



# Student Accommodation, 13B Church Avenue & 6-8 John Street, Mascot Green Travel Plan

Prepared for:  
Iglu Pty Ltd

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The Transport Planning Partnership

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# 1 Introduction

## 1.1 Background

The proposed student accommodation is located at 13B Church Avenue & 6-8 John Street, Mascot. The development would involve the construction of a new 12-storey student accommodation building with 435 rooms and ancillary common areas (living rooms, laundry, waste rooms etc). The development also proposes a bicycle storage area with capacity for 88 bicycles.

The proposed development does not include any on-site car parking provisions as is typical of student housing developments and other Iglu sites. Iglu currently operate several student housing facilities and over 3,000 beds, in Sydney, Melbourne and Brisbane which have no car parking provisions. Iglu operate with a philosophy that encourages staff and students to use sustainable transport modes (i.e. public transport, cycling and walking) and has successfully operated with no complaints from students on the lack of parking provision or from Councils about students driving and parking off-site.

The Transport Planning Partnership (TPPP) has prepared this Green Travel Plan (GTP) on behalf of Iglu Pty Ltd to assist in the management of the future travel demand following the occupation of the development.

The implementation of this GTP, in combination with no on-site car parking provisions, will be key to ensuring that students and staff are encouraged to use sustainable transport.

## 1.2 Types of Travel Plan

There are two distinct types of travel plans:

1. To change the travel behaviour at an existing site (i.e. reduction of car use, especially if only used by one person). Such plans would be implemented at large administrative buildings (e.g. government hospitals). This would aim to achieve a modal shift when compared against a stated benchmark. This would include monitoring the plan over a period after opening with more measures introduced if stated objectives were not achieved.
2. To influence the travel behaviour of a site prior to it being occupied. This can include such measures as locating the site next to a railway station, reducing on-site parking (especially for commercial buildings). Providing information and ensuring the development ties in with the sustainable active travel initiatives outside of the site. This travel plan would aim to achieve a lower car driver mode upon occupation compared with comparable sites.

This GTP falls into the latter category where the majority of green travel initiatives are provided prior to occupation of the site. However, Iglu would provide ongoing monitoring of its site once occupied to update the GTP measures as required and ensure appropriate travel outcomes.

### 1.3 The Role of a Green Travel Plan

The purpose of a GTP is to encapsulate a strategy for managing travel demand that embraces the principles of sustainable transport. In its simplest form, this GTP encourages use of transport modes that have low environmental impacts, for example active transport modes including walking, cycling, public transport, and better management of car use.

Active transport presents a number of interrelated benefits including:

- improved personal health benefits
- reduced traffic congestion, noise and air pollution caused by motor vehicles
- greater social connections within communities, and
- cost savings to the economy and individual.

In order to ensure that the GTP meets its intended objectives, a review of 'best practice' guidelines such as the City of Sydney 'Guide to Travel Plans' and 'The Essential Guide to Travel Planning' prepared by the United Kingdom Department of Transport, has been undertaken.

From the above review, the key themes applicable to the GTP include:

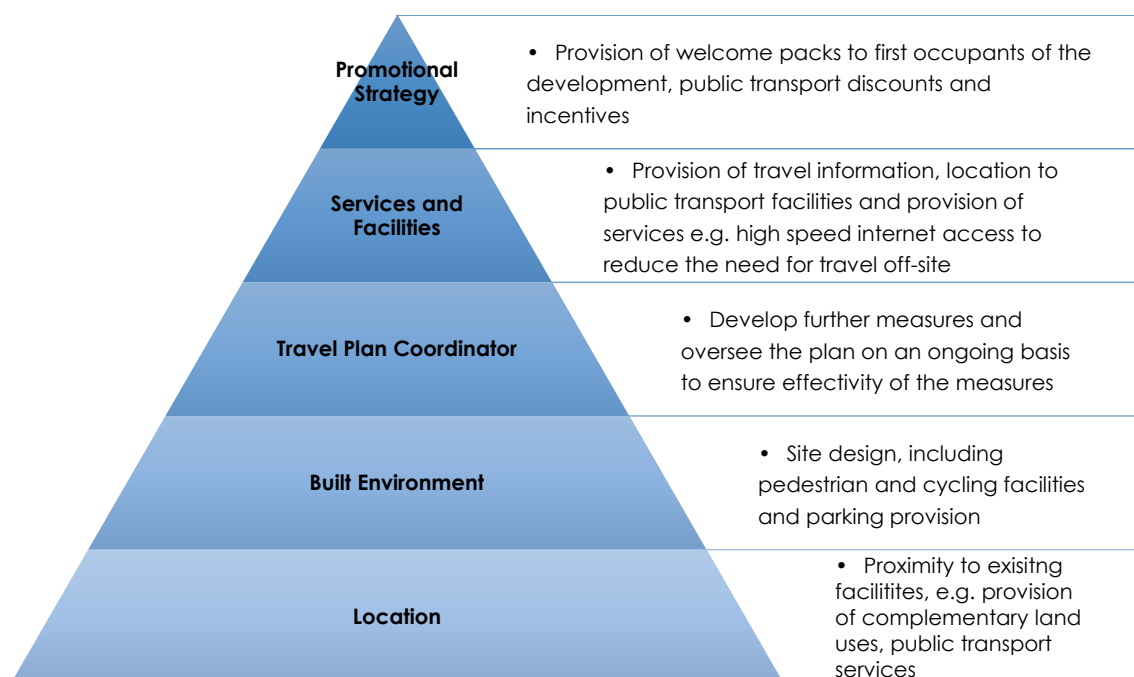
- **Site audit and data collection:** A desktop audit has been undertaken in order to identify and document the existing issues and opportunities relevant to site and its accessibility particularly by non-car modes. Opportunities to improve amenity, incentivise non-car travel and remove barriers to the use of sustainable transport modes are then dealt with under the Site-Specific Measures, detailed in Section 5.1. Notably, as the site is not currently occupied by the proposed development, travel surveys at a similar development have been used to inform the baseline data for modal splits to/from the subject site.
- **Audit of policies:** An audit of key policy documents has been undertaken to assist with defining the direction and purpose of the GTP, aligned with the key targets and objectives from a local and regional perspective.
- **Private vehicle travel management:** This GTP provides a strategy to reduce travel by private vehicles with nil car parking provision.
- **Local alliances:** The development of relationships between the Proponent and various stakeholders (such as the Council, and Transport for New South Wales) will assist the Proponent in delivering improved transport options.

## 1.4 Travel Plan Pyramid

The GTP will need to be tailored to the proposed development site to ensure appropriate measures are in place for the different land uses to promote a modal shift away from car usage.

The key elements of the GTP are shown in the Travel Plan Pyramid in Figure 1.1.

**Figure 1.1: Travel Plan Pyramid**



All elements in the Travel Plan Pyramid are critical to the success of the GTP, but Figure 1.1 illustrates that the key foundations to ensure the success of a GTP are:

- **Location** – proximity to existing public transport services and proximity to mixed land uses, e.g. shops and services, such that walking or cycling becomes the natural choices, and
- **Built Environment** – provision of high-quality pedestrian and cycling facilities, end-of-trip facilities and reduced car parking provision to encourage sustainable transport choices.

## 1.5 Drivers of the Travel Plan

There are a number of social, environmental and economic drivers for developing and implementing a GTP for developments as detailed below.

### 1.5.1 Car Parking

Car parks utilise valuable land resources and impact amenity. If the area continues to grow and there is no modal shift towards non-car transport modes, the car parking demand could



increase significantly. As such, the provision of car parking must reflect the site's proximity to public transport to influence a modal shift to more sustainable transport modes. As the site is located within close proximity to Mascot Station, there is strong justification to provide significantly less or no car parking to manage travel demand to/from the site. Furthermore, the cost to provide parking is significant and therefore, there are strong economic imperatives to reduce car parking demand by incentivising non-car travel modes i.e. to provide affordable housing for students.

### 1.5.2 Environmental Impacts

The transport sector (road, rail, air and ship) is Australia's third largest source of greenhouse gas emissions (GHG), accounting for 18 per cent of emissions in Australia in 2015 (Climate Council of Australia, 2016). Mitigating this impact is a key driver of the GTP. Within Australia, the transport sector has the highest rate of growth of GHG emissions per year having risen by 51 per cent since 1990 with private vehicles responsible for almost half of transport emissions. In comparison, travel modes such as walking and cycling have the lowest emissions while public transportation has significantly lower impact than the private vehicles. Notably, Inner West Council has committed actions to reduce carbon emissions and reduce its environmental impact by some 4,000 tonnes of CO<sub>2</sub> every year. These actions include major infrastructure upgrades such as the provision of LED street lights and solar power supply to facilities and also discrete measures such as encouraging residents to ride a bike, walk and use public transport.

### 1.5.3 Health Benefits

The use of sustainable transport modes can have wide-ranging health benefits due to a corresponding reduction in greenhouse gas emissions and increase in physical activity from walking and cycling. The shift from private cars to sustainable transport "can yield much greater immediate health "co-benefits" than improving fuel and vehicle efficiencies" (World Health Organisation, 2011). The potential benefits can include reduced respiratory diseases from better air quality, prevention of heart disease, some cancers, type 2 diabetes and some obesity-related risks.

### 1.5.4 Social Equity

Transport has a fundamental role in supporting social equity, that is the equitable distribution of services, amenities and opportunities. The provision of sustainable transport modes can provide a more affordable alternative to car use. As such, it offers better mobility for women, children, young people, the aged, persons with disabilities and the poor, who have less access to private vehicles, thereby enhancing social equity.

