Transport Planning

26-50 Park Rd, 27-47 Berry Rd, 48-54 River Rd, St Leonards Proposed Residential Development

Sustainable Travel and Access Plan (STrAP)

26-50 Park Rd, 27-47 Berry Rd, 48-54 River Rd, St Leonards Proposed Residential Development

Sustainable Travel and Access Plan (STrAP)

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1 Introduction

1.1 Background

MLA Transport Planning (MLA) has been commissioned by Berry Road Development Pty Ltd to prepare this Sustainable Travel and Access Plan (STrAP) and Transport Access Guide (TAG). This STrAp/TAG accompanies a development application to Lane Cove Council for a proposed residential development at Nos. 27-47 Berry Road, Nos. 26-50 Park Road, and Nos. 48-54 River Road, St Leonards.

Lane Cove Council requires a STrAP and TAG be prepared for submission and approval by Council prior to the issuing of the Occupation Certificate for any developments that generate more than 10 peak hour vehicle trips and any residential flat building with 75 or more units. This is noted in Council's development control plan, namely *Chapter R.5, Part R – Traffic, Transport and Parking of the Lane Cove Development Control Plan 2009* (DCP). As stated in the DCP, the objectives of a STrAP/TAG are as follows:

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

The proposed development involves the demolition of all existing buildings on the site and the construction in their place four residential buildings up to 12-storeys.

The proposed buildings will accommodate 314 residential apartments with the following apartment mix:

- 1 x studio unit
- 72 x 1-bedroom units
- 150 x 2-bedroom units
- 72 x 3-bedroom units, and
- 19 x 4-bedroom units.

The proposed development includes a 4-level basement car park containing a total of 542 car parking spaces, three carshare spaces on Park Road in front of the subject site, 112 bicycle parking spaces and 36 motorcycle parking spaces. Vehicular access serving the proposed development is proposed to be from Park Road.

1.2 What is a STrAP?

A STrAP is a planning document that encapsulates a package of coordinated strategies and measures to reduce car dependency for tenants of and visitors to a development, and at the same time encourage and promote more sustainable travel methods.

An effective STrAP can provide positive benefits including:

- reduced traffic congestion on roads
- reduced car parking problems
- reduced noise and air pollution from the use of motor vehicles
- improved physical and mental health of individuals, and
- bringing the community together through social interactions and connections.

The STrAP is a live document outlining long term processes required to reduce car dependency and encourage sustainable travel methods. It is to be monitored, reviewed and updated to reflect changes to prevailing conditions on a regular basis – at least on an annual basis to ensure the STrAP is achieving the desired benefits.

1.3 What is TAG?

A TAG provides a summary of available travel methods to the site typically in the form of a map. The intent is that the TAG is easy to understand and therefore adopted by the residents and visitors.

The TAG provides 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.

A TAG can take many forms from a map printed on the back of business cards or brochures to one presented on a website. 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.

This TAG is to be available for pick up at various locations at the site such as, at front entrances and noticeboards.

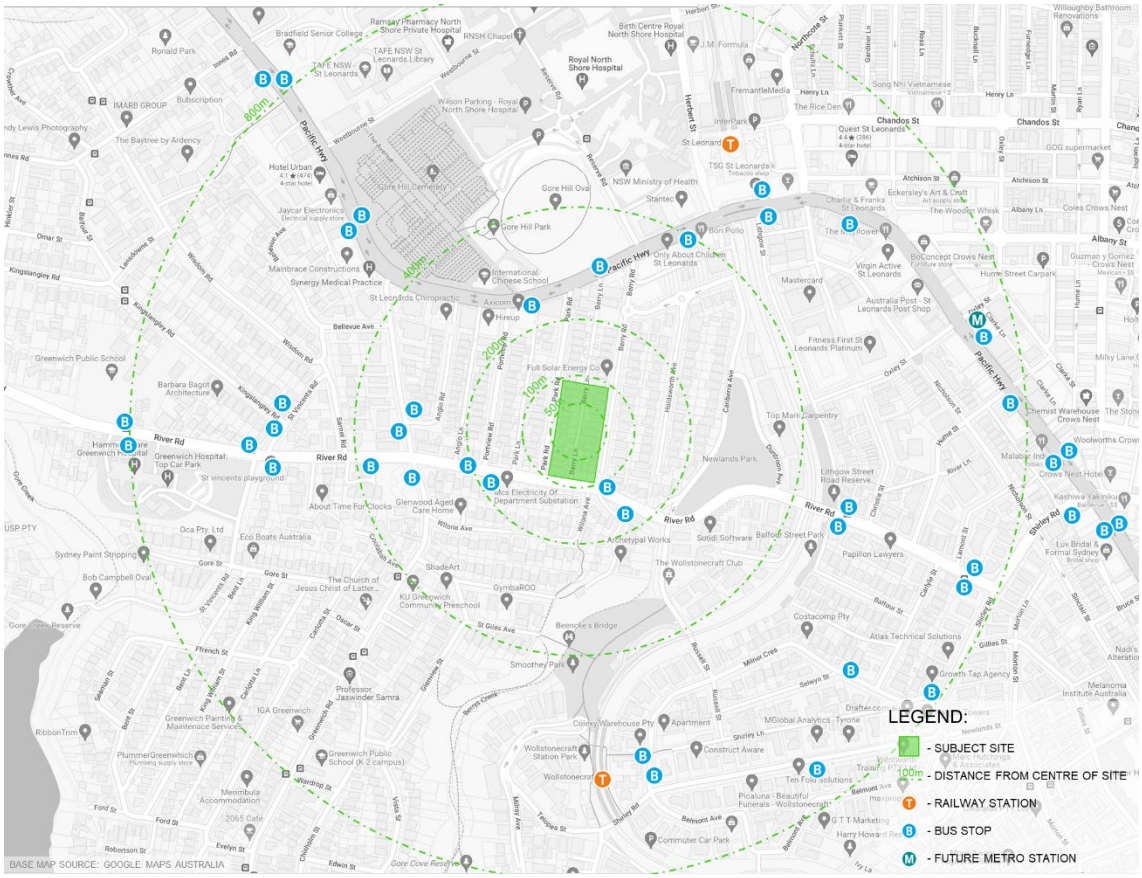
2 Existing Conditions

2.1 Site Description

The subject site is located at Nos. 27-47 Berry Road, Nos. 26-50 Park Road, and Nos. 48-54 River Road, St Leonards and is located within the local government area of Lane Cove Council.

The location of the subject site and its surrounding environs are shown in Figure 2.1.

Figure 2.1: Site Locality Plan



The subject site is surrounded by low density detached dwellings on all sides.

2.2 Road Network

The road network in the vicinity of the subject site includes Pacific Highway, River Road, Berry Road, Park Road, Holdsworth Avenue and Canberra Avenue. Below is a description of the local road network.

2.2.1 Pacific Highway

Pacific Highway is a declared State Road under the jurisdiction of Transport for New South Wales (TfNSW). It forms part of the arterial major road network linking the North Shore area and beyond to Sydney CBD via Sydney Harbour Bridge and Sydney Harbour Tunnel.

In the vicinity of the site, Pacific Highway is aligned in an east-west direction and is generally configured as a six-lane, divided two-way road except at Albany Road and Westbourne Road where a westbound lane has been dropped to provide an auxiliary right turn lane.

