

asongroup



## **378-390 Pacific Hwy, Crows Nest**

### Framework Travel Plan

378-390 Pacific Hwy, Crows Nest

7/11/2022

P1707r02v2

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### APPENDICES

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**Appendix A. Travel Access Guide**

**Appendix B. Sample Questionnaire**

# 1 Introduction

## 1.1 Context

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This Framework Travel Plan (FTP) has been developed to support a Planning Proposal relating to a proposed mixed-used development at 378-390 Pacific Highway, Crows Nest (the Site), which sits within the North Sydney Local Government Area (LGA).

This FTP has been prepared in response to feedback from North Sydney Council (Council) officers requesting that a Travel Plan (otherwise referred to as a Green Travel Plan, or GTP) or equivalent be prepared to accompany the submission. Recognising that the proposed development is in its early stages in delivery, the purpose of this FTP is to outline the overarching requirements for future Travel Plan measures to be adopted by future site occupants and visitors.

It is anticipated that a Condition of Consent would apply to any future DA approval, requiring the implementation of the final GTP. Indeed, the development consent relating to the nearby Crows Nest Overstation Development (SSD-9579) includes the following requirement.

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*B17 — Future Development Application(s) shall include green travel plans, identifying opportunities to maximise and encourage sustainable transport choices for future residents, staff and visitors.*

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## 1.2 Site Location & Description

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The Site is located at 378-390 Pacific Highway, Crows Nest, approximately 5 kilometres north of the Sydney CBD. It has a total site area of 1,309 m<sup>2</sup> with a 40 metre frontage to Pacific Highway and 34-metre frontage on Hume Street.

The site is shown in its local context in **Figure 1**.

The Proposal relates to the development of a mixed-used development, comprising:

- 16 floors of Residential apartments, yielding a total of 72 dwellings
- Four (4) floors of mixed residential amenities
- Four (4) storey commercial podium level, with a combined Gross Floor Area of 2,618m<sup>2</sup>
- 132 car parking spaces (88 spaces for Residential, 44 for Commercial)

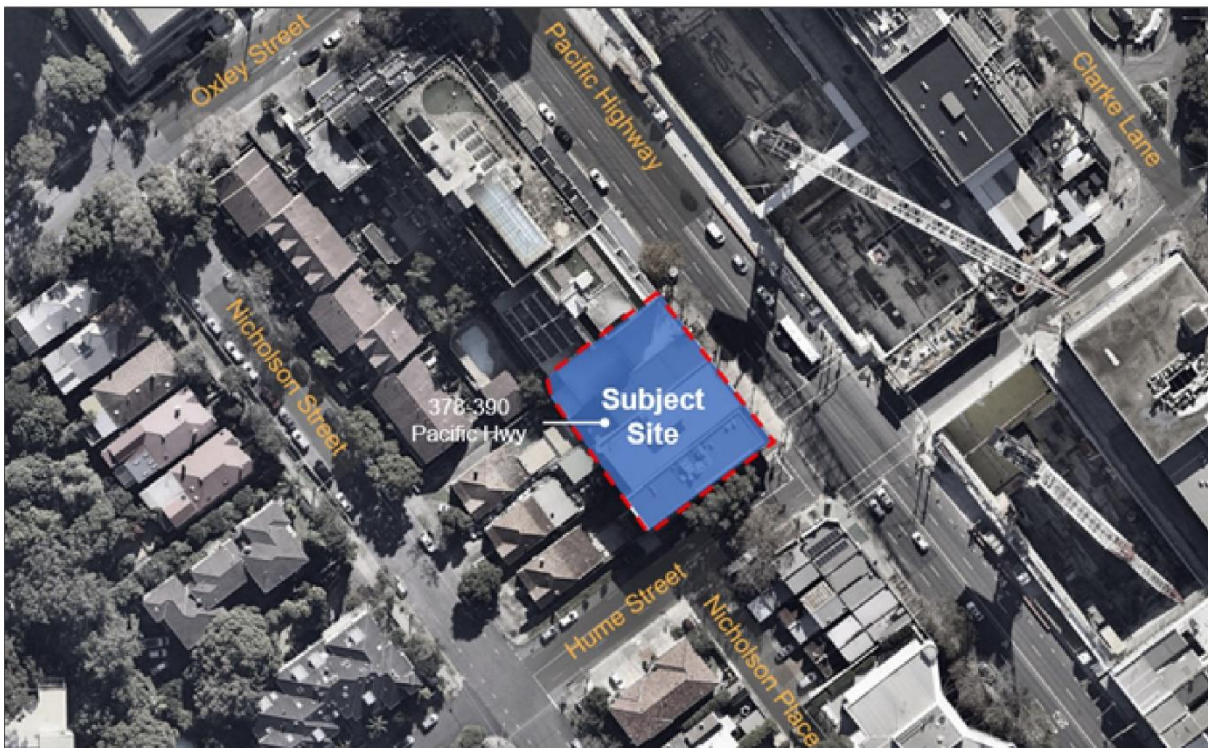
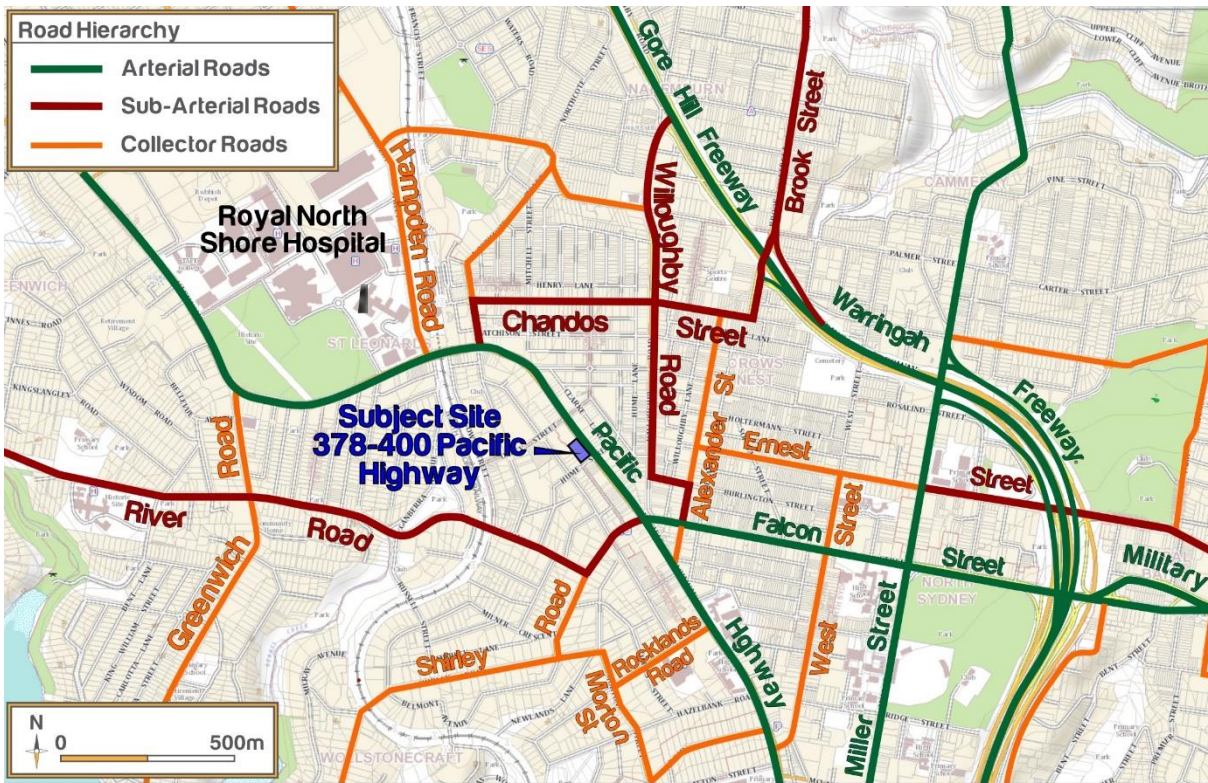


Figure 1: Site and Road Network

## 1.3 Objectives of FTP

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The primary objectives of the FTP (and subsequent GTP) will be to:

- Reduce the environmental footprint of the Site.
- Set future staff travel mode share targets.
- Improve access, amenity, convenience, and safety of sustainable transport modes to/from the Site.
- Promote the use of 'active transport' modes such as walking and cycling, particularly for short-medium distance journeys.
- Reduce reliance on the use of private vehicles for all journeys.
- Encourage a healthier, happier, and more active & public transport use culture.

