

# THE QUINCY HOTEL, SYDNEY

GREEN TRAVEL PLAN

PREPARED FOR FAR EAST ROCKS ORGANISATION  
28 NOVEMBER 2022 | 301401009

## The Quincy Hotel, Sydney – Green Travel Plan

<b>Revision</b>	<b>Description</b>	<b>Date</b>	<b>Author</b>	<b>Reviewer</b>	<b>Approver</b>
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## The Quincy Hotel, Sydney – Green Travel Plan

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# 1 Introduction

## 1.1 Background

This Green Travel Plan has been prepared by Stantec on behalf of Far East Rocks Organisation (the applicant) in support of a State significant development application (SSDA) submitted to the Minister of Planning under Part 4 of the Environmental Planning and Assessment Act 1979 (EP&A Act). This SSDA seeks development consent for the detailed design and construction of a new hotel with ancillary retail, through-site links, and associated works (the proposal) at 35-55 Harrington Street, The Rocks (the site).

The site is legally described as Lot 1 in Deposited Plan 775889. The site comprises the following buildings:

- The 'Clocktower building' at 35-55 Harrington Street (to which this SSDA predominately relates).
- The existing Rendezvous Hotel at 75 Harrington Street.

The project has been declared as a State significant development (SSD) pursuant to Section 4.36(2) of the EP&A Act. In accordance with Schedule 2, Clause 6 of the State Environmental Planning Policy (Planning Systems) 2021 (Planning Systems SEPP), the project is declared SSD for the reason that it is development on land within The Rocks Site and it has a capital investment value (CIV) of more than \$10 million.

This SSDA seeks approval for the redevelopment of the existing building to facilitate the change of use of an existing building to new hotel accommodation. Specifically, the proposed development involves:

- Demolition of the existing mixed-use building (referred as the 'Clocktower' building) and site features.
- Construction of a new eight storey hotel accommodation building comprising:
  - Two levels of retail and commercial land uses at the ground level and first floor level.
  - Five levels of hotel accommodation, providing a total of 206 hotel rooms.
  - One level of roof-top space.
- Establishment of new publicly accessible through-site links.
- Alterations to the existing basement car park to upgrade to contemporary code compliance.
- Public domain improvements, including three new public spaces, landscaping, and paving.
- Ancillary works, including site services.

Vehicular access to the 'Clocktower building' is provided via an access point at 75 Harrington Street.

This Green Travel Plan addresses the specific project requirements provided in the Secretary's Environmental Assessment Requirements (SEARs) issued by Department of Planning and Environment (DPE) on 14 December 2021 (DPE reference: SSD-32766230).



## 1.2 Purpose of the Report

### 1.2.1 OVERVIEW

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, and for managing traffic congestion (which has adverse economic, health and social outcomes). 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 physical infrastructure being provided as part of the development is only part of the solution. Here, a green travel plan will ensure that the transport infrastructure, services and policies both within and external to the site are tailored to the users and co-ordinated to achieve the most sustainable outcome possible.

### 1.2.2 WHAT IS GREEN TRAVEL PLAN?

Simply put, a GTP is a package of initiatives and strategies aimed at encouraging sustainable modes of transport such as walking, cycling, public transport and higher-occupancy car use for travel. The GTP for The Quincy Hotel project aims to mitigate (as far as possible) private car commuting to allow people to carry out their daily business in a more sustainable manner using the following measures:

- measures which encourage reduced car use (disincentives or ‘sticks’)
- measures which encourage or support sustainable travel (such as active transport, public transport and multi-occupant vehicle use)
- reduce the need to travel or make travelling more efficient (incentives or ‘carrots’).

A GTP will allow staff and visitors to the potential facility to achieve the above outcomes by providing flexibility about how and when they travel. This is especially important in significant precincts, such as Sydney CBD, which attracts a high number of staff and visitors per day. As part of The Quincy Hotel development, this GTP would be implemented after the opening of the development.

