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St Leonards South (Areas 7-11)

Sustainable Travel and Access Plan

Prepared for:

Silver Pond Investments Pty Ltd ATF Silver Pond Unit Trust

31 May 2021

PROJECT INFORMATION

Project Name:	St Leonards South (Areas 7-11)
Client:	Silver Pond Investments Pty Ltd ATF Silver Pond Unit Trust
Project Number:	2062
Prepared By:	JMT Consulting

DOCUMENT HISTORY

Document Title	Revision	Date issued	Author
St Leonards South STrAP	Draft	21.05.21	JM
St Leonards South STrAP	Final	31.05.21	JM

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1 Introduction

1.1 Background

JMT Consulting was engaged by Silver Pond Investments Pty Ltd ATF Silver Pond Unit Trust to prepare a transport assessment to support a Development Application (DA) to Lane Cove Council for Areas 7-11 within the St Leonards South precinct. This Sustainable Travel and Access Plan supports the development proposal by outlining a package of initiatives to reduce car-based travel and support sustainable transport modes.

1.2 Site location

The site is located within the broader St Leonards South precinct as illustrated in Figure 1 below. The St Leonards South precinct was rezoned in late 2020 to allow for increased residential floor space and building heights, recognising its strategic location adjacent to St Leonards railway station and close to the future metro station at Crows Nest. Encompassing over 12,600m² in area, the site currently contains approximately 20 detached residential dwellings.



Figure 1 Site location

1.3 Role of a STrAP

The purpose of a STrAP is to encapsulate a strategy for managing travel demand that embraces the principles of sustainable transport. In its simplest form, this STrAP 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 STrAP 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.

More generally, the principles of a STrAP are applied to all people travelling to and from a site. Government authorities around the nation are placing increasing emphasis on the need to reduce the number and lengths of motorised journeys and in doing so encourage greater use of alternative means of travel which have less environmental impact than cars.

1.4 STrAP framework

A STrAP for the site will need to address the following issues:

- How are the set objectives going to be met? What measures are going to be implemented and encouraged?
- Who is going to be responsible for the management, implementation and administration of the measures?

In contrast to a workplace environment or other destination based land uses, where opportunities to influence travel demand are easier, the implementation of a STrAP for residential buildings is more difficult to achieve. The key element to reducing the reliance on private vehicle for the site will be maximising the use of public transport and the promotion of car share vehicles.

1.5 STrAP objectives

The main objectives of the STrAP are to reduce the need to travel and promotion of sustainable means of transport. The more specific objectives include:

- To reduce the level of single occupancy car borne trips associated with commuting.
- To facilitate the sustainable and safe travel of visitors and staff working on the site.
- To reduce site traffic congestion and associated pollution in order to enhance, improve and make safe journeys of minority/sustainable transport mode users.
- To work in partnership with neighbouring residential developments, local authorities, and other relevant bodies in achieving the maximum mode shift away from the private car.
- To continually develop, implement, monitor, evaluate and review the progress of the travel plan strategy.
- To facilitate all residents' access to key facilities such as retail, leisure, health and education.

2 Transport and Access Service Strategy

2.1 Travel patterns

Travel behaviours for residents and employees within the St Leonards South precinct have been analysed using 2016 Journey to Work Census data. The data demonstrates a strong proportion of people travelling from the precinct to work use public transport, accounting for 49% of all trips in the case of residents travelling to work. This reflects the strong availability and accessibility of public transport in this area. A high proportion of residents walk to work, which reflects the likelihood that future residents of the site will choose to work in the St Leonards CBD. These existing travel behaviours are summarised in Table 1 below.

Table 1 Existing travel behaviours

Mode of travel*	Proportion of journey to work trips from St Leonards South
Car driver	32%
Car passenger	3%
Bus	2%
Train	49%
Walk	13%
Cycling / Other	1%
Total	100%

* Excludes people working from home or not going to work on the date of the Census

2.2 Public transport

The St Leonards South precinct is within easy walking distance of St Leonards railway station. St Leonards Station is located on the northern side of Pacific Highway. Additionally, Wollstonecraft Station is located within 800 metres of the area. Both stations provide rail connections along the T1 line. The T1 (the North Shore and Northern and the Western line) operates at a frequency of approximately 3 minutes during peak periods and between 5 to 10 minutes during the off-peak period.

In addition to frequent train services, a large number of bus services operate along Pacific Highway that provide connections to key centres including Chatswood, North Sydney, Manly, the Sydney CBD, Bondi as well as The Hills District. There is only one bus route that operates from River Road, operating between Lane Cove and the City. The bus services in vicinity of this site are summarised in Table 2 below.

