



5-11 Bank Street, Pyrmont Maritime Facility Workplace Travel Plan

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5-11 Bank Street, Pyrmont

Maritime Facility

Workplace Travel Plan

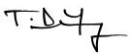
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1. Introduction

1.1 Background

This Workplace Travel Plan (WTP) has been prepared for the development of a maritime facility at 5-11 Bank Street, Pyrmont.

A WTP is a way in which the development is able to manage the transport needs of staff. The aim of the plan is to reduce the environmental impact of travel to/from and in association with the site operation. In essence, the WTP encourages more efficient use of motor vehicles as well as alternatives to the single occupant motor car.

The plan comprises a list of strategies aimed at encouraging walking, cycling, public transport and car pooling for travel to and from work and a shift away from the reliance on single occupant vehicle travel.

1.2 Development Assumptions

The site will include a small office to provide a base for staff who work on vessels departing from the site, with the number of employees onsite anticipated to fluctuate.

Throughout the majority of the year, the number of staff on-site is anticipated to be up to 31 (with six staff based in the office and 25 working onboard vessels departing the marina). During absolute peak periods (approximately three days per year), there will be up to 81 staff accommodated on-site (with six staff based in the office and 75 working onboard vessels departing the marina).

It is anticipated that the 6 staff working in the office will work standard business hours and as such be travelling during typical commuter peak periods. The workers onboard the vessels will be on-site for varying periods between 7:00am and 1:00am 7 days a week. The bulk of these staff will work during normal business or daylight hours, with only a handful of staff required to access the site before and after typical commuter periods. A total of three parking spaces are proposed for the site.

1.3 Secretary's Environmental Assessment Requirements

Roberts Day Planning prepared a request for Secretary's Environmental Assessment Requirements (SEARs) for the proposed Mod 3 Application in March 2017.

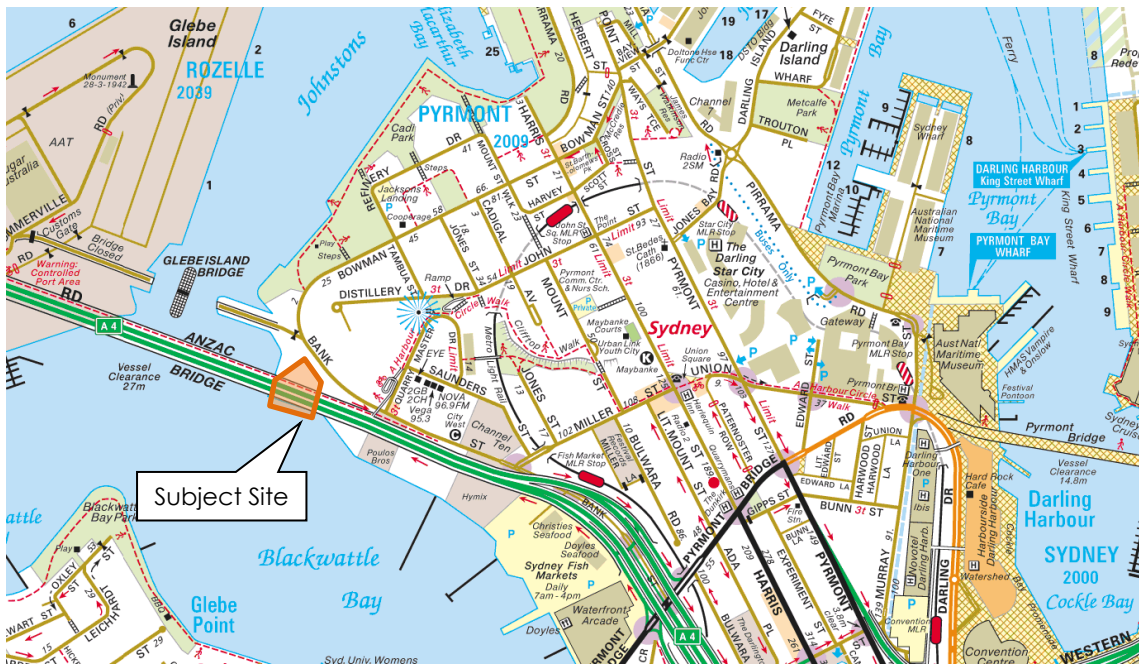
The NSW Department of Planning and Environment issued updated Secretary's Environmental Assessment Requirements (SEARs) for Mod 3 on 12 April 2017. The specific SEARs requirement for a WTP is reproduced below:

"Identification of Travel Demand Management (TDM) measures that will optimise the opportunity provided by the project site's proximity to public transport, including the preparation of a Workplace Travel Plan."

1.4 Site Location

The site, 2.2km (travel distance) east of the Sydney CBD is located in Pyrmont with a frontage to Bank Street. The site is bounded by Blackwattle Bay in the west, Bank Street to the East and other marinas, residential and industrial buildings to the north and south. It is also noted that the site is partially underneath the Anzac Bridge, with the site designed around one of the two main bridge pylons. The subject site and its surroundings is shown in Figure 1.1.

