

**Sydney Metro State
Significant
Development,
Development
Application (SSD DA)
Pitt Street South Over
Station Development**

Green Travel Plan

**Pitt Street Developer South
Pty Ltd**

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For Land Owners Consent

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1 Introduction

Aurecon has been appointed by Pitt Street Developer South Pty. Ltd. (PS Developer) to prepare a Green Travel Plan (GTP). This GTP will be used to support the State Significant Development Application (SSDA) for the Stage 2 design of the mixed-use development above the southern portal of the future Pitt Street Metro Station (Pitt Street South Over Station Development or South OSD).

The project comprises the combined delivery of the Pitt Street South OSD mixed use building, the Pitt Street Station, located below South OSD (the Station), as well as improvements to the surrounding public domain.

This report has been prepared in response to the requirements of the Secretary's Environmental Assessment Requirements (SEARs) that form part of the essential aspects of the Environmental Impact Statement (EIS), addressing transport, traffic, parking and access. Specifically, this report has been prepared to respond to SEARs requirement 8 by addressing the *"measures to encourage users of the development to make sustainable travel choices, including a green travel plan"* for the development.

This GTP is a live document and therefore is subject to ongoing review and change.

2 Existing Conditions

2.1 Location of Development

The Pitt Street South OSD site is located above the southern portal of the future Pitt Street Station, bound by Pitt Street and Bathurst Street (refer to Figure 2-1), within the City of Sydney Local Government Area. The site consists of a total area of approximately 1,710m², comprising one amalgamated site (Lot 10 and DP 1255507), excluding the Edinburgh Castle Hotel.

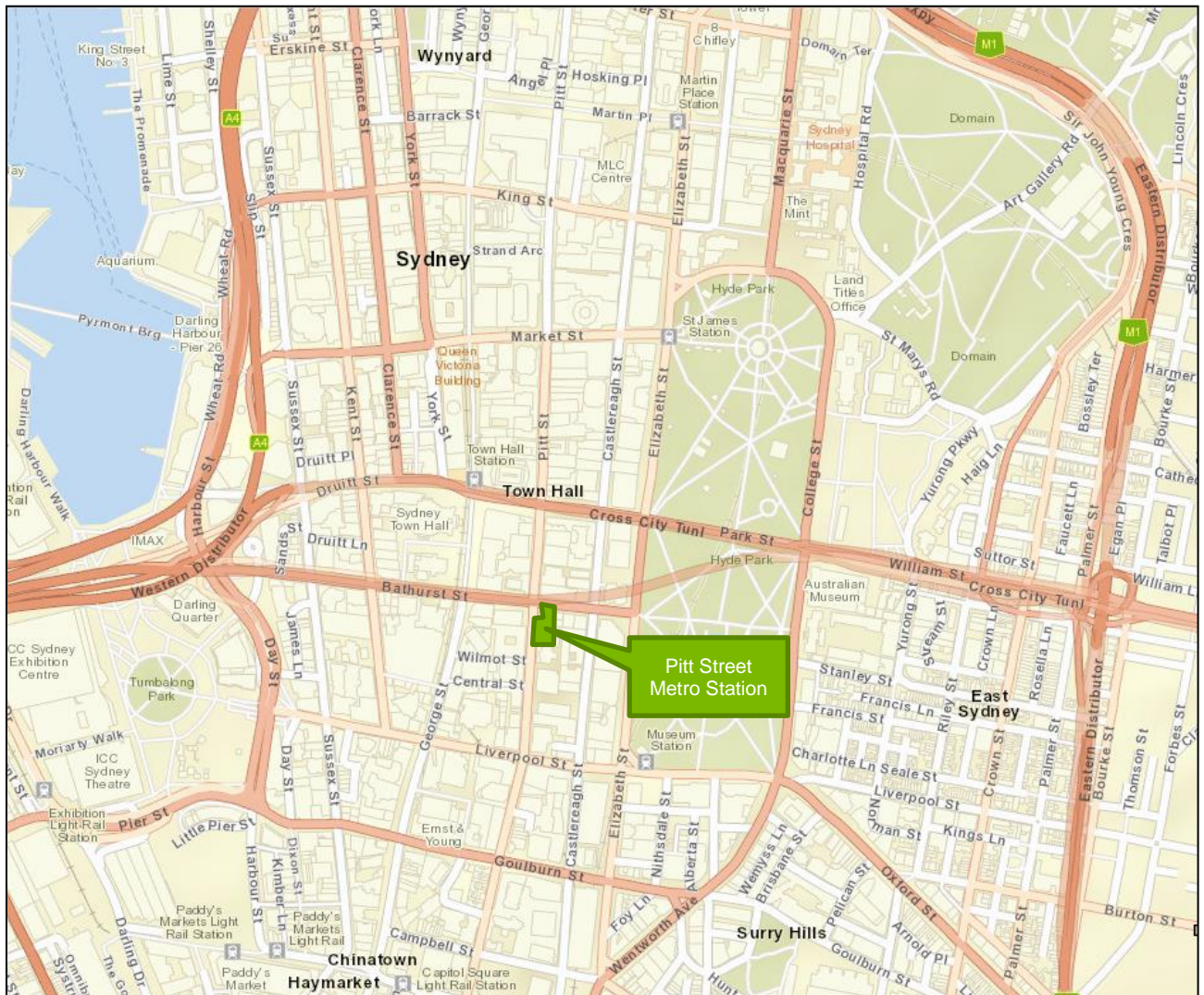


Figure 2-1: Location of Pitt Street Metro Station (Basemap: Esri, HERE, Garmin, NGA, USGS)

2.2 Current Travel Behaviour

The site is situated in the heart of Sydney CBD (within the Statistical Area Level 2 (SA2) Sydney-Haymarket-The Rocks (Sydney SA2) and Sydney Local Government Area (Sydney LGA), see Figure 2-2) which offers a range of public transport services as well as high quality active transport infrastructure (see Section 2.7 of the Transport and Accessibility Impact Assessment report).