Table 2 Summary of existing bus services

Bus route	Route description
143	Manly to/from Chatswood via Balgowlah and St Leonards
144	Manly to/from Chatswood via Royal North Shore Hospital
200	Bondi Junction to/from Chatswood
252	Gladesville to/from City via North Sydney
254	McMahons Point to/from Riverview
261	Lane Cove to/from the City
265	Lane Cove to/from North Sydney via Greenwich
286	Denistone East to/from Milsons Point via St Leonards and North Sydney
287	Ryde to/from Milsons Point via St Leonards and North Sydney
290	Epping to/from City via Macquarie University and North Sydney
291	Epping to/from McMahon's Point
602X	Rouse Hill to/from North Sydney
612X	Kellyville to/from Milsons Point
622	Dural to/from Milsons Point via Cherrybrook
653	West Pennant Hills to/from Milsons Point
M20	Botany to/from Gore Hill
N90	Hornsby to/from City via Chatswood
N91	Bondi Junction to Macquarie Park via City

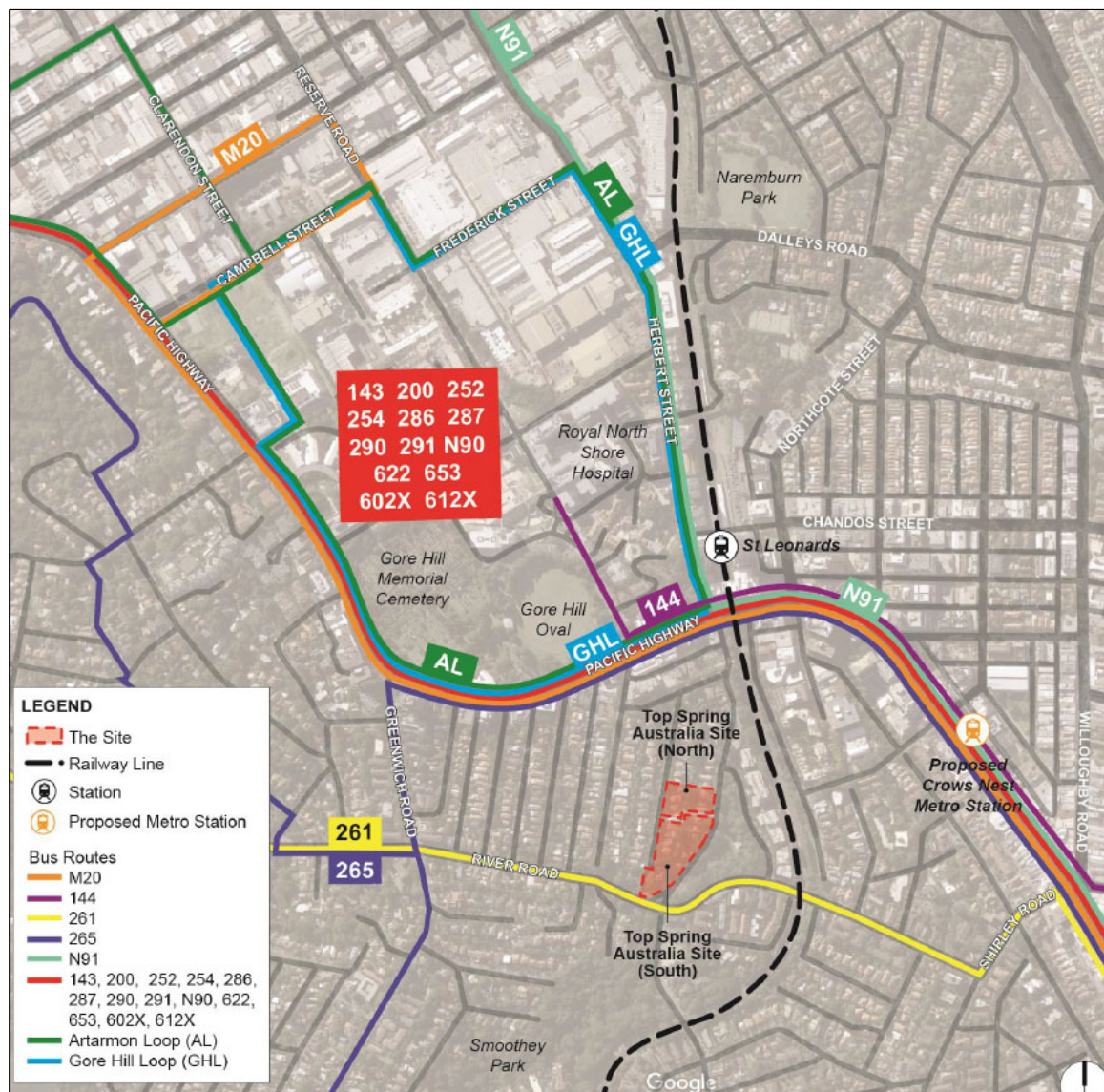


Figure 2 Existing bus network

Source: SCT Consulting, February 2019

A key indicator of the level of public transport accessibility a site contains is the number of locations accessible within a 30 minute public transport catchment. A key objective of the Greater Sydney Commission's Greater Sydney Region Plan is to deliver a 30-minute city where jobs, services and quality public transport spaces are in easy reach of residences.