Figure 1.1: Site Location



Base Map Source: Sydway

2. Workplace Travel Plan

2.1 Introduction

Transport is a necessary part of life which has effects that can be managed.

The transport sector is one of the fastest growing emissions sectors in Australia and therefore a travel plan provides an opportunity for reducing greenhouse gases. As well as delivering better environmental outcomes, providing a range of travel choices with a focus on walking, cycling and public transport will have major public health benefits and will ensure strong and prosperous communities.

The limited parking provided as part of the development forms a major part of the initiatives to encourage reduction of vehicle transport use. However, the WTP will ensure that the services and policies to the site are tailored to the users and co-ordinated to achieve a sustainable outcome.

2.2 What is a Workplace Travel Plan?

A WTP is a package of measures aimed at promoting and encouraging sustainable travel and reducing reliance on the private car.

The WTP for this particular development will aim to eliminate private car parking on-site. However, the purpose of a WTP is not to be 'anti-car', but to make apparent, encourage and support people's aspirations for carrying out their daily business in a more sustainable way. WTPs can provide both:

- measures which encourage reduced car use (disincentives or 'sticks')
- measures which encourage or support sustainable travel (also known as Active Transport), reduce the need to travel or make travelling more efficient (incentives or 'carrots').

Active transport relates to physical activity undertaken as a means of transport. It includes travel by foot, bicycle and other non-motorised vehicles. Use of public transport is also included in the definition as it often involves some walking or cycling to/ from pick-up and drop-off points. The WTP would promote the use of transport, other than the private car, for choice of travel to and from the site, which is more sustainable and environmentally friendly. Ultimately however, end users shall determine their most suitable means of transport.

2.3 City of Sydney Targets

In March 2017, the City of Sydney released the Environmental Action 2016-2021 Strategy and Action Plan. In this document, the following are listed as future targets for an active and connected city:

- 33% of trips to work during the AM peak undertaken by walking by 2030, by city residents
- 10% of total trips made in the city are undertaken by bicycle by 2030
- 80% of trips to work during the AM peak are undertaken by public transport by 2030, by city residents and those travelling to Central Sydney from elsewhere
- 30% of city residents who drive [with an unrestricted drivers licence] are members of a car sharing scheme by 2030

As per the goals outlined above, development within the City of Sydney is recommended to encourage visitors and staff to utilise active travel and public transport.

3. Existing Conditions

3.1 Walk Score & Transit Score

A walk score and transit score provide an assessment of how accessible a development is to public transport, parks, restaurants, entertainment centres and schools, that is, in terms of walking distance. A higher walk score and transit score correlates to a reduced need for a car.

The walk score and transit score are provided by walkscore.com (<https://www.walkscore.com/>). Whilst there is no official recognition of the walk score and transit score by any transportation authority, the score gives insight into how accessible an area is for people travelling without a car. The score lies on a scale between 0 and 100. The site gives the following description on what each score means:

Table 3.1: Walk Score and Transit Score

Score	Walk Score Meaning	Transit Score Meaning
90 – 100	Walker's Paradise Daily errands do not require a car	Rider's Paradise World-class public transportation
70 – 89	Very Walkable Most errands can be accomplished on foot	Excellent Transit Transit is convenient for most trips
50 – 69	Somewhat Walkable Some errands can be accomplished on foot	Good Transit Many nearby public transportation options
25 – 49	Car-Dependent Most errands require a car	Some Transit A few nearby public transportation options
0 – 24	Car-Dependent Almost all errands require a car	Minimal Transit It is possible to get on a bus

Bank Street, Pyrmont was given a walk score of **86** and a transit score of **69**. These scores indicate that the site is well suited for employees to travel to work either by walking or public transportation.

