

Attachment C8

Proponent Preliminary Travel Plan

Appendix E – Preliminary travel plan

Preliminary Travel Plan

Burrows Industrial Estate - Planning Proposal
1-3 Burrows Road, Alexandria

Ref: P0115r02
2 March 2020

Document Control

Project No: P0115

Project: Planning Proposal, 1-3 Burrows Road, St Peters – Sustainable Travel Plan

Client: Goodman Property Services (Aust) Pty Limited

File Reference: P0115r02v03 PP_GTP_1-3 Burrows Rd, St Peters.docx

Revision History

Revision	Date	Details	Author	Approved by
-	05/02/2020	Draft	M. Tangonan	A. Rasouli
1	13/02/2020	Issue I	S.Hu	
2	28/02/2020	Issue II	M. Tangonan	A. Rasouli

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1 Introduction

1.1 Background

Ason Group has been engaged by Goodman Property Services (Aust) Pty Limited to prepare a preliminary Travel Plan to support a Planning Proposal application at 1-3 Burrows Road, St Peters (The Site).

The City of Sydney (CoS) Council requires a Travel Plan (TP) to be submitted for all developments over a certain size, or where deemed appropriate by Council as part of a Design Excellence Strategy approved by the Consent Authority in part of the submission. Normally, this is required to support a Development Application or post-approval stage of development and therefore premature at the time of this Planning Proposal. Nevertheless, this plan has been prepared to reinforce Goodman's commitment towards sustainable development, to inform traffic impact assessment investigations and more importantly in response to the CoS requirement for this particular Planning Proposal.

Preparation of the Travel Plan will assist in:

- Removing barriers to active travel for all Site employees and visitors; and
- Maximising the number of people who walk, cycle or utilise public or active transport to and from the Site.

Having regard for the above, this TP aims to prioritise the usage of active and public transport modes over private vehicle usage, supporting City of Sydney's vision to create a green, global and connected city.

This TP is intended to develop a package of site-specific measures to promote and maximise the use of sustainable travel modes, including walking, cycling, public transport and car sharing. In this regard, this plan sets out objectives and strategies to assist the City of Sydney in achieving its goal to improve sustainability. These targets are to be realistic but ambitious enough to initiate substantive behavioural change to achieve the desired outcomes.

As a 'living' document, this TP should be updated regularly as part of an ongoing review to ensure it remains relevant and reflective of current conditions.

1.2 Site Location

The Site is located at 1-3 Burrows Road, St Peters, adjacent the WestConnex St Peters interchange, as shown in **Figure 1**.



Figure 1: Subject Site Location

1.3 References

In preparing this TP, Ason Group has referenced the following key planning documents that are relevant to development at the Site:

- TfNSW, Future Transport Strategy 2056, March 2018,
- Department of Planning & Environment, A Plan for Growing Sydney, December 2014,
- Greater Sydney Commission, Our Greater Sydney 2056: Eastern City District Plan, March 2018,
- TfNSW, Sydney's Walking Future, December 2013,
- TfNSW, Sydney's Cycling Future, December 2013,
- TfNSW, Sydney's Bus Future, December 2013,
- City of Sydney Development Control Plan 2012, and
- City of Sydney Local Environmental Plan 2005.

2 Strategic Planning Context

2.1 Future Transport 2056 Strategy

Future Transport 2056 Strategy is an overarching strategy supported by a suite of plans to achieve a 40-year vision for the state-wide transport system. The strategy suggests that it is essential to encourage people to use active and public transport through the following methods:

- Expanding public transport networks
- Integrating walking and cycling networks

2.2 A Plan for Growing Sydney

A Plan for Growing Sydney's aim is to develop a competitive economy with world-class services and transport; to deliver greater housing choice to meet our changing needs and lifestyles, to create communities that have a strong sense of wellbeing, and to safeguard our natural environment.

2.3 Our Greater Sydney 2056: Eastern City District Plan

The Eastern City District Plan aims to improve the District's lifestyle and environment assets. One of the potential direction indicators is the Expanded Greater Sydney Green Grid, which will provide green links to support walking, cycling and community access to open space.

In this regard, this plan indicates the potential improvements of the active and public transport infrastructure near the proposed Site in the future. As presented in **Figure 2**, it is situated close to 2 strategic centres; Green Square and Mascot, and is adjacent to a Green Grid Opportunity corridor in Bourke Road, as well as the Alexandria Canal Opportunity area. There is potential for the development to positively contribute towards this goal.

