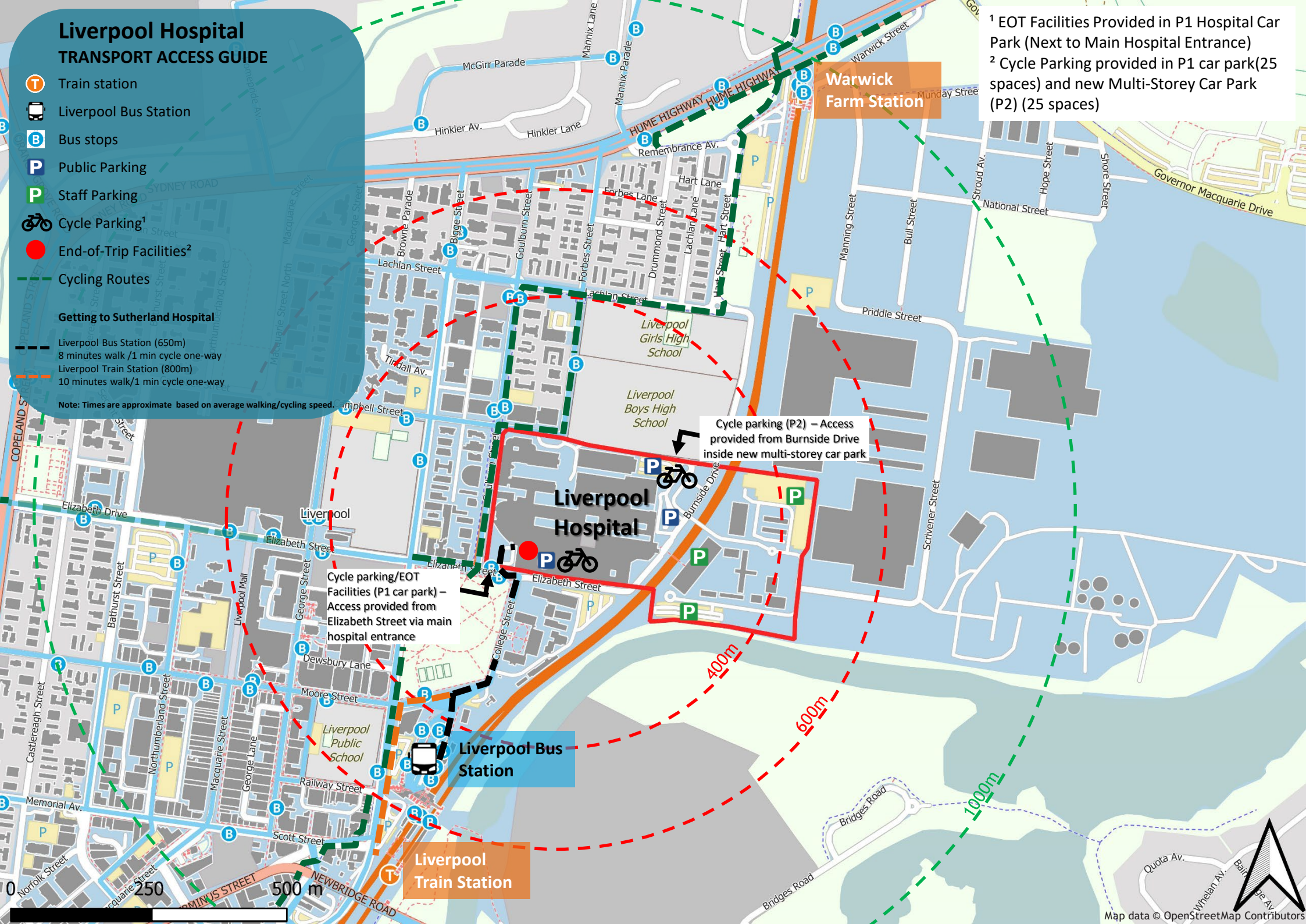
Liverpool Hospital TRANSPORT ACCESS GUIDE

-  Train station
-  Liverpool Bus Station
-  Bus stops
-  Public Parking
-  Staff Parking
-  Cycle Parking¹
-  End-of-Trip Facilities²
-  Cycling Routes

Getting to Sutherland Hospital

- Liverpool Bus Station (650m)
8 minutes walk / 1 min cycle one-way
- Liverpool Train Station (800m)
10 minutes walk / 1 min cycle one-way

Note: Times are approximate based on average walking/cycling speed.



