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**A GREEN TRAVEL PLAN  
FOR  
691 PITTWATER ROAD, DEE WHY NSW 2099**

**Prepared for  
Gannet Developments**

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### Report Document Control

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## 1 INTRODUCTION

<b>Report title</b>	A Green Travel Plan for 691 Pittwater Road, Dee Why NSW 2099
<b>Report purpose</b>	To recommend measures aimed to reduce car usage for residents and staff of the development
<b>Client</b>	Gannet Developments

## 2 EXISTING TRAFFIC AND PARKING SITUATION

### 2.1 Site Description

- Site location** • Refer to **Figure 1**.
- Address** • 691 Pittwater Road, Dee Why NSW 2099
- Land use** • Existing business premise (a bank) to a 64-unit boarding house with small office and retail components.

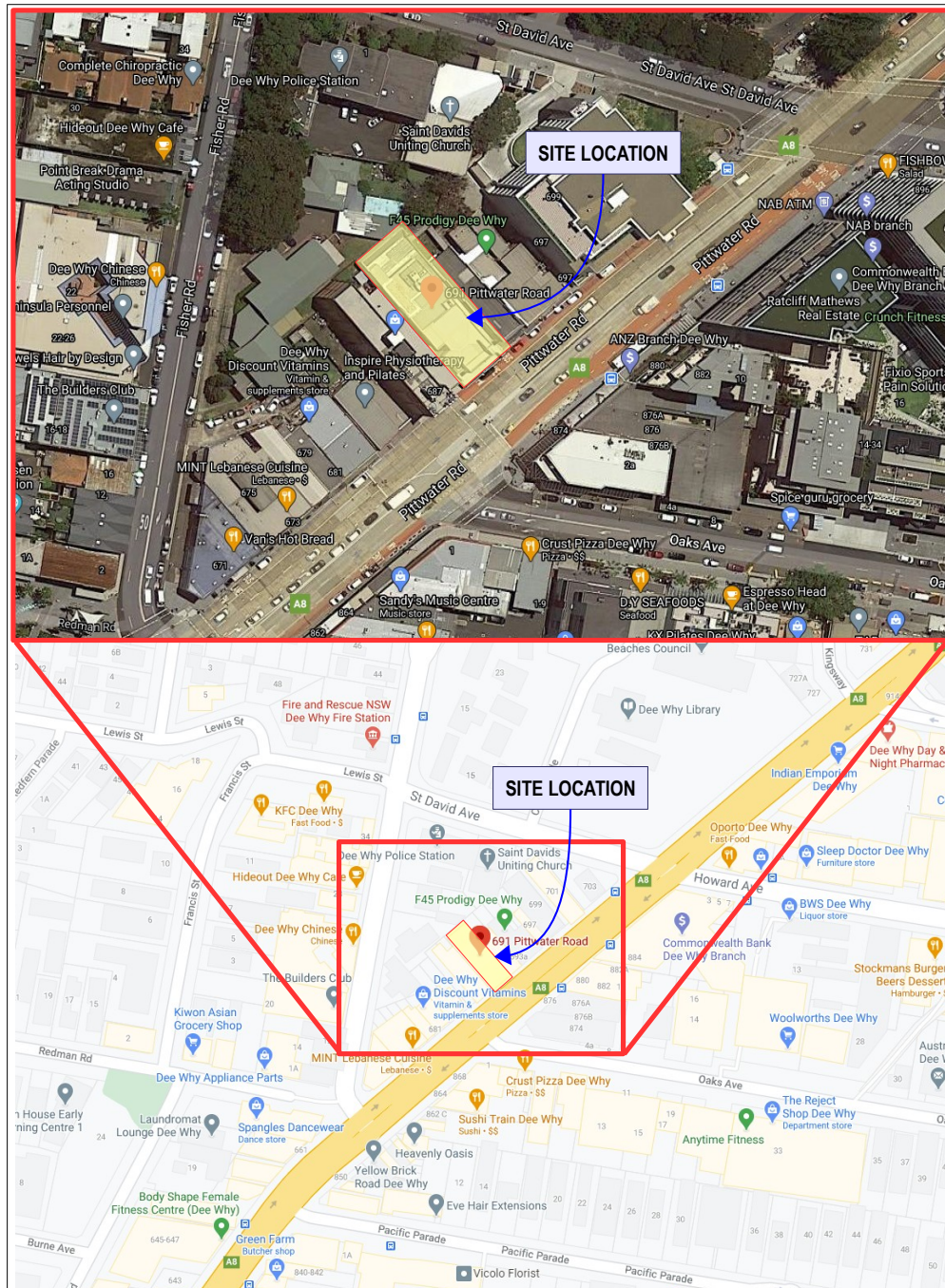


Figure 1. Site location.

## 2.2 Traffic Conditions

### 2.2.1 Street characteristics

- Refer to **Figure 2**.
- The key roads around the proposed development is described below.
  - Pittwater Road
    - State road (MR 159)
    - 4 travel lanes and parking opportunities on both sides
  - St David Avenue
    - Local road
    - 2 travel lanes and parking opportunities on both sides
  - Fisher Road
    - Regional road (MR 7347)
    - 2 travel lanes and parking opportunities on both sides
  - Oaks Avenue
    - Local road
    - 2 travel lanes and parking opportunities on both sides
  - Other streets in the surrounding area are local/local collector roads. Street conditions are typical for a residential area, with low to moderate traffic volumes
    - General speed limit is 50 km/h on local streets around the site.





