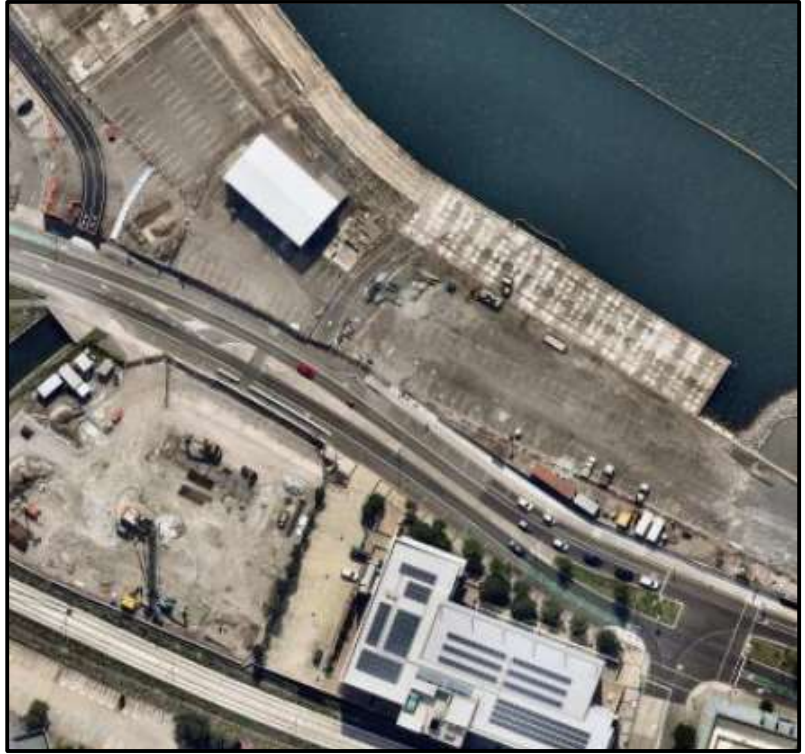




45 Honeysuckle Drive

BLOC Constructions Pty Ltd

Green Travel Plan

February 2019

SECAsolution >>>

Horizon at Lee 5
45 Honeysuckle Drive, Newcastle

Green Travel Plan

Author: Jake Harvey

Client: BLOC Constructions Pty Ltd

Issue: Ver03

Reference: P1461

7 February 2020

Quality Review and Document History

Version	Date	Description	Prepared By	Approved By
Ver01	20/12/2019	Draft	J. Harvey	C. Thomas
Ver02	28/01/2020	Final	J. Harvey	C. Thomas
Ver03	07/02/2020	Final	J. Harvey	C. Thomas

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1 Purpose of Report and Study Objectives

1.1 Background

Seca Solution Pty Ltd has been commissioned by ADW Johnson on behalf of BLOC Constructions Pty Ltd to prepare a Green Travel Plan for the new Lee 5, multi-story mixed use development located within the Honeysuckle Precinct on the northern side of Honeysuckle Drive to the immediate west of Steel Street, with frontage to Honeysuckle Drive only (Figure 2-1 below). The Horizon at Lee 5 Green Travel Plan has been prepared to meet the requirements of the City of Newcastle DA consent condition E3 which states the following:

A Green Travel Plan with Public Transport Routes and Bicycle Network is to be prepared and made available to the residents and commercial premises tenants. The Public Transport and Bicycle Network Plans are to be installed in common areas prior to the issue of the Final Occupation Certificate. Use of alternative modes of transport is to be encouraged.

The proposal is for a mixed-use residential development consisting of:

- 110 one, two and three bedroom apartments provided across 7 levels, plus a roof level on the western building and ground floor accommodation in the middle building;
- 556 m² of commercial/retail space across five ground floor tenancies
- Shared use facilities for residents including a gym, and communal meeting spaces.

Three separate buildings are proposed with a shared two-level basement carpark to be provided below the entire development with a total of 211 parking spaces and 11 motorcycle spaces across the site. Access to this area shall be provided from Honeysuckle Drive via a single access to the eastern end of the site, in conjunction with the eastern-most building.

Pedestrian access will be provided off both Honeysuckle Drive and access to the foreshore through the site.

1.2 Scope of Report

The plan has been developed in conjunction with consideration to the future plan of Transport for New South Wales (TfNSW) and Newcastle Transport. The various tasks identified and completed have included:

1. Discussion with the study team to agree on the goals for the travel plan. These initial discussions also provided information on the future residents needing to access the site and the potential travel needs of these people to assist in developing an appropriate set of active travel options.
2. Consideration of the planned use for the site in considering the travel needs of the site's residents, staff and visitors.
3. A review of the transport options available to the site including pedestrian and cycling links in accessing the site.
4. Consultation has been previously undertaken to understand the future plans for transport in Newcastle and the broader Hunter. This included changes to the operation of Newcastle Buses in conjunction with the implementation of the Newcastle Bus Interchange.
5. An action plan has been developed suitable for implementation to encourage the use of alternate travel options both arriving to and travelling from the site.
6. This action plan will enable the production of:
 - a. Active Travel Guide –suitable for inclusion in new resident and staff welcome packs, to promote active travel to and from Newcastle CBD outlining general public transport options and access to appropriate tools and Apps to support such travel. This shall include details of bike storage, walking groups, and other measures promoting non-single car driving to the site.
 - b. Actions to provide suitable online promotion of active travel to residents and visitors through web presence including tools such as trip planner.

7. The Green Travel Plan shall be a summary of the findings including the Action Plan suitable for implementation by the management team to meet the requirements of the authorities.

1.3 Objectives of the Active Travel Plan

The State Significant Development Application (SSDA) for the Lee 5 development included the preparation of a Transport Impact Assessment (Seca Solution 2019). This strategy is based on measures to support travel to and from the site by both residents and staff by ways other than by private vehicles.

The purpose of this plan is to inform the management of the Lee 5 development and the future users of the site of the status of transport opportunities to access the new buildings and to provide an action plan that can be implemented to support active transport.

1.4 Planning Context

In developing this study, the following has been considered:

Workplace Travel Plans	Premiers Council for Active Living NSW
Green Travel Plans	The City of Newcastle DCP 2012
Guide to Road Design Part 6A: Pedestrian and Cycling Paths	Austroads Inc 2009
NSW Planning Guidelines for Walking and Cycling	

1.5 Methodology

Section 7.03.03 of the City of Newcastle's development control plan 2012 provides the objectives of a Green Travel Plan to "encourage alternatives to private vehicle use for trips." The DCP acknowledges that the strategies of such a plan will likely vary according to the nature of the development however offers examples of a number of controls that may be appropriate.

The methodology applied to the development of this plan to determine the appropriate measures in accordance with the DCP has focussed on the following key questions:

1. What travel options are available in the local area?
2. What are the travel needs of the future residents, staff and visitors?
3. How can residents and staff be supported and encouraged to utilise active travel measures over single car use?

2 Existing Transport Services and Facilities

2.1 Site Location

The site is located within the Honeysuckle Precinct on the northern side of Honeysuckle Drive to the immediate west of Steel Street, with frontage to Honeysuckle Drive only (Figure 2-1 below). It has previously been used as an at-grade carpark with access for vehicles being via an existing driveway onto Honeysuckle Drive which allows for left in and left out movements only.

The location of the site is shown below in Figure 2-1.