3.2 Existing Transport Provision

3.2.1 Public Transport

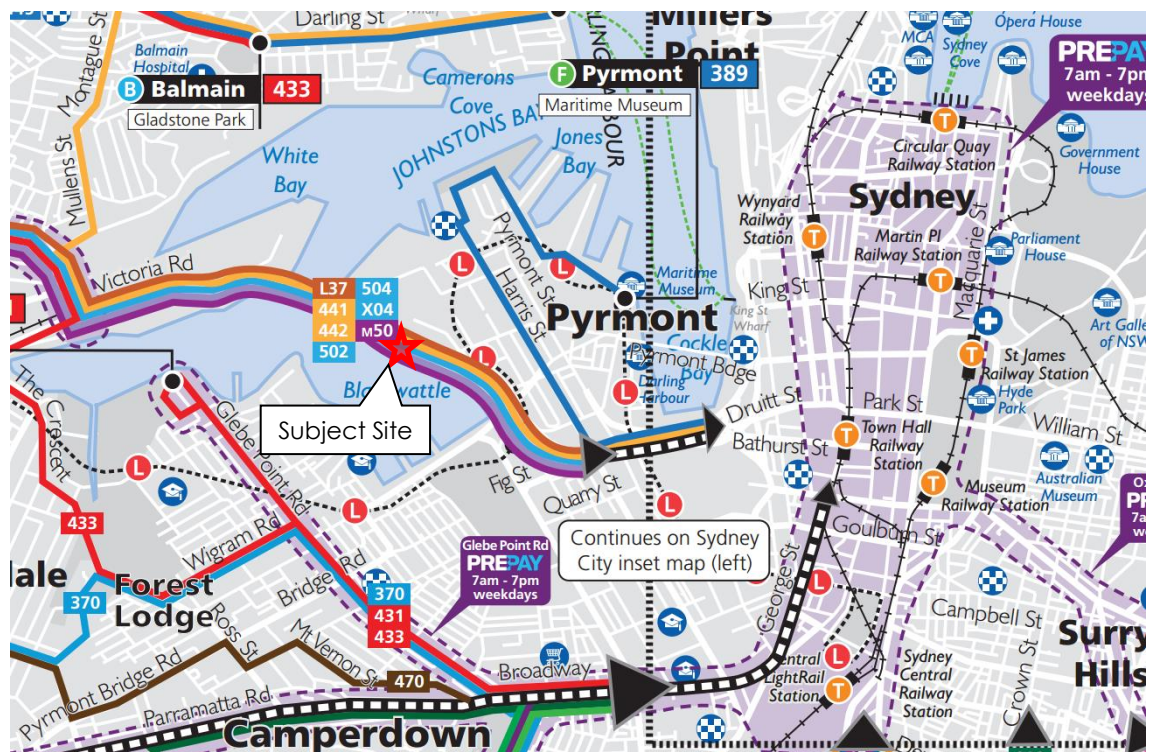
There are a range of public transport options located in the immediate vicinity of the site, including:

- Bus #389 Pyrmont to North Bondi operates along Harris Street with the nearest stop located at Miller Street some 650m (or 8 minute) walking distance from the site.
- Bus #501 Railway Square to West Ryde operates along Miller Street with the nearest stop located at Jones Street some 400m (or 5 minute) walking distance from the site.
- The Fish Market stop on the Dulwich Hill Light Rail is located 450m (or 6 minute) walking distance from the site.
- Town Hall Railway Station is located 2.1km (or 28 minute) walking distance from the site.

The above bus and light rail services provide access to various residential catchments across inner Sydney as well as Central Railway Station, which provides onward connection to the broader Sydney Rail Network. A review of the various timetables indicates that the site is accessibly by public transport 24 hours a day, 7 days a week. A summary of the bus and light rail frequencies throughout the day is provided in Appendix A.

The existing rail and bus services are shown in Figure 3.1. It is noted that a number of the bus routes depicted operate along Anzac Bridge and as such, are not easily accessible from the site (noting that there are no bus stops on the bridge itself).

Figure 3.1: Existing Public Transport Services



3.2.2 Pedestrian Infrastructure

Pedestrian paths are located on both sides of the streets as follows:

- Bank Street (both sides) – approximately 3.5m wide path
- Quarry Master Drive (both sides) – approximately 3-5m wide path
- Miller Street (both sides) – approximately 3-5m wide path.

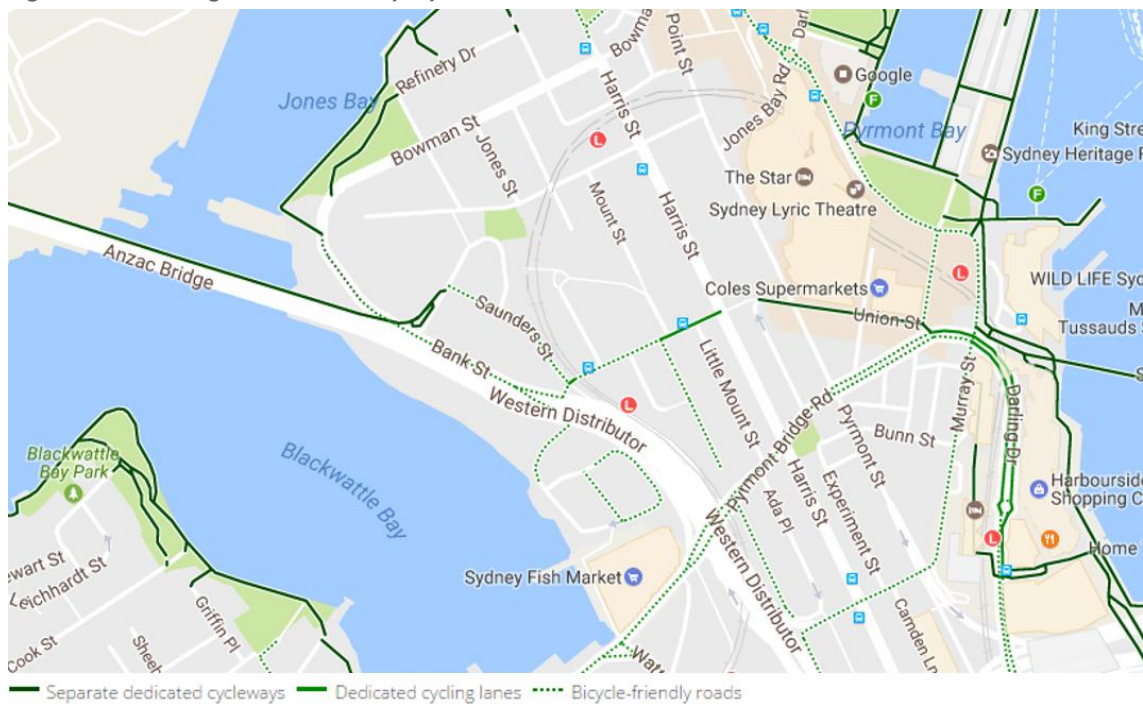
In this regard, satisfactory pedestrian facilities are provided within close proximity to the proposed redevelopment.

