TRAFFIX
TRAFFIC AND TRANSPORT PLANNERS

SUSTAINABLE TRAVEL AND ACCESS PLAN

Proposed Mixed-Use Development
12-20 Berry Road and 11-19 Holdsworth Avenue, St Leonards NSW 2065

Reference: 21.519r03v02
Date: June 2022

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Client	Aqualand St Leonard 3 Pty Ltd			
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TRAFFIX

CONTENTS

1. INTRODUCTION

1.1 Background

TRAFFIX has been commissioned by Aqualand St Leonard Development 3 Pty Ltd to undertake a Sustainable Travel and Access Plan (STrAP) in support of a development application (DA) relating to a proposed residential, child care and community centre development at 12-20 Berry Road and 11-19 Holdsworth Avenue, St Leonards NSW 2065.

This STrAP will aim to assist with the management of future travel demands of the residents and staff of the proposed development.

1.2 Sustainable Travel and Access Plan Objectives

The purpose of a STrAP is to set site-specific actions and incentives to manage travel demands and embrace the principles of sustainable transport to maximise the use of transport modes that have a lower environmental impact such as walking, cycling, public transport, or car share schemes.

New developments present an excellent opportunity to accommodate innovative ideas at an early stage into the design so that transport demands arising from the future use of the development can be efficiently managed, and future occupants of the building would not need to depend on the usage of private vehicles.

1.3 STrAP Benefits

In addition to providing area-wide benefits such as reduction of congestion and pollution, travel plans can deliver a range of benefits to staff and residents of a development that can:

- Reduce the need to provide parking within the development and on street parking demands in the locality;
- Contribute to corporate social responsibility relating to the triple bottom line and improve corporate image as an innovative and environmentally-aware organisation;
- Create opportunities for healthier lifestyles and more vibrant, cohesive and accessible communities;

- Provide residents with potential travel cost savings;
- Help to appeal to a new generation of professionals who prioritise location and lifestyle over car ownership; and
- Increase potential market for the development by improving accessibility.

1.4 Council Guidelines

The Lane Cove Development Control Plan 2010 (DCP), Section 5.1 outlines the Council guidelines for the preparation of a STrAP. The guidelines outlined within Council's DCP are presented below:

General

The purpose of Transport Access Guides (TAGs) is to provide customised travel information for people travelling to and from a particular site or venue using sustainable modes of transport – walking, cycling and public transport.

A Sustainable Travel and Access Plan (STrAP) is a package of initiatives to reduce car-based travel and may include mode share targets relating to a specific development. The objective of a STrAP is to encourage residents / customers / staff to make greater use of public transport, cycling, walking and car-sharing for journeys to and from the development.

Objectives

The objectives of Transport Access Guides and Sustainable Travel and Access Plans are to:

1. *Provide information on sustainable and active transport routes and services to and from sites.*
2. *Promote initiatives to reduce car-based travel.*
3. *Ensure large developments provide alternatives to car-based travel.*

Provisions

a) *A TAG is required for medium sized developments that generate more than 10 peak hour vehicle trips.*

b) *A STrAP is required for:*

i. *Any residential flat building of 75 or more units;*

ii. *Other developments over $20 million AUD in value; and*

iii. *Any development within 400m of St Leonards Railway Station that is forecast to generate 10 or more peak vehicle trips.*

1.5 Report Structure

Consistent with industry 'best practice' to ensure the travel plan is robust, realistic and achievable, the report has been structured as follows:

- Section 2: Documents existing transport conditions and mode choice.
- Section 3: Identifies the reference and future travel mode targets.
- Section 4: Set out actions that will help achieve the envisaged travel mode targets.
- Section 5: Sets out a monitoring and review process.
- Section 6: Presents the overall study conclusions.

2. SITE AUDIT

2.1 Public Transport

The existing public transport services operating in the locality are presented in **Figure 1** and summarised as follows.

2.1.1 Bus Services

The subject site benefits from good bus services operating along the Pacific Highway and River Road. These bus stops provide services along the routes and general peak period frequencies outlined in **Table 1** below.

Table 1: Bus Routes and Frequencies

Bus No.	Route	Service Frequency	
		Weekday	Saturdays
114	Balmoral to Royal North Shore Hospital	Every 10 minutes	Every 20 minutes
144	Manly to Chatswood via St Leonards	Every 10 minutes	Every 10 minutes
200	Bondi Junction to Gore Hill	Every 15 minutes	-
252	Gladesville to City King Street Wharf via North Sydney	Every 20-30 minutes	Every 30 minutes
254	Riverview to McMahons Point	Every 20-30 minutes	Every 60 minutes
261	Lane Cove to City King Street Wharf via Longueville	Every 20-30 minutes	Every 60 minutes
265	Lane Cove to North Sydney via Greenwich	Every 60 minutes	
286	Denistone East to Milsons Point via St Leonards & North Sydney	Every 30 minutes	-
287	Ryde to Milsons Point via St Leonards & North Sydney	Every 30 minutes	-
290	Epping to City Erskine St via Macquarie University & North Sydney[1]	Every 30-60 minutes	Every 60 minutes
291	Epping to McMahons Point	Every 20-30 minutes	Every 60 minutes
320	Green Square to Gore Hill	Every 10 minutes	Every 20 minutes
602X	Bella Vista Station to North Sydney[2]	Every 15-20 minutes	-
612X	Castle Hill to North Sydney[2]	Every 10 minutes	-
622	Dural to Milsons Point via Cherrybrook[2]	Every 30 minutes	-

[1] – Limited services
[2] – Express services

2.1.2 Train Services

The subject site is within proximity of various railway stations, with St Leonards and Wollstonecraft Railway Stations situated approximately 420 metres north and 670 metres south, respectively. These railway stations provide services along the following lines:

- T1 – North Shore and Western Line;
- T9 – Northern Line; and
- CCN – Central Coast and Newcastle Line.