As illustrated in Figure 3 a number of key employment centres across Sydney can be reached within 30 minutes public transport travel time of the site, including the Sydney CBD, North Sydney, Chatswood and Macquarie Park. The highly accessible nature of the site reduces the need for residents to own cars and rely on public transport as a means of accessing their place of work.

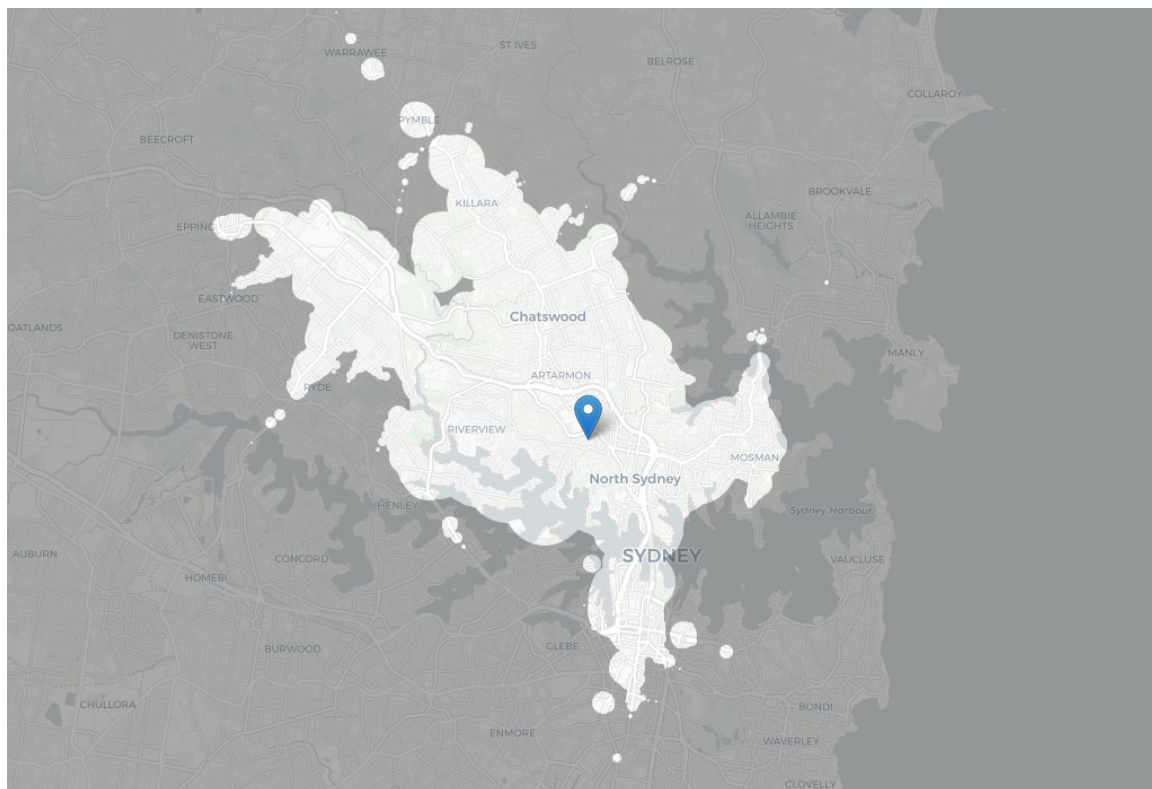


Figure 3 30 minute public transport catchment

Source: <https://www.mapnificent.net/sydney>

Further benefitting the St Leonards South precinct in future years will be the Sydney Metro (City and South West) service. Sydney Metro is a major public transport infrastructure project currently in the construction phase within proximity of the subject site. The Sydney Metro City and Southwest metro line (currently under construction) will connect to the recently opened Sydney Metro Northwest line at Chatswood station and provide significantly improved connectivity from the southwest and Sydney CBD to Chatswood and the northwest.

The site is located within 800m or a 10 minute walk from the future Crows Nest metro station. The expansion of the Sydney Metro network will further enhance public transport accessibility to the site and reduce car reliance for residents and employees of the St Leonards CBD. The opening of the Crows Nest metro station in 2024 will significantly improve public transport accessibility to the area and accommodate growth in travel demand on the public transport network.



Figure 4 Future public transport arrangements

2.3 Pedestrian facilities

The existing pedestrian facilities in the vicinity of the site is illustrated in Figure 5 below. The quality of the existing network is generally good with footpaths provided on both sides of the street, supported by a number of pedestrian refuges to assist people crossing local streets. Signalised intersections on the Pacific Highway contain formal pedestrian crossings however not all approaches of the intersection contain crossing points. A pedestrian underpass of the Pacific Highway is provided at Lithgow Street which supports pedestrian movements to St Leonards railway station.