Underpinning this FTP comprises a package of measures which could be adopted and designed to address the specific travel needs of the Site. In this regard, the overall intention is to encourage and facilitate the use of alternative and sustainable modes of transport and to reduce single-occupancy car travel for journeys to and from the Site.

## 2 Site Audit

### 2.1 Introduction

---

An audit of the Site is required to determine the existing facilities in the area and review existing transport choices. This section has been based on the current conditions and will need to be updated prior to implementation of future operational Travel Plan, as well during the monitoring process. The audit should consider the following:

- Site conditions, once the development is complete;
- Public transport services in the area, including proximity to the Site, frequency of services and accessibility;
- Bicycle and pedestrian facilities, including accessibility, connectivity, and safety; and
- Mode-split data for the Site and local area.

It should be noted that Crows Nest Metro Station is scheduled to open in 2024 and is likely to result in substantial changes to accessibility of the site. Presumably, completion of the subject development — still having to proceed through rezoning and future detailed Development Application and construction phases — would be unlikely to occur prior to that. As such, it is desirable that any site audit be undertaken as close to development opening — i.e. final GTP to be prepared as a condition of consent prior to Occupation Certificate — to best reflect the accessibility of the area at opening.

### 2.2 Public & Active Transport

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The Site is well serviced by high-frequency public transport infrastructure and its close proximity to rail and bus services aligns with strategies to increase walking and cycling trips. The key train and bus services local to the Site are presented in **Figure 2**.



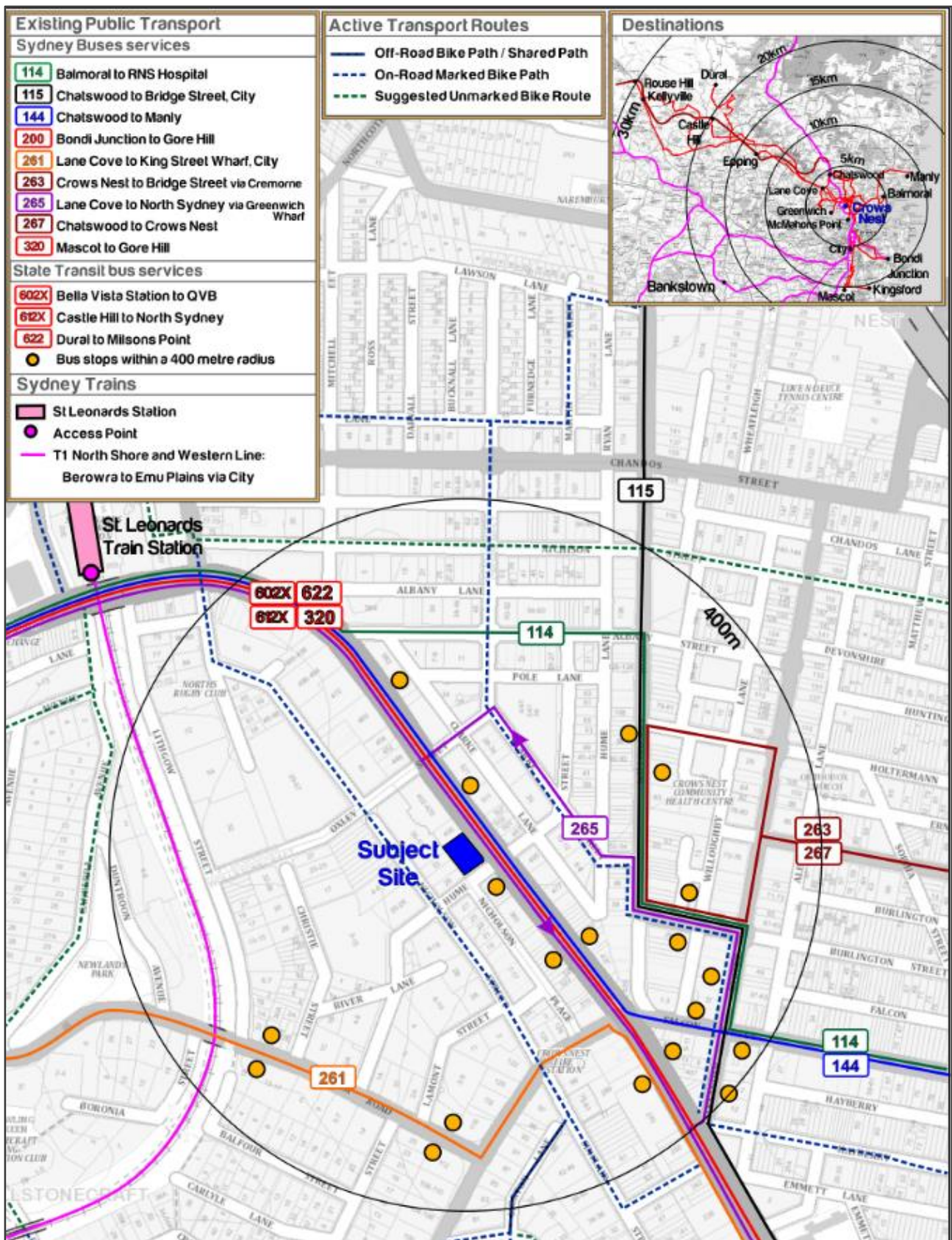


Figure 2: Nearby Public Transport Services (Existing)

## 2.2.1 Bus Services

Noting that TfNSW Guidelines state that bus services influence the travel mode choices of sites within 400 metres (approximately 5 minutes' walk) of a bus stop, access to bus services will be a key factor in influencing travel behaviour by way of increased convenience and reliability.

The Site is well serviced by a wide selection of bus stops within 400 metres walking distance as shown in **Figure 2**. Existing bus services located within vicinity of the Site are summarised in **Table 1**.