In addition, a Sydney Metro station is currently under construction in Crows Nest which is anticipated to be opened in 2024 and will provide services along the exiting Metro North West Line and the under construction City and Southwest line. These services will provide access to stations including the Sydney CBD, North Sydney, Chatswood and Epping. Current estimates of travel time for the new Metro service provide the following times to key centres:

- 4 minutes to Chatswood Station
- 5 minutes to Barangaroo Metro Station
- 7 minutes to Metro Martin Place Metro Station

The reduced travel time to key centres will provide further incentive for public transport use.

2.2 Car Share Facilities

The subject site is located within 400 metres of various GoGet car pods, as presented in **Figure 2**.

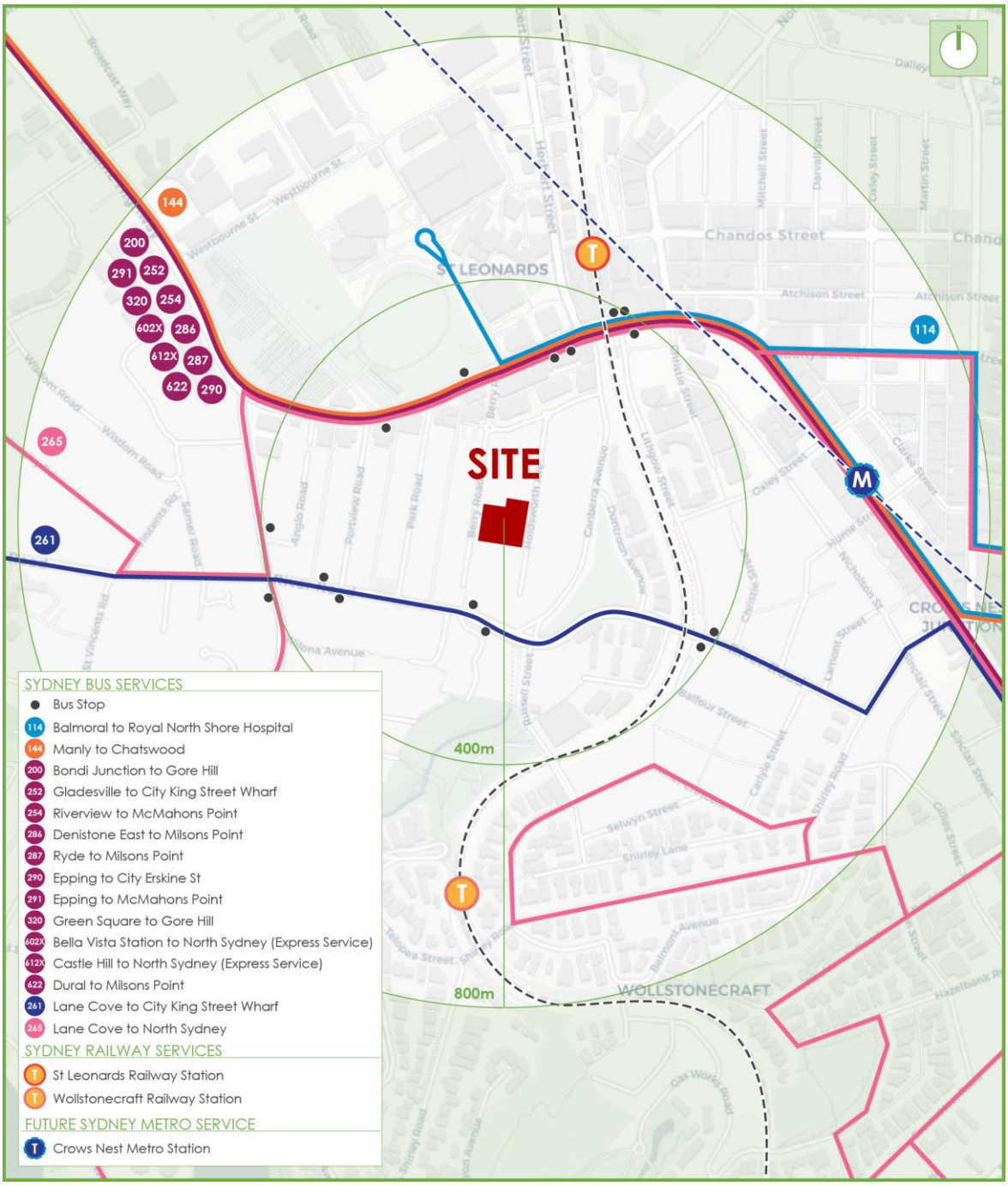


Figure 1: Public Transport

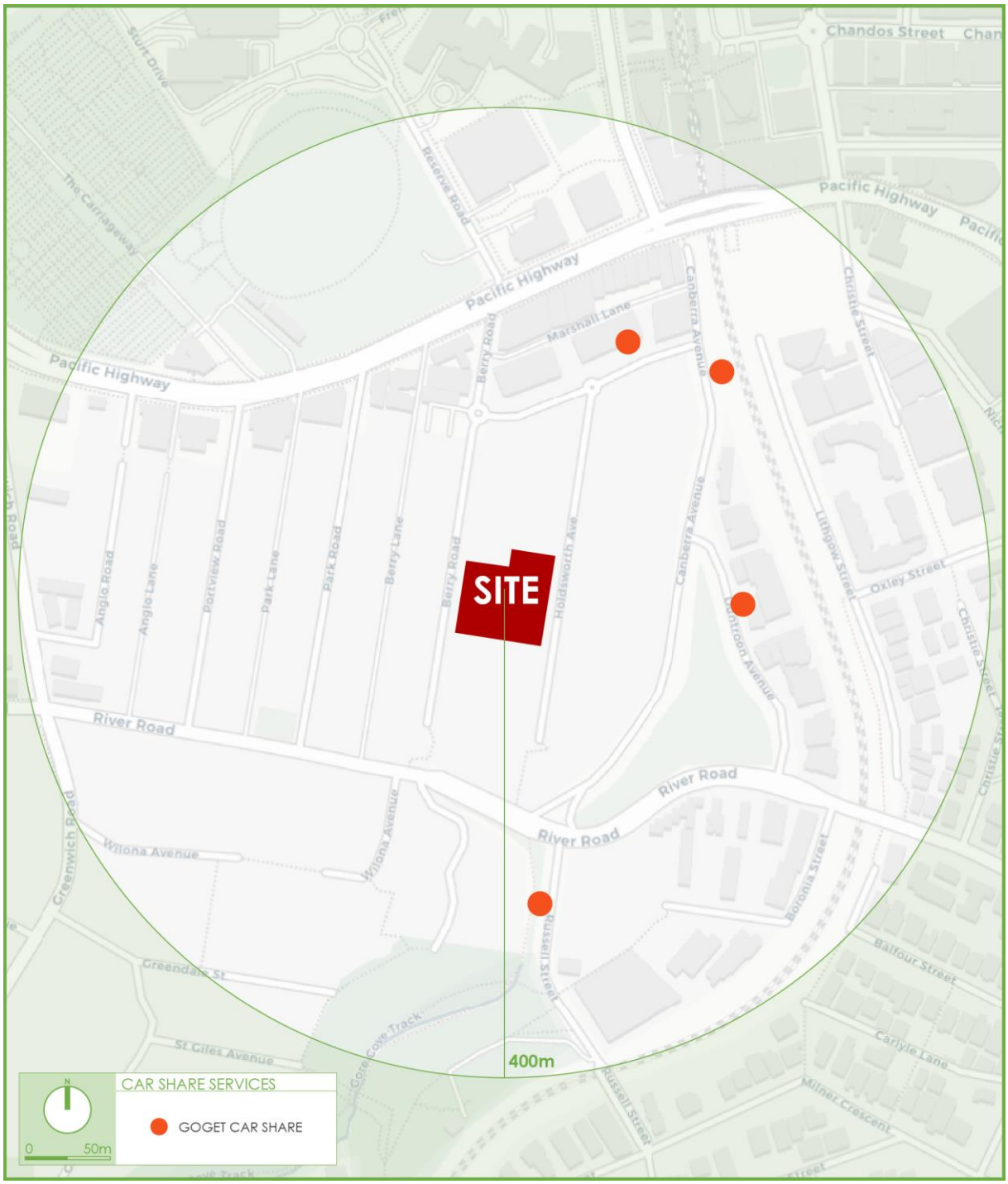


Figure 2: GoGet Car Share Pods

2.3 Pedestrian and Cycling Infrastructure

2.3.1 Pedestrian Infrastructure

Walking in daily transport routine helps maintain health and improves fitness. The NSW Guidelines to Walking & Cycling (2004) suggests that a 400-800 metre catchment represents a comfortable walking distance. Accordingly, the surrounding areas and roads within this radius of the site typically provide footpaths along both sides of the road and pedestrian crossing infrastructure at busy intersections. Furthermore,

There are also a range of shops, restaurants and amenities within the area within walkable distance of the site, all of which are accessible via paved footpaths.

2.3.2 Cycling Infrastructure

Cycling provides substantial health benefits, is sustainable and can help reduce transportation costs associated with owning / using a private car. The site is located in proximity to several on-road bicycle routes of varying difficulty available throughout the area. These cycleways can be used concurrently with other bicycle routes to provide connections to various areas. The existing cycling facilities are presented in **Figure 3** and summarised as follows:

- Moderate Difficulty: River Road, Herbert Street, Greenwich Road and Shirley Road, noting that the Pacific Highway can be crossed via signalised pedestrian crossings at the intersections of Berry Road and Herbert Street.
- Low Difficulty: The above moderate cycleways provides connections to low difficulty cycleways such as Kingslangley Road, Greendale Street, Russell Street, Atchison Street and Henry Lane. Furthermore there are dedicated bicycle areas at Gore Hill Oval in the north and Smoothey Park in the south.

