



# Green Travel Plan

## 52 McLaren Street, North Sydney - Planning Proposal

Sydney Metro

8 August 2022



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# 1. Introduction

Sydney Metro is proposing to build a mixed used development at 52 McLaren Street, North Sydney. The proposal is a high-density residential development consisting of two buildings. The front building with frontage to McLaren Street is 24 storeys and contains commercial, ground floor retail and residential uses, while the rear tower is 8 storeys and contains residential dwellings and commercial uses. Key parameters of the proposed development include:

- Residential: 172 dwellings
- Commercial office: 2,573 m<sup>2</sup> GFA
- Retail: 427 m<sup>2</sup> GFA
- Childcare
  - 460 m<sup>2</sup> GFA (internal)
  - 450 m<sup>2</sup> (external amenity)
- Car Parking: 117 spaces
- Motorcycle Parking: 12 spaces
- Bicycle storage
- Car share: 4 spaces

The site is located within the North Sydney Council Local Government Area (LGA) and consists of LOT 2 in DP218407, located at 52 McLaren Street, North Sydney. Primary access to the site is via McLaren Street and the connecting roads of Miller Street and Walker Street, as shown in Figure 1-1. The site is also proposed to be accessible via Elliot Street to the north for pedestrian thoroughfare, which then connects to Ridge Street, providing pedestrian connections to Faith Bandler Place via the future pedestrians through site link.



Figure 1-1 Site location

Source: SIX Maps – Modified by GHD

The purpose of this document is to establish the framework, objectives, targets, structure and systems for an operational Green Travel Plan for the site and associated development. The Green Travel Plan is structured as follows:

- The Aim of the travel plan
- The existing and future sustainable transport facilities and services
- Outlining of the Targets
- Actions to be implemented
- Strategy for promoting and marketing the actions
- Commitment and resources
- Monitoring and review
- Governance and support.

This Green Travel Plan meets the requirements of the proposed development. Additional measures should be in place at the detail design stage of the development.

## 2. What is a Green Travel Plan and its Aim?

A Green Travel Plan is a tool designed to promote increased sustainable travel choices such as public transport, cycling, walking and car sharing. A travel plan should be considered as a site management tool which incentivises people to make more sustainable transport choices.

Green Travel Plan not only has city-wide benefits, such as the reduction of congestion and pollution, travel planning, it can deliver a range of benefits to employers, employees, visitors or residents of a development. Travel plans can<sup>1</sup>:

- ✓ Reduce the need to provide parking (reducing costs associated with providing parking and helping to create more affordable housing outcomes).
- ✓ Contribute to corporate social responsibility relating to the triple bottom line, and improve corporate image as an innovative and environmentally-aware organisation.
- ✓ Help to attract and retain staff (reducing costs associated with staff turnover).
- ✓ Contribute to a healthier, happier and more active workplace (reducing costs associated with sick days and an unhealthy, unproductive workforce).
- ✓ Create opportunities for healthier lifestyles and more vibrant, cohesive and accessible communities.
- ✓ Provide staff and residents with potential travel cost savings.
- ✓ Help to appeal to a new generation of professionals who prioritise location and lifestyle over car ownership.
- ✓ Increase the potential market for your development by improving accessibility.

For the proposed development, the target is to encourage residents, staff and visitor of commercial facilities to use sustainable transport options for commuting to and from the site. This Green Travel Plan include initiatives and actions to maximise the use of alternative sustainable transport options within the vicinity of the site.

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<sup>1</sup> Source: *Draft Travel Guideline*, City of Sydney



### 3. Existing and future Sustainable Transport Options

The site has excellent access to sustainable transport facilities in the vicinity of the site, including bus services, and walking and cycling facilities. In addition, the subject site is adjacent to the entrance portal of the future Sydney Metro Victoria Cross Station. This section discusses the existing and future facilities and services available to users of the site.

#### 3.1 Sydney Metro

The future Sydney Metro Victoria Cross Station is located at the proximity to the subject site. Station access and entry is via the pedestrian plaza opening to Miller, Denison and Berry streets, and via the proposed northern services building on McLaren Street. The station provides new metro rail access to the North Sydney business, educational and residential areas.

The station includes:

- two station entrances including a northern entrance opening to Miller and McLaren streets, and a southern entrance with pedestrian access to Miller and Denison streets
- a commercial building above the station's southern entrance
- a station concourse and platforms beneath Miller Street
- a sustainable, high-quality commercial and retail hub in the heart of North Sydney
- enhancement of pedestrian infrastructure around the station, as well as new bike parking at the northern entrance, and new kiss-and-ride bays on Berry Street
- improvements to the public domain.

The indicative travel times from 2024, once completed are expected to be as follows:

- 3 minutes to Barangaroo Station
- 5 minutes to Sydney Metro Martin Place Station
- 9 minutes to Central Station