**TABLE 1 BUS SERVICES**

Route	Description	Stops	Frequency
114	Balmoral to Royal North Shore Hospital	Mosman, Cremorne, Neutral Bay, North Sydney, Crows Nest, St Leonards	AM Peak: 5 services PM Peak: 5 services  Weekend Peak: 3 services
115	Chatswood to Bridge Street, City	Chatswood, North Willoughby, Willoughby, Naremburn, Crows Nest, Wollstonecraft, North Sydney	AM Peak: 6 services PM Peak: 6 services  Weekend Peak: 3 services
144	Chatswood to Manly	Manly, Fairlight, Balgowlah, Clontarf, Seaforth, Mosman, Cremorne, Neutral Bay, North Sydney, Crows Nest, St Leonards, Greenwich, Artarmon, Greenwich, Chatswood	AM Peak: 6 services PM Peak: 7 services  Weekend Peak: 5 services
200	Bondi Junction to Gore Hill	Bondi Junction, Woollahra, Edgecliff, Darlinghurst, Potts Point, Sydney, North Sydney, Wollstonecraft, Crows Nest, St Leonards, Artarmon	AM Peak: 3 services PM Peak: 4 services  Weekend Peak: Nil
261	Lane Cove to King Street Wharf, City	Chatswood, Artarmon, Lane Cove, Northwood, Longueville, Lane Cove, Greenwich, St Leonards, Wollstonecraft, Crows Nest, North Sydney, Sydney	AM Peak: 2 services PM Peak: 2 services  Weekend Peak: 1 service
263	Crow Nest to Bridge Street via Cremorne	Crows Nest, Cammeray, Cremorne, Neutral Bay, Kurraba Point, North Sydney, Sydney	AM Peak: 1 service PM Peak: 2 services  Weekend Peak: 1 service
265	Lane Cove to North Sydney via Greenwich Wharf	Lane Cove, Greenwich, St Leonards, Crows Nest, Wollstonecraft, Waverton, McMahons Point, North Sydney	AM Peak: 2 services PM Peak: 1 service  Weekend Peak: 1 service
267	Chatswood to Crows Nest	Chatswood, North Willoughby, Willoughby, Northbridge, Cammeray, Crows Nest	AM Peak: 2 services PM Peak: 2 services  Weekend Peak: 1 service

320	Mascot to Gore Hill	Mascot, Alexandria, Beaconsfield, Zetland, Waterloo, Redfern, Surry Hills, Haymarket, Sydney, North Sydney, Waverton, Wollstonecraft, Crows Nest, St Leonards, Greenwich	AM Peak: 4 services PM Peak: 5 services  Weekend Peak: 3 services
602X	Bella Vista Station to QVB	Bella Vista, Glenwood, Kings Langley, Seven Hills, Baulkham Hills, North Rocks, West Pennant Hills, Artarmon, St Leonards, Crows Nest, North Sydney	AM Peak: 5 services PM Peak: 5 services  Weekend Peak: Nil
612X	Castle Hill to North Sydney	Castle Hill, Baulkham Hills, North Rocks, West Pennant Hills, Artarmon, St Leonards, Crows Nest, North Sydney	AM Peak: 9 services PM Peak: 6 services  Weekend Peak: Nil
622	Dural to Milsons Point	Dural, Cherrybrook, West Pennant Hills, North Ryde, Lane Cove, Artarmon, St Leonards, Crows Nest, Lavender Bay, Milsons Point	AM Peak: 3 services PM Peak: 2 services  Weekend Peak: Nil

Existing bus stops throughout Crows Nest are generally of good quality and provide a combination of shelter, seating, covered seating and service information at all stops, with most containing all four.

## 2.2.2 Rail Services

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According to the *Integrated Public Transport Service Planning Guidelines, Sydney Metropolitan Area* December 2013 (IPT Guidelines), rail services influence the travel mode choices of areas within 800 metres walk (approximately 10 minutes) of a railway station.

In this regard, it is noteworthy that St Leonards Railway Station is located at approximately 700 metres walking distance to the northwest of the Site via the Pacific Highway. St Leonards Railway Station is serviced by a plethora of train services including services to Sydney CBD, Artarmon, Chatswood, Hornsby, Berowra, Epping, West Ryde, Rhodes, Gordon, Central Coast, Newcastle and other regional centres.

Peak hour train services and frequencies are summarised in **Table 2**.

**TABLE 2 TRAIN FREQUENCIES AT ST LEONARDS STATION**

Station - Line	To City	From City	Total
<b>Berowra to City via Gordon</b>			
<b>Morning Peak Hour</b> (8:00 am – 9:00 am)	20	20	40
<b>Off Peak Hour</b>	10	10	20
<b>Afternoon Peak Hour</b> (5:00 pm – 6:00 pm)	20	16	36
<b>Hornsby to North Shore via City</b>			
<b>Morning Peak Hour</b> (8:00 am – 9:00 am)	4	4	8
<b>Off Peak Hour</b>	4	3	7
<b>Afternoon Peak Hour</b> (5:00 pm – 6:00 pm)	4	4	8
<b>Central Coast &amp; Newcastle Line</b>			
<b>Morning Peak Hour</b> (8:00 am – 9:00 am)	4	0	4
<b>Off Peak Hour</b>	0	0	0
<b>Afternoon Peak Hour</b> (5:00 pm – 6:00 pm)	0	4	4

In addition to St Leonards Station, the Crows Nest Metro Station is currently under construction (scheduled for completion by 2024) further increasing the accessibility of rail services in the short-term.

### 2.2.3 Bicycle Network

At present there is a mixture of sub-regional and local bicycle routes surrounding the Site within the North Sydney LGA as seen in **Figure 3**, also showing future cycle routes. An overview of the cycle network is as follows:

As identified in the *Strategic Transport Study: St Leonards and Crows Nest Station Precinct 2018*, an extensive network of cycle routes connecting the Site to Lane Cove, Chatswood and Neutral Bay. An overview of the cycle network is as follows:

- On-road cycle lanes to Wollstonecraft southbound via Nicholson Street
- Separated and on-road cycleways to North Sydney southbound Via West Street
- Separated and on-road cycleways to Artarmon northbound via Herbert Street
- On-road cycleways to Lane Cove and Northwood via River Road

The site is generally well-served with cycle routes within the North Sydney LGA. However, strategies to better link closer suburbs around the Site including St Leonards and Greenwich via local routes will ensure alternative travel accessibility to the site is increased.