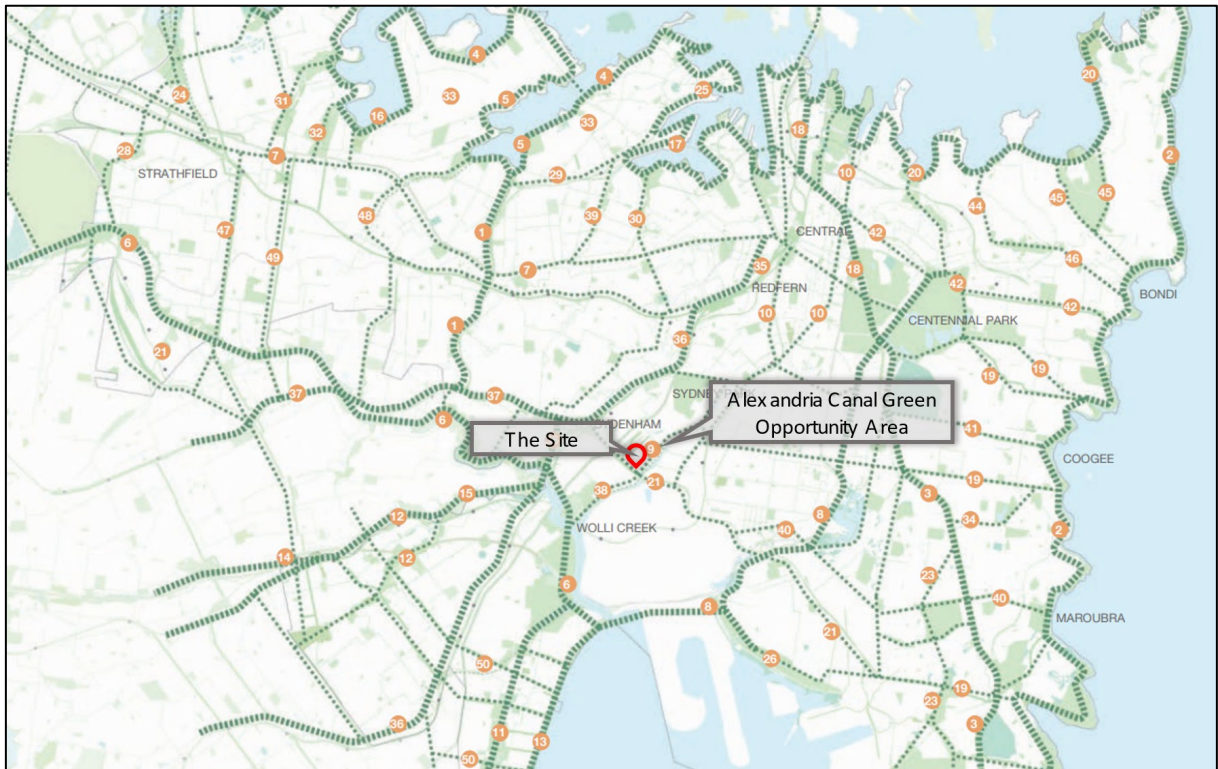


Figure 2: Central District Green Grid Project Opportunities¹

2.4 Sydney's Bus Future 2013

Sydney's Bus Future has been developed to deliver simpler, faster and better bus services for customers, and attract more customers to use bus services throughout Sydney. A three tiered network will operate with each level delivering a defined level of service, consistency and reliability throughout Sydney. 113 rapid bus routes and 20 major suburban bus routes are proposed to strengthen connections between key town centres, which will ultimately improve travel times to the Site.

2.5 Sydney's Walking Future 2013

Getting people in Sydney to walk more through actions that make it a more convenient, better connected and safer mode of transport is a key objective of this strategy. The basis of Sydney's Walking Future is to promote the benefits of walking through additional infrastructure, technologies and good policy which will ultimately benefit the 140-154 Bourke Road, Alexandria.

¹ Sydney Green Grid Plan 4: Central District

<https://www.governmentarchitect.nsw.gov.au/projects/sydney-green-grid>

2.6 Sydney's Cycling Future 2013

Sydney's Cycling Future seeks to get people in Sydney to cycle more through providing a more convenient, better connected and safer mode of transport. The NSW Government will focus on completing links within a 5-kilometre catchment of major centres in the short term and expand to a 10-kilometre catchment in the longer term.

3 Site Audit & Data Collection

3.1 Existing Facilities

An audit of the locality has been conducted to determine the existing public transport services and active transport facilities in the area, as well as current modal split associated with travel to/from the area. The audit considered the following:

- Public transport services in the area, including proximity to the site, frequency of services and accessibility,
- Location of nearby car share pods,
- Existing bike and pedestrian facilities, including accessibility, connectivity and safety, and
- Existing mode-split data for the Site and local area.

The results of that audit are outlined below.

3.2 Surrounding Public Transport Services

3.2.1 Rail Services

The *Integrated Public Transport Service Planning Guidelines*, Sydney Metropolitan Area (TfNSW, December 2013), states that train services influence the travel mode choices of areas within 800 metres walking distance (approximately 10 minutes) of a train station. There are currently no existing rail services present within this distance surrounding the Site. However, the location itself sits between Sydenham Station approximately 2km to the west and Mascot Station 1km to the south-east.

The rail stations are presently accessible via:

- Walking & Cycling, or
- Bus connections

Train frequencies of the accessible lines via the two stations are summarised in **Table 1**.