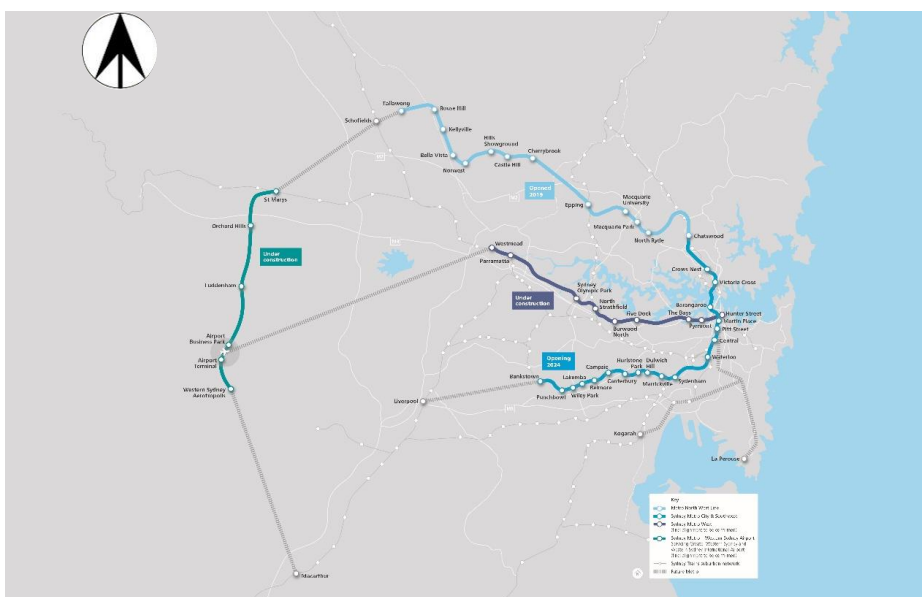
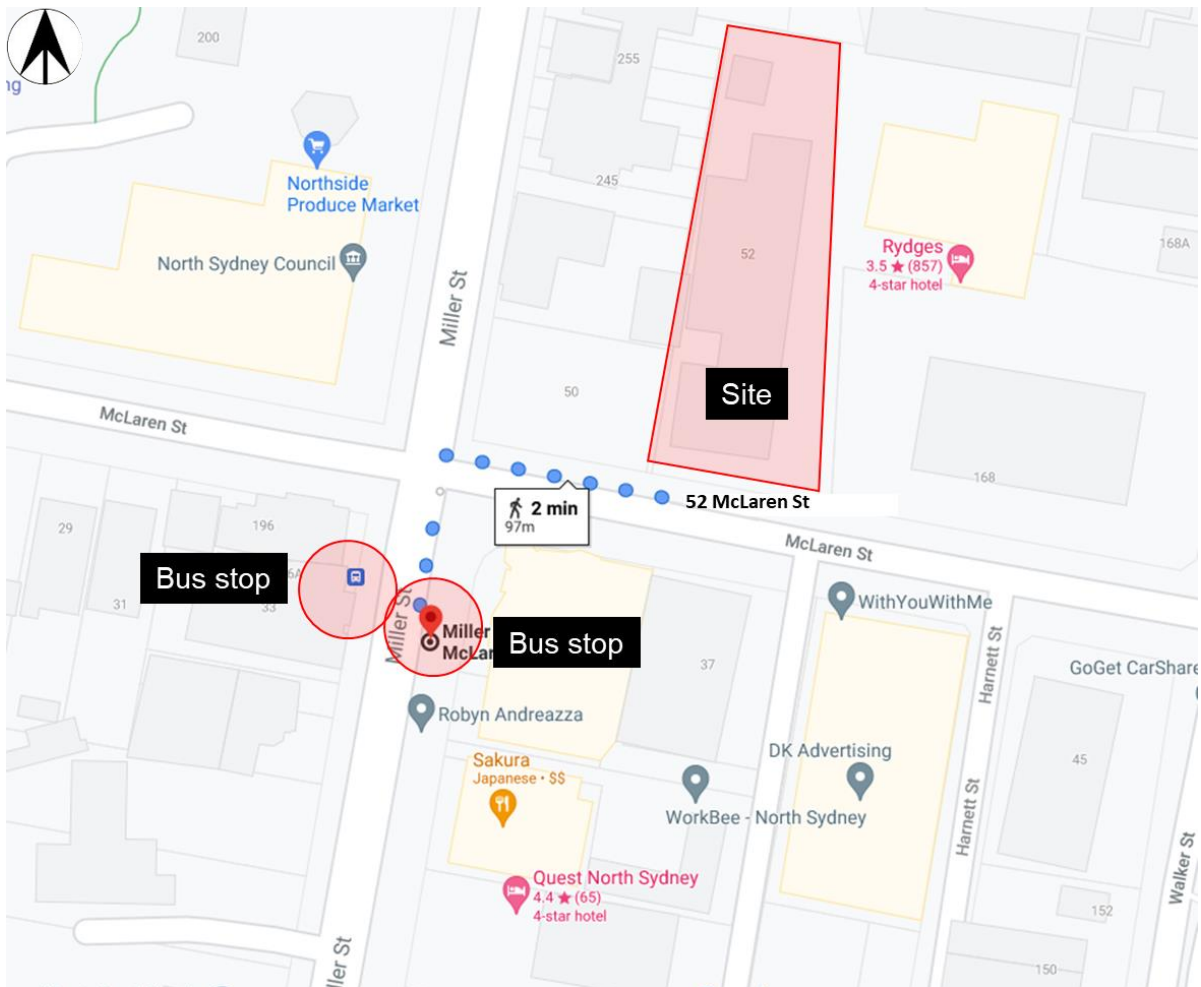


Figure 3-1 Sydney Metro alignment map

Source: Sydney Metro

## 3.2 Buses

Bus stops are located along Miller Street (south of McLaren Street), within approximately 100 m southwest of the subject site as shown in Figure 3-2. The bus network map is shown in Figure 3-3 and the bus services operating from these bus stops are outlined in Table 1.