One hour parking is permitted within the kerbside lane on both sides of Pacific Highway outside of the peak periods (except at bus zones and "NO STOPPING" zones). In addition, T3 lane is implemented on the eastbound carriageway during the morning peak period (6:00am to 10:00am) and on the westbound carriageway during the evening peak period (3:00pm to 7:00pm).

Pacific Highway has a sign posted speed limit of 60km/hr.

2.2.2 River Road

River Road is a regional road is maintained by Lane Cove Council with funding from TfNSW. It is generally aligned in an east-west direction. It connects to Pacific Highway to the east (via Shirley Road) and to Burns Bay Road to the west (via Northwood Road and River Road West). It is generally configured with one traffic lane and one parking lane in each direction, however at its intersection with Canberra Avenue the carriageway is reduced to one traffic lane in each direction separated by a raised median strip. Traffic movements to and from Canberra Avenue is restricted to left in and left out traffic movements. River Road has sign posted speed limit of 50km/hr.

2.2.3 Canberra Avenue

Canberra Avenue is a local street under the jurisdiction of Lane Cove Council. It provides access to properties fronting on to it. It is configured as a 2-lane undivided road with a generally north-south alignment. It terminates at the northern end to form a cul-de-sac near Pacific Highway. Time restricted kerbside parking (2P) is available on both sides of the road north of Duntroon Avenue, while south of Duntroon Avenue unrestricted kerbside parking is available on the western side of Canberra Avenue and

"NO PARKING" parking restriction is enforced on the eastern side. Canberra Avenue is located within a 50km/hr speed limit area.

2.2.4 Berry Road

Berry Road is a local road providing access to abutting properties under the administration of Lane Cove Council. It is aligned in a north-south direction. It connects to Pacific Highway to the north via a signalised intersection. Berry Road terminates at its southern end to provide a cul-de-sac with pedestrian access permitted to River Road.

It is generally configured as a 2-lane undivided road with kerbside parking on both sides of the road. Kerbside parking is restricted to 1P and 2P parking in the vicinity of its intersection with Holdsworth Avenue. It is located within a 50km/hr speed limit area.

2.2.5 Park Road

Park Road is a local road providing access to abutting properties and is administrated by Lane Cove Council. The road is generally aligned in a north-south direction. It is configured as a 2-lane undivided road with kerbside restricted parking (2P) permitted. It is located within a 50km/hr speed limit area.

2.2.6 Holdsworth Avenue

Holdsworth Avenue is another local road under the administration of Lane Cove Council. It is aligned in a north-south direction as a 2-lane undivided road with unrestricted kerbside parking permitted on both sides of the road. Holdsworth Avenue also terminates at the southern end to form a cul-de-sac. It is located within a 50km/hr speed limit area.

2.2.7 Other Local Roads

In addition to the above roads, the site is located in vicinity of a number of local roads include Park Lane and Berry Lane. Park Lane and Berry Lane are configured as single lane, two-way accessway providing vehicular access to the abutting properties. "NO PARKING" restriction is enforced on both sides of Park Lane and Berry Lane.

2.3 Public Transport

The subject site is located within 650m to St Leonards Railway Station and 600m to Wollstonecraft Railway Station. In addition, the subject site can be accessed by bus services on Pacific Highway and River Road with the nearest bus stop located within 130m of the site.

The site can be accessed using train services operated by Sydney Trains and NSW TrainLink as well as regular scheduled bus services operated by Transit Systems, Hillsbus

Keolis Downer Northern Beaches and Busways North West. As such, the subject site is well located in terms of accessibility to public transport services.

The available public transport services in the vicinity of the site are summarised in Table 2.1 for train services and Table 2.2 for bus services.

Table 2.1: Available Train Services at St Leonards Railway Station

Line	Line Description	Weekday Peak Period Frequency
T1 Western Line	Emu Plains/Richmond to City	3-10 minutes
T1 North Shore Line	Berowra to City via Gordon	3-5 minutes
T9 Northern Line	Hornsby to North Shore via City	15 minutes
Central Coast & Newcastle Line	Newcastle to Central via Strathfield or Gordon	15 minutes

Table 2.2: Available Bus Services

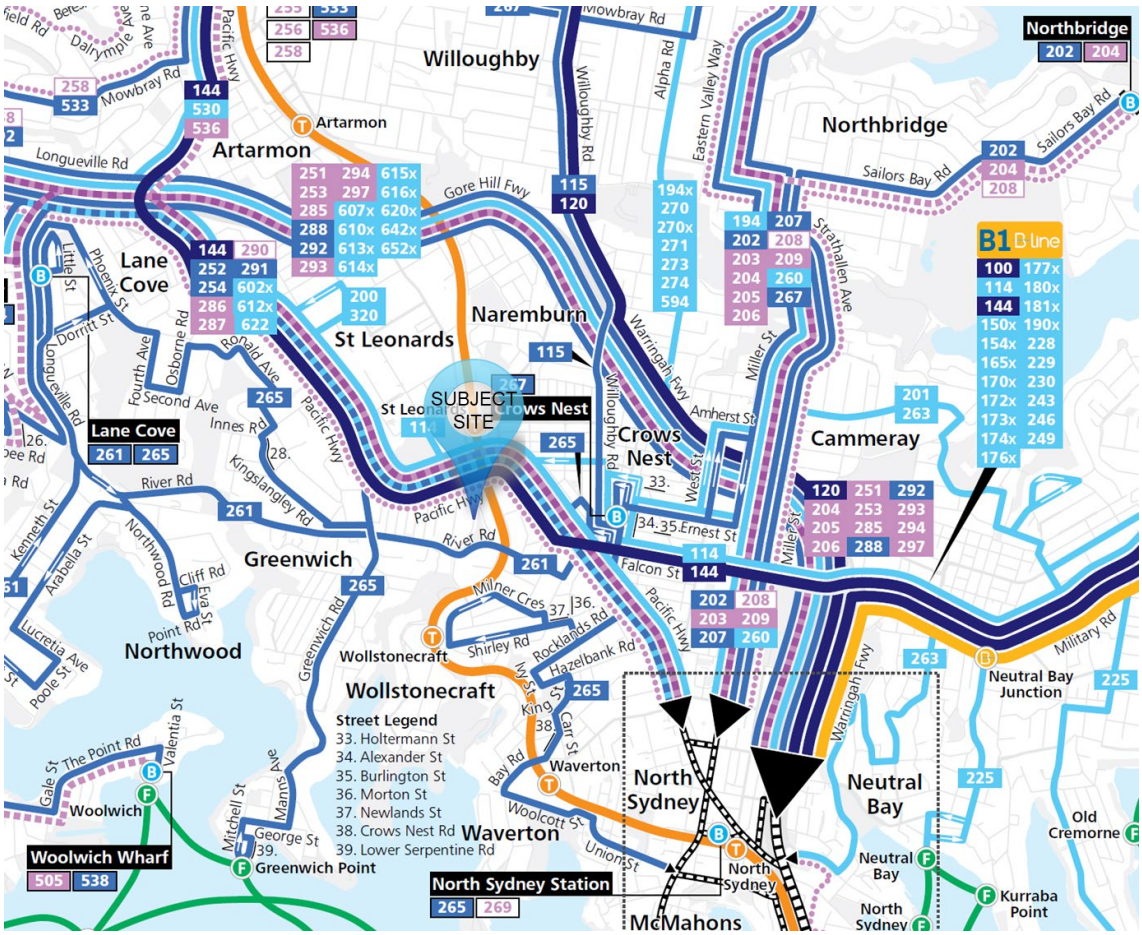
Route No.	Route Description	Weekday Peak Period Frequency
114	Balmoral to Royal North Shore Hospital	20-25 minutes
144	Manly to Chatswood via St Leonards	10 minutes
200	Bondi Junction to Gore Hill	15-20 minutes
252	Gladesville to City King Street Wharf via North Sydney	20-45 minutes
254	McMahons Point to Riverview	15-20 minutes
261	Lane Cove to City King Street Wharf via Longueville	30 minutes
265	North Sydney to Lane Cove via Greenwich	30 minutes
286	Denistone East to Milsons Point via St Leonards & North Sydney	30 minutes
287	Milsons Point to Ryde via North Sydney & St Leonards	30 minutes
291	McMahons Pt to Epping	20 minutes
320	Mascot to Gore Hill	10-15 minutes
602X	Bella Vista Station to North Sydney (Express Service)	10-15 minutes
612X	Castle Hill to North Sydney (Express Service)	10 minutes
622	Dural to Milsons Point via Cherrybrook	30 minutes