Figure 2-1 - Site Location (source Nearmap)

Existing land use adjacent to the site is planned to be generally a mixture of commercial office development, residential units and entertainment e.g. restaurants and bars. There is a hotel under construction opposite the site on Honeysuckle Drive and new mixed-use developments to the immediate east. Further east within the Honeysuckle Precinct the University of Newcastle has secured land to develop its city campus which shall include education and student facilities including accommodation.

2.2 Parking

Parking throughout Newcastle CBD has undergone various changes associated with the construction of the Light Rail as well as the removal of various public car parks. Ultimately the completed Light Rail and Newcastle Interchange have been designed to improve public transport to the city and to promote higher usage of public transport. The provision of parking and ultimately its pricing is seen by the authorities as a fundamental factor in encouraging mode shift.

The Greater Newcastle Future Transport Plan outlines a strategic approach to parking considerations for the Greater Newcastle area, identifying the need for a consistent approach to managing parking throughout the region.

In addition, a parking strategy was developed by TfNSW (*The Newcastle City Centre Parking Strategy*) which set out a series of principles and opportunities for parking in the Newcastle city centre. The strategy quantifies the impact of Newcastle light rail, its associated roadworks, and Newcastle Interchange on parking supply in the city centre, within the context of broader parking supply in the city centre and its immediate surrounds. This follows a study previously commissioned by NCC which considered a short, medium and long-term strategic vision for parking. The strategy was designed to improve parking efficiency and supply in the short term, with efficient and cost-effective parking in the medium term able to partner with the use of parking as a travel demand management tool. Ultimately the long-term vision (5+ years) would see a culture of public transport, cycling and walking in the city with parking used strongly as a travel demand management tool.

2.2.1 On-street Parking Provision

Parking is generally available along both sides of Honeysuckle Drive, east of Cottage Creek and adjacent to the southern boundary of the site, which is time controlled by parking meters (2 hour) 9am-5pm from Monday to Friday. These time controlled metered parking restrictions change to 4 hours of a weekend from 9am-5pm and restrictions are in place to allow for bus services and loading zones. Bus services primarily run along King Street and with the implementation of the bus interchange in 2020 bus stops along Honeysuckle Drive shall no longer be required, except for school bus services.

2.2.2 Off-Street Parking Provision

Off street parking is provided within the Honeysuckle precinct, and throughout the Newcastle CBD in a mixture of private car parks within the various developments and public parking. The public parking is well used during the week by commuters to the CBD whilst at the weekend the parking demand is much lower, except when special events are occurring in the locality of Honeysuckle and the foreshore.

Throsby Car Park to the west of the subject site has in the order of 370 spaces although this will be reduced to around 200 in conjunction with the proposed realignment of Honeysuckle Drive.

It is noted that historically the majority of established developments throughout the city have not provided off-street parking and have been reliant upon public transport, public parking stations or on-street parking.

2.2.3 Set down or pick up areas

There is taxi drop off / pick up zones to the east of Worth Place, associated with patrons visiting the entertainment area, including a number of restaurants and bars. There are also loading zones in this area.

There are a small number of 15-minute parking spaces to the front of 22 Honeysuckle Drive and a loading zone located further east on Honeysuckle Drive.

Bus stops along Honeysuckle Drive are generally used by specific services e.g. City of Newcastle Park and Ride with timetabled bus services generally running along Hunter and King Streets and so no longer running along this road corridor.

2.3 Train Travel

2.3.1 Range of services

Newcastle is serviced by both intercity and regional train services provided by CityRail. As part of the development of the light rail in Newcastle, a train interchange has been constructed at Wickham (Newcastle Interchange) that allows for connection to the heavy rail at this location.

The rail network in Newcastle provides access to the Hunter Line which connects Scone or Dungog via Maitland and Warabrook to Newcastle whilst the Central Coast Newcastle Line connects the city with the western side of Lake Macquarie through to Wyong, Gosford and Sydney via Broadmeadow.

2.3.2 Frequency of services

On the Central Coast Line trains run every hour with higher frequencies in weekday peak hours. Minor stations have a two-hourly service at weekends.

On the Hunter Line services run every half hour between Newcastle and Maitland however less frequent services are available to Scone or Dungog. Minor stations have hourly services during weekends.

2.3.3 Connection to Lee 5

The development is connected to the Newcastle Interchange via the Honeysuckle light rail stop to the south-east of the site or via the Newcastle Interchange located within walking distance to the west of the site.

2.4 Light Rail

Light Rail

The development of the light rail network along Worth Place, Hunter Street, Scott Street and beyond includes six stations providing convenient commuting throughout the CBD (Figure 2-2). The site is located midway between Honeysuckle station and the Newcastle Interchange. It will provide for an effective inner-city transport system enabling staff and residents as well as visitors to commute throughout the CBD along the east-west corridor.



Figure 2-2 Newcastle Light Rail Route (★ - subject site)

2.4.1 Frequency of Service

Newcastle Light Rail operate between 5am and 1am, 7 days a week with services every 7.5 minutes during peak times (weekdays between 7am and 7pm) and every 15 minutes at all other times.

2.5 Bus Travel

Newcastle Transport (Keolis Downer) is the major provider of bus services throughout the greater Newcastle region with bus routes through the CBD shown in Figure 2-3.

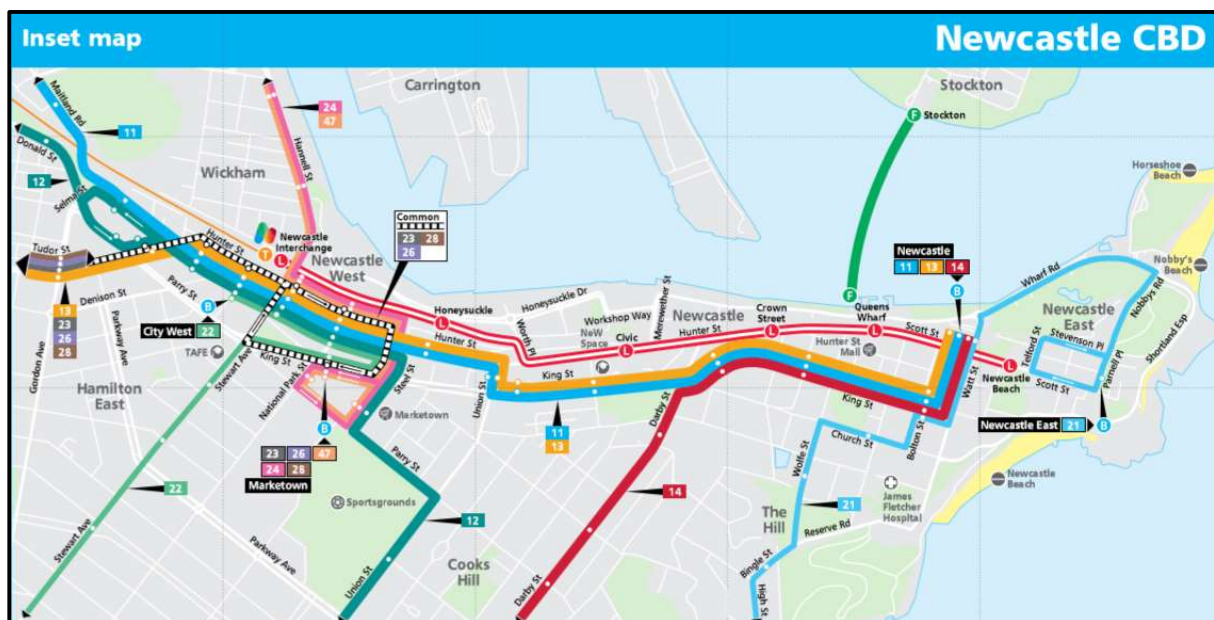


Figure 2-3 Bus services in the Newcastle CBD (Source: Newcastle Transport)

Bus services travel along King Street, east of Union Street where necessary. The Bus Interchange is currently under construction adjacent to the Newcastle Interchange, with the vast majority of bus services to terminate in this location from mid-late 2020.