**Figure 3-2 Bus stops**

Source: Google maps – Modified by GHD

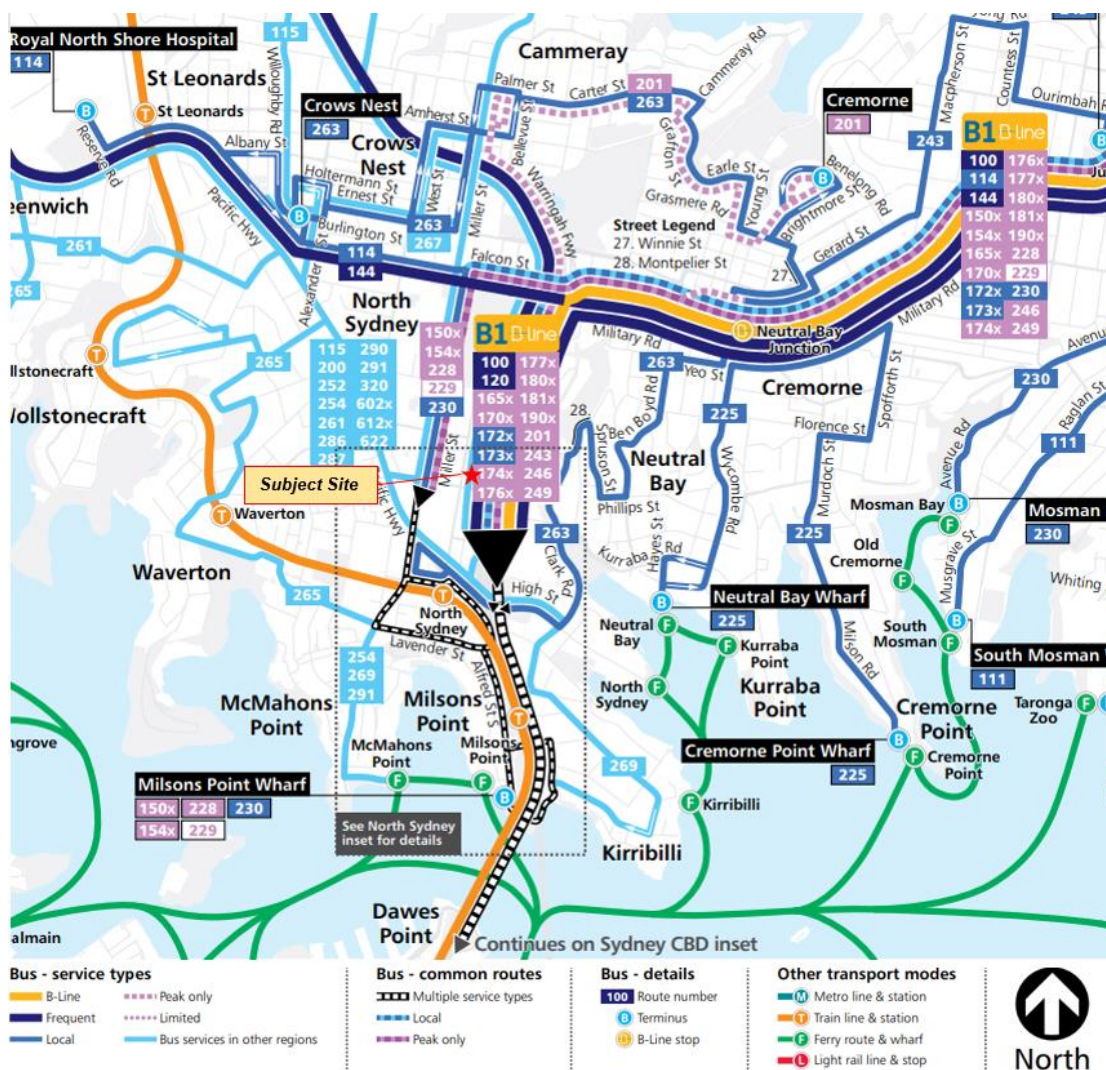


Figure 3-3 North Sydney Bus Network Map

Source: TfNSW 2022

Table 1 Bus services

Route	Coverage
154X	Dee Why to Milsons Point (Express service)
202	Northbridge to City Bridge St via North Sydney
203	Castlecrag to North Sydney
207	East Lindfield to City Bridge St via North Sydney
208	East Lindfield to City Bridge St via Northbridge & North Sydney
209	East Lindfield to Milsons Point via Nth Sydney
228	Clifton Gardens to Milsons Point
229	Beauty Point to Milsons Point via Balmoral Heights
230	Mosman Wharf to Milsons Point via North Sydney
260	Terrey Hills to North Sydney
144N	Manly to North Sydney (Night Service)



### 3.3 Walking and Cycling

The site has excellent walking facilities with footpaths provided along both sides of the roads within the vicinity of the site. Figure 3-4 shows the walking paths and bike riding access in proximity to the subject site.

Key pedestrian facilities in the vicinity of the site include:

- Pedestrian footpaths on both sides of the road network in proximity to the subject site.
- Raised pedestrian crossing at the intersection with McLaren Street / Church Street.
- Signalised pedestrian crossings at intersection with McLaren Street, Berry Street and Ridge Street.
- Raised pedestrian crossing 100 metres north of McLaren Street on Walker Street.
- Signalised pedestrian crossing at the intersection of Walker Street / Ridge Street.

The Proposed north-south through site link on the eastern edge of the development will further facilitate accessible path of travel for walking and cycling movements across the site.

Figure 3-5 illustrates the current cycle path network facilities/routes in proximity to the subject site as outlined in Transport for NSW Cycleway Finder website. The site does not currently provide bicycle parking facilities. However, an on-road cycle route on Miller Street (moderate difficulty) is identified in both directions to provide a connection to the wider cycle network.