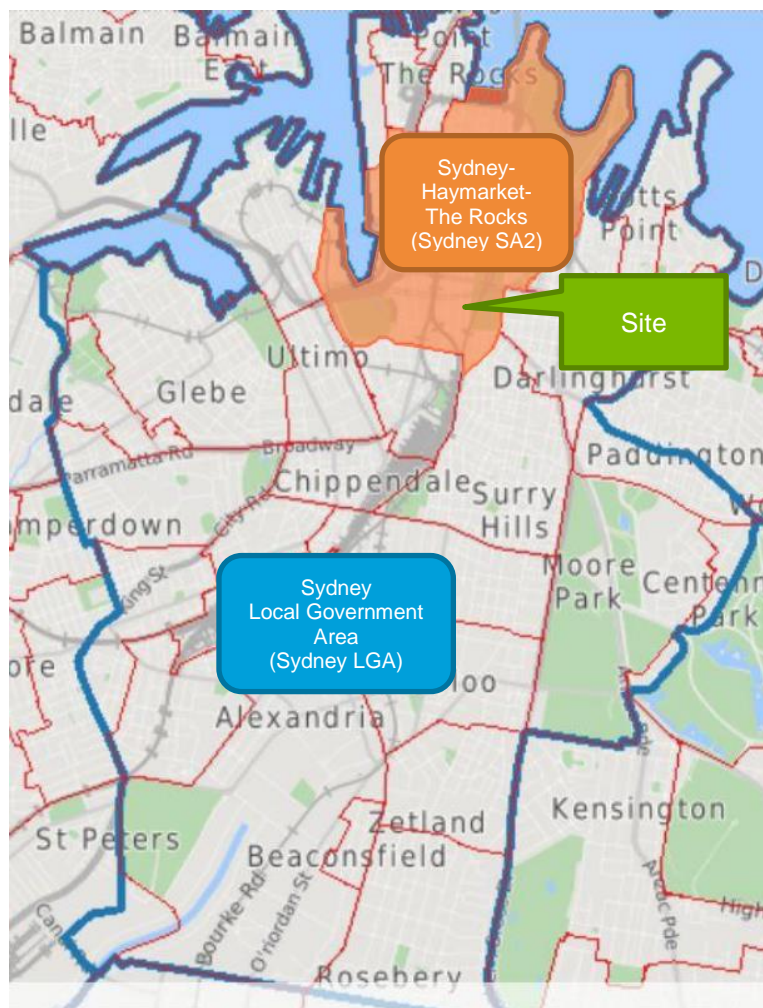


Figure 2-2: Australian Bureau of Statistics (ABS) 2016 Boundaries of Local Government Area (blue) and State Suburb (red) (Basemap: ABS Maps)

2.2.1 Journey to work, mode share of residents in Sydney SA2

ABS 2016 Census data shows that already a considerably high proportion of commuters (87%) who reside within the Sydney-Haymarket-The Rocks SA2 are using sustainable transport modes to travel to work. These modes include train (25%), bus (13%), light rail (1.0%), walk (47%) and bicycle (0.8). Nevertheless, the remaining 13% of commuters travel to work via private vehicle as driver or passenger (see Figure 2-3).

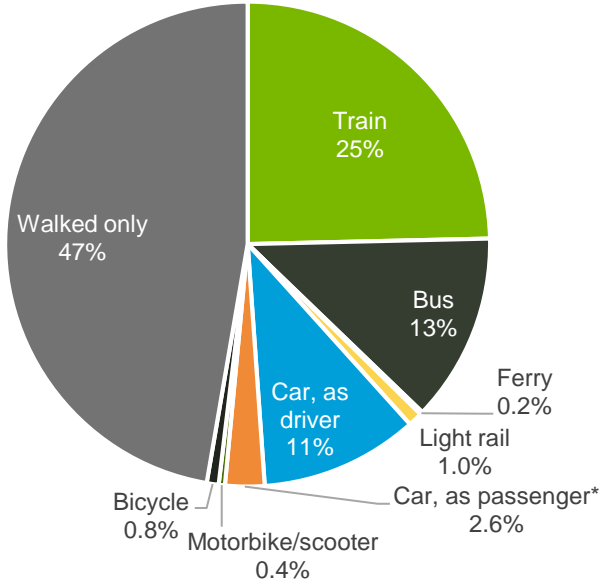


Figure 2-3: Mode of transport to work of residents within the Sydney SA2 (Source: ABS 2016 Census)
*Contains Taxi

2.2.2 Journey to work, mode share of people working in Sydney SA2

Regarding the people who come to the Sydney SA2 to work, ABS 2016 Census data shows that also a high proportion of commuters (85%) are using sustainable transport modes to travel to work. These modes include train/metro (54%), bus (21%), ferry (2.5%), walk (6.0%) and bicycle (1.4%). The remaining 15% of commuters travel to work via private vehicle or taxi (see Figure 2-4).