The Hunter Region is supported by further private bus services in addition to the Newcastle transport service available within Newcastle.

Table 2-1 Bus Services and Key Service Areas

Bus Company	Key Services
Hunter Valley Buses	Hunter Valley Buses serving the Hunter region. Serving the areas of Singleton, Maitland, Newcastle, Edgeworth, Toronto and Morisset.  Region Network Map for Region 4 Hunter Valley Buses services for Region 4 cover the areas of Barnsley, Minmi, Edgeworth, Glendale, Toronto, Morisset, Wangi and Newcastle. Barnsley, Minmi, Edgeworth, Toronto and Morisset Region Map Maitland (local services) linking to Singleton, Branxton, Maitland, Woodberry and Thornton. Raymond Terrace and Newcastle via Hexham and Medowie Lemon Tree Passage to Raymond Terrace and Newcastle  Region Network Map for Region 2 Hunter Valley Buses services for Region 2 cover the areas of Singleton, Branxton, Rutherford, Maitland, Medowie, Raymond Terrace and Newcastle. Maitland & Raymond Terrace Region Map
Busways	Southern Lake Macquarie; linking Charlestown and Swansea with Lake Haven. Taree, Tea Gardens, Hawks Nest, Bulahdelah with Newcastle.
Rover Coaches	Cessnock (local services); linking Cessnock with Kurri Kurri, Maitland, Newcastle and Morisset.
Port Stephens Coaches	Local services between Fingal Bay, Soldiers Point, Nelson Bay and Raymond Terrace and between Soldiers Point and Newcastle via Newcastle Airport.

2.5.1 Bus Service providers

Newcastle Transport

152 Hunter Street, Newcastle NSW 2300

Phone: 131 500

Website: <https://newcastletransport.info/plan-your-trip/bus-services>

Hunter Valley Buses

6 Glenwood Drive, Thornton NSW 2322

Phone: 4935 7200

Email: hvbinfo@cdcbus.com.au

Website: <https://www.cdcbus.com.au/huntervalley-buses>

Busways

Email: infoline@busways.com.au

Website: www.busways.com.au

Rover Coaches

231 – 233 Vincent Street, Cessnock NSW 2325

Phone: 4990 1681

Website: rovercoaches.com.au

Port Stephens Coaches

17A Port Stephens Dr, Anna Bay NSW 2316

Phone: 4982 2940

Email: info@pscoaches.com.au

Website: www.pascoaches.com.au

2.5.2 Bus Facilities*2.5.2.1 Bus stops within the vicinity*

Bus stops are located on Hunter Street to the east of Stewart Avenue less than 500m from the subject site. This stop caters for a vast number of bus services which terminate in the CBD but also provide access to the broader Newcastle area.

2.5.2.2 Bus services

Services include routes 11,12 and 13 which offer high frequency (15 minutes in the peak) services to Jesmond, Wallsend, Glendale, Cardiff, John Hunter Hospital and Merewether Beach. Less frequent services are available to Broadmeadow, Charlestown, and Mount Hutton.

2.5.2.3 Pedestrian connections

Footpaths are available along both sides of Honeysuckle Drive, Steel Street and Hunter Street, connecting the subject site to bus stops on Hunter Street. Pedestrian crossing is available at the signalised intersections of Honeysuckle Drive and Steel Street, as well as Hunter Street and Steel Street. Signalised crossings are also available at Stewart Avenue to connect with the future bus interchange.

2.5.3 Connection to Lee 5

Bus stop facilities are provided within walking distance along Honeysuckle Drive, Hunter Street and King Street.

2.6 Ferry Travel

Newcastle Transport operates a harbour ferry service between Queens Wharf and Stockton. These services run Monday to Friday from 5am to 11pm, Saturday from 5.30 am to midnight, Sunday from 8.45am to 10pm. Additional bus services operate from Queens Wharf to Stockton on Friday and Saturday nights with the last departure from Queens Wharf at 2.45am, with the bus route 55N.

2.6.1 Range of services

Newcastle Transport provide a ferry service between Newcastle (Queens Wharf) and Stockton.

2.6.2 Frequency of services

Ferry services generally run half hourly, with more frequent services every 15 minutes during the peak periods.

2.6.3 Connection to Lee 5

The Stockton Ferry service connects with Lee 5 via the light rail, with a stop adjacent to the ferry terminal at Queens Wharf connecting with the Honeysuckle station.

2.7 Park and Ride

The City of Newcastle provides all day parking at McDonalds Jones Stadium with a shuttle service for staff who work within the CBD. This parking is provided at a discounted rate to allow staff who work within the CBD a cheaper alternative for parking with shuttle bus stop locations designed to deliver you within a few minutes' walk of anywhere in the CBD. A map of the parking location at McDonald Jones Stadium and the corresponding bus stop locations within the CBD are shown below in Figure 2-4.

The shuttle service runs every 15 minutes during the week, Monday to Friday, from 7 - 9 during the morning and 2:25 - 5:55 during the evening.