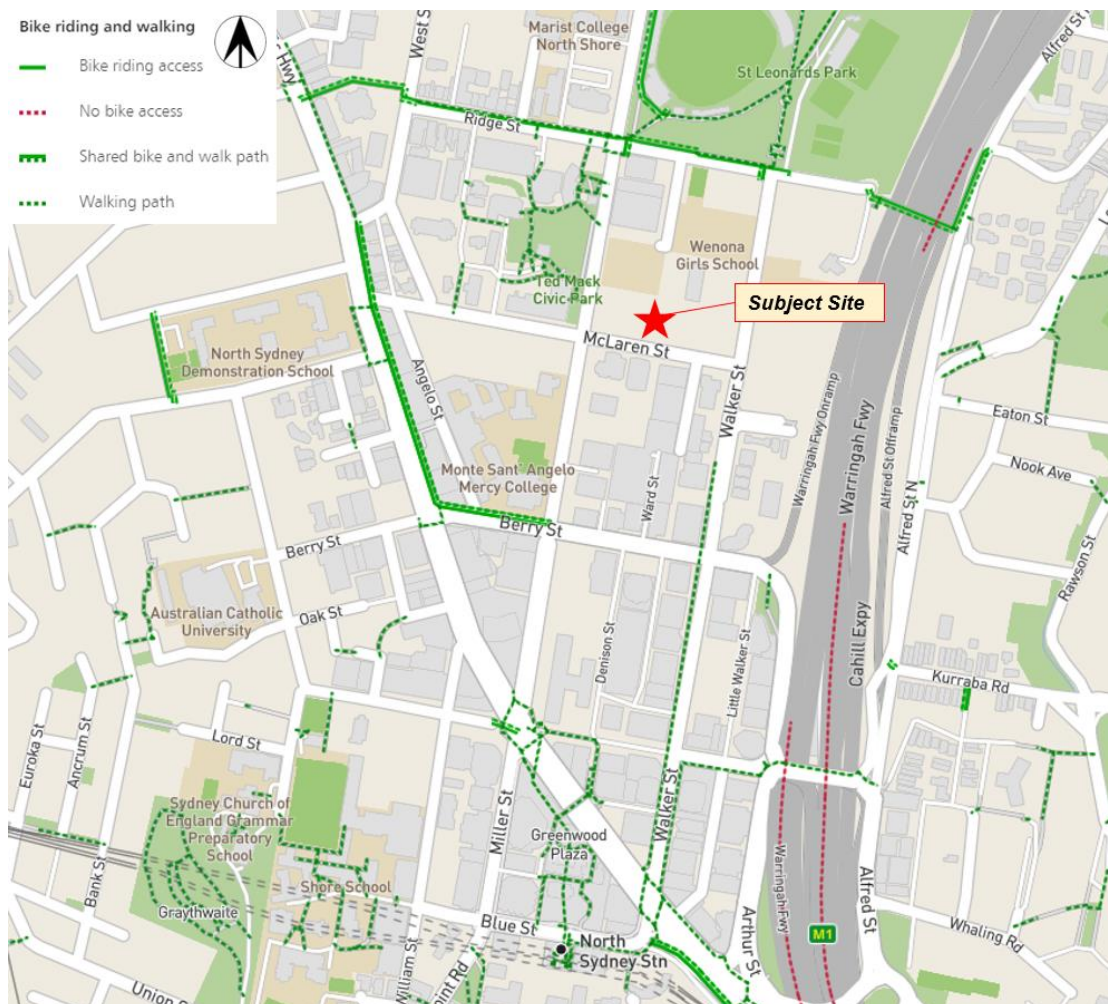
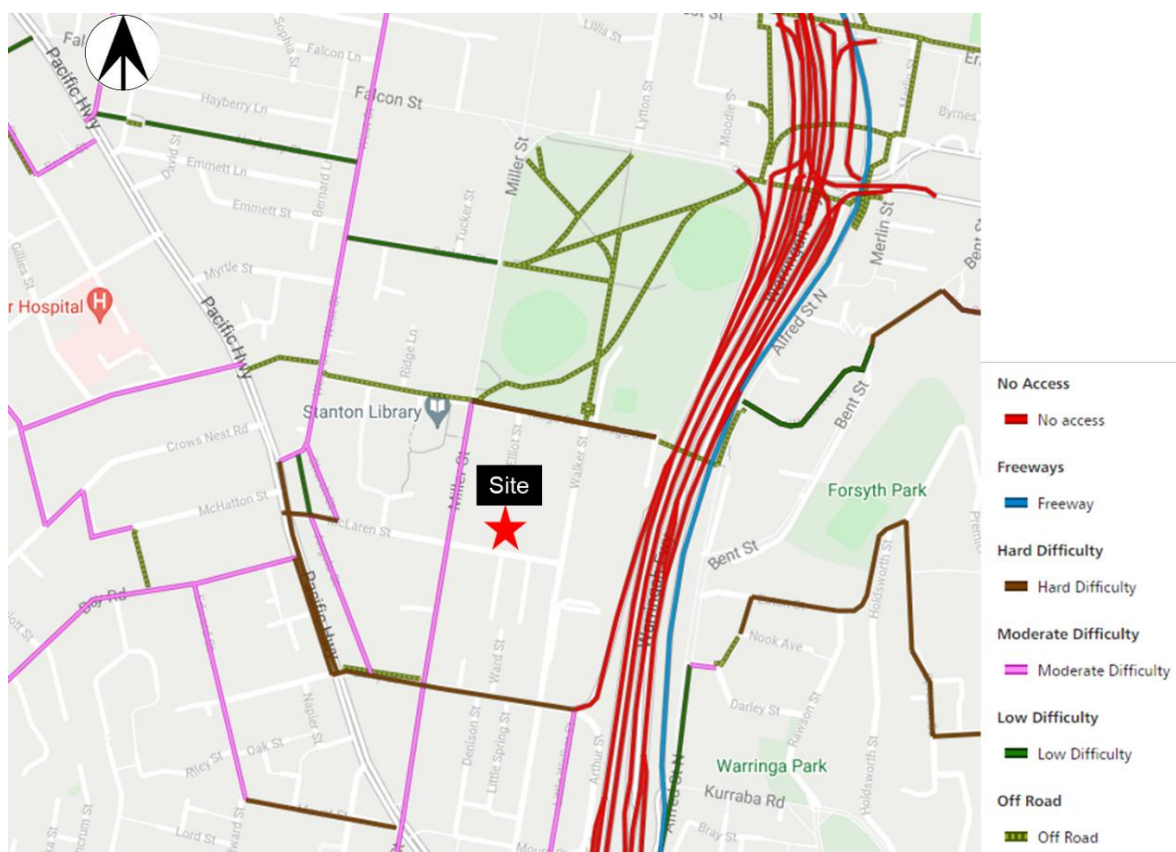