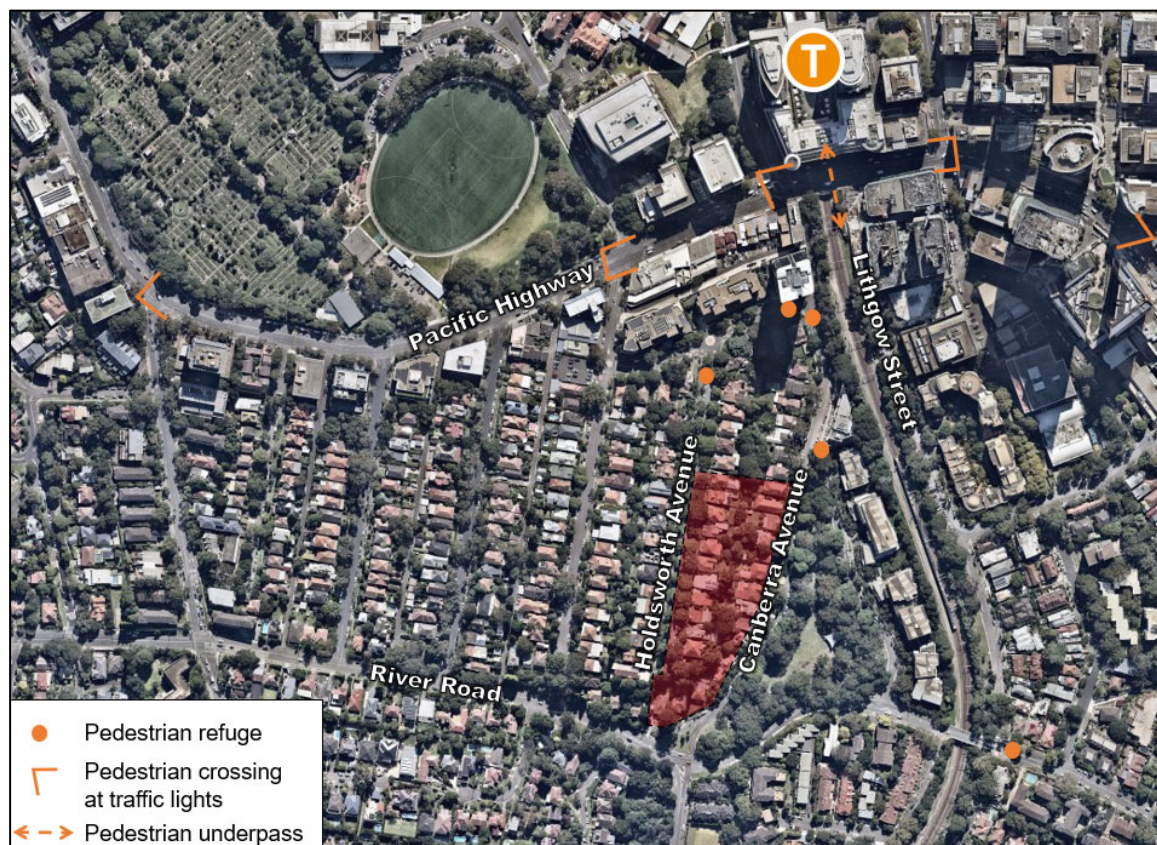


Figure 5 Existing pedestrian facilities

2.4 Cycling network

The existing network of cycling routes servicing the St Leonards South precinct is illustrated in Figure 6 below. While existing cycling connections are limited there are future plans to provide for enhanced cycling connections along both the River Road and Canberra Avenue which would benefit future residents of the site.