## 1.3 References

In this report, reference has been made to the following:

- Sydney Development Control Plan (DCP) 2012
- Sydney Local Environmental Plan (LEP) 2012
- plans for the proposed development prepared by fjmtstudio, dated 21 November 2022
- other documents and data as referenced in this report.

## 1.4 Planning Secretary’s Environmental Assessment Requirements

This report has been prepared in response to the Secretary’s Environmental Assessment Requirements (SEARs) issued for the SSD and dated 14 December 2021. Specifically, this report responds to the item within the SEARs requirements (SSD-32766230), which has been reproduced below:



## **The Quincy Hotel, Sydney – Green Travel Plan**

### **1 Introduction**

*Proposals to promote sustainable travel choices for employees, residents, guests and visitors, such as connections into existing walking and cycling networks, minimising car parking provision, encouraging car share and public transport, providing adequate bicycle parking and high quality end-of-trip facilities, and implementing a Green Travel Plan.*



## 2 Existing conditions

### 2.1 Location

The subject site is located at 35-55 Harrington Street, The Rocks occupying a 3,611 square metre parcel of land. It has frontages of 110 metres to Harrington Street, 55 metres to Argyle Street and 120 metres to Cambridge Street. The development is located within City of Sydney Council (Council) and has a land zoning Sydney Cove Redevelopment Authority Scheme. The site is primarily surrounded by commercial, retail, and food and drink premises.

The subject site is currently occupied by a variety of land uses including:

- Rendezvous Stafford Hotel occupying 55-75 Harrington Street providing 61 hotel rooms with loading dock ingress/ egress located on Harrington Street.
- Wilson Car Park providing 138 spaces for public use as well as use by the existing hotel and commercial tenancies with entry at Harrington Street and exit to Argyle Street.
- Clocktower Shopping Centre providing ground floor/ level one retail of 2,195 square metres GLFA and 5,614 square metres GLFA of office space on the upper six floors.

The subject site and surrounding environs are shown in Figure 1 and aerial view with existing site access locations shown in Figure 2.

**Figure 1: Subject site and its environs**



Base image source: <http://www.street-directory.com.au/>, accessed 7 October 2022



Figure 2: Aerial view of site



Base image source: Nearmap, dated 2 August 2022

## 2.2 Transport Network

### 2.2.1 ROAD HIERARCHY

Roads are classified according to the functions they perform. The main purpose of defining a road's functional class is to provide a basis for establishing the policies which guide the management of the road according to their intended service or qualities.

In terms of functional road classification, State roads are strategically important as they form the primary network used for the movement of people and goods between regions, and throughout the State. Transport for NSW (TfNSW) is responsible for funding, prioritising and carrying out works on State roads. State roads generally include roads classified as freeways, state highways, and main roads under the Roads Act 1993, and the regulation to manage the road system is stated in the Australian Road Rules.

TfNSW defines four levels in a typical functional road hierarchy, ranking from high mobility and low accessibility, to high accessibility and low mobility. These road classes are:

- Arterial Roads – Controlled by TfNSW, typically no limit in flow and designed to carry vehicles long distance between regional centres.
- Sub-Arterial Roads – Managed by either Council or TfNSW under a joint agreement. Typically, their operating capacity ranges between 10,000 and 20,000 vehicles per day, and their aim is to carry through traffic between specific areas in a sub region or provide connectivity from arterial road routes (regional links).
- Collector Roads – Provide connectivity between local sites and the sub-arterial road network, and typically carry between 2,000 and 10,000 vehicles per day.
- Local Roads – Provide direct access to properties and the collector road system and typically carry between 500 and 4,000 vehicles per day.



## 2.2.2 SURROUNDING ROAD NETWORK

The site has frontages to Argyle, Harrington, and Cambridge Streets, with the characteristics of each summarised in Table 1 and shown in Figure 3 and Figure 4.

