

Appendix 6: Integrated Transport and Parking Strategy



urbii

Sustainable Transport. Safe Solutions

12 Salvado Road, Subiaco
St John of God Hospital

Integrated Transport and Parking Strategy



Prepared for:
St John of God Health Care

October 2022



ST JOHN OF GOD

Subiaco Hospital

12 Salvado Road, Subiaco

Prepared for: St John of God Health Care
Prepared by: Paul Gbantous
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1 Executive summary

This Transport and Parking Strategy was prepared by Urbii to assist SJOGH with managing both the supply and demand of car parking on their site. The strategies highlighted in this document aim to address existing car parking occupancy rates and to assist with future parking demand management for the proposed hospital expansion.

The existing car parking reaches 100% occupancy on busy weekdays, usually between the hours of 10am to 2pm. This strategy recommends adjusting parking fees, bay allocation and Travel Green incentives to reach a target of 85% peak occupancy in car parks accessible to the public.

20% of staff live within 8km of the hospital and can comfortably cycle or ride a micromobility device (such as an e-scooter) to get to work. At present, 97% of staff drive a car to work and park at the hospital. This percentage mode share of driving is much higher than the baseline Journey to Work data for Greater Perth collected by the ABS. Therefore, there is a tangible opportunity to improve the mode share for workers travelling to the hospital, which should then reduce parking demand on site. The most important reasons for staff driving, in order of importance are convenience (57%) and time savings (50%).

As it is quicker to travel to the site by driving, there needs to be a substantial cost saving to incentivise workers to spend a longer commuting time by public transport. The cost of driving needs to increase and the cost of using Public Transport needs to decrease, to offset the value of time savings and convenience that people enjoy by choosing to drive to work.

A Parking Priority Policy is recommended for SJOGH. The Policy will apply to all SJOGH staff and will provide an equitable and transparent framework to assign parking permits based on genuine needs. The Policy will classify staff into three groups. Different parking pricing, access control and permitted parking locations may apply to the diverse groups. If parking permit caps need to be implemented in the future, staff parking permits will be issued to Priority Groups 1 to 3 in that order.

A tiered parking fee structure is recommended, depending on the time of day. Staff parking during off-peak times can pay a flat rate of \$4.00. Staff working during peak times should pay a higher fee of \$10.50 per day. A tiered Travel Green allowance is also recommended. Staff will be paid a higher allowance if they need to travel a further distance by public transport. Up to a maximum allowance of \$10.50 per day.

1,763 car parking spaces will be provided at the hospital in the post-expansion situation. Across the site, 380 bays will be reserved for the exclusive use of visitor parking. Visitors will also have access to an additional 37 ACROD bays and 613 shared visitor / staff parking bays. Overall, visitors can park in up to 58% of the car parking provided on site. Around 21% of the site car parking is reserved for the exclusive use of visitors.

All staff must apply for a staff parking permit to park on-site at SJOGH. Staff will be categorised into priority groups as per the Parking Priority Policy. Staff are only permitted to park in their designated priority areas. Staff parking is not permitted in areas designated for the exclusive use of visitors. A total of 733 bays (41%) are allocated for the exclusive use of staff. Staff can potentially park in 1,383 bays (78%) on-site, subject to availability.



Parking Demand Management (PDM) refers to various policies and programs that result in more efficient use of parking resources. When appropriately applied, PDM can significantly reduce the number of parking spaces required in a particular situation, providing a variety of economic, social and environmental benefits. When all impacts are considered, improved management is often the best solution to parking problems

PDM measures considered in this strategy include:

- Promote telecommuting (WFH) for relevant staff.
- Priority system for issuing of staff parking permits.
- Introduction of car-pooling exclusive bays for staff.
- Increased travel green subsidies and benefits.
- Improved electronic parking management system where staff can prebook parking bays from home and view available parking bays and time slots.
- Review of parking fee structures to make alternative transport modes economically competitive.

Parking demand management can be a powerful tool for promoting sustainable transport and reductions in greenhouse gas emissions.

Some strategies which can be considered for promoting sustainable transport and lowering demand for car parking may include:

- Running healthy, active transport campaigns and promotions in the workplace. For example, tracking walking and active transport and offering prizes or other incentives for participants.
- Informing staff on public transport, walking and cycling travel options as part of training and recruitment.
- Display public transport stop locations and times somewhere at the hospital entry, or even where the parking pay machines are located.
- Monitoring and maintaining bicycle parking to ensure enough parking is provided and is maintained in good condition.
- Provide good end of trip facilities including lockers, change rooms and showers.
- Providing bicycle and micromobility repair stations (Figure 29).
- Providing free charging stations for micro-mobility vehicles such as e-scooters and e-bikes (Figure 30).
- Purchase a fleet of pool e-bikes, which can be used by staff for attending meetings and other work business off-site.
- Invite staff to participate in a workplace Bicycle User Group (BUG).

SJOGH should set up a carpooling register, where staff can advertise and find matches for carpooling. SJOGH should also develop a work from home policy and application procedure. This can offer added flexibility to staff, which may help retain staff and offset the impact of implementing staff parking restrictions.

SJOGH should consult with the Public Transport Authority (PTA) to investigate planned and potential future improvements to public transport connectivity. One option is to extend the Green CAT route to travel along Cambridge Street and loop past SJOGH. This would provide a public transport connection for rail passengers from the south via Elizabeth Quay Station and from the north via Leederville Station.

Operation and use of all parking will be monitored on an on-going basis by the site operators regarding the following:

- Utilisation and spare capacity of different car parking areas.
- Compliance with parking controls and bay allocation.
- Effectiveness of the management and security system for the staff bays.
- Demand and use of bicycle parking and end of trip facilities.
- Registration and participation in Travel Green.
- Registration and participation in Carpooling.

The responsible department should maintain a good record of parking demand, utilisation and operational systems.

As there are substantial changes to parking and travel green arrangements proposed, it is recommended that a program of follow up work and adjustment be made to ensure effectiveness of the transport and parking strategy. The following program is recommended:

- Implementation of the transport and parking strategy and updating of the SJOGH policies and procedures on a 6-month trial basis.
- Urbii to undertake a follow up investigation after 6 months post-implementation to assess the following:
 - Parking utilisation in different car parking areas.
 - Assessment of the allocation of car parking supply between different Staff Priority Groups.
 - Allocation of exclusive visitor parking bays.
 - Registration and participation in Travel Green.
 - Follow up travel survey questionnaire to see how staff have changed their transport choices.
 - Review of car parking pricing and bay allocations to target 85% maximum occupancy for public parking areas.
- Recommendation and implementation of any corrective measures.

After the initial post-implementation review, a follow up minor investigation should be undertaken every 12 months to ensure that pricing and allocation is still effective.



2 Introduction

This Transport and Parking Strategy has been prepared and updated by Urbii on behalf of St John of God Health Care, with regards to St John of God Hospital (SJOGH) in Subiaco.

SJOGH is bound by Cambridge Street to the north, Salvado Road to the south, McCourt Street to the east and Station Street to the west. Darcy Lane runs through the site, connecting as a left-in/left-out intersection with Cambridge Street to the north and a full movement intersection with Station Street to the west.

SJOGH is in the process of planning for additional development at the site. To support this development some additions to car parking and other improvements to promote sustainable transport are also proposed.



Figure 1: Subject site

Source: Silver Thomas Hanley

Urbii has been engaged to prepare a Transport and Parking Strategy for the hospital, to address both the supply and demand management of car parking on site.

3 Objectives

The objectives of this strategy include to:

- Ensure safe, convenient and orderly access and egress for people to and from the site;
- Prioritise access to car parking for people who need it the most;
- Provide equitable access opportunities for all modes of transport;
- Provide for effective management of on-site parking allocation;
- Provide recommendations for pricing structures to support reduced parking demand and increased sustainable transport choices; and,
- To document parking demand management strategies.



4 Property details

As detailed in Figure 2, it is proposed to construct a new clinical block (with emergency department) on the Cambridge Street frontage of the site. A new building with medical suites is proposed to the west of the clinical block. To support the expanded facilities, a site energy plant will be constructed in the south-western block of the site, in an existing open-air staff car park. The existing multi-storey car park is proposed to be expanded with additional parking levels.

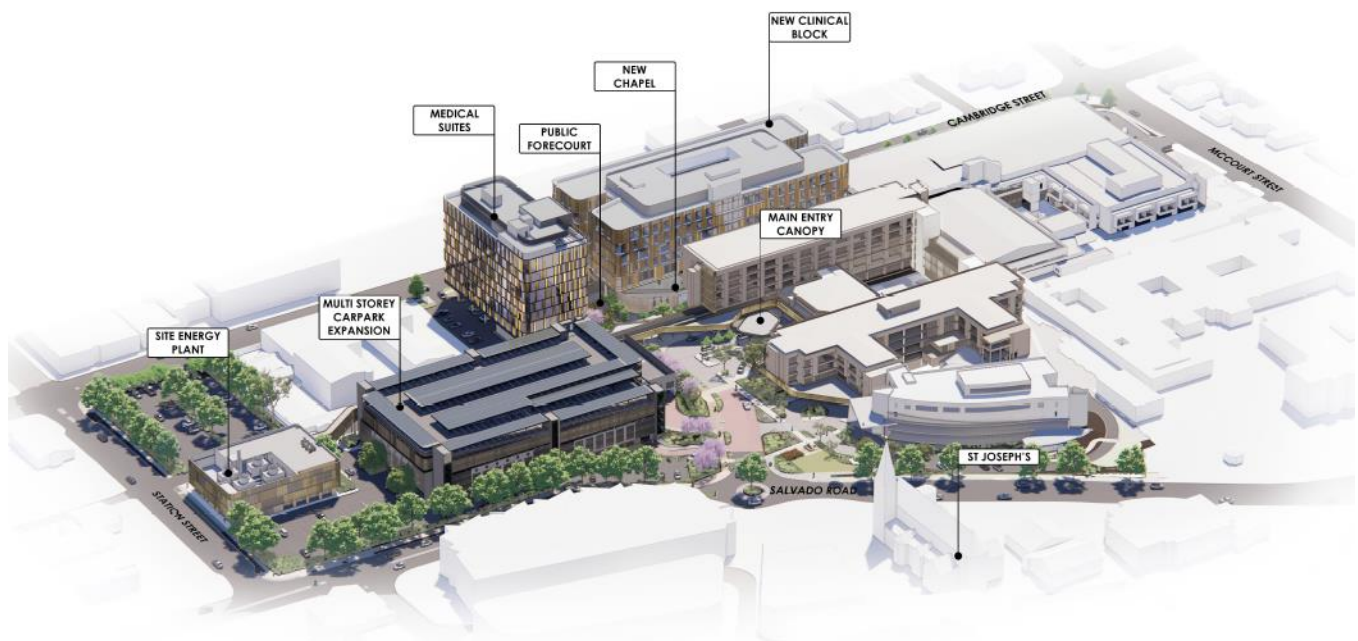


Figure 2: Proposed development

The proposed development is planning to prioritise access for walking and cycling with extensive upgrades of paths and construction of a public forecourt.

5 Existing parking situation

5.1 Existing car parking supply

The indicative existing supply parking is detailed in Table 1. There are around 1,353 parking bays provided at present.



Figure 3: Location of car parks

Table 1: Indicative existing and post development parking inventory

Location	Pre-development	Post-development	Description
1. "F" external carpark	48	40	3 bays lost for new crossover to Cambridge Street. Bays removed for increased setback to D'Arcy Lane
2. "B" external carpark	33	30	Bays removed for increased setback to D'Arcy Lane
3. "S" external carpark	128	239	64 bays lost for construction of SEP. New underground carpark and reconfiguration of surface-level carpark adds 175 bays. Net gain of 111 bays.
4. Salvado Road	39	39	
5. Multi-storey carpark	644	951	Two additional levels to multi-storey carpark (net gain of 307 bays)
6. BFCCC	38	35	3 bays lost on the east side of BFCCC for new pump rooms.
7. Main entrance	20	15	Main entrance drop-off area redesigned and improved
8. MSER	43	81	Three levels of parking for the MSER (net gain of 38 bays)
9. Cambridge Street ^{Note 2}	21 ^{Note 2}	0	To be removed
10. ED	0	8	8 new drop-off bays proposed adjacent to the ED in the NCB
11. Sports medicine	15	8	7 bays lost for the NCB
12. Subiaco Medical Clinic	293	289	4 bays lost for new switchroom (separate to this application)
13. Clinic north	4	4	
14. Clinic south	27	24	Reconfiguration of parking (separate to this application)
Total	1,353	1,763	Net gain of 410 bays

Note 1: The above parking bay counts do not include special purpose bays including:

- pick-up/set-down lanes at the hospital main entrance and the Subiaco Medical Clinic, and the proposed pick-up/set-down lanes at the BFCCC and at the entry to the South Block's Cancer Support & Research Service.
- 2 existing bus /courier bays near the hospital main entrance (to be removed).
- taxi bays near the hospital main entrance (to be retained in the new design).
- existing loading bays (3 in the Cambridge Street carpark (to be removed), 1 at BFCCC, 1 at the Sports Medicine parking area).
- 1 existing patient transfer bay at the entry to the BFCCC.
- existing ambulance bays near hospital's main entrance / new ambulance drop-off area at the NCB ED.
- 2 existing motorcycle bays in the Subiaco Medical Clinic, 10 proposed motorcycle bays in the multi-storey carpark, and 9 proposed motorcycle bays in the basement carpark under the SEP.

Note 2: The above numbers do not include the temporary carpark, which had removed 7 bays and added approximately 100 car parking bays. The temporary carpark will be removed as the development progresses.

Source: Planning Solutions

5.2 Car parking user types

SJOGH categorises car parkers into various user types as detailed in Table 2. Staff permit parking is accessed and controlled via transponder. Visitor and other short-term parking are controlled via "short term tickets" which can be used in PAYG machines and Pay and Display in some open-air parking areas.

Table 2: Car Park user types and access control

Card Type	Contract
Seasonparker ticket	7 Day Ticket
Seasonparker ticket	NNU Weekly Ticket
Shorttermticket	Shortterm Parking
Transponder	Caregiver & JMO
Transponder	Clinic Labs DP
Transponder	Clinic Labs NP
Transponder	Contractor Parking
Transponder	Directors Parking
Transponder	Doctor Cards
Transponder	Medical Clinic Doctors
Transponder	Season Parking
Transponder	Solaris Volunteers
Transponder	Temp Parking
Transponder	Tenants Parking
Transponder	Volunteer Cards
Transponder Topup	Sleep Centre Top Up
Transponder Topup	Topup Cards

5.3 Car parking occupancy

Parking occupancy data provided by SJOGH indicates that the clinic and multi-level car park are frequently fully occupied. Average weekday occupancy from 14 July to 15 September 2021 showed over 90% occupancy between 11:30am and 1:30pm (Figure 4). On some days, the car parks reach 100% occupancy (Figure 5).

Parking surveys undertaken by Urbii in September 2021 confirmed similar findings.

U21.055 - SJOGH Subiaco - Parking Study

Car Park Occupancy Analysis: 14/7 to 15/9 (2021)

Date

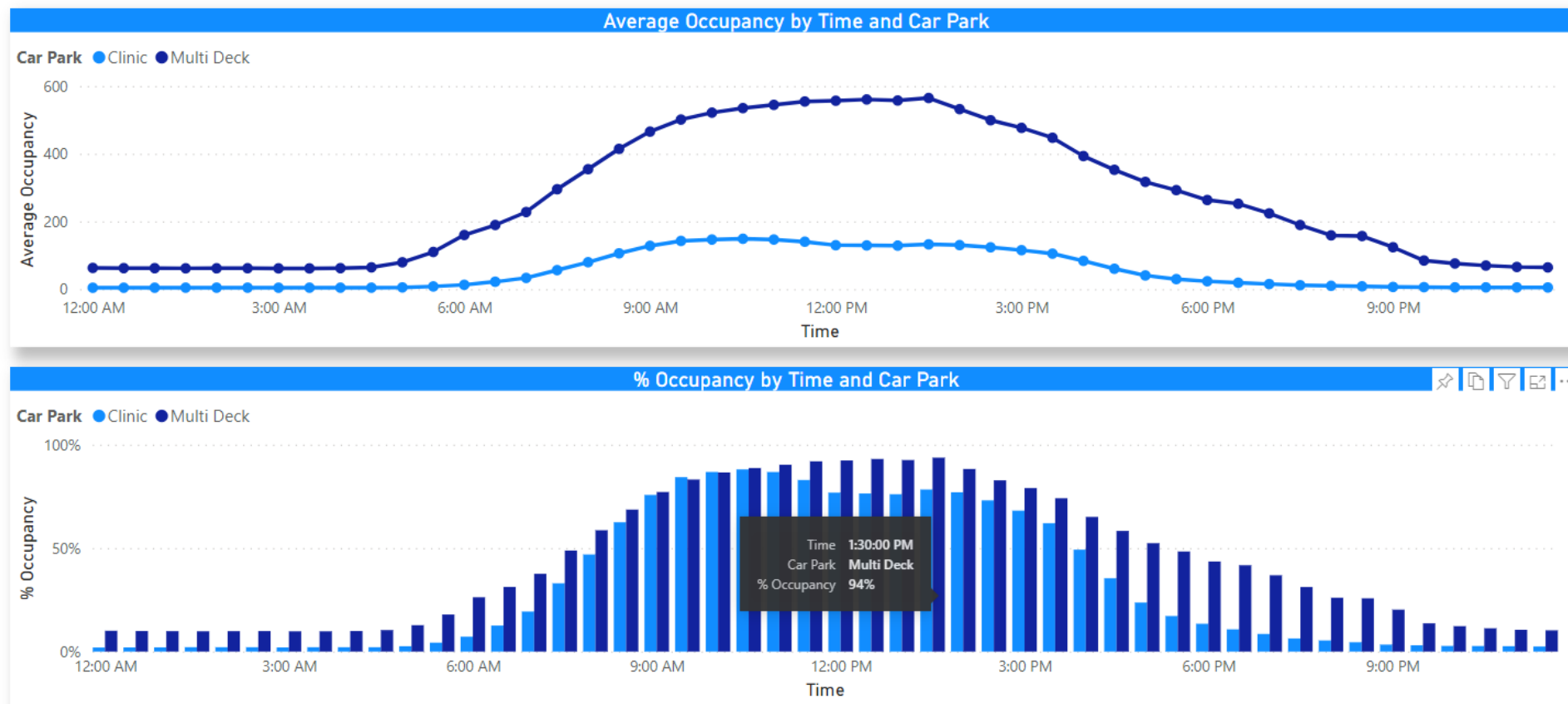
7/14/2021

9/15/2021

Day Type

Weekday

Weekend



U21.055 - SJOGH Subiaco - Parking Study

Car Park Occupancy Analysis: 14/7 to 15/9 (2021)

Date

9/9/2021

9/9/2021

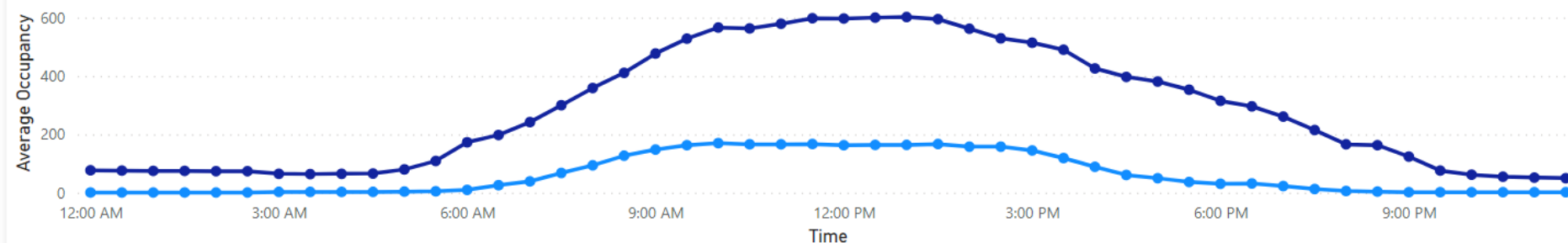
Day Type

Weekday



Average Occupancy by Time and Car Park

Car Park ● Clinic ● Multi Deck



% Occupancy by Time and Car Park

Car Park ● Clinic ● Multi Deck

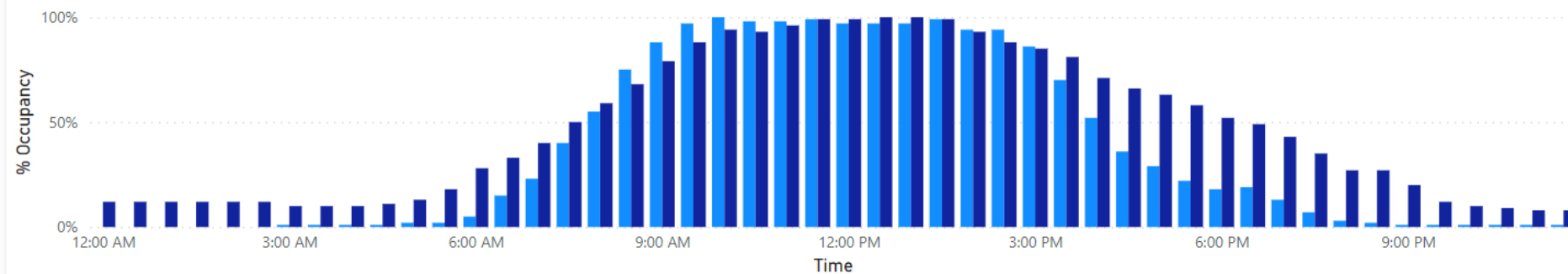


Figure 5: Car Park occupancy – Thursday 09 September 2021



5.4 Car parking user profile

As demonstrated in Figures 6 to 9, short-term parkers accounted for the highest number of total entries (around 43%). The second largest user group is caregivers at 42% of entries. The staff to visitor ratio for the entire site is presently around 60:40 in terms of entry volumes. Approximately 43% of all users parked in the multi-level car park.