Table 1: Train Frequencies

Line – Station	Southbound / Eastbound	Northbound / Westbound	Total
<i>T3 Bankstown Line: Sydenham Station</i>			
Morning Peak Hour (7AM-9AM)	24	16	40

Evening Peak Hour (4PM-6PM)	12	20	32
<i>T4 Eastern Suburbs & Illawarra Line: Sydenham Station</i>			
Morning Peak Hour (7AM-9AM)	13	23	36
Evening Peak Hour (4PM-6PM)	12	12	24
<i>T8 Airport & South Line: Sydenham, Mascot Station</i>			
Morning Peak Hour (7AM-9AM)	18	17	35
Evening Peak Hour (4PM-6PM)	16	19	35

In this regard, it is expected that the Site has high potential to promote the use of public transport through a variety of strategies, including improving connectivity via public or private transport, or lobbying for improving cycling and pedestrian networks connecting the Site to the above train stations.

3.2.2 Bus Services

TfNSW guidelines state that bus services influence the travel mode choices of sites within 400 metres walk (approximately 5 minutes) of a bus stop.

In this instance, bus stop facilities are situated along the Canal Road boundary of the Site, serviced by route 418 – Kingsford to Burwood via Mascot. The service operates every 20 minutes both north and southbound during the network peaks. Routes 305 and 357 are also within 800 metre walking distance of the Site; providing connections to Bankstown and Kingsford.

A summary of bus routes in close proximity to the Site is summarised in **Table 2**.

Table 2: Existing Bus Services

Route No.	Route Description	Average Weekday Service Frequency	
		Northbound / Westbound	Southbound / Eastbound
305	Mascot Stamford Hotel to Redfern	PM peak - 30 min	AM peak - 30 min
357	Mascot to Bondi Junction via Kingsford & Randwick	AM peak - 20 min PM peak - 20 min	AM peak - 20 min PM peak - 20 min
418	Kingsford to Burwood via Mascot	AM peak - 20 min PM peak - 20 min	AM peak - 20 min PM peak - 20 min