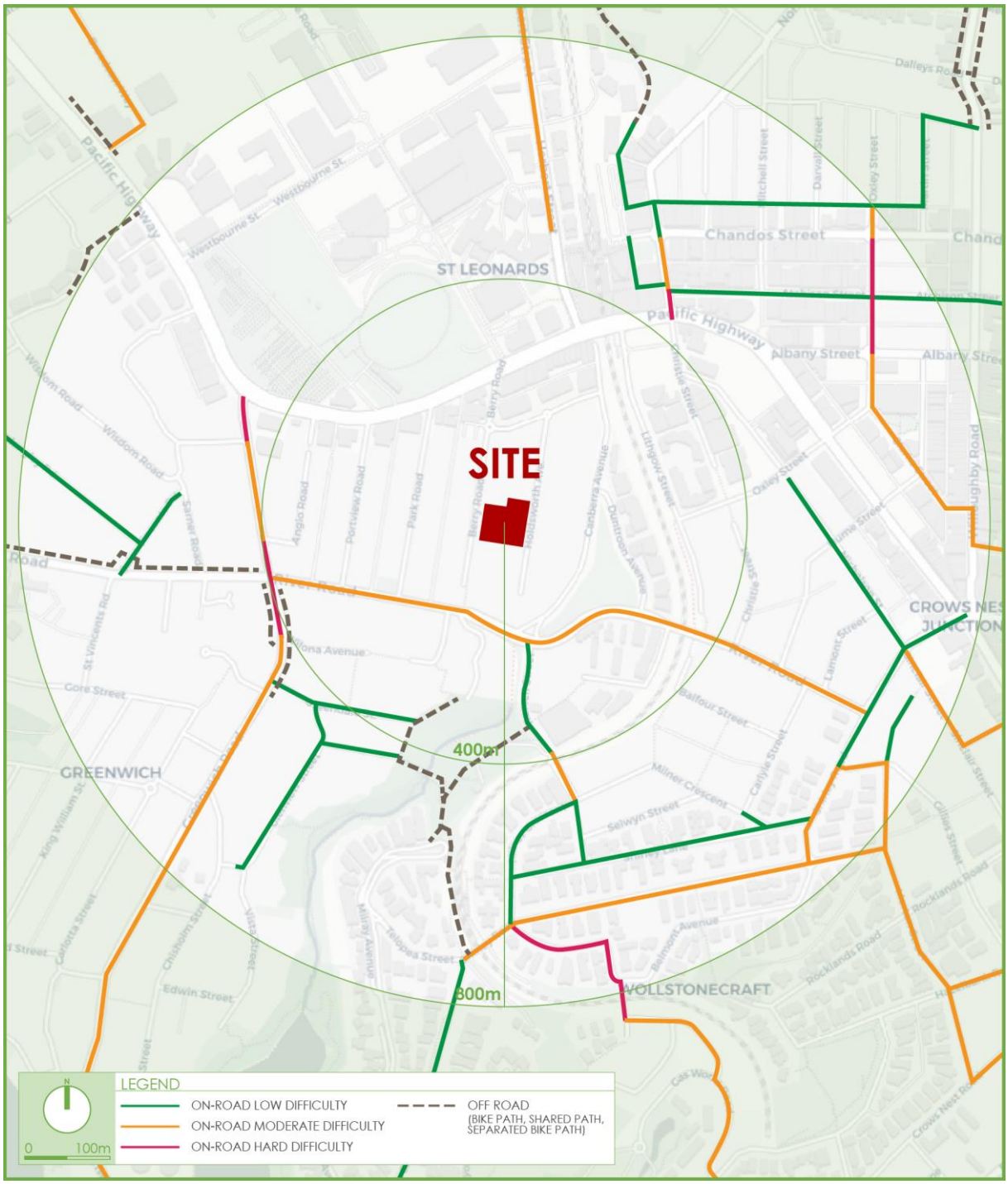


Figure 3: Cycleways

2.4 Car Parking

The proposed development provides a total of 180 car parking spaces, comprising 135 residential, 26 visitor and 19 childcare (8 staff and 11 visitor) spaces in compliance with the Lane Cove Development Control Plan 2010.

2.5 Emerging Trends

The transport sector is currently undergoing its most rapid transformation in decades. Changing lifestyle choices and emerging transport technologies could significantly change land use and transport planning within the next 10-20 years.

During the COVID-19 pandemic, working from home has become increasingly accepted due to generational change and the proliferation of reliable high-speed internet connections. At the same time, education also moved to online platforms. Remote working and distance education will increasingly affect the transportation industry, putting less stress on all existing transport infrastructure.

There is also an increasing trend for business to share co-working spaces and hot desking reducing commercial footprint therefore reducing the need for residents to travel on-site for work.

Transport technologies are also becoming increasingly efficient and user friendly, including car sharing services, ride sharing services, and potential emerging autonomous vehicle technologies.

These lifestyle changes and emerging transport technologies will have a profoundly transformative effect on our city and can significantly reduce per capita travel demands in terms of trip frequency and distance, reducing per capita non-residential floor space requirements, improved access to information, and increased travel flexibility.

Accordingly, this travel plan takes into account of the abovementioned transport trends to maximise the use of transport modes that have a lower environmental impact such as walking, cycling, public transport, or car share schemes etc.

3. TRAVEL MODES

3.1 Reference Travel Modes

In order to assess the existing travel characteristics of the staff of the childcare centre and residents of the development, 2016 census data was collected from the Australian Bureau of Statistics (ABS). More specifically, a sample size of 26,354 staff and 5,535 residents from the St Leonards area participated in the 2016 census, with their method of travel to work collected and analysed to identify the reference travel modes for staff and residents of the proposed development, as summarised below.

3.1.1 Staff Travel Modes

The reference travel mode for staff travelling to St Leonards are outlined in **Table 2**.

Table 2: Staff Reference Travel Mode (2016 Census Data)

Travel Mode	St Leonards	
	Proportion	Number
Train	31.1%	8187
Bus	6.1%	1612
Ferry	0.0%	13
Tram	0.0%	13
Taxi	0.3%	89
Car (Driver)	52.6%	13871
Car (Passenger)	2.7%	700
Truck	0.2%	49
Motorbike / Scooter	1.2%	303
Bicycle	0.7%	192
Walked only	4.7%	1233
Other Mode	0.4%	92
TOTAL	**100%**	**26,354**

It can be seen from **Table 2** the primary travel modes for staff travelling to the St Leonards area was identified as car driver at 52.6% and public transport utilisation at 37.2% (31.1% train and 6.1% bus). The other travel modes consisted of car passengers at 2.7% and active travel at 5.4% (0.7% bicycle and 4.7% walking).

3.1.2 Resident Travel Modes

The reference travel mode for residents travelling from St Leonards are outlined in **Table 3**.