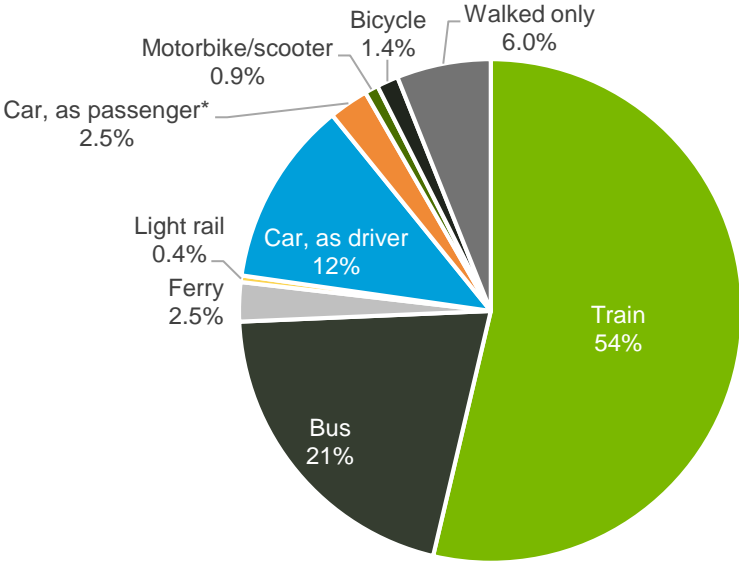


Figure 2-4: Mode of transport to work of people working within the Sydney SA2 (Source: ABS 2016 Census)
*Contains Taxi

These travel mode choices are not only influenced by the existing car parking provisions and restrictions within the CBD but also by the quality, extent and connectivity of active transport infrastructure and available public transport options.

The quality of the active transport infrastructure is determined by various factors, including:

- the width and level of safety (on road vs. off road) of the foot and cycle paths;
- the connectivity of routes to points of interest;
- waiting times at intersections; and
- the general environment (exposure to elements (wind, sun), green spaces, noise, air quality, etc.).

For more detailed information regarding active and public transport options please refer to Section 2.7 of the Transport and Accessibility Impact Assessment report.

In general, the development and its location are rated as highly accessible via several active and public transport modes.

3 Proposed Development

3.1 Development Layout

The Pitt Street South OSD consists of 39 floor levels of predominantly residential land use, with retail. The development will be 234 built-to-rent apartments comprising of the following:

- Residential dwellings:
 - 1 bedroom – 110 units
 - 2 bedrooms – 118 units
 - 3 bedrooms – 6 units
- Retail:
 - Gross Floor Area (GFA) – 746m²
- Bicycle parking facilities:
 - 203 bike parking spaces which is made up of a mixture of bike cages and racks
- Service vehicle parking bays:
 - 2 Small Rigid Vehicle (SRV) loading bays
 - 1 courier service bay
 - 1 Metro Operational bay

3.2 Customer Profile

The residential tower has been designed to mainly offer a selection of 1 and 2 bedroom apartments. A total of six units offer 3 bedrooms, which have access to a large terrace.

Based on the location, design and purpose of the development, the latest customer profile as provided by PS Developers is anticipated to be a mix of the following:

- International students
- Young families
- Young professionals
- Millennials
- Downsizers
- People seeking a pied-à-terre (power commuters)

The development is likely to attract a rather young (at heart) and (physically / mentally) agile tenant profile, who are aware of their individual social responsibility, open to innovation and confident in utilising technology. The desire towards private car ownership of the individual tenants is estimated to be relatively low, while a high interest in utilising a mix of active and public transport options is expected.

3.3 Car Parking Provision

Within this development, there is no provision for tenant parking bays.

3.4 Bicycle Parking Provision

The Pitt Street South OSD will provide 203 bicycle parking spaces which is made up of a mixture of bike cages and racks within the development. Cyclists will access the residential development via the loading dock entrance on Pitt Street. The bicycle parking spaces will be provided on level 3, accessible via the goods lifts.

10 additional on-street bicycle parking spaces, located south of Bathurst Street, will be shared between the development and the general public or adjacent developments. Any cycling trips that are generated by the retail land use within the development will utilise the on-street parking spaces.

3.5 Public Transport

The site is located within the centre of Sydney CBD and is accessible (within 400m radius) to high frequency public transport services including buses and trains. The Pitt Street Metro Station directly beneath the site will significantly shorten the travel distance to public transport services for tenants and visitors, and will provide an average service frequency of 4 minutes throughout the day. In addition, the recently opened Sydney CBD and South East Light Rail service has one of its stops (Town Hall) within 400m of the development, which will provide another public transport option for development tenants and users. Overall, the site is accessible to numerous public transport options and this is expected to be the primary travel mode for most tenants and visitors.