### 1.5.5 Site Attraction

Provision of high-quality transport facilities (public transport, cycling and walking infrastructure) has a significant impact on the accessibility and therefore attractiveness of a site. Negative experiences and costs associated with travel can reduce the competitiveness of a student accommodation site. High quality and efficient transport systems are key to attracting and retaining students. Support for active transport modes is also highly desired by students, because it improves health and productivity.

### 1.5.6 Education and Leadership

Student accommodation sites would have a large number of new persons coming through each year and as such, the student accommodation provider would have a unique opportunity to educate students into sustainable travel behaviours. These travel behaviours can help shape long-term travel behaviours that extend long after their completion at the organisation. Successful travel planning and education can reduce traffic impacts on the road network while potentially supporting a positive influence on local areas by raising public transport service demand and improving amenity.

## 1.6 Transport Objectives

The following objectives have been identified in order to achieve the vision of the GTP:

#### **Objective 1: Facilitate a modal shift towards more sustainable transport modes**

- Improve access, safety, amenity and convenience of sustainable transport modes for travel to/from the site
- Incentivise sustainable transport modes and establish a culture of active and public transport use, and
- Improve awareness and knowledge of transport options available in the area.

#### **Objective 2: Reduce car ownership and promote car share use**

- Improve awareness and access to car share facilities available within the area
- Incentivise car share use as an alternative to owning a car, and
- Provide nil. car parking on-site to manage car use and ownership.

#### **Objective 3: Reduce the need to travel off-site**

- Provide amenities on-site to reduce travel requirements for students, and

Encourage social interactions amongst students residing in the building to create a vibrant community on-site.

## 2 Existing Transport Policy Context

### 2.1 Summary of Key Policy Directions

The review of existing relevant policy clearly illustrates a number of themes that should inform the approach to ongoing management of transport demand, and investment in the transport network. These themes include:

- provision of high-quality local transport infrastructure, improved bike paths and networks, and improving accessibility and connectivity
- address car parking issues in key locations, including residential and business districts, and encouraging active transport
- create connected, liveable communities where people can walk, cycle and use public transport to promote healthier, active communities.

A summary of the existing policy framework documents is provided in Table 2.1.

**Table 2.1: Summary of Policy Framework**

Policy/Strategy	Key Aims/Objectives/Goals
Bayside Council (formerly City of Botany Bay)	
Mascot Station Town Centre Precinct Masterplan	The Mascot Station Town Centre Precinct Masterplan presents the opportunity to create a vibrant and diverse Town Centre, where a spacious, high quality public domain is the setting for thriving activities and cohesive built form. The growth potential of Mascot Station Town Centre Precinct is to be guided by an urban framework that emphasises an extensive and high-quality public domain, excellence in its urban and architectural design an integrated transport network and sustainable development in the public and private domains.
NSW State Government	
Draft East Sub-Regional Strategy 2007	<p>The Sydney metropolitan area has been divided into 11 subregions and a strategy was prepared for each subregion. The subregional strategies translate the Metropolitan Strategy and provide a finer grained level of direction for each LGA. The draft subregional Strategy contains a number of key directions and actions to ensure that planning at the local level will comply with government direction and ensure that the outcomes of the Metropolitan Strategy are achieved.</p> <p>A draft East Sub-Regional Strategy released in early 2007 identified the Botany Bay LGA (now known as Bayside Council) dwelling target of 6,500 and an employment capacity target of 16,700 for the period 2004 to 2031.</p>
Botany Bay Planning Strategy 2031	The Botany Bay Planning Strategy addresses the draft East Subregional Strategy dwelling and job targets and provides a framework for growth and development to 2031 in the Botany Bay LGA. additionally, it informed the preparation of the City of Botany Bay LEP.
New South Wales Long Term Transport Masterplan (NSW State Government, 2012)	The NSW Long Term Transport Masterplan guide the NSW Government's transport funding priorities over the next 20 years. As part of this Plan, a long-term action is to build a Second Sydney Harbour rail crossing, new CBD line and new CBD stations. These new stations will relieve pressure on Central, Wynyard and Town Hall Stations.
Future Transport Strategy 2056	The Strategy aims to increase the mode share of public transport services and reduce the use of single occupant vehicles. The Proposal will look to reduce private vehicle travel, aligning with the objectives of the Strategy.

Policy/Strategy	Key Aims/Objectives/Goals
Greater Sydney Region Plan: A Metropolis of Three Cities – Connecting People	The site is well located to contribute towards creating a 30-minute city. The close proximity of the site to the Mascot Station means students can easily access the site via public transport modes. The site thus aligns with the objectives of the Plan in creating accommodation near jobs, services, education and public transport facilities to contribute towards a 30-minute city.
Sydney's Cycling Future, Cycling for Everyday Transport (NSW State Government, 2013)	Sydney's Cycling Future's key strategy is to improve cycling infrastructure. The Three Pillars of Sydney's Cycling Future include: <ul style="list-style-type: none"> <li>investing in separated cycleways</li> <li>providing connected bicycle networks to major centres and transport interchanges promoting better use of our existing network; and,</li> <li>engaging with our partners across government, councils, developers and bicycle users.</li> </ul>

## 2.2 Greater Sydney Region Plans: 30-minute City

As indicated above, the Greater Sydney Commission's Greater Sydney Region Plan, the key purpose of the plan is to deliver a 30-minute city where jobs, services and quality public transport spaces are in easy reach of residences.

However, a recent study conducted by Deloitte Access Economics found that only 75 of the 313 Sydney neighbourhoods could currently be deemed to have easy access to major job hubs and other key services within half an hour. Based on the findings of the Deloitte study and work undertaken by Arup, a number of key performance criteria have been identified in order to achieve a 30-minute city:

- **Access to healthcare** – hospitals provide an important facility to many people and play a role in employment, education and training facilities. Parking is often limited at hospitals and as such, access via a variety of transport modes is required.
- **Access to retail services** – access to all forms of retail (supermarkets and specialist stores) is essential to achieve a 30-minute city. There has already been an increase in the number of mixed-use developments within Sydney to create micro-communities, which provide mixed retail services, residential, commercial and community facility uses.
- **Access to further education facilities** – public transport links for TAFE and universities are vital as students and teachers often travel out of the local catchment to the educational facility as they are often located in areas with high property prices.
- **Quality of public transport facilities** – Whilst Sydney is a liveable city; it is often constrained by transport issues. As such, the provision of good quality, reliable public transport facilities are essential to achieve a 30-minute city.
- **Access to jobs** – people being able to live close to their jobs is fundamental to delivering a 30-minute city. The current Sydney CBD has the highest concentration of jobs but as found by the Deloitte study, the average one-way commute for those travelling into the CBD from outside the city is 63 minutes. The locations with the best access to jobs

currently are located near railway stations, or close to major employment centres such as the Sydney CBD.

- **Access to residents** – a way of minimising travel needs is to locate jobs and services close to where residents live.

The subject site is located in close proximity to tertiary and further education institutions such as University of Sydney, University of Technology Sydney, University of New South Wales Sydney, University of Notre Dame and TAFE. Further to this, the site is also in close proximity to Sydney CBD which is a key employment hub which offers work opportunities for students, as well as abundant public transport options to/from the City.

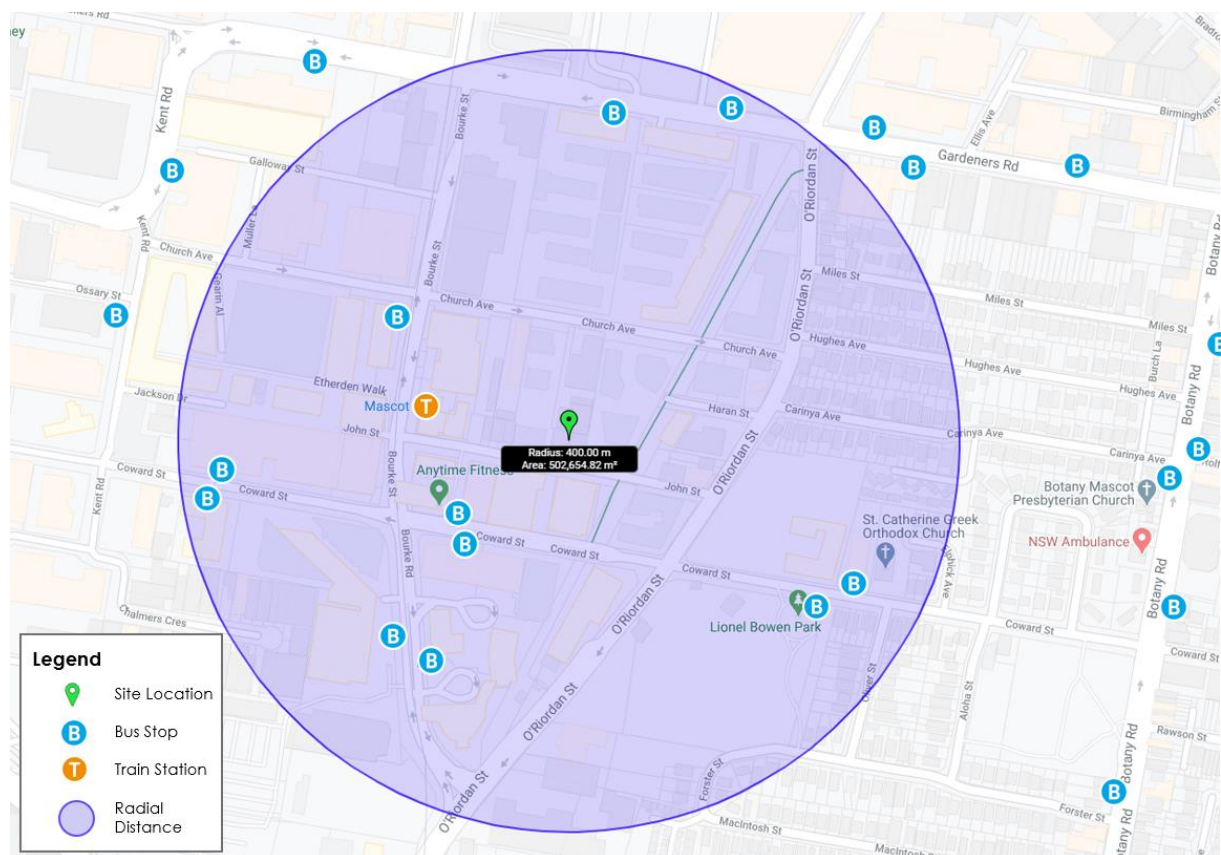
## 3 Existing Transport Context

### 3.1 Existing Public Transport Facilities

The site is well serviced by public transport, including rail and bus services, being located 200m (or a 3-minute walk) east of Mascot Station.