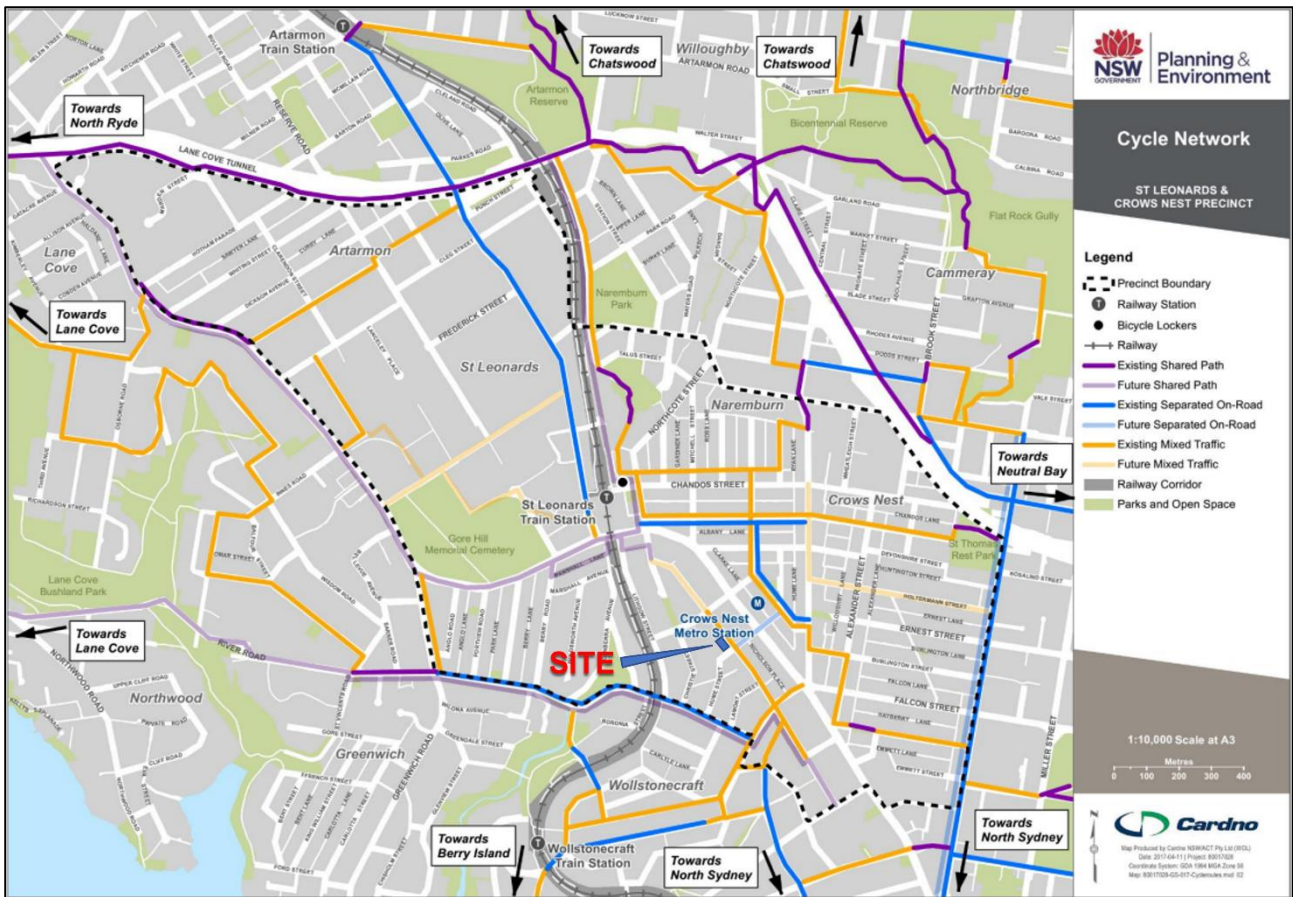


Figure 3: St Leonards and Crows Nest Cycling Routes

### 2.2.4 Pedestrian Connectivity

The Site is well serviced by a well-connected pedestrian network, with the key features outlined as follows:

- Covered footpaths along either side of the Pacific Highway and Hume Street
- Frequent signalised pedestrian crossings along the Pacific Highway including at key intersections which provide regular crossing opportunities
- Widened footpaths in locations such as the Clarke Street / Hume Lane intersection, and outcome of the new development public domain set back of 3 m.
- Trees providing shade coverage along footpaths in various high-density locations

The surrounding area consists of a mixture of mostly enterprise corridor, residential, and general industrial developments, and as such would be considered key destinations and attractions for people to walk to. As such, this is reflected in the formal footpaths and crossings facilitating access to the public transport services within close proximity of the Site.

Further, good accessibility to open spaces around the Site, seen in context in **Figure 4** would facilitate better connectivity within the neighbourhood urbanisation via the use of alternative transport options for workers, visitors and residents of the area.



Figure 4: Walking Distance to Open Space

## 2.3 On Demand Services

Car sharing has emerged as a cost effective, flexible alternative to private vehicle ownership. Provision of car share in the area could facilitate intermittent work trips that may need to be made by car such that staff can commute by other modes.

GoGet, for example provides a car share service allowing members to book cars for private use. There are a number of GoGet pods in the wider area, as shown below, with the closest pods to the site immediately to the south.

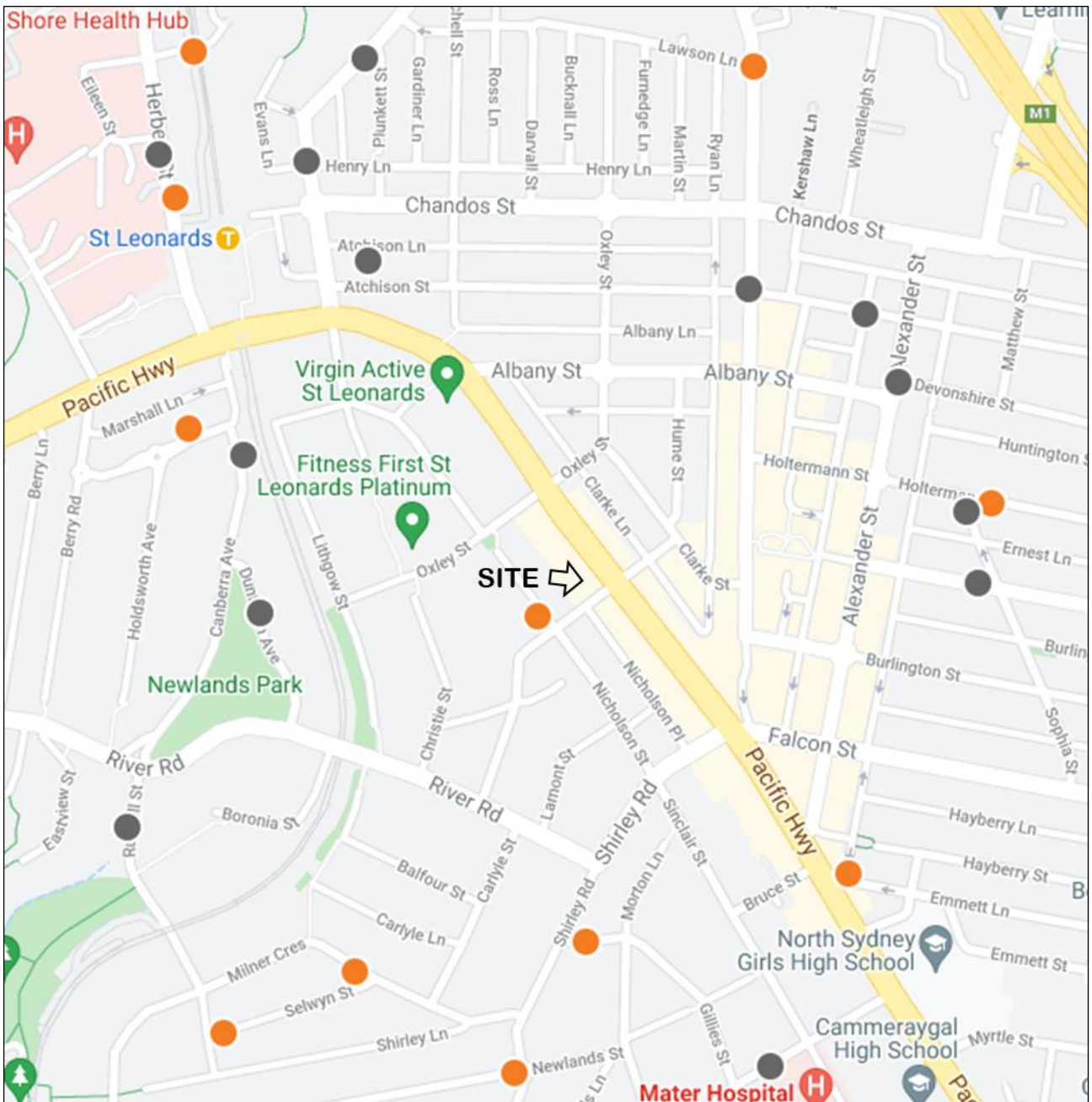


Figure 5: Local Car Share (GoGet) Pods

Prior to establishment of car share spaces in closer proximity to the Site, it is proposed to consider schemes such as car share priority parking spaces on-site, to actively encourage car sharing amongst staff and residents. With consideration of the development as mixed-used and majorly comprising of residential apartments, there is appreciable opportunity to provide resident-only car share bays to encourage limited personal car usage and facilitate uptake of the extensive surrounding public and active transport networks from the outset.