Table 3: Resident Reference Travel Mode (2016 Census Data)

Travel Mode	St Leonards	
	Proportion	Number
Train	36.5%	2022
Bus	12.7%	701
Ferry	0.0%	0
Tram	0.0%	0
Taxi	0.7%	37
Car (Driver)	31.8%	1761
Car (Passenger)	2.7%	148
Truck	0.1%	6
Motorbike / Scooter	1.1%	61
Bicycle	1.2%	64
Walked only	12.6%	699
Other Mode	0.7%	36
TOTAL	**100%**	**5,535**

It can be seen from **Table 3** the primary travel modes for residents travelling from the St Leonards area was identified as public transport utilisation at 49.2% (36.5% train and 12.7% bus) and car driver at 31.8%. The other travel modes consisted of active travel at 13.8% (1.2% bicycle and 12.6% walking) and car passengers at 2.7%.

3.2 Target Travel Modes

The objective of this travel plan is to reduce potential private vehicle trips to and from the site to maximise the use of transport modes that have a lower environmental impact such as public transport and active travel. Accordingly, the target travel modes for staff and residents of the proposed development have been summarised below.

3.2.1 Staff Target Travel Modes

The above reference travel modes were then adopted to the proposed 15 staff of the childcare component of the development. The envisaged travel mode targets for staff are summarised in **Table 4**, with justifications for the main travel modes discussed thereafter.

Table 4: Staff Target Transport Modes

Travel Mode	Staff Reference		Staff Target	
	Percentage	Number	Percentage	Number
Train	31.1%	5	26.7%	4
Bus	6.1%	1	13.3%	2
Ferry	0.0%	0	0.0%	0
Tram	0.0%	0	0.0%	0
Taxi	0.3%	0	0.0%	0
Car (Driver)	52.6%	8	46.6%	7
Car (Passenger)	2.7%	0	6.7%	1
Truck	0.2%	0	0.0%	0
Motorbike / Scooter	1.2%	0	0.0%	0
Bicycle	0.7%	0	0.0%	0
Walked only	4.7%	1	6.7%	1
Other Mode	0.4%	0	0.0%	0
TOTAL	**100%**	**15**	**100%**	**15**

A brief methodology for establishing the main targets for staff of the childcare centre are provided below, with the proposed strategies to achieve these targets discussed in **Section 4.1**:

- Car Driver — the primary aim of this STrAP is to gradually reduce the reliance on private vehicle usage to a target of 46.7% or seven (7) staff. This would equate to a net decrease of 5.9% points or a single staff member, which is considered achievable given the minimal number of staff and encouragement of carpool schemes.
- Public Transport — public transport as a whole is envisaged to remain relatively the same due to the proximity of the site to available public transport services. Rather, the staff public transport travel mode is anticipated to be distributed, with train utilisation decreasing and bus utilisation having a net increase of 7.2% or a single staff member. This is considered appropriate, given the close proximity of various bus services in the locality.

- Car Passenger — a net increase of 4.0% or a single staff member is envisaged for car passenger. This is considered achievable with the encouragement and organisation of carpool schemes, which in turn is anticipated to reduce the utilisation of personal vehicles.
- Active Travel — active travel as a whole is envisaged to remain the same, given that this travel mode is highly dependent on where each staff member resides. As such, this travel target can be revisited at a later date, upon confirmation of staff places of residence, noting that there is potential for active travel to increase in the future given the existing walking and cycling infrastructure surrounding the site.

3.2.2 Resident Target Travel Modes

The above reference travel modes were then adopted to the proposed 259 residents of the residential component of the development. The envisaged travel mode targets for residents are summarised in **Table 5**, with justifications for the main travel modes discussed thereafter.

Table 5: Resident Target Transport Modes

Travel Mode	Staff Reference		Staff Target	
	Percentage	Number	Percentage	Number
Train	36.5%	95	35.2%	91
Bus	12.7%	33	15.9%	41
Ferry	0.0%	0	0.0%	0
Tram	0.0%	0	0.0%	0
Taxi	0.7%	2	0.7%	2
Car (Driver)	31.8%	82	18.2%	47
Car (Passenger)	2.7%	7	6.6%	17
Truck	0.1%	0	0.1%	0
Motorbike / Scooter	1.1%	3	1.1%	3
Bicycle	1.2%	3	5.0%	13
Walked only	12.6%	33	12.6%	33
Other Mode	0.7%	2	4.6%	12
TOTAL	**100%**	**259**	**100%**	**259**

A brief methodology for establishing the main targets for a total of 259 residents are provided below, with the proposed strategies to achieve these targets discussed in **Section 4.1**:

- Car Driver — the primary aim of this STrAP is to gradually reduce the reliance on private vehicle usage to a target of 18.2% or 47 residents. This would equate to a net decrease of 13.2% or 35 residents, which is considered achievable given the increased travel modes for bus, car passenger, bicycle and working from home trends.
- Bus Services — the subject site is situated within close proximity of various bus services and as such, a net increase of 3.2% or eight (8) residents is considered appropriate.
- Car Passenger — a target of 6.6% or 17 residents is envisaged for car passenger, which would equate to a net increase of 3.9% or 10 residents. This is considered achievable, given the large proportion of two, three and four bedroom dwellings.
- Bicycle — the development expects to provide 38 residential bicycle parking spaces to comply with relevant guidelines. As such, an increased bicycle utilisation to a target of 5.0% or 13 residents is considered appropriate.
- Working from Home — an increase of 'Other Mode' is anticipated with a target of 4.6% or 12 residents is considered appropriate, given the increased trend of working from home due to changed travel behaviour resulting from COVID-19.

4. ACTIONS AND STRATEGY

4.1 Site Specific Measures

This travel plan recommends the following measures to be implemented at the Development Application stage to maximise the utilisation of alternate transport modes and establish sustainable travel behaviours.

4.1.1 Basement Car Parking

The development proposes a total of 130 dwellings and 135 residential parking spaces in compliance with the Lane Cove DCP 2010, resulting in a parking provision of approximately a single parking space per dwelling. Accordingly, this reduced parking provision would assist in residents utilising alternative modes of transportation such as public transport, active travel and working from home, given the large proportion of dwellings with more than one bedroom.