The site's proximity to existing public transport services is shown in Figure 3.1.

**Figure 3.1: Site Proximity to Public Transport Facilities**



Base map source: Nearthmap

Mascot Station is serviced by the T8 Airport and South Line which provide connections to various destinations across the Sydney Metropolitan area including the Sydney CBD. The site is also notably located approximately 1.3km north-east from Sydney's Airports (Sydney Domestic Airport and Sydney International Airport). Train services from Mascot to Domestic Airport and International Airport are a 3-5minute trip.

Central Station provides a major central hub to access the wider transport network across Sydney. The site, via Mascot Station is an 8-minute trip to Central Station, where several major universities are located nearby including University of Technology Sydney, University of Sydney and Charles Sturt University and TAFE NSW. In addition to this, Central Station provides Light

Rail services that connects to Randwick via University of New South Wales Sydney. The L3 Juniors Kingsford light rail service is set to open early 2020.

A summary of rail services and associated peak hour frequencies at Mascot Station is provided in Table 3.1.

**Table 3.1: Train Services at Mascot Station**

Route	Route Description	Typical Weekday Frequency	
		Morning Peak	Evening Peak
T8 Airport and South Line	Macarthur to City via Airport	Every 6-9 mins	Every 6-9 mins
	City to Macarthur via Airport		

The subject site is also within a 3-minute (approx. 200m) walk to frequent bus services located along Bourke Street and Coward Street. Additional bus services are located along Gardeners Road and Botany Road as shown in Figure 3.1.

Table 3.2 presents a summary of the existing bus routes and associated frequencies within the immediate vicinity of the site.

**Table 3.2: Summary of Bus Routes and Frequencies**

Route	Nearest Bus Stop Distance from Site	Route Connectivity	Typical Weekday Frequency During Peak Hour
305	350m	Mascot Stamford Hotel to Redfern	30 mins
307	175m	Port Botany Depot to Mascot	20 mins
357	200m	Mascot to Bondi Junction via Kingsford & Randwick	20 mins
400	200m	Bondi Junction to Sydney Airport via Eastgardens	20-30 mins
418	175m	Kingsford to Burwood via Mascot, Sydenham & Dulwich Hill	20-30 mins
420	200m	Eastgardens to Burwood via Sydney Airport & Rockdale	15-20 mins
420N	200m	Eastgardens to Burwood via Sydney Airport & Rockdale (Night Service)	N/A; Night ride bus only
N20	200m	Riverwood to City Town Hall via Airport	N/A; Night ride bus only

Reference: Transport for NSW

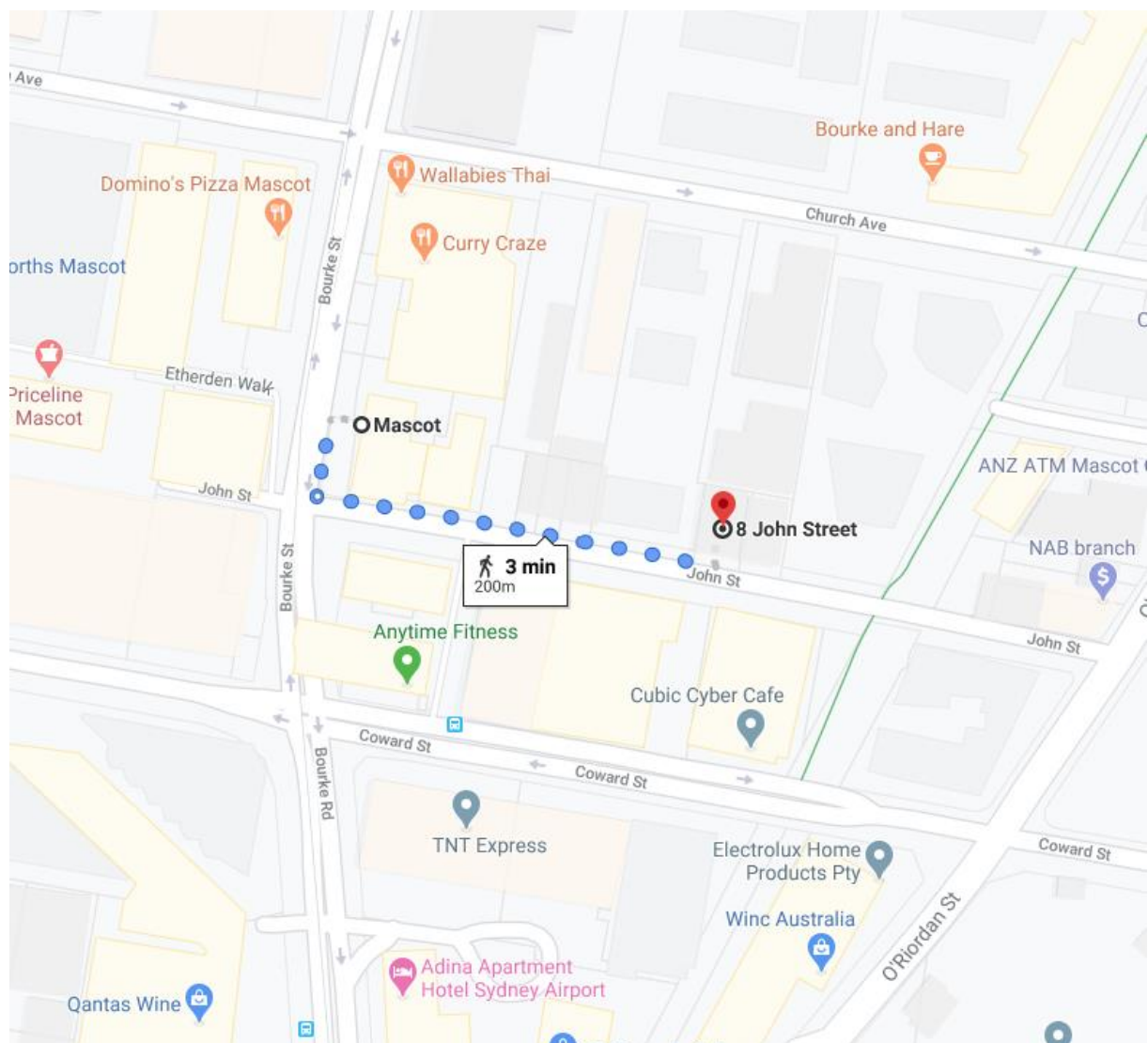


## 3.2 Pedestrian Infrastructure

Well-established pedestrian facilities are provided within the vicinity of the site. Sealed pedestrian paths are provided on John Street, Churchill Avenue, O'Riordan Street and Bourke Street. Formal pedestrian crossings (zebra crossings) are provided across John Street and Bourke Street while signalised pedestrian crossings are provided on the north, east and south legs of the intersection of Bourke Street and Coward Street, providing safe access to and from surrounding developments.

The walking route from the site to Mascot Station is shown in Figure 3.2.