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Car Park Entry Analysis: September 6 - 16, 2021

Day Type

- ☒ Weekday
☐ Weekend

Contract

All

Day

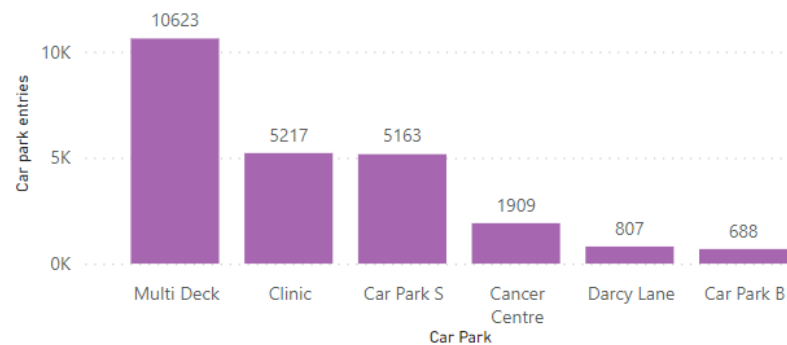
All

Card Type

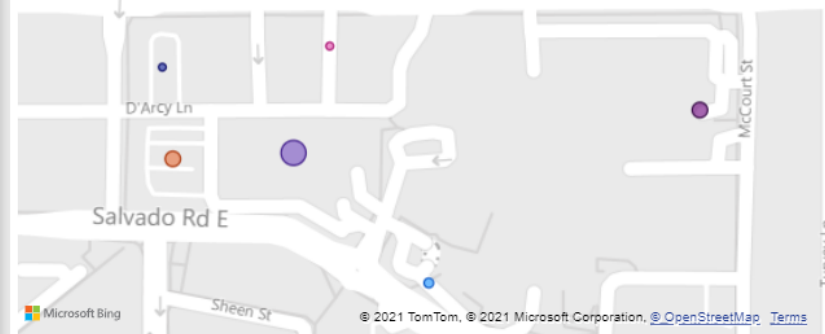
All



Entries by Car Park



Car Park ● Cancer Centre ● Car Park B ● Car Park S ● Clinic ● Darcy Lane ● Multi Deck



24407
Car Park Entries

Car Park Entry Analysis - User Types

● Car Park Entries ● % Distribution

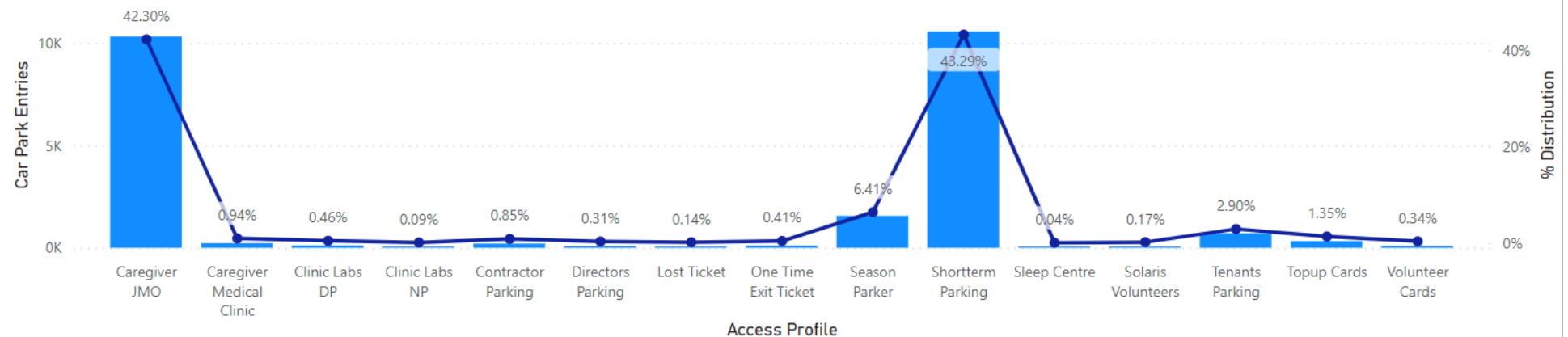


Figure 6: Average weekday car park entry analysis



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Parking Analysis Tables: September 6 - 16, 2021

Day Type

- ☒ Weekday
☐ Weekend

Day

All

Car Park

All



Card Type	Contract
One Time Exit Ticket	Lost Ticket
One Time Exit Ticket	Shortterm Parking
Seasonparker ticket	7 Day Ticket
Seasonparker ticket	NNU Weekly Ticket
Seasonparker ticket	Tenants Parking
Shorttermticket	Shortterm Parking
Transponder	Caregiver & JMO
Transponder	Clinic Labs DP
Transponder	Clinic Labs NP
Transponder	Contractor Parking
Transponder	Directors Parking
Transponder	Doctor Cards
Transponder	Medical Clinic Doctors
Transponder	Season Parking
Transponder	Shortterm Parking
Transponder	Solaris Volunteers
Transponder	Temp Parking
Transponder	Tenants Parking
Transponder	Volunteer Cards
Transponder Topup	Sleep Centre Top Up
Transponder Topup	Topup Cards

24407

Car Park Entries

Car Park	Daily Entries	% Distribution	Duration (Hr)
Cancer Centre	1909	7.82%	1.401
Car Park B	688	2.82%	7.745
Car Park S	5163	21.15%	7.755
Clinic	5217	21.38%	3.118
Darcy Lane	807	3.31%	7.789
Multi Deck	10623	43.52%	5.063
Total	24407	100.00%	5.096

Card Type	Daily Entries	% Distribution	Duration (Hr)
Transponder Topup	339	1.39%	8.158
Transponder	13082	53.60%	7.600
Shorttermticket	10565	43.29%	1.917
Seasonparker ticket	285	1.17%	6.761
One Time Exit Ticket	136	0.56%	0.020
Total	24407	100.00%	5.096

Access Profile	Daily Entries	% Distribution	Duration (Hr)
Caregiver JMO	10323	42.30%	7.896
Caregiver Medical Clinic	230	0.94%	8.151
Clinic Labs DP	112	0.46%	7.467
Clinic Labs NP	23	0.09%	7.268
Contractor Parking	207	0.85%	4.481
Directors Parking	75	0.31%	8.180
Lost Ticket	35	0.14%	0.070
One Time Exit Ticket	101	0.41%	0.003
Season Parker	1564	6.41%	6.319
Shortterm Parking	10565	43.29%	1.917
Sleep Centre	10	0.04%	8.815
Solaris Volunteers	42	0.17%	4.129
Tenants Parking	707	2.90%	7.198
Topup Cards	329	1.35%	8.138
Volunteer Cards	84	0.34%	3.372
Total	24407	100.00%	5.096

Figure 7: Parking analysis tables – all users

U21.055 - SJOGH Subiaco - Parking Study

Parking Analysis Tables: September 6 - 16, 2021

Day Type

☒ Weekday
☐ Weekend

Day

All

Car Park

All



Card Type	Contract
Shorttermticket	Shortterm Parking

10565
Car Park Entries

Card Type	Daily Entries	% Distribution	Duration (Hr)
Transponder Topup	339	1.39%	8.158
Transponder	13082	53.60%	7.600
Shorttermticket	10565	43.29%	1.917
Seasonparker ticket	285	1.17%	6.761
One Time Exit Ticket	136	0.56%	0.020
Total	24407	100.00%	5.096

Access Profile	Daily Entries	% Distribution	Duration (Hr)
Shortterm Parking	10565	100.00%	1.917
Total	10565	100.00%	1.917

Car Park	Daily Entries	% Distribution	Duration (Hr)
Cancer Centre	1838	17.40%	1.194
Clinic	3725	35.26%	1.531
Multi Deck	5002	47.35%	2.471
Total	10565	100.00%	1.917

Figure 8: Parking analysis tables – short term parkers



U21.055 - SJOGH Subiaco - Parking Study

Parking Analysis Tables: September 6 - 16, 2021

Day Type
☒ Weekday
☐ Weekend

Day
 All

Car Park
 All



Card Type	Contract
Transponder	Caregiver & JMO
Transponder	Clinic Labs DP
Transponder	Clinic Labs NP
Transponder	Contractor Parking
Transponder	Directors Parking
Transponder	Doctor Cards
Transponder	Medical Clinic Doctors
Transponder	Season Parking
Transponder	Shortterm Parking
Transponder	Solaris Volunteers
Transponder	Temp Parking
Transponder	Tenants Parking
Transponder	Volunteer Cards
Transponder Topup	Sleep Centre Top Up
Transponder Topup	Topup Cards

13421
Car Park Entries

Car Park	Daily Entries	% Distribution	Duration (Hr)
Cancer Centre	39	0.29%	9.261
Car Park B	688	5.13%	7.745
Car Park S	5163	38.47%	7.755
Clinic	1428	10.64%	7.347
Darcy Lane	807	6.01%	7.789
Multi Deck	5296	39.46%	7.494
Total	13421	100.00%	7.614

Card Type	Daily Entries	% Distribution	Duration (Hr)
Transponder Topup	339	1.39%	8.158
Transponder	13082	53.60%	7.600
Shortterm ticket	10565	43.29%	1.917
Seasonparker ticket	285	1.17%	6.761
One Time Exit Ticket	136	0.56%	0.020
Total	24407	100.00%	5.096

Access Profile	Daily Entries	% Distribution	Duration (Hr)
Caregiver JMO	10323	76.92%	7.896
Caregiver Medical Clinic	230	1.71%	8.151
Clinic Labs DP	112	0.83%	7.467
Clinic Labs NP	23	0.17%	7.268
Contractor Parking	207	1.54%	4.481
Directors Parking	75	0.56%	8.180
Season Parker	1281	9.54%	6.226
Sleep Centre	10	0.07%	8.815
Solaris Volunteers	42	0.31%	4.129
Tenants Parking	705	5.25%	7.191
Topup Cards	329	2.45%	8.138
Volunteer Cards	84	0.63%	3.372
Total	13421	100.00%	7.614

Figure 9: Parking analysis tables – staff and tenants

5.5 Duration of stay

The average duration of stay for all car park users across the entire site is around 5 hours. The average duration of stay for short-term parkers is 1.9 hours across the whole site and 2.5 hours in the multi-level car park. The average duration of stay for all staff and tenants is 7.6 hours.

Based on these numbers, one staff car bay which is made vacant can accommodate on average three visitors per day.



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Duration of Stay Analysis: September 6 - 16, 2021

Contract

All

Day

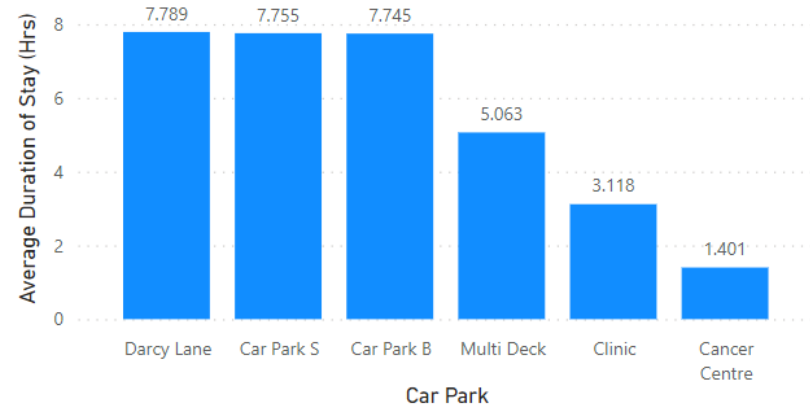
All

Card Type

All

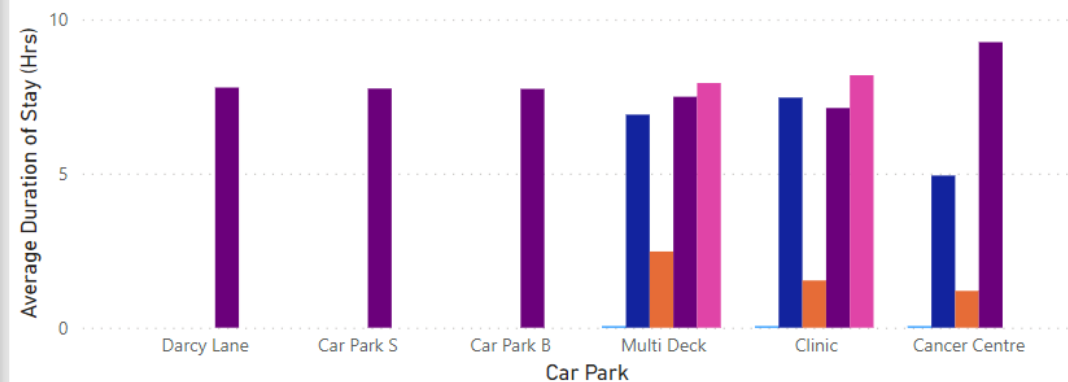


Average Duration of Stay (Hrs) by Car Park



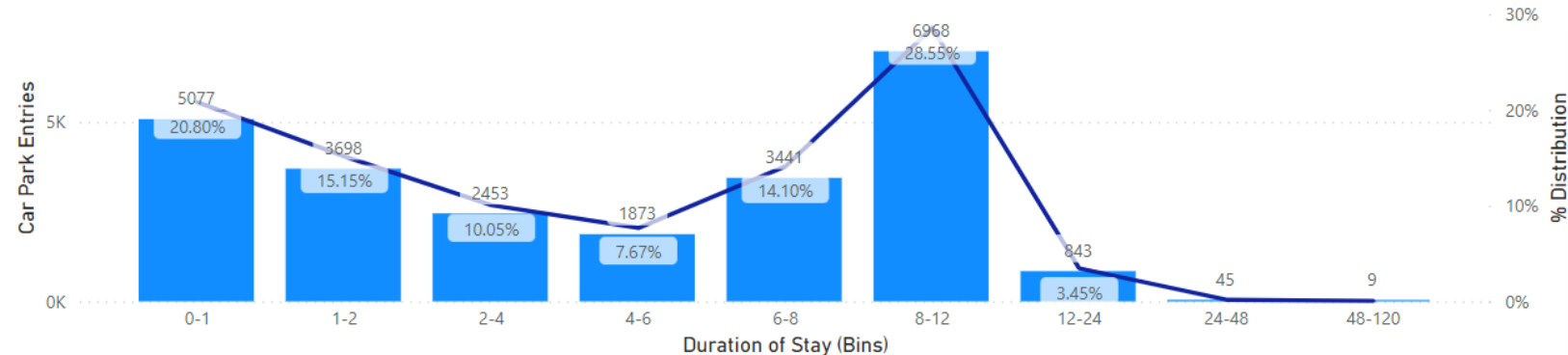
Average Duration of Stay (Hrs) by Car Park and Card Type

Card Type: One Time Exit Ticket, Seasonparker ticket, Shorttermticket, Transponder, Transponder Topup



Duration of Stay Analysis

Car Park Entries, % Distribution



Day Type

☒ Weekday
☐ Weekend

24407

Number of Entries

Figure 10: Duration of stay – all users

U21.055 - SJOGH Subiaco - Parking Study

Duration of Stay Analysis: September 6 - 16, 2021

Contract

All

Day

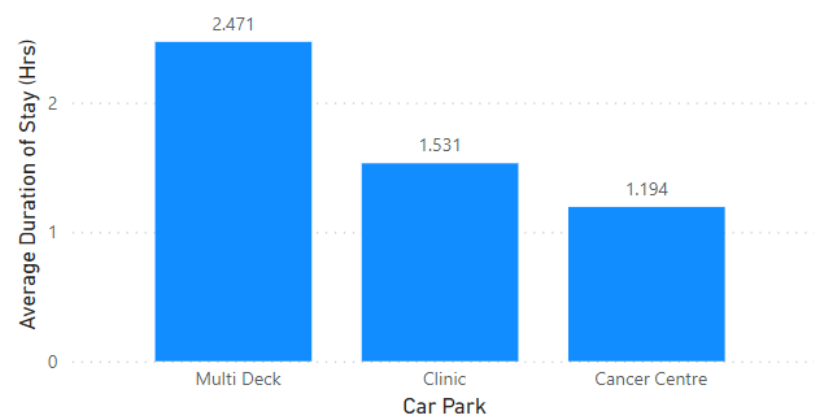
All

Card Type

Shorttermticket

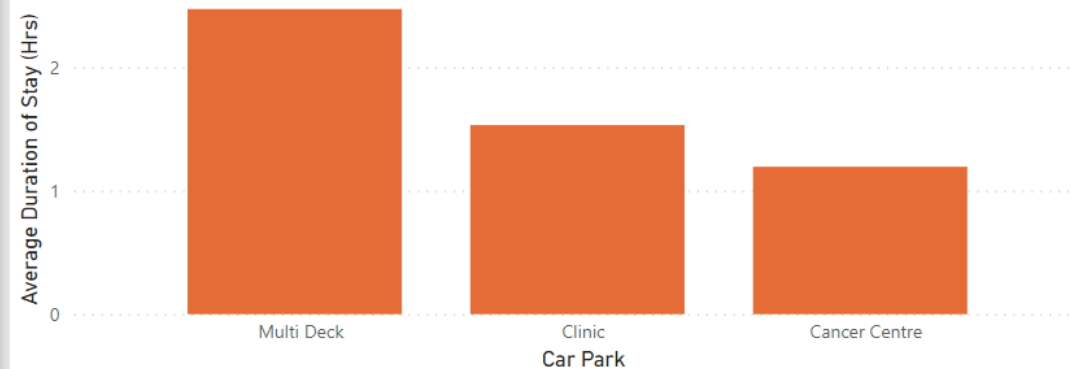


Average Duration of Stay (Hrs) by Car Park



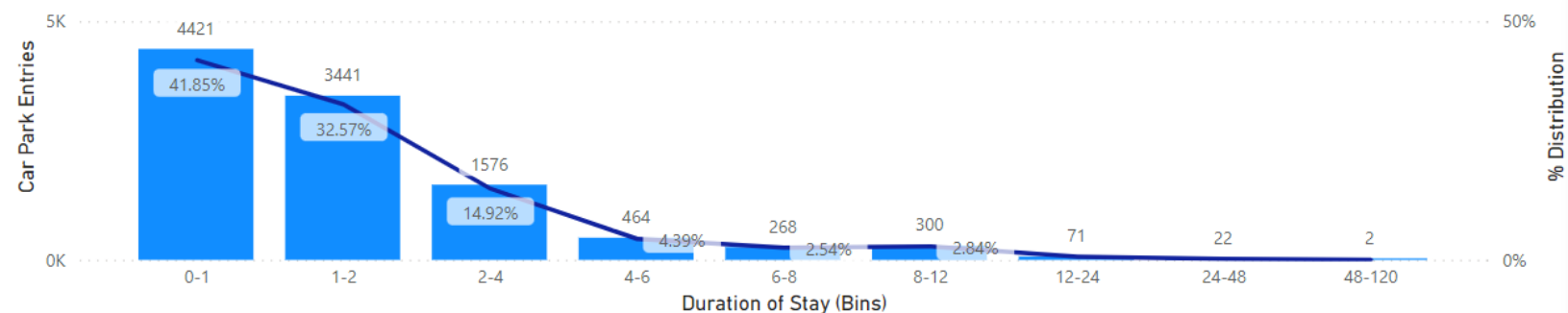
Average Duration of Stay (Hrs) by Car Park and Card Type

Card Type ● Shorttermticket



Duration of Stay Analysis

● Car Park Entries ● % Distribution



Day Type

☒ Weekday
☐ Weekend

10565
Number of Entries

Figure 11: Duration of stay – short-term parkers



U21.055 - SJOGH Subiaco - Parking Study

Duration of Stay Analysis: September 6 - 16, 2021

Contract

All

Day

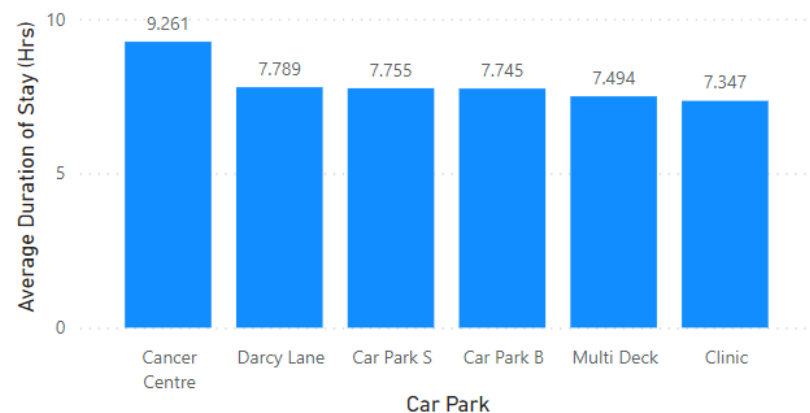
All

Card Type

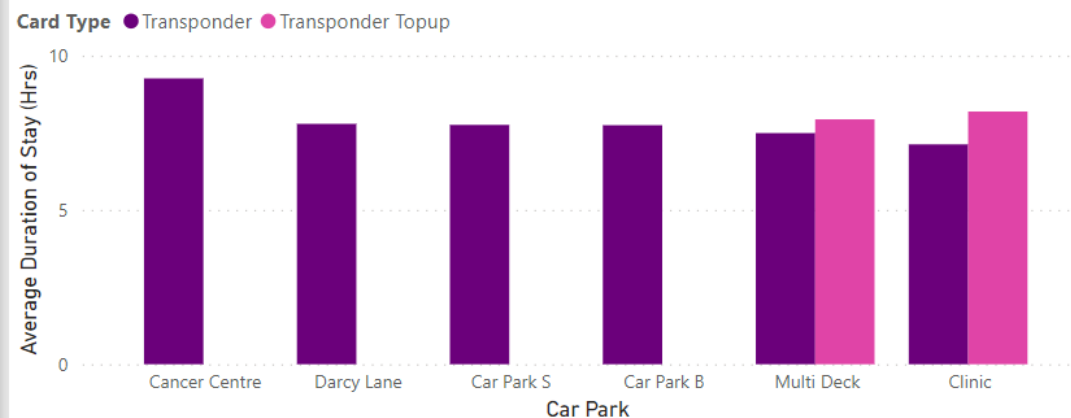
Multiple selections



Average Duration of Stay (Hrs) by Car Park

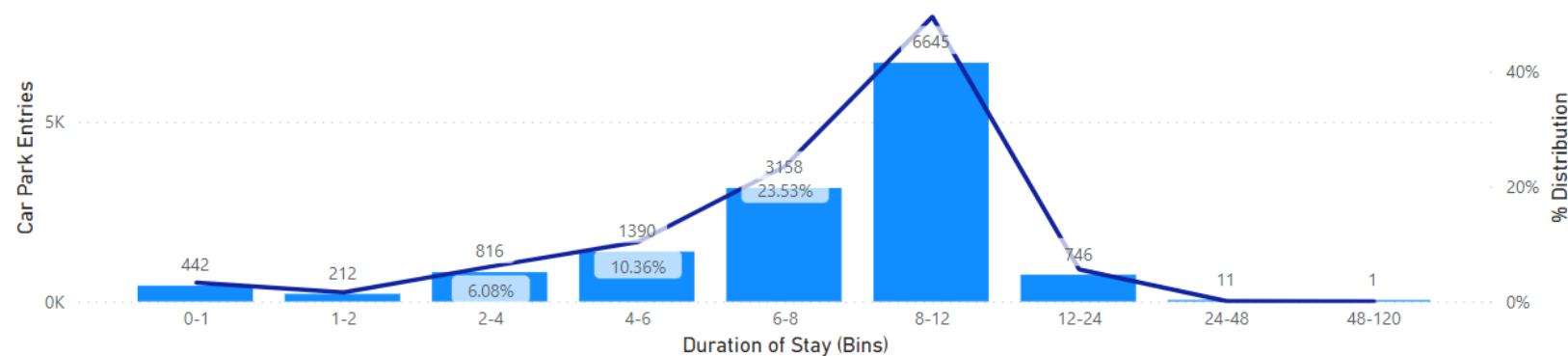


Average Duration of Stay (Hrs) by Car Park and Card Type



Duration of Stay Analysis

● Car Park Entries ● % Distribution



Day Type

☒ Weekday
☐ Weekend

13421
Number of Entries

Figure 12: Duration of stay - staff

5.6 Summary of existing parking situation

The main car parks at SJOGH presently reach 100% occupancy on busy weekdays. The car parks are full for a significant period from around 10:00am to 2:00pm. Around 60% of car park users are staff or volunteers, and 40% are visitors. The duration of stay for staff is three times longer than visitors, which exacerbates the parking shortage on site. Visitors are further disadvantaged due to the differences in arrival times at the hospital. As seen in Figure 13, staff arrive early, between 6:30am to 8:00am, when visitor demand is low. Visitor demand gradually increases and peaks between 9:00am and 10:30am. The average duration of stay for staff is around 7.5 hours, so staff remain parked with low bay turnover for the duration of the day, when visitor entries are highest.