Figure 2.2 shows a network map of the rail and metro services, while Figure 2.3 shows a map of the existing available bus services in the vicinity of the subject site.

Figure 2.2: Rail/Metro Network

Source: TfNSW

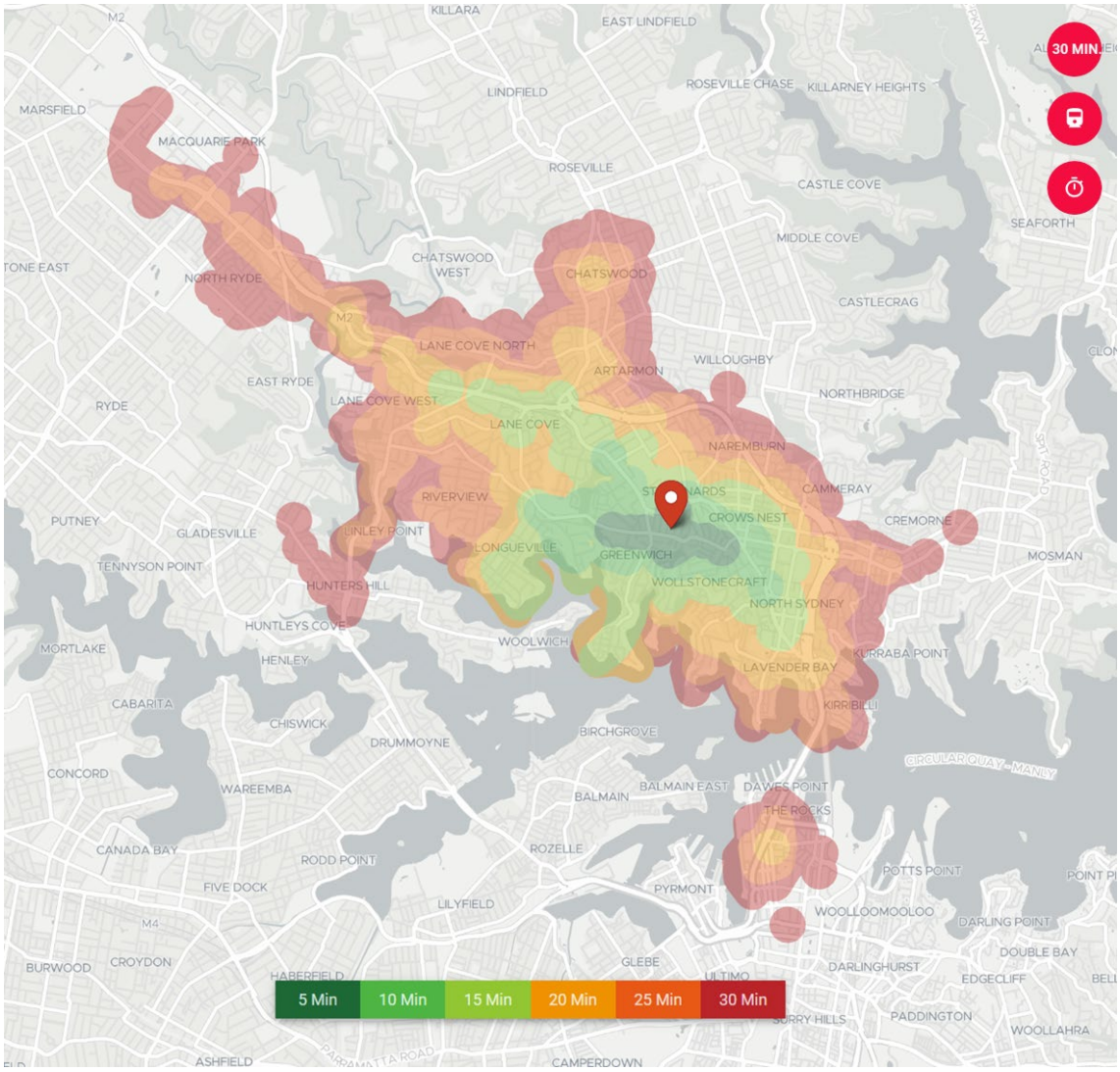
Figure 2.3: Bus Network



Source: TfNSW

Separately, the site's proximity to surrounding suburbs within a 30-minute commute by transit is shown in Figure 2.4.

Figure 2.4: 30-minute Isochrone Map – Public Transit



Source: https://loop.targomo.com/

The nearby areas reachable by a 30-minute transit trip includes:

- North Sydney and Sydney CBD to the east and south
- Chatswood to the north
- Macquarie Park and North Ryde to the north-west, and
- Hunters Hill and Lane to the west and south.

As will be noted in Section 2.6.4, the areas reachable by a 30-minute transit trip include seven of the top 10 current employment locations for residents within the immediate local area of the subject site.