Figure 3-4 Walking path and bike riding access

Source: Transport for NSW 2022 – Modified by GHD



**Figure 3-5 Existing cycle network**

Source: [Transport for NSW Cycleway Finder website](#) – Modified by GHD

## 3.4 Car share

It was noted that there are five existing car share pods (Source: [Go-Get.com.au](#)) located within 150 m to walking distance from the site (as shown in Figure 3-6), providing an opportunity for residents and visitors of the proposed development to utilise this alternative transport option.

North Sydney Council supports car sharing because it is sustainable, practical and popular with city business owners and residents. The increase in car sharing will support the following opportunities:

- Use street parking more efficiently.
- Reduce greenhouse emissions.
- Support the economy.
- Reduce congestion.
- Reduce the growth of private vehicle ownership.

The development proposes to implement car share facilities for four vehicles to reduce car ownership and support the alternative transport option for residents and visitors to the development.

The above car share provision further supports the existing five car share pods currently located within 150 m of the site.

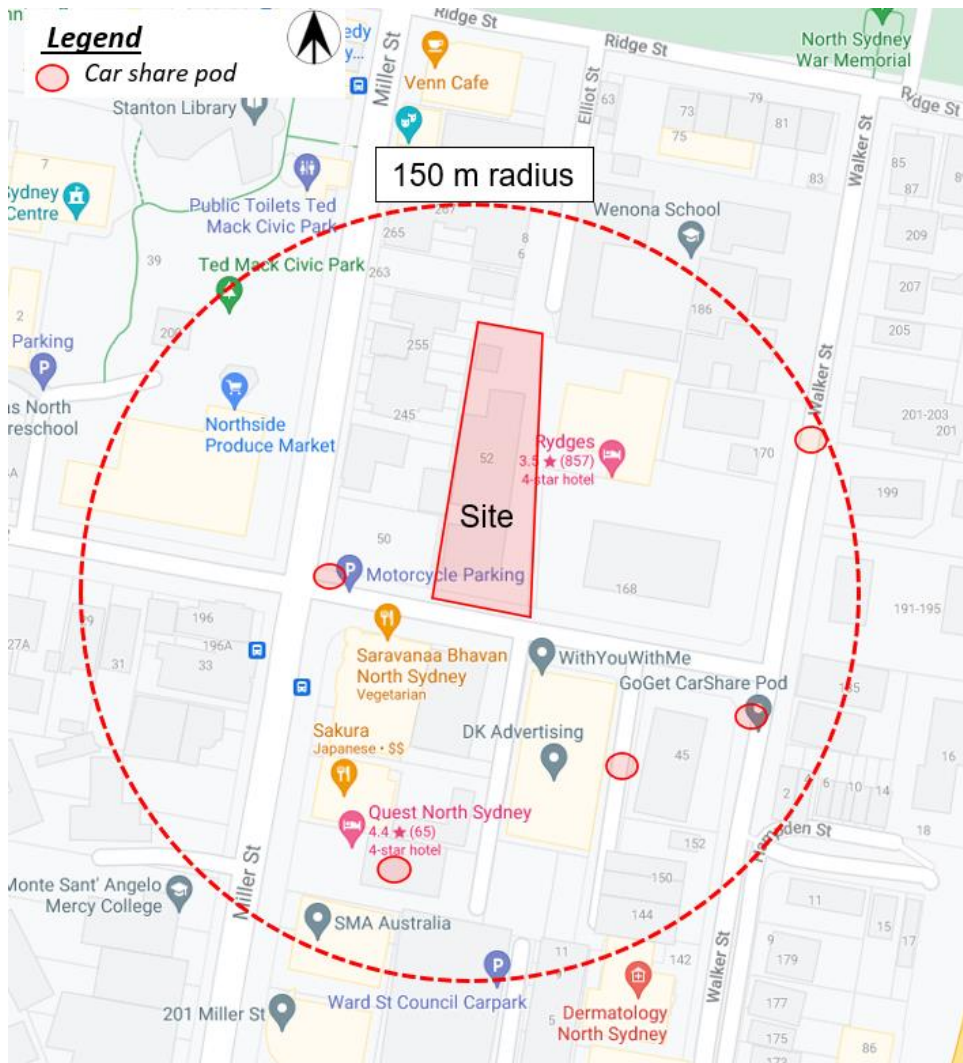


Figure 3-6 Car share locations

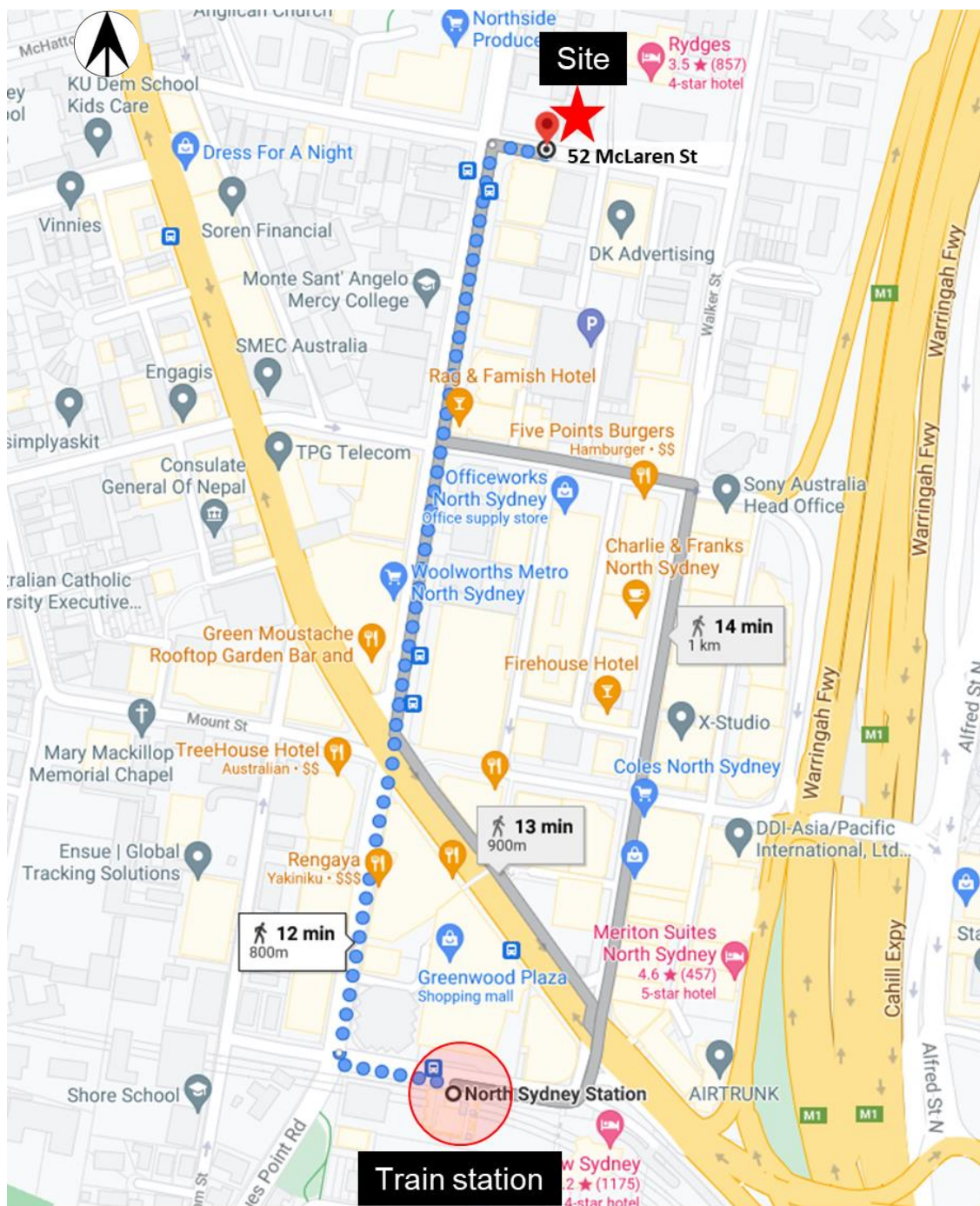
Source: Google maps and "Go-Get" – Modified by GHD

## 3.5 Rail services

The nearest rail station is North Sydney Train Station, located approximately 800 m south of the site, as shown in Figure 3-7, which is within acceptable walking distance. Rail services typically operate at regular intervals during the AM, PM peak periods and off-peak periods, providing access to the Sydney CBD and North Shore on the following train lines.

- T1 – North Shore Line
- T9 – Northern line (to Gordon).