**Figure 2. Street characteristics.**



## 2.3 Provision for travel modes other than private car

### 2.3.1 Public transport

#### Bus

- The site has very good public transport provision, with bus stops within very close walking distance from the site (approximately 30 and 50 metres).
  - Refer to **Figures 3 and 4.**
- The closest bus stop is the Dee Why Shops, Pittwater Rd bus stop which is approximately 30 metres walking distance from the site.
  - It services bus routes 146, 154X, 158, 160X, 169, 169X, 185 and 199.
    - It has very frequent services that operate approximately every 2-5 minutes for the morning and afternoon peak hours.
    - Routes 169 and 169X are express bus services that will help passengers reach Wynyard station (Sydney CBD) from the site or the site to Wynyard Station (Sydney CBD) within an hour.
- There is another bus stop within 50 metres walking distance from the site, Dee Why B-Line, Pittwater Rd.
  - It services bus routes 151, 178, 178X, 179X, 180, 180X, 183X, 185X, 188, 190X and B1.
    - It has very frequent services that operate approximately every 2-5 minutes for the morning and afternoon peak hours.
    - Route B1 is a high volume express bus service that will help passengers reach Wynyard station (Sydney CBD) from the site or the site to Wynyard Station (Sydney CBD) within half an hour.
    - The remaining bus routes will help passengers reach Wynyard station (Sydney CBD) from the site or the site to Wynyard Station (Sydney CBD) within 40 minutes to an hour.
  - The morning peak hours were between 6:30 a.m. and 9:30 a.m. and the afternoon peak hours were between 3:30 p.m. and 6:30 p.m.