**Table 1: Surrounding road network**

Road	Classification	Description
Argyle Street	Local Road	<ul style="list-style-type: none"> <li>Argyle Street is aligned in an east-west direction intersecting with Harrington Street in the north-east corner of the site.</li> <li>One travel lane in either direction set within a 13-metre-wide carriageway which transitions to a shared-use zone east of Harrington Street.</li> <li>Restricted kerbside parking available on both sides of the road.</li> <li>Posted speed limit of 40 kilometres per hour.</li> </ul>
Harrington Street	Local Road	<ul style="list-style-type: none"> <li>Harrington Street is aligned in a north-south direction.</li> <li>One travel lane in either direction set within a 12-metre-wide carriageway.</li> <li>Restricted kerbside parking is permitted on the eastern side and along short section on the western side near Argyle Street. The kerbside parking includes 2 minutes kiss and drop spaces.</li> <li>Posted speed limit of 40 kilometres per hour.</li> </ul>
Cambridge Street	Pedestrian Laneway	<ul style="list-style-type: none"> <li>Cambridge Street is aligned in a north-south direction.</li> <li>It operates as a pedestrian laneway at the rear of the subject site providing access to various retail premises, residential dwellings and food and drink premises.</li> </ul>

**Figure 3: Argyle Street (looking west)**



Figure 4: Harrington Street (looking north)



## 2.3 Public Transport Network

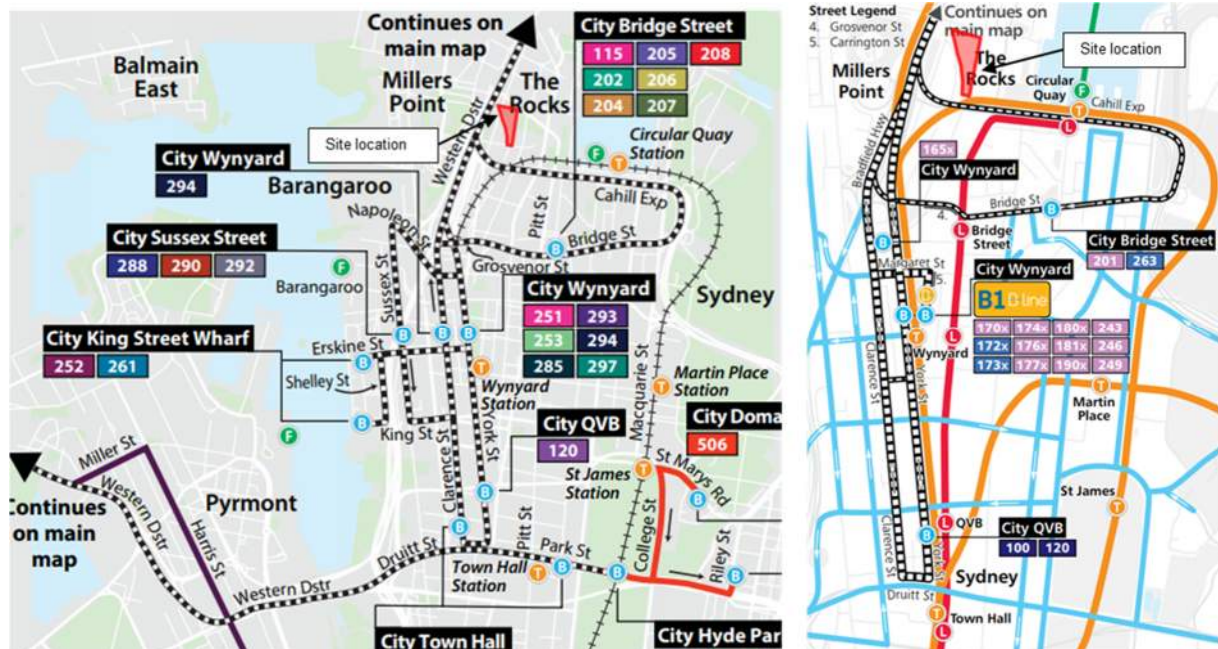
The site is highly accessible to a variety of public transport forms being located a 400-metre walk to Circular Quay interchange. Bus, ferry, train and light rail networks are all available to the site and are summarised in Table 2 and shown in Figure 5.