Warwick
Farm Station

¹ EOT Facilities Provided in P1 Hospital Car Park (Next to Main Hospital Entrance)
² Cycle Parking provided in P1 car park(25 spaces) and new Multi-Storey Car Park (P2) (25 spaces)

Cycle parking (P2) – Access provided from Burnside Drive inside new multi-storey car park

Cycle parking/EOT Facilities (P1 car park) – Access provided from Elizabeth Street via main hospital entrance

Liverpool Bus Station

Liverpool Train Station

Liverpool Hospital Transport Access Guide

Your guide to accessing Liverpool Hospital
by active and public transport



Welcome

We encourage Liverpool Hospital staff and visitors to use active and public transport options to visit our hospital.

Many options are convenient, safe and stress-free, it also helps you get your daily physical activity.

Use this guide to plan your next visit to Liverpool Hospital

Trip Planning

Visit transportnsw.info or call 131500 to plan your trip and access up-to-date timetables and maps

Tickets and Passes

Opal cards make travelling on public transport easy. Keep it loaded and just tap on and off as you travel.

Visit opal.com.au for more information

Healthy Eating Active Living

Visit healthyliving.nsw.gov.au for more information on implementing small lifestyle changes to lead a healthy and active lifestyle

Contact

Liverpool Hospital
Elizabeth Street, Liverpool, NSW 2170
Ph: 02 8738 3000
Web: swslhd.health.nsw.gov.au/liverpool



HEALTHY EATING
ACTIVE LIVING

Ways to Travel

Buses



Buses run to Liverpool, Fairfield, Bankstown and beyond. Bus stops are located at the hospital entrance on Elizabeth Street. Liverpool Bus Station is six minutes from the hospital on-foot.

Trains



Liverpool Hospital can be accessed from Liverpool Train Station, six minutes from the hospital on-foot. Trains run at least every five minutes during the day and services run up until 1am.

Walking



Include walking in your trip to Liverpool Hospital and contribute to your daily physical activity. Walk from home, the office, bus stop or train station: The 500m walk from Liverpool train station is nice and flat.

Cycling



Cycling is an inexpensive, quick and healthy way to travel. If you live within 5-10 kilometres of the hospital this can save time and the stress of trying to find parking.

Carpooling



Talk to colleagues and consider carpooling to work. Carpooling is a great way to save costs on parking and fuels costs and reduces the need to travel individually. Carpooling helps the environment by reducing the number of cars on the road network.