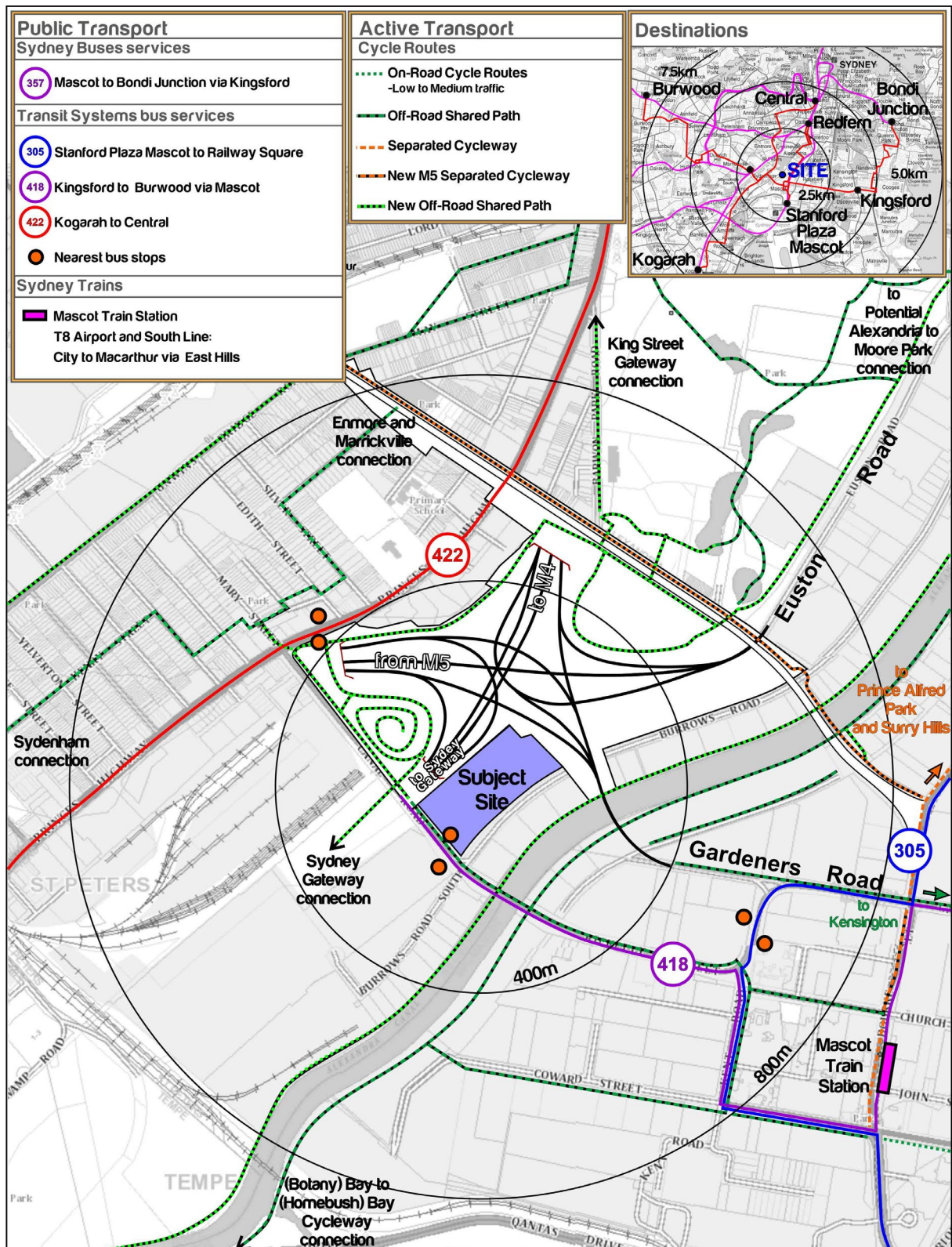


Figure 3 Public and Active Transport Networks

3.3 Car Share

Currently, there are available car share pods (GoGet) in a number of locations in proximity of the Site. Notwithstanding, there is potential for additional car share spaces — by GoGet and/or other service providers — to be provided within the locality in the future, following further development of the area.

Several GoGet on-street “Pods” are readily available north-west of the Site.

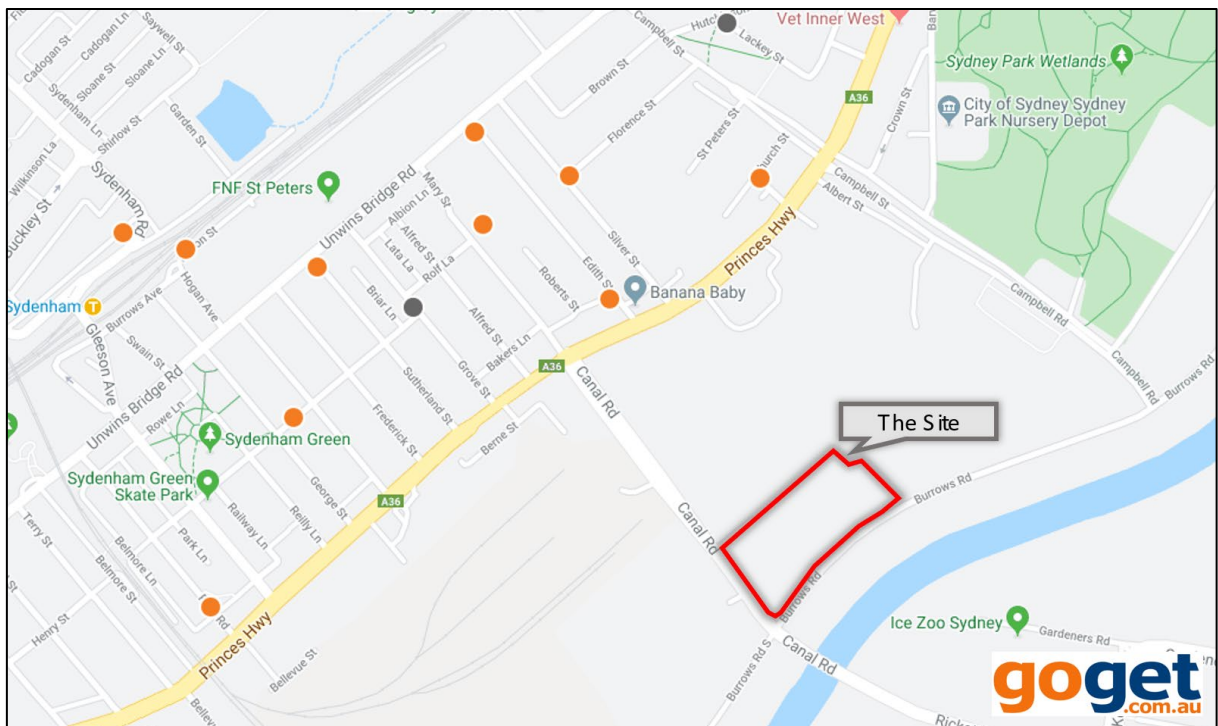


Figure 4: GoGet Car Share Pods

3.4 Pedestrian and Cycling Network

Pedestrian footpaths are provided on both sides of Burrows Road and Canal Road in the vicinity of the Site. The intersection of Burrows Road and Canal Road also provides pedestrian crossings on 3 approaches (N, E & W). Therefore, the Site is considered to have sufficient pedestrian accessibility.

An existing dedicated cycleway runs along the western side of Bourke Road from Mascot Station to Prince Alfred Park and Surry Hills. Beyond this, there is limited cycling connectivity in proximity of the Site. However, it should be noted that there are planned cycling connectivity improvements accompanying the New M5 Project for the locale, providing welcome incentive to access the Site via the cycling network.

4 Objectives

The primary objectives of this TP is to:

- Reduce the environmental footprint of the development,
- Reduce the reliance of private vehicle usage to and from the Site,
- Promote the use of public and shared transport modes,
- Promote the use of active transport modes (including walking and bicycling), particularly for short-medium distance journeys,
- Encourage a healthier, happier and more active social culture.

Having regard for the above, this Plan adopts the following movement hierarchy with priority given to 'active transport', followed by mass public transport and lastly the use of cars and other private vehicles.