## 2.4 Existing Travel Patterns

Journey-to-Work (JTW) data from the Australian Bureau of Statistics (ABS) 2016 Census and specifically aggregated Destination Zones (DZ) has been referenced to understand the baseline travel characteristics of the area, inclusive of the site. This data has been used to inform the initial targets in lieu of site-specific travel data, which cannot be collated until the site is occupied.

A summary of key travel modes for those travelling to the locality for work have been reviewed with regard for the surrounding Destination Zone 113301328 within the Alexandria area.

A breakdown of the existing travel mode share is presented below.

Journey-to-Work (JTW) data from the Australian Bureau of Statistics (ABS) Census data of people travelling to work in the Crows Nest Destination Zone 114 143 316 of which the Site forms a part of, has been analysed to ascertain the plausible travel behaviour of future workers inbound to the Site.

The location of the zone relative to the surrounding context is presented in **Figure 6** and the results of the travel mode summary is presented graphically in **Figure 7**.

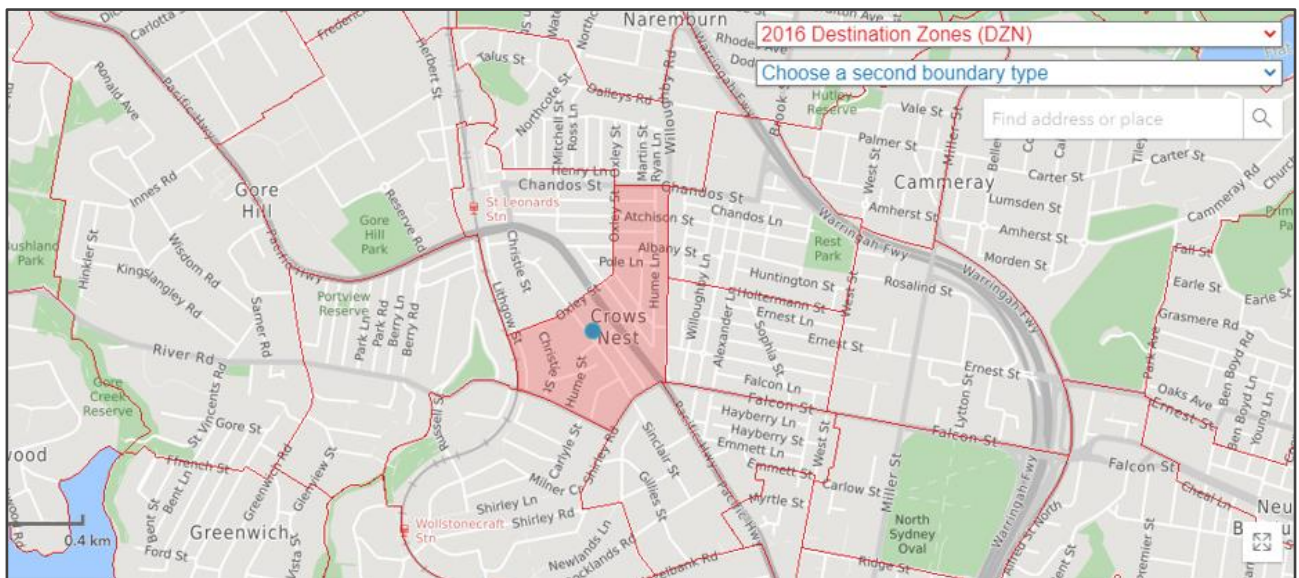


Figure 6: Destination Zone 114 143 316



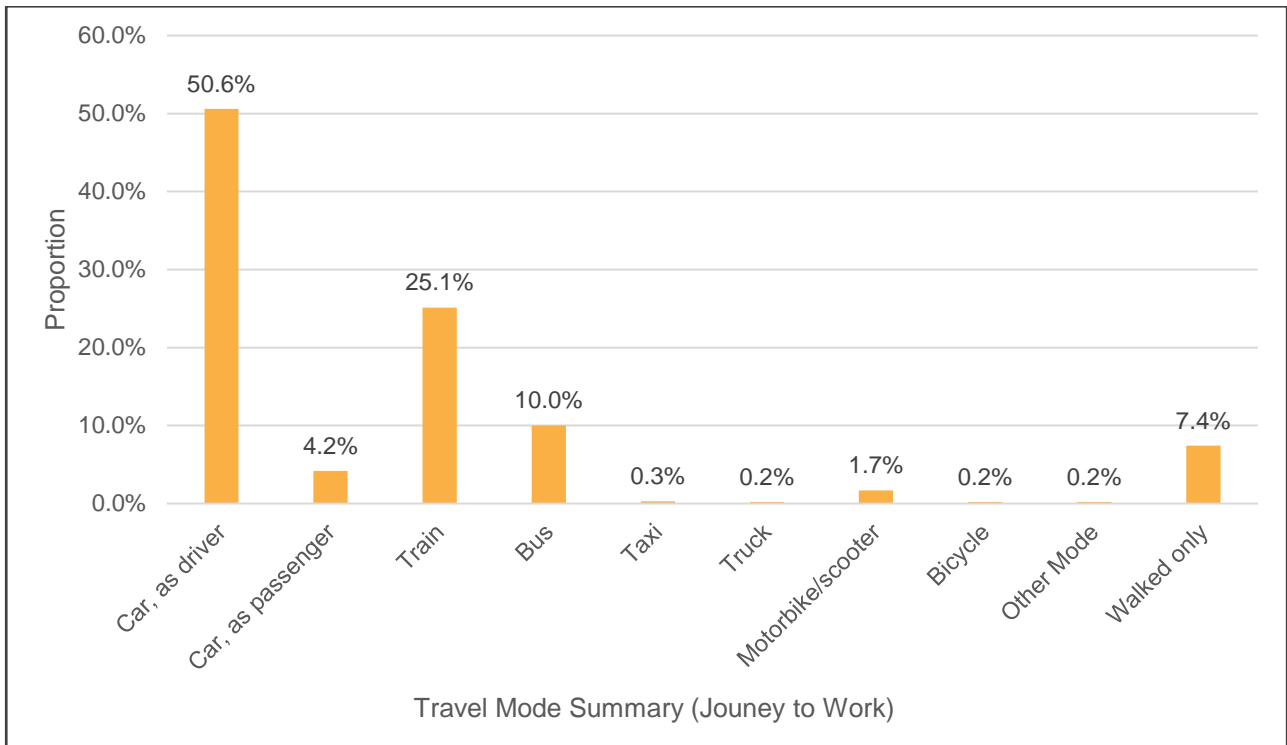


Figure 7: Modal Split – Workers to Destination Zone 114 143 316

As demonstrated in **Figure 7**, for workers travelling to the area, it can be seen that:

- Car or private vehicle is the most prevalent in the modal split, with 54.8% of workers (50.6% as driver and 4.2% as passenger) travelling by private vehicle.
- 35.1% of workers to the Crows Nest area travel by public transport.
- Train is the most popular mode of public transport to Crows Nest, with 25.1% reporting that their main mode of travel was by train.
- Active transport represented 7.6% comprising of 7.4% walking and 0.2% cycling.

The data is reflective of the well-connected public transport and pedestrian network servicing the area; however, there is a low uptake of bicycle travel despite an extensive bicycle network connecting surrounding suburbs.

# 3 Travel Mode Targets

## 3.1 Introduction

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This section sets out the targets for the reduction in car journeys associated with the Site, with consideration to the land use in the area (being a mixture of business, residential and industrial developments in an urban environment). A focus on encouraging modal shifts away from private vehicles to utilising the existing public and active transport network aligns with the overall objective of this FTP.