For every 1 staff parking removed, an average of 3 visitors can be accommodated during the day.

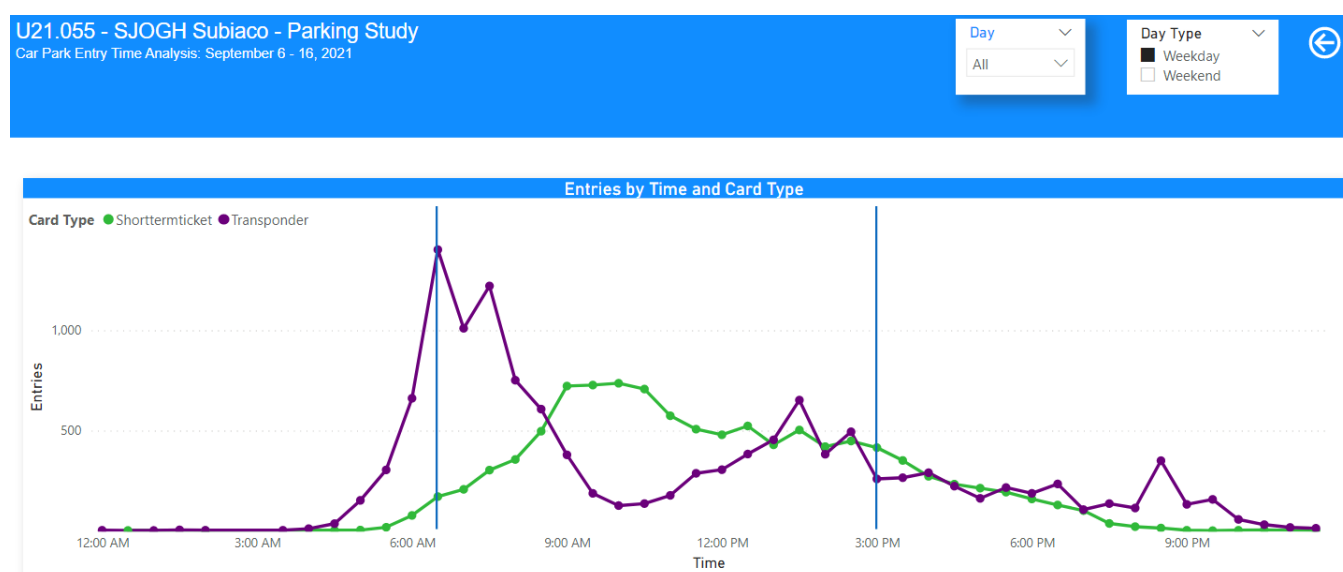


Figure 13: Car Park entry time analysis

The analysis of the existing parking data suggests that at present, there is not enough car parking allocated for visitors onsite. Visitor parking is likely spilling over to street parking and off-street public car parks.

The accessibility needs of patients and visitors should have priority. Parking requirements should preferably be met on-site unless suitable long-term agreements can be reached with surrounding local authorities to meet the parking needs of patients and visitors in public on-street or off-street parking areas.

Analysis of parking data indicates there is an estimated peak parking demand of around 340 bays for patients and visitors. Targeting an 85% peak occupancy for efficient parking operations means that around 400 bays should be available for patients and visitors (between the peak time of 9:30am to 3:30pm).



6 Multi-modal accessibility

6.1 General population accessibility (Car vs Public Transport)

As illustrated in Figure 14, Subiaco Hospital is presently more accessible by car than public transport. Approximately 3% of the general population can travel to Subiaco within 30 minutes by public transport. In comparison, approximately 25% of the general population can travel to Subiaco by car within 30 minutes. This large difference in accessibility is also observed for the 60 minutes travel time catchment, as demonstrated in Figures 15 & 16.

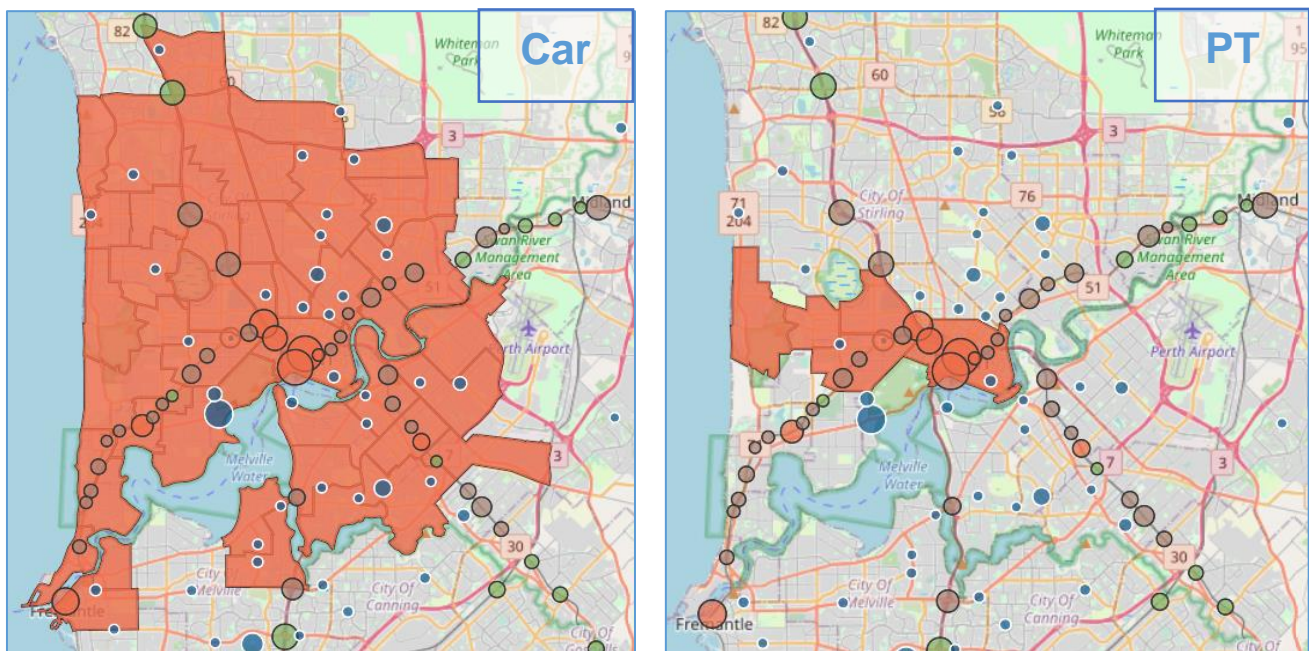


Figure 14: 30-minute transport catchment – Car vs PT

AM peak period travelling inbound to Subiaco

As it is quicker to travel to the site by driving, there needs to be a substantial cost saving to incentivise workers to spend a longer commuting time by public transport. The cost of driving needs to increase and the cost of using Public Transport needs to decrease, to offset the value of time savings and convenience that people enjoy by choosing to drive to work.

Public transport service improvements can also be investigated, to reduce travel times for public transport, which will also assist with encouraging mode shift. Public transport improvements are discussed further in Section 11 of this document.

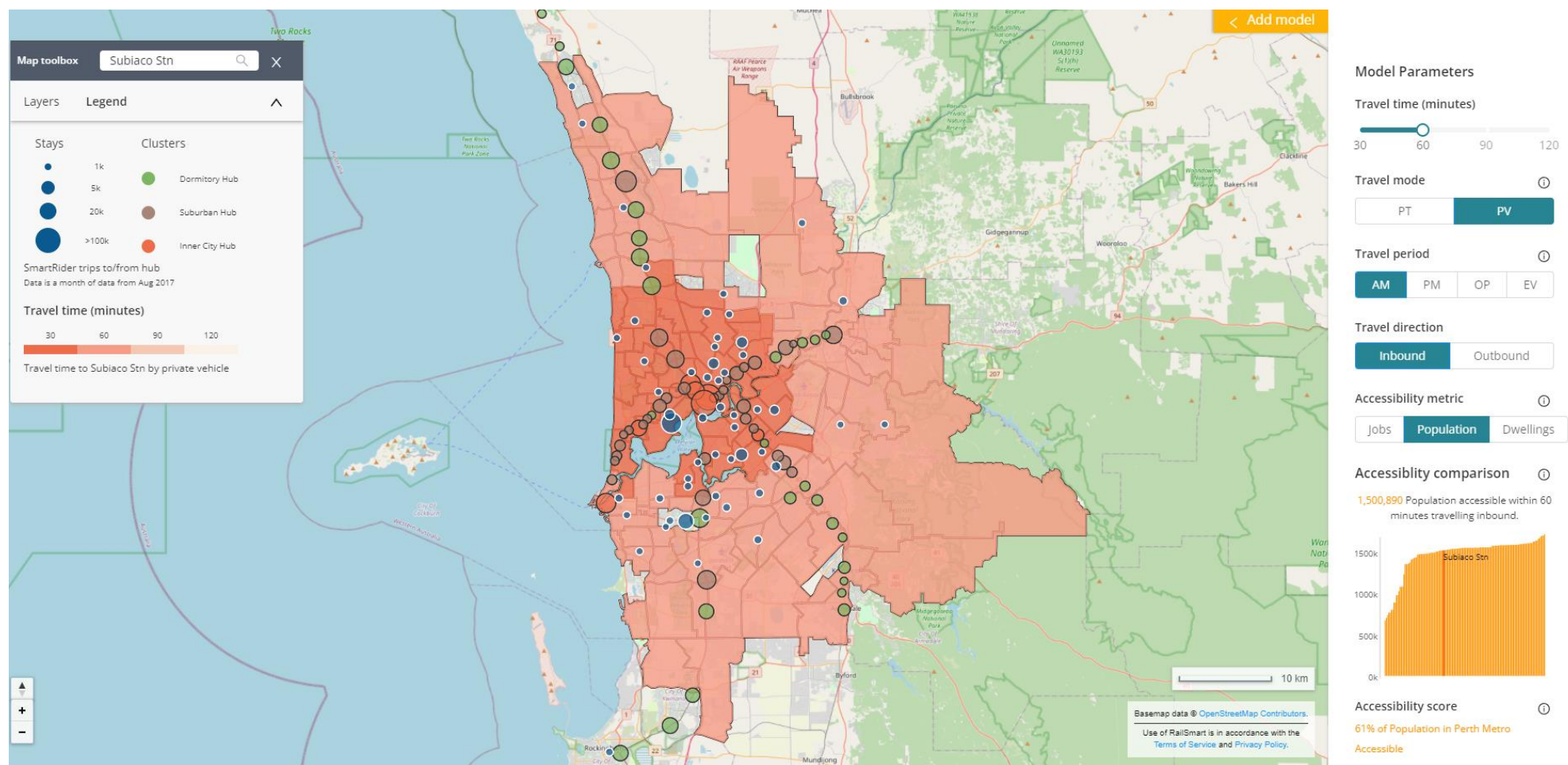


Figure 15: Accessibility by private vehicle (30 & 60 minutes)



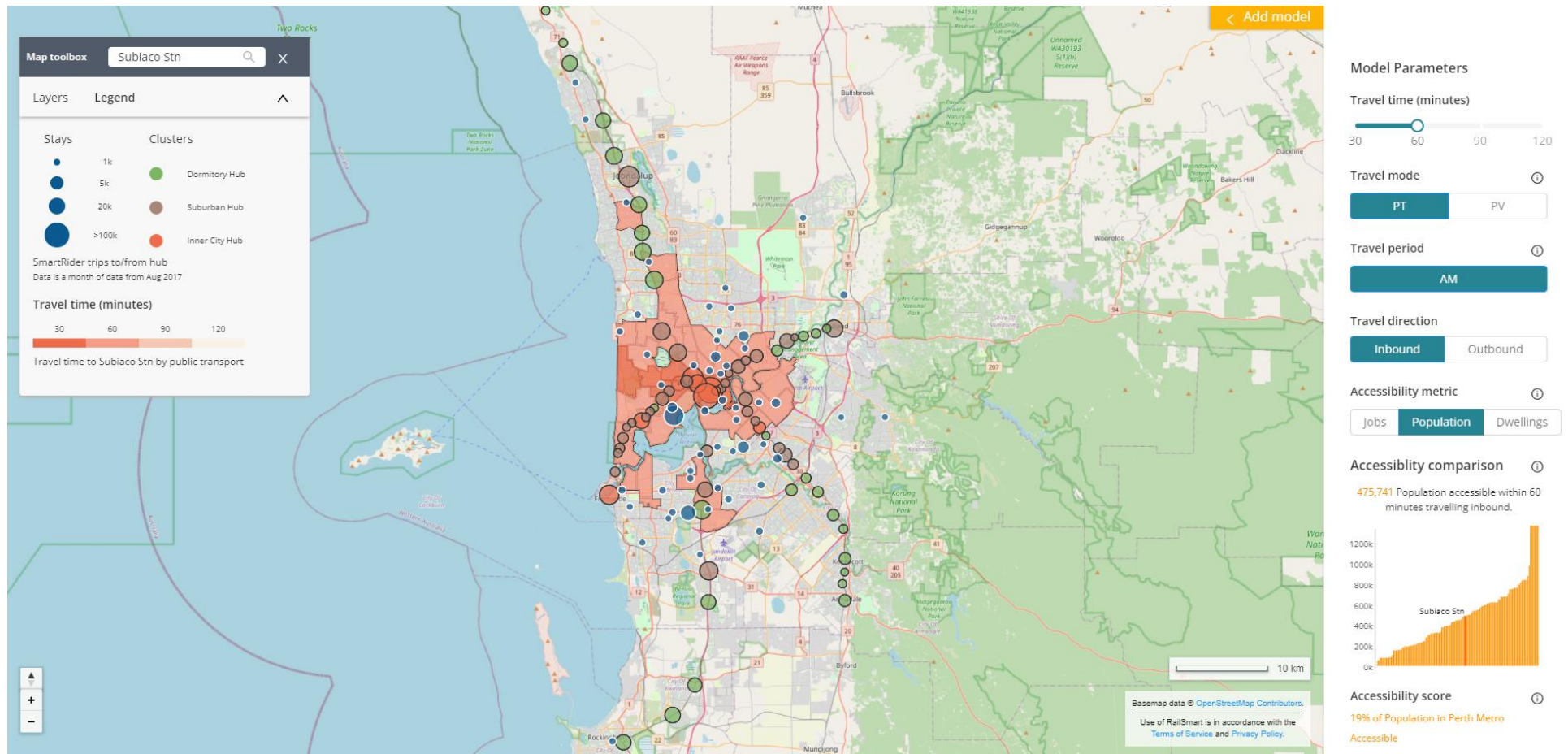


Figure 16: Accessibility by public transport (30 & 60 minutes)

6.2 Employee location distribution

Anonymised employee post code data was analysed and the distribution of employee locations mapped. A reasonable number of employees live within the 60-minute public transport catchment.

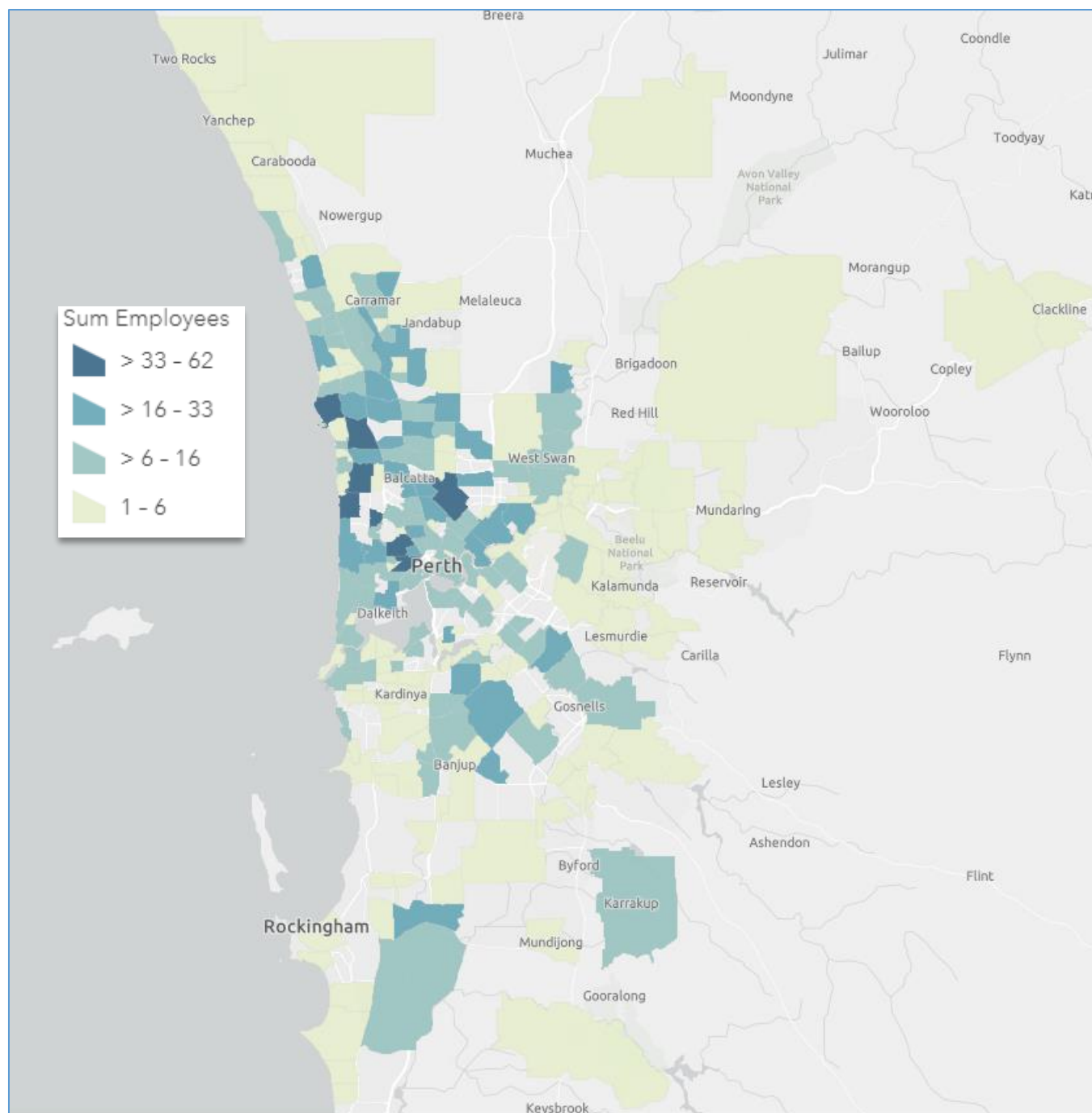


Figure 17: SJOGH Subiaco employee location distribution



6.3 Employee accessibility by walking, cycling and micromobility

A cycling, walking and micromobility catchment analysis was undertaken with respect to the existing employee distribution (Figure 18).

There are around 2,200 staff which are registered in the SJOGH system (not all the staff work on the same days and times).





Based on the anonymised post code data around 5%-7% of staff may live within walking distance of the site.

Around 20% of staff live 8km or less from the site and can potentially cycle or ride a micromobility device (such as an e-scooter) to get to work. This represents a maximum 30-minute journey by bicycle.

Up to 45% of staff may live between 8 to 20km cycling distance of the site. For 20km cycling distance, pedal electric assist bicycles or “e-bikes” are more practical. This represents a 20-minute to 60-minute journey time (one-way).