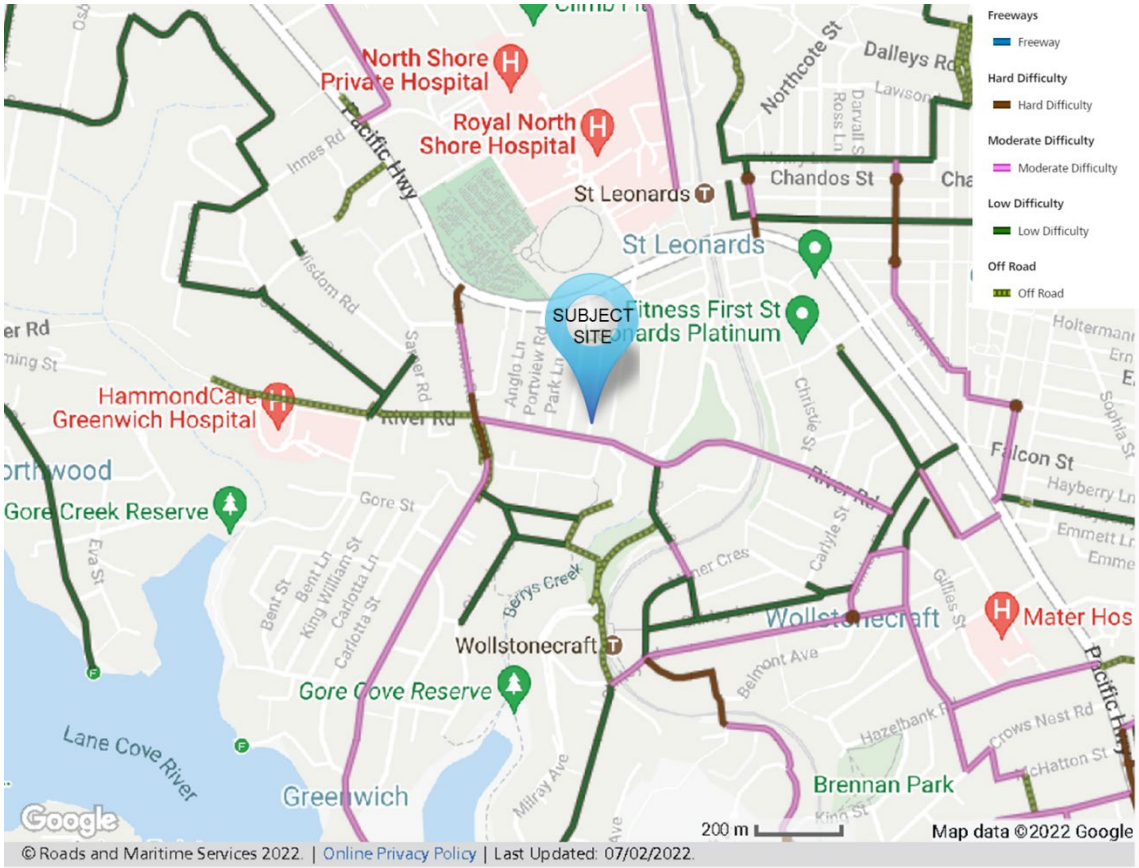
2.4 Pedestrian and Cycle Network

Within the immediate vicinity of the site, well established pedestrian and cycle infrastructures are available.

Fully formed pedestrian paths are provided on all existing roads in the vicinity of the site.

In relation to bicycle pathways in the vicinity of the site, the map in Figure 2.5 shows the existing bicycle paths in the area.

Figure 2.5: Cycle Network Map



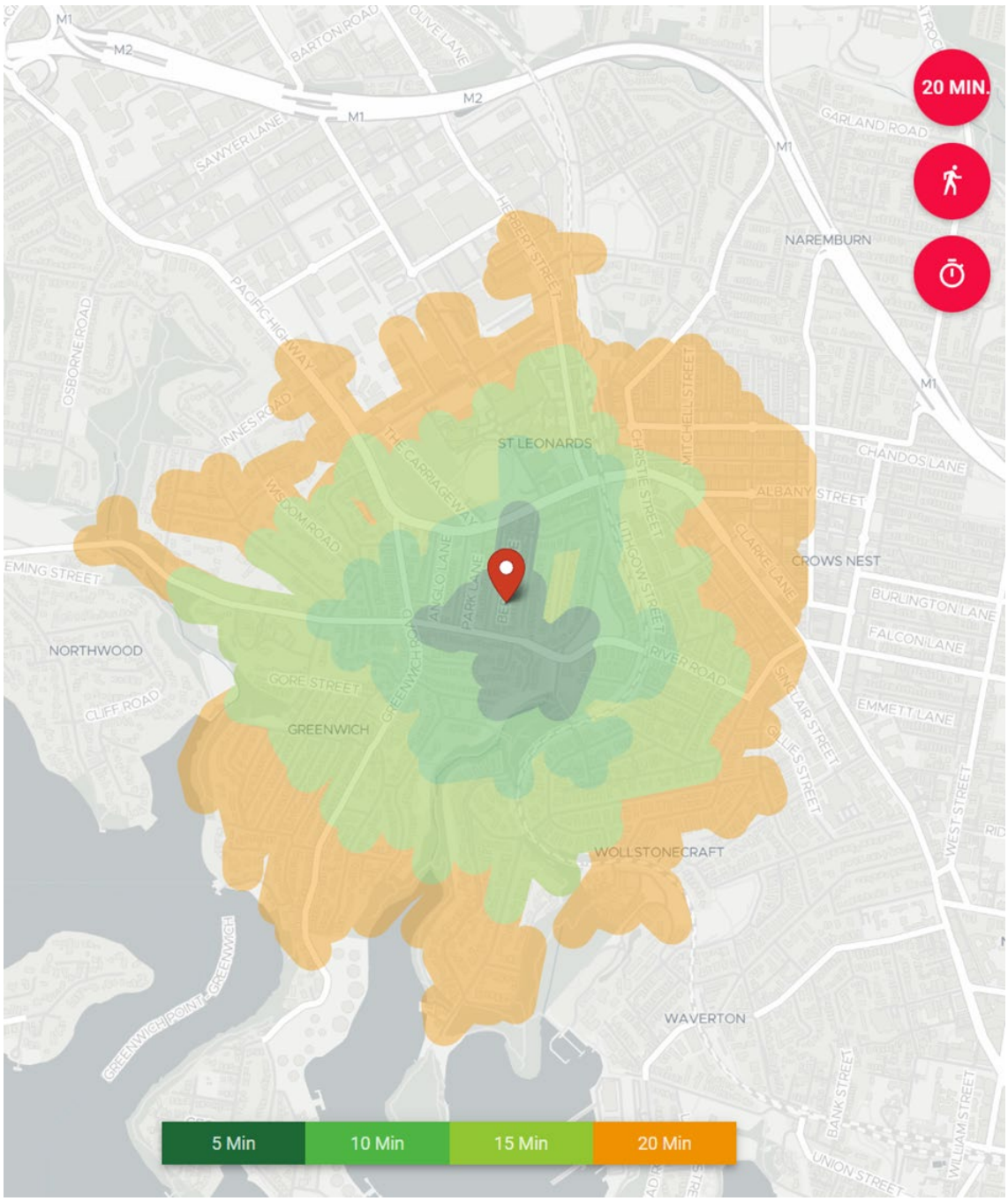
Source: https://www.rms.nsw.gov.au/maps/cycleway_finder

It is noted that in the future the St Leonards South precinct will include a number of pedestrian links and bicycle paths. These are depicted in Figure 2.6 which has been extracted from Lane Cove Development Control Plan 2010.

Figure 2.6: Future Access Network in St Leonards South Precinct

Figure 2.7 presents an isochrone map of the areas reachable from the subject site within a 20-minute walk.