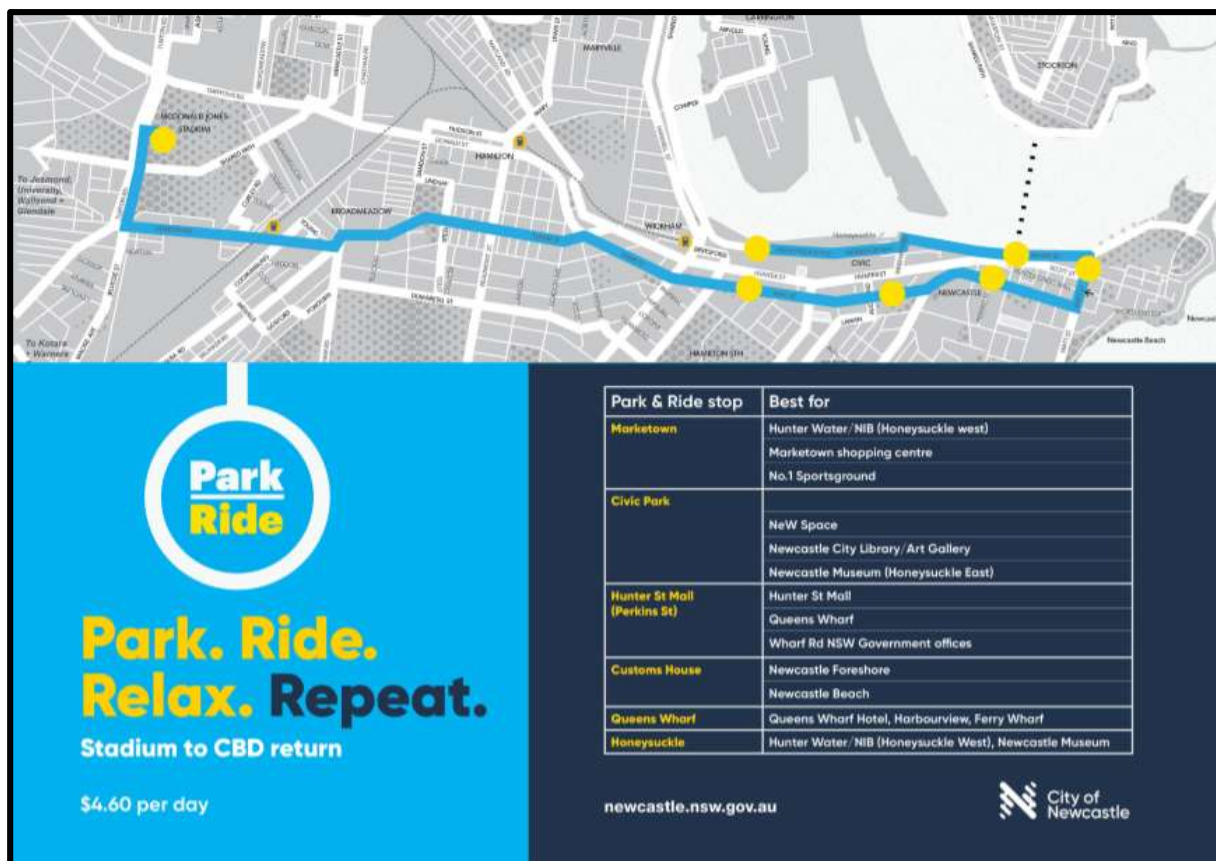


Figure 2-4 - Park and Ride Shuttle Map (source: The City of Newcastle)

2.8 Taxi and Uber Services

Newcastle Taxis operate in the greater Newcastle area 24 hours a day. Taxis can be booked by phoning 133 300 or 13 2227 (13CABS). Online booking is also available as well as a Cab App. There are secure taxi ranks provided within the city centre and Hamilton and based on advice from Newcastle City Council these have security guards present for both rider and driver safety.

Uber services are also available in Newcastle.

2.9 Trip Planning

TfNSW provides a range of services to assist in planning bus and train travel throughout Newcastle and the Hunter.

Information can be sought online <https://transportnsw.info/trip/#/> but also by calling 131 500 and selecting option 2.

The online planner provides the commuter with a mobile friendly option with real time data. This means that one can determine which service is scheduled and when it will arrive. It also includes service alerts to advise when services are delayed. Next departure information and being able to use an interactive map all improve the public transport option for commuters.

There are a number of apps promoted for mobile devices and available through app stores.

<http://www.transportnsw.info/en/travelling-with-us/keep-updated/apps/real-time-transport.page?#services>

These apps allow commuters to track their service in real-time:

- Where a train and bus is now
- Train service updates such as cancellations and delays
- If selected train stations have a lift or escalator
- The closest bus stops and routes
- Estimated bus arrival times

2.10 Pedestrians

There are extensive pedestrian footpaths in the vicinity of the site, which extend throughout the Honeysuckle Precinct and the CBD as well as local attractions, including Honeysuckle Precinct, Marketown, Darby Street entertainment precinct and the major new developments including NeW Space, Council offices and the Law Courts. There are footpaths along both sides of the roads in the vicinity of the site, with large pedestrian refuges allowing for north south connection across Honeysuckle Drive. Access across Honeysuckle Drive is provided via signalised foot crossing at the intersections with both Hannell Street and Steel Street. Within the CBD (e.g. Hunter Street) all major crossings are controlled by traffic signals which incorporate pedestrian phasing, ensuring that pedestrian movements can be safely managed and controlled. These pedestrian crossings include drop kerbs to cater for wheel chair users as well as prams etc.

Pedestrian facilities also connect along the foreshore with plazas and pathways connecting the subject site with the various commercial, retail and tourist destination associated with Honeysuckle and the harbour through to the east end beaches.

To the northern side of Honeysuckle Drive, there is a shared path running parallel to the Newcastle Foreshore.

2.11 Cycling

The shared path, as previously mentioned, is an east-west shared pathway along the harbour foreshore throughout Honeysuckle which extends north through Wickham, along Throsby Creek and to Callaghan Campus. To the east, this shared pathway joins the R1 regional cycling route which continues east to connect with the Bathers Way Loop. Cyclists are also able to ride on the roads, with a number of sections of parking / cycle lanes provided in the locality of the site. There are a number of regional and local cycle routes signposted in this location, which allow for access to the major attractions including the CBD and the beaches and wider afield such as University of Newcastle (Callaghan), Kotara, Glenrock and the Fernleigh Track as well the sporting / entertainment precinct at Broadmeadow.

Newcastle City Council provides cycling route maps, with the CBD and City to Callaghan maps shown to follow in Figure 2-5 and Figure 2-6.

The RMS web site has a Cycleway Finder tool which enable cyclists to nominate their location and they will be provided various routes within the vicinity. The route information then includes degree of difficulty, lighting, conditions etc. <http://www.rms.nsw.gov.au/roads/bicycles/cyclewayfinder>

Future cycling within the CBD continues to be developed in conjunction with the ongoing development of traffic and transport within the city. Council has a dedicated cycling web site that promotes cycling in the city.
<http://www.newcastle.nsw.gov.au/OnYourBike/Home>