The breakdowns are detailed in Table 3.

Table 3: Approximate distribution of employees in micromobility catchment

Number of Employees	% Employees	Catchment Distance	Suitable For
152	6.8%	0-3km	
330	14.9%	3-8km	
1004	45.2%	8-20km	
735	33.1%	20km+	

The accessibility analysis suggests that there are many workers living within cycling or micromobility travel distance to the site. There is opportunity to reduce parking demand by encouraging a shift to these sustainable travel modes.

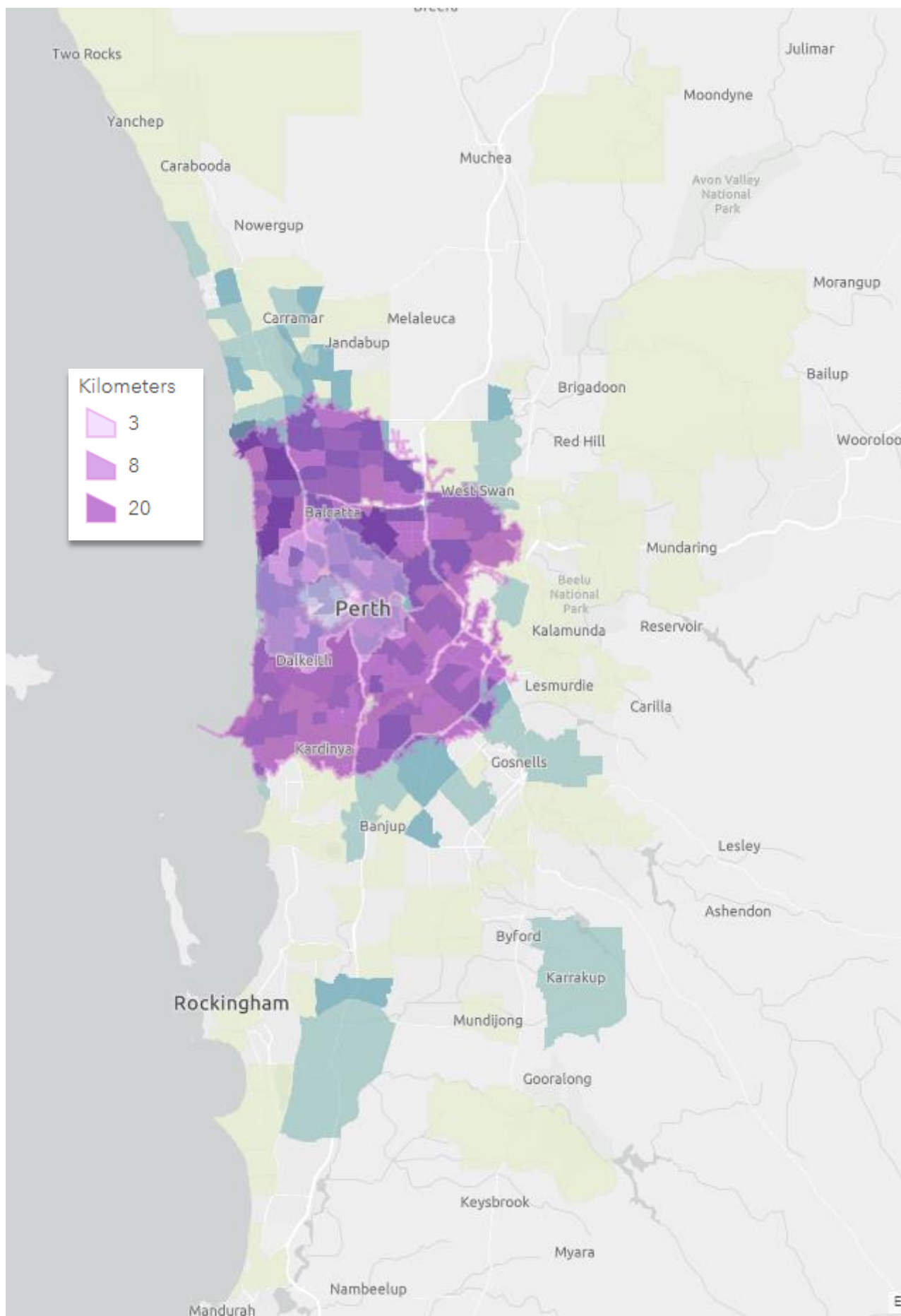


Figure 18: Walking, cycling and micromobility catchment – 3, 8 & 20km



7 Existing transport and parking choices

Section 6 of this strategy established that there are many employees living within transport catchments for walking, cycling and public transport. To understand how employees are presently travelling and parking (if driving), a workplace travel survey was undertaken for employees of SJOGH in November 2021.

7.1 Employee characteristics

Approximately 45% of respondents are employed full time and 45% are employed part time (Figure 19). Most respondents are regular attendees to the site, working an average of 3.8 days per week.

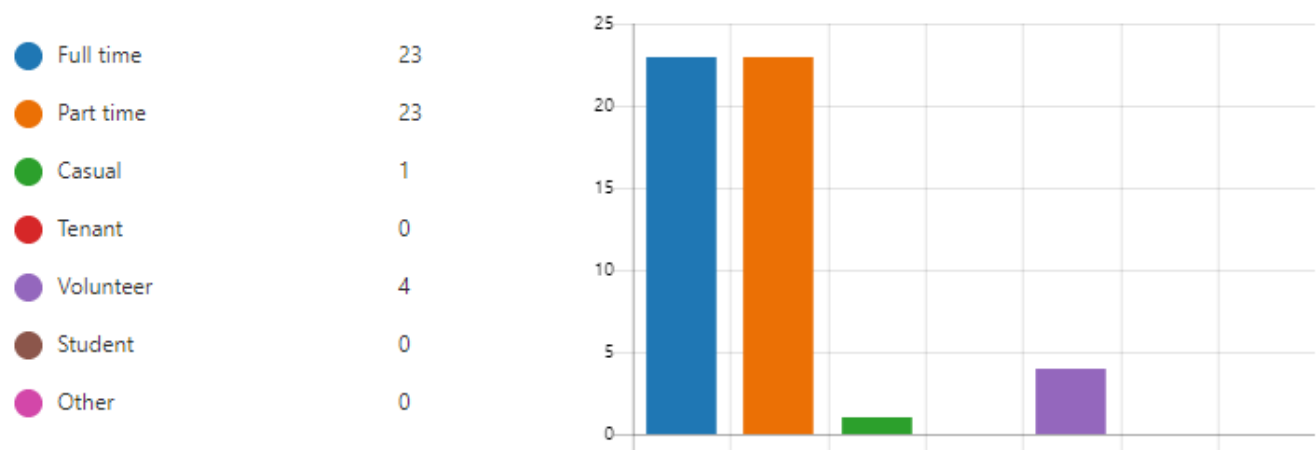


Figure 19: Employment type

The most common work hours were standard office hours (9am to 5pm). Around 75% of respondents worked during the day, either during the AM work shift (7am to 2pm) or standard office hours. These coincide with the peak car parking demand times on site and present a real opportunity to encourage a change in mode share. Fewer people work PM and Night shifts, and during these shifts there is surplus car parking available so a change in mode share is less important.

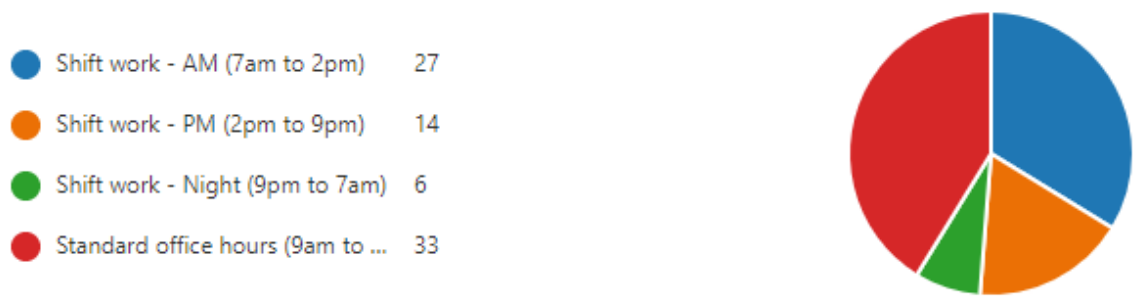


Figure 20: Employee work times

7.2 Travel characteristics

When asked how far they travel to work, around 73% of respondents travelled 24km or less (Figure 21), which is following a similar trend to the multi-modal accessibility analysis presented in Section 6. Around 16% of respondents travel 8km or less, which is comfortable cycling or micromobility travelling distance.

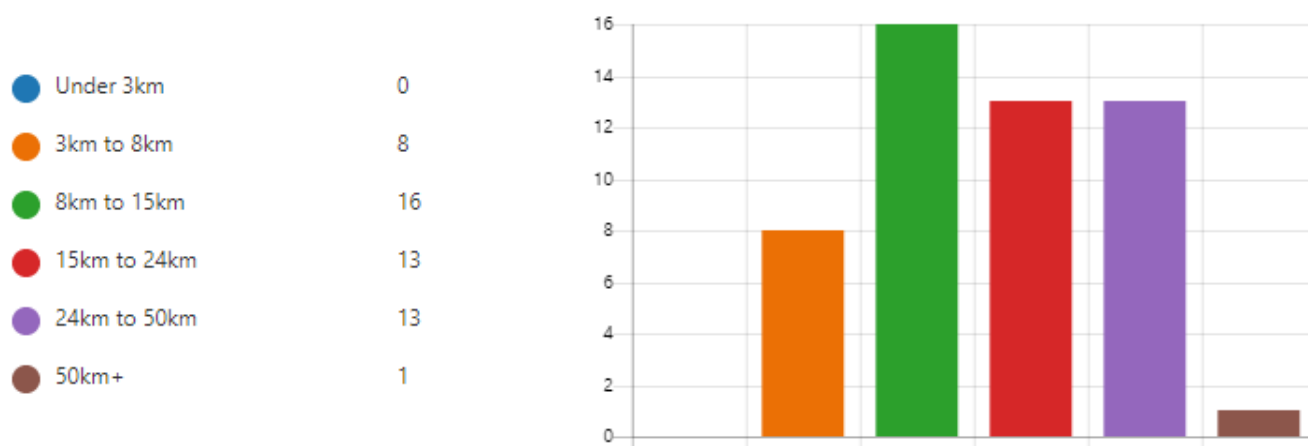


Figure 21: Distance travelled to work

Survey respondents reported a 97% car drive mode share, which is very high for hospitals. This mode share was reported just for the day shifts when employees have access to other transport modes during daylight standard working hours. This result suggests that there is significant opportunity to reduce car parking demand on site through transport mode shift.

What is the MAIN mode of transport you USUALLY use when travelling to work day shifts?

[More Details](#)

[Insights](#)

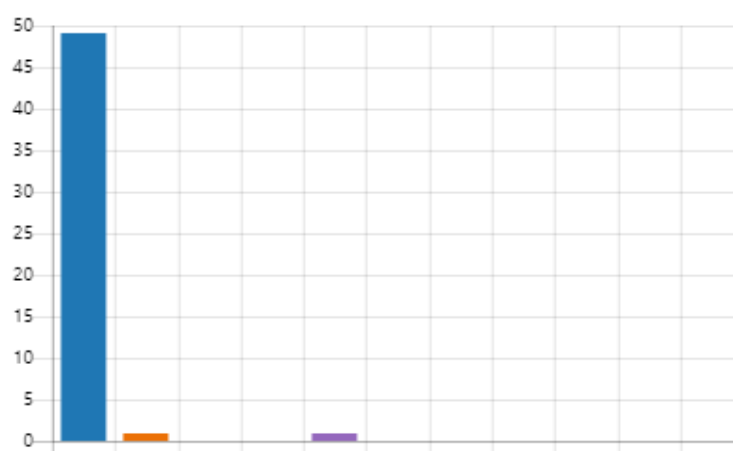
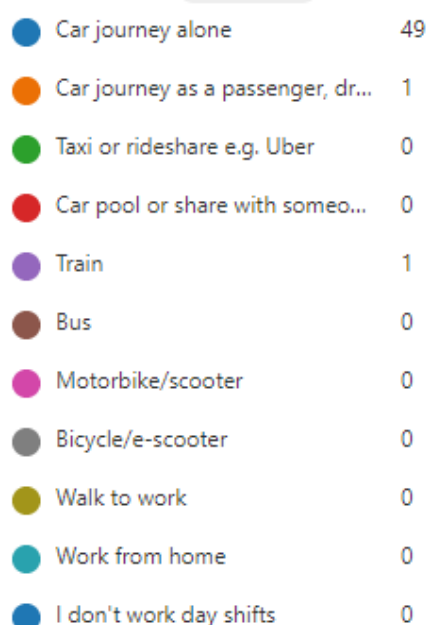


Figure 22: Existing employee transport mode choice (day shifts)



7.3 Parking characteristics

100% of respondents reported parking on site with a staff or tenant parking permit. Around 78% of respondents pay under \$4.00 per day for car parking.

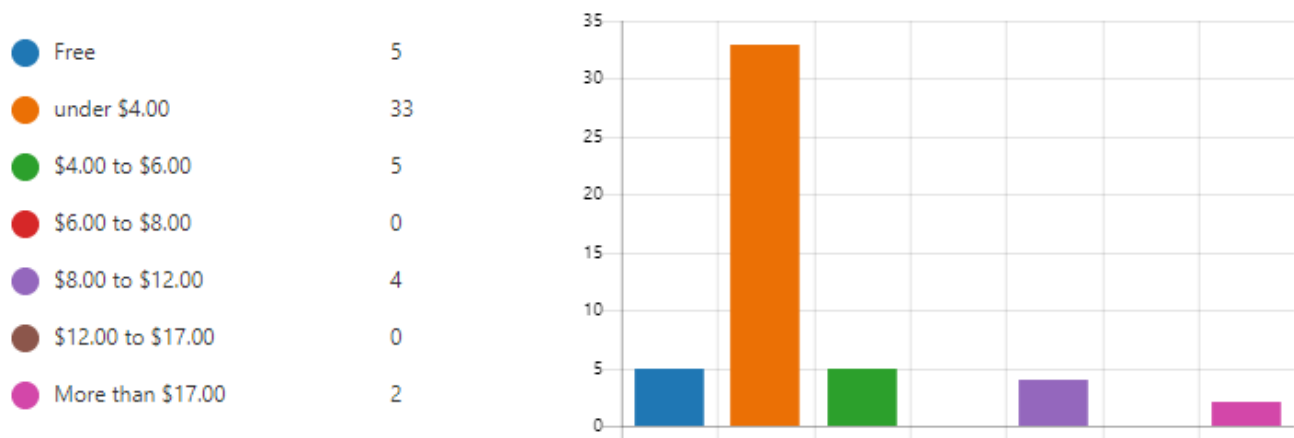


Figure 23: Existing employee parking fees

The most important reasons for staff driving, in order of importance are convenience (57%), time savings (50%) and reliability (43%), as detailed in Figure 24.

53% of car drivers are open to car sharing with a colleague (Figure 25).

10. Which of the following are important factors in your choice to travel by car?

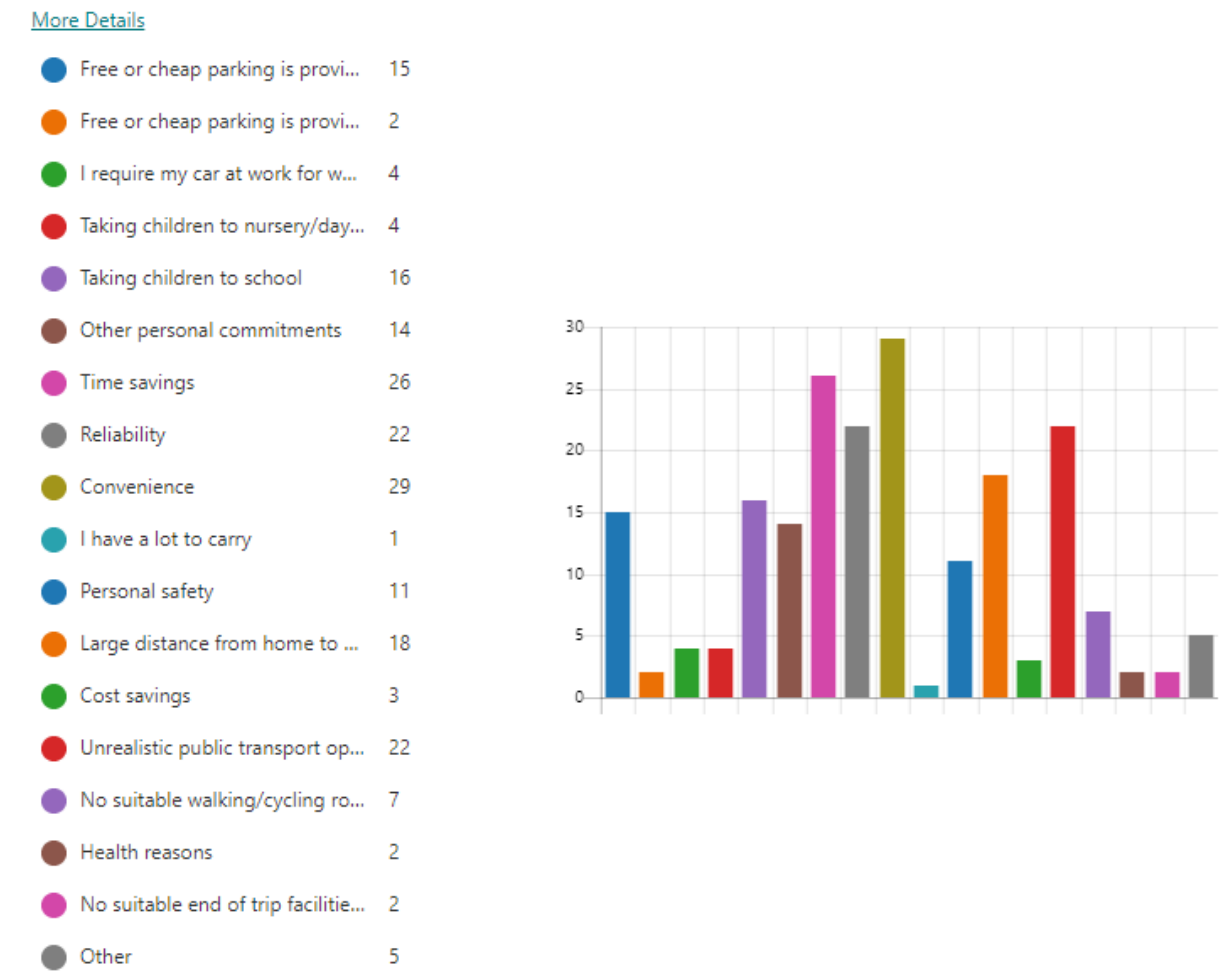


Figure 24: Reasons for travelling by car

11. Would you consider car sharing with a colleague?

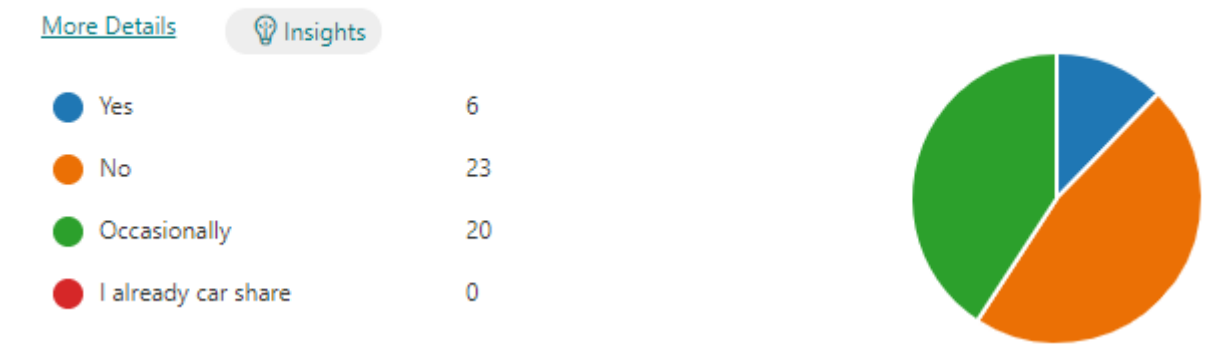


Figure 25: Employee openness to car sharing



8 Comparison with other hospitals

Journey to Work (JTW) data was obtained and analysed from the Australian Bureau of Statistics (ABS) as a benchmark for establishing realistic mode share targets for SJOGH. The 2016 mode share data for hospital workers in Greater Perth is presented in Table 4. On the day of the census, some hospital workers reported working from home or not working that day, which matches the SJOGH surveyed average of 4 days per week work.

Table 4: Mode of travel for hospital workers in Greater Perth

Mode of Travel (2016)	Hospital Workers in Greater Perth
Public Transport	9.01%
Vehicle	71.82%
Active Transport	3.03%
Other Mode	0.13%
Worked at home or Did not go to work	15.52%
Mode not stated	0.49%
Not applicable	0.00%
Total	100.00%

Source: 2016 Census - Employment, Income and Education MTW06P Method of Travel to Work (6 travel modes) by SA2

To estimate the mode share of hospital workers when they do travel to their workplace, the ABS data was adjusted to only include the responses of people who travelled to work on the day of the census. The adjusted mode shares are presented in Table 5.

Table 5: Adjusted mode of travel for hospital workers in Greater Perth

Mode of Travel (2016)	Hospital Workers in Greater Perth
Public Transport	10.73%
Vehicle	85.50%
Active Transport	3.61%
Other Mode	0.16%
Total	100.00%

Source: Data adjusted to only include people who travelled to work on the day of the census

The data in Table 5, is dated and does not take full account of recent changes in transport infrastructure, policy and the impact of COVID. The mode shares also include staff who worked night shift on the day of the census, which can increase the reported vehicle mode share percentage. However, the percentage of drivers is still significantly lower than the surveyed driver mode share at SJOGH. This confirms there is opportunity to implement policies to encourage reduced reliance on driving and parking at SJOGH.