Figure 2.7: 20-minute Isochrone Map – Walk



Source: https://loop.targomo.com/

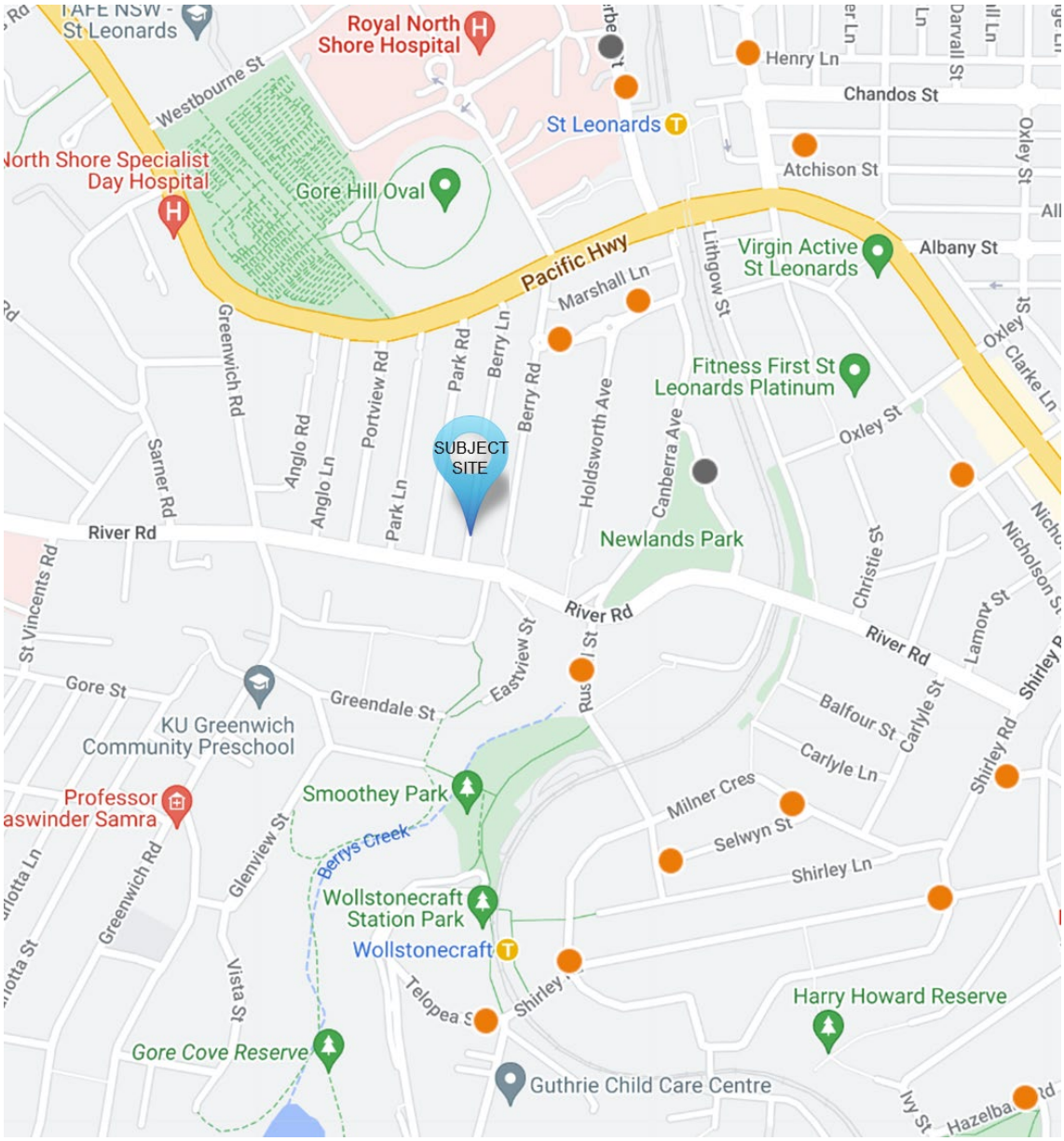
2.5 Carshare Scheme

Carshare scheme is 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. GoGet is a car share company operating in Australia, with a number of pods located within the area.

Carshare is a concept by which residents and businesses join a carsharing club, choose a rate plan and pay an annual fee. The membership fee 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 vehicle online or using the telephone and use a key card to access the vehicle.

Figure 2.8 shows the location of the existing GoGet pods within the immediate vicinity of the site.

Figure 2.8: Existing GoGet Pods



Source: https://www.goget.com.au/find-cars/

2.6 Travel Behaviour

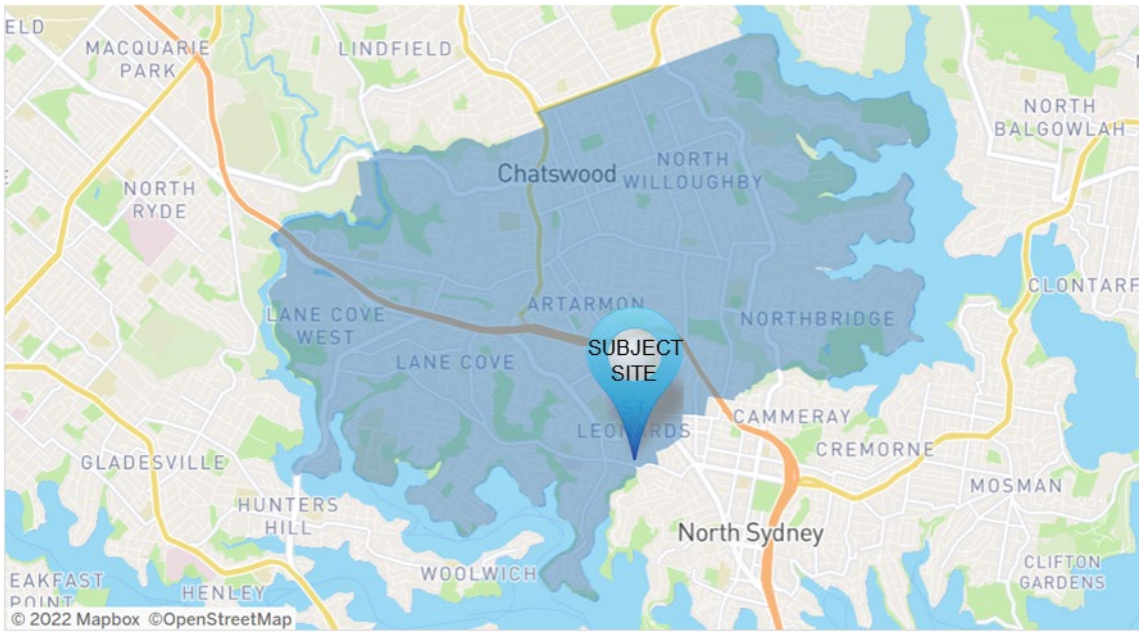
This section presents existing travel behaviours using data from the 2019/2020 Household Travel Survey (HTS) and the 2016 Census of Population and Housing from the Australian Bureau of Statistics.

This data presents an insight into the travel behaviour of the existing community to assist with estimating the travel behaviour of future residents living at the proposed development.

2.6.1 Trip Purpose

Trip purpose data has been obtained for the residents located in the Statistical Area Level 3 (SA3) of Chatswood-Lane Cove which includes the suburb of St Leonards as shown in Figure 2.9.

Figure 2.9: Chatswood-Lane Cove SA3 Boundary



Source: TfNSW

Table 2.3 compares the existing weekday average trips by trip purpose for residents living in the Chatswood-Lane Cove SA3 against residents living in the Sydney Greater Capital City Statistical Area (GCCSA).

The results show that the trip purpose for residents in Chatswood-Lane Cove SA3 is similar to those in Sydney GCSA. In both cases, the most frequent trip purpose is social/recreation trips follows by shopping trips, ferrying passenger trips and commuting trips.

Table 2.3: Average Weekday Trip Purpose for Residents

Trip Purpose	Sydney GCCSA		Chatswood-Lane Cove SA3	
	No. of Trips (000's)	Per Cent of Total Trips	No. of Trips (000's)	Per Cent of Total Trips
Commute	3,160	17%	67	15%
Work related business	1,174	6%	12	3%
Education/childcare	1,869	10%	61	13%
Shopping	2,871	15%	77	17%
Personal business	1,024	6%	28	6%
Social/recreation	4,703	26%	121	27%
Serve passenger	3,393	18%	77	17%
Other	408	2%	10	2%
Total	**18,602**	**100%**	**453**	**100%**

2.6.2 Car Ownership

Car ownership information has been obtained from the 2016 census data. Table 2.4 compares car ownership for residents from the local area of Crows Nest-St Leonards against residents from the Sydney GCCSA.