Table 2: Public transport summary

Service	Route number	Route description	Frequency on/ off-peak
Bus	304, 333, 343, 396	Bondi Junction, Sydney CBD, Central, Maroubra, Kingsford	15-30 minutes/ 30-60 minutes
	115, 201, 202, 204, 205, 207, 263	Cremorne, Chatswood, Northbridge, East Willoughby, East Lindfield, Crows Nest	15-30 minutes/ 30-60 minutes
Train	T2	City to Parramatta or Leppington	5 minutes/ 10 minutes
	T3	City to Liverpool or Lidcombe via Bankstown	10 minutes (AM)
	T8	City to Macarthur via Airport or Sydenham	5 minutes/ 10 minutes
	T9	Hornsby to North Shore via City	5 minutes/ 10 minutes
Light Rail	L2	Circular Quay to Randwick	8 minutes/ 15 minutes
	L3	Circular Quay to Juniors Kingsford	8 minutes/ 15 minutes
Sydney Ferry	F1, F2, F3, F4, F5, F6, F7, F8, F9	Manly, Pyrmont Bay, Double Bay, Taronga Zoo, Parramatta River, Mosman Bay, Watsons Bay, Neutral Bay	On average 30 minutes
Private Ferry & Fast Ferry Services	Manly Fast Ferry	Manly	60 minutes

The Quincy Hotel, Sydney – Green Travel Plan  
 2 Existing conditions

Figure 5: Surrounding public transport network map



Base image source: left: [R7NetworkMap260422.indd \(transportnsw.info\)](#), right: [region-8-map-january-2021.pdf \(transportnsw.info\)](#), accessed October 2022

## 2.4 Walking and Cycling Infrastructure

Pedestrian footpaths are located on both sides of all streets surrounding the site. Formalised pedestrian crossings are common within The Rocks with ten in a 200-metre radius of the site including one located at the Argyle Street/ Harrington Street intersection. As mentioned, Argyle Street transitions into a shared zone east of Harrington Street providing connection to The Rocks, Circular Quay, and available public transport services.

Figure 6: Pedestrian network within The Rocks



Base image source: fjmtstudio 1A Concept Design Report, rev. 2, dated 5 August 2021

The low-speed environment along Argyle Street and within The Rocks provides good conditions for cyclists as outlined in Figure 7. Bicycle routes along the Argyle Street site frontage connect to dedicated off-road cycle paths along the Cahill Expressway and the Sydney Harbor Bridge and separate on-road cycle paths throughout the Sydney CBD.