9 Parking priority policy

9.1 Purpose

A Parking Priority Policy (Policy) is recommended for SJOGH Subiaco, to assist with:

- Categorising the various types of employees and volunteers who work at SJOGH; and
- Providing an equitable and transparent framework to assign parking permits based on genuine needs.

9.2 Application

This Policy applies to all SJOGH Staff as well as others such as volunteers, couriers, delivery drivers, external service providers and contractors, students, motorcyclists, patients, visitors and agency workers.

9.3 Policy principles

The following principles guide this Policy:

- SJOG aims to promote a sustainable access environment at the SJOGH, including encouraging the use of alternative modes of transport.
- Focus on the equitable assessment and allocation of staff parking access at SJOGH.
- Honesty and trust by all stakeholders are in everyone's best interest because these principles support equitable, accurate and efficient allocation of staff parking.
- Staff parking not an automatic right.
- All staff based at SJOGH, regardless of their employer, may apply for a parking permit.
- All parking applications will be assessed against the Priority Groups.
- A valid SJOGH car parking permit must be displayed when parking at the SJOGH. This rule includes staff who are paying full visitor parking fees.
- A Staff parking permit does not guarantee a parking bay.
- Staff parking permit allocations, conditions and access are subject to change upon reasonable notice from the Parking Department.
- Visitor car parks are for use by **patients and visitors only**. Staff parking permits are not valid in the visitor car parks.
- Individuals attending SJOGH as a visitor (for personal reasons) must park in a visitor car park and pay visitor rates.



9.4 Parking priority groups

This Policy classifies applicable staff into parking priority groups, as detailed in Tables 6 to 8. Car parking is allocated on site in accordance with the different priority groups. Different parking pricing, access control and permitted parking locations may apply to the diverse groups.

Table 6: Parking priority group 1

Priority Group 1	
a) Staff whose regular rostered shifts require them to start before 7:00am and/or finish after 6:30pm	<p>Staff who have the option to work between 7:00am and 6:30pm but choose to start or finish outside of these hours for personal preference or other similar reasons not related to their employment, will be deemed as core hour workers and fall into Priority Group 3.</p> <p>Staff in this category will only have access to Priority 1 parking areas when they start before 7:00am and/or finish after 6:30pm.</p>
b) On-call Staff	On-call Staff can apply for a parking permit
c) Medical Consultants	<p>Medical Consultants can apply for a parking permit.</p> <p>Medical Consultants are required to park in designated parking areas.</p>
d) Staff ACROD permit holders	<p>Staff holding a valid ACROD permit can apply for a SJOGH ACROD parking permit.</p> <p>Staff holding a valid ACROD permit will only be able to park in designated accessibility bays.</p>
e) Volunteers	<p>Volunteers will receive a parking permit to park in designated parking areas.</p> <p>A volunteer's right to a parking permit is strictly limited to periods when they are providing rostered volunteer services at SJOGH.</p>
Priority Group 1 parking permit holders will have exclusive access to specified Staff parking areas in SJOGH, as set out in the approved Parking Management Plan.	

Table 7: Parking priority group 2

Priority Group 2	
a) Car Poolers	Car Pooler permit holders must register all vehicles which are part of the carpooling scheme and only one vehicle may park on site at any time. Car poolers are to park in designated carpool bays. If a cap is placed on Carpool permits, further applicants will be placed on a waiting list, in order of the date and time of their application.
b) Primary Carers	<p>A Staff member who:</p> <p>a) in respect of a child or children under 16 years of age, has the greatest responsibility (usually the person who provides the greatest amount of care) for the child/children's:</p> <ul style="list-style-type: none"> - day to day care - welfare, and - development <p>b) in respect of a person with a disability or a long-term health condition who is not living in a respite or other care facility, who provides (and is likely to continue to provide for a further six months) the majority of assistance to the person with one or more of the following core activities:</p> <ul style="list-style-type: none"> - day to day care - mobility - communication <p>Primary Carers must submit a SJOGH Primary Carer Statutory Declaration to the Security Department to substantiate their primary carer status.</p>
c) Staff whose journey to SJOGH is not serviced by public transport.	<p>Staff whose journey to SJOGH is considered not serviced by public transport are those Staff whose place of residence does not have a route to SJOGH available on the Transperth journey planner OR the route takes longer than 90 minutes on the Transperth journey planner.</p> <p>https://www.transperth.wa.gov.au/Journey-Planner</p>
d) Staff with a short-term medical condition which affects their mobility	<p>Staff who have a medical condition or disability which is expected to affect their mobility to and from the SJOGH for more than six months and who do not currently have an ACROD Parking Permit must apply for one at www.acrod.org.au.</p> <p>Staff who provide proof of application for an ACROD Parking Permit will be granted a short-term temporary SJOGH parking permit under this permit type.</p> <p>Staff who have a medical condition or disability which is expected to affect their mobility to and from the SJOGH for less than six months must provide a doctors certificate in the form provided, to substantiate the requirement for parking based on the medical condition or disability as part of their application for parking.</p>
Priority Group 2 parking permit holders will have access to specified Staff parking areas in SJOGH, as set out in the approved Parking Management Plan.	



Table 8: Parking priority group 3

Priority Group 3	
a) Staff who work between 7:00am and 6:30pm	<p>Staff whose regular core working hours are between 7:00am and 6:30pm and Staff whose rostered shift require them to start at or after 7:00am and finish before 6:30pm will have restrictions imposed on their parking permit as determined by the Parking Department from time to time.</p> <p>All staff who do not belong in Priority Groups 1 or 2, and wish to park at SJOGH, must obtain a Staff parking permit and will be designated to Priority Group 3. Staff access keys to car parking will only work for Priority Group 3 areas.</p>
b) Staff who are registered in the travel green program	<p>Staff who register in the travel green program may still apply for a staff car parking permit and will be assigned to Priority Group 3.</p>
<p>Priority Group 3 parking permits will have restricted access to staff parking areas in SJOGH, as set out in the approved Parking Management Plan.</p>	

10 Parking pricing

10.1 The role of parking pricing

Reference is made to the following extract from VTPI:

“Parking Pricing means that motorists pay directly for using parking facilities to efficiently manage demand or recover facility costs (CARB 2014; Shoup, 2006 and 2013). This may be implemented as a parking management strategy (to reduce parking problems), a mobility management strategy (to reduce traffic problems), to recover parking facility costs (so parking facilities are financed by users rather than being subsidised), or to raise revenue for any purpose (such as funding local transport programs or downtown improvements). It is often intended to achieve a combination of objectives.

Currently, most parking is inefficiently priced; it is provided free, significantly subsidised, or bundled (automatically included) with building purchases and rents, forcing consumers to pay for parking facilities regardless of whether they want it. When motorists do pay directly for parking, it is often a flat annual or monthly fee, providing little incentive to use an alternative mode occasionally. Charging users directly rather than indirectly for parking typically reduces automobile ownership and use by about 30% (Ostermeijer, Koster and Ommeren 2019; Spears, Boarnet and Handy 2014). Khordagui (2019) found that a 10% commuter parking price increase causes a 1–2 percentage point average decline in the probability of driving to work. Charging by the day rather than monthly significantly reduces driving (Gutman 2017). Rates should be set to optimize parking facility use, called performance-based pricing, which means that about 15% of parking spaces are unoccupied at any time, so drivers can usually see a parking space near their destination (Shoup, 2006 and 2008). Short-term parking can have higher unit fees than longer-term parking used by commuters. For example, \$2/hour may be a reasonable price for convenient downtown on-street parking used for errands, but few commuters can afford to pay \$16 per day to park.”¹

Below are general strategies for efficient parking pricing implementation:

- As much as possible, charge motorists directly for using parking facilities to efficiently manage parking demand, encourage use of alternative modes, and generate revenue. Cost recovery parking prices typically reduce parking demand by 10-30%.
- Set prices to maintain optimal demand, such as 80-90% maximum occupancy during peak periods.
- Unbundle parking for tenants, so parking is rented separately from building space (if applicable).
- Minimise early-bird and long-term parking price discounts. For example, set daily rates at least 6 times the hourly rates, and monthly rates at least 20 times daily rates. Even better, eliminate long-term passes and charge for each hour or day, so commuters save money whenever they reduce driving.
- Use improved pricing methods to make priced parking more cost effective, convenient and fair. For example, use pricing systems that charge for just the amount of time a vehicle is parked, rather than fixed time blocks.

¹ *Parking Management Comprehensive Implementation Guide*, Victoria Transport Policy Institute (VTPI), 2021



- Use short pricing periods. For example, for short-term parking charge by the minute rather than by the hour, and for long-term parking charge by the hour rather than by the day or month.
- Create Parking Benefit Districts, with revenues used to benefit local communities.
- Set parking prices to equal or exceed transit fares. For example, set daily rates to equal or exceed two single fares, and monthly rates to equal or exceed a monthly pass price.

10.2 Staff parking pricing

At present, staff are charged \$3.60 per day regardless of where or what time they park at SJOGH. As detailed in Table 9, under the proposed Travel Green tiered allowance structure, most staff would be financially worse off to choose public transport instead of paying for parking at existing fees and public transport fares. It is acknowledged that there are other costs associated with car ownership such as registration, insurance, maintenance and repayments etc.

However, staff may already own a car and pay these fixed costs, regardless of how they travel to work. Additionally, the cost of vehicle ownership is offset by the benefits of travel time savings and convenience, in comparison to public transport.

The following responses are noted from the workplace travel survey:

- Almost 80% of staff take 40 minutes or less to travel to work. This travel time will likely increase if staff switch to public transport.
- 78% of staff currently pay \$4.00 or less per day for parking.
- The most important reasons for staff driving, in order of importance are convenience (57%) and time savings (50%).
- For comparison, free or cheap parking was only important for 29% of respondents.
- 29% of respondents said they will look for alternative employment if they cannot find a parking space at or near SJOGH. In comparison, only 15.6% said they would do the same if parking fees were increased.
- The responses suggest that being able to find car parking when staff need it is more important than cheap or low fees. Therefore, making parking spaces available to people who need them the most should have priority over parking fees charged for staff.

It is suggested that the maximum daily staff parking fee structure be considered as follows:

- Off-peak staff parking (\$4.00 to park any time after 1:00pm and before 7:00am).
- On-peak staff parking (\$10.50 if a car arrives between 7:00am and 1:00pm).

The exact time for peak and off-peak can be slightly adjusted to give some time allowance for staff starting or ending shifts. However, the peak period needs to cover staff working day shifts, where travel green choices are viable.

SJOGH may wish to consider charging a flat \$4.00 per day parking fee at any time for Priority Group 1 permit holders.

The car parking and travel green allowance pricing structures presented in this report are suggestions only to help inform policy. SJOGH will need to undertake their own calculations and financial modelling, to confirm pricing which may be financially feasible for their organisation, based on the modelled number of staff participating in different schemes.

Pricing will need to be reviewed on an annual basis, with the following considerations:

- Number and proportion of staff which qualify for different Priority Group parking permits.
- Number and proportion of staff as active travel green participants.
- Utilisation of different car parking areas.
- Changes to public transport fares.
- Required changes to car parking allocation and / demand to achieve 85% peak utilisation of public parking areas.

The State Government made a commitment to cap public transport fares to a maximum 2-zone fare, in January 2022. Public transport fares can still be subject to further changes into the future with changes in Government or priorities.

The proposed travel green allowance structure has been revised to account for updated public transport fares as of July 2022. The revised analysis is present in Table 10.

10.3 Public parking pricing

It is recommended that the existing public pricing structure be retained at the outset. During post-implementation evaluation, required pricing scheme changes can be considered.



Table 9: Existing daily parking fee versus public transport fare

Transperth Zone	Daily Fare with return trip (assuming 20% SmartRider discount)	Proposed Travel Green Daily Allowance	Staff Daily Parking Fee (Existing)	Difference PT Vs Driving
2 Sections	\$3.68	\$1.80	\$3.60	\$1.72
1 Zone	\$5.28	\$2.60	\$3.60	\$0.92
2 Zones	\$8.00	\$4.00	\$3.60	-\$0.40
3 Zones	\$8.00	\$4.60	\$3.60	\$0.20
4 Zones	\$8.00	\$5.20	\$3.60	\$0.80
5 Zones	\$8.00	\$5.80	\$3.60	\$1.40
6 Zones	\$8.00	\$6.40	\$3.60	\$2.00
7 Zones	\$8.00	\$7.00	\$3.60	\$2.60
8 Zones	\$8.00	\$7.60	\$3.60	\$3.20
9 Zones	\$8.00	\$8.20	\$3.60	\$3.80

Notes: This table directly compares parking fees with fare costs. Other economic factors such as fuel expenses, value of time, travel time and convenience are not included.

Table 10: Proposed daily parking fee versus public transport fare

Transperth Zone	Capped future daily fare with return trip (assuming 20% SmartRider discount)	Proposed Travel Green Daily Allowance	Staff Daily Parking Fee (Adjusted)	Difference PT Vs Driving
2 Sections	\$3.68	\$1.80	\$10.50	\$8.62
1 Zone	\$5.28	\$2.60	\$10.50	\$7.82
2 Zones	\$8.00	\$4.00	\$10.50	\$6.50
3 Zones	\$8.00	\$4.60	\$10.50	\$7.10
4 Zones	\$8.00	\$5.20	\$10.50	\$7.70
5 Zones	\$8.00	\$5.80	\$10.50	\$8.30
6 Zones	\$8.00	\$6.40	\$10.50	\$8.90
7 Zones	\$8.00	\$7.00	\$10.50	\$9.50
8 Zones	\$8.00	\$7.60	\$10.50	\$10.10
9 Zones	\$8.00	\$8.20	\$10.50	\$10.70

11 Parking management plan

11.1 Planning scheme parking requirements

The project planners have prepared a calculation of future car parking requirements which considers the proposed development at SJOGH. The parking requirements were assessed against the *Town of Cambridge Local Planning Policy 3.13: Parking* and are summarised in Table 11.

On paper, there is a modest surplus in car parking at the site. This Transport and Parking Strategy, seeks to implement a parking priority system, to make sure that people who need access to car parking are prioritised. Other parking demand management strategies are recommended to reduce the reliance on car parking and encourage more sustainable transport choices for people who have access to these options.



Table 11: Assessment of car parking requirements under LPP 3.13

Land use	Proposed development	Parking Policy requirement	Parking required	Parking provided
Existing development			1,225 ¹	1,353
Additions to hospital	1,246m ² new administration areas ² 195 new beds (net)	1 space/30m ² net hospital administration area & 1 space/3 licenced beds	107	410
Retail (NCB)	134m ²	1 space/20m ² NFA ³	7	
Existing chapel	144m ² seating area (to be removed)	1 space/5m ² seating area	-29	
New chapel	134m ² seating area	1 space/5m ² seating area	27	
Medical suites	51 practitioners	4 spaces/practitioner consulting at any one time	204 ⁴	
Office (research and education)	2,138m ²	1 space/30m ² NFA ³	71	
Café	73.6m ² indoor seating area + 79m ² alfresco	1 space/5m ² of seating area including alfresco area	31	
Retail (MSER)	73m ²	1 space/20m ² NFA ³	4	
Function room	257m ² + 147m ² terrace	1 space/5m ² public area	81	
Total			1,728	1,763
Surplus (+) / shortfall (-)				+35
<p>Note 1: The figure of 1,225 parking bays required is based on the existing parking supply (1,353 bays) minus the parking demand that was diminished by the demolition of St John of God House in 2017 which removed approximately 4,124m² of floorspace used for hospital administration / office purposes (137 bays), plus the additional demand generated by the infill development of approximately 270m² of administration area that was approved by the Town on 10 May 2021 (9 bays).</p>				
<p>Note 2: Administration area means “an area in which the day to day activity of running a business or organisation is undertaken” and includes offices, reception areas, staff bases, meeting rooms, staff rooms, and clinical workshops.</p>				
<p>Note 3: NFA (net floor area) means “the gross total area of each of the floors of the building but shall not include the area of private car parks, the areas of lift shafts, stairs, toilets, amenities, plant rooms and the thickness of any external walls.”</p>				
<p>Note 4: Clause 7.2.2 of the Parking Policy requires 50% of the parking required for consulting rooms to be allocated to non-staff. Refer Appendix 6 for the ITPS which considers the allocation of parking for visitors and staff.</p>				
<p>Note 5: The car parking numbers in this table includes only staff and visitor car parking (includes accessible parking bays). Special purpose bays such as loading bays, ambulance bays, taxi bays, and drop-off/pick-up areas (where bays are not marked out) are not included.</p>				

Source: Planning Solutions

11.2 On-site car parking supply and allocation

Onsite car parking areas have been divided into zones as indicated in Figure 26. The proposed car parking allocation is detailed in Table 12.

Figure 26: Site car parking zone map

Table 12: Proposed car parking allocation

Level	Car Park	Allocation	Caregivers / Doctors	Public / Caregivers / Doctors	ACROD	Public	Pool Parking Permit	Total
1	Car Park B	Staff Priority Groups 1-3	70					70
0	Car Park S	Staff Priority Groups 1-3	44					44
-1	Car Park S	Staff Priority Groups 1-3	90					90
-2	Car Park S	Staff Priority Groups 1-4	105					105
0	Multi story car park level 0	Staff Priority Group 1	39					39
1	Multi story car park level 1	Staff Priority Groups 1-2	104				10	114
2	Multi story car park level 2	Public only			24	126		150
3	Multi story car park level 3	Public only				175		175
4	Multi story car park level 4	Public & Tenant staff Groups 1-3		175				175
5	Multi story car park level 5	Public & Tenant staff Groups 1-3		168				168
6	Multi story car park level 6	Public & Tenant staff Groups 1-3		169				169
1	Bendat Cancer Centre car park	Public only			1	34		35
2	Main Hospital Entry 10-minute bays & ACROD	Public only			4	11		15
0	Subiaco Medical Clinic	Tenants only (Groups 1-3)	172					172
1	Subiaco Medical Clinic	Public & Tenant staff Groups 1-3		101	6	10		117
2	Subiaco Medical Clinic - Main Entry	Public only				4		4
1	Sports Med	Public only			1	7		8
1	New Clinical Block	Public only				8		8
1	New Medical Suites	Public only			1	5		6
0	New Medical Suites	Tenants only (Groups 1-3)	36					36
-1	New Medical Suites	Tenants only (Groups 1-3)	39					39
0	Clinic South	Tenants only (Groups 1-3)	24					24
	Total		723	613	37	380	10	1763

11.3 ACROD parking

There will be a total of 37 ACROD bays reserved across SJOGH. Staff with ACROD parking permits are permitted to park in any ACROD bays available on-site. Approximately 2% of all car parking will be designated as ACROD parking. ACROD parking is required to be provided at a rate of 1% to 2% for hospitals (Table 13).

Table 13: ACROD parking requirements

Class 9a	
(a) Hospital (non-outpatient area)	1 space for every 100 carparking spaces or part thereof.
(b) Hospital (outpatient area):	
(i) up to 1 000 carparking spaces; and	1 space for every 50 carparking spaces or part thereof.
(ii) for each additional 100 carparking spaces or part thereof in excess of 1 000 carparking spaces.	1 space.
(c) Nursing home	1 space for every 100 carparking spaces or part thereof.
(d) Clinic or day surgery not forming part of a hospital	1 space for every 50 carparking spaces or part thereof.

Source: Disability (Access to Premises — Buildings) Standards 2010

11.4 Motorcycle parking

The calculated motorcycle parking requirement in accordance with LPP 2.13 is detailed in Table 14. The proposed development includes 19 motorcycle / scooter bays. Motorcycle parking is shared for use by all staff with a permit and visitors.

Table 14: Motorcycle parking requirements

Calculation	Particular	Spaces required	Spaces provided
2% of the total number of parking spaces required (prior to concessions)	503 car parking bays required	10	19



11.5 Visitor parking

Across the site, 380 bays will be reserved for the exclusive use of visitor parking. Visitors will also have access to an additional 37 ACROD bays and 613 shared visitor / staff parking bays. Overall, visitors can park in up to 58% of the car parking provided on site. Around 21% of the site car parking is reserved for the exclusive use of visitors.

SJOGH Policy No. HP 2.14 *Public Parking*, provides details of special categories of visitors, who are eligible for discounted parking fees.

11.6 Staff parking

All staff must apply for a staff parking permit to park on-site at SJOGH. Staff will be categorised into priority groups as per the Parking Priority Policy. Staff are only permitted to park in their designated priority areas. Staff parking is not permitted in areas designated for the exclusive use of visitors. A total of 733 bays (41%) are allocated for the exclusive use of staff. Staff can potentially park in 1,383 bays (78%) on-site, subject to availability.

11.7 Carpool parking

At the outset, 10 parking bays will be allocated for the exclusive use of staff with carpool parking permits. SJOGH will monitor interest in the carpool program and will increase the number of bays allocated for carpooling as required to support increased car sharing.

11.8 Volunteer parking

Volunteers are not given a dedicated parking area; they can park in any staff or visitor bays for free.

11.9 Taxi, pick-up/drop-off and rideshare

Taxi, pick-up/drop-off and rideshare will utilise the drop-off / pick-up areas outside the main hospital block, Subiaco Medical Clinic block or new clinical block. These areas will be signed with time restrictions, such as “10-min parking only”, which is currently employed on site.

11.10 Bicycle parking and end of trip facilities

The Parking Policy includes minimum ratios for short-term and long-term parking of bicycles. Refer to Table 15 for an assessment of the bicycle parking requirements under the Parking Policy.