**Figure 3.2: Walking Route to Mascot Station**



Source: Google Maps Australia

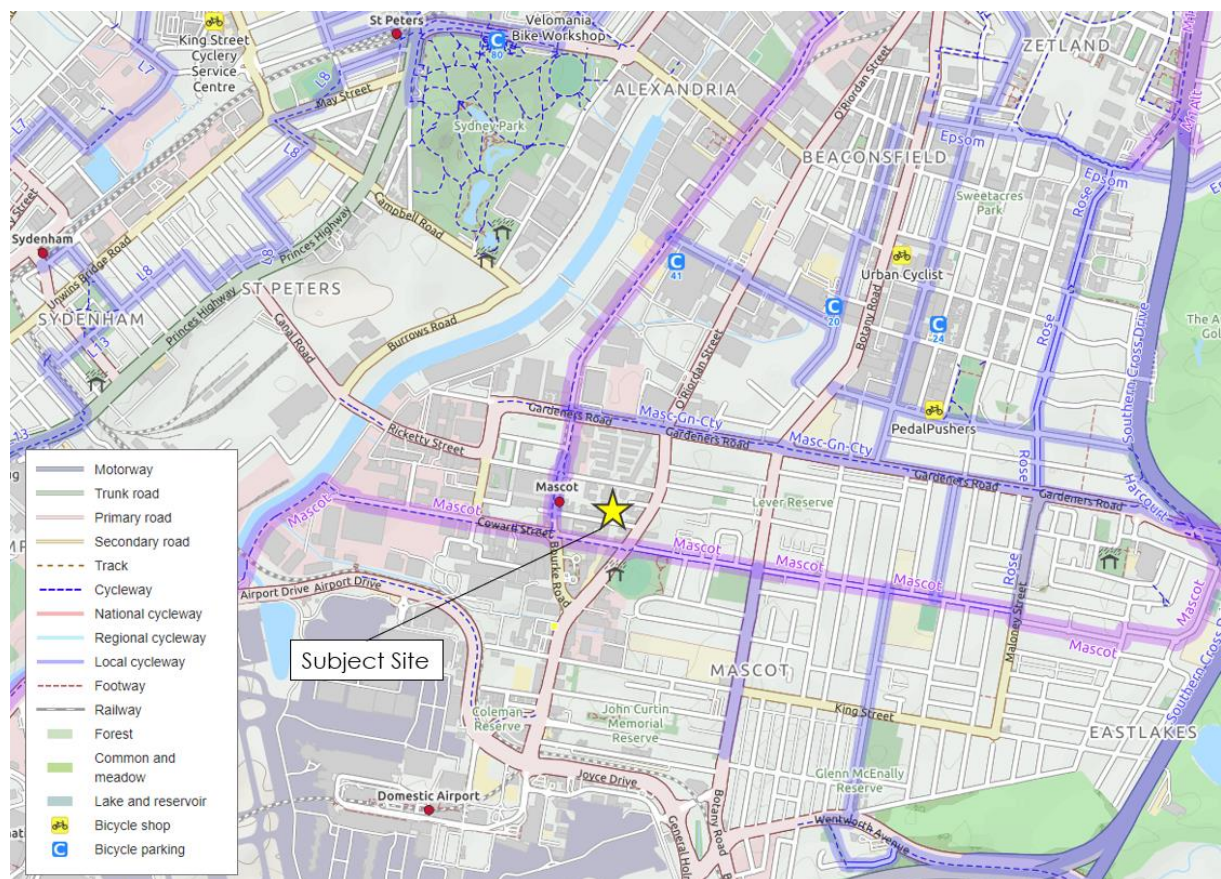


### 3.3 Cycling Infrastructure

On-road and off-road cycle paths are provided proximal to the site. An off-road shared path is provided along Coward Street, Bourke Street and Gardeners Road. The Bourke Street cycle path is a two-way separated cycleway providing connectivity between Mascot and Sydney CBD in the north and Inner West suburbs via Coward Street and Airport Drive. The eastbound cycle path on Gardeners Road and Coward Street provide connectivity to eastern suburbs including Kingsford and educational establishments such as University of New South Wales Sydney.

Figure 3.3 presents a map of the existing cycleways within the immediate vicinity of the site.

**Figure 3.3: Cycleway Map**



Source: OpenStreetMap

### 3.4 Car Share Facilities

Car share schemes are a flexible, cost effective alternative to car ownership and is a convenient and reliable way for residents to use a car when they need one. There are multiple car share schemes operating near the site including GoGet, Flexicar and Car Next Door.

Car share is a concept by which members join a car ownership club, choose a rate plan and pay an annual fee. The fees cover fuel, insurance, maintenance, and cleaning. The vehicles are mostly sedans, but also include SUVs, station wagons and vans. Each vehicle has a home location, referred to as a "pod", either in a parking lot or on a street, typically in a highly-populated urban neighbourhood. Members reserve a car online and/or telephone and use a swipe card to access the vehicle.

However, Car Next Door operates differently in that it does not have a fleet of vehicles, but instead allows the community to lend or borrow each other's cars for a fee.

A study was commissioned by the International Carsharing Association in 2016<sup>1</sup>, to review the impact of the car share services in Australia after more than a decade of operation. The study focuses on the City of Sydney council area which had about 20,000 users and 805 car share vehicles at the time of the study. The findings of the study indicate that car share users reduce their overall vehicle kilometres travelled (VKT) per year by 50 per cent compared people who own a private vehicle. The resulting impact is reduced congestion on roads, lower levels of CO<sub>2</sub> pollution, fewer casualty accidents and an increase in use of active transport methods.

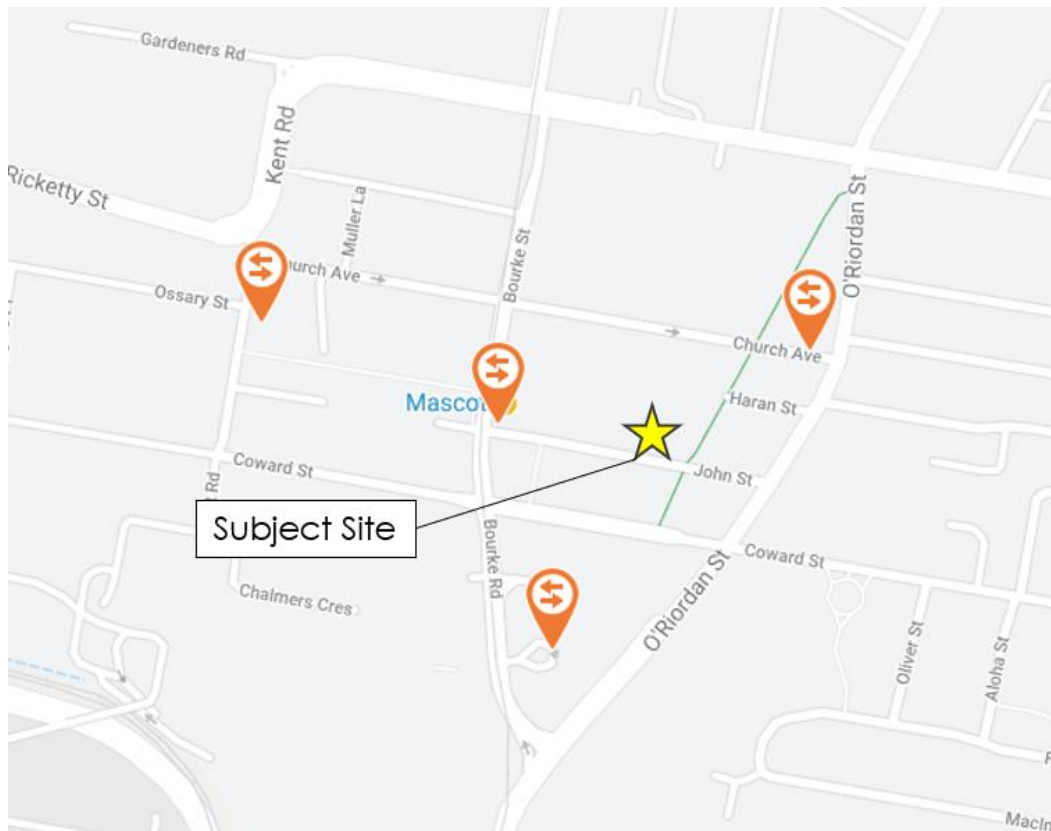
Notably, the City of Sydney Council has reported that *"a single car share vehicle can replace up to 12 private vehicles that would otherwise compete for local parking"*.

GoGet and Car Next Door both have a number of vehicles around the site as shown in Figure 3.4 and Figure 3.5.

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<sup>1</sup> Phillip Boyle & Associates, January 2016, *The Impact of Car Share Services in Australia*

**Figure 3.4: Location of Existing GoGet Pods**



**Figure 3.5: Location of Car Next Door Hire Vehicles (March 2020)**



## 3.5 Bike Share

Dockless bike share is a new program which provide users with the opportunity to ride on a bike anytime. Users will be required to download the app to reserve and unlock a bike. Bicycles can be used for return or one-way trips and can be picked-up and returned on bicycle parking areas, train stations, or even on footpaths provided that the footpath is not too busy and is wide enough so the bicycles will not impede pedestrians on the footpath.

Bike sharing programs offer flexibility and opportunity for people to choose active transport for short trips, especially for those who are less likely to own bicycles.

Several dockless bike sharing services such as moBike and Lime are available in the Sydney. It is noted that Lime is an electric-assisted bike and has approximately 2,000 bikes available in the city streets since its launch in November 2018.