**Figure 3-7 North Sydney train station**

Source: Google maps – Modified by GHD



## 4. Targets

### 4.1 North Sydney Council's vision

The North Sydney Transport Strategy (NSTS) is Council's guiding document for the delivery of its transport planning and management functions. This includes strategic transport planning, transport advocacy and the delivery of local transport projects. The NSTS is based on extensive feedback from preliminary community consultation undertaken in 2016.

Council conducted preliminary transport consultation in early 2016 to identify the relative importance of each of these themes for North Sydney residents, workers and schools. The priorities identified by residents and businesses were reflected in similar feedback from North Sydney schools.

The following issues were identified as high priorities for these schools:

- student safety (safe travel);
- stopping the “us versus them mentality” (community well-being);
- fair access to parking for staff and parents (fair access to parking); and
- travel behaviour change (active health and sustainable transport options).

In addition, Council sought resident, business and school feedback regarding their aspirations for transport in North Sydney. When asked to identify national or international “best practice” transport infrastructure, a high proportion of responses identified best practice examples of walking, cycling and public transport infrastructure. This suggests that, in general, North Sydney communities aspire to transport networks that prioritise walking, cycling and public transport.

An assessment of impacts of travel modes on NSTS Vision Priorities suggests that walking, cycling and public transport use generally help to achieve North Sydney's transport Vision and priorities.