3.2.3 Cycle Infrastructure

A 5m wide shared path cycleway is located on Anzac Bridge and along the promenade adjacent to Bowman Street.

The local existing cycling routes in close proximity to the site are illustrated in Figure 3.2.

Figure 3.2: Existing Blackwattle Bay Cycle Routes



Source: <http://www.sydneycycleways.net/map/> (website visited April 2017)

Figure 3.2 shows the existing cycleway along Bank Street does not connect with the city or extend around Blackwattle Bay.

3.2.4 Car Share

Car share is a concept by which members join a car ownership club, choose a rate plan and pay an annual fee. The fees cover fuel, insurance, maintenance, and cleaning. The vehicles are mostly sedans, but also include SUVs and station wagons. 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 car by web or telephone and use a key card to access the vehicle.

City of Sydney Council have reported that "a single car share vehicle can replace up to 12 private vehicles that would otherwise compete for local parking". Consequently, this should be able to reduce both the parking demand for the site and the traffic generated by it.

GoGet, a car share company, has a substantial number of vehicles positioned in close proximity to the site. While it is not anticipated that staff will use car sharing services to drive to the site, it is considered an option for staff who require access to a car during work hours.

3.2.5 Parking Restrictions

All on-street car parking within 400m of the subject site is time restricted, with restrictions ranging from 1P to 6P generally applicable 7 days a week.

3.2.6 Existing Transport Use

The 2011 Census by the Australian Bureau of Statistic (ABS) was reviewed to understand the demographic and travel demand characteristic for travel zones containing and surrounding the subject site (TZ 152 and 153). The Travel Zones are shown in Figure 3.3.

Figure 3.3: Travel Zones

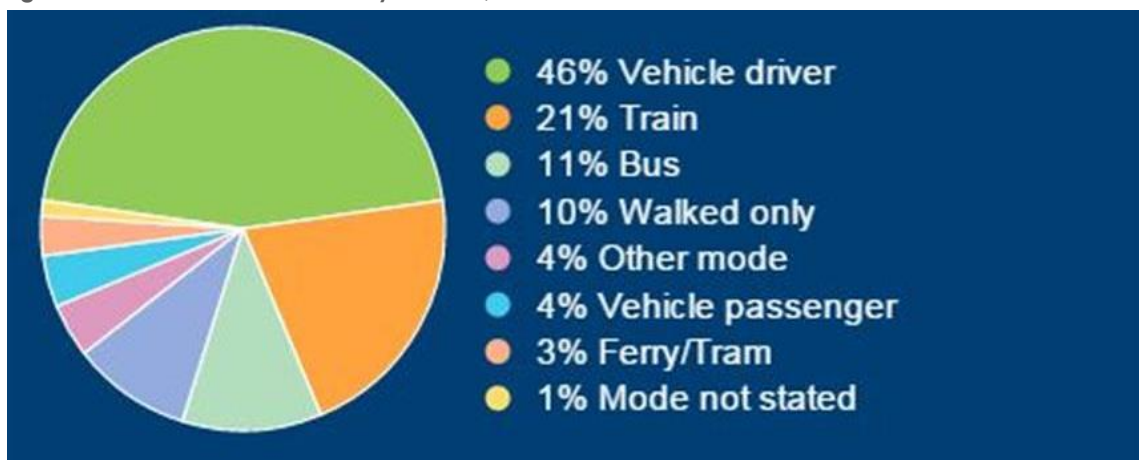


Source: NSW Bureau of Transport Statistics

Place of Work

The 2011 Census indicates that 4,428 people were employed in the selected travel zones, of which 21% lived in the Sydney Inner City area. The remaining 79% lived predominantly in neighbouring statistical areas such as Eastern Suburbs (7%), Leichhardt (6%), Strathfield or Burwood or Ashfield (4%), and North Sydney (4%). Figure 3.4 shows how the 4,428 people who work in the travel zones go to work.

Figure 3.4: Mode of Travel Used By Workers, 2011



Source: NSW Bureau of Transport Statistics

The key mode of travel used by people employed in the travel zone included vehicle as a driver or passenger (50%), train (21%), bus (11%) or walking only (10%), and other modes (4%).