4.1.2 Car Share

Car sharing offers a convenient, affordable and sustainable alternate transport option to owning / using private cars. Car sharing encourages more sustainable travel habits and makes more efficient use of available parking by allowing a single vehicle to be used by a large number of people throughout the day. This reduces car ownership levels and the competition for parking spaces, which ultimately benefits everyone.

Car share generally involves signing up to a membership plan offered by car share operators. Plan fees vary depending on how frequent the user intends to use the service and affects hiring costs. Car share users are generally charged by time and distance, at a rate set by the operator. Accordingly, the development can encourage residents to use the existing car share services in the surrounding area.

4.1.3 Carpool

The childcare centre can encourage carpool for staff with the implementation of carpool schemes and/or designating off-street parking spaces for staff participating in these schemes. Accordingly, a website or communication platform is recommended to be setup by the childcare centre to facilitate carpooling for staff travelling on the same route to find each other and form travel groups if desired.

4.1.4 Walking

Initiative such as the 10,000 steps per day initiative for staff and residents can be promoted by the travel plan coordinator via email communications. A Travel Access Guide (TAG) which is discussed in detail in **Section 5.2** would be provided to all staff and residents to provide information of nearby bus stops and provide a general navigation to encourage staff and residents to walk to nearby amenities.

4.1.5 Cycling

The development provides a total of 56 bicycle parking spaces comprising of 38 residential, 14 visitor and four (4) childcare spaces. Wayfinding signage to bicycle parking areas can be provided prior to OC stage to ensure that use of these facilities is encouraged.

Bicycle route maps are to be provided in the building foyer to promote awareness, and building occupants are to be regularly updated and informed as Council further improves the surrounding bicycle network. Building strata can also provide bicycle maintenance tool kits such as bike pump, puncture repair equipment that could be conveniently accessed.

4.1.6 Public Transport

Public transport information is recommended to be prominently displayed at entrances and building foyers to make staff and residents aware of the available public transport services.

4.1.7 Other Measures

Council also has a continual responsibility to implement measures in the public domain that can influence a positive shift towards non-car based travel, these include:

- Footpaths, cycleways and pedestrian crossing facilities to be maintained in good order;
- Continue to improve and maintain signage and way finding for key public transport hubs;
- Maintain communication with car share operators to expand car share networks;
- Provide cycling programs to assist inexperienced riders and improve on-road awareness;
- Ensure services are maintained in good order to enable residents to work from home;
- Continue to improve sustainable transport infrastructure in the locality; and
- Promote and advertise sustainable transport on public information boards.

4.2 Transport Access Guide

The information provided in this travel plan will be provided to staff and residents in a package of easy-to-understand information brochure often referred to as a TAG.

The TAG will be provided to staff and residents, with additional copies available at all times in the building foyer. The TAG will provide a visual representation of customised travel information for people travelling to and from the site using alternate and sustainable modes of transport to encourage the use of non-car based travel. A copy of the recommended TAG is provided in **Appendix A**.

4.3 Transport Information

There are several channels with information regarding local transport options. Providing residents and visitors with updated information will help facilitate journey planning and increase their awareness of convenient and potentially cost-saving transport options.

- Transport for NSW info: Up-to-date public transport timetables, fare information, and journey planning are provided by Transport for NSW at http://www.transportnsw.info
- Cycleway Finder: Service NSW provides and maintains a map with detailed cycling route information to encourage people of all levels of experience to ride a bicycle, the finder can be accessed at https://roads-waterways.transport.nsw.gov.au/maps/cycleway_finder.
- Google Maps: Google Maps provides up-to-date information regarding all transport options; it also has a cycling mode for cyclists to identify appropriate cycle routes.

4.4 Actions

A series of actions are recommended in **Table 6** which forms the strategies and initiatives that can be implemented to achieve the desired transport modal split targets. It is pertinent that these actions are regularly monitored and updated to reflect current local transport conditions.

Table 6: STrAP Action Table

Strategy	Action	Target	When	Responsibility
Reduce car-based travel				
Car Sharing	Provide information on available car share services in the locality	Staff and residents	Post OC	Council, Developer, Car share operator
Car Pooling	Provide forum to from travel groups where possible	Staff	Post OC	Building strata
Promote Public Transport				
Provide public transport information	Provide and maintain an updated TAG with public transport information, and ensure copies of the TAG are easily accessible	All building occupants	Ongoing	Travel plan coordinator
Promote Cycling and Walking				
Provide bicycle parking and end-of-trip facilities	Provide wayfinding signage to staff and residential bicycle parking spaces	All building occupants	Ongoing	Building strata
Maintain bicycle and end-of-trip facilities	Maintain bicycle and end-of-trip facilities in good order, set up a regime for regular inspection and forum to report improper use and damages	All building occupants	Ongoing	Building strata
10,000 steps initiative	Promotion via emails	Staff and residents	Ongoing	Travel plan coordinator
Provide up-to-date cycling information	Provide and maintain an updated TAG with cycling information, and ensure copies of the TAG are easily accessible	All building occupants	Ongoing	Travel plan coordinator
Keep Information Up-to-Date				
STrAP	Provide building occupants with updated STrAP to encourage non-car based travel	All building occupants	Ongoing	Travel plan coordinator
Update and Review	Ongoing review of the STrAP to reflect current local transport conditions	All building occupants	Ongoing	Travel plan coordinator

5. MONITORING AND MAINTENANCE

A monitoring and review process for this travel plan will be set out by the building manager to ensure that information contained within reflects any changes to the local transport conditions as well as building facilities.

A Travel Plan Coordinator (usually the building manager) will be designated with the responsibility of maintaining the travel plan and revisit the proposed travel mode targets to refine and update the proposed modal-split on a regular basis.