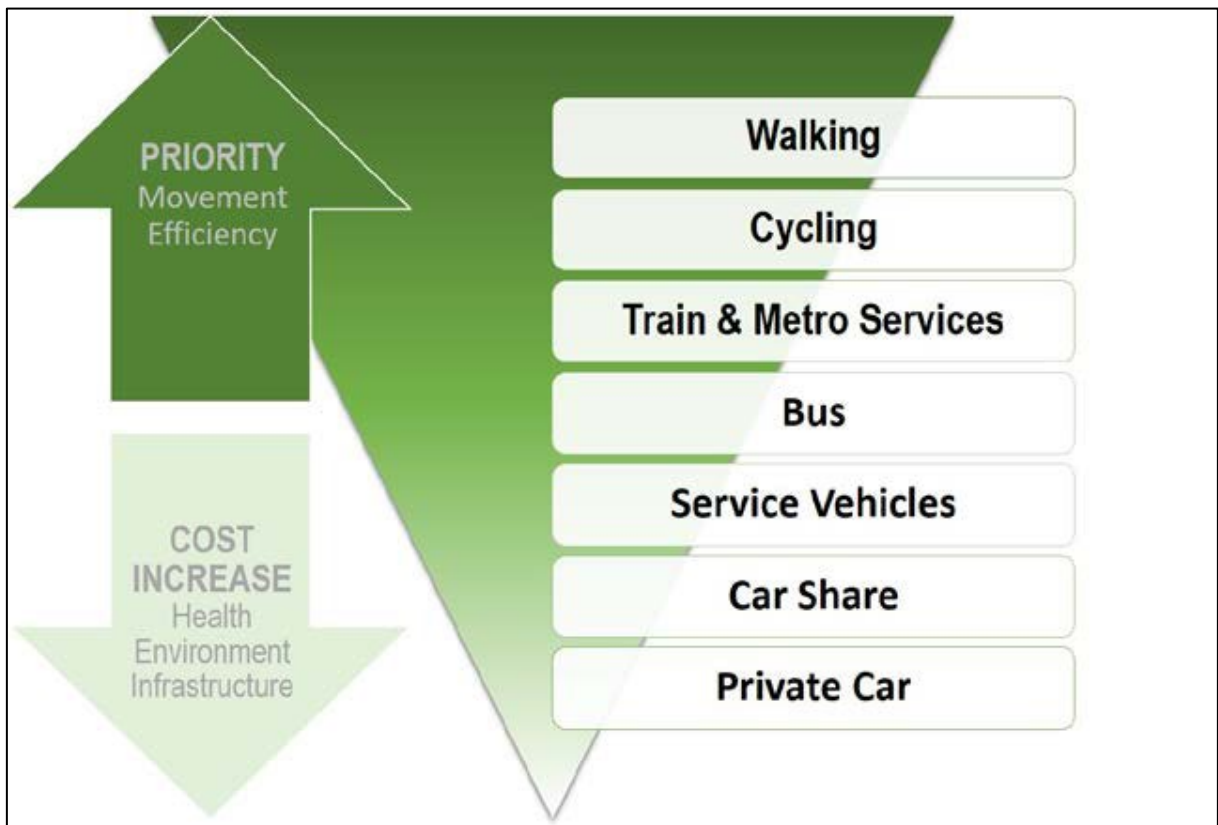


Figure 5: Movement Hierarchy

4.1 Travel Mode Share Objectives

Existing travel patterns of the employees within the surrounding locality were surveyed as part of the 2016 Census and presented in the Journey to Work (JTW) data sourced from the Australian Bureau of Statistics. The results from the JTW modal split (excluding the 'Did Not Travel To Work' option) is broken down in **Figure 6**.