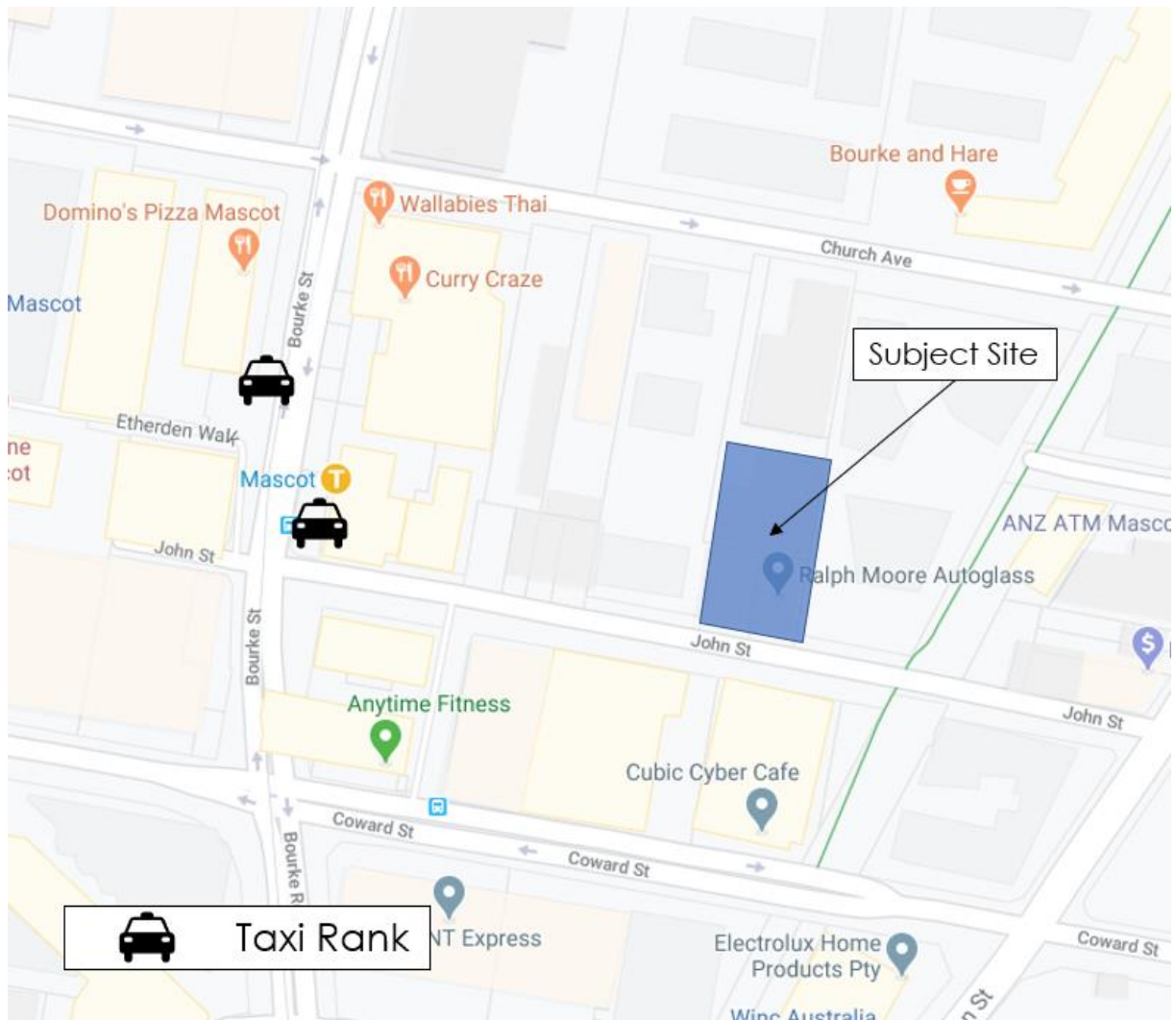
## 3.6 Taxi/Uber

Taxis and Uber are point to point transport services that provides flexible convenient options. Customers can choose the route the driver will take for a faster travel time and to destinations that cannot be reached by public and active modes of transport. Taxis are normally stationed at designated taxi ranks where customers can enter any available taxis waiting to depart.

Figure 3.6 shows the location of the nearest taxi ranks from the site. The taxi ranks are signposted as a "taxi zone" and are approximately 20m long each.



**Figure 3.6: Nearby Taxi Rank**



In addition to this, taxis would also be roaming the surrounding area and can be hailed from the kerb on the street. However, some taxis may be unavailable or occupied servicing another customer at the time. This is identified when taxis with the light on top of the vehicle are switched off.

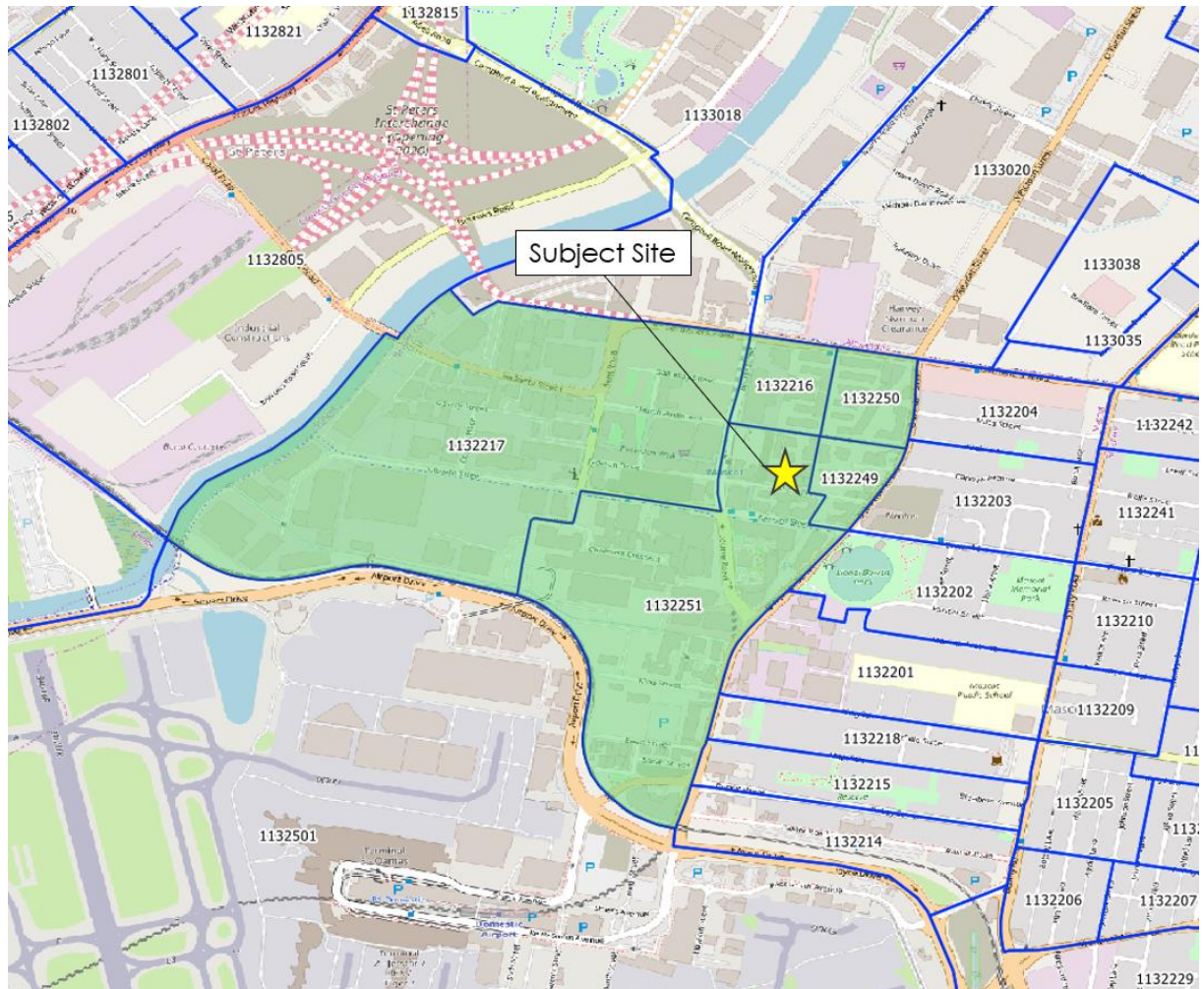
Uber is a recent point to point transport service that has recently increased in popularity over the recent years. Customers can download the app and organise a trip by inputting the destination and pick up location. In addition to this, customers can select the size of vehicle when traveling in groups or sharing the trip. Uber can only be organised through the use of the app via a mobile device.

Both taxi and Uber allow people with common origins and/or destinations to share a vehicle, and reduce overall car trips on the road network (e.g. single passenger trips) with the convenience and reduced costs of a private vehicle. This is considered favourable from a sustainable transport perspective.

### 3.7 Existing Modal Share

2016 Census data from the Australian Bureau of Statistics (ABS) has been obtained to understand the existing method of travel to work patterns of residents living around Mascot Station. Five ABS statistical area 1 (SA1) zones have been selected as shown in Figure 3.7.

**Figure 3.7: Selected Zones (Statistical Area 1)**



The data indicates that the primary mode of travel to work for residents living in the selected areas is by public transport with a 58% mode share and car (drivers and passenger) with a 32% mode share. The existing resident mode share splits are summarised in Table 3.3.

**Table 3.3: Existing Mode Share of Residents**

Method of Travel	Resident Mode Share
Car Driver	29%
Car Passenger	3%
Public Transport	58%
Taxi	0%
Motorbike	1%
Bicycle	1%
Walk	9%
<b>Total</b>	<b>100%</b>

It should however be noted that a student population is much less likely to be car owners/drivers and consequently, car usage would be much lower.

In addition, many universities/ higher education sites are accessible by public transport. Students accessing the following educational establishments would generally be required to take a 7-minute train ride from Mascot to Central and transfer to catch the necessary connecting bus, or walk to their destination:

- University of Technology Sydney (UTS) – 7min by train to Central, then 10min walk
- TAFE Ultimo – 7min by train to Central, then 10min walk
- University of Sydney (USYD) – 35 to 45min by bus or train
- The University of Notre Dame Sydney – 7min by train to Central, then 13min walk
- University of New South Wales Sydney (UNSW Sydney) – 30 to 35 mins by train and/or bus

## 4 Mode Share Targets

The aim of the GTP is to encourage a modal shift away from private vehicles by implementing measures that influence the travel patterns of residents living at the proposed student accommodation development. The implementation of the GTP would be regularly monitored to ensure that the GTP is having the desired effect. The success of the GTP is measured by setting modal share targets and identifying the measures and actions that have the greatest impact.