Regular review of the success measures outlined in this plan should be undertaken intermittently to determine whether alternative or supplementary measures are necessary. Travel mode data should be collected via an occupant travel survey within the first six (6) months of occupation to provide suitable baseline travel data. A travel survey should then be conducted annually post occupation to assess the performance targets set in the STrAP and updated accordingly.

This evaluation will provide a reliable overview of the areas in which the STrAP is operating effectively and which areas that require more attention. It is noted that these targets are aspirational and will require on-going evaluation and fine-tuning post occupation.

6. CONCLUSIONS

The proposed development at 12-20 Berry Road and 11-19 Holdsworth Avenue, St Leonards NSW 2065 is conveniently located within close proximity to existing public transport services. It is also located within a short walking distance to various amenities along the Pacific Highway.

This travel plan has recommended a number of actions to manage future travel demands being generated as a consequence of the development, specifically, these actions seek to reduce reliance on private vehicle trips and comprise the following:

- Promotion of existing on-street car share providers;
- Provision of bicycle parking and end-of-trip facilities;
- Develop forum to facilitate carpooling for staff of the childcare centre;
- Develop initiatives and incentives for the use of sustainable modes of transport.
- Maintain an open channel of communication with Council to maintain and improve existing sustainable infrastructure in the local area; and
- Provide TAG at prominent locations on site.

It is pertinent to note that those actions recommended in this travel plan should be implemented together as a set of coordinated measures to achieve its maximum effect of influencing travel habits to increase non-car based travel to and from the site, as well as promoting a healthier and active lifestyle.

APPENDIX A

Travel Access Guide

TRAVELLING TO 12-20 BERRY ROAD & 11-19 HOLDSWORTH AVENUE ST LEONARDS

BIKING AND WALKING

Live Nearby? Safe and accessible bicycle and walking infrastructure is provided in the surrounding areas, with bicycle parking for staff, residents and visitors provided within the basement level. Additional bicycle and walking routes will be updated as additional infrastructure becomes available.

For alternative cycling and walking routes please visit **http://www.rms.nsw.gov.au/roads/bicycles/cycleway-finder.html** for more information.

TRAIN

Catching the Train? St Leonards railway station (7-minute walk) and Wollstonecraft railway station (11-minute walk) provide an efficient and sustainable way of travelling to Sydney CBD, Central Coast and North West Sydney.

The location of available public transport services are provided overleaf, with information concerning service frequencies available via the Transport Info website at: **http://transportnsw.info** or via the TripView App.

BUS

Catching the Bus? The closest bus stops are located along the Pacific Highway and River Road, which provides regular services throughout the Sydney Region. Bus services are generally available every 10-30 minutes on weekdays and 10-60 minutes on Saturdays.

CAR

By Carpool: Carpooling is a great way to reduce traffic congestion. Please consider your co-workers when travelling to work to arrange your schedules.

By Car Share: GoGet Carshare Pods are great for short-term car related trips and are available within walking distance, as shown in the map overleaf.

By Taxi: Taxi services are available by contacting the following company: 13 CABS by calling 13 22 27 or visiting their website **http://www.13cabs.com.au**.

By Uber: Offers car rideshare services available through the Uber app on your smartphone or tablet.

Tired of the commute to work? Consider working from home a couple days of the week to save money and increase your time with family and friends. Please consult with your work if working from home is available for you.

TRANSPORT GOALS

This Travel Access Guide (TAG) provides information to residents and visitors on how to get and from 12-20 Berry Road & 11-19 Holdsworth Avenue St Leonards by sustainable modes of travel. It is easy to get to and from the site by active and public transport as it is conveniently located near pedestrian and cycle routes as well as bus stops with regular services.

Active Travel means walking, cycling and/or using public transport. It is easy to get to and from 12-20 Berry Road & 11-19 Holdsworth Avenue St Leonards by active public transport, as there are regular bus services operating in the surrounding areas.

12-20 Berry Road & 11-19 Holdsworth Avenue St Leonards support and encourage active travel as its benefit includes:

- Less car use
- Reduced carbon emissions and improved air quality
- Less traffic congestion
- A safer, more pleasant urban environment
- Opportunities for residents and visitors to be healthier, improve their wellbeing and increase their daily physical activity

For further public transport information
go to **www.transportnsw.info** or call **131 500**