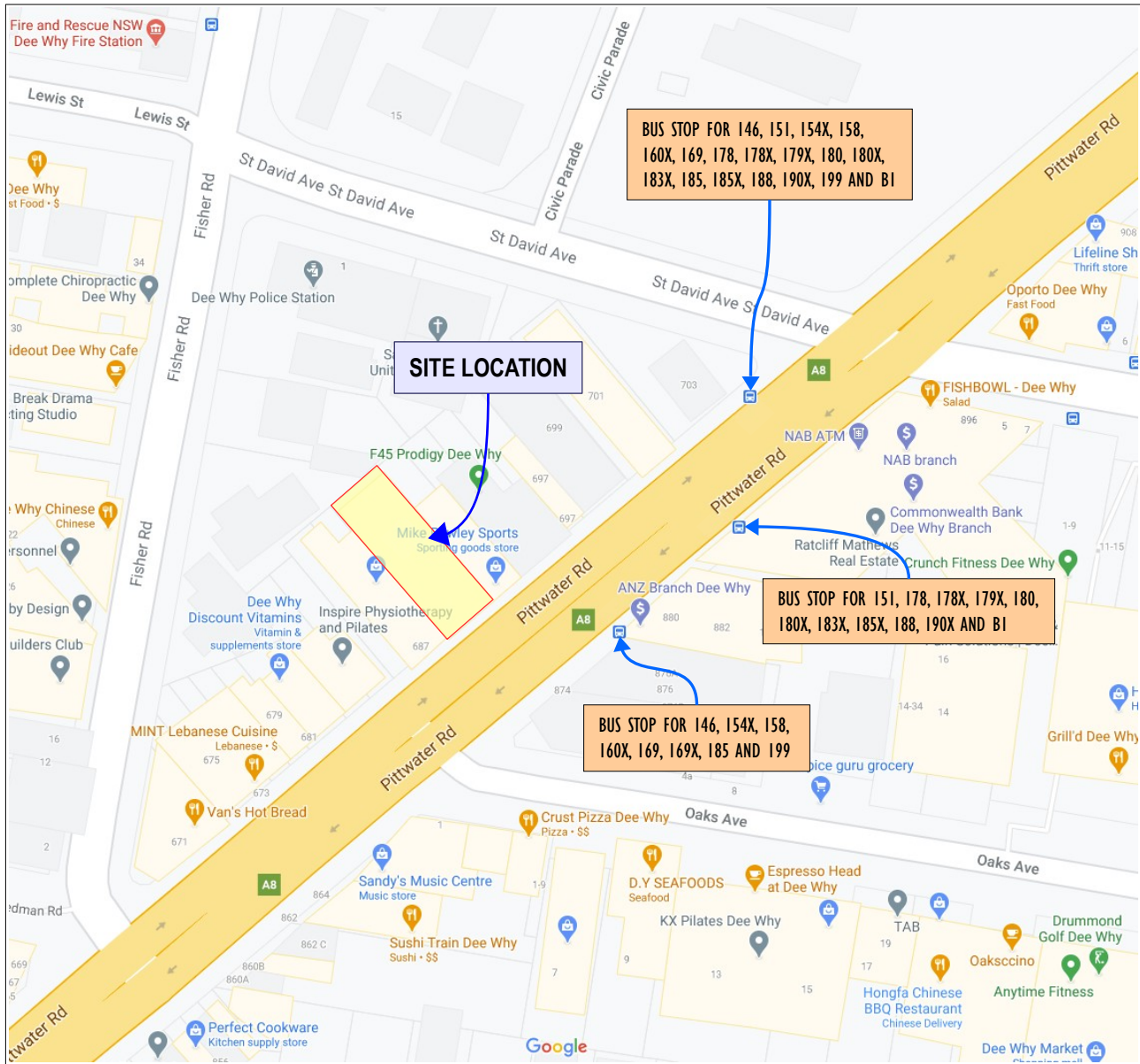


Figure 3. Public transport.