4. Methods of Encouraging Mode Shift

4.1 Introduction

The location of the site, in terms of its proximity to a range of sustainable transport, is a key attribute of the site.

The WTP will then put in place measures to further influence the travel patterns of workers travelling to Bank Street with a view to encouraging modal shift away from cars. The overall aim of the plan is to minimise the reliance on single occupancy car journeys to and from the site given its location and accessibility to alternative travel modes.

A Travel Plan Coordinator (TPC) will be appointed and will be responsible for the implementation of the WTP including regular monitoring and updating of the plan as required.

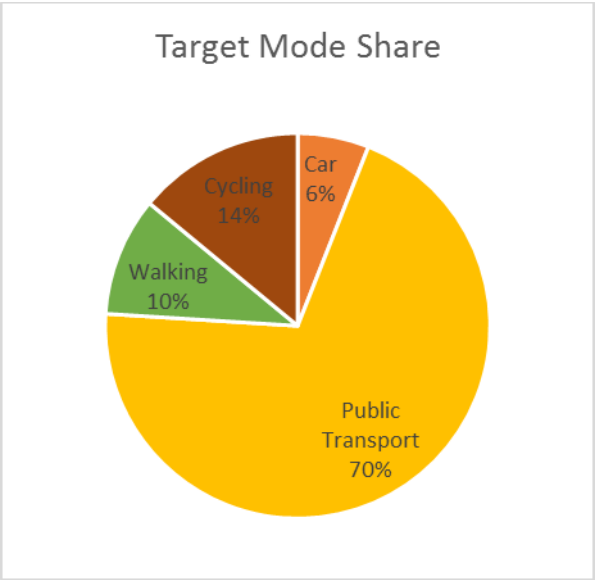
4.2 Site Targets

Ideally, the primary travel mode accessing the site would be catching a train, bus or light rail or cycling. The Bank Street objectives would lie in ensuring a greater percentage of staff choosing to catch public transport.

To meet the goal of all drivers to the site being facilitated in the carpark, the constraints of the site were assessed. The typical usage of the site is predicted to be 31 staff throughout the day. The proposed two car spaces provide parking to approximately 6% of people on site during peak times. Current mode share for employees to the site indicates approximately 46% of staff drive.

In this context, the mode shares presented in Figure 4.1 are considered to be reasonable.

Figure 4.1: Anticipated Future Mode Share



4.3 Target Modes and Actions

The site is well serviced by public transport, including light rail, bus and train services. The WTP is intended to encourage a modal shift away from cars, and reduce the parking demand for the site, by promoting the following:

- i Carpooling
- ii Walking and Cycling
- iii Increase Public Transport Use

The following measures would be implemented to encourage workers to choose alternative modes of travel to single occupancy car journeys:

- Site inductions for staff working on the site will clarify that parking restrictions are to be strictly enforced. Staff will be strongly discouraged from parking on public roads in the vicinity of the site (noting that existing parking controls restrict this).
- Workers will be instructed that they are not permitted to park in informal parking utilised by nearby boat clubs.
- On commencing work, all staff are to be informed that public transport is the strongly recommended method of accessing the site with bus and light rail timetables for the local area being made available and prominently displayed on site (e.g. on notice boards, flyers etc.).
- Parking restrictions and requirements are to be included in contract documents and are to be reinforced with employees during regular meetings.
- Formal allocation of the two parking spaces onsite is to be publicised to ensure that staff do not drive to the site hoping to have access to a parking space.

A more general suite of measures is outlined in Section 5.

4.3.1 Provision of Bicycle Parking

To facilitate staff cycling to the site, it is recommended that four bicycle spaces (two bicycle rings) be provided onsite for the secure storage of staff bicycles.

It is anticipated that during the short periods of increased staff onsite (three days per year) any additional bicycle storage can be facilitated on an ad hoc basis (potentially stored securely in the site office or storage facilities). This is considered a suitable response given the infrequent nature of these events.

5. Actions

5.1 Overview

The following sections outline specific actions which are recommended to encourage walking, cycling, public transport and car pooling respectively.

5.2 Walking

Action	Timeframe
Identify employees living near work that may be interested in walking to work	Ongoing
Produce a map showing safe walking routes to and from your site with times, not distances, to local facilities, such as shops and public transport stops	On Occupation
Provide lockers for keeping a change of clothes	On Occupation
Provide umbrellas at reception for rainy days – perhaps bearing the company logo	On Occupation
Participate in the 'National Walk to Work Day'	Ongoing
Implement TravelSmart Get to Work days encouraging staff to come by alternative modes of transport	On Occupation