### 4.2 Future transport 2056

Future Transport 2056 is the overarching strategic transport document in NSW outlining the direction and aims for the transport network across the state over the next few decades. This includes the following key relevant aims and acknowledgements:

- Completing cycling and walking networks linking key destinations and centres, reducing the fragmented nature of many existing active transport infrastructure.
- Walking and cycling to be the most convenient transport option for short journeys around local areas and to local destinations.
- Providing safe and accessible footpaths for users of all ages and abilities, with frequent infrastructure for seating and shade along these routes.
- Creating safer local street environments which are more accessible for bicycle riders to share with vehicles and encourage more people to cycle.
- Providing education campaigns aimed at cyclists and pedestrian safety including targeting behaviours such as crossing roads and wearing helmets while riding a bicycle.
- Environmental benefits of increasing walking and cycling journeys, encouraging more people to make journeys outside of using their cars.

## 4.3 Existing Travel Mode Share

The existing travel mode share for North Sydney, is obtained from the Census data 2016, provided by Australian Bureau of Statistics. The travel mode share is outlined in Table 2. A priority mode is allocated to the largest likely mode, where a journey of work is comprised of more than one mode.

*Table 2 Existing Travel Mode Share in North Sydney*

Travel Mode	Employees*	Percentage
Train	1,207	26%
Car, as driver	1,003	22%
Walked only	929	20%
Bus	467	10%
Worked at home	244	5%

*\*Referred to a persons aged 15 years or over.*

*Source: Australia Bureau of Statistics, 2016 Census data*

The 2016 Travel to work data in North Sydney - Lavender Bay (Main Statistical Area Structure), indicates that Public transport is the most used mode for travels to work as outlined in Table 4.

*Table 3 Method of Travel to Work to North Sydney Lavender Bay (Main ASGS) in North Sydney*

Travel Mode	Employees*	Percentage
Public Transport	28487	59%
Vehicle	12956	27%
Active Transport	3043	6%
Worked at home or Did not go to work	3897	8%

*Source: Australia Bureau of Statistics, 2016 Census data*

Using the information on the base data, the following targets are to be established for the site:

- Reduce the number of car trips associated with the site by 10%, after three years of construction of the proposed development.
- Increase the number of trips by sustainable transport modes (i.e. public transport, walk, and cycle) associated

It must be noted that the completion of Sydney Metro in 2024 would influence the mode shares during the operation of the development. In addition, due to the proximity of Metro Station and a proposed bus interchange to the site, the targets for reduced car mode share can be justified which is expected to increase the use of public transport and hence reduce car trips associated with the site.

These targets are to be realistic but ambitious enough to initiate substantial behavioural change to achieve the desired outcomes. The plan shall be reviewed regularly as part of an ongoing review to ensure it remains relevant and reflective of current conditions.

The GTP and the proposed mode shares will need to take into consideration the 2021 Census data at DA stage.

## 5. Green Travel Planning Initiatives

This section develops a Green Travel Plan for the site that aims to encourage use of sustainable transport options. The Plan is expected to be a 'living document' that involves ongoing implementation, monitoring and review against the key targets and the actual performance of the activities.

### 5.1 Actions

The following actions are established to achieve the objectives and provide incentives for using sustainable transport modes. The initiatives were provided by client that were prepared by Stantec in *2-4 Burbank Place Green Travel Plan 2020*. These initiatives are summaries in Table 4.

Table 4 Travel Plan Actions

Strategy	Aim	Action
<b>Public Transport Actions</b>		
Loan schemes	Distribute discounted or free transport passes to encourage the use of public transport	Subject to owner/tenant negotiations and incentives
Public transport for business travel	The commercial space organisation can promote public transport as the first preference for business travel. This should be supported by employees having access to travel passes	Subject to owner/tenant negotiations and incentives
Staff welcome packs/ staff induction	Metro and bus timetables relevant to the local area must be included in the pack of information provided to staff upon commencing employment	Green Travel Plan Committee to prepare welcome packs and distribute
Education of available public transport services	Information about public transport routes provided within a prominent location on-site, including maps and timetables	Green Travel Plan Committee to provide on-site
<b>Walking and Cycling</b>		
Parking on-site	Provide bicycle parking on-site in a secure, prominent location, to encourage staff to cycle.	Applicant to establish on-site
Providing end-of-journey facilities	Providing end-of-journey facilities such as showers, change rooms, lockers	Applicant to establish on-site
Education of nearby pedestrian and cyclist facilities	Put up a noticeboard with leaflets and maps showing the main pedestrian and cyclist routes to key destinations	Green Travel Plan Committee to provide on-site
Promote inclusion with advertised events	Promote sustainable transport events such as Ride-to-Work days and Walk-to-Work days	Green Travel Plan Committee to promote
Signage and wayfinding	Improve signage and wayfinding	Green Travel Plan Committee to promote
<b>Minimising Car Use</b>		
Car Sharing	Staff and visitors are encouraged to use a shared car (e.g. GoGet) to reduce the need for individuals to own their own vehicle	Organise 'car sharing' arrangements with service providers

Strategy	Aim	Action
Carpooling	Establish a car-pooling program to help people find someone to share in their daily commute	Prepare information sheets specific to residential commuters and employees on site
Other		
Flexible working hours	Allowing staff, the flexibility to commute outside peak periods to reduce overall congestion and travel time.	Manage staff rosters, and develop work-from-home policies and procedures, where possible

## 5.2 Additional Initiatives

In addition to the above, the following initiatives are recommended for the proposed development.

### 5.2.1 Development of a Transport Access Guide

A Transport Access Guide (TAG) could be prepared for staff, residents, and visitors of the development for the alternative travel modes available to them. This TAG should include a map showing public transport routes and safe walking and/or cycling routes. These routes could also indicate the approximate area around the development within five, ten, and fifteen minutes' walking distance. This information could be presented to staff and online (Council's, businesses' and schools' websites).