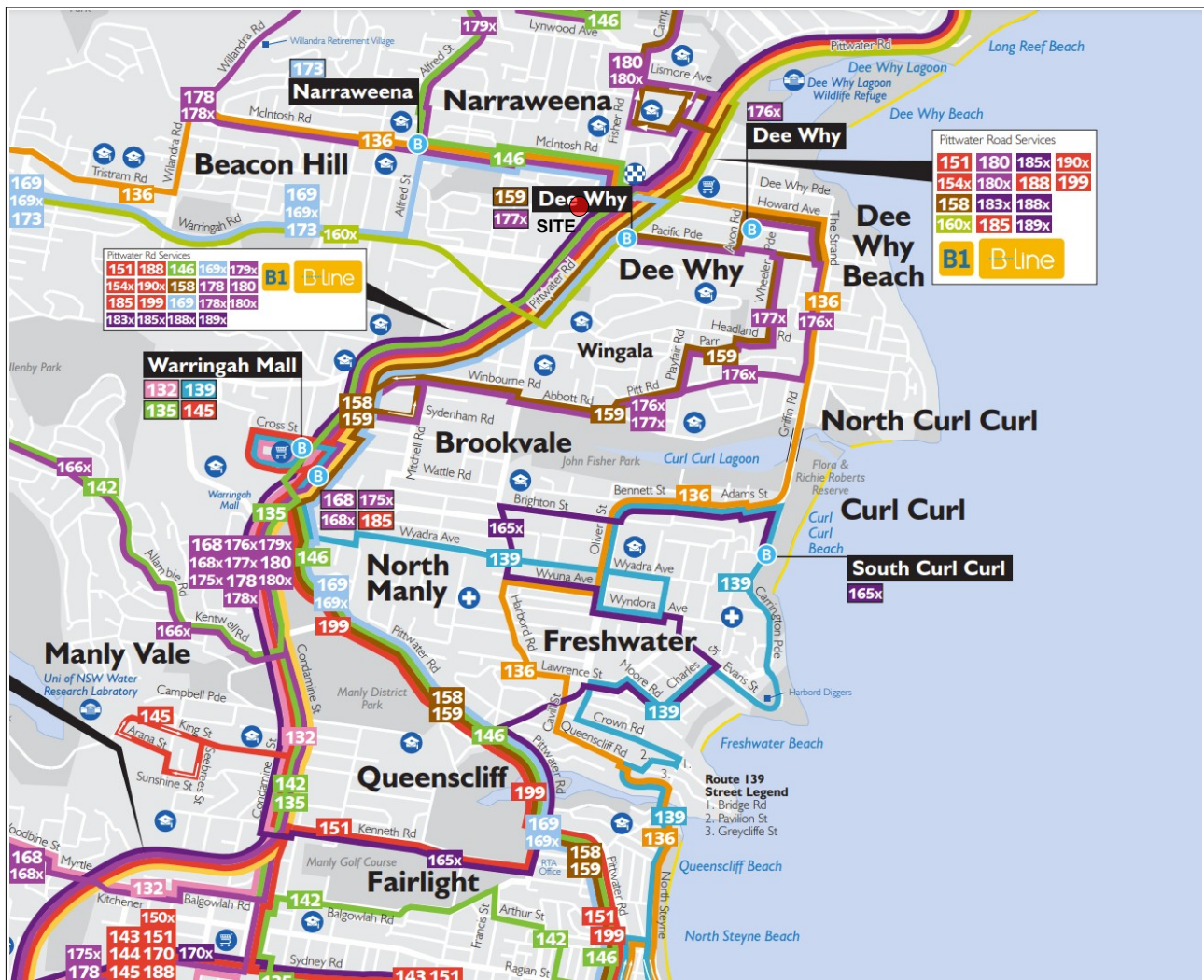


Figure 4. Extract from the northern beaches bus route map.

### 2.3.2 Bicycles

- There are on-road hybrid cycling lanes near the site (approximately 200 m) on Pacific Parade and Griffin Road.
  - Refer to **Figure 5** for the existing bicycle network.
- Provides connections to local suburbs such as Wingala and North Curl Curl, to the south, Collaroy, to the north and Beacon Hill, to the west.
- Fifteen (15) bicycle parking spaces are proposed.
  - Thirteen (13) of these spaces will cater for residents, who will use these spaces for long-term parking.
  - Two (2) of these spaces will cater for employees or visitors, who will use these spaces for short-term parking.
  - Residents can also park their electric bikes in these spaces when required.