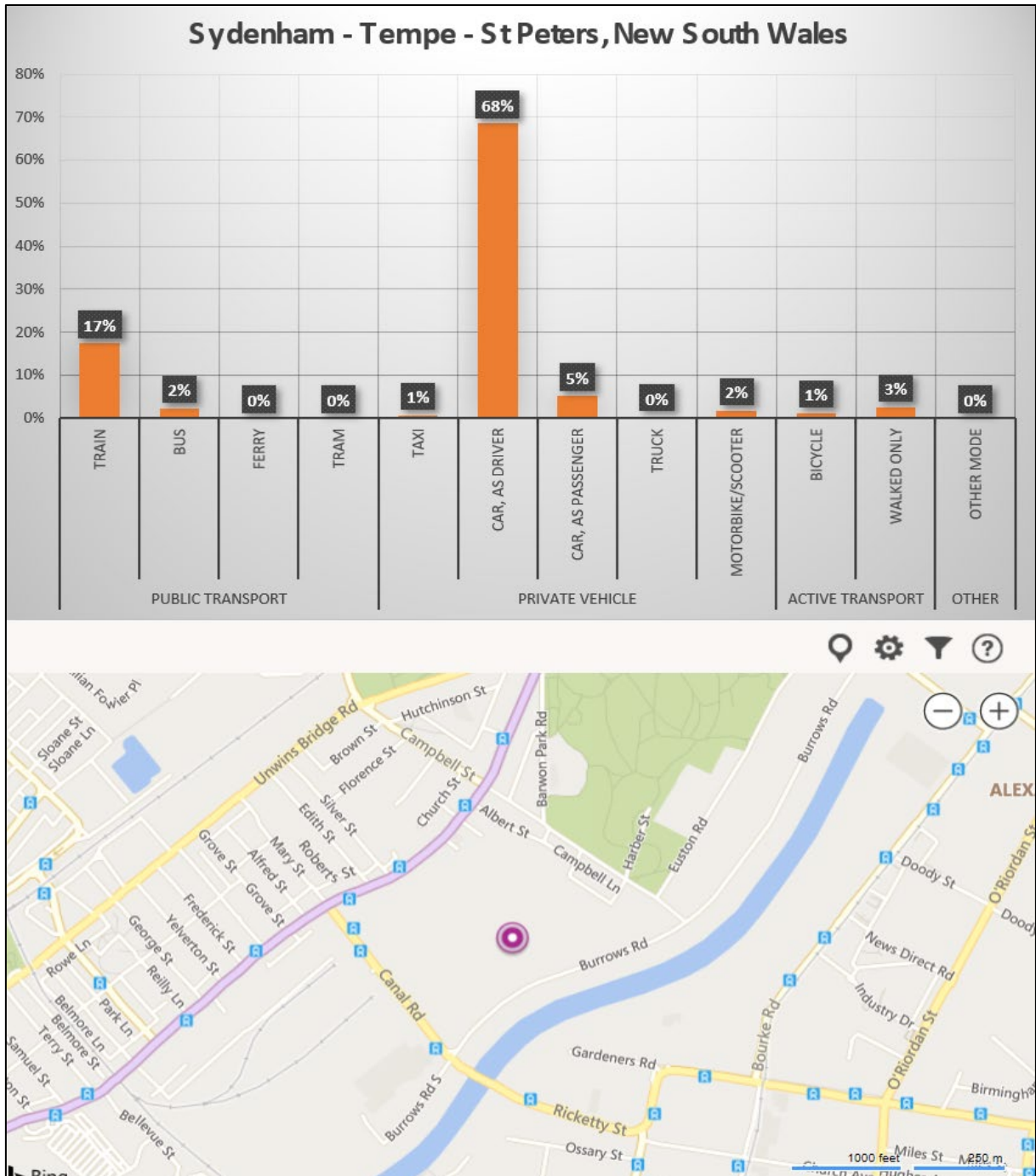


Figure 6: Journey-To-Work Travel Mode Share

Modal share data of the travel zone demonstrates a high dependency on private vehicle usage, at 73% (vehicle driver and vehicle passenger) comparatively to that of public transport and active transport, accounting for approximately 20% and 4%, respectively. Surrounding travel zones have accordingly been assessed to indicate that these modal dependencies are generally consistent.

In order to meet the goals highlighted above, the TP intends to undertake actions and processes that shift modal travel away from private vehicle usage, and towards public and active transport modes.

Table 3 sets modal share targets with the intention to encourage commuters to undertake greener alternatives.

Table 3: Mode Share Targets

Transport Mode	Existing	Proposed	Change
Walking	3%	3%	0%
Cycling¹	1%	8%	+ 7%
Train²	17%	25%	+ 8%
Bus	2%	2%	0%
Other³	4%	7%	+ 3%
Vehicle Passenger	5%	5%	0%
Vehicle Driver	68%	50%	- 18%

Notes:

1. The increase in cycling mode share relies on existing and future bicycle networks accessible by the site.
2. Train mode share target from TfNSW's 'More Trains, More Services' Future Strategy
3. Other references the potential introduction for existing shuttle services to the Site.

The specified modal share targets consider recent shifts in travel patterns, recognising that significant development, promotion and incentives towards public and active transport modes have been undertaken by City of Sydney since the JTW data collection in 2016.

Additionally, the targets are based on reasonable inference on the basis of existing and proposed infrastructure that will work to encourage the modal shift away from private vehicles.

Summarising the targets, the intention of this TP is to significantly reduce private vehicle usage, as supported by the provision of parking of the development, and to increase staff reliance on public and active transport methods. These targets are set to be realistic but ambitious enough to initiate substantive behavioural change in order to achieve desired outcomes.

Measures and strategies to achieve these targets are discussed in **Section 5**.

5 Action Plan

5.1 Action Plan Strategies

In order to facilitate change, a series of action plan measures have been established in **Table 4**. Included in the Action Plan is the designation of a Travel Plan Coordinator (TPC) role to oversee implementation and monitoring of the Plan. The purpose of these measures and strategies is to incentivize action, improve connectivity and enable change.