### 5.2.2 Introduction of Cyclist Infrastructure

Development of new cycle infrastructures such as off-road cycle routes at Miller Street and McLaren Street would encourage residents including students travelling to school and staff living close to the site to use cycling as an alternative transport option. This option should be considered in consultation with the North Sydney Council, stakeholders, and the Developer.

### 5.2.3 Increased way finding signage

One of the barriers to walking and cycling travel modes is a lack of knowledge. To increase awareness of these routes, clear wayfinding could be installed in local streets to highlight the expected travel time to key destinations such as the Train Station, schools, parks, and shops. This could include painted images on the footpath and/or indicating how many minutes' walk or cycle away is from the Railway station or parks.

## **6. Monitoring and Review**

### **6.1 Strategy for Promoting and Marketing the Actions**

The Travel Plan Management Group appoints a Travel Plan Coordinator who is to prepare a promotional and marketing strategy, including actions to support and drive the Green Travel Plan. The key responsibilities of the Travel Plan Coordinator will include:

- Coordinating implementation efforts
- Conducting surveys or other data collection processes to measure progress
- Communicating the travel plan to stakeholders
- Coordinating events to promote awareness of the plan and associated initiatives
- Coordinating marketing and promotional programs.

The Coordinator is also to be responsible for monitoring, reviewing and updating the travel plan over time. It is likely that coordinators will require assistance from 'champions' to promote specific actions and encourage the uptake of initiatives.

### **6.2 Commitment of Resources**

A travel plan is not a one-off document but is a process of ongoing implementation, review and improvement which requires human resources and financial support. Executive level support and commitment is essential for the implementation of the Green Travel Plan.

The Workplace travel plans should identify the executive level position that will hold overall responsibility for the plan, whilst residential travel plans need to recognise the role and responsibilities of the body corporate and/or owners association.

It will be important to appoint a travel coordinator to manage the processes and implementation of the plan over time. This might be a single person who can act as a Travel Plan Coordinator, or a committee of people who can work together to implement the travel plan.

For residential developments, the travel plan coordinator might be a member of the Body Corporate, appointed on an annual basis, a staff member from the managing agency, or a motivated resident.

The Travel Plan Coordinator is to prepare an annual plan of financial commitment and resource allocation to be reviewed, considered and adopted by the Green Travel Plan Committee.

### **6.3 Monitoring and Review**

Monitoring and reviewing a travel plan is one of the most critical components of the travel planning process. Monitoring and review are a process that sets out a systematic approach to measuring the impact of the travel plan. It is crucial to understand whether and how the travel plan is having an impact on mode share. Council requires that on-going monitoring is conducted for a minimum of five years.

The travel plan will be reviewed quarterly to track progress with regards to implementation of actions and achievement of goals.

An annual travel survey of staff and visitors will be undertaken to firstly establish a baseline level of performance. The results of successive surveys are to be maintained in the Appendices to the Travel Plan for continued progress monitoring and evaluation.

Following surveys will then assess progress against the baseline data and toward the targets. Initially, the Travel Plan Coordinator will be responsible for implementing the survey however this will eventually become the responsibility of the Travel Plan Management Group.

The results of this survey will be published in an annual report to the Green Travel Plan Committee. It will detail progress against objectives and targets. The annual report will identify any modifications to the travel plan that are needed, such as revision of objectives or targets, or the addition or alteration of measures.

Once the travel plan has been prepared it should be ready to submit to Council for approval. The Transport Planning team is responsible for reviewing travel plans and may provide feedback or advice about how the plan could be improved, prior to being satisfied that it meets the intent of the development consent condition if one is established.

Once the data has been updated, the targets and actions of the travel plan will need to be reviewed. The review should consider:

- Are the targets still realistic? Are they still ambitious? Should they be updated?
- Is the building struggling to achieve particular targets? What are the likely reasons for this?
- Are there any gaps with regards to actions?
- What is preventing further improvement on mode share, and how can this be addressed?

The steps outlined above should not be considered as a linear process, but rather an on-going cycle. Travel planning requires regular review and adjustment – a review may reveal the need to reconsider objectives or targets, or to add new actions to create greater incentives for the uptake of sustainable transport choices

## 7. Governance Support

Governance support for the Travel Plan Coordinator is to be provided by the Green Travel Plan Committee. The committee is in effect a “Board”. It shall therefore comprise:

- Key persons with an interest in the business, its efficient and effective operation
- To enable the implementation of measures that may require works on the site, the committee should also include representation from the landlord or property owner representative
- To provide for the application of the Plan in an everyday operational sense, the Travel Plan Coordinator should ideally be a person with operational responsibility and/or interface
- Specialist expertise may be incorporated within the committee, seconded as required or engaged in relation to specific tasks or undertakings.

Responsibilities of the Green Travel Plan Coordinator is:

- Coordinating implementation efforts;
- Conducting surveys or other data collection processes to measure progress;
- Communicating the travel plan to stakeholders;
- Coordinating events to promote awareness of the plan and associated initiatives; and
- Coordinating marketing and promotional programs.

The Green Travel Plan Coordinator or Management Group will be required to oversee the implementation of the actions of the Travel Plan. These might not all be implemented at the same time but may be staged throughout time as appropriate. There may be some crucial actions that are implemented immediately, while others might take longer to plan and develop.

Before implementing actions, it is a key responsibility of the Green Travel Plan Coordinator to make sure relevant stakeholders are on-board. For example, if the Green Travel Plan involves reviewing company policies and proposing changes, relevant members of the senior management team will need to be on board to sanction and approve such changes.

This Green Travel Plan meets the requirements of the proposed development. Additional measures should be in place at the detail design stage of the development.



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