Targets are the means of measuring the achievement of the objectives. They need to be clear, directly linked to the objectives, monitored and reviewed.

Questionnaire surveys will be conducted in the future that will form the updated travel mode baseline to further develop site-specific targets. The first surveys will be undertaken shortly after occupation. These surveys will be repeated at a suitable time to assess the effectiveness of the implemented Travel Plan; the targets are to be reviewed to align with the most up-to-date information.

The implemented GTP is to be in place for the lifetime of the development. The initial timeframe in which targets need to be monitored and reviewed will be reviewed every 1-2 years, for a minimum of 5 years.

## 3.2 Strategic Targets

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To inform the preliminary targets of this FTP, key strategic policies have been referred to such as the North Sydney Development Control Plan 2013 (NS DCP), which outlines a number of objectives in relation to sustainable transport modes as follows:

- To ensure that developments maximise access to public transport, walking and cycling.
- To try and achieve a modal split of 60% public transport and 30% private car

These objectives are facilitated by locating public transport pick-up and drop-off points as close to public spaces and activities as possible, in addition to minimising non-residential parking on sites.

Further, the *North Sydney Integrated Cycling Strategy* provides the following targets in relation to walking and cycling by North Sydney residents:

- Make cycling an attractive option for short trips within the Northern Sydney LGA
- Increase and diversify participation in cycling (people of all ages and abilities will consider cycling as a safe everyday transport option)

Finally, the *Strategic Transport Study: St Leonards and Crows Nest Station Precinct 2018*, outlines a target of the majority of the Precinct to be within a 10-minute walk of a train station once the Crows Nest Metro Station is operational in 2024.

### 3.3 Mode Share Targets

It is essential that Mode Share targets be achievable with consideration for the public transport, walking and cycling opportunities available within proximity to the Site. Targets should also be factoring in what future transport options could reasonably be used to access the Site, and also the nature of the development itself.

The targets should be revisited and updated after the opening of the development as part of the monitoring process. The preliminary targets, developed with consideration to Council's strategies and policies are nominated the tables below.

**TABLE 3: PRELIMINARY 2026 MODE SHARE TARGETS (WORKERS)**

Travel Mode	Existing <sup>1</sup> Mode Share	Proposed Targets	Relative Change
Car as driver	50.6%	40.6%	-10%
Train	25.1%	29.1%	+4%
Bus	10%	11%	+1%
Walked only	7.4%	9.4%	+2%
Car as passenger	4.2%	5.2%	+1%
Motorbike/Scooter	1.7%	1.7%	-
Bicycle	0.2%	2.2%	+2%
Taxi	0.3%	0.3%	-
Truck	0%	0%	-
Other Modes	0%	0%	-

Notes: 1) Based off 2016 ABS Census data per Destination Zone 114143316

**TABLE 4: PRELIMINARY 2026 MODE SHARE TARGETS (RESIDENTS)**

Travel Mode	Existing <sup>1</sup> Mode Share	Proposed Targets	Relative Change
Car as driver	33%	23%	-10%
Train	33%	36%	+3%
Bus	14%	16%	+2%
Walked only	14%	16%	+2%
Car as passenger	3%	4%	+1%
Motorbike/Scooter	1%	1%	-
Bicycle	1%	3%	+2%
Taxi	1%	1%	-
Truck	0%	0%	-
Other Modes	1%	1%	-

Notes: 1) Based off 2016 ABS Census data per SA2 121041414 (Crows Nest – Waverton)

These represents preliminary 5-year targets to coincide with the minimum 5 years of monitoring and review.

With the opening of Crows Nest Metro Station located within a short walking distance from the Site, an increase in train mode share by 4% and 3% for both workers and residents respectively is considered very achievable. Connectivity to existing routes and provision of bicycle parking and end-of-trip facilities at transport interchanges including St Leonards Station and Crows Nest Metro Station suggest cycling and train travel uptake from the outset is achievable, particularly with the Site's close proximity to several sub-regional cycle routes and 2 major train / metro stations.

# 4 Measures and Action Strategies

## 4.1 Measures

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The below is a range of measures which could achieve the objectives of this FTP (and subsequent GTP). This section needs to be reviewed and confirmed prior to implementation of any future Plan.

- An introduction to the Plan for all staff, setting out its purpose and objectives.
- Provision of public transport travel information for staff, customers and visitors.
- Encouragement of car sharing, both amongst staff on site and in the wider context.
- Provision of car share spaces (future potential measure) and / or provision of a business “pool car” while public car share operators are limited in the area.
- Assisted cycle purchase schemes.
- Interest free loans to assist with cycle purchase, cycle equipment purchase etc.
- A transport section on the company website with links to local bus operator sites, to ensure that travel information is always up to date.
- The provision of transport information for visitors to the Site.

## 4.2 Responsibility for Implementation

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A Travel Plan Coordinator (TPC) will be responsible for the running of the future Plan, including its administration and all liaison with interested parties. The role is likely to be undertaken by Site / Building Management, or an independent consultant, appointed by Building Management. The TPC will be appointed following occupation of the development, who will liaise with Council as part of the monitoring process.

## 4.3 Strategies

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Further to the measures noted in Section 6.2 of the North Sydney DCP 2013, seven main strategies have been identified, and the specific actions required for each are detailed in **Table 5**. The table details specific actions that could be implemented as part of a future Plan (subject to tenant requirements) and the party responsible for implementing each action.

These actions must be reviewed at regular intervals to ensure that the mode split targets are being met. By that principle, this document shall be regarded as a living document and subject to regular review. It is important to note, that the actions should not be taken as mandatory but rather potential options that should be investigated and implemented by future occupants of the development.

**TABLE 5: PROPOSED ACTION STRATEGIES**

STRATEGY	HOW IT WORKS	RESOURCES / RESPONSIBILITY	TIMELINE	FUNDING
<b>1 Travel Planning and Demand Management</b>				
1.1 Green / Sustainable Travel Plans	<ul style="list-style-type: none"> <li>Develop a GTP to provide information for Travel Access Guide (TAG)</li> <li>Management of GTPs.</li> <li>Promotion of GTPs.</li> </ul>	<p>Building Manager to be responsible for overall implementation of final GTP and providing annual reporting on GTP outcomes to Council.</p> <p>Tenants to develop Company specific travel plan based on Final GTP prior to the commencement of a new lease/sale of property.</p> <p>Company/Staff/Visitors shall be responsible for ongoing implementation of Company assigned actions and participation in annual monitoring and reporting process to Council</p>	Upon completion of the development and ongoing annual GTP events	Tenant / Business Owner
1.2 Travel Information Points	<ul style="list-style-type: none"> <li>Establish locations such as travel information points where staff and visitors and others can access travel information via interactive platforms.</li> <li>Promotion of GTPs</li> <li>Provision of travel and transport information options</li> </ul>	Tenant / Business Owner	Subject to employer preference.	Tenant / Business Owner
1.3 Flexible Working hours	Allow employees the flexibility to commute outside peak periods to reduce overall congestion and travel time.	Tenant / Business Owner	Subject to employer preference. Action to be considered by employers / Visitors as part of an Employer specific GTP to be developed and forwarded to Council prior to building occupation.	Tenant / Business Owner
1.4 Teleworking	Provide the option to work remotely (where possible) to reduce the number of vehicles travelling to the development and encourage teleconferencing rather than travelling to meetings.	Tenant / Business Owner	Subject to employer preference. Action to be considered by employers / visitors	Tenant / Business Owner
<b>2 Promoting Public Transport</b>				
2.1 Opal Card Loan Schemes / Subsidising	Company may consider subsidising staff public transport travel.	Tenant / Business Owner / TPC	Subject to employer. Can be implemented at building occupation	Tenant / Business Owner