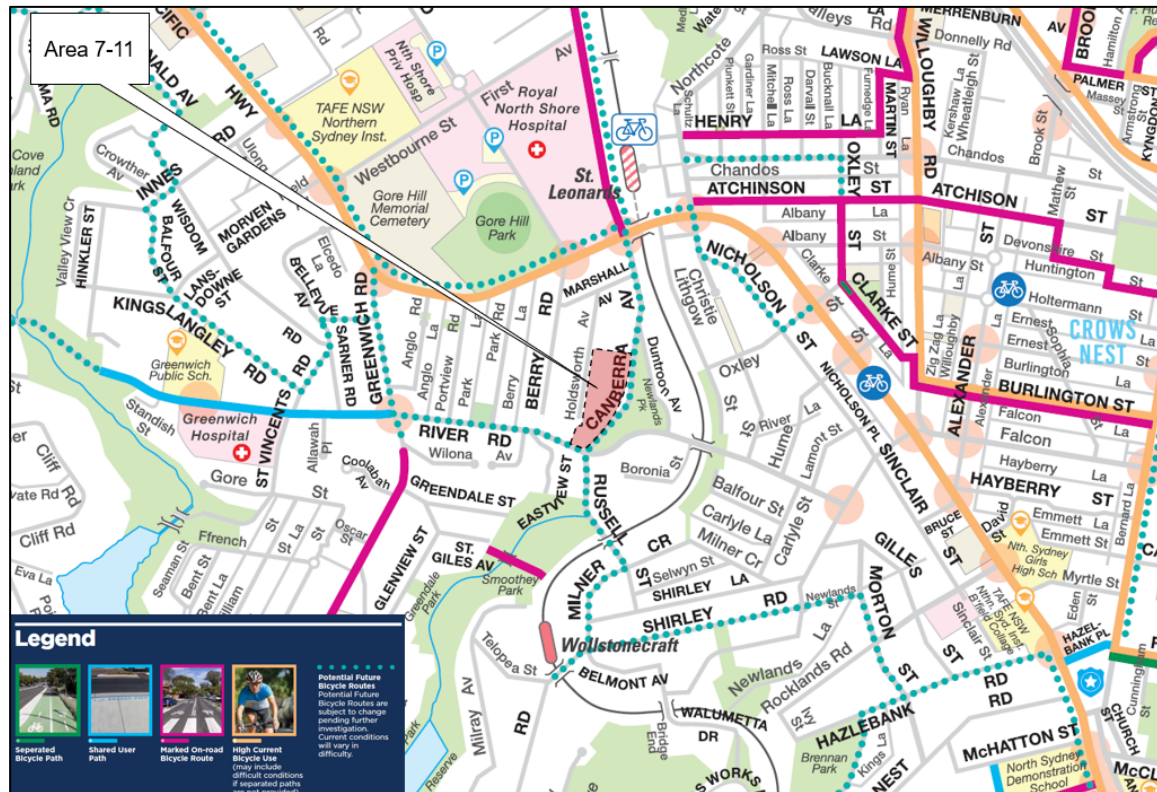


Figure 6 Cycling network around the site

Image source: North Sydney cycling map

3 Mode Share Targets

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

The mode share targets have been set based on the site's proximity to the future metro station at Crows Nest as well as the measures proposed in the Sustainable Travel and Access Plan, the forecast number of trips by mode can be determined. The forecast mode share also aligns with that documented in the St Leonards Cumulative Transport and Accessibility Study prepared for Lane Cove Council to support the rezoning of the precinct.

The overall mode share targets for the site are summarised in Table 3 below.

Table 3 Mode share targets

Method of Travel	Existing Mode Share	Target Mode Share
Car driver	32%	15%
Car passenger	3%	1%
Train / Metro	49%	56%
Bus	2%	6%
Walk	13%	19%
Bicycle / Other	1%	3%
Total	100%	100%

4 STrAP Measures

In order to meet the objectives and targets of the STrAP, the following physical and management measures should be implemented. The following proposed initiatives and measures are suggestions only and will be refined closer to the initial occupancy of the residential buildings.

4.1 Residents' travel packs

A new development provides an opportunity to offer residents advice on travel modes to and from the site. At this time, new travel habits are being established and people may particularly welcome information about the travel services and facilities available to them.

A travel pack could be supplied to all residents. The pack will include information on the development travel plan, bicycle and walking routes, bus and rail timetables, information on car sharing and membership information for the development car club. The pack could also include discount vouchers for a local bicycle retailer and a questionnaire about travel behaviour. An example resident travel survey is presented in Appendix A. Short term membership to a car share organisation may also be provided in the travel pack.

4.2 General marketing and promotion

The objectives of the STrAP will only be achieved with the support of the site's residents. Marketing the benefits and promoting the sustainable alternatives available are therefore crucial in encouraging residents to adopt the STrAP measures.

It is important that at an early stage, residents are made aware of the need for the STrAP, and that it is emphasised that the measures are being introduced to support and encourage people to use cars more wisely. In addition to raising general awareness, any successes achieved will be fully publicised to residents in order to motivate them to use sustainable modes of transport.

- Travel information and poster could be set up at public area, for example, lobby, notice board, or inside the elevators;
- A STrAP 'e-flyer' should be distributed to residents during the launch of the Plan. The 'e-flyer' will provide a summary of the benefits to residents of the STrAP, its objectives and measures. This could be distributed to residents via the managing strata corporation;
- Events such as National Bike Week, Bike2Work Days, walk to work day should be promoted to residents through notice board posters and email;

4.3 Car share

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. 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”*.

Six car share spaces have been identified in the basement plans for the proposal to support reduced car dependency and in turn minimise traffic impacts of the development. This equates to a rate of approximately 1 car share space for every 60 parking spaces provided on site which aligns with guidance from other Councils, e.g. City of Sydney Council.