End-of-Trip Facilities




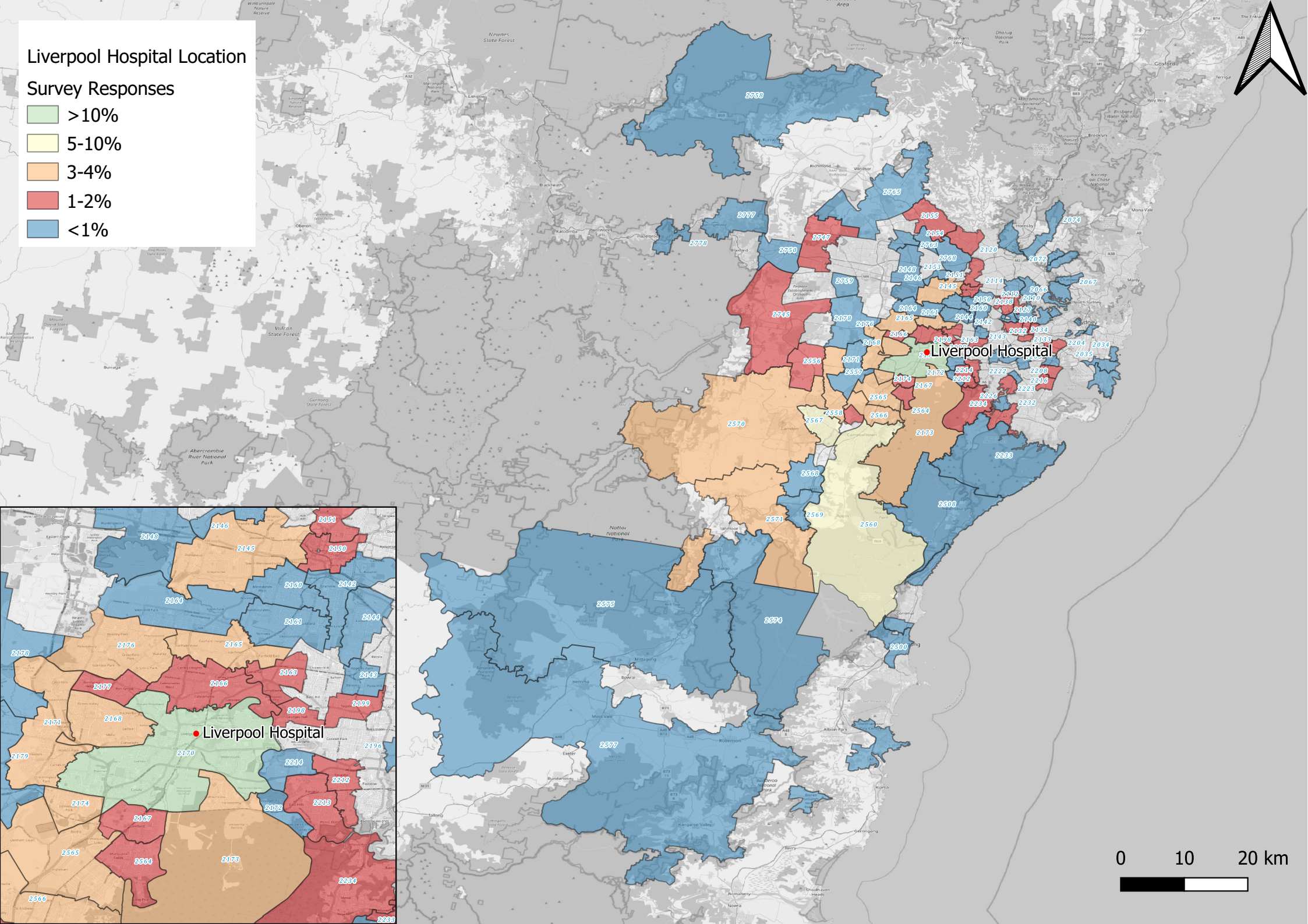
End-of-trip Facilities (changing facilities/showers/lockers) are located next to the main hospital entrance on Elizabeth Street.

Secure cycle parking is provided in the P1 Car Park, accessed from Elizabeth Street and in the P2 car park, accessed from Burnside Drive.

Appendix B Survey Respondent Place of Residence

Survey Responses

 $< 1\%$



Appendix C Baseline Staff Travel Survey

Liverpool Hospital Travel Survey

Dear Staff, Liverpool Hospital requests your participation in a short survey to help our understanding of how our staff travel to work. This will help us to improve accessibility to the hospital for our staff, and so we can help our staff travel as efficiently and sustainably as possible. This is an anonymous survey – we are not collecting personal data but if you share your postcode, that will help our understanding of the areas where people travel from.

***Required**

1. How do you usually travel to Liverpool Hospital? *

Mark only one oval.

- ☐ Private car (driver)
- ☐ Private car (passenger)
- ☐ Dropped off (driver does not stay)
- ☐ Motorcycle
- ☐ Bus
- ☐ Train
- ☐ Train then bus
- ☐ Walk
- ☐ Cycle
- ☐ Other: _____

2. How long does it usually take for you to travel from home to Liverpool Hospital? *
- Please specify your total trip time including any pick-ups/drop-offs along the way.

Mark only one oval.

- ☐ 1-10 minutes
- ☐ 11-20 minutes
- ☐ 21-30 minutes
- ☐ 31-40 minutes
- ☐ 41-50 minutes
- ☐ 51-60 minutes
- ☐ 61+ minutes

3. How long does it usually take for you to travel home from Liverpool Hospital? *
- Please specify your total trip time including any pick-ups/drop-offs along the way.

Mark only one oval.

- ☐ 1-10 minutes
- ☐ 11-20 minutes
- ☐ 21-30 minutes
- ☐ 31-40 minutes
- ☐ 41-50 minutes
- ☐ 51-60 minutes
- ☐ 61+ minutes

4. What time do you typically arrive at Liverpool Hospital? *

Mark only one oval.