### 2.3.3 Walking

- The site has excellent walking conditions.
  - Paved footpath connections are provided around the site (providing access to bus stops) and also between the site and bus stops.
    - Refer to **Figure 6**.
- The surrounding streets have standard footpaths on both sides of the road.

### 2.3.4 Motorcycles

- Thirteen (13) motorcycle parking spaces are proposed after the rear site access becomes available.
  - These spaces will cater for residents (long-term parking) that will access the site using motorcycles/scooters. It is expected that this motorcycle/scooter parking provision will reduce the need to use cars.

### 2.3.5 Car share spaces

- It is anticipated that in the future, an easement or right of way (ROW) laneway will be provided to the northern side of the site. When the rear lane is constructed, car parking spaces will be provided at the rear of the site.
  - Two (2) of the proposed eight (8) car parking spaces at the rear of the site will be allocated to car share services.
    - This will negate or substantially reduce the need for private car ownership and encourage the use of sustainable transport.
- It must be noted that the developer of the subject site has access to the development located at 5 Mooramba Road, approximately 400 m from the site.
  - In the short term, before provision of the rear laneway, two (2) of the existing car parking spaces at 5 Mooramba Road will be leased to the new development.
  - Furthermore, a private car share service will be organised using these two spaces, equivalent to ten (10) regular spaces.
- There are GoGet car share services approximately 150, 450 and 700 m walking distance from the site.
  - There are two (2) cars available for booking in the nearest GoGet car share service, a Toyota Corolla and a mini van.
  - Refer to the Transport Access Guide (TAG) attached in the **Appendix** for the location of the GoGet share services.



### 2.3.6 Commuter car park spaces

- One hundred and twenty-one (121) dedicated commuter car park spaces have been constructed as part of the Dee Why Police and Community Youth Club (PCYC).
  - Residents, staff and visitors can park in these spaces for 18 hours for free with a valid opal activated ticket for the day.



Figure 5. Existing bicycle network.