**The Quincy Hotel, Sydney – Green Travel Plan  
2 Existing conditions**

**Figure 7: Surrounding cycling network**

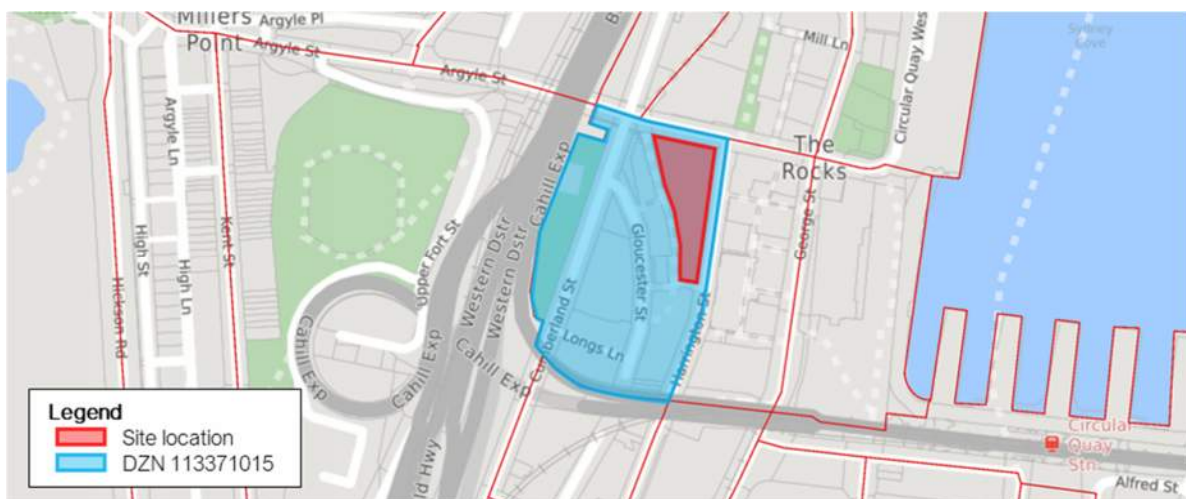


Base image source: City of Sydney Council Cycling Map

**2.5 Existing Travel Behaviour – Journey to Work**

Journey to Work (JTW) data has been sourced from the Australian Bureau of Statistics (ABS) 2016 census and provides an idea of existing travel patterns to the site and surrounding area. Figure 8 details the catchment of census data analysed which corresponds to the ABS 2016 Destination Zone (DZN) 113371015.

**Figure 8: Destination Zone containing The Rocks (DZN 114973467)**



Base image source: ABS Maps, accessed 2 October 2021



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**2 Existing conditions**

Table 3 shows the distribution of travel modes by workers employed within the Destination Zone, adjusted for those that did not work, worked from home or who were not applicable. Data indicates that public transport comprises 78 per cent of trips whilst private vehicles accounts for only 14 per cent of trips.

**Table 3: Existing travel mode share to the local area surrounding the site**

Mode of Travel	Mode Share (%) [1]
Train	55%
Bus	18%
Car, as driver	11%
Car, as passenger	2%
Ferry	5%
Walked only	5%
Bicycle	2%
Motorbike/scooter	1%
Other Mode	1%

[1] Does not include residents who worked at home, did not go to work or who were not applicable.

## 2.6 Local Car Share Initiatives

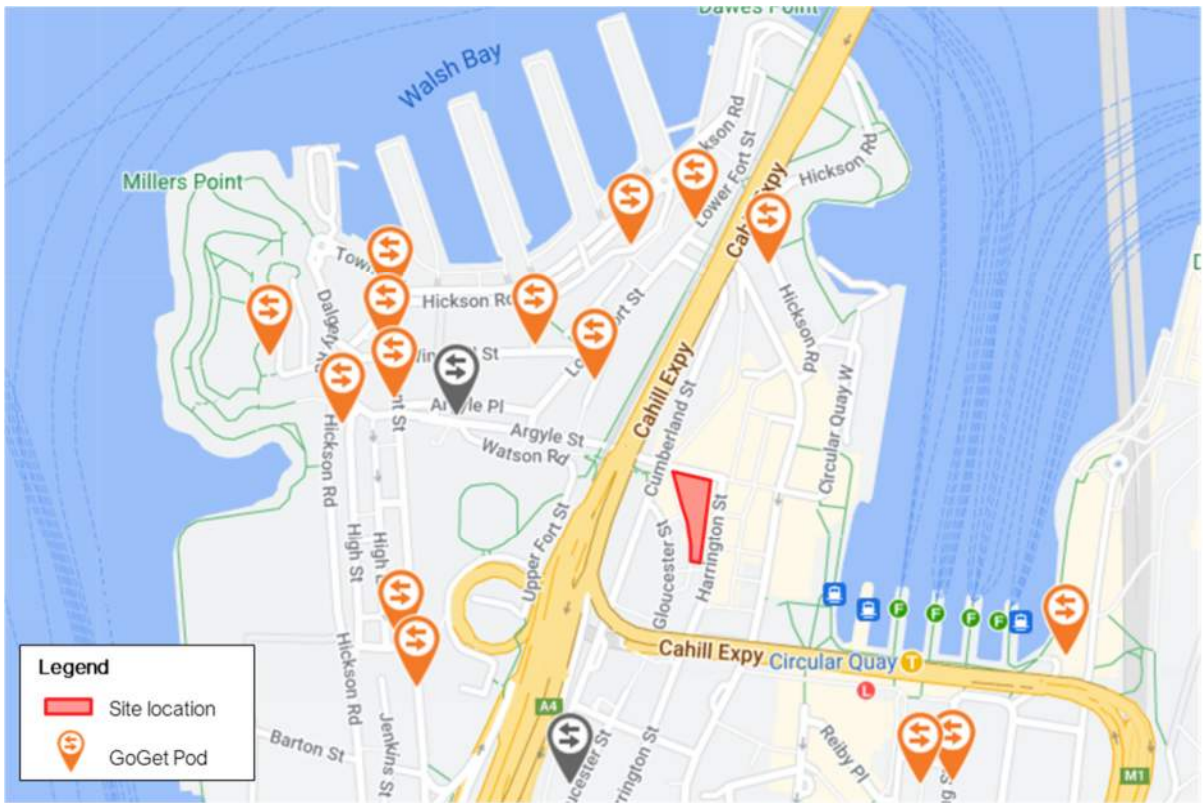
GoGet (along with other car share schemes) has become increasingly common throughout Sydney and is now recognised as a viable transport option for drivers throughout Sydney. They are now a well-utilised service especially in the inner suburbs due to limited parking availability and the expense involved in parking close to the Sydney CBD. GoGet offer a viable alternative to the private car for trips where distances are short and are likely to be of benefit to future tenants and hotel guests of the proposed development.