4 Green Travel Plan measures

4.1 Objectives

The objective of this GTP is to put forward strategies and recommendations that are relevant, feasible and likely to be effective in encouraging safe, healthy and sustainable travel choices for the development's new tenants. This means discouraging private car use and ownership while providing facilities, information and support to encourage walking, cycling, public transport and car-sharing whenever practicable. More specifically, the objectives of this GTP can be grouped into the following areas:

- Creating awareness (information emanation)
- Improving safety and confidence (infrastructure and training)
- Provision of measures (recommendations and actions)
- Provision of mechanisms to review and update the GTP

Encouraging such travel mode behaviour changes will set in motion many related environmental and personal benefits (see Figure 4-1).



Figure 4-1: Environmental and personal benefits of travel mode behaviour change

4.2 Target Mode Share

The site is surrounded by, and accessible to several public transport options. Although, currently some facilities have been identified outside the comfortable walking distance (400m), these can still be accessed via other intermediate public transport services such as train, bus and light rail to reduce the walking distance. Additionally, the development has provided a significant amount of bicycle parking spaces and lockers for tenants to encourage cycling. Thus, a similar transport mode share as the current trend (high usage of public and active transport) can be reasonably targeted for the Pitt Street South OSD.

The new Pitt Street Metro Station sits beneath the OSD South development and the new Sydney CBD and South East Light Rail in close proximity will increase the coverage and accessibility to public transport.

As no car parking is provided within the Pitt Street South OSD development, the mode share for car as a driver is estimated to be generated from use for specific trips, via car-share and car rental where users will park in adjacent public car parks. The proportion is, however, anticipated to be considerably less than the

current trend. This reduction is likely to shift towards public transport and cycling for all trips (journey to work and recreational), given the high public transport accessibility available at the site and around Sydney.

Overall, with the parking controls in the vicinity of the development and the very high accessibility to public transport and walkable destinations, a substantial proportion of work trips generated by the Pitt Street South OSD development are estimated to be via public transport and active travel modes.

With the above expectation, this GTP aims to support and achieve the target mode share illustrated in the following sections.

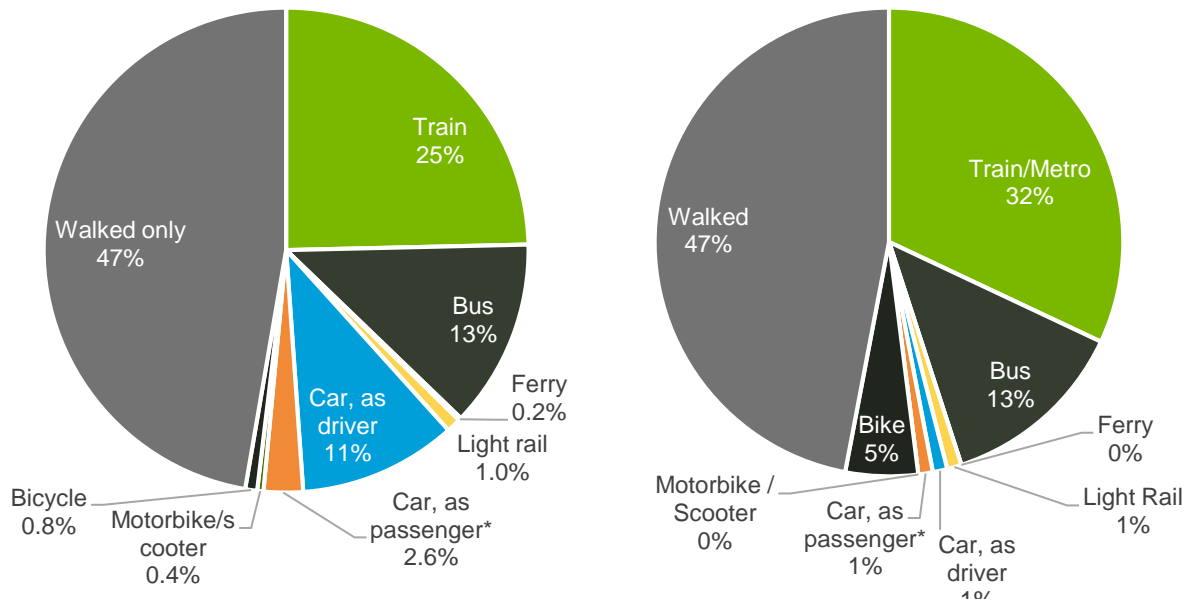
4.2.1 Target mode share of residents

The target mode share for the residents of the Pitt Street South OSD is shown in Table 4-1. This has been based on the existing mode share of people residing within the Sydney SA2 (see Section 2) and adapted according to the site-specific opportunities.

As the new metro station (Pitt Street South) will be located directly below the development (OSD South), it is assumed that the combined proportion of train and metro as a transport method would be higher than the average within the surrounding SA2. Thus, the target share was increased by 8%.

The use of private vehicles, as driver as well as passenger, was reduced to 1%. This is based on information about the targeted customer profile (see Section 3.2) and the assumption that, given that there is no parking provided, there is no incentive for private car ownership and therefore use as mode of transport to work. Nevertheless, the 1% allows for the occasional transport needs accommodated by taxi, ride-share or car-share and car rental parking in the nearby public car parks.

Assuming a full uptake of the provided bike parking and storage facilities, it was estimated that around 10% of the bicycles parked will be utilised as the method of choice for the residents' journey to work. This results in a mode share of 5% for bikes of all working residents.