GoGet and Car Next Door are car share companies operating in Australia, with a number of pods located within the area. as shown in Figure 7 below. As part of the Green Travel Plan prepared for the site, promotion of these existing car sharing facilities will be undertaken to ensure existing car share facilities are used to cater for any vehicle trips associated with the site if required.

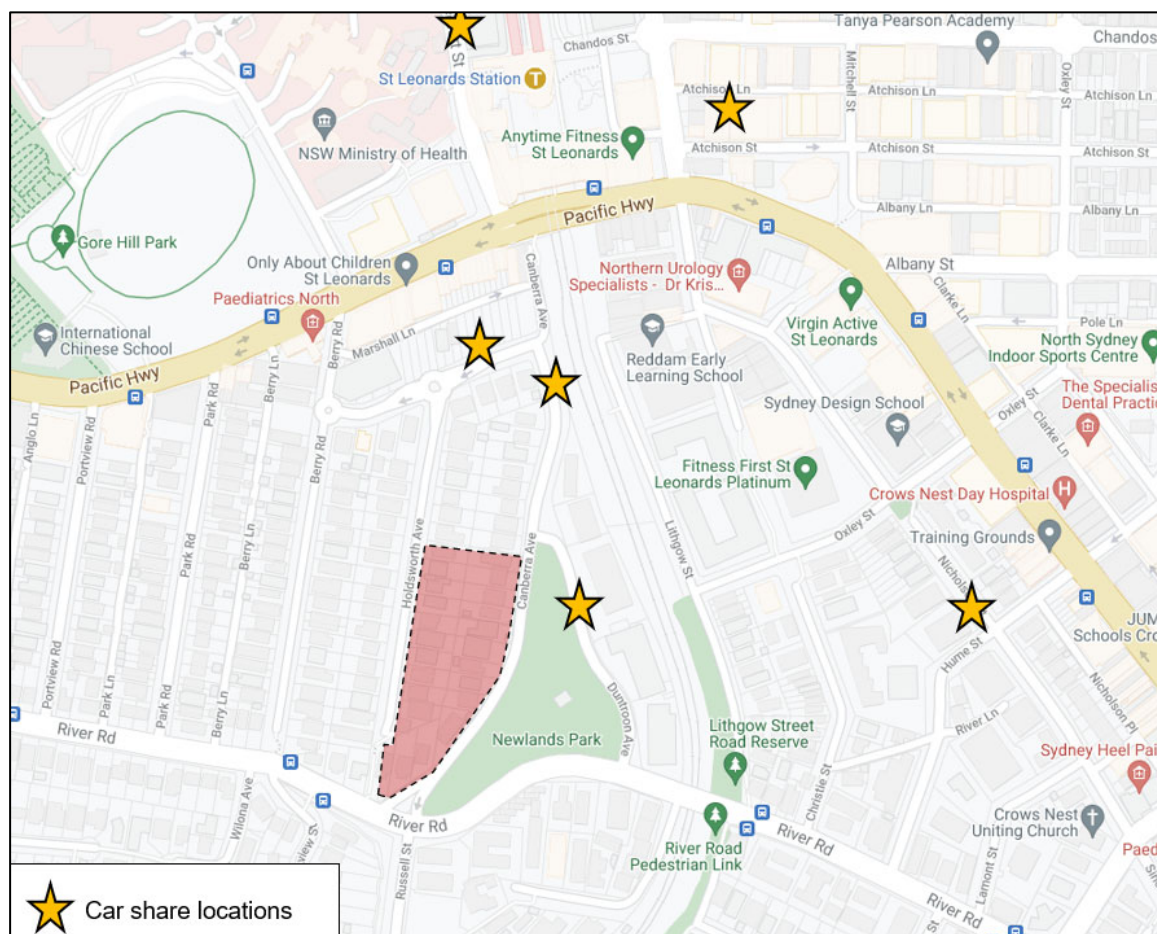


Figure 7 Existing car share locations

4.4 Travel access guide

The information provided within the STrAP will be provided to residents 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 residents prior to occupation.

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 TAG has been prepared for the site in the form of a brochure and is provided in Appendix B. The building manager will provide the TAG as part of their Welcome Pack upon initial occupation of the site.

4.5 Public transport

The site has excellent accessibility to nearby public transport and this will be taken advantage of as part of the STrAP. Public transport maps will be provided on newsletters, websites, social media to make residents 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 residents to ensure that they are made aware of the available transport options.

4.6 Resident's travel plan group

A travel plan group made up of the members of the building executive committee could be created. A committee member, in liaison and working with the building management group, will take the lead in driving the strategies and initiatives contained in the travel plan. The implementation of the STrAP would form an item of discussion at every executive committee meeting, particularly in the initial stages of building occupancy. At the annual general meeting of the building, the travel plan group co-ordinator will report back to attendees on the status of the travel plan and further measures to be adopted for the coming year.