Table 15: Bicycle parking requirements

Land use	Proposed development	Short-term parking			Long-term parking		
		Calculation	Required	Provided	Calculation	Required	Provided
Additions to hospital	195 new beds	1 space / 30 licensed beds Min 2 spaces	7	30	1 space / 15 licensed beds	13	35
Retail (NCB)	134m ²	1 space / 150m ² NFA Min 2 spaces	2		1 space / 300m ² NFA	1	
Medical suites	51 practitioners	1 space / 4 practitioners consulting at any one time	13	24	-	0	10
Office (research and education)	2,138m ²	1 space / 500m ² NFA Min 2 spaces	4		1 space / 200m ² NFA	11	
Café	128m ²	1 space / 100m ² NFA Min 2 spaces	2		1 space / 100m ² NFA	1	
Retail (MSER)	73m ²	1 space / 150m ² NFA Min 2 spaces	2		1 space / 300m ² NFA	1	
Function room	404m ² public area	-	0		1 space/750m ² public area		
Total			28	54		26	45
Surplus (+) / shortfall (-)			+26			+19	

Source: Planning Solutions



Clause 7.6.1 of the Parking Policy requires short-stay bicycle parking devices to be in a convenient and secure position close to the entrance of the premises. In this respect, the development proposes:

- 12 racks (for 24 bicycles) on the north side of the MSER, adjacent to Cambridge Street
- 5 racks (for 10 bicycles) on the western side of the NCB, adjacent to Cambridge Street
- 5 racks (for 10 bicycles) on the southern side of the hospital's main entrance.
- 5 racks (for 10 bicycles) on the western side of the multi-storey carpark.

The proposed development will provide secure access to end of trip facilities and external bicycle parking located appropriately, in accordance with LPP3.13.

Clause 7.6.2 of the Parking Policy requires long-stay bicycle parking devices to be located on-site in a convenient and secure location for employees, close to and visible from inside the place of employment. In this respect, the development proposes:

- Staff bicycle room capable of parking 10 bicycles, located on level -1 of the MSER.
- Staff bicycle room capable of parking 35 bicycles, located under the new chapel.

Where developments are required to provide long-stay bicycle parking, the Parking Policy requires the provision of end of trip facilities. Refer to Table 16 for consideration of the end of trip facility requirements.

Table 16: End of trip facility requirements

Lockers:			Showers and changerooms:		
Calculation	Required	Provided	Calculation	Required	Provided
one locker to one bicycle space	10	10+	refer Table 2 of the Parking Policy	2 (one male, one female)	EOT facilities capable of at least one male, one female shower
	35	35+		6 (three male, three female)	6 (three male, three female)

11.11 Off-site public car parking

A data scraping exercise was undertaken to extract public off-street parking information from mapping websites. Identified car parks were then analysed in GIS to determine which off-street public car parks are within walking distance of SJOGH. As detailed in Figure 27, a total of seventeen off-street public car parks were identified within 800m walking distance of SJOGH.

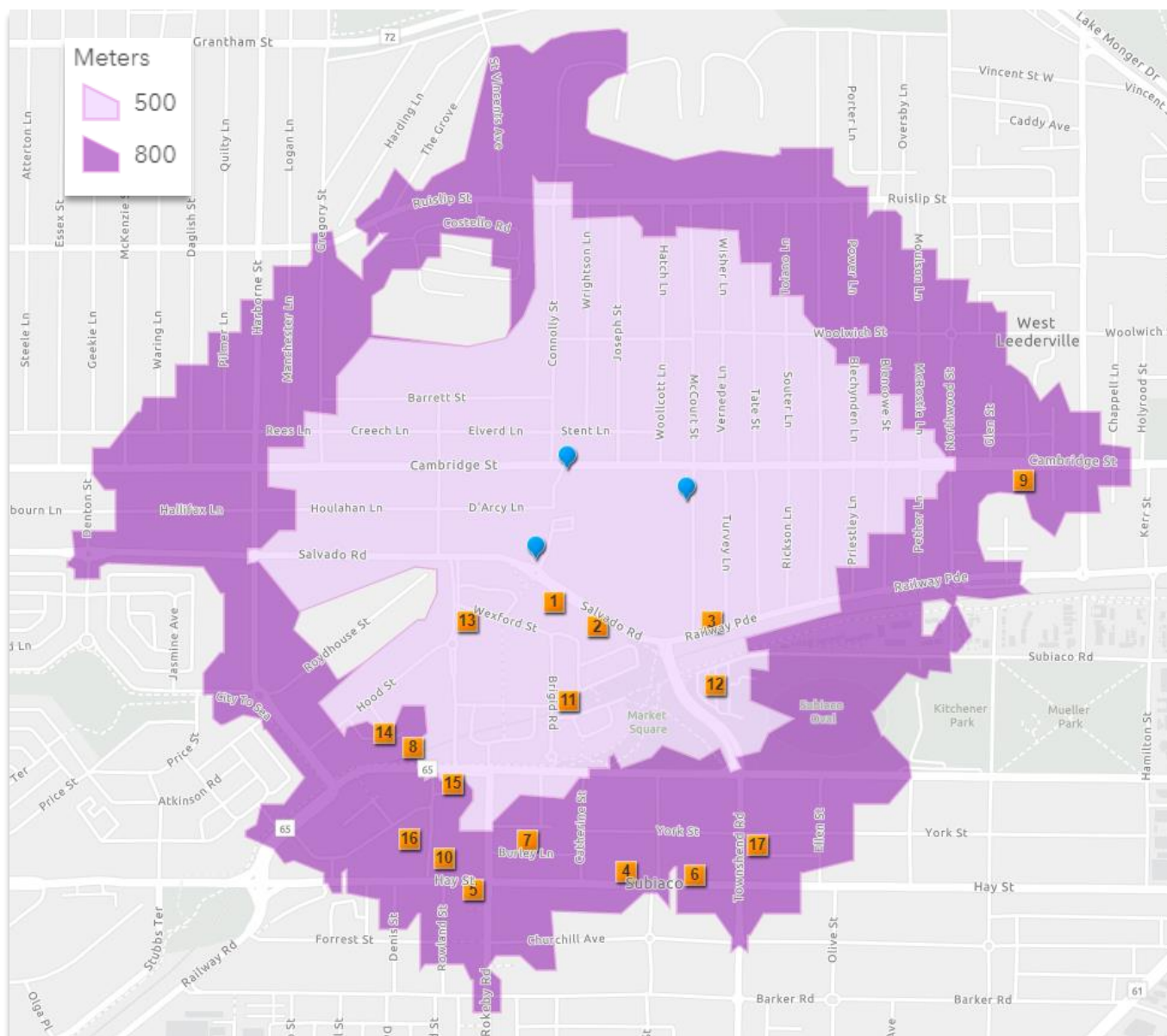


Figure 27: Public off-street car parks within 800m walking distance

Publicly available car park information is presented in Table 17. Approximately 1,498 public car parking spaces are provided within 800m walking distance of SJOGH.

SJOGH staff should be instructed to park off-site if they are in Priority Group 3 and cannot find a parking space available on site.



Table 17: Public off-street car parks within 800m walking distance

CPN	Name	Address	Open Time	Description	Price Range	Parking spaces
1	Wilson Parking - St Joseph's Church	1-3 Salvado Rd, Subiaco WA 6008	Mon-Sun 24 Hours	Wilson Parking	0.0 - 1.0 hrs \$2.40 1.0 - 2.0 hrs \$4.60 2.0 - 3.0 hrs \$7.00 3.0 - 10.0 hrs \$16.00	20
2	Wilson Parking - Ear Science Institute	1 Salvado Rd, Subiaco WA 6008	Mon-Sun 24 Hours	Wilson Parking	0.0 - 0.5 hrs \$3.00 0.5 - 1.0 hrs \$6.00 1.0 - 2.0 hrs \$8.00 2.0 - 3.0 hrs \$9.00 3.0 - 4.0 hrs \$11.00 4.0 - 12.0 hrs \$15.00	51
3	Wilson Parking - McCourt Street	2 McCourt St, West Leederville WA 6007	Mon-Sun 24 Hours	Wilson Parking	0.0 - 1.0 hr \$4.00 1.0 - 2.0 hrs \$7.00 2.0 - 3.0 hrs \$10.00 3.0 - 4.0 hrs \$12.00 4.0- 12.0 hrs \$14.00	138
4	375 Hay St Parking	375 Hay St, Subiaco WA 6008	Mon-Sun 24 Hours	Wilson Parking	Paid Parking 5am - 7pm 0.0 - 1.0 hrs \$2.00 1.0 - 2.0 hrs \$4.00 2.0 - 3.0 hrs \$8.00 3.0 - 4.0 hrs \$15.00 4.0 - 5.0 hrs \$20.00 5.0 - 12.0 hrs \$25.00	35
5	464 Hay St Garage	30 Rokeby, 30 Rokeby Rd, Subiaco WA 6008	Mon-Sun 24 Hours	Wilson Parking	0.0 - 0.5 hrs \$3.00 0.5 - 1.0 hrs \$6.00 1.0 - 1.5 hrs \$9.00 1.5 - 2.0 hrs \$12.00 2.0 - 3.0 hrs \$13.00 3.0 - 8.0 hrs \$16.00 Thereafter per hour 50c. Monthly parking subscription offered.	41
6	Wilson Parking - The Colonnade	338 Hay St, Subiaco WA 6008	Mon-Sun 24 Hours	Wilson Parking	0.0 - 0.5 hr \$1.00 0.5 - 1.0 hrs \$2.00 1.0 - 1.5 hrs \$3.00 1.5 - 2.0 hrs \$4.00 2.0 - 3.0 hrs \$6.00 3.0 - 4.0 hrs \$8.00 4.0 - 5.0 hrs \$10.00 5.0 - 6.0 hrs \$12.00 6.0 - 7.0 hrs \$14.00 7.0 - 8.0 hrs \$16.00 8.0 - 12.0 hrs \$18.00	364
7	Wilson Parking - Seddon Street	Seddon St, Subiaco WA 6008	Mon-Sun 24 Hours	Wilson Parking	0.0 - 0.5 hrs \$3.00 0.5 - 1.0 hrs \$6.00 1.0 - 2.0 hrs \$9.00 2.0 - 3.0 hrs \$12.00 3.0 - 12.0 hrs \$18.00 Thereafter per hour 50c. Monthly permanent parking offered	65
8	Wilson Parking - 109 Station St	410 Roberts Rd, Subiaco WA 6008	Mon-Sun 24 Hours	Wilson Parking	30 Min Mon-Fri\$5 1 Hour Mon-Fri\$10 2 Hours Mon-Fri\$12 3 Hours Mon-Fri\$14 12 Hours Mon-Fri\$16 Each Add'l Hour Mon-Fri\$1 24 Hours Mon-Fri\$27 Early Bird Mon-Fri; In Between 6am-10am;	94

					12 Hour Max\$15 Each Hour Sat-Sun\$3 Max Sat-Sun\$9	
9	Wilson Parking - 115 Cambridge St	115 Cambridge St, West Leederville WA 6007	Mon-Sun 24 Hours	Wilson Parking	30 Min with Validation Free 2 Hours with Validation Free 4 Hours \$3 Each Add'l Hour \$6	162
10	Wilson Parking - 480 Hay Street	480 Hay St, Subiaco WA 6008	Mon-Sun 24 Hours	Wilson Parking	0 Min \$5 1 Hour \$7 2 Hours \$9 3 Hours \$11 12 Hours \$17 Early Bird Mon-Fri; In Between 5am-10am; 12 Hours\$14 Each Hour Sat-Sun\$2 Max Sat-Sun\$10	32
11	Wilson Parking - Edenderry Terrace	Edenderry Terrace, Subiaco WA 6008	Mon-Sun 24 Hours	Wilson Parking	30 Min \$4 1 Hour \$7 2 Hours \$9 3 Hours \$11 12 Hours \$14 Each Add'l Hour \$1 2 Hours Sat-Sun\$10 Max Sat-Sun\$15	32
12	Haydn Bunton Drive CS 6	197 Subiaco Rd Subiaco, WA 6008	Mon-Sun 24 Hours	City of Subiaco	Each Hour Mon-Fri; 8am-5pm\$1.80 Max Mon-Fri; 8am-5pm\$9 Mon-Fri 5pm-8amFree Sat-Sun Free	160
13	Subiaco Square Shopping Centre	29 Station St Subiaco, WA 6008	Mon-Sun 6am-10pm	Wilson Parking	1.5 Hours Free 2 Hours \$3 Each Add'l Hour \$3 6 Hours \$16 Daily Max \$19 Early Bird Mon-Fri; In Between 6am-9am; 12 Hour Max\$14	216
14	Car Station 65	10 Vickers Ln Subiaco, WA 6008	Mon-Sun 24 Hours	City of Subiaco	Each Hour \$1.80 Daily Max \$5 Mon-Fri 5pm-8amFree Sat-Sun Free	11
15	Railway Road Car Station 62	2 Alvan St Subiaco, WA 6008	Mon-Sun 24 Hours	City of Subiaco	1 Hour Free Each Add'l Hour \$1.80 Daily Max \$12 Mon-Fri 5pm-8amFree Sat-Sun Free	10
16	Car Station 22	22 Railway Rd, Subiaco	Mon-Sun 6am-11pm	City of Subiaco	Mon-Fri 6am-8amFree 1 Hour Free Each Add'l Hour \$1.80 Daily Max \$12 Mon-Fri 5pm-11pmFree Sat-Sun Free	43
17	York Street Car Park 3	189 York St Subiaco, WA 6008	Mon-Sun 24 Hours	City of Subiaco	Each Hour \$1.80 Daily Max \$5 Mon-Fri 5pm-8amFree Sat-Sun Free	24
					Total off—street public parking bays	1498



12 Parking demand management

12.1 Introduction

Parking facilities are an essential component of a transportation system. They are also costly. Parking conflicts are among the most common problems facing public officials. Such problems are often defined as inadequate supply (too few spaces are available), but they can also be defined as inefficient management (available facilities are used inefficiently). Management solutions tend to be better than expanding supply because they support more strategic planning objectives:

- Reduced development costs and increased affordability.
- More compact, multi-modal community planning (smart growth).
- Encourage use of alternative modes and reduce motor vehicle use (thereby reducing traffic congestion, accidents and pollution).
- Improved user options and quality of service, particularly for non-drivers.
- Improved design flexibility, creating more functional and attractive communities.
- Ability to accommodate new uses and respond to new demands.
- Reduced impervious surface and related environmental and aesthetic benefits².

Parking Demand Management (PDM) refers to various policies and programs that result in more efficient use of parking resources. When appropriately applied, PDM can significantly reduce the number of parking spaces required in a particular situation, providing a variety of economic, social and environmental benefits. When all impacts are considered, improved management is often the best solution to parking problems.

PDM measures considered in this strategy include:

- Promote telecommuting (WFH) for relevant staff.
- Priority system for issuing of staff parking permits.
- Introduction of car-pooling exclusive bays for staff.
- Increased travel green subsidies and benefits.
- Improved electronic parking management system where staff can prebook parking bays from home and view available parking bays and time slots.
- Review of parking fee structures to make alternative transport modes economically competitive (Section 10).

Parking demand management can be a powerful tool for promoting sustainable transport and reductions in greenhouse gas emissions.

² "Parking Management Strategies, Evaluation and Planning"; Todd Litman; Victoria Transport Policy Institute; April 25, 2006

12.2 Sustainable transport hierarchy

A sustainable transport network should prioritise active and sustainable modes of transport, with walking and micromobility, cycling, public transport, car sharing, and then private car driving ranked in order of priority (Figure 28).

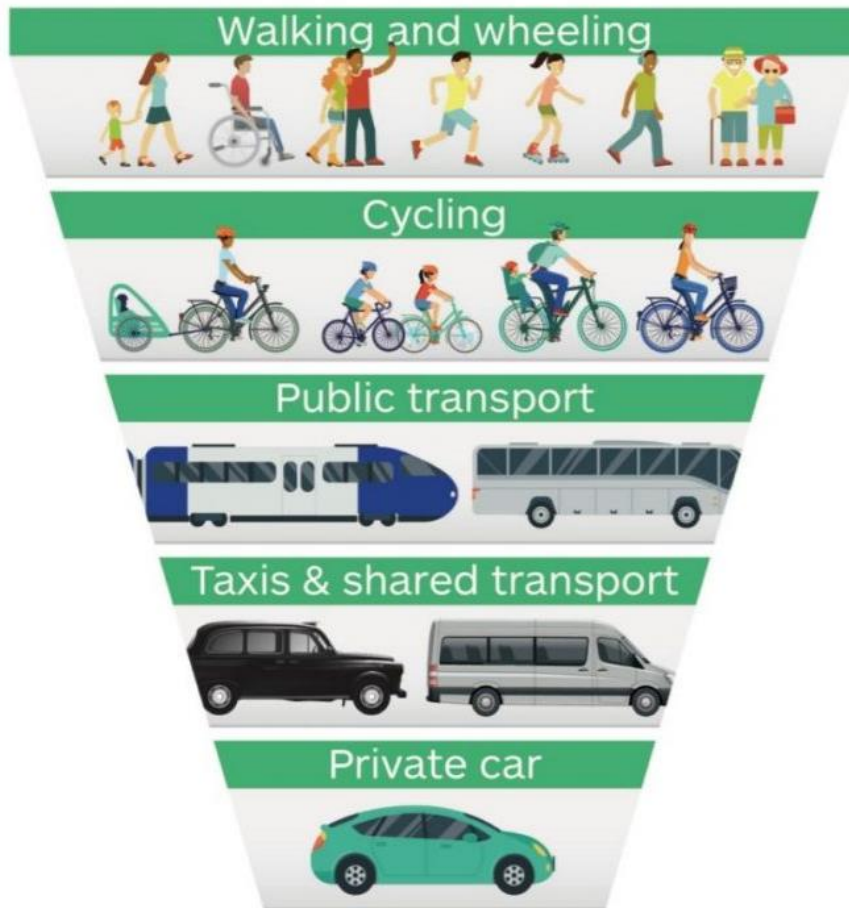


Figure 28: Sustainable transport hierarchy

Source: <https://pedalonparliament.org/>

Parking demand management strategies should consider the sustainable transport hierarchy and seek to promote it.

12.3 Change the travel green policy to support partial mode shift

The existing SJOGH Policy No. HP 2.75 *Travel Green*, features the following procedure:

- Provides a daily allowance (before tax) per working day to caregivers who travel green.
- Caregivers wishing to access the Travel Green Allowance are to complete the Travel Green Allowance Application Form available from the Engineering/Security office.
- **Caregivers utilising the travel green allowance shall not receive subsidised parking.**

The existing travel green policy is a good step towards encouraging staff to adopt sustainable transport modes and offers some financial incentive to do so.

A current weakness of the policy is that it presents a “zero sum” game where staff must either choose to benefit from subsidised parking or from travel green incentives. If staff feel that they may want to drive during some days of the week, they will have a disincentive to be registered for travel green.

It is easier and more effective to encourage staff to take an alternative mode of transport on some days. Staff work an average of 4 days per week at the hospital. If staff travelled green for one day a week, then there will be a 25% cut in staff parking demand on any given day. If staff travelled green once per fortnight, there would be a 12.5% cut in parking demand, which is still substantial.

Therefore, it is recommended that the existing Travel Green Policy be revised to encourage a partial mode shift to travel green on some days. The following features should be adopted for a revised Travel Green Policy:

- Travel Green daily allowance should be tiered based on Transperth Zones, as detailed in Table 18. This pays staff a travel green allowance which is fair and proportional to their time of travel, distance and convenience impact.
- Travel Green allowance should only be paid on rostered work days when staff don't drive and park at SJOGH. This encourages staff to make sustainable transport choices and to be directly and proportionally incentivised for not parking on site.
- Travel Green staff should still be eligible to apply for staff parking permits, under Priority Group 3. This can encourage staff to participate in Travel Green, without being pressured to stop driving completely.

Table 18: Proposed Travel Green allowance tiers

Transperth Zone	Existing daily fare with return trip (assuming 20% SmartRider discount)	Proposed Travel Green Daily Allowance
2 Sections	\$3.68	\$1.80
1 Zone	\$5.28	\$2.60
2 Zones	\$8.00	\$4.00
3 Zones	\$8.00	\$4.60
4 Zones	\$8.00	\$5.20
5 Zones	\$8.00	\$5.80
6 Zones	\$8.00	\$6.40
7 Zones	\$8.00	\$7.00
8 Zones	\$8.00	\$7.60
9 Zones	\$8.00	\$8.20

The Travel Green allowance should be reviewed annually to check staff participation and performance. The guaranteed ride home vouchers should be maintained as per the existing Policy.

12.4 Promote walking, micromobility and cycling

Some strategies which can be considered for promoting sustainable transport and lowering demand for car parking may include, but are not limited to:

- Running healthy, active transport campaigns and promotions in the workplace. For example, tracking walking and active transport and offering prizes or other incentives for participants.
- Informing staff on public transport, walking and cycling travel options as part of training and recruitment.
- Display public transport stop locations and times somewhere at the hospital entry, or even where the parking pay machines are located.
- Monitoring and maintaining bicycle parking to ensure enough parking is provided and is maintained in good condition.
- Provide good end of trip facilities including lockers, change rooms and showers.
- Providing bicycle and micromobility repair stations (Figure 29).
- Providing free charging stations for micro-mobility vehicles such as e-scooters and e-bikes (Figure 30).
- Purchase a fleet of pool e-bikes, which can be used by staff for attending meetings and other work business off-site.
- Invite staff to participate in a workplace Bicycle User Group (BUG).

The proposed hospital landscaping plan invests in substantial improvements to access for walking, micromobility and cycling. Wide promenades and walking connections are proposed, along with improvements to the environment (Figure 31).