Table 2.4: Car Ownership

Number of Motor Vehicles	Sydney GCCSA	Crows Nest-St Leonards
No motor vehicles	11%	21%
One motor vehicle	35%	50%
Two motor vehicles	31%	15%
Three motor vehicles	15%	3%
Not Stated	8%	11%
Total	**100%**	**100%**

Table 2.4 shows that approximately 21 per cent of residents living in the local area of Crows Nest-St Leonards do not own a motor vehicle, while in the Sydney GCCSA this is reduced to 11 per cent. In the local area of Crows Nest-St Leonards, approximately 50 per cent of residents own one vehicle compared to 35 per cent in the Sydney GCCSA. The data also shows that the proportion of residents in the local area of Crows Nest-St Leonards owning two or more vehicles car ownership is substantially less than that in the Sydney GCCSA.

2.6.3 Transport Modes

Mode share data for all trip purposes for residents from the Chatswood-Lane Cove SA3 and Sydney GCCSA has been sourced from the 2018/2019 HTS. This is presented in Table 2.5.

Table 2.5: Transport Mode – All Trip Purposes

Transport Mode	Sydney GCCSA	Chatswood-Lane Cove SA3
Vehicle Driver	47%	38%
Vehicle Passenger	20%	15%
Train	7%	8%
Bus	6%	10%
Walk Only	18%	27%
Other	2%	2%
Total	**100%**	**100%**

Table 2.5 shows that the daily trips (for all trip purposes) made in Chatswood-Lane Cove SA3 had similar mode share to the daily trips made in the Sydney GCCSA. In both cases, the majority of the trips were by private vehicles either as a driver or passenger followed by walking trips.

Method of Travel to Work (Journey to Work) data from the 2016 Census has been analysed to estimate the mode shares for the existing commuting trips within the Sydney GCCSA and the local area of St Leonards. Table 2.6 presents the comparisons.

Table 2.6: Transport Mode – Commuting Trips

Transport Mode	Sydney GCCSA	St Leonards
Vehicle Driver	60%	36%
Vehicle Passenger	5%	4%
Train	19%	39%
Bus	7%	8%
Walk Only	5%	11%
Other	4%	2%
Total	**100%**	**100%**

Table 2.6 indicates the mode share profile for commuting trips for residents living in St Leonards has a high percentage to train and a lower percentage to private vehicle. This is a reverse in trend seen in the Sydney GCCSA. In addition, commuting trips in St Leonards also contains more trips by walk.

2.6.4 Employment Location

The 2016 Census data was analysed to determine the employment location of residents living within the immediate local area of the subject site. The top 10 employment location (by local government area) are presented in Table 2.7.

Table 2.7: Top 10 Employment Locations

LGA	No. of Trips	Per Cent of Total Trips
City of Sydney Council	363	41%
North Sydney Council	132	15%
Lane Cove Council	128	14%
Willoughby City Council	112	13%
City of Ryde Council	65	7%
City of Parramatta Council	23	3%
Northern Beaches Council	20	2%
The Hills Shire Council	19	2%
Ku-ring-gai Council	13	1%
Inner West Council	11	1%

The total number of commuting trips with a destination within the top 10 employment locations shown in Table 2.7 represent more 91 per cent of all commuting trips in St Leonards. It is also noted that seven of the top 10 employment locations are located within a 30-minute transit trip from the subject site.

3 STrAP Targets

3.1 Estimated Future Trips

As noted in the traffic assessment report that accompanied the original development application, it was agreed with Transport for NSW (TfNSW) that the relevant traffic generation rates for residential developments in St Leonards are to be extracted from the Technical Direction TDT 2013/04a, TfNSW's updated traffic generation guidelines based on the St Leonards high density residential site.

The relevant traffic generation rates are:

- daily traffic generation rate – 0.77 vehicle trips per day per unit, and
- morning peak hour traffic – 0.14 vehicle trips per hour per unit.

Therefore, adopting the above suggested generation rates the proposed development (with 314 apartments) can be expected to 242 vehicle trips per day and 44 vehicle trips per hour in the morning peak period.

Using the existing mode shares for the local area of St Leonards, the expected trips by mode share are presented in Table 3.1.

Table 3.1: Future Estimated Trips by Transport Mode

Transport Mode	All Trip Purpose Trips	Commuting Trips
Vehicle Driver	173	39
Vehicle Passenger	69	5
Train	37	43
Bus	46	9
Walk Only	123	12
Other	9	2
Total	**457**	**110**

From Table 3.1, it can be seen that the proposed development is expected to generate a total of 457 person-trips per day or 110 person-trips per hour during the morning peak hour.

3.2 Mode Share Target

Considering the site proximity to existing transport nodes, namely St Leonards and Wollstonecraft Railway Stations as well as the future Metro Station at Crows Nest, it is

recommended that trips using private vehicles be reduced and trips using public transport and active transport should be encouraged.

In light of the above, the recommended target mode share to be achieved within the first three years following occupation of the proposed development is shown in Table 3.2.

Table 3.2: Target Mode Share

Transport Mode	All Trip Purposes			Commuting Trips		
	Existing	Target	Difference	Existing	Target	Difference
Vehicle Driver	38%	35%	-3%	36%	28%	-8%
Vehicle Passenger	15%	9%	-6%	4%	4%	0%
Train/Metro	8%	12%	4%	39%	44%	5%
Bus	10%	12%	2%	8%	8%	0%
Walk Only	27%	27%	0%	11%	11%	0%
Cycling	N/A	5%	5%	0%	5%	5%
Other	2%	0%	-2%	2%	0%	-2%
Total	**100%**	**100%**	**-**	**100%**	**100%**	**-**

The above target mode share is to be reviewed on an annual basis to ensure that the proposed measures discussed in Section 4 continue to be appropriate to achieve the target mode share and whether any modifications to the target mode share and/or proposed measures are required.

4 Recommended Actions and Measures

4.1 Objectives

The objective of this STrAP is to reduce car dependency for trips to and from the subject development while encouraging more sustainable travel methods. This STrAP will achieve the stated objective through the provision of:

- infrastructure (to be provided by Council and other government agencies and the Proponent) including walkable footpaths between the nearby transport hubs and the site, public transport services and associated infrastructure, bicycle and motorcycle parking spaces etc
- information – travel survey results, regular newsletter, public transition information noticeboard, internet webpage etc
- education – provide information to assist occupants and visitors to the development to facilitate journey planning and increase their awareness of available alternative transport options so that they can make an informed choice, and
- assistance – the Travel Coordinator will provide assistance to and answer any queries the occupants may have in addition to maintaining and implementing the measures described in this STrAP.

4.2 Proposed Site-Specific Measures

This section contains the proposed site-specific measures to achieve the objective of this STrAP. These measures are to be put in place prior to the occupation of the building so to influence the travel behaviour of residents from Day One.

4.2.1 Proposed Car Parking Provision

The proposed development will provide on-site parking for residents and visitors consistent with the car parking requirements stipulated in Lane Cove Development Control Plan which stipulates a required car parking provision of 558 car parking spaces.

In addition, the on-site parking provision is to be coupled with an additional measure that stipulates residents living in the proposed development will not be permitted to apply for any existing or future residential parking permit schemes.