Mode	Existing	Proposed - Total Number of Residents	
	%	%	Volume
Train/Metro	25.0%	32.0%	115
Bus	13.0%	12.0%	43
Ferry	0.2%	0%	0
Light Rail	1.0%	2.0%	7
TOTAL PT	38.0%	46.0%	166
Car, as driver	11.0%	1.0%	4
Car, as passenger*	2.6%	1.0%	4
Motorbike / Scooter	0.4%	0%	0
Bike	0.8%	5.0%	18
Walked	47.0%	47.0%	169
Total	100%	100%	360

Table 4-1: Existing and target mode share with resulting total number of residents per travel mode
 *Contains Taxi

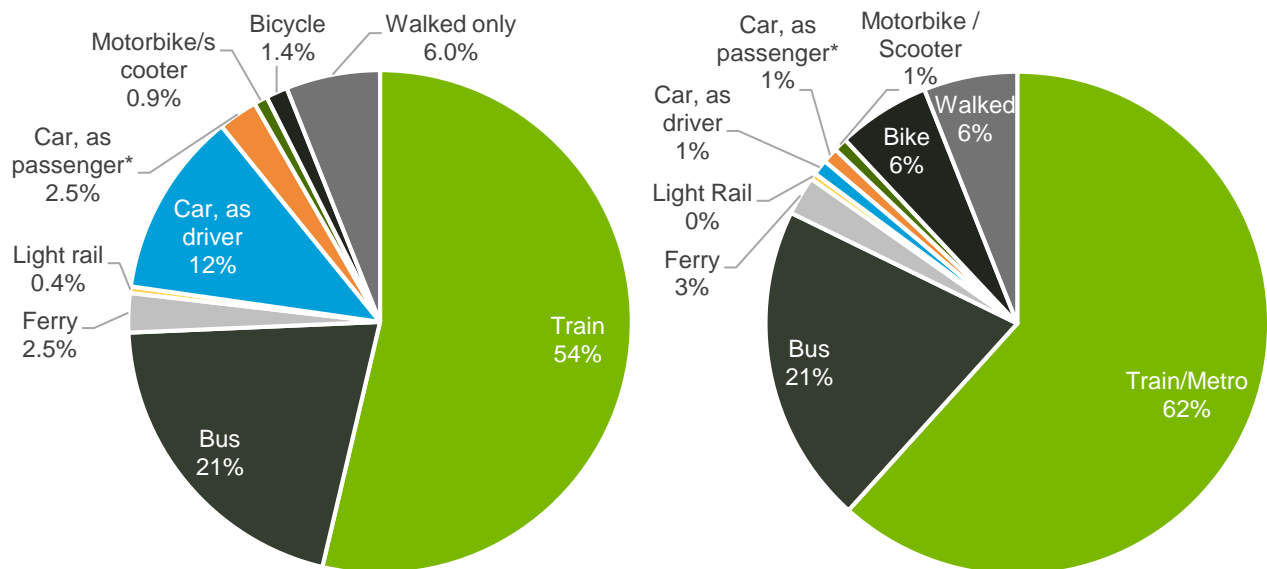
4.2.2 Target mode share of retail employees

Similarly to the target mode share for the residents of the Pitt Street South OSD, the target mode share for retail employees was based on the existing mode share within the Sydney SA2 (see Section 2) and adapted according to the site-specific opportunities. The target mode share for retail employees is shown in Table 4-2.

The target mode share of the combined proportion of train and metro was increased by 9% due to the metro station being located below the retail space.

The use of private vehicles, as driver as well as passenger, was also reduced to 1% based on the same assumptions as the mode share for residents.

Regarding trips to work by bike it was assumed that a minimum of 2 employees would use this option of transport, utilising the provided 10 new on-street bicycle parking spaces, located south of Bathurst Street.



Mode	Existing	Proposed - Total Number of Employees	
	%	%	Volume
Train/Metro	54.0%	62.0%	16
Bus	21.0%	21.0%	5
Ferry	2.5%	3.0%	1
Light Rail	0.4%	0%	0
TOTAL PT	77.0%	86.0%	21
Car, as driver	12.0%	1.0%	0
Car, as passenger*	2.5%	1.0%	0
Motorbike / Scooter	0.9%	1.0%	0
Bike	1.4%	6.0%	2
Walked	6.0%	6.0%	2
Total	100%	100%	25

Table 4-2 Existing and target mode share with resulting total number of employees per travel mode
*Contains Taxi