Figure 29: Example bike repair station



Figure 30: Electric bicycle charging station

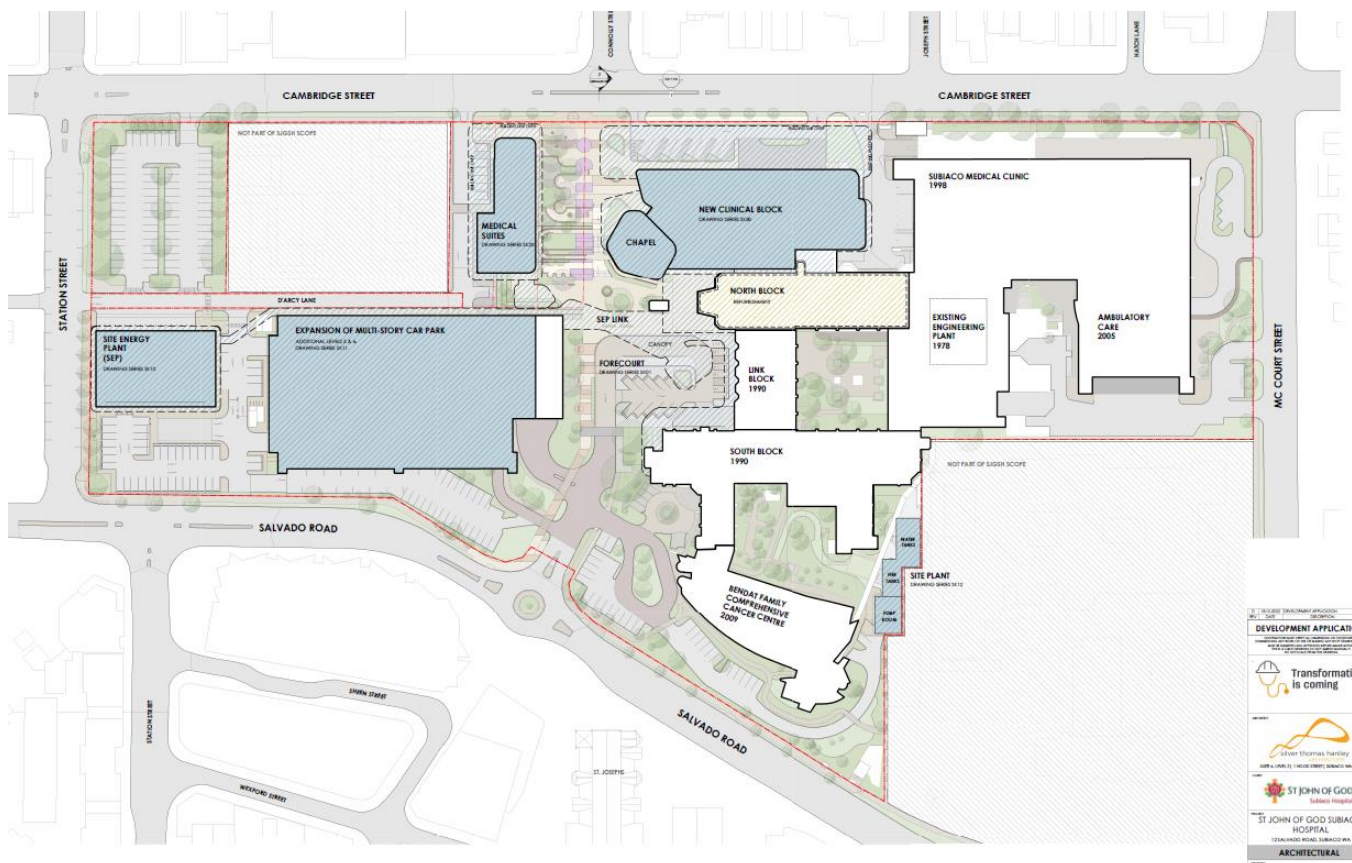


Figure 31: Landscaping concept plan

12.5 Carpooling

SJOGH should set up a carpooling register, where staff can advertise and find matches for carpooling. Staff who carpool together should be rostered to work the same shifts, to assist with scheduling. Carpool bays and the number of registered “teams” should be monitored and more parking allocated to carpooling if the demand is present. Travel survey results show that over 50% of staff would be open to carpooling.



12.6 Work from home

Working remotely, also called teleworking, is about moving the work, not the worker. Phones, computers connected to the internet and conferencing, collaboration and document sharing tools can make daily trips to the office unnecessary.

SJOGH employs many staff who are not direct caregivers. Some of these staff may be able to work from home part time, to help reduce demand for parking at the hospital. 45% of survey respondents reported that their job at SJOGH can be done from home all the time or some of the time. 47% of respondents reported that they would consider work from home arrangements.

SJOGH should develop a work from home policy and application procedure. This can offer added flexibility to staff, which may help retain staff and offset the impact of implementing staff parking restrictions. Staff should be rostered different work from home days, so that the reduction in parking demand is spread and balanced to all days of the week. If staff worked an average of one day per week from home, this would result in a 25% reduction in car parking demand attributed to those staff.

More resources for implementing work from home schemes can be found at the Department of Transport Your Move website:

<https://www.yourmove.org.au/resources/working-from-home-guide/>

The federal Government has also released a telework kit which can be freely accessed:

http://2015.segra.com.au/PDF/DBCDE-Telework-Kit_2013.pdf

12.7 Public transport improvements

SJOGH should liaise with the Public Transport Authority (PTA) to investigate planned and potential future improvements to public transport connectivity.

The State Government has announced that a new Purple CAT will be created and travel from Elizabeth Quay Bus Station to Perth Children's Hospital, Sir Charles Gairdner Hospital and The University of Western Australia, via Kings Park Road and Thomas Street.

Services will commence on February 27, 2022, to align with the start of the university year, providing free travel from the central business district for students, hospital staff and visitors.

One option is to extend the Green CAT route to travel along Cambridge Street and loop past SJOGH (Figure 33). This would provide a public transport connection for rail passengers from the south via Elizabeth Quay Station and from the north via Leederville Station.



Figure 32: Existing CAT services and Free Transit Zone



Figure 33: Potential Green CAT extension



13 Enforcement and compliance

SJOGH should investigate and assess if there is a need for upgrading their existing parking management systems to implement this transport and parking strategy. Considerations to make include:

- Parking signage for all car parks to identify the type of car parking and other relevant information.
- Parking maps to be updated and issued to staff with information about parking priority group parking areas.
- Smart boom gates with License plate recognition for staff registered vehicles (particularly at the multi-level car park). This can help identify if staff vehicles are parking in bays which are designated for visitors only.
- Consideration to issuing parking infringements for non-compliant staff parking.
- All staff parking should have vehicle license plates registered in the system and cars display a staff parking permit which is linked to the registration number.

Particular attention is required in car parks where staff and visitor parking is shared, and where there are also bays dedicated to visitor parking only.

The Town of Cambridge and SJOGH have entered into an agreement with the Town of Cambridge to enforce their by-laws at SJOGH.

Car park rules, fees and procedures are set out in formal SJOGH policies:

- HP 2.14 – *Public Parking*.
- HP 2.13 – *Caregiver and Staff Parking*
- HP 2.75 – *Travel Green*

These policies will be reviewed and updated by SJOGH as required to reflect the recommendations of this transport and parking strategy.

In the long term, consideration can also be given to implementing a smart car bay booking system for staff and visitors, where people driving to the site can prebook and pay for a car bay for a specific day and time interval. This will assist people with knowing what the car bay availability is and allow them to travel by an alternative mode or park off site if there is no available parking. An example dashboard is shown in Figure 34, which provides people with real time information on walking distance of external car parks to SJOGH, pricing and real time available number of bays. A parking bay can also be prebooked via the app.

14 Operational responsibility

The SJOGH Engineering and Security Department is responsible for management and enforcement of parking on site. The department will issue any required access control cards or remotes to authorised people for access into different car parks.

Staff are responsible for parking in staff parking bays in accordance SJOGH policies and to follow or signage and site rules. Visitors are required to comply with all advisory parking control signage on-site and only park in authorised bays.

15 Review of the Parking Management Plan

Operation and use of all parking will be monitored on an on-going basis by the site operators regarding the following:

- Utilisation and spare capacity of different car parking areas.
- Compliance with parking controls and bay allocation.
- Effectiveness of the management and security system for the staff bays.
- Demand and use of bicycle parking and end of trip facilities.
- Registration and participation in Travel Green.
- Registration and participation in Carpooling.

The responsible department should maintain a good record of parking demand, utilisation and operational systems.


As there are substantial changes to parking and travel green arrangements proposed, it is recommended that a program of follow up work and adjustment be made to ensure effectiveness of the transport and parking strategy. The following program is recommended:

- Implementation of the transport and parking strategy and updating of the SJOGH policies and procedures on a 6-month trial basis.
- Urbii to undertake a follow up investigation after 6 months post-implementation to assess the following:
 - Parking utilisation in different car parking areas.
 - Assessment of the allocation of car parking supply between different Staff Priority Groups.
 - Allocation of exclusive visitor parking bays.
 - Registration and participation in Travel Green.
 - Follow up travel survey questionnaire to see how staff have changed their transport choices.
 - Review of car parking pricing and bay allocations to target 85% maximum occupancy for public parking areas.
- Recommendation and implementation of any corrective measures.

After the initial post-implementation review, a follow up minor investigation should be undertaken every 12 months to ensure that pricing and allocation is still effective.



Appendix A: Existing SJOGH travel and parking policies

Name:	Travel Green
Number:	HP 2.75
Type of Policy:	Hospital Policy
Position Responsible:	Divisional Management Committee
Approved By:	Director Workforce & Corporate Services, Perth Northern Hospital
Date Approved:	14 th October 2014
National Standard:	Standard 1 Governance for Safety 

1. Introduction

As a ministry of the Catholic Church, SJGSH is committed to the care and protection of our physical environment. We have a duty, morally and ethically, to care for the earth, to ensure future generations can benefit from our environmental stewardship.

Travel green promotes and encourages improved health outcomes for caregivers.

2. Purpose

The policy outlines how SJGSH will actively encourage the use of more sustainable forms of transport such as public transport, cycling, walking and carpooling through the Travel Green Plan. Also outlined in this Policy is how a permanent caregiver who travels green can access the Travel Green Allowance and a Guaranteed Ride Home (GRH) in the event of an emergency. This is aimed at providing 'Travel Green' commuters with peace of mind and confidence that they can get home quickly when necessary.

3. Scope

This policy applies to caregivers at Subiaco hospital.

4. Definitions

In this policy,

Environmental Footprint: is a measure of all emissions involved in a lifestyle or product, measured in tonnes of carbon dioxide equivalent.

Guaranteed Ride Home (GRH): means providing commuters who 'Travel Green' with a reliable ride home via taxi vouchers when an emergency arises and there is no other reliable alternative available.

Travel Green: means travel such as public transport; cycling, walking, and carpooling which have a minimal impact on the environment e.g. reduced water usage, carbon emissions and overall waste generation.

Travel Green Allowance: is offered to permanent caregivers who use alternative travel modes such as public transport, cycling, walking and carpooling as their mode of transport to and from work.

Travel Green Plan (TGP): provides a series of voluntary travel behaviour change initiatives aimed at encouraging the use of more sustainable transport such as public transport, cycling, walking and carpooling.

5. Policy

- 5.1 The Hospital has developed and implemented a Travel Green Plan. The Travel Green Plan includes strategic goals and strategies to reduce single occupancy car travel to SJGSH and encourage the use of alternative modes of transport.
- 5.2 To encourage caregivers to adopt a greener and healthier mode of travel to and from work a daily Travel Green Allowance is offered to permanent caregivers who use alternative travel modes such as public transport, cycling, walking and carpooling as their mode of transport to and from work.
- 5.3 The Travel Green Plan is coordinated by the Occupational Safety and Environment Department within the Workforce Development Directorate.
- 5.4 Travel demand management is incorporated into the planning of SJGSH site expansion and redevelopment.
- 5.5 The Travel Green Plan will be formally evaluated and reported to the Environmental Stewardship Committee annually.
- 5.6 Due to the significant influence that car parking arrangements have on travel habits the Workforce Development Directorate are to have input into the Car Parking Management policy including consideration of costs and the allocation of parking.
- 5.7 A Guaranteed Ride Home (GRH) will only be available to caregivers who:
 - 5.7.1 Are registered for the Travel Green Allowance; and
 - 5.7.2 Need to leave work as a matter of legitimate urgency, such as family emergency or serious illness, and there is no viable alternative means of transport (e.g. public transport) available.

6. Procedure

Travel Green Allowance:

- 6.1 Provides a daily allowance (before tax) per working day to caregivers who travel green.

- 6.2 Caregivers wishing to access the Travel Green Allowance are to complete the Travel Green Allowance Application Form available from the Engineering/Security office.
- 6.3 Caregivers utilising the travel green allowance shall not receive subsidised parking.

Guaranteed Ride Home:

- 6.4 Caregivers will need to contact their Manager to obtain a taxi voucher. Managers are able to obtain taxi vouchers against a relevant Cost Centre from Occupational Safety and Environment Department.
- 6.5 The caregiver will be required to consent to their personal details being provided to the Occupational Safety and Environment Department or the Duty Nurse Manager if the taxi voucher is required after hours (i.e. name, employee number, home address and contact number).
- 6.6 The GRH via a taxi voucher should only be considered when other alternatives have been considered such as public transport or a lift home with another colleague.
- 6.7 The GRH must not be used for personal errands, previously scheduled appointments or business related travels.

7. References

- 7.1 Perth Metropolitan Transport Strategy 1995-2029. Department of Transport, Government of Western Australia.
- 7.2 TravelSmart Workplace Program 2012-2015. Accessed on 28th July 2016. <http://www.transport.wa.gov.au/activetransport/what-is-travelsmart.asp>

8. Related Documents

- 8.1 SJGHC Group Policy GEN 001 Group Environmental Policy.
- 8.2 SJGSH Travel Green Plan (form FOSE055).

9. Revision History

Revision No.	Position Responsible	Approving Authority	Date Approved
1			March 2010
2			August 2010
3			August 2013
4	Director, Workforce & Corporate Services	Divisional Management Committee	October 2016

10. Next Review Date

1 October 2020

11. Disclaimer

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Name:	Caregiver and Staff Parking
Number:	HP 2.13
Type of Policy:	Divisional
Position Responsible:	Director Corporate Services
Approved By:	Divisional Operational Committee
Signature/Date:	27 August 2018

1. Introduction

St John of God Subiaco Hospital (SJGSH) in accordance with our Mission and Values of Hospitality and Compassion, the Hospital endeavours to provide appropriate onsite and offsite parking facilities for caregivers and staff, ensures that parking fees are balanced with empathy and those users of caregiver and staff parking areas are informed in advance of processes and fees.

2. Purpose

To provide a guideline on the standard parking fees processes and communication tools in regards to caregiver and staff parking at SJGSH.

3. Scope

This policy applies to caregivers and other staff employed at Subiaco division.

4. Definitions

In this policy,

ACROD permit: refers to a permit issued by National Disability Services, Western Australia.

Caregivers: refers to people employed by SJGSH or people employed by other divisions and based at the Hospital.

Caregiver, Doctor and Staff parking areas: are designated parking areas, refer to Appendix A – Map of Caregiver and Staff Parking Areas.

DMC: refers to the Divisional Management Committee at St John of God Subiaco Hospital.

Executive: refers to a caregiver who is a member of the DMC.

Parking Officer: refers to a caregiver or contractor primarily employed to manage parking and traffic at SJGSH.

Permit holder: refers to any caregiver, doctor, staff or volunteer who has been granted a parking permit.

Security officer: refers to a caregiver or contractor primarily employed to guard premises at SJGSH.

Shift worker: refers to all caregivers who receive Shift / On-Call Leave (SOC Leave) through Subiaco Payroll.

Staff: refers to all persons employed to work at SJGSH, but who are not caregivers, volunteers and doctors – including, but not limited to tenants.

Volunteer: refers to a person who provides services to SJGSH without remuneration.

5. Policy

- 5.1 The hospital does not accept liability for loss or damage arising from the use of its parking facilities.

Access to Parking Areas

- 5.2 There are a limited number of parking bays available at SJGSH and access to those bays will be allocated based on practical, work-related factors and principles:
- 5.2.1 The parking needs of patients and visitors are prioritised over the needs of caregivers.
 - 5.2.2 Shift workers are allocated the safest possible car parking.
 - 5.2.3 Convenient car parking is provided to volunteers.
 - 5.2.4 Convenient car parking is provided to members of the Executive.
 - 5.2.5 Convenient car parking is provided to caregivers who have severe mobility issues.
 - 5.2.6 Parking bays for speciality purposes (contractors, taxis, etc.) are in locations to fit their purpose.

Fees

- 5.3 Parking fees for caregivers are set to encourage the use of alternative transport options to reduce single-occupancy car travel.

Enforcement of regulations

- 5.4 The Town of Cambridge and SJGSH have entered into an agreement with the Town of Cambridge to enforce their by-laws at SJGSH.

Communication

- 5.5 Parking arrangements for caregivers and staff are clearly communicated through a number of media.

6. Procedure

Access to Parking Areas

- 6.1 Parking permit categories determine which parking areas can be accessed during which times
- 6.2 Parking permit categories are listed in Appendix B – Permit Categories and Fees.
- 6.3 Caregivers arriving between 07.30am and 11.00am are only permitted to park on level 1 and 4 of the multi-storey car park
 - 6.3.1 Level 1 finishes after the first ramp and once the boom gate is cleared.
 - 6.3.2 Level 4 starts once the open area (deck) is reached and includes the last ramp.
- 6.4 Caregivers arriving after 11.00am are permitted to park on all levels of the multi-storey car park
- 6.5 Permit holders may only park using their parking permit (i.e. using their access card) if they are rostered to work at SJGSH. If they are visiting the Hospital for any other reason they are to purchase a visitor parking ticket.
- 6.6 No other access to parking areas, for any person or group of persons, will be permitted without amending this policy.
- 6.7 Permit holders must comply with all sign posted rules, including speed limits, directional, restrictions on where to park or during which time periods, and any other signage as authorised by the Manager Security Services.

Fees

- 6.8 Parking fees for permit holders are set in accordance with Appendix B – Parking Permit Categories and Fees.
- 6.9 The methods of charging for the parking fees are listed in Appendix B – Parking Permit Categories and Fees
- 6.10 Permit holders who forget their staff access card and therefore have to pull a ticket for the multi-story car park may request a caregiver exit ticket from a security officer, with the fee set in accordance with Appendix B Parking Permit Categories and Fees.

Enforcement of Regulations

- 6.11 Compliance with parking regulations are enforced by Town of Cambridge authorised officers in accordance with the Town of Cambridge by-laws, Private Parking Area Agreement and associated Memorandum of Understanding.

- 6.12 Security officers at SJGSH will control and regulate all vehicle movement on the site. All permit holders are required to follow their direction and give their details (name, job title and employee number) if requested by a security officer or parking officer.
- 6.13 Any caregiver found contravening these policies or procedures, or are wilfully circumventing parking rules or charging mechanisms will, at the discretion of the CEO, have their parking permit suspended or revoked. The CEO can delegate this authority to others.

Travel Green Allowance & Bicycles

- 6.14 Refer to SJGSH [HP 2.75 Travel Green Policy](#) for eligibility criteria.
- 6.15 The daily allowance (before tax) per working day paid to caregivers who travel green is set in accordance with Appendix B – Parking Permit Categories and Fees.
- 6.16 Access to the bicycle lockers can be requested through the electronic Parking Permit / Travel Green Allowance Application Form.

Communication

- 6.17 Parking arrangements for caregivers and staff are clearly communicated through:
- Intranet Compass
 - Induction material and presentations
 - Occasional targeted reminders through emails, posters etc.

7. References

- 7.1 Metropolitan Access and Parking Strategy (WA Department of Health).
- 7.2 Private Parking Area Agreement and associated Memorandum of Understanding with the Town of Cambridge.
- 7.3 Town of Cambridge local parking laws.

8. Related Documents

- 8.1 SJGSH HP 2.75 Travel Green Policy.
- 8.2 SJGSH HP 2.14 Public Parking.