### 4.1.1 Mode Share of Student Accommodation Sites

As the site is not currently occupied, the mode share targets for the site has been based from a travel survey questionnaire conducted by Cardno at an existing Urbanest Quay Street, Haymarket student accommodation site at 157-163 Cleveland Street, Redfern. It is expected that similar travel patterns would arise from the proposed development as it is located within close proximity to public transport services and key tertiary education campuses such as University of Sydney, UTS, and UNSW Sydney.

The key findings of the surveys from the Cardno report are as follows:

- 76% of residents studied at either University of Sydney or UTS (within walking distance of either development site)
- For trips with a study purpose, 0% of respondents travelled via car, 23% used public transport, 65% walked, and 1% travelled via motorbike/scooter
- For trips with a work purpose, 0% of the respondents travelled via car, 23% used public transport, 59% walked, 2% travelled via motorbike/scooter, and 2% took a taxi
- For trips with a social purpose (going out, dinner etc), 0% of the respondents travelled via car as a driver, 2% travelled as a car passenger, 33% used public transport, 61% walked, 0% travelled via motorbike/scooter or bicycle and 4% took a taxi
- Bicycles are the vehicle of choice for the respondents; 14% said that they owned or planned to own a bicycle during their stay at urbanest. This compares with 10% for a car and 6% for a motorbike/scooter
- Of those that took public transport, approximately 70% outlined that this was their preference as it was either faster, cheaper or more convenient than the other alternatives
- 14% of respondents said they either owned, or planned to own, a bicycle during their residences at Quay Street (note that this compares consistently with the requirements of the draft City of Sydney DCP for student accommodation that bicycle parking should be provided at rates of 1 per 6 beds, or approximately 17% of demand).
- Of the residents that owned a car, 40% parked in a paid parking space and 60% used a friend or relatives' space



- For 55% of residents, their friends and relatives did not visit by car and of those visitors who arrived by car, 66% visited once per week or less.

Based on the above, it should be noted that **0% of the respondents travelled by car for either study, work or social purposes**, with a majority of respondents travelling either by public transport or walking. On this basis, the mode share target for car driver for the site should be 0%.

As evidenced by the above survey results, student accommodation developments lean more towards non-car modes of transport than general residential, with students typically preferring public transport. This is influenced by the fact that many universities are situated around good public transport and poor car accessibility. A large number of students living at said student accommodation sites are internationally based and are therefore not willing to invest in a car or motorcycle, nor are they motivated to obtain relevant driving licenses because of their relatively short stays.

Notably, majority of student accommodation sites provide nil parking for students. Table 4.1 and Table 4.2 contains a list of existing student accommodation developments that provides nil on site car parking provision.

**Table 4.1: UNSW Student Accommodation Sites**

Provider	No. of Beds	No. of Car Parking Spaces
UNSW Colombo House	242	0
UNSW Fig Tree Hall	158	0
UNSW International House	170	0
UNSW Kensington Colleges (Baxter, Bassar & Goldstein)	540	0
UNSW Creston College	25	0
UNSW New College	247	0
UNSW New College Village	315	0
UNSW Shalom College	133	0
UNSW Warrane College	140	0
UNSW Village	1,021	0
UNSW Barker Street	230	0
UNSW University Terraces	405	0

**Table 4.2: Other Student Accommodation Sites**

Provider	Address	No. of Beds	Approx. Walking Distance to the Closest University	No. of Car Parking Spaces	No. of Motorcycle Parking Spaces
Iglu - Chatswood	73 Albert Ave, Chatswood	395	NA (10 minute train trip to Macquarie University)	0	-
Iglu – Redfern	66 Regent St, Redfern	370	900m (University of Sydney, Main Campus)	0	-
Iglu - Broadway	9 Kensington St, Chippendale	271	280m (University of Technology Sydney)	0	-
Iglu - Central	1 Regent St, Chippendale	98	150m (University of Technology Sydney)	0	0
Iglu – Central Park	6 Central Park Ave, Chippendale	770	250m (University of Technology Sydney)	0	-
Scape – Abercrombie Street	267-269 Abercrombie St, Darlington	54	450m (University of Sydney, Main Campus)	0	-
Urbanest – Cleveland Street	142 Abercrombie St, Redfern	461	885m (University of Sydney, Main Campus)	0	0
Urbanest – Wattle Street	473 Wattle Street, Ultimo	665	300m (University of Technology Sydney)	0	86
UniLodge @ UNSW	1 Lorne Ave, Kensington	231	700m (University of NSW)	0	-
Urbanest – Quay Street	83 Quay Street, Haymarket	334	260m (Sydney TAFE)	0	0

The above sites are either close to public transport or close to a tertiary education. Similarly, the development site is well situated in relation to public transport (Mascot Station) and public services and facilities (e.g. the Woolworths Mascot, banks, medical centres) and therefore, does not include any car parking provision.

It is noted that at some locations, it is usual that students enter a tenancy agreement in which they agree as long as they are occupants of the building, they will not bring a car to the premises or within, say, 2km of the premises and if they do and this is discovered, this could result in termination of the student's residential agreement. In addition to this, a contact phone number would be provided to students, and potentially the public, to report any potential breaches of such parking.

#### 4.1.2 Proposed Mode Share Targets

Based on the above, it is considered that the target mode shares for the site would not favour car as a mode share. As such, a baseline target of 0% car mode share and 74% public transport share has been set for this GTP.

The overall mode share targets for the proposal are summarised in Table 4.3.

**Table 4.3: Mode Share Targets**

Method of Travel	Existing Resident Mode Share	Target Student Mode Share
Car Driver	29%	0%
Car Passenger	3%	0%
Public Transport	58%	74%
Taxi	0%	0%
Motorbike	1%	0%
Bicycle	1%	15%
Walk	9%	11%
<b>Total</b>	<b>100%</b>	<b>100%</b>

## 5 Methods of Encouraging Sustainable Transport

To achieve the objectives of the GTP, measures will be put in place to influence the travel patterns to/from the site, with a view to discourage car usage from Day One.

### 5.1 Site Specific Measures

#### 5.1.1 Provision of Nil Car Parking

Student accommodation sites are categorised as “boarding houses” and therefore, practitioners assess the parking requirements under the State Environmental Planning Policy (Affordable Rental Housing) 2009. However, in retrospect, these parking requirements are considered onerous for student accommodation sites for the following reasons:

- student accommodation sites do not typically generate a demand for car parking as such sites are specifically targeted at students who do not have a car and attend nearby tertiary educational campuses that are also easily accessible by public transport
- the site has been specifically chosen as it is located near high frequency public transport and local amenities, services and recreational facilities to remove the need for car travel.

Furthermore, students would not be permitted to seek resident parking permits from Council with signage on-site and a notice included in all students welcome email/ package indicating this.

In addition, students will be informed of alternative modes of transport to the site from key locations (e.g. airport). The welcome email for the subject Mascot site will also iterate the lack of parking availability on-street as well as on-site. An example of a welcome email for an existing Iglu student accommodation site is provided in Appendix B.

In this regard, it is proposed to provide nil car parking for the site. This is consistent with other student accommodation sites across Australia by Iglu and other major student accommodation providers such as Urbanest and SCAPE. In fact, the provision of nil car parking is one of the critical factors to ensure that the mode share target of 0 percent car drivers can be met for the site.

#### 5.1.2 Walking and Cycling

The student accommodation provider should consider establishing a student walking and cycling group, where all students would be invited to walk and/or cycle together around the neighbourhood, followed by recreational activities/special events within the site. This initiative

would help promote and encourage social inclusion, as well as promote walking and cycling as the choice of travel.

### 5.1.3 Public Transport

New students are to be provided with an Opal card pre-loaded with \$20 on arrival.

Public transport maps will be provided on newsletters, websites, social media to make students more aware of the alternative transport options available in the area. The format of the map will be based upon the travel access guide. This travel access guide will form part of a welcome pack for all students to ensure that they are made aware of the available transport options.

In addition to this Iglu provide their residents with a Welcome Email (as shown in Appendix B) which informs students of public transport options to the site from Sydney Airport, as well as the necessary requirements to make use of public transport in Sydney, i.e. the possession of an Opal card.

The above measures ensure that travel patterns can be influenced from day one to establish better transport habits at the start of occupation.

### 5.1.4 Car Sharing

As detailed in Section 3.4, there are a number of existing car share facilities (e.g. GoGet, Car Next Door) within the immediate vicinity of the site. If car use is required, students will be encouraged to use existing car share facilities in the area. Information of the existing car share facilities within the immediate vicinity of the site will be made available to all students as part of the welcome pack. Notably, students receive a low membership fee option as part of the GoStudent membership. It is recommended that the student accommodation provider negotiate a bulk deal with GoGet to ensure students residing at the proposed development have the best options available.

### 5.1.5 Off-site Measures

The provision of high-quality internet services will also be provided to enable students to study on-site, rather than travelling off-site to a library or campus. This would also be accompanied by the provision of dedicated study rooms, lounge and game areas, quiet areas, cinema rooms and a gym for students residing in the building to create a vibrant community such that all the essentials for a student are made available on-site to negate the need to travel off-site.

## 5.2 GTP Information

The information provided within the GTP will be provided to students in the form of a package of easy to understand travel information known as a Travel Access Guide (TAG). This will be included in the welcome email provided to students prior to occupation. An example of a welcome email sent to students at an existing Iglu student accommodation site is provided in Appendix B.