4.3 Obstacles to using sustainable transport methods

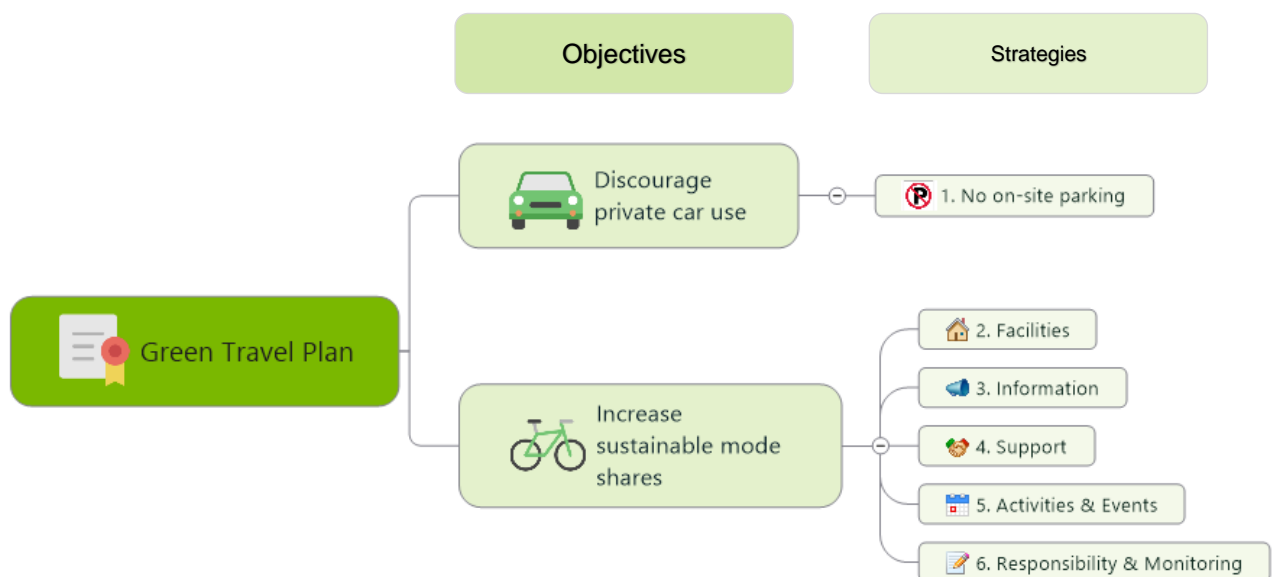
The physical, mental and practical obstacles to using alternative transport methods are many. Some of the major impediments are:

- Lack of awareness of available alternative transport method
- Transportation of large/heavy goods
- Lack of end of trip facilities
- Lack of storage place for personal items
- Reduced off-peak / weekend public transport
- Temporary illness
- Physical disability
- Exposure to weather
- Breakdown of alternative transport method
- Safety concerns
- Lack of confidence of using alternative transport method
- Fashion awareness / vanity
- Affordability

Nevertheless, these obstacles also provide opportunities to apply measures to encourage behaviour change, such as the strategies listed in the following section.

4.4 Strategies

The strategies and recommendations listed in this section should aid in achieving the objectives and helping to overcome the obstacles listed above.



This section outlines the potential opportunities and measures that can be adopted by Pitt Street South OSD to meet the objectives and target mode share of the GTP.

Objective 1

Strategy 1 - No on-site vehicle parking provision

No	Recommendation	Outcome/ Benefit
1.1	No on-site vehicle parking provision	Discourages private vehicle ownership and encourages tenants as well as visitors to travel via sustainable transport modes.

Objective 2

Strategy 2 – Provision of facilities

No	Recommendation	Outcome/ Benefit
2.1	Provide safe access and clear wayfinding signage within the building for cyclists to navigate to the bike parking areas	Clear wayfinding enables tenants to use the provided infrastructure safely and confidently
2.2	Implement security systems at the bike parking area, e.g. CCTV	Ensures the feeling of safety for facility users, minimises theft of belongings and discourages vandalism
2.3	Ensure the lobby area is comfortable, providing appropriate views and seating for tenants organising or waiting for ride share vehicles	High amenity for tenants facilitates utilisation of ride share options

Strategy 3 – Provision of information

No	Recommendation	Outcome/ Benefit
3.1	<p>Install a digital display board (iPad) in the residential lobby and/or provide a mobile applications, providing transport related information such as:</p> <ul style="list-style-type: none"> ■ Weather forecast ■ Road closures/impacts ■ Active and public transport options and facilities ■ Public transport disruptions ■ Traffic delays ■ Events calendar 	Provide tenants with the ability to make informed decisions regarding sustainable transport options.

Strategy 3 – Provision of information

No	Recommendation	Outcome/ Benefit
3.2	<p>Provide a welcome package for the residential and retail tenants comprising information about public and active transport facilities within the development and the surrounding area. This could include brochures or other advertising material including maps to inform tenants of:</p> <ul style="list-style-type: none"> ■ the high walkability to key attractions and public transport. ■ available cycling infrastructure (i.e. location of cycling routes and bike parking, shared paths and others), including safe cycling routes to major attractions. ■ the nearby available public transport options. This should include details on timetables and routes. ■ car and ride share providers and directions to the nearest pick-up locations 	New tenants and employees will be aware of the active and public transport options and facilities surrounding the development
3.3	<p>During negotiations for new retail tenants (or the lease renewal of current tenants), discuss strategies to provide physical information packs to new starters i.e. travel maps, bus timetable information, bike parking locations, etc.</p>	Ongoing promotion to new starters increases awareness of sustainable transport modes, particularly for retail tenants with high staff turnover.
3.4	<p>Provide periodic electronic letters to retail and residential tenants outlining and promoting travel related information, such as:</p> <ul style="list-style-type: none"> ■ Sustainable transport events run by Building Management and within the City of Sydney ■ Major news impacting sustainable transport options i.e. road closures, long term public transport disruptions ■ Information regarding bicycle end of trip facilities within the building (e.g. how to access them, how to rent lockers etc.) ■ Key information regarding access to the site, e.g. the times of the last public transport services from the site in the evening ■ Health benefits of sustainable transport options 	Provides tenants with regular information updates regarding sustainable transport and reminders.
3.5	<p>Promote the use of operators' websites/mobile applications, such as the Commuter NSW application.</p>	Inform tenants of all the available public transport options in the vicinity.