4.7 Cycling

The Lane Cove Council DCP outlines minimum bicycle parking requirements for new developments. Table 4 below summarises the proposed bicycle parking provision based on the current development scheme. This demonstrates that the proposed provision of 121 bicycle parking spaces exceeds the requirements of the Lane Cove DCP, therefore supporting cycling as a mode of transport to the site.

Table 4 Bicycle parking requirements

Land Use	No. of units	Bicycle parking rate		Bicycle parking requirement		Spaces provided	
		Residents	Visitors	Residents	Visitors	Residents	Visitors
Residential	329	1 / 4 units	1 + 1 / 10 units	82	34	87	34

Access to bicycle storage areas within each building will be through dedicated entry points at street level, with cyclists fully segregated from cars and trucks using the access ramp and basement car park. This separation of cyclists and vehicles aligns with best practice design and will support cycling as a mode of transport to the site.

To further promote cycling the following measures should be taken:

- Supply a communal bike toolkit-this can consist of puncture repair equipment, a bike pump, a spare lock and lights.
- Provide Sydney cycle maps to residents as part of their welcome pack.
- Encourage residents to participate in annual events such as 'Ride to Work Day'.
- Notice boards in public areas should have news of events / generic posters promoting cycling.
- Inform residents on public transport cycling carriage policies and cycle storage facilities at rail stations

4.8 Pedestrians

The proposal includes a number of publically accessible pedestrian through site links connecting Canberra Avenue with Holdsworth Street. Footpath improvements will be undertaken as part of the development works to improve the pedestrian environment in the area.

5 Monitoring

Monitoring is crucial to the successful implementation of any travel plan. Monitoring will primarily be conducted by the development's building manager and/or the residents' travel plan group.

The primary means of monitoring the travel behaviour of residents will be through completion of questionnaires delivered to all residences of the development via email.

These online questionnaires will be distributed at all the residential units that are initially occupied. Further questionnaires could be conducted one year and three years after full occupation of the whole site.

The travel plan questionnaire delivered to all dwellings will investigate residents' current mode of travel to work; mode of travel for shopping, leisure and other personal business; use of travel plan measures; and attitudes towards alternative transport and aspirations to enable travel plan development. As part of the questionnaire, residents will also be asked to complete a one-day travel diary, on a Tuesday, Wednesday or Thursday. This will enable the number of car trips on a typical weekday to be measured.

6 Summary

Implementation of a Sustainable Travel and Access Plan and associated travel demand measures are essential for providing access to and from the site in a sustainable way and meeting the low car mode share target for journey to work. The STrAP will contribute to a healthier and better quality of life for residents and a reduction in air and noise pollution.

Appendix A: Example Questionnaire Survey

1. What is your age bracket

- ☐ Under 25
- ☐ 25-34
- ☐ 35-44
- ☐ 45-54
- ☐ Over 55

2. Where do you work or go to school?

Postcode

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3. How do you normally travel to work/school?

- ☐ Walk
- ☐ Cycle
- ☐ Motorbike/moped
- ☐ Train / Metro
- ☐ Bus (number(s) if available)
- ☐ Park and ride
- ☐ Taxi
- ☐ Car
- ☐ Other (please specify)

4. What time do you normally leave for work in the morning?

- ☐ Before 6.30am
- ☐ 6.30am – 7.30am
- ☐ 7.30am – 8.30am
- ☐ 8.30am – 9.30am
- ☐ After 9.30am

5. How long does it take you to get to work/school?

- ☐ 0-15 minutes
- ☐ 16-30 minutes
- ☐ 31-60 minutes
- ☐ 61-90 minutes
- ☐ 90+ minutes

6. Other than travelling to work how do you normally travel?

- ☐ Walk
- ☐ Cycle
- ☐ Motorbike/moped
- ☐ Train / Metro
- ☐ Bus (number(s) if available)
- ☐ Park and ride
- ☐ Taxi
- ☐ Car
- ☐ Other (please specify)

Appendix B: Travel Access Guide (TAG)



ST LEONARDS SOUTH PRECINCT



TRAVEL ACCESS GUIDE

TRAVELLING TO THE SITE

Travelling to St Leonards South is simple and convenient via public transport. Active transport such as walking and cycling are healthy and environmentally conscious alternatives. However, if the distance of travel is an issue, consider using public transport in tandem with active transport.

This transport access guide provides information on the various ways of accessing the site.

WALKING



There are wide footpaths and signalised pedestrian crossings in the vicinity of the site. Pedestrian pathways are available on both Holdsworth Street and Canberra Avenue, with signalised pedestrian crossings available at certain intersections across the Pacific Highway. A pedestrian underpass of the Pacific Highway is provided at Lithgow Street which supports pedestrian movements to St Leonards railway station

CYCLING



Secure bicycle parking is provided for residents within the building. The site is also adjacent to a number of key bicycle routes, with Lane Cove Council investigating opportunities to further enhance the local bicycle network.