- ☐ Before 6:30am
- ☐ 6:30am to 6:59am
- ☐ 7:00am-7:29am
- ☐ 7:30am-7:59am
- ☐ 8:00am-8:29am
- ☐ 8:30am-8:59am
- ☐ 9:00am-9:29am
- ☐ 9:30am or later

5. What time do you typically leave Liverpool Hospital? *

Mark only one oval.

- ☐ Before 3:30pm
- ☐ 3:30pm-3:59pm
- ☐ 4:00pm-4:29pm
- ☐ 4:30pm-4:59pm
- ☐ 5:00pm-5:29pm
- ☐ 5:30pm-5:59pm
- ☐ 6:00pm-6:29pm
- ☐ 6:30pm or later

6. If you travel by car, where do you usually park? If you select "other" please specify the car park or street name *

Tick all that apply.

- ☐ Car Park 1
☐ Car Park 2
☐ Car Park 3
☐ Car Park 4
☐ Car Park 5
☐ Car Park 6
☐ Other: _____

7. If you travel by car, how many people are in typically the car (including the driver) *
when you arrive at Liverpool Hospital?

Mark only one oval.

- ☐ Driver alone
☐ 2 people
☐ 3 people
☐ More than 3 people
☐ N/A (do not drive)

8. If you travel by car, what is your main reason for doing so? Please select all that apply. *

Tick all that apply.

- ☐ Car required before/after work
☐ Health reasons
☐ Convenience
☐ Lack of other alternatives
☐ Mobility issues getting onto public transport, e.g., wheelchair access issues or physical impairment
☐ Mobility issues with walking/travelling to the PT bus stop or station
☐ I need a car to drop-off/pick up kids at school
☐ N/A (do not drive)
☐ Other: _____

9. If you travel by car, what would influence you to NOT drive to work? Please select all that apply *

Tick all that apply.

- ☐ Opportunity to work from home/remotely
- ☐ Being able to do my bit to reduce carbon emissions
- ☐ Better public transport connections and end of trip facilities
- ☐ The weather is a significant factor in my decision making
- ☐ Other

10. If you do not travel by Public Transport, what is your reason for this? Multiple selections allowed *

Tick all that apply.

- ☐ There are no public transport connection/ services available to me
- ☐ There are no suitable public transport services at the time of travel
- ☐ Travel time is too long
- ☐ Public transport is inconvenient
- ☐ Public transport is too expensive
- ☐ Public transport services are often overcrowded
- ☐ I do not feel safe travelling via public transport
- ☐ The weather is a significant factor in my decision making
- ☐ Other: _____

11. If you do not travel by Active Transport, what is your reason for this? Multiple selections allowed *

Tick all that apply.

- ☐ There is a lack of suitable infrastructure to cycle on
- ☐ The roads are too dangerous
- ☐ The initial cost is too expensive
- ☐ I do not feel safe when walking or cycling alone
- ☐ Lighting along the route is inadequate for the time of day I wish to travel
- ☐ Walking or cycling would take too long
- ☐ The weather is a significant factor in my decision making
- ☐ There is nowhere safe to park my bicycle at the hospital
- ☐ There is nowhere to have a shower and store my cycling gear at the hospital
- ☐ Other: _____

12. Are there any comments you wish to share about your travel experience to Liverpool Hospital? Please share any measures Liverpool Hospital could implement to make travelling sustainably possible/easier.

13. 13. What is your postcode?

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Google Forms

Appendix D Future Proposed Staff Travel Survey

Future Proposed Liverpool Hospital GTP survey:

Dear Staff, Liverpool Hospital requests your participation in a short survey to help our understanding of how our staff travel to work. This will help us to improve accessibility to the hospital for our staff, and so we can help our staff travel as efficiently and sustainably as possible. This is an anonymous survey – we are not collecting personal data but if you share your postcode, that will help our understanding of the areas where people travel from.