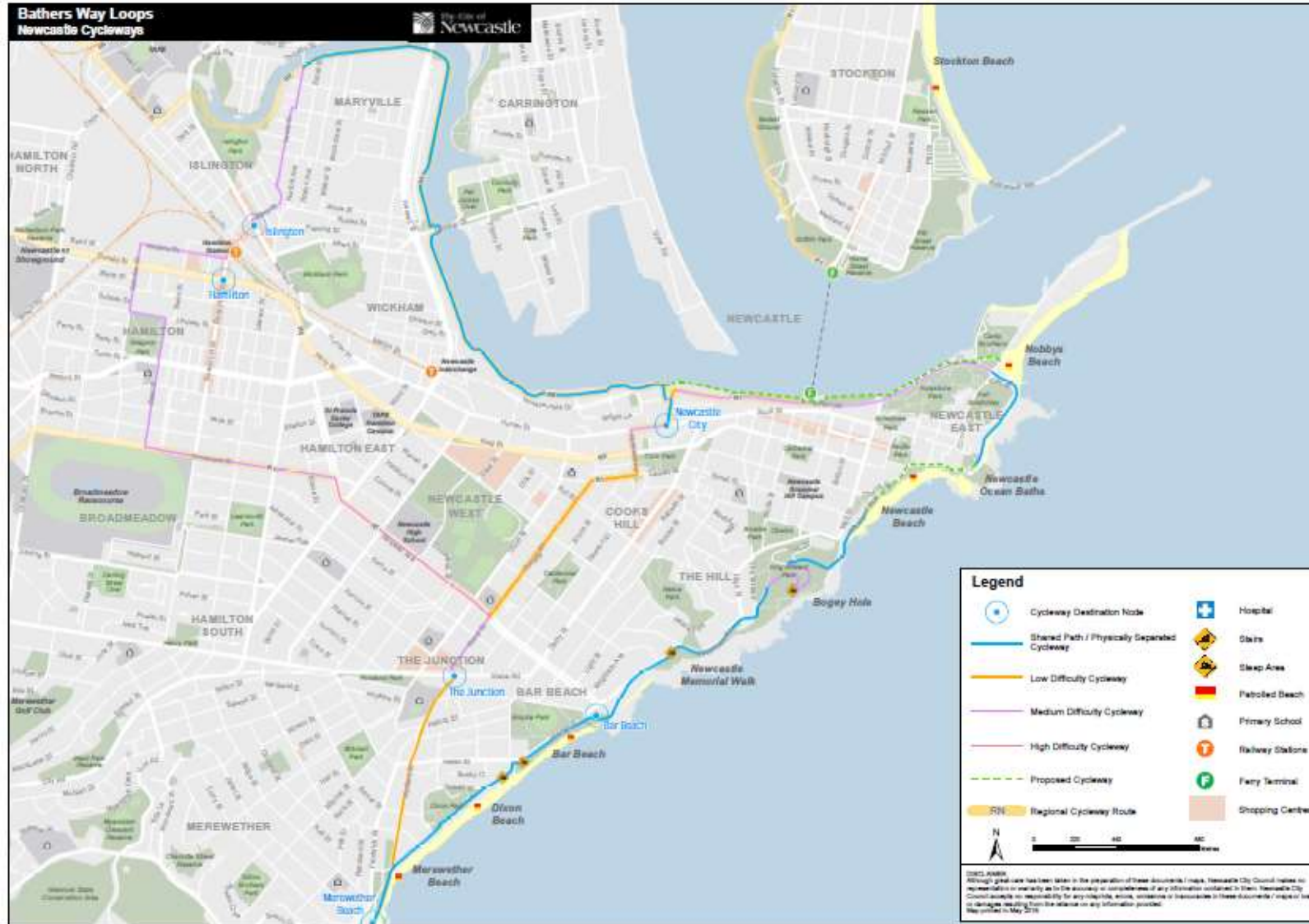


Figure 2-5 Bathers Way loop (Source: The City of Newcastle)

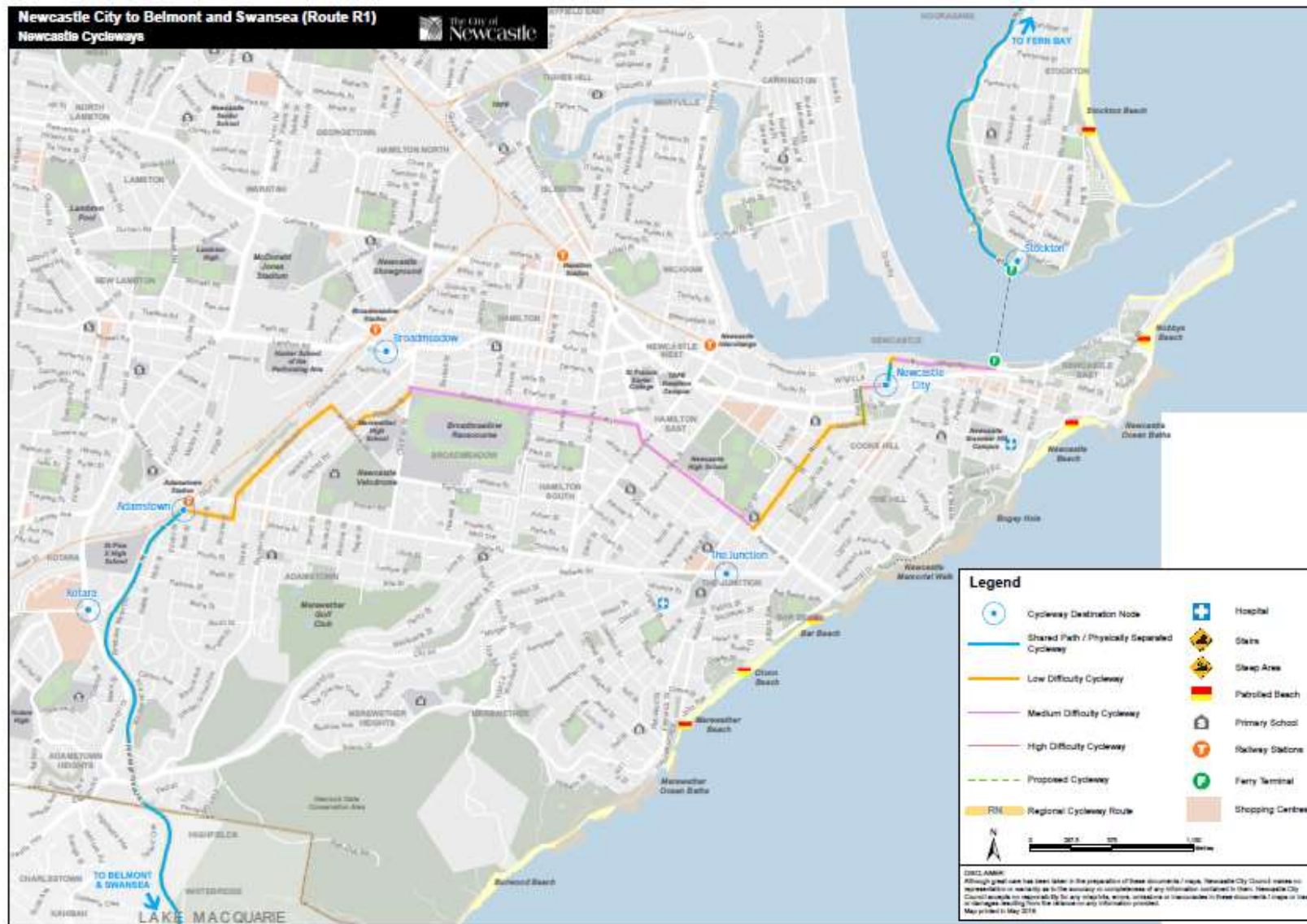


Figure 2-6 Newcastle City to Belmont Route 1 (Source: The City of Newcastle)

3 Future Travel Demands

The Lee 5 development has been designed with the future needs of the staff, visitors and residents in mind. Transport facilities within the city are being developed as part of the ongoing city revitalisation.

3.1 Staff, Visitor and Resident Travel

Based upon census data for The City of Newcastle, it is expected that 50% of staff shall live within the CBD and its environs within a distance suitable for walking and cycling and a further 25% able to affectively access public transport with public bus, ferry and rail transport integral to their travel choices. There will be approximately 20 staff (across the five commercial tenancies).

2016 journey to work data shown in Figure 3.1 below shows the methods of travel to work within the City of Newcastle LGA. The figure shows how residents who live within close proximity to Newcastle CBD use transport services and facilities such as buses, trains, walking and cycling to get to work rather than use a personal vehicle.