TAGs provide customised travel information for people travelling to and from a particular site using sustainable forms of transport – walking, cycling and public transport. It provides a simple quick visual look at a location making it easy to see the relationship of site to train stations, light rail stations, bus stops and walking and cycling routes.

Such TAGs encourage the use of non-vehicle mode transport and can reduce associated greenhouse gas emissions and traffic congestion while improving health through active transport choices.

They can take many forms from a map printed on the back of business cards or brochures. Best practice suggests that the information should be as concise, simple and site centred as possible and where possible provided on a single side/sheet. If instructions are too complex, people are likely to ignore them.

A draft TAG has been prepared for the site in the form of a brochure and is provided in **Appendix A**. Iglu will provide the TAG at their touch screens in the lobby (an example of current practice: <https://redfern.myiglu.com.au/information-map/>) and included in their Quick Guides that are given out to students as part of their Welcome Pack upon check-in. The Quick Guides also include bike storage information and amenities within walking distance.

In addition, there would be active management on-site that would assist students with their travel needs and queries and offer students the TAG or further information as required.

## 5.3 Information and Communication

Several opportunities exist to provide residents and visitors with information about nearby transport options. Connecting residents and visitors with information would help to facilitate journey planning and increase their awareness of convenient and inexpensive transport options which support change in travel behaviour.

### Transport NSW info

- Bus and train routes, timetables and journey planning are provided by Transport for New South Wales through their Transport Info website: <http://www.transportnsw.info/>

## Sydney Cycleways

- City of Sydney provides a number of services and a range of information to encourage people of all levels of experience to travel by bicycle. <http://sydneycycleways.net/>

Similarly, such phone apps as TripView display Sydney public transport timetable data and shows a summary view showing current and subsequent services, as well as a full timetable viewer. This timetable data is stored on the phone, so it can be used offline.

Connecting students via social media may provide a platform to informally pilot new programs or create travel-buddy networks and communication.

Iglu is currently undertaking research and development for mobile app to enable students to have easy access to information and news via their mobile phones. The mobile app is anticipated to include the information presented in the TAG and any new initiatives run by Iglu to promote sustainable travel solutions, plus information as presented in their Quick Guides and the myiglu webpage.

## 5.4 Actions

A summary of the key strategy and framework action table is shown in Table 5.1. It should be noted that this framework action table will be updated as required. However, it is stressed that the availability of the suggested strategies from Day 1 upon occupation is a key factor in influencing travel patterns.

**Table 5.1: Framework Action Table**

Action	Objective	Responsibility	Timeline
1. Provide nil car parking	1, 2	Proponent	Prior to Occupation
2. Provide secure bicycle parking	1	Proponent	Prior to Occupation
3. Provide public transport noticeboard at key locations within the site in the form of a travel access guide. This will also be posted on student accommodation provider's website and included as part of the welcome pack distributed to all students prior upon occupation.	1, 2	Travel Plan Coordinator	Prior to Occupation
4. Provide high quality telecommunication services and complementary uses on-site	3	Proponent	Prior to Occupation
5. Provide new students a pre-loaded (\$20) Opal card upon arrival/occupation	1, 2, 3	Travel Plan Coordinator	Upon Occupation
6. Provide students with a TAG on day one of occupation and post the TAG on noticeboards, front entrances, website, social media etc.	1, 2, 3	Travel Plan Coordinator	Upon Occupation
7. Provide discounted GoGet memberships for students and provide information of existing car share facilities in the area as part of the welcome pack for all students	2	Proponent/ Travel Plan Coordinator	Ongoing
8. Establish Walking Groups and Bicycle User Groups with associated online forums	1, 2, 3	Travel Plan Coordinator	Ongoing

Action	Objective	Responsibility	Timeline
9. Ongoing review of the GTP to introduce additional measures as required	1, 2, 3	Travel Plan Coordinator	Ongoing
10. Development of an Iglu mobile app that would provide students easy access to all information including the TAG.	1, 3	Travel Plan Coordinator	Ongoing



## 6 Management and Monitoring of the Plan

### 6.1 Management

There is no standard methodology for the implementation and management of a GTP. However, the GTP will be monitored to ensure that it is achieving the desired benefits. The mode share targets set out in Section 4 are used in this regard to ensure there is an overall goal in the management of the GTP.

The monitoring of the GTP would require travel surveys to be undertaken with a focus to establish travel patterns including mode share of trips to and from the Site. It is anticipated that the first set of surveys would be undertaken within six months of first occupation to obtain the baseline mode shares for the site.

The implementation of the GTP will need a formal Travel Plan Co-ordinator (TPC), who will have responsibility for developing, implementing and monitoring the GTP. The TPC will be an appointed Iglu staff member or an independent expert.

It will also be necessary to provide feedback to residents and visitors to ensure that they can see the benefits of sustainable transport.

Indeed, there are several keys to the development and implementation of a successful GTP. These include:

- **Communications** – Good communications are an essential part of the GTP. It will be necessary to explain the reason for adopting the plan to promote the benefits of sustainable transport options.
- **Commitment** – GTPs involve changing established habits or providing the impetus for people in new developments to choose a travel mode other than car use. To achieve co-operation, it is essential to promote positively the wider objectives and benefits of the plan. This commitment includes the provision of the necessary resources to implement the plan, beginning with the introduction of the 'carrots' or incentives for changing travel modes upon occupation.
- **Building Consensus** – It will be necessary to obtain broad support for the introduction of the plan from the residents and visitors.

Once the plan has been adopted, it is essential to maintain interest in the scheme. Each new initiative in the plan will need to be publicised and marketing of the project as a whole will be important.

## 7.2 Remedial Actions

A continuous review will take place to identify remedial actions should the modal share targets not be achieved. However, the following measures are proposed both as discrete measures (e.g. car share) and those being proposed as part of the proposed development:

- an increase in bicycle parking facilities
- provision of a shuttle bus to key locations
- on-road cycling classes (or marketing of existing classes held by others e.g. City of Sydney cycling classes)

Alternatively, the TPC could work with council to see how the measures might be aligned with council's strategic planning for active travel.

## 7.3 Consultation

The results of the Green Travel Plan will be communicated with the student accommodation provider, students and staff via the noticeboard, newsletters, email and website.

As such, it is recommended that a summary letter is produced presenting the results of the survey within one month of the undertaking of the travel surveys (say 6-months post-occupation). The travel survey will be either undertaken by the Travel Plan Coordinator (TPC) or organised by the TPC to a traffic consultant who specialise in undertaking a travel survey. The letter/report may be also appended to the GTP and submitted to Council for comment. Subsequent surveys would be undertaken after one, three and five years.

Communication to the student accommodation provider, students and staff may be carried out in a similar form by public display of the GTP on noticeboards. Alternatively, a news article on the matter could be included on newsletters and/or an online website.

## 7 Conclusion

This GTP notes a number of transport demand management initiatives to assist with achieving a 0 per cent target car driver mode share for this proposed student accommodation.

In addition, the proposed development does not include any on-site car parking provisions as is typical of student housing developments and other Iglu sites. Iglu currently operate several student housing facilities and over 3,000 beds, in Sydney, Melbourne and Brisbane which have no car parking provisions. Iglu operate with a philosophy that encourages staff and students to use sustainable transport modes (i.e. public transport, cycling and walking) and has successfully operated with no complaints from students on the lack of parking provision or from Councils about students driving and parking off-site.

The implementation of this GTP, in combination with no on-site car parking provisions, will be key to ensuring that students and staff are encouraged to use sustainable transport.

It is however recommended that travel surveys be undertaken 6-months post-occupation of the site, with this draft GTP updated accordingly to suit the site's modal splits and findings of the travel surveys, including identification of opportunities and constraints to influence further changes to the travel behaviour of the residents wherever possible.

Subsequent surveys should be undertaken after one, three and five years of occupying the development.

Iglu as an operator of several student accommodation sites and manager of other similar GTPs, is well placed to undertake post-occupation maintenance and management to ensure the GTP is implemented well and continues to be successful in encouraging active and public transport.

# Appendix A

## Transport Access Guide



Mascot Station services T8 Airport and South Line providing access to:

Green Square Station	3min
Central Station	7min
Circular Quay Station	16min
Domestic & International Airports	2 to 5mins



Park your bike in the secure bike parking room next to the Courtyard .

#### Cycling time to University and Colleges

19min	University of New South Wales Sydney
21min	University of Sydney
23min	University of Notre Dame
24min	University of Technology Sydney/ TAFE Ultimo

Map your route using RMS Cycleway Finder:  
[rms.nsw.gov.au/maps/cycleway\\_finder](https://rms.nsw.gov.au/maps/cycleway_finder)



Car share vehicles are located in proximity to the site.

For your nearest car share vehicle visit GoGet:

[goget.com.au/find-cars/](https://goget.com.au/find-cars/)  
 Or Car Next Door:  
[www.carnextdoor.com.au/](https://www.carnextdoor.com.au/)



Bus services are located within a 3-minute (200m) walk from Iglu Mascot.