5.3 Cycling

Action	Timeframe
Establish an internal Bicycle Users Group (BUG). BUGs are formed by people who want to work together to improve facilities for cyclists and encourage cycling	Ongoing
Develop a 'bike buddy' scheme for inexperienced cyclists	Ongoing
Provide sufficient bicycle parking to meet peak needs, and review these provisions on an as-needed basis.	On Occupation
Ensure bicycle parking is clearly visible or provide signage to direct people to cycle bays	On Occupation
Provide lockers for a change of clothes	On Occupation
Supply a workplace toolkit consisting of puncture repair equipment, a bike pump, a spare lock and lights	On Occupation
Provide insurance cover for those cycling on work business	Ongoing
Produce a map showing more leisurely bicycle routes to work	On Occupation
As far as practical, use bicycle couriers for local deliveries	On Occupation
Participate in annual events such as 'Ride to Work Day'	Ongoing

5.4 Public Transport

Action	Timeframe
Develop a map showing public transport routes to work	On Occupation
Install a notice board with leaflets and maps showing the main public transport routes to and from work	On Occupation
Provide information on the work intranet with links to appropriate external websites e.g. Metlink	On Occupation
Provide an interest free loan to buy an annual Opal card / public transport ticket	Ongoing
Encourage public transport use for business travel	Ongoing
Ensure tickets are available at the workplace for work travel during the day	Ongoing

5.5 Carpooling

Action	Timeframe
Set up a carpooling database	On Occupation
Allocate priority parking spaces for carpoolers	Ongoing
Provide a guaranteed ride home for carpoolers	Ongoing

6. Monitoring and Review

For the WTP to be effective, it must be reviewed on a regular basis. It is important to ensure that the WTP is meeting its objectives and having the intended impact on car use and transport choices for staff. The Plan should be reviewed on a yearly basis with staff travel surveys and in consultation with Council's Planners or Sustainable Transport Officer. The Plan should be updated and changed to reflect changing circumstances.

Finally, it is recommended that new staff be advised of transport options to the site by the Travel Plan Co-ordinator as part of any staff induction process.

Appendix A

Public Transport Frequencies

Figure 6.1: Bus Frequencies in the Vicinity of the Site – Monday to Friday

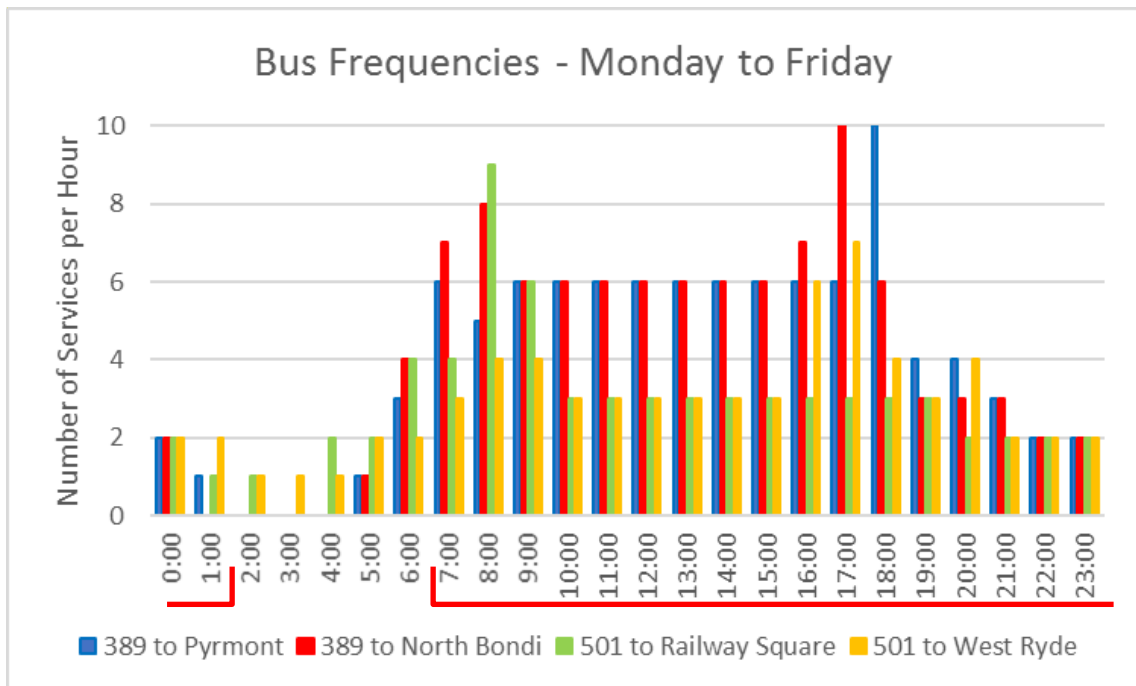


Figure 6.2: Light Rail Frequencies in the Vicinity of the Site – Monday to Friday