GoGet car share pods located close to the site are shown in Figure 9, with the closest pod located 350-metres walking distance at Trinity Avenue, Dawes Point.



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2 Existing conditions

Figure 9: Surrounding GoGet pod locations



Base image source: GoGet, accessed 7 October 2022



## 3 Development Proposal

### 3.1 Land Uses

This SSDA seeks approval for the redevelopment of the existing building to facilitate the change of use of an existing building to new hotel accommodation. Specifically, the proposed development involves:

- Demolition of the existing mixed-use building (referred as the ‘Clocktower’ building) and site features.
- Construction of a new eight storey hotel accommodation building comprising:
  - Two levels of retail and commercial land uses at the ground level and first floor level.
  - Five levels of hotel accommodation, providing a total of 206 hotel rooms.
  - One level of roof-top space.
- Establishment of new publicly accessible through-site links.
- Alterations to the existing basement car park to upgrade to contemporary code compliance.
- Public domain improvements, including three new public spaces, landscaping, and paving
- Ancillary works, including site services.

The proposed new hotel accommodation will eventually connect with the existing Rendezvous Hotel which adjoins the subject site to the south. This connection will be facilitated by minor refurbishment works to the existing Rendezvous Hotel approval which will be sought under a separate planning approval pathway. The south wing is anticipated to ultimately included a further 86 hotel rooms, resulting in a site total of 292 hotel rooms.

The development schedule is summarised in Table 4 with the indicative site cross section shown in Figure 10 and upper ground floor plan in Figure 11.

**Table 4: Development schedule**

Use	Description	Size
Hotel	Rooms	292 rooms (206 this SSDA, plus 86 subject to separate planning pathway) [1] 60-70 staff (at any one time)
	Concierge, lobby, lounge, reception	220m <sup>2</sup>
Retail	Lower Ground Floor Retail	773m <sup>2</sup>
	Upper Ground Floor Retail	941m <sup>2</sup>
	<b>Sub-Total Retail</b>	<b>1,714m<sup>2</sup></b>
Public Amenity	Rooftop Bar	250m <sup>2</sup>
	Rooftop Terrace (excl. pool)	154m <sup>2</sup>
	<b>Sub-Total Public Amenity</b>	<b>404m<sup>2</sup></b>

[1] It is noted that the planned refurbishment works to the existing Rendezvous Hotel will include a further 86 hotel rooms in the south wing, therefore for the purposes of this transport assessment the combined number of hotel rooms for the ultimate development have been considered.