STRATEGY	HOW IT WORKS	RESOURCES / RESPONSIBILITY	TIMELINE	FUNDING
schemes for public transport travel through pre-paid credit cards	Alternatively, staff can pay for their own Opal Cards / pre-paid travel card through their salary, spreading the cost over the year to make it more affordable.			
2.2 Public Transport for work travel	The company and the TPC can promote public transport as one of the main preferences for work travel. This should be supported by all users and visitors to development having access to Opal Cards.	TPC	Subject to employer. Can be implemented at building occupation	Tenant / Business Owner
<b>3 Promoting Carpooling</b>				
3.1 Open Car Sharing	Where anyone in a defined geographical area can join a ride sharing scheme. This involves no input from the employer and should be on the onus of staff to schedule.	Staff	Ongoing in the workplace	Fuel costs can be arranged and split equitably by those involved
3.2 Closed Car Sharing	The company / department sets up an in-house car-matching scheme	Company, TPC	Ongoing in the workplace. Updates can be made to organisation as appropriate	Tenant / Business Owner
3.3 Third-party Car Sharing Program	Companies such as Liftshare are an online service that facilitates journey sharing between individual users, as well as providing separate services for businesses, organisations and events.	Staff – encouraged by TPC	Ongoing in the workplace	Staff
3.4 Carpool week	Arrange for a dedicated carpool campaign week to promote the benefits of carpooling.	Tenant / Business Owner	One week per calendar year	Tenant / Business Owner
<b>4 Promoting Cycling</b>				
4.1 Create a Bicycle Users Group (BUG)	BUGs are local groups of like-minded bike riders who get together generally for social riding in their area. For the purposes of the workplace, this can be adapted as a way of creating as social and healthy aspect of travelling to work.	Tenant / Business Owner, TPC	Ongoing in the workplace	Tenant / Business Owner
4.2 Providing & Maintaining End of Trip Facilities	Providing facilities such as showers, change rooms, lockers. For the initial stages of development it is recommended to provide facilities compliant with the relevant controls, and as the Site develops further, they should be	Developer / Building Management	To be provided at development completion and maintained appropriately throughout the life of the building.	Developer / Building Management

STRATEGY	HOW IT WORKS	RESOURCES / RESPONSIBILITY	TIMELINE	FUNDING
	reviewed as part of monitoring process to meet any increase in demand.			
4.3 Promote Bicycle Initiatives	Promotion of bicycle initiatives – NSW bicycle week, Ride to Work etc.	TPC	To be promoted annually	Business Management
4.4 Advertise Bicycle Routes	Promotion of bike lanes through the TAG.	TPC	To be promoted and provided at communal areas such as key information kiosks within facility	n/a – forms part of the TAG
<b>5 Promoting Walking</b>				
5.1 Providing End of Journey Facilities	Provision of sufficient end of trip facilities such as showers, change rooms, lockers etc to maximise pedestrian activity throughout the site.	Developer	To be provided at completion of development	Tenant / Business Owner
5.2 Walking routes	Incentivise travelling by foot by highlighting possible routes particularly those to nearest bus stops	Tenant / Business Owner	To be promoted and provided at communal areas such as key information kiosks within facility	Tenant / Business Owner
5.3 Promote walking initiatives	Promotion of walking initiatives: walk to game / training day, pedometers / step challenge / gamification of walking / reward programs based on steps to elevate pedestrian activity throughout site and to / from public transport points.	Tenant / Business Owner, TPC	To be implemented monthly or as appropriate throughout the calendar year.	Tenant / Business Owner
<b>7 Influencing Travel Behaviour</b>				
7.1 Provision of Sustainable Travel Packs to employees and visitors	Introduces employees and visitors alike to the GTP and provides information on walking and cycling routes, and travel by bus & train, timetables, and access routes. This would include a TAG.	Tenant / Business Owner, TPC	Travel Packs to be provided upon occupancy of building to employees.	Tenant / Business Owner



## 4.4 Communications Strategy

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### 4.4.1 Welcome Packs

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New staff shall be provided with a 'welcome pack' as part of the on-site induction process which includes a Travel Plan Pamphlet and other information in relation to sustainable transport choices. This pack shall include copy of the Travel Plan and a Travel Access guide (TAG), as well as general information regarding the health and social benefits of active transport and advice on where to seek further information. It is recommended that an electric copy of the welcome pack be created and made available to staff.

### 4.4.2 Accurate Transport Information

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In addition to these 'welcome packs', a copy of the TAG shall be clearly displayed in communal areas of the site including (but not limited to):

- Staff lunchroom
- Lift lobby area and entrances to buildings
- Any marketing material associated with the Site, such as websites and newsletters

# 5 Monitoring Strategy

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## 5.1 Travel Plan Coordinator

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The Travel Plan Coordinator (TPC) should be appointed to act as the primary point of contact for enquiries relating to the progress of the future Plans. The TPC will manage all aspects of the future Plan, including the co-ordination and joint working practices between those on-site.

The TPC will promote participation in and commitment to the future Plan from and will work in partnership with all stakeholders to deliver the strategies and actions.

The TPC should be appointed within 1 month of the site becoming occupied. Contact details for the TPC should be provided in the operational Plan.

## 5.2 Plan Maintenance

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This Plan shall be subject to ongoing reviews and will be updated accordingly. Regular reviews will be undertaken by the TPC. As a minimum, a review of the GTP would occur every 1-2 years.

The key considerations when reviewing or monitoring the GTP are as follows:

Update baseline conditions to reflect any changes to the transport environment in the vicinity of the Site such as changes to bus services, new cycle routes or opening of the Metro Station etc.

- Track progress against target travel mode targets.
- Identify any shortfalls and develop an updated action plan to address issues.
- Ensure travel modes targets are updated (if necessary) to ensure they are realistic and remain ambitious.

## 5.3 Monitoring

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So as to record the overall success, as well as the effectiveness of the individual measures, monitoring and review of the GTP is to be conducted at regular intervals. The TPC will act as the primary point of contact for all enquiries relating to the GTP's progress.

The GTP will be reviewed within 6 months of opening and annually thereafter for a period of not less than 5 years. Travel mode surveys would determine the proportion of persons travelling to/from the Site by each transport mode. This will be in the form of annual travel mode questionnaire surveys to be completed by all persons attending the site, as far as practicable. A sample of a typical travel mode questionnaire form is included in Appendix B.

If targets are not met at the end of the initial period of monitoring, the GTP will be reviewed, new measures introduced and would be reassessed at the next monitoring stage.