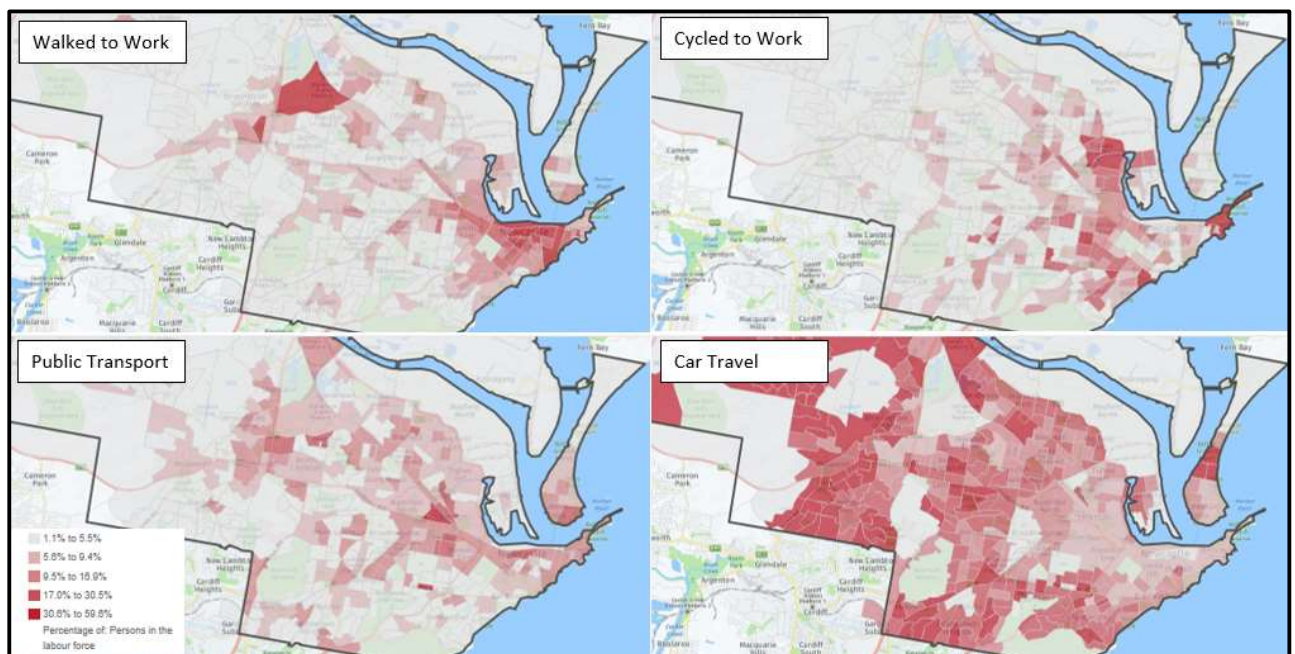


Figure 3.1 – Method of travel to work with the City of Newcastle LGA (source: <https://profile.id.com.au/newcastle>)

Staff associated with retail and hospitality will often look for work close to their place of residence due to the proximity of available facilities, shift work and pay structure. It is therefore expected that the majority of staff associated with the commercial elements will live locally and be able to use public transport or walk or cycle to work.

The use of public transport (either bus or train) with interchange to light rail where appropriate will enable effective travel to the development for those staff not living within walking distance. Ongoing improvements to bus services by Newcastle Transport further supports these as viable travel options for many.

The park and ride service supported by The City of Newcastle also serves as another form of travel to the development for staff wishing to travel via private vehicle. As shown in Figure 2-4 above there is a bus stop location provided along Honeysuckle Drive, within a short walking distance of the Lee 5.

Newcastle CBD is host to a wide range of facilities required by the residents of the Lee 5 development including retail, banking, cafes and restaurants, entertainment and local parks. Marketown shopping centre is located to the south of the site and can be accessed using the extensive pedestrian connections within the CBD. East of the subject site there is the harbour foreshore recreational spaces available, Civic Park and the beaches and National

Park and No2 Sportsground to the south. Residents looking to access these services and facilities would look to walk, use ride share, cycle or make use of public transport due to the short distances and convenience.

Facilities not provided within the city centre, such as hospitals (Mater at Waratah or John Hunter Hospital at Rankin Park) or some medical specialists can be accessed via public transport, taxi/uber or private vehicle. There are direct bus services between the city centre and John Hunter Hospital.

Residents of Lee 5, a luxury harbour foreshore development, would however have an expectation that private vehicles can be parked within the development with private vehicle use expected to be the main form of travel for residents to destinations outside of the City.

As the site is well connected to public transport both within the city centre and the broader bus and train network visitors to the site can attend without being reliant on private vehicle use (Refer Sec 2). Many of the visitors would be people attending the commercial spaces where these spaces add to the overall mix of services, retail and hospitality options across the precinct. These visitors are often themselves residents within the CBD or workers from the many businesses within the city centre and immediate surrounds. Others may be attending the CBD for entertainment and so would include these potential businesses (eg bars or cafes) as part of an evening out in the city.

For those that do choose to drive, particularly if visiting residents, parking is available on-site or within the various parking areas around the site.

4 How to Influence Change

4.1 Background on Sustainable Travel Plans

A Green Travel Plan is seen as a way of supporting active travel, making it easier for employees, residents and visitors to reduce dependence on private vehicles and in turn parking space.

“A travel plan typically includes support for walking, cycling, public transport and car sharing reinforced with promotion and incentive and the management of parking.”

Premier's Council for Active Living New South Wales (PCAL)

Active Workplaces are identified by the PCAL as a means by which health and wellbeing can be promoted and supported.

4.1.1 Spheres of Influence

The areas which may be influenced by the implementation of a travel plan for Lee 5 include:

- Reduction in parking demand and in turn the cost to employees for parking usage
- Reduction in private motor vehicle travel by individuals, the impact on the road network and associated environmental costs and costs to the employee or resident
- Increased walking, cycling and public transport use and its resulting increase in physical exercise and health benefits
- Parking policy, covering parking pricing and supply

4.2 Opportunities to reduce car dependency

4.2.1 Public transport

People who currently utilise public transport as part of their journey to work should be encouraged to continue to do so. These people, both employees of the commercial spaces and resident workers, are already open to public transport and so this ongoing use should be encouraged.

People moving into Lee 5 doing so knowing the benefits of living in the city, including convenient access to public and active transport. Supporting these people by ensuring they have sufficient information and support for this to be a positive experience is important.

By providing information that enable easy connection to update on public transport and traffic information people will have confidence to use public transport. Adding the Transport Info Trip Planner to staff and resident information packs gives users access to up-to-date public transport trip planning information. This supports everyone in their trip planning and promotes public transport use to all.

4.2.2 Park and Ride

The Park and Ride shuttle provides drivers living outside of Newcastle CBD a viable alternative to travel to the city as a private vehicle user and staff should be made aware of this program.

4.2.3 Cycling

Cycling is a popular mode of travel to and within the Newcastle CBD. It is expected to appeal to those living and working at the Lee 5 development as well as those visiting. Cycling can be promoted by people understanding suitable routes, level of end of ride facilities (showers, lockers, etc).

Cycling tools such as Cycleway Finder as well as tools being developed by Newcastle City Council to promote local routes should be freely promoted to encourage local cycling. Such links can again be included in resident welcome packs and staff information sheets.

The cycling routes connecting Newcastle CBD to the greater Newcastle area are a practical and pleasant connection between the site and the suburbs outside of Newcastle CBD. A cycling event along the foreshore shared path and bather way loop could be promoted as a social event to welcome the residents.

E-bikes have also been introduced in Newcastle (BYKKO) with electric bikes in and around the Newcastle CBD and new hubs continuing to be introduced. These provide a convenient on demand shared bike facility for those who aren't regular riders.