9. Revision History

Revision No.	Position Responsible	Approving Authority	Date Approved
1			February 2017
2			June 2017 (Amendment)
3	Director Corporate Services	Divisional Management Committee	December 2017 (Amendment)
4	Director Corporate Services	Divisional Management Committee	July 2018 (Amendment)

10. Next Review Date

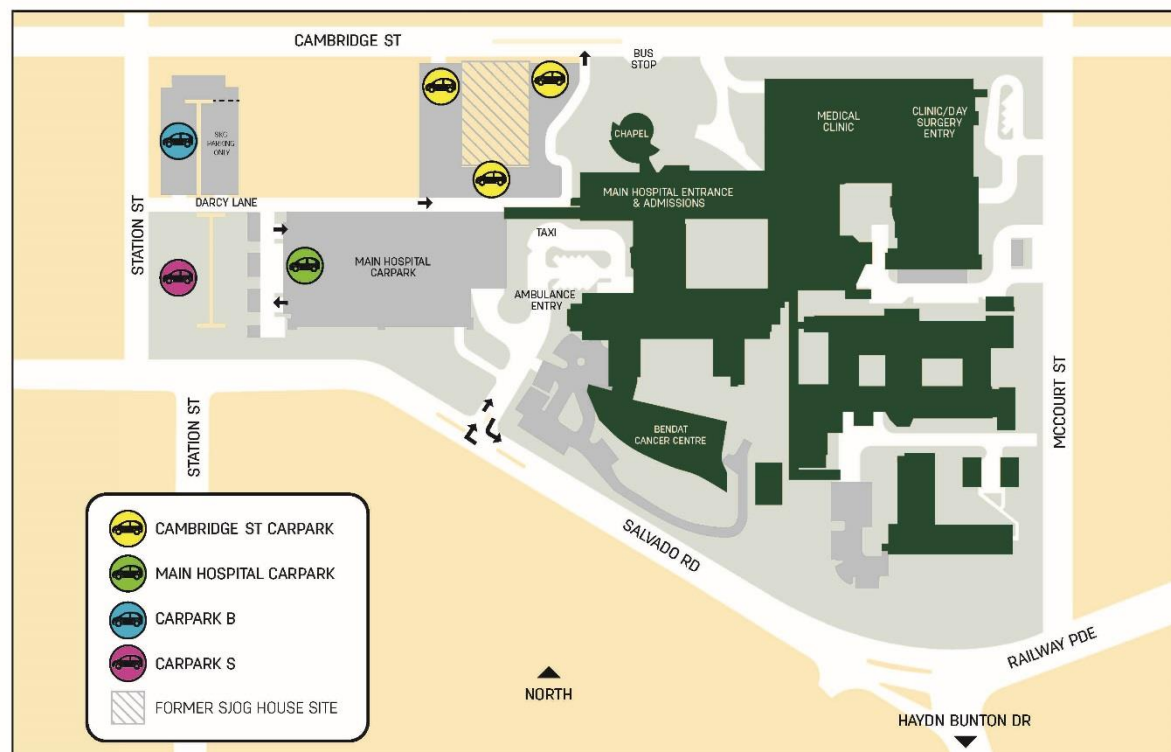
1 February 2021

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Appendix A

Map of Caregiver and Staff Parking Areas



CAREGIVERS PARKING MAP

Parking Permit Categories and Fees

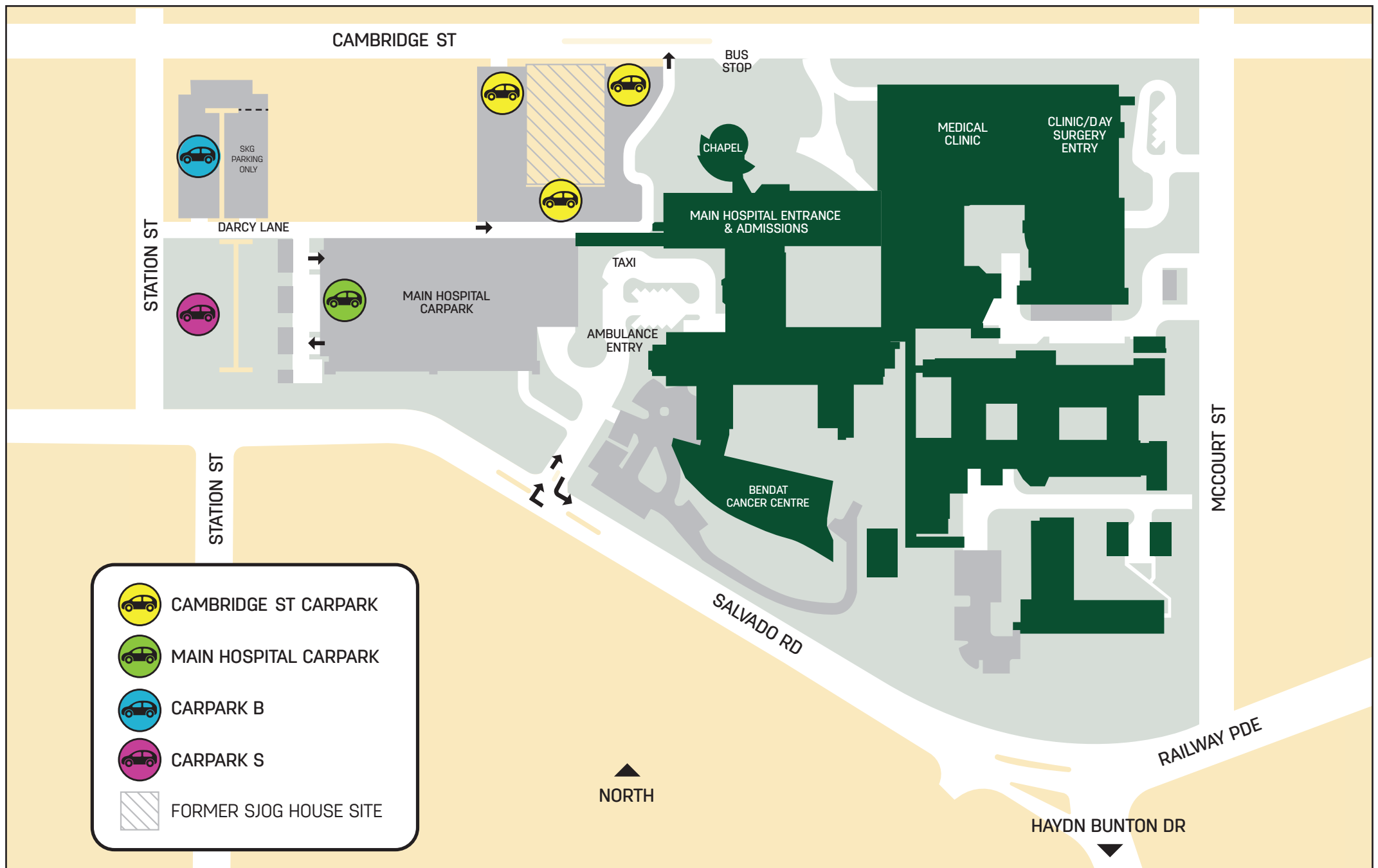
Appendix B

(all times in 24hr format)

				CAR PARKS / AREAS							
PERMIT CATEGORY		TYPICAL	HOW	FEES	S + B	Multi-storey level 1	Multi-storey level 2 and 3	Multi-storey level 4	Public entrance gates	Doctor car park	F
C1	Caregivers – On-site Parking	Working in between SJGHC sites on a daily basis as part of their normal duties	Application form to security	\$3.60 per day – charged through payroll	24/7	24/7	Permitted after 11:00 only	07:30-04:00	No Access	No Access	No Access
C2	Caregivers – Casual	Any non-permanent caregiver who is not a Nurse.	Application form to security	\$3.60 per day - charged through payroll	24/7	24/7	Permitted after 11:00 only	07:30-04:00	No Access	No Access	No Access
C3	Caregivers with ACROD permit	A caregiver with an ACROD permit in their name	Application form to security	\$3.60 per day - charged through payroll	24/7	24/7	Permitted after 11:00 only	07:30-04:00	24/7	No Access	No Access
C4	Executive	As per definition	Application form to security	\$3.60 per day - charged through payroll	24/7	24/7	Permitted after 11:00 only	07:30-04:00	24/7	24/7	No Access
C5	Temporary Impairment	A caregiver with a documented ailment preventing longer walks (medical and OSH support), but not warranting an ACROD permit, may apply for this permit.	Application form to security with medical certificate. Decision based on OSH advice.	\$3.60 per day - charged through payroll	24/7	24/7	Permitted after 11:00 only	07:30-04:00	24/7	No Access	No Access
C6	Forgotten staff access card	A caregiver who has forgotten their card and therefore parked in the multi-storey car park using a public parking bay Not applicable to caregivers not entitled to on-site parking (TGA, certain categories).	The caregiver can contact the security officer who, after checking the caregiver is permitted to park on site, will issue them with a caregiver exit ticket. Alternatively, security officers may record the e-number of the caregiver and request payroll to charge the respective fee from their next pay.								

V1	Volunteers	As per definition	N/A	Nil	24/7	24/7	24/7	07:30-04:00	24/7	No Access	No Access
S1	Tenants	Medical secretaries and other staff working in the clinic.	Top-up cards. Value can be added at any APM. Cards will allow entry and exit through normal public gates.	20% discount off normal public parking fees	No Access	No Access	24/7	24/7	24/7	No Access	No Access
S2	SKG Staff	Can park in car park F, with access permission managed by SKG. SKG staff will not get any other staff parking access.	Managed by Manager Tenancies & Support Services	Flat fee charged to SKG directly.	No Access	No Access	No Access	No Access	No Access	No Access	24/7
S3	Students (regardless if the program is run by SJGHC or not)	No special staff permit applies.	N/A	N/A	No Access	No Access	No Access	No Access	No Access	No Access	No Access
S4	Pathology provider staff	Generally same rules as C1 Caregivers	Application form to security	Charged directly to the provider based on number of permits issued	24/7	24/7	Permitted after 11:00 only	07:30-04:00	No Access	No Access	No Access
E1	Engineering Contractors	A number of bays are set aside for engineering contractors near the loading dock. The engineering department issues permits to	Managed by Engineering with paper permits	Nil	No Access	No Access	No Access	No Access	No Access	No Access	No Access

		contractors and ensures that no other bays are utilised by contractors.									
T1	Travel Green Allowance	A TGA recipient has to forego ANY access to parking at SJGSH. If a TGA recipient does park on-site at SJGSH, they must purchase a normal visitor parking ticket.	Application form to Security	\$6.00 paid through payroll to the TGA recipient for every rostered work day	No Access	No Access	No Access	No Access	No Access	No Access	No Access



CAREGIVERS PARKING MAP



Name:	Public Parking
Number:	HP 2.14
Type of Policy:	Divisional
Position Responsible:	Director Corporate Services
Approved By:	Divisional Management Committee
Signature/Date:	27 August 2018

1. Introduction

St John of God Subiaco Hospital (SJGSH) are committed to providing excellence in clinical care.

In accordance with the Values of Hospitality and Compassion, SJGHS provides appropriate site parking facilities for patients and visitors, ensures that parking fees are balanced with empathy and that users of public parking areas are informed in advance of fees and concessions.

2. Purpose

This policy describes the standard parking fees, concessions, exemptions and communication tools in regards to public parking at SJGSH.

3. Scope

This policy applies to all persons parking in public parking areas at Subiaco division

4. Definitions

In this policy,

Caregivers: are people employed by SJGSH or people employed by SJGHC and permanently based at SJGSH.

DMC: refers to the Divisional Management Committee at St John of God Hospital Subiaco.

Parking Ticket: refers to a standard ticket purchased from the parking machines.

Pay-as-you-go (PAYG): refers to the charging mechanism where the driver pays for the ticket at an Automated Payment Machine (APM) before leaving the car park.

Pay & display (P&D): refers to the charging mechanism where the driver pays for the parking period up front and then displays the parking ticket on the dashboard.

Public parking areas: means the parking areas as shown in Appendix A – Map of Public Parking Areas.

Single-use public parking ticket: means a physical ticket valid on the specified date in all Pay & Display public parking areas.

Special Guest: refers to a person visiting SJGSH on the invitation of the DMC and includes, but is not limited to: members of parliament; senior government representatives; SJGHC board members; representatives from Aboriginal or advocacy groups; lecturers; representatives of different faiths.

Special Hardship: refers to circumstances where the cost of parking is reasonably assessed to be a barrier to the patient accessing medical treatment or visiting a patient in hospital.

5. Policy

- 5.1 The hospital does not accept liability for loss or damage arising from the use of its parking facilities.

Standard fees

- 5.2 SJGSH provides separate designated paid parking areas for patients and visitors.
- 5.3 Standard fees for public parking areas are set to by the DMC in line with comparable other hospitals, to discourage non-hospital users from using the facilities and to encourage the use of alternative transport options to reduce single-occupancy car travel.

Concessions and exemptions

- 5.4 SJGSH provides concessions and exemptions for certain groups of patients and visitors in line with St John of God Health Care values and local circumstances.
- 5.5 Special events for large numbers of invited guests will be managed by the Manager, Security Services as directed by the DMC.

Enforcement of regulations

- 5.6 The Town of Cambridge and SJGSH have entered into an agreement for the Town of Cambridge to enforce their by-laws at SJGSH.

Communication

- 5.7 Public parking fees, concessions and exemptions are clearly communicated to patients and visitors through a number of media.

6. Procedure

Standard fees – Pay-as-you-go

- 6.1 Current standard parking fees for PAYG are listed in Appendix B – Standard Public Parking Fees.

- 6.2 Standard parking fees are payable at the Automated Payment Machines (APM) machines located in the parking areas.
- 6.3 Tickets must be paid for before exiting the car park.
- 6.4 Fees can be paid with cash or credit card (Visa and MasterCard).

Standard fees – Pay & Display

- 6.5 Current standard parking fees for P&D are listed in Appendix B – Standard Public Parking Fees.
- 6.6 Standard parking fees are payable at the Pay and Display machines located in the parking areas.
- 6.7 Fees can be paid with cash (coins only) or credit card (Visa and MasterCard).
- 6.8 Purchased tickets must be displayed so they are clearly visible from the outside of the vehicle.

Concessions and Exemptions

- 6.9 The relevant criteria for concessions and exemptions and fees listed in Appendix C – Public Parking Concessions and Exemptions.
- 6.10 Weekly parking tickets can be purchased at a reduced rate from the Main Hospital Reception.
- 6.11 Special events for large numbers of invited guests are managed by the Manager, Security Services in accordance with Appendix C – Public Parking Concessions and Exemptions.

Enforcement of Regulations

- 6.12 Compliance with parking regulations are enforced by Town of Cambridge authorised officers in accordance with the Town of Cambridge local parking laws, Private Parking Area Agreement and Memorandum of Understanding.
- 6.13 Signage at the entrance of each public parking area clearly states that Town of Cambridge local parking laws apply.
- 6.14 Any request to appeal an infringement notice must be directed in writing to the Town of Cambridge. The Hospital will not enter into any correspondence regarding parking fines.
- 6.15 The Hospital, at the CEO's discretion, may issue a letter to support facts surrounding the infringement, such as confirmation that a patient was seeking emergency medical treatment at the time of an infringement notice was issued.

Communication

6.16 At a minimum, the following media are used to advise patients and visitors about parking arrangements, standard fees, payment options, concession and exemptions:

- 6.16.1 SJGSH website;
- 6.16.2 Pamphlets available at main reception desks;
- 6.16.3 Pamphlets available at the security office; and
- 6.16.4 Relevant excerpts displayed on signage and machines in the car parks.

7. References

- 7.1 Private Parking Area Agreement and associated Memorandum of Understanding with the Town of Cambridge.
- 7.2 Road Traffic Code 2000.
- 7.3 Town of Cambridge local parking laws.

8. Related Documents

- 8.1 SJGSH HP 2.13 Caregiver and Staff Parking Policy.

9. Revision History

Revision No.	Position Responsible	Approving Authority	Date Approved
1	Manager, Security Services PNH	Divisional Management Committee	March 2017
2	Director Corporate Services	Divisional Management Committee	July 2018 (amendment)

10. Next Review

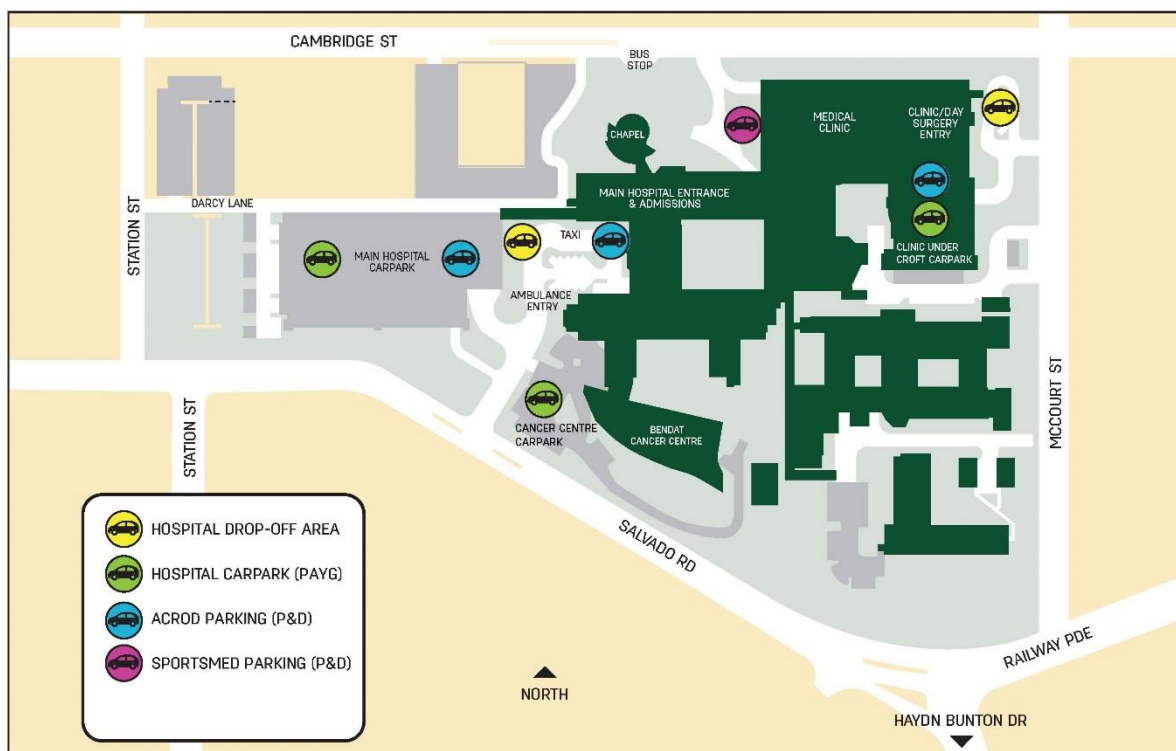
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Appendix A

Map of Public Parking Areas



PUBLIC PARKING MAP

Standard Public Parking Fees

Appendix B

Pay-as-you-go

- **Multi-storey car park**
- **ACROD Main entry of hospital**
- **Clinic under croft car park**

TIME PERIOD	FEE FOR TIME PERIOD	TOTAL COMBINED FEE	COMMENTS
1 st hour	\$3.60	\$3.60	
2 nd hour	\$3.60	\$7.20	
3 rd hour	\$3.60	\$10.80	
4 th hour	\$3.60	\$14.40	
5 th hour	\$3.60	\$18.00	
Daily Rate per 24hrs		\$18.00	

All Automated Parking Machines accept cash and credit card (MasterCard and Visa only).

Pay & Display

SportsMed

TIME PERIOD	FEE FOR TIME PERIOD	TOTAL COMBINED FEE	COMMENTS
1 st hour	\$3.60	\$3.60	
2 nd hour	\$3.60	\$7.20	
3 rd hour	\$3.60	\$10.80	Capped rate of \$10.80
Maximum 3hrs			3 hour time limit

All P&D parking machines accept cash (coins only) and credit card (MasterCard and Visa only).

ACROD Main entry of hospital

TIME PERIOD	FEE FOR TIME PERIOD	TOTAL COMBINED FEE	COMMENTS
1 st hour	\$3.60	\$3.60	
2 nd hour	\$3.60	\$7.20	
3 rd hour	\$3.60	\$10.80	Capped rate of \$10.80
Maximum 3hrs			3 hour time limit

All P&D parking machines accept cash (coins only) and credit card (MasterCard and Visa only).

Clinic drop-off area

TIME PERIOD	FEE FOR TIME PERIOD	TOTAL COMBINED FEE	COMMENTS
1 st hour	\$3.60	\$3.60	
Maximum 1hr			1 hour time limit

All P&D parking machines accept cash (coins only)

Public Parking Concessions and Exemptions

Appendix C

CATEGORY		ELIGIBILITY	CONCESSION/ EXEMPTION	PROCESS
1	ACROD ticket holders	ACROD ticket holders	No Exemption	
2	Motorcycle riders	Motorcycle riders	Free parking	The motorcycle must be parked in a designated motorcycle bay.
3	Weekly Ticket	<p>The sale of weekly ticket's is only available to <u>Patients of SJGSH</u> or <u>Visitors of patients at SJGSH</u></p> <p>Weekly tickets are offered at discount rate and are not available to any other person</p> <p>Please record an UR number for any weekly ticket sold</p>		Ticket is collected from the hospital main reception and paid for at any (PAYG): Locations
4	Long term patients and their visitors	Discount is available to any family member visiting a patient who has	Daily rate concession for long term patients of 30% discount	Parking ticket can be validated at the main reception of the hospital or Ivy Suite reception desk & Ward 35 reception desk

CATEGORY		ELIGIBILITY	CONCESSION/ EXEMPTION	PROCESS
		been admitted longer than two consecutive weeks		
5	Oncology patients	Oncology patients receive 30% discount of a single use ticket	Daily rate concession for Oncology patients of 30% discount	Parking ticket can be validated at the main reception of the hospital or Ivy Suite reception desk & Ward 35 reception desk
6	Special hardship & Palliative Care	Patients who fit the criteria of 'special hardship' (page 2) or visitors remaining with a Palliative Care patient.	Free parking Daily rate concession for long term patients of 30% discount	A social worker will determine how many days of free parking <ul style="list-style-type: none"> • Patient or visitor/s require to access medical treatment, or the Visitor requires to remain at the bedside of a terminally ill patient Consumer Liaison Manager & Missions issue may authorise single-use public parking tickets for approved circumstances, available from security All tickets issued under this category will be recorded on a ticket record sheet and be accounted for.
7	Carer required to substantially assist with care of patient e.g. due to language or disability	Family members remaining at the bed side of a terminally ill patient (one ticket per patient).	Free parking.	The Nurse Manager will determine how many days of free parking the carer requires to provide substantial care to the patient and issue a single-use public parking available from security All tickets issued under this category will be recorded on a ticket record sheet and be accounted for.
8	Special Guests	As defined in Definitions.	Free parking.	The CEO may authorise specific caregivers or

CATEGORY		ELIGIBILITY	CONCESSION/ EXEMPTION	PROCESS
				departments to issue single-use public parking tickets for approved circumstances. All tickets issued under this category will be recorded on a ticket record sheet and be accounted for.
9	Consumer Liaison department discretion	Complainants where it is established that parking management or parking equipment genuinely caused an issue for the complainant.	Free parking.	<p>Consumer Liaison Manager has access to single-use public parking tickets they can issue as per this policy.</p> <p>Consumer Liaison Manager is authorised to issue one single-use public parking ticket per complainant, unless the Team Leader, Security and Parking Operations agrees to more (up to five). All tickets issued under this category will be recorded on a ticket record sheet and be accounted for.</p>
10	Security officer's discretion	Patients or visitors affected by parking equipment malfunction, traffic flow issues or in an emergency.	Free parking.	<p>Security officers carry a small number of single-use public parking tickets they can issue as per this policy.</p> <p>Security officers can never issue more than one single-use public parking ticket per person.</p>
11	Special one-off exemptions	As determined by a member of the DMC or Manager Security Services	Free parking.	<p>A member of the DMC or Manager Security Services has access to single-use public parking tickets they can issue as per this policy.</p> <p>All tickets issued under this category will be recorded on a ticket record sheet and be accounted for.</p>
12	Special events	Special events for large numbers of invited guests	<p>At the direction of the DMC the Manager, Security Services can make arrangements for events during business hours and out of business hours as required and within the intent of this policy. Making parking available in certain sections and blocking off bays as required.</p>	

CATEGORY		ELIGIBILITY	CONCESSION/ EXEMPTION	PROCESS
			Use of parking bays within the public parking areas requires State approval. A standard approach may be established for re-occurring events.	