## 5.4 Consultation

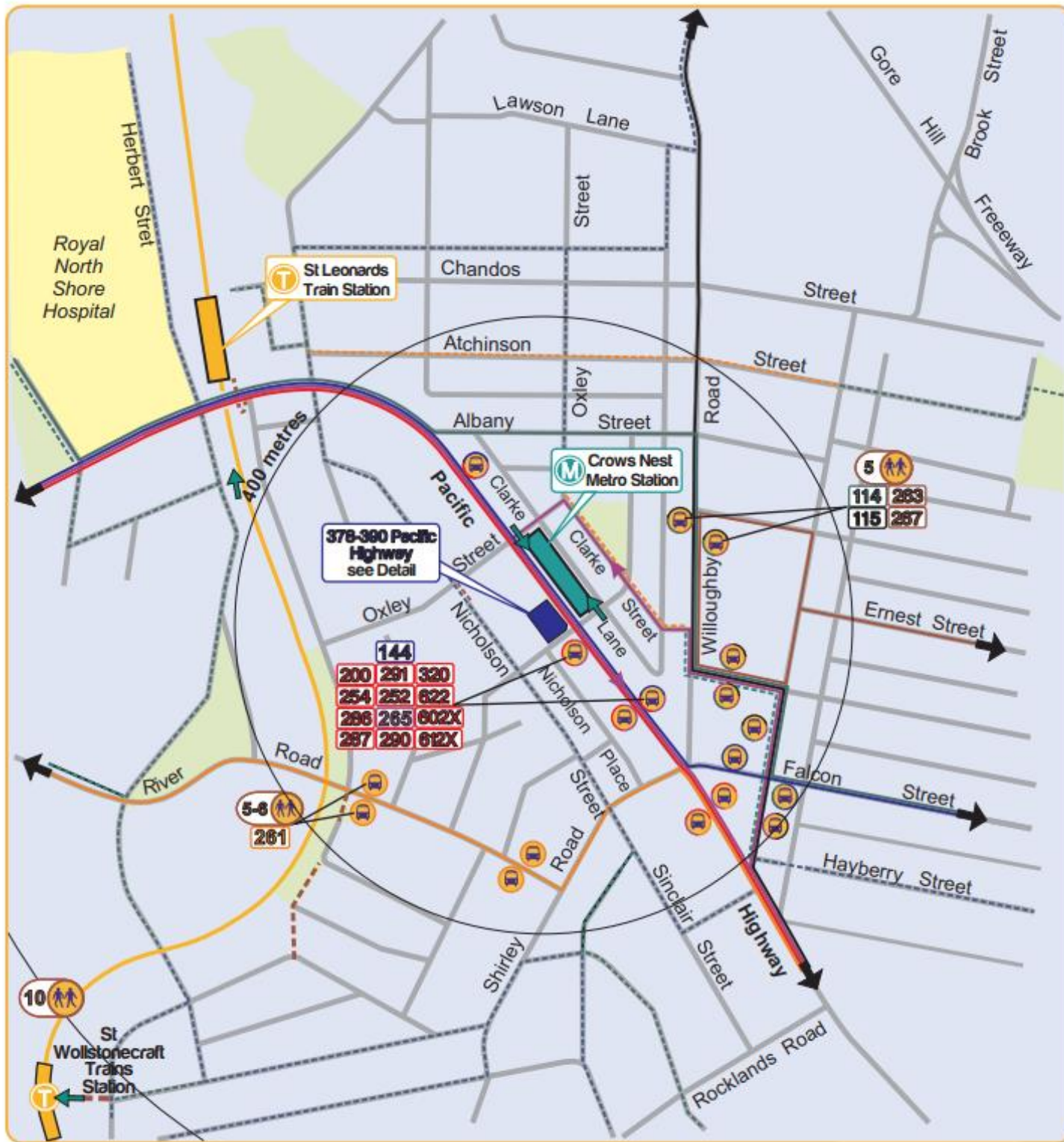
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It is essential that any parties that may play a part in the future of GTP's and their actions are aware and have an opportunity to discuss. This would enable equitable input and feedback as well maximising their overall efficacy. For this reason, a coordinated approach to GTPs should be implemented (subject to individual tenant participation) to assist in the consultation with the relevant parties, which could include the following:

- Council Traffic & Transport Department
- Traffic Committee
- Local Bus Operators
- Transport for New South Wales

Other organisations may be added to this list as the Plans evolve.

# Appendix A. Travel Access Guide



# Travel Access Guide

378-390 Pacific Highway, Crows Nest 2025

## Public Transport

### Keolis Downer Northern Beaches bus services

- 114** RNS Hospital to Balmoral
- 115** City to Chatswood via Willoughby Road
- 144** Manly to Chatswood

### State Transit bus services

- 200** Gore Hill to Bondi Junction
- 252** City to Gladesville
- 254** McMahons Point to Riverview
- 261** Lane Cove to City
- 263** Crows Nest to City
- 265** North Sydney to Lane Cove
- 267** Chatswood to Crows Nest
- 286** Milsons Point to Denistone East
- 287** Milsons Point to Ryde
- 290** City to Epping
- 291** McMahons Point to Epping

### Transit Systems bus services

- 300** Gore Hill to Green Square

### Hillsbus services

- 612x** Bella Vista Station to North Sydney
- 602x** Castle Hill to North Sydney
- 622** Dural to Milsons Point

Find full timetables at <https://transportnsw.info/travel-info/ways-to-get-around/bus>

### Sydney Trains services

- T** St Leonards Station: **T1** North Shore, Western Line
- T9** Northern Line

Find full timetables at <https://transportnsw.info/routes/train>

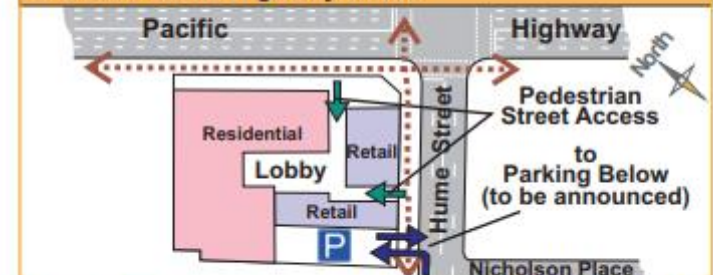
### Sydney Metro (completion 2024)

- M** Crows Nest Station: Northwest, City and Southwest Metro
- Information at <https://www.sydneymetro.info/citysouthwest/project-overview>

## Active Transport Cycle / Walking Network

- Off-Road Shared Path
- Cycleway
- On-Road Marked Bike Route
- Suggested Unmarked Bike Route
- Entry Points
- Approximate walking Distance (minutes)
- Walking links

## 378-390 Pacific Highway Detail



Prepared by

December 2021

**asongroup**

# Appendix B. Sample Questionnaire

# Instructions for Surveyor(s)

1. The Survey Form (over page) should be completed by EVERY PERSON attending the site on a particular day.
2. This survey should be completed SEPARATELY for EACH TRIP undertaken

# Travel Mode Questionnaire Survey Form

Date:

Approximate Time:

**Q1. Are you one of the following?**

- |  |  |
|--|--|
| <input type="checkbox"/> Resident            | <input type="checkbox"/> Courier / Office Delivery       |
| <input type="checkbox"/> Residential Visitor | <input type="checkbox"/> Casual Contractor               |
| <input type="checkbox"/> Retail Staff        | <input type="checkbox"/> Company driver / sub-contractor |
| <input type="checkbox"/> Retail Customer     | <input type="checkbox"/> Other (Please specify).....     |
| <input type="checkbox"/> Office Staff        |  |

**Q2. How did you travel to / from the site today?**

- |                                       |  |
|---------------------------------------|--|
| <input type="checkbox"/> Walked only  | <input type="checkbox"/> Car share vehicle           |
| <input type="checkbox"/> Bicycle only | <input type="checkbox"/> Motorcycle / scooter        |
| <input type="checkbox"/> Train        | <input type="checkbox"/> Car (as passenger)          |
| <input type="checkbox"/> Bus          | <input type="checkbox"/> Car (as driver)             |
| <input type="checkbox"/> Metro        | <input type="checkbox"/> Other (Please specify)..... |
| <input type="checkbox"/> Taxi         |  |

**Q3. If you drove to the site, where did you park?**

- Not applicable – did not drive
- On-site car park
- On-site within truck hardstand
- Other (Please specify).....



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