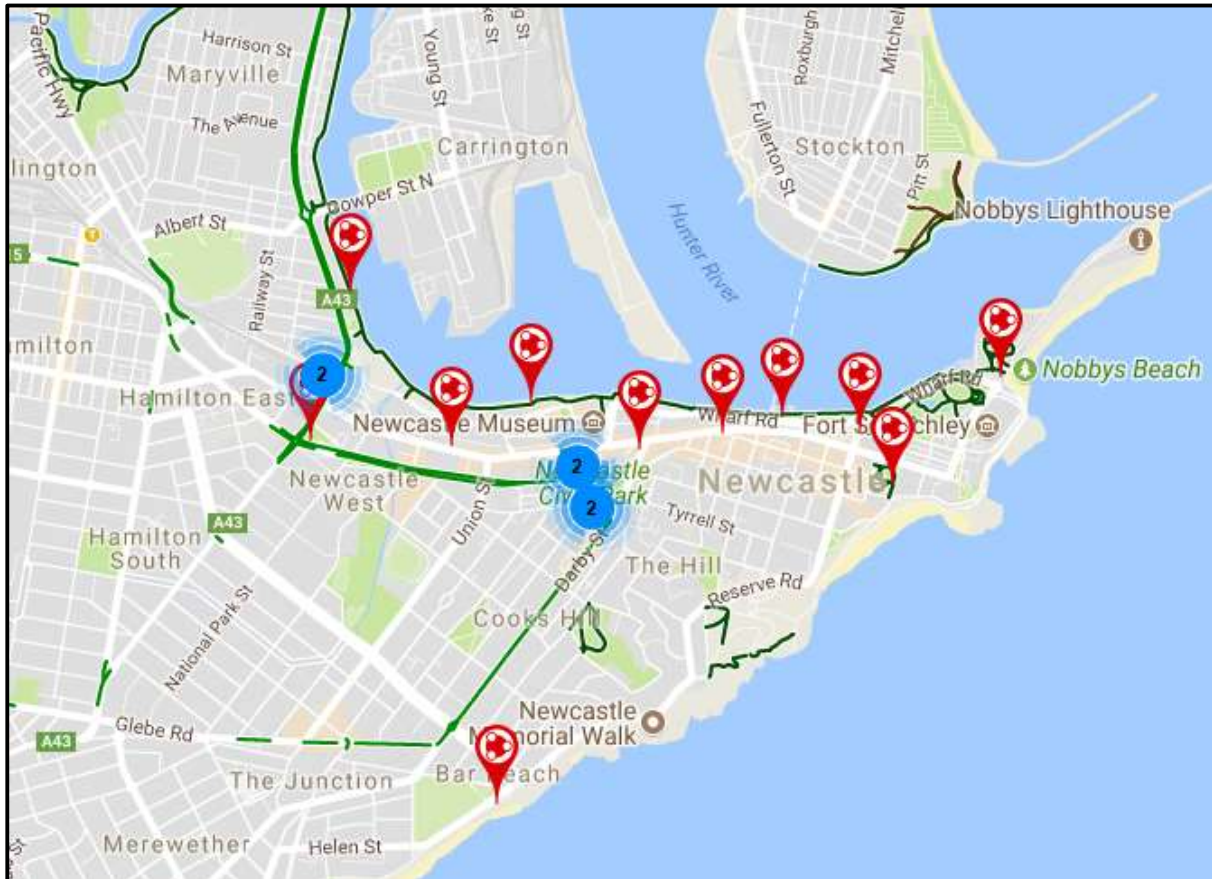


Figure 4-1 Location of BYKKO docking stations throughout the CBD

4.2.4 Walking

It is anticipated that walking to and from the Lee 5 development through the surrounding city centre and suburbs such as Wickham, Cooks Hill etc will be an appealing option for people. Commuters to the CBD currently park on the outskirts of the city and walk to their place of work rather than pay for parking and as such it is anticipated that people who live or work within a similar radius (say 2 kilometres) would walk to work rather than drive.

Given the age of the city and surrounding suburbs there is generally good pedestrian facilities available. There is also a series of shared pathways available to both cyclists and pedestrians. These routes should be promoted to staff and in resident information packs and include information on links to transport hubs, accommodation zones and entertainment precincts.

Most trips within Newcastle West and the Newcastle CBD and connections to public transport are within walking distance of the subject site. A walkscore assessment for Newcastle West is provided in Figure 4-2. Figure 4-3 shows the walkable area within 20 minutes from the subject site which includes all of Newcastle West and a large majority of Newcastle CBD.

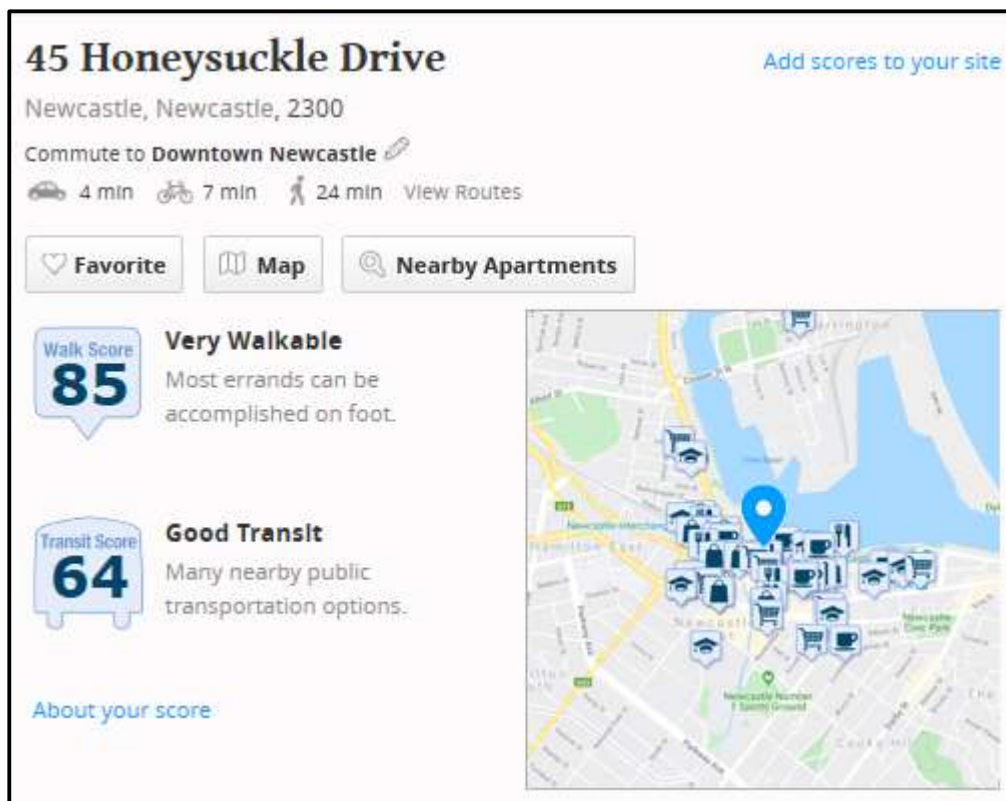


Figure 4-2 Walkscore assessment for Newcastle West (www.walkscore.com)