Strategy 4 – Provision of support

No	Recommendation	Outcome/ Benefit
4.1	<p>Employ a travel coordinator or equivalent role (e. g. on site concierge) as part of the building's management activities</p>	Execute GTP recommendations, contact person for any questions related to the GTP and to help with travel planning of residents
4.2	<p>Provide communal bicycle repair toolkits within the building, i.e. for both retail and residential tenants</p>	Removes a common barrier for people to cycle (i.e. a broken bicycle).

Strategy 4 – Provision of support

No	Recommendation	Outcome/ Benefit
4.3	Consider a partnership with nearby bicycle repair shop to provide discounts to tenants of the building for bicycle accessories/repairs. Undertake promotional initiatives, e.g. invite bicycle shop owner to hold a free 'bicycle check-up' or bike-repair sessions in the building	Removes a common barrier for people to cycle (i.e. "my bike doesn't work", "I don't have ... so I can't cycle). Increased awareness will help promote cycling.
4.4	Consider partnerships with car share or ride share operators (membership options, discounts)	Provides further incentive to discourage private car ownership

Strategy 5 – Promotion of social activities and events

No	Recommendation	Outcome/ Benefit
5.1	Coordinate a "children to school" group based on demand. (note this is only applicable if there are children living in the development)	<p>Inform parents of the routes to schools within City of Sydney via different sustainable transport mode such as:</p> <ul style="list-style-type: none"> ■ Walking – safe walking routes to nearby schools (within 2km) and encouraged to walk in group. Parents will be more comfortable for their children to walk to school with full understanding of the routes and that they are accompanied ■ Cycling – cycling routes for different types of cyclists ■ Public transport – routes to schools and latest timetable. Any plans or changes for relevant public transport to be posted on the preferred communication digital mode. <p>A website or mobile App developed OSD South can also be used as a platform for the parents to raise and discuss any concerns or issues.</p>
5.2	Promote participation in public walking and cycling events, such as those available on City of Sydney's website. Consider providing discounted entry prices to further promote participation.	Slowly cultivates the habit of walking and promote a healthy lifestyle, supports socialising with like-minded people and the exchange of knowledge and experiences
5.3	Employ an event coordinator to organise internal promotional events, such as "Cycle to Work" day and provide a free meal to the participants	Encourages cycling as a transport mode to work, supports socialising with like-minded people and the exchange of knowledge and experiences

Strategy 6 – Responsibility and monitoring

No	Recommendation	Outcome/ Benefit
6.1	Employ a travel coordinator or equivalent (e. g. on site concierge) role as part of the building's management activities	Execute GTP recommendations, contact person for any questions related to the GTP and to help with travel planning of residents.
6.2	Actively monitor the travel mode share by retail and residential tenants by undertaking periodic surveys (see Section 5)	Monitor the effectiveness of the GTP, update GTP targets and actively implement changes.

5 Monitoring, Review and Maintenance

5.1 Usage monitoring

Monitoring the use of bicycle parking and the travel mode share for the development will be crucial in understanding the effectiveness of the adopted GTP.

5.1.1 Travel surveys

A travel survey involves participation from the tenants and visitors from and to the development and can be undertaken using questionnaires to fill in (example shown in Appendix A, Table 5-1). The travel survey is recommended to be undertaken annually to allow the building management team to compare the trends against the baseline or precedent travel mode shares. The survey results should be used to understand the travel mode shifts and evaluate the success of the initiatives implemented.

5.2 Action Plan

A draft action plan is provided in Appendix B. The plan lists actions and incentives that will be initiated and adopted to support the implementation of the GTP aiming to encourage the use of sustainable transport modes.

5.3 Maintenance

5.3.1 Bicycle parking

As the only parking facilities available within the development, it should be well maintained by the building management with regular inspection. A security system is suggested to be implemented at the parking area to have on-going monitoring on the facilities.

5.4 Procedure and responsibility

The GTP implementation will predominantly be managed by the building management team, who will be responsible for ensuring that the aspects that require on-going operation and activities are carried out as recommended in the GTP. This includes the collection of available information/data, review of this information to understand trends over time, evaluation against desired outcomes, and the establishment of any actions if required. The building management team will also require managing the day-to-day updates as part of the GTP recommendations to continually promote sustainable travel.

Appendix A – Sample Questionnaire

Table 5-1 Travel Survey Example

Travel Survey		
No	Question	Answer
1	Do you work / attend school within CBD?	<input type="checkbox"/> Yes <input type="checkbox"/> No (please state the suburb) _____ <input type="checkbox"/> I don't work or attend a school
2	Do you often travel outside of CBD (non work-related)	<input type="checkbox"/> Yes (please state the suburb you commonly go) _____ <input type="checkbox"/> No
3	Your primary transport mode to work / school	<input type="checkbox"/> Walk only <input type="checkbox"/> Bicycle <input type="checkbox"/> Bus <input type="checkbox"/> Train <input type="checkbox"/> Metro <input type="checkbox"/> Light rail <input type="checkbox"/> Ferry <input type="checkbox"/> Combination of public transport <input type="checkbox"/> Car share <input type="checkbox"/> Car / taxi / Uber <input type="checkbox"/> Other (please explain) _____
4	Your primary transport mode to non work-related places	<input type="checkbox"/> Walk only <input type="checkbox"/> Bicycle <input type="checkbox"/> Bus <input type="checkbox"/> Train <input type="checkbox"/> Metro <input type="checkbox"/> Light rail <input type="checkbox"/> Ferry <input type="checkbox"/> Combination of public transport <input type="checkbox"/> Car / taxi / Uber <input type="checkbox"/> Car share <input type="checkbox"/> Other (please explain) _____
5	If you travel to work via car / taxi / Uber, car share or non-public transport, why is that?	
6	Are there any improvements you would like to see in your primary mode of transport?	