Question	Options
1. How do you usually travel to Liverpool Hospital?	Private car (driver) Private car (passenger) Dropped off (driver does not stay) Motorcycle Bus Train Train then bus Walk Cycle Other (please specify)
2. How long does it usually take for you to travel from home to Liverpool Hospital? Please specify your total trip time including any pick-ups/drop-offs along the way.	1-10 minutes 11-20 minutes 21-30 minutes 31-40 minutes 41-50 minutes 51-60 minutes 61+ minutes
3. How long does it usually take for you to travel home from Liverpool Hospital? Please specify your total trip time including any pick-ups/drop-offs along the way.	1-10 minutes 11-20 minutes 21-30 minutes 31-40 minutes 41-50 minutes 51-60 minutes 61+ minutes
4. What time do you typically arrive at Liverpool Hospital?	Before 6:30am 6:30am to 6:59am 7:00am-7:29am 7:30am-7:59am 8:00am-8:29am 8:30am-8:59am 9:00am-9:29am 9:30am or later
5. What time do you typically leave Liverpool Hospital?	Before 3:30pm 3:30pm-3:59pm 4:00pm-4:29pm 4:30pm-4:59pm 5:00pm-5:29pm 5:30pm-5:59pm 6:00pm-6:29pm 6:30pm or later
6. If you travel by car, where do you usually park? If you select "other" please specify the car park or street name	Car Park 1 Car Park 2 Car Park 3 Car Park 4 Car Park 5 Car Park 6 Other

Question	Options
	Other (please specify)
7. If you travel by car, how many people are typically in the car (including the driver)?	Driver alone 2 people 3 people More than 3 people N/A (do not drive)
8. If you travel by car, what is your main reason for doing so? Select all that apply.	Car required before/after work Health reasons Convenience Lack of other alternatives Mobility issues getting onto public transport, e.g., wheelchair access issues or physical impairment Mobility issues with walking/travelling to the PT bus stop or station I need a car to drop-off/pick up kids at school N/A (do not drive) Other (please specify)
9. If you travel by car, what would influence you to NOT drive to work? Please select all that apply	Opportunity to work from home/remotely Being able to do my bit to reduce carbon emissions Better public transport connections and end of trip facilities The weather is a significant factor in my decision making Other
10. If you do not travel by Public Transport, what is your reason for this? Multiple selections allowed	There are no public transport connection/ services available to me There are no suitable public transport services at the time of travel Travel time is too long Public transport is inconvenient Public transport is too expensive Public transport services are often overcrowded I do not feel safe travelling via public transport The weather is a significant factor in my decision making Other (please specify)
11. If you do not travel by Active Transport, what is your reason for this? Multiple selections allowed	There is a lack of suitable infrastructure to cycle on The roads are too dangerous The initial cost is too expensive I do not feel safe when walking or cycling alone Lighting along the route is inadequate for the time of day I wish to travel Walking or cycling would take too long The weather is a significant factor in my decision making There is nowhere safe to park my bicycle at the hospital There is nowhere to have a shower and store my cycling gear at the hospital Other (please specify)
12. As part of Liverpool Hospital's continuing efforts to improve sustainable Travel, please select from the following current initiatives aimed at improving sustainable travel that you currently use/have been involved with over the past year at Liverpool Hospital. If interested in further information on these initiatives, please contact [Include contact email of TPC once implemented]	Take part in 'National Walk to Work Day'. Take part in 'National Ride to Work Day'. Participate in TravelSmart (travelsmart.gov.au) Get to Work days Involvement in internal Bicycle Users Group (BUG) Involvement in 'bike buddy' scheme Participation in monthly cyclist's breakfast Participation in Liverpool Hospital's after-work rider's meet Use of on-site bicycle parking Use of secure lockers Use of subsidised Opal Cards Participation in Liverpool Hospital's carpooling scheme.
13. Are there any comments you wish to share about your travel experience to Liverpool Hospital? Please share any measures Liverpool Hospital could	

Question	Options
implement to make travelling sustainably possible/easier.	
12. What is your postcode?	<ul style="list-style-type: none"> • <i>4-digit number</i>

CREATING COMMUNITIES

Communities are fundamental. Whether around the corner or across the globe, they provide a foundation, a sense of belonging. That's why at Stantec, we always **design with community in mind**.

We care about the communities we serve—because they're our communities too. We're designers, engineers, scientists, and project managers, innovating together at the intersection of community, creativity, and client relationships. Balancing these priorities results in projects that advance the quality of life in communities across the globe.

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