TRAIN



The site is located within a 5 minute walk of St Leonards railway station which provides frequent and direct services to North Sydney and the Sydney CBD. The T1 (the North Shore and Northern and the Western line) operates at a frequency of approximately 3 minutes during peak periods and between 5 to 10 minutes during the off-peak period.

BUS



In addition to frequent train services, a large number of bus services operate along Pacific Highway that provide connections to key centres including Chatswood, North Sydney, Manly, the Sydney CBD, Bondi as well as The Hills District. .

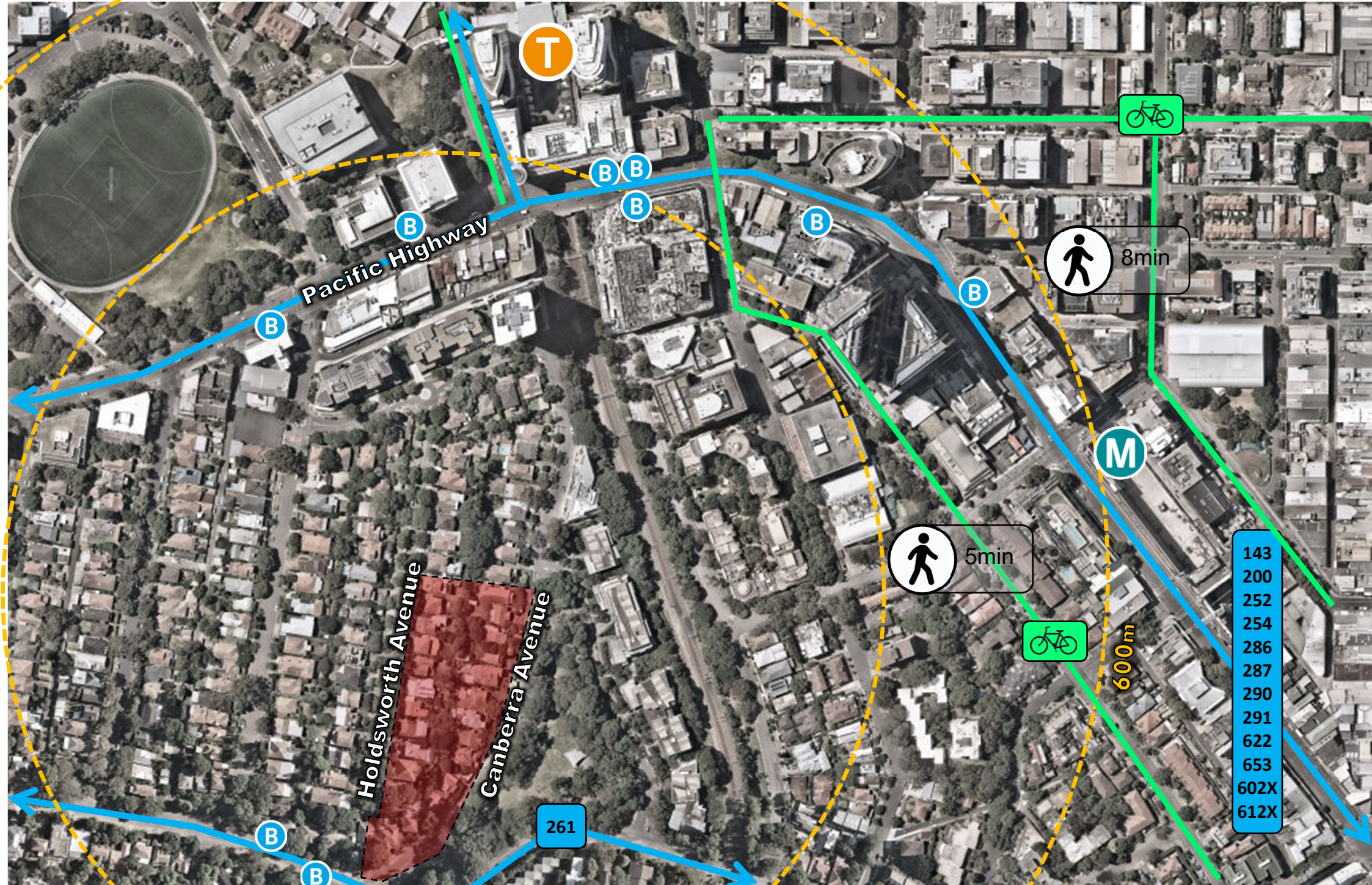
METRO



Crows Nest metro station will open in 2024 and less than a 10 minute walk away from the site. The metro service will provide turn up and go services to key centres such as North Sydney, Sydney CBD as well as Chatswood and Macquarie park.

CAR SHARE

Car share spaces are provided within the basement of the building for use of all residents (subscription to relevant car share operator required)



St Leonards Train Station



Public bus stop



Future Metro Station



Key bus route



Key bicycle route