4.2.2 Car Ownership and Sharing

As detailed in Section 2.5, there are existing car sharing facilities within the vicinity of the site.

However, to reduce car ownership and single person occupancy car trips, this STrAP recommends that the proposed development includes up to say three car parking spaces as carshare spaces. This is in addition to the car parking requirement for residents discussed in Section 4.2.1. These car share spaces are proposed to be located in front of Building A (south of the new DCP road) on Park Road. These car share spaces will also be available to the wider community.

In addition, a carpooling forum or notice board will be established to encourage residents to travel in groups. The forum will provide a platform for people travelling on the same route to find each other and form groups. Information on the carpooling forum will be posted on the building website, noticeboards and/or newsletters.

Further to this, car space ownership will be coupled with either unit owners or the strata scheme. The sale and/rental of the car spaces to third parties or non-occupants of the building will be prohibited.

Finally, all residents at the development will not be permitted to apply for residential parking permits, which will be conditioned as part of the sale agreements.

4.2.3 Walking

Residents at the site will be encouraged to walk by implementing a '10,000 steps per day initiative'. This will require a smart watch/pedometer or similar to be included into the welcoming pack. In addition, this requires the provision and/maintenance by Lane Cove Council of pedestrian facilities, including pedestrian paths to/from key public transport hubs and bus stops.

This STrAP recommends that residents who have achieved the 10,000 steps per day for say seven days in a row be rewarded with a $50 gift card or similar.

The Proponent is to consider establishing a resident walking group, where all residents are invited to walk together around the local neighbourhood, followed by recreational activities/special event at communal area within or external of the development site. This initiative will help promote and encourage social inclusion, as well as promote walking as the choice of travel.

4.2.4 Cycling

Provision/maintenance by Lane Cove Council of cycling infrastructure on public roadway. Further to this, residents and visitors will be encouraged to travel to the site by bike through bicycle maps and routes posted on all noticeboards, newsletters, websites etc. to promote awareness. In particular, residents and visitors are to be regularly updated and informed, as Council implements and improves its cycling network.

To further encourage cycling the following measures are to be considered:

- a recreational cycling group are to be encouraged by organising a cyclist's breakfast or lunch at a nearby café
- promotion of annual events such as 'Ride to Work Day', and
- provision of bicycle maintenance toolkits e.g. a bike pump, puncture repair equipment, from the building manager and conveniently located in the car park.

4.2.5 Public Transport

Public transport noticeboards will be provided in prominent locations within the building to make residents and visitors more aware of the alternative transport options available. The format of the noticeboards will be based upon the travel access guide.

4.3 Off-site Measures

The Proponent will consult with Council with a view to implementing several off-site measures to improve the transport connections to and from the site including:

- improve signage and way finding from key public key locations existing public transport hubs, to improve the walking and cycling experience
- signage to include wayfinding information for cyclists to direct them to the best and safest route to the site and other key nearby destinations
- investigate with Council to facilitate additional car sharing facilities off-site
- investigate with Council to provide community cycling classes to assist unconfident riders to improve their cycling skills and learn to ride on-road, and
- provide high quality telecommunication services (internet, phone) to enable residents to work from home, rather than travelling off-site to work.

4.4 Transport Access Guide

This STrAP will be provided to residents and visitors. The STrAP includes a Transport Access Guide (TAG). The TAG provides a summary of available travel methods to the site in the form of a map. The intent is that the TAG is easy to understand and therefore

adopted by the residents. This will be included in the Welcome Pack provided to residents on Day One.

The TAG provides 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.

It is aimed that the TAG will 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.

A TAG can take many forms from a map printed on the back of business cards or brochures to one presented on a website. 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.

This TAG is to be available for pick up at various locations at the site such as, at front entrances and noticeboards.

A draft TAG has been prepared for the site and is provided in Appendix A.

4.5 Actions

A summary of the key actions is shown in Table 4.1. It should be noted that these actions are to be updated as required. However, it is stressed that the availability of the suggested strategies from Day One of the occupation of the building is a key factor in influencing travel patterns.

Table 4.1: Summary of STrAP Actions

Strategy	Action	Targeted Audience	Timeline	Responsibility
Managing Car Use				
Car Parking Provision	On-site car parking to be provided in compliance with the maximum permissible parking for the proposed development	Residents	Prior Occupation	Council/Proponent
Resident Parking Scheme	Residents not permitted to apply for local parking permit scheme	Residents	Prior Occupation	Council/Proponent /Building Manager
Car Sharing	Provide car sharing facilities to reduce car occupancy	Residents and visitors	Prior Occupation	Proponent/Building Manager
Car Pooling	Establish a carpooling system to reduce single person car	Residents and visitors	Upon Occupation	Building Manager/Travel Plan Coordinator

Strategy	Action	Targeted Audience	Timeline	Responsibility
	occupancy and promote social interaction			
Promoting Public Transport				
Public Transport Information	Provide public transport information in prominent locations within the building	Residents	Upon Occupation	Proponent/Building Manager/Travel Plan Coordinator
Promoting Cycling and Walking				
Establish walking/cycling groups and special social events	Establish and promote walking/ cycling groups and special events to encourage walking/cycling. A pedometer or similar is to be included into the welcoming pack	Residents and visitors	Upon Occupation	Building Manager/Travel Plan Coordinator
Provide information of new walking/cycling facilities provided by Council	Include into newsletter, noticeboard, website of news of new walking and cycling infrastructure	Residents and visitors	Upon Occupation	Building Manager/Travel Plan Coordinator
Others				
Green Travel Plan	Provide residents and visitors with the Green Travel Plan to encourage active travel	Residents and visitors	Upon Occupation	Building Manager/Travel Plan Coordinator
Transport Access Guide	Provide residents and visitors with a TAG on Day One of occupation and post the TAG on noticeboards, front entrances, online website, etc.	Residents and visitors	Upon Occupation	Building Manager/Travel Plan Coordinator
Ongoing Review	Ongoing review of the STrAP to introduce additional measures as required	-	Ongoing	Travel Plan Coordinator

4.6 Travel Plan Coordinator

In addition of the above actions, it is also recommended that a travel plan coordinator be appointed to run and implement the STrAP.

A travel plan coordinator can be the building manager, a resident within the building or an external consultant.

The key responsibilities of the travel plan coordinator are:

- maintain, implement, monitor and review the STrAP
- communicating the benefits of the STrAP to residents and visitors
- organise and encourage residents to participate in events to achieve the objective of the STrAP
- organise and conduct travel surveys

- organise/coordinate/prepare newsletter to residents, and
- respond to queries from and provide assistance to the residents on all matters in relation to the STrAP.

5 Monitoring and Review

The success of this STrAP will rely on the ongoing process of monitoring and reviewing the travel plan to ensure it is achieving the desired benefits.

The monitoring of the STrAP will require traffic surveys to be conducted to understand the travel behaviour of tenants and visitors including the reasoning of their decision for choosing a particular travel method. The traffic surveys are to be conducted on an annual basis with the first one conducted within the first three months following the occupation of the proposed development or when the development achieved 75 per cent occupation.

It is also critical that the reasons for implementing this STrAP and its benefits are well articulated and communicated to its target audience i.e. tenants (new and old) as well as visitors to the development.

Analysis and comparisons of the travel survey results should be communicated to the tenants and visitors so that tenants and visitors can take ownership of the travel plan and appreciate the impacts (both positive and negative) of their selected travel methods.