Route	Description
305	Mascot Stamford Hotel to Redfern
307	Port Botany Depot to Mascot
357	Mascot to Bondi Junction via Kingsford & Randwick
400	Bondi Junction to Sydney Airport via Eastgardens
418	Kingsford to Burwood via Mascot, Sydenham & Dulwich Hill
420	Eastgardens to Burwood via Sydney Airport & Rockdale



## IGLU Mascot Student Accommodation

13B Church Ave & 6-8 John St

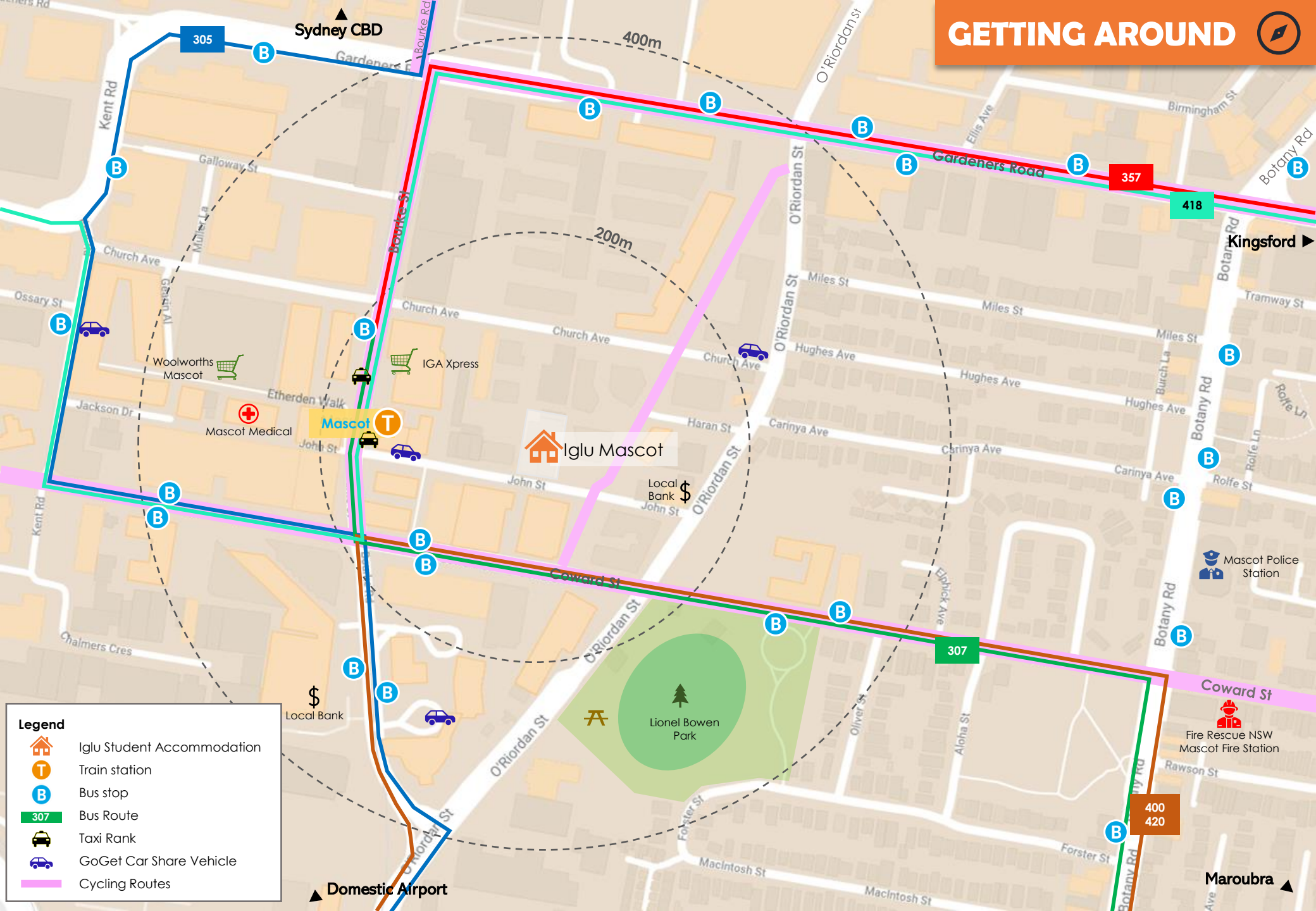


## Transport Access Guide



Plan your trip using  
 Sydney's Trip Planning Tool:  
[transportnsw.info/trip](https://transportnsw.info/trip)

# GETTING AROUND

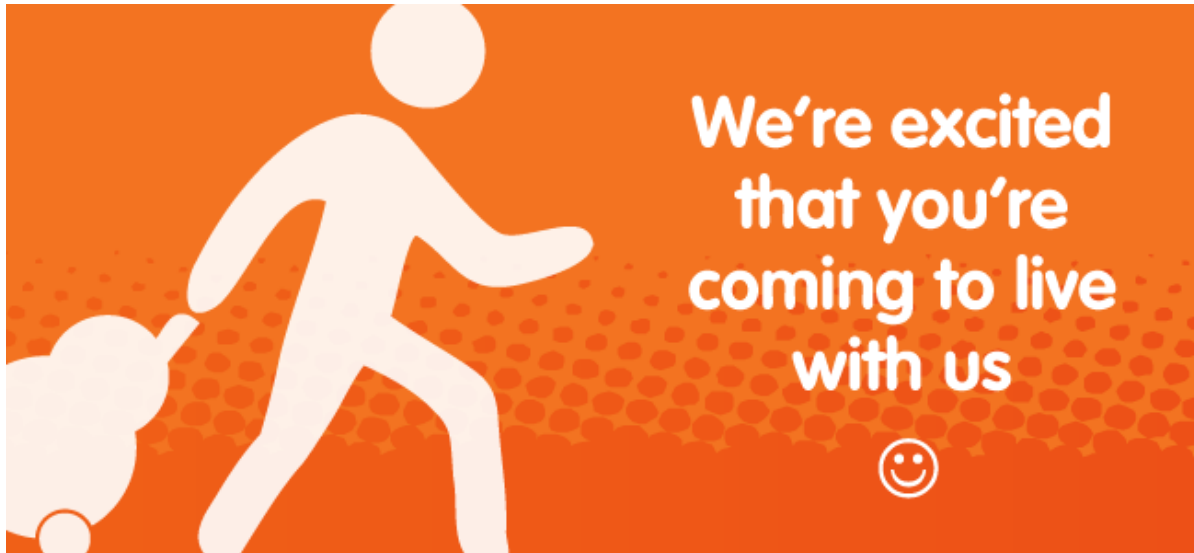


- Legend**
- Iglu Student Accommodation
  - Train station
  - Bus stop
  - Bus Route
  - Taxi Rank
  - GoGet Car Share Vehicle
  - Cycling Routes



## Appendix B

### Example Iglu Welcome Email



Dear [Name]

We are looking forward to welcoming you to Iglu Redfern.

As your arrival date is just around the corner, here are a few things to help ensure a smooth check-in process.

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### GETTING TO IGLU REDFERN



We are located at 66 Regent Street, Redfern NSW 2016.



**Coming from the airport:** The easiest options are a taxi, Uber or an [Iglu Airport Transfer](#). If you would like to be picked up from the airport, please let us know. The cost is AUD70 and we require at least 48 hours' notice for bookings.

You can also catch the [AirportLink](#) train to Central Station and change trains to go one stop to Redfern. There are lots of transport apps you can use such as Arrivo Sydney, NextThere or TripView to plan your trip ([see options here](#)). Travel time is approximately 20 minutes.



**Driving yourself:** You can just enter Iglu Redfern into Google Maps for the best directions from your location. We don't have parking but there is street parking along Regent Street and other nearby streets, such as Redfern Street, which is directly opposite.



**Train:** If you're arriving by train, take the exit on your right. Go through the ticket barriers. Cross over the traffic lights. Walk through the pedestrian mall and turn right onto Regent Street. Iglu Redfern is about 20 metres along the footpath. You can't miss it!

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## ABOUT YOUR APARTMENT

If you are moving into a shared apartment, the size of your bed is **king single**. If you are moving into a studio apartment, the size of your bed is **double**. Please keep this in mind when packing or purchasing your linen.

The nearest place to purchase bed linen, pillows and pillow cases, toiletries, kitchenware and cutlery is Broadway Shopping Centre, which is a 4-minute taxi or Uber ride from Iglu Redfern.

Alternatively, you can purchase a [Kit Out My Iglu](#) kit from us and it will be waiting for you in your room.

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## SMOOTH CHECK-IN (AND THINGS TO BRING WITH YOU)

To ensure your arrival is as smooth as possible, please send us your estimated arrival date and time to minimise delay in checking you into your apartment. You will need to have a copy of the following items with you:

- ✓ Passport/Passport Copy/Photo ID
- ✓ Confirmation of Enrolment (CoE)/Proof of Enrolment

Our front desk operates hours are:

- 9am – 7pm (Mon to Fri)
- 10am – 6pm (Sat & Sun)

If you are checking in during these hours our friendly team will be here to greet you and run through everything you need to settle in. If you arrive outside of these hours, don't worry, you can contact one of our friendly Resident Leaders on +61 426 709 463 and they will check you in.

We look forward to welcoming you to the Iglu family and if you have any further questions or concerns, please don't hesitate to contact us.

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## SOME OTHER HELPFUL INFORMATION



We look forward to welcoming you to the Iglu family and if you have any further questions or concerns, please don't hesitate to contact us.

The Transport Planning Partnership  
Suite 402 Level 4, 22 Atchison Street  
St Leonards NSW 2065

P.O. Box 237  
St Leonards NSW 1590

02 8437 7800

[info@tpp.net.au](mailto:info@tpp.net.au)

[www.tpp.net.au](http://www.tpp.net.au)