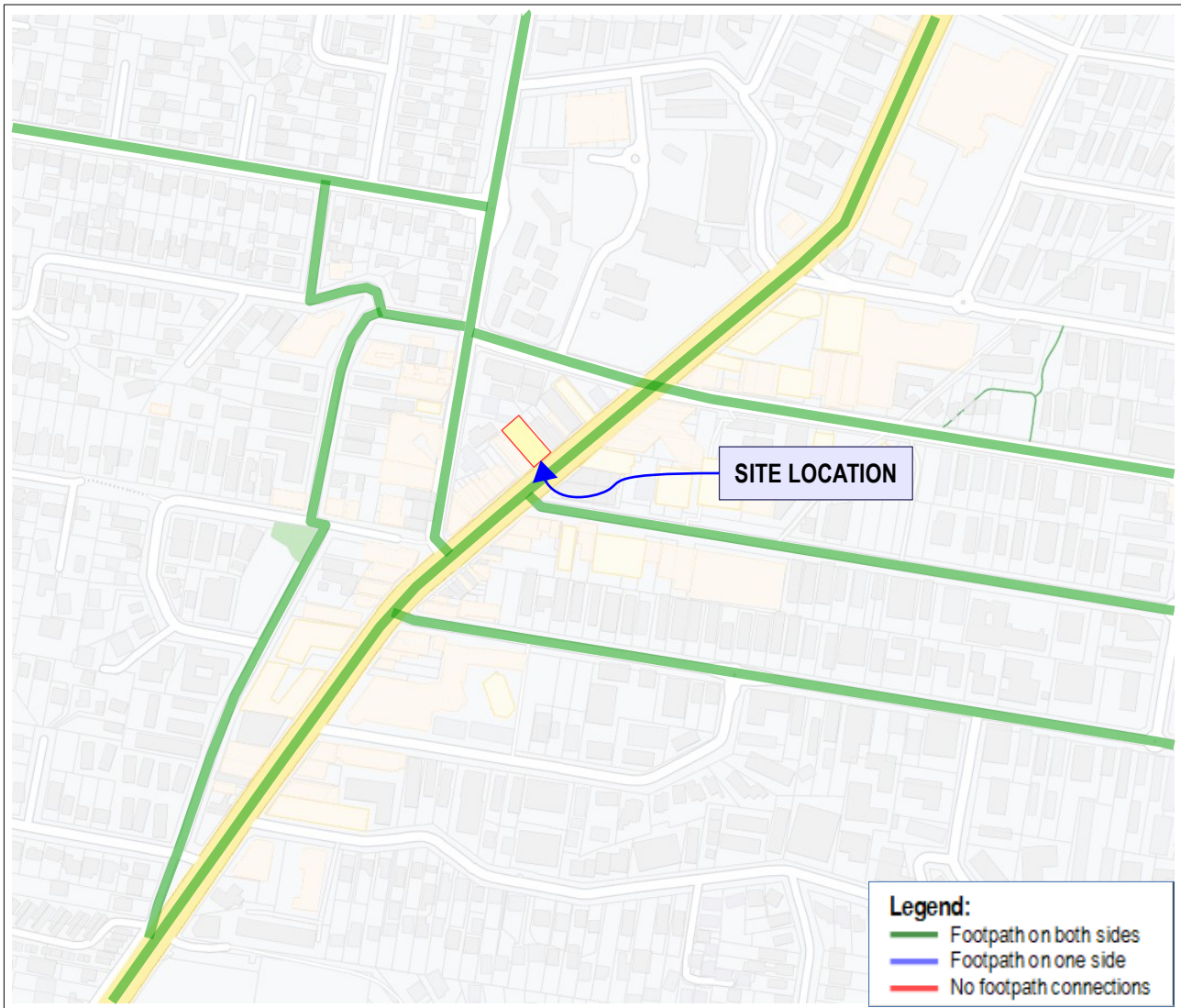


Figure 6. Pedestrian footpath network.

### 3 GREEN TRAVEL PLAN

#### 3.1 Strategic aims

- The following strategic aims have been identified for the Green Travel Plan.
  - Decrease car usage and increase active transport and public transport participation.
  - Support active travel by educating, motivating and encouraging residents and staff.
  - Control the use of the existing parking facilities to reduce pressure on the surrounding streets from residents and staff.

#### 3.2 Action plans

- The following actions are proposed to achieve the strategic aims.

##### 3.2.1 Transport Access Guide

- It is recommended that a Transport Access Guide (TAG) be printed and distributed to promote travel modes other than car.
  - A TAG provides information on sustainable forms of transport namely public transport, cycling and walking around the site.
  - TAGs are a NSW Government initiative to reduce car usage, ease congestion on the existing road network, and promote the use of active transport to improve general health and well-being.
  - As discussed in **Section 2.3 Provision for travel modes other than private car**, there are multiple forms of non-car travel modes around the area. There is a good potential to reduce car-parking reliance in the area by shifting the focus to these non-car travel modes.
  - The provision of TAGs to residents and staff is likely to encourage the use of the aforementioned public transport and active transport.
- TAGs should be included in the inception package for all new staff.
- TAGs shall be distributed to residents and staff.
- A link to the PDF version of TAG shall be included on the development occupant's web page.
  - Refer to **Appendix** to this report.
    - The current TAG has been updated to include bicycle parking and car share services which will be provided for the future development.

##### 3.2.2 Encourage use of public transport

- Providing financial incentives to promote public transport for staff and residents will most likely increase non-car travel modes. The following options are available.
  - One-off provision of Opal cards with limited amount (\$20 recommended) to staff who would drive, to encourage trial use of public transport.
  - Investigate the feasibility of salary packaging long term public transport tickets.
  - Implement a salary deduction scheme for annual public transport passes.
  - Promote use of real time public transport applications for smart phones (e.g. TripView), subsidise purchase of Pro versions (typically \$3-\$5 per installation).
  - Organise sessions of personal travel planning for staff, including education on use of smartphone travel apps.