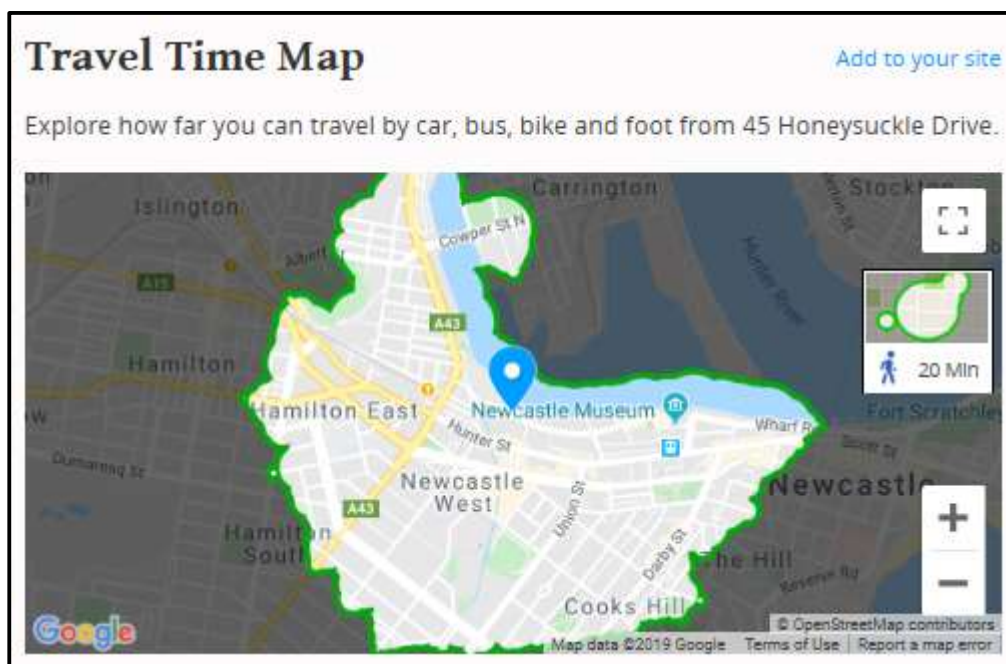


Figure 4-3 Walkable area based on a 20 minute journey centred at Lee 5 Apartments (www.walkscore.com)

4.2.5 Quality End of Trip Facilities for walking and cycling

End of trip facilities for residents are not necessary as apartments provide suitable storage and showering for cyclists and walkers. Ground floor storage for bikes (63m²) is available although many residents may choose to store their bicycles within their apartments.

In addition to this casual bike storage for 14 bikes is provided along the site frontage for visitors and staff as required.

Given the likelihood for staff to be living locally trip lengths shall be short and so the need for showers unnecessary. Staff can store helmets etc within their workplace.

4.2.6 Home Delivery Services

Whilst using active transport throughout the city is practical and convenient, there are times when due to the size or bulk of purchases residents may feel that need to use a vehicle.

Local businesses that offer a delivery service could be promoted throughout the apartments. Supermarkets and grocery stores such as Harris Farm provide details of their delivery services online. Links to these could be provided for residents and staff.

4.3 Green Travel Plan

To ensure these are adopted by staff, visitors and residents a Green Travel Plan will be developed that actively encourages behaviour change and a shift away from travel by private vehicle. The implementation and monitoring of this plan shall be overseen by the body corporate or strata manager.

The travel plan may include information about adopting technology as a commuter, information from Newcastle Transport, trip planning, walking and cycling apps, bike routes and bike user groups (BUGs) as well as E-Bike schemes, car sharing schemes, online shopping and local grocery delivery options.

An Active Travel Guide for residents and staff should be provided to promote travel from the Lee 5 development within the Newcastle CBD, suburbs outside of the City and other relevant transport information.

This Active Travel Guide is best presented as a single sheet with a list of links that can also be included on the community information board for the development. This sheet can be provided in an electronic format so that residents and staff can access the various links to ensure that information is current.

The following provides examples of actions that may be considered appropriate for the Lee 5 development and may be included in the green travel plan.

Active Transport

1. Introduce the role of Transport Coordinator to oversee the implementation and management of the Green Travel Plan. This may be a role within the body corporate or may be managed by the strata management company.
2. Create and maintain a Travel Access Guide to include travel options to/from the Lee 5 development.
3. Provide specific information for staff, visitors and residents to access bicycle storage.
4. Provide participants with information that makes their travel choices easy to make.

Bicycle and Pedestrian Travel

1. Ensure that those who are intending to ride are well supported by provision of route information and secure and easy access to bike storage.
2. Promote riding and walking to work as an option for residents working locally as well as staff at Lee 5.
3. Promote riding buddy groups and Bike User Groups (BUGs).
4. Promote use of E-bikes for casual bike travel.
5. Include NSW Transport Cycling trip planners on Travel Access Guide.
6. Promote the benefits of walking and cycling to residents and staff of Lee 5.

Public Transport

1. Ensure people who are open to travelling by public transport have sufficient information for this to be a positive experience. Direct enquiries to the Newcastle Transport Information Hub at the Newcastle Interchange.
2. Include current travel information and trip planning on Travel Access Guide.
3. Provide information new residents and staff as part of the welcome program.
4. Promote the Park and Ride Shuttle to provide for staff wishing to use private vehicles. Include information on parking at McDonald Jones Stadium.

Telecommuting

1. Promote the opportunity for telecommuting to all residents.

5 Active Travel Plan Recommendations

Having completed the above analysis, the following provides an action plan to introduce opportunities for sustainable travel to the Lee 5 development. As a new development, there is the opportunity to continue to promote a sustainable mode of travel from the outset. Regular surveying of staff/residents and monitoring of facilities shall be undertaken to enable improvements to the action plan to obtain the set targets. The details for this shall be established by the Transport Coordinator in conjunction with the management.

The objective of this Green Travel Plan is to identify and implement measures that will increase active transport and the use of public transport while reducing the dependence on car-based travel.

5.1 Active Transport

1. Provide an electronic one stop shop for the Lee 5 development where various links to external transport providers can be placed. This may be an app or a website rather than a traditional Active Travel Guide.

Links could include:

Cycling

<http://www.rms.nsw.gov.au/roads/bicycles/cyclewayfinder>

<http://www.newcastle.nsw.gov.au/OnYourBike/Home>

Information on bike parking, lockers and end of trip facilities

Walking

<https://www.newcastle.nsw.gov.au/Explore/Things-to-do/Walking-cycling/Walking-tracks>

Trip planning and Newcastle Transport information

<https://www.newcastletransport.info/>

<https://transportnsw.info/trip/#/>

<http://www.transportnsw.info/en/travelling-with-us/keep-updated/apps/real-time-transport.page?#service>

Opal Card

<https://transportnsw.info/tickets-opal/opal#/login>

Shuttle Bus and Park and Ride

<https://www.newcastle.nsw.gov.au/parkandride>

Taxi and Uber

<http://www.newcastletaxis.com.au/>

<https://www.uber.com/en-AU/blog/>

Home Delivery

<https://www.harrisfarm.com.au/pages/delivery>

5.2 Monitoring and Review

A Green Travel Plan is a living document which to ensure a successful outcome needs to be monitored and the actions reviewed and modified to support changing circumstances.

Actions implemented should be monitored to ensure they are having a positive impact in achieving the goals of reducing the degree of private car usage, particularly for single drivers or a parent and individual child.

Such a review should be monitored frequently during the first year of implementation to adjust and modify as necessary. Once the plan has been fully implemented then an annual review is appropriate.