Table 4: Action Plan Implementation Table

Strategy	Action	Implementation	Responsibility
1. General			
1.1 Travel Plan Coordinator	Establish a Travel Plan Coordinator to engage in the Strategy Implementation table included in this TP.	The Travel Plan Coordinator's role is outlined further in Section 6.1 .	Goodman
1.2 Site-specific TP	Preparation and maintenance of site-specific TP's for individual tenancies within the Site	To be prepared prior to the units are occupied by a new tenancy.	TPC
1.3 Estate Manual	Provide an "Estate Manual" for new tenancies, highlighting alternate modes of transport other than use of a private vehicle.	Goodman will include a GTP within the 'Estate Manual' which is provided to all Tenants who will occupy the site.	Goodman
1.4 Review	Review of TP as a regular item on the agenda for the Tenant / Landowner.	The TP should be used as a metric to gauge success in achieving the outline mode share goals.	TPC
2. Active Transport (Walking & Cycling) – Target Mode Share: 11%			
2.1 Provision of End of Journey Facilities	The provision of showers, change rooms, and lockers, allowing active transport commuters to take advantage of facilities.	LEP 2012 allows for conditional floor space bonuses to be provided for end of journey facilities.	Goodman
2.2 Shared Bicycle Fleets	Building Management to consider provision of private bicycle fleets on-site to facilitate point-to-point mobility (Eg. from train stations to the Site)	Utilisation of on-site bicycle parking facilities, or the provision of space to a private bicycle fleet company to facilitate fleet storage and encourage multi-modal travel for connections to rail infrastructure.	Goodman / Tenant
2.3 Green Travel Credit	Incentivize active transport methods through economic means	Establish a credit system for active transportation to use on public transport or other benefits. Eg. provide credit incentive per kilometre travelled by bicycle/ distance walked to work.	Tenant
2.4 Cycleway Extension	Extension of cycleways to provide more direct and safer connections to interchange nodes and/or existing networks.	Goodman to petition City of Sydney for consideration of viable connectivity options for existing cycleway.	TPC / Goodman (for action by CoS)

Strategy	Action	Implementation	Responsibility
2.5 Community events	Promote participation in broader community activities and events, to increase awareness of active transport accessibility.	Events may include: — National Ride2Work Day activity — Walk to Work Day — and other similar events.	Tenant
2.6 Business / site-specific activities	Development of further site-specific activities designed to get people moving with a reward for participation	For example, management can encourage staff to participate in a competition to see who can get the most 'steps' in a given time period; similar to September activities.	Tenant
2.7 Pedestrian/ bicycle routing through site	Clearly indicate active transport routes through site to enable clearer and safer accessibility and connectivity through site.	Provide line-marking, signage and infrastructure appropriate for travel modes through site.	Goodman
3. Public & Site-Specific Transport (Trains, Buses & Shuttles) – Target Mode Share: 34%			
3.1 Shuttle Service Introduction	Introduce shuttle service available for tenancies on-site with point-to-point connections with major interchanges.	Investigate opportunities for shuttle service access to Sydenham Station, increasing network catchment and connectivity.	Goodman / TPC
3.2 Travel Pass loan schemes	Commercial businesses could consider subsidising staff travel passes to increase public transport use.	Subject to individual owner/tenant negotiation.	Tenant
3.3 Public Transport Service Improvement	Advocate to TfNSW for improved public transport services in response to increased development within the surrounding area	Goodman to petition or request for consideration of additional services and connectivity to the area and precinct.	Goodman
3.4 Update the TP to ensure recent changes	Update the TP to reflect changes to any bus routes and service times, as necessary	Periodically check the status of ongoing and/or future changes to public transport networks.	TPC
4. Private Transport – Target Mode Share: 55%			
4.1 Carpooling	Establish carpooling program to assist people in finding others to share in daily commute.	Facilitate online forums or services to enable on-site staff to find available carpooling colleagues.	TPC
4.2 Carpooling Credit	As part of the above scheme, bonus incentive may be provided for drivers providing carpooling services to colleagues. This may take the form of discounted parking passes, etc.	TPC to consider this in light of how the employee parking will be distributed amongst tenancies, or in light of whether Goodman intends to distribute parking permits.	Goodman / TPC
4.3 Conditional Tenancy Parking	Employ conditional restrictions to tenancy parking	At the discretion of Goodman and the tenant to employ conditional parking management schemes	Goodman / Tenant
4.4 Vehicle Registration Restriction	Restrict tenancy and business parking to registered vehicles only.	Goodman to create control mechanism to restrict on-site parking (eg, registered vehicle parking passes to be displayed on vehicles)	Goodman

Strategy	Action	Implementation	Responsibility
4.5 Car Share Services	Review initiatives for staff using car sharing services which are well provided in the vicinity of the Site. This may include (but not limited to) the provision of additional 'pods' provided in closer proximity to the Site	Car Sharing businesses to be contacted to provide additional information and facilitate services in or near the Site.	TPC
5. Other			
5.1 Flexible Working Hours	Provide staff the flexibility to commute outside of peak periods to facilitate 'peak spreading' and reduce overall congestion + travel time.	The proposed operation of the Site will be 24/7 similar to the existing operation. However, manage staff rosters, develop work-from-home policies and procedures, where possible.	Tenant
5.2 On-site Recreational facilities	Incentivize on-site trips to include recreational activity. (This enables earlier arrival/later departure outside of peak periods).	Goodman or tenants to provide facilities, or for tenants to negotiate with existing recreational facilities in the locale, to encourage and incentivize multi-purpose trips.	Goodman / Tenant

The strategies recommended above have been identified to aid achievement of the targets and goals of the TP through a use of various control mechanisms. It is anticipated that the recommendations will be considered by both the client and future tenants, and that the intentions and expectations of the TP are communicated. Consequently, it is vital that the developer employ methods to monitor and review the effectiveness of strategies discussed above, or any additionally employed strategies to encourage modal shift and behavioural change.