Appendix B – Draft Action Plan

Objective 1

Strategy 1 - No on-site vehicle parking provision

No	Action	Timeline	Responsible
1.1	No on-site car parking provision	Development design phase	Developer

Objective 2

Strategy 2 – Provision of facilities

No	Action	Timeline	Responsible
2.1	Provide safe access and clear wayfinding signage within the building for cyclists to navigate to the bike parking areas	Development design phase and prior to occupation	Developer
2.2	Implement security systems at the bike parking area, e.g. CCTV	Prior to occupation	Developer
2.3	Ensure the lobby area is comfortable, providing appropriate views and seating for tenants organising or waiting for ride share vehicles	Development design phase and prior to occupation	Developer

Strategy 3– Provision of information

No	Action	Timeline	Responsible
3.1	<p>Install a digital display board (iPad) in the residential lobby and/or provide a mobile application, providing transport related information such as:</p> <ul style="list-style-type: none"> ■ Weather forecast ■ Road closures/impacts ■ Active and public transport options and facilities ■ Public transport disruptions ■ Traffic delays ■ Events calendar 	Prior to occupation	Developer

Strategy 3– Provision of information

No	Action	Timeline	Responsible
3.2	<p>Provide a welcome package for the residential and retail tenants comprising information about public and active transport facilities within the development and the surrounding area. This could include brochures or other advertising material including maps to inform tenants of:</p> <ul style="list-style-type: none"> ■ the high walkability to key attractions and public transport. ■ available cycling infrastructure (i.e. location of cycling routes and bike parking, shared paths and others), including safe cycling routes to major attractions. ■ the nearby available public transport options. This should include details on timetables and routes. ■ car and ride share providers and directions to the nearest pick-up locations 	Prior to occupation and ongoing	Building Manager
3.3	<p>During negotiations for new retail tenants (or the lease renewal of current tenants), discuss strategies to provide physical information packs to new starters i.e. travel maps, bus timetable information, bike parking locations, application for lockers etc.</p>	Prior to occupation and ongoing	Building Manager
3.4	<p>Provide periodic electronic letters to retail and residential tenants outlining and promoting travel related information, such as:</p> <ul style="list-style-type: none"> ■ Sustainable transport events run by Building Management and within the City of Sydney ■ Major news impacting sustainable transport options i.e. road closures, long term public transport disruptions ■ Information regarding bicycle end of trip facilities within the building (e.g. how to access them, how to rent lockers etc.) ■ Key information regarding access to the site, e.g. the times of the last public transport services from the site in the evening ■ Health benefits of sustainable transport options 	Prior to occupation and ongoing	Building Manager
3.5	<p>Promote the use of operators' websites/mobile applications, such as the Commuter NSW application.</p>	Prior to occupation and ongoing	Building Manager

Strategy 4 – Provision of support

No	Action	Timeline	Responsible
4.1	<p>Employ a travel coordinator or equivalent role (e. g. on site concierge) as part of the building's management activities</p>	Prior to occupation and ongoing	Building Manager
4.2	<p>Provide communal bicycle repair toolkits within the building, i.e. for both retail and residential tenants</p>	Prior to occupation and ongoing	Building Manager

Strategy 4 – Provision of support

No	Action	Timeline	Responsible
4.3	Consider a partnership with nearby bicycle repair shop to provide discounts to tenants of the building for bicycle accessories/repairs. Undertake promotional initiatives, e.g. invite bicycle shop owner to hold a free 'bicycle check-up' or bike-repair sessions in the building	Prior to occupation and ongoing	Building Manager
4.4	Consider partnerships with car share or ride share operators (membership options, discounts)	Prior to occupation and ongoing	Building Manager

Strategy 5 – Promotion of social activities and events

No	Action	Timeline	Responsible
5.1	Coordinate a "children to school" group based on demand. (note this is only applicable if there are children living in the development)	Prior to occupation and ongoing	Building Manager
5.2	Promote participation in public walking and cycling events, such as those available on City of Sydney's website. Consider providing discounted entry prices to further promote participation.	Prior to occupation and ongoing	Building Manager
5.3	Employ an event coordinator to organise internal promotional events, such as "Cycle to Work" day and provide a free meal to the participants	Prior to occupation and ongoing	Building Manager

Strategy 6 – Responsibility and monitoring

No	Action	Timeline	Responsible
6.1	Employ a travel coordinator or equivalent (e. g. on site concierge) role as part of the building's management activities	Prior to occupation and ongoing	Building Manager
6.2	Actively monitor the travel mode share by retail and residential tenants by undertaking periodic surveys (see Section 5)	Continuous (annual surveys)	Building Manager

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