The ongoing monitoring and review process will assist with developing actions required to address areas of deficiencies identified from the travel survey results. It may be necessary to re-align objectives and targets and/or add new measures to create greater incentives so that car dependency is further reduced and additional uptake of sustainable travel methods to ensure the continuing success of the STrAP.

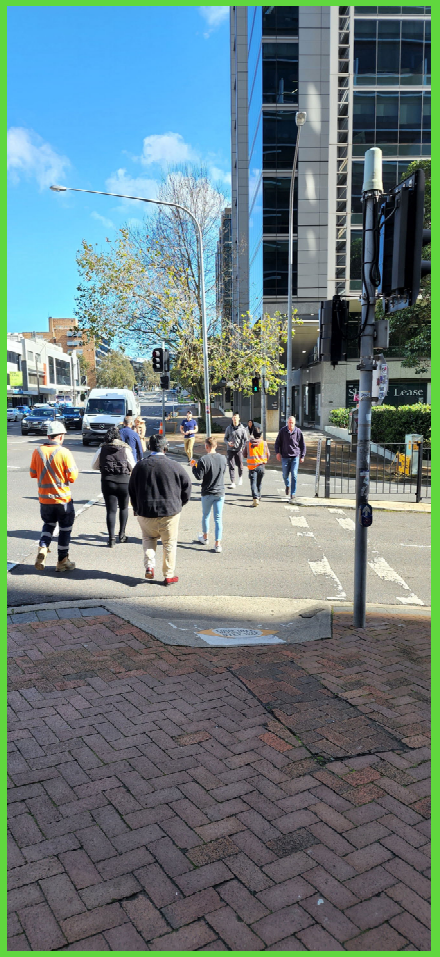
6 Conclusion

This STrAP has been prepared for the proposed residential development at Nos. 27-47 Berry Road, Nos. 26-50 Park Road, and Nos. 48-54 River Road, St Leonards. The STrAP has recommended a number of measures to reduce dependency on private vehicles and encourage travel by more sustainable methods to and from the site.

The STrAP comprises a number of individual measures which by itself is unlikely to achieve the objective of this STrAP. However, as a suite of measures implemented together will contribute to reducing travel by private vehicles and encouraging more sustainable travel methods.

Appendix A

Travel Access Guide



27-47 Berry Rd & 26-50 Park St & 48-54 River Rd, St Leonards Proposed Residential Development

Travel Access Guide

Visit https://transportnsw.info/ to plan your trip.

Trains/Metro

The site can be accessed from St Leonards and Wollstonecraft Railway Stations as well as the future Crows Nest Metro Station in the future. It takes about 9-12 minutes to walk to/from the stations.

Buses

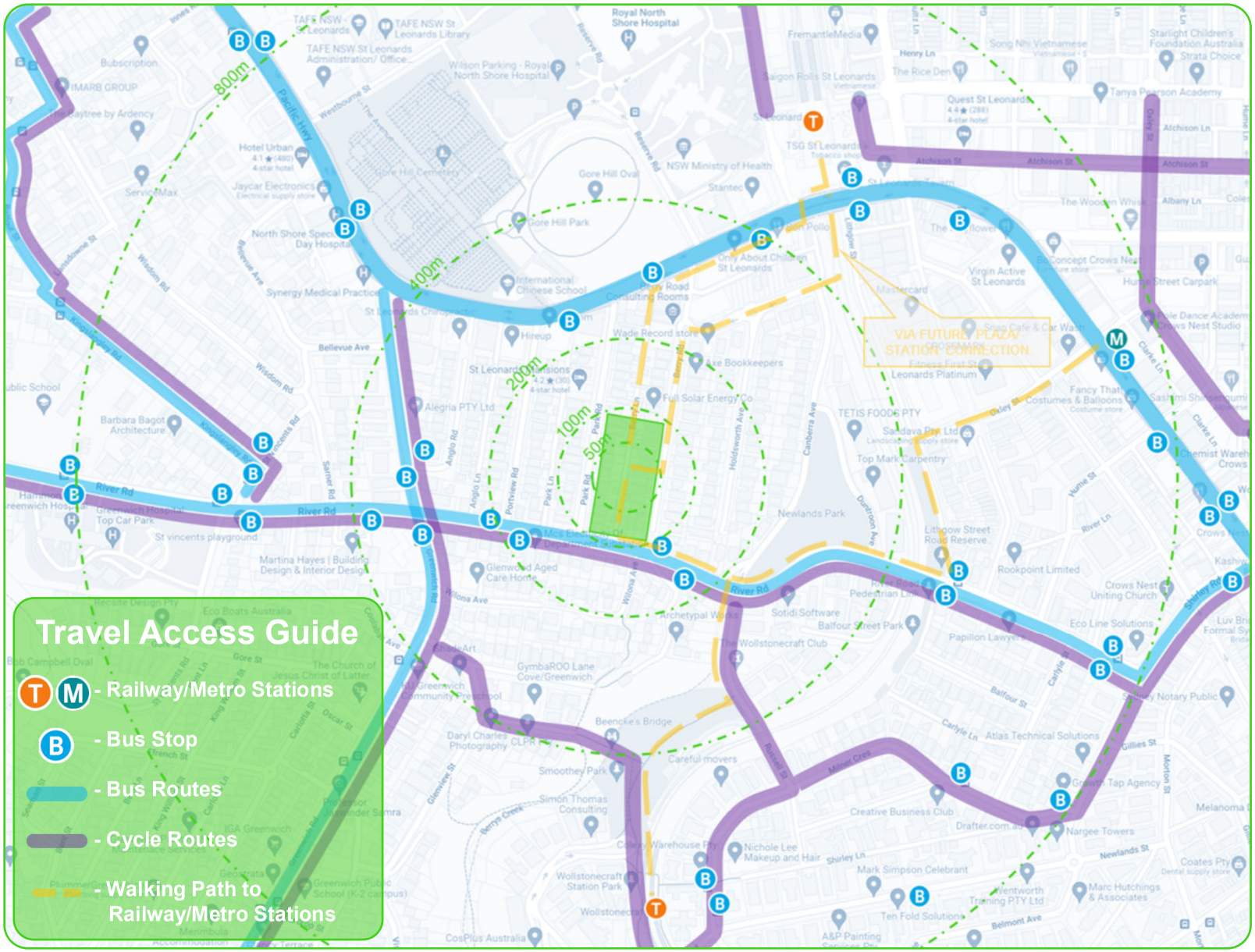
There are several bus services that will take you to the site. Bus stops are also located in walking distance to the site.

Walking

The site is within walking distances to amenities and services. Walking will not only keep up you healthy and fit but also by not using your car reduces green house gases. It does cost you anything.

Cycling

Cycling is another inexpensive and healthy way to access different areas around the site including the train station as well as the local shops.



PUBLIC TRANSPORT AND ACTIVE TRANSPORT OPTIONS

T1 WESTERN LINE
T1 NORTH SHORE LINE
T9 NORTHERN LINE
CENTRAL COAST & NEWCASTLE LINE
METRO

114, 144, 200, 252, 254, 261, 265, 286, 287, 291, 320, 602X, 612X, 622

9-12-MIN WALK TO RAILWAY/METRO STATIONS

10-MIN RIDE TO RAILWAY/METRO STATIONS AND OTHER SERVICES AND AMENITIES

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