5.2 Communications Strategy

5.2.1 Welcome Packs

As referred to in Table 4, new staff shall be provided with a 'welcome pack' as part of the on-site induction process, and other information in relation to sustainable transport choices. This pack shall include general information regarding the health and social benefits of active transport. Advice on where to find further information should also be included, including links to City of Sydney's [Walking](#) and [Cycling](#) directories.

5.2.2 Accurate Transport Information

In addition to these 'welcome packs', a Transport Access Guide (TAG) similar to that included in **Appendix A** – and updated to reflect sub-precinct details – shall be provided to all staff. A copy of the TAG should also be displayed prominently in staff areas, such as lunch rooms and foyer areas. The TAG shall be presented in a form that is reflective of the commitment to achieving positive transport objectives.

6 Governance & Support

6.1 Travel Plan Coordinator

The person(s) nominated as the Travel Plan Coordinators designated in Table 4, are responsible for:

- Engagement with the Burrows Industrial Estate management,
- Implementation and promotion of the TP actions,
- Monitoring the effectiveness of the TP (refer to monitoring requirements outlined in Section 7) and ongoing maintenance of the Plan,
- Provide advice in relation to transport-related subjects to staff, tenancy management and visitors, as required, and
- Liaise with external parties (i.e. Council, public transport and car share operators) in relation to Travel Plan matters.

This role does not necessarily require full-time position; however, it shall be clearly designated among the key responsibilities of the building management group.

This may include financial incentives for staff to use active transport and public transport to travel to work. However, this is not a mandatory requirement and would be subject to the management discretion.

It is also desirable for individual businesses within the facility to nominate a key staff member as a TPC for each business to aid communication between the overarching TPC and businesses.

6.2 Resourcing

It is not anticipated that the maintenance of this TP will have significant ongoing cost implications and shall be reviewed every 12 months by the TPC.

7 Monitoring & Review Process

7.1 Plan Maintenance

This Plan shall be subject to ongoing review and will be updated accordingly. This will be undertaken by the TPC, as required. As a minimum, review of the TP shall occur on an annual basis.

Key considerations regarding the review of the TP shall be:

- Updating baseline conditions to reflect any changes to the transport environment in the vicinity of the Site such as changes to bus services, new cycle routes etc. In this regard, review of the TP – and associated TAG in particular – may be undertaken on a more frequent basis.
- Tracking progress against proposed travel mode targets.
- To identify any shortfalls and develop an updated action plan to address issues.
- To ensure travel mode targets are updated (if necessary) to ensure they remain realistic but also ambitious.

7.2 Travel Mode Audit Requirements

Travel mode surveys will be undertaken to determine the proportion of persons travelling to/from the Site by each transport mode. This will be in the form of annual travel mode questionnaire surveys to be completed by all persons attending the Site; undertaken online or in-person at the discretion of the TPC. A sample of a typical travel mode questionnaire form is included in **Appendix B**.

Appendix A

Transport Access Guide

Appendix B

Sample Travel Mode Questionnaire Form

Instructions for Surveyor(s)

1. The Survey Form (over page) should be completed by EVERY PERSON attending the site on a particular day.
2. This survey should be completed SEPARATELY for EACH TRIP undertaken

Travel Mode Questionnaire Survey Form

Date:

Approximate Time:

Q1. Are you one of the following?

- | | |
|--|--|
| <input type="checkbox"/> Staff | <input type="checkbox"/> Courier / office delivery |
| <input type="checkbox"/> Casual contractor | <input type="checkbox"/> Visitor |
| <input type="checkbox"/> Company driver / sub-contractor | <input type="checkbox"/> Other (Please specify) |

Q2. How did you travel to / from the site today?

- | | |
|---------------------------------------|---|
| <input type="checkbox"/> Walked only | <input type="checkbox"/> Car share vehicle |
| <input type="checkbox"/> Bicycle only | <input type="checkbox"/> Motorcycle / scooter |
| <input type="checkbox"/> Train | <input type="checkbox"/> Car (as passenger) |
| <input type="checkbox"/> Bus | <input type="checkbox"/> Car (as driver) |
| <input type="checkbox"/> Taxi | <input type="checkbox"/> Other (Please specify) |

Q3. If you drove to the site, where did you park?

- | | |
|---|--|
| <input type="checkbox"/> Not applicable – did not drive | <input type="checkbox"/> On-street |
| <input type="checkbox"/> On-site car park | <input type="checkbox"/> In other nearby off-street car park |
| <input type="checkbox"/> On-site within truck hardstand / loading bay | <input type="checkbox"/> Other (Please specify) |

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