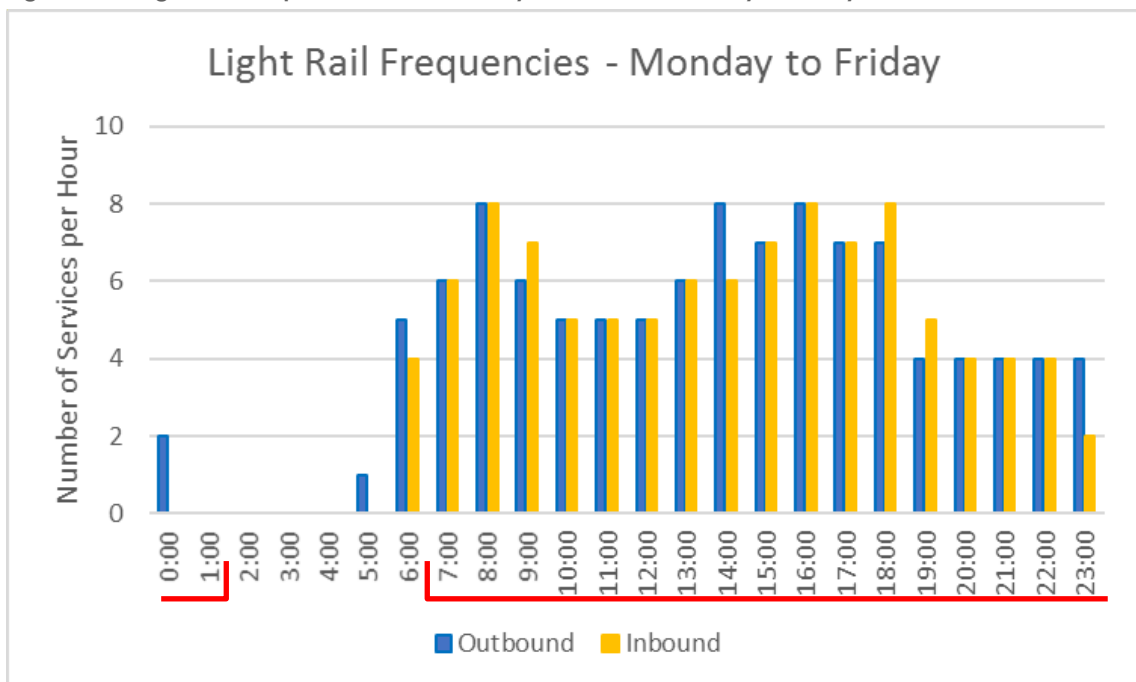


Figure 6.3: Bus Frequencies in the Vicinity of the Site – Saturday

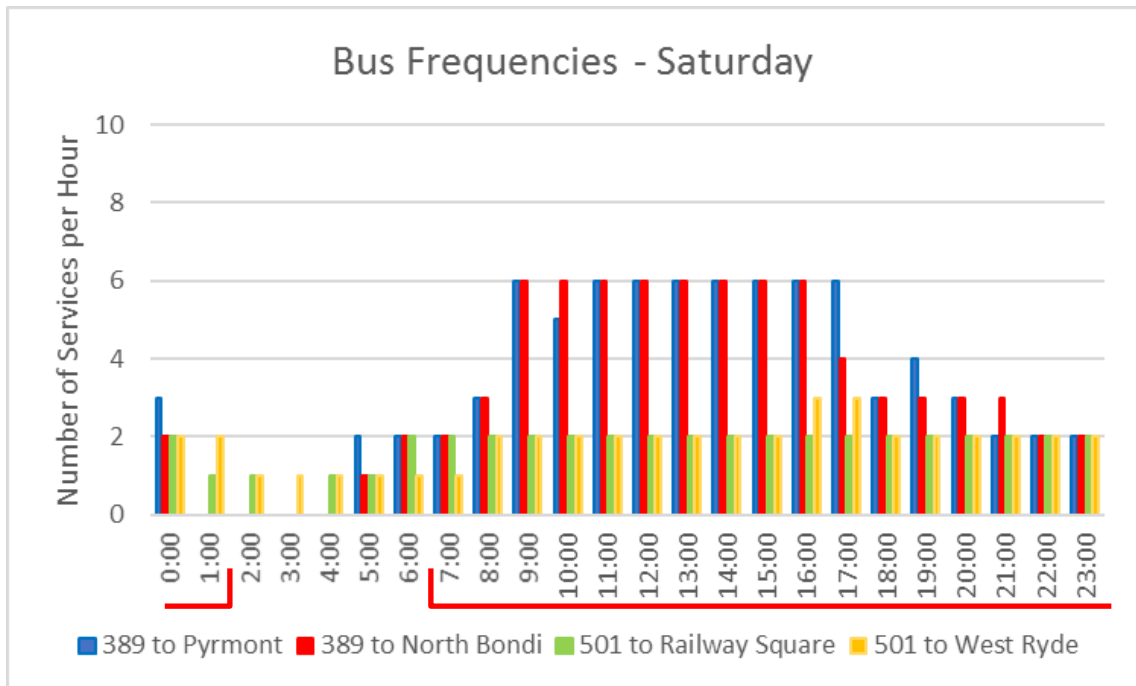


Figure 6.4: Bus Frequencies in the Vicinity of the Site – Sunday