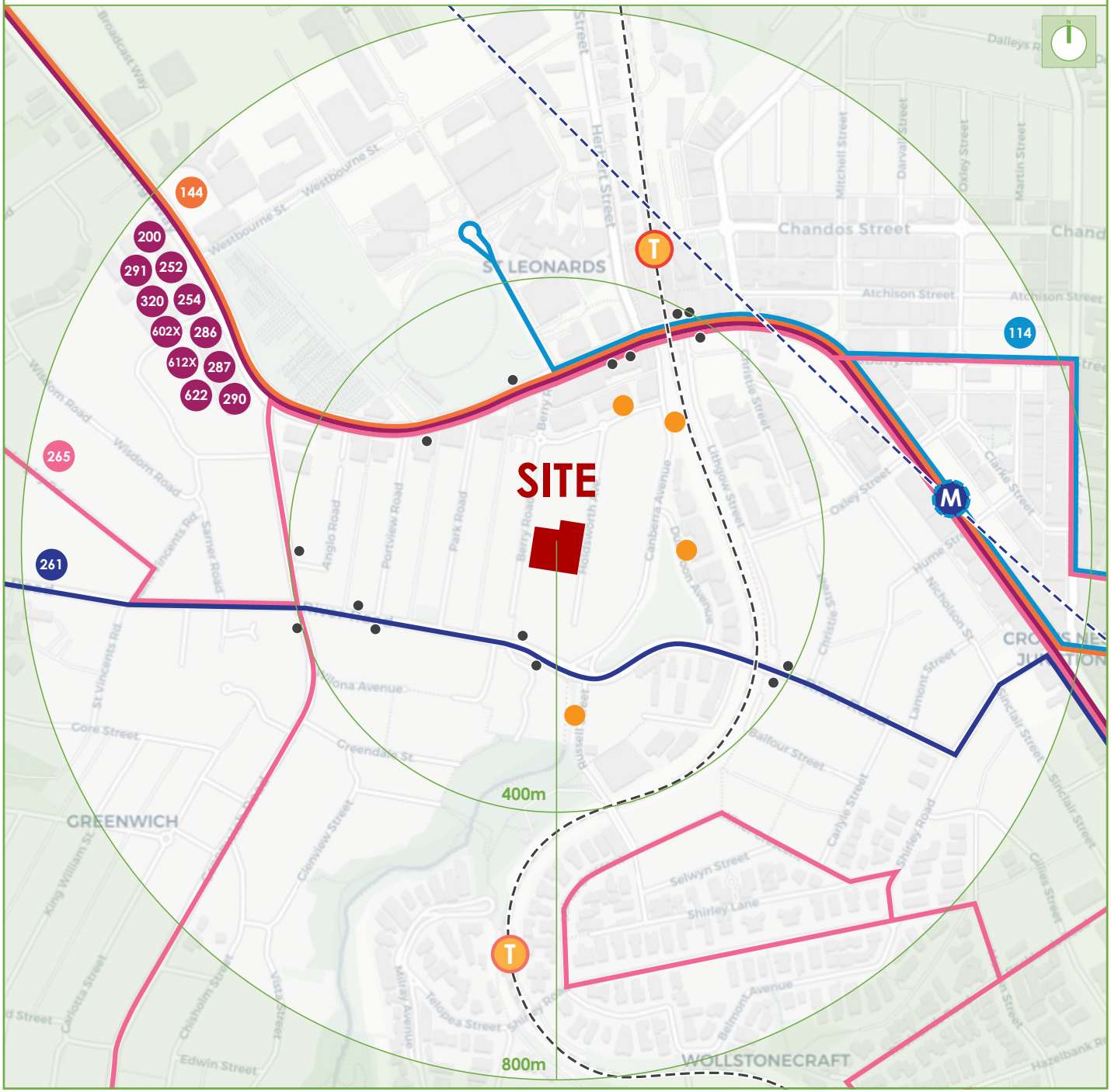
TRAFFIX
TRAFFIC AND TRANSPORT PLANNERS

TRANSPORT ACCESS GUIDE

**12-20 Berry Road &
11-19 Holdsworth Avenue
St Leonards**

PUBLIC TRANSPORT MAP

The local bus routes, train stations, and car share pods located in walking distance of the site are presented in the figure below.



TRANSPORT ACCESS GUIDE

LEGEND

SYDNEY BUS SERVICES

- Bus Stop
- 114 Balmoral to Royal North Shore Hospital
- 144 Manly to Chatswood
- 200 Bondi Junction to Gore Hill
- 252 Gladesville to City King Street Wharf
- 254 Riverview to McMahons Point
- 286 Denistone East to Milsons Point
- 287 Ryde to Milsons Point
- 290 Epping to City Erskine St
- 291 Epping to McMahons Point
- 320 Green Square to Gore Hill
- 602X Bella Vista Station to North Sydney (Express Service)
- 612X Castle Hill to North Sydney (Express Service)
- 622 Dural to Milsons Point
- 261 Lane Cove to City King Street Wharf
- 265 Lane Cove to North Sydney

SYDNEY RAILWAY SERVICES

- St Leonards Railway Station
- Wollstonecraft Railway Station

FUTURE SYDNEY METRO SERVICE

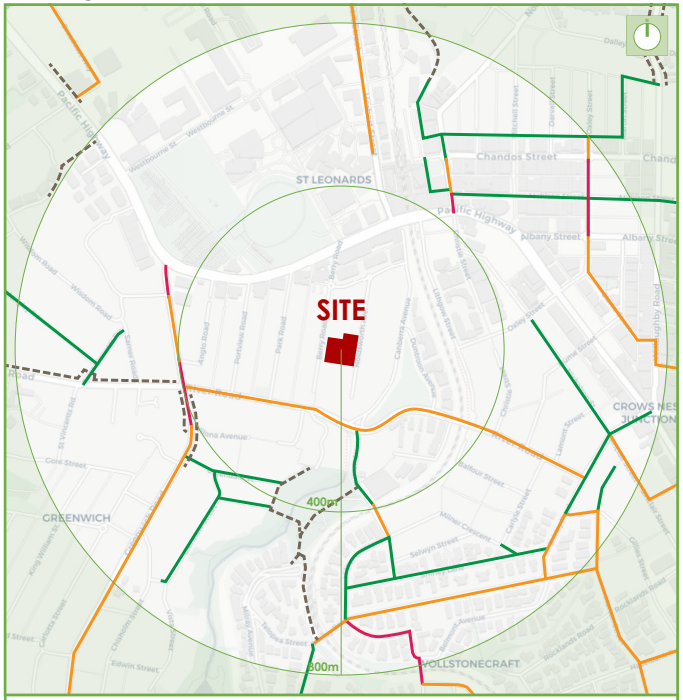
- Crows Nest Metro Station

CAR SHARE PODS

- GoGet Car Share

CYCLE NETWORK

The existing cycleways in the vicinity of the site are presented in the figure below.



LEGEND

- On-Road Low Difficulty
- On-Road Moderate Difficulty
- On-Road Hard Difficulty
- Off-Road (Bike Path, Shared Path, Separated Bike Path)