- Providing incentives to promote public transport for new residents will also increase non-car travel modes. The following options are available.
  - One-off provision of Opal cards with limited amount (\$20 recommended) to residents who would drive, to encourage trial use of public transport.
  - Promote use of real time public transport applications for smart phones (e.g. TripView), subsidise purchase of Pro versions (typically \$3-\$5 per installation).
  - Organise sessions of personal travel planning for residents, including education on use of smartphone travel apps.
  - Providing brochures that detail the use of the GoGet car share services.
  - Providing free one-off low usage membership fee for the GoGet car share service. This fee will be \$35 for any leases of 12 months or more.

### 3.2.3 Encourage cycling

- The proposed development will include provisions for cyclists (15 bicycle racks). This level of provision will be sufficient to cater for cyclists in the near future.
  - Additional bicycle parking can be provided in the future if it is ascertained that there will be a justifiable demand.
    - Can be determined by regularly checking bicycle parking usage and by regular surveys.
  - Ten (10) of these bicycle spaces can be used for electric bikes.
- Provide cyclists' equipment (pump, puncture repair kit etc.) to encourage cycling.

### 3.2.4 On-street parking restrictions

- Parking restrictions exist within the nearby streets.
  - There are time restrictions within the on-street parking provision. This already discourages residents and staff from using on-street parking.
  - Time restrictions are likely to increase parking turnover by customers and visitors of the retail/commercial components, thus reducing overall parking demand.

### 3.2.5 No excuse zone

- Consider introduction and promotion of 'No Excuse Zone'. 'No Excuse Zone' maps are designed to use the 'guilt' philosophy and thus to discourage car travel by indicating distances on a map considered to be comfortable walking and cycling distances for a reasonably fit person.
  - The information provided on these maps is very similar to TAG's.
  - Like TAG's, No Excuse Zone maps can be distributed both physically (to all residents and staff) and electronically.

### 3.3 Review method

#### 3.3.1 Transport Access Guide

- The TAG is to be reviewed annually and updated if necessary to include any new bus and/or cycling routes in the surrounding area.
- Monitoring
  - A questionnaire survey is suggested to determine if travel patterns for residents and staff has changed.
  - A parking accumulation survey is also recommended to determine if car parking demand had shifted since the introduction of the TAG.
    - Surveys are recommended to be carried out biannually.

#### 3.3.2 Encourage use of public transport

- Administration to monitor staff car and non-car travel mode share on a quarterly basis for the first year after introduction of incentives, then annually.

#### 3.3.3 Encourage cycling

- It is recommended that a simple visual survey be performed by staff regularly during busy days, to determine if there is any unmet demand for bicycle parking.