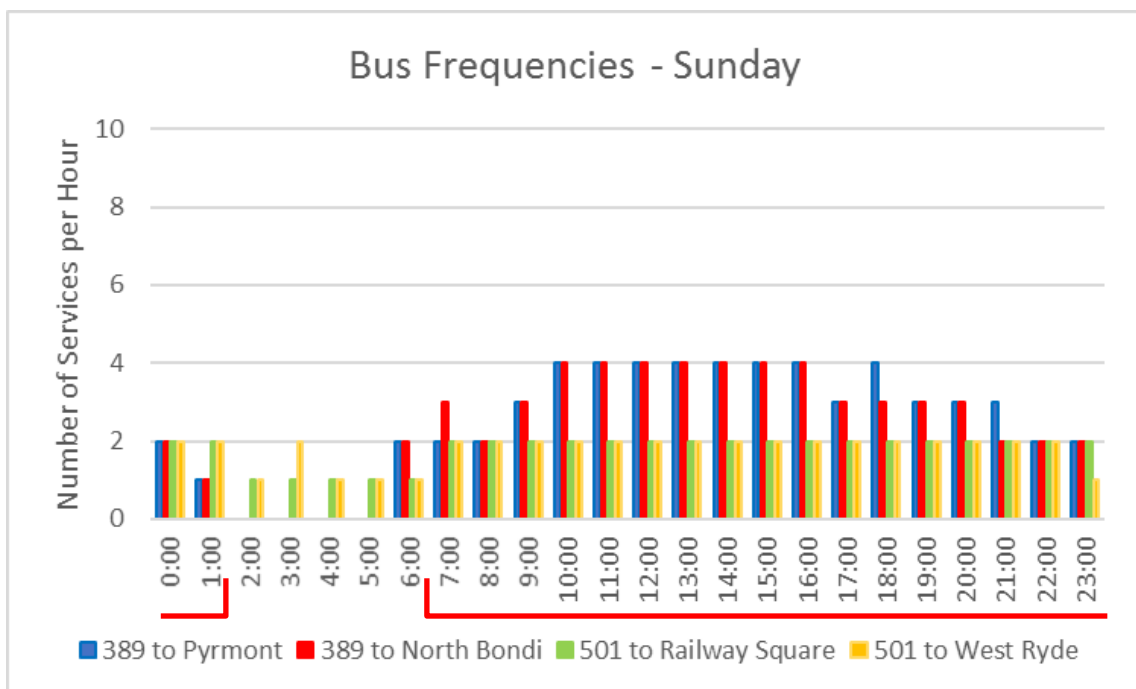
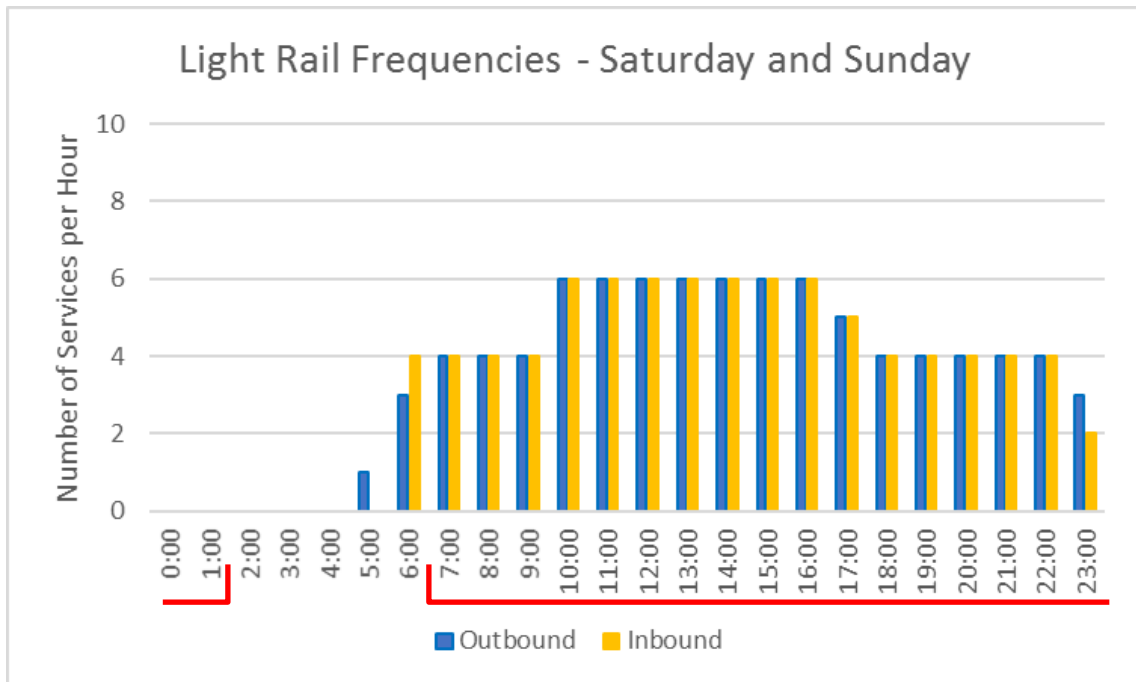


Figure 6.5: Light Rail Frequencies in the Vicinity of the Site – Saturday and Sunday



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