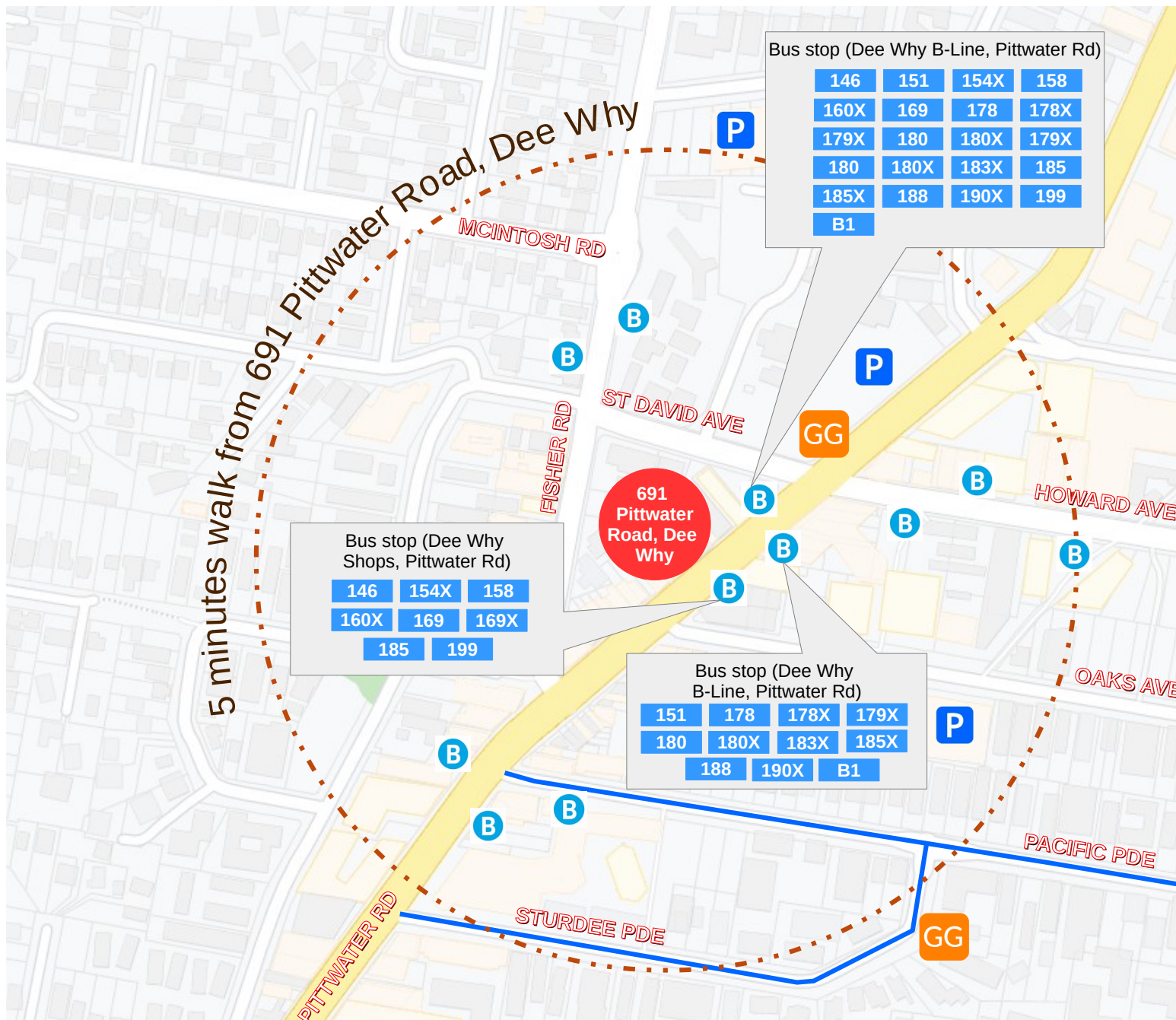
#### 3.3.4 No excuse zone

- A questionnaire survey of residents and staff is recommended to be carried out biannually, to determine if they switched over to non-car travel modes.

## **Appendix**

### **Transport Access Guide (TAG)**





## Accessing 691 Pittwater Road, Dee Why NSW 2099

**691 Pittwater Road, Dee Why NSW 2099**  
64-unit boarding house with a small office and retail component (includes 15 bicycle parking spaces)

Office and retail hours: Monday to Friday - 9:00 a.m. to 5:00 p.m.  
Saturday to Sunday - Closed

**Approximate travel times to/from 691 Pittwater Road, Dee Why**

	By Foot	By Cycle
Dee Why Shops, Pittwater Rd	1 min	1 min
Dee Why B-Line, Pittwater Rd (North)	2 min	1 min
Dee Why B-Line, Pittwater Rd (South)	2 min	2 min

### Key

- P** Public parking
- GG** GoGet car share service
- B** Closest Bus Stop
- On Road Cycle Route - Low/Medium Traffic**

All bus routes mentioned are accessible