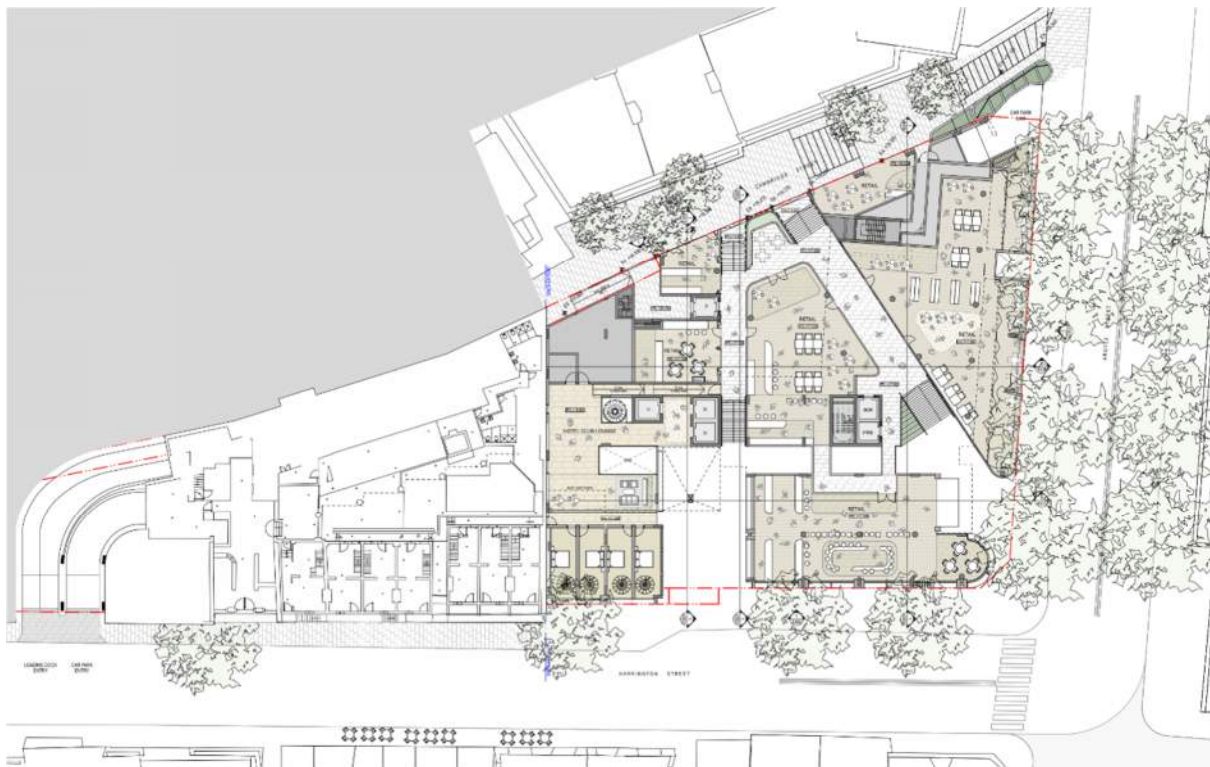
## The Quincy Hotel, Sydney – Green Travel Plan 3 Development Proposal

Figure 10: Harrington Street elevation



Source: fjmtstudio, drawing DA-3000, Revision 01, dated 21 November 2022

Figure 11: Upper ground level floor plan



Source: fjmtstudio, drawing DA-20UG, Revision 01, dated 21 November 2022

### 3.2 Car Parking

The proposal includes the reconstruction the northern portion of the existing basement car park and retention of the southern portion in its current form. This will result in a reduction in on-site parking from the existing 138 parking spaces down to 98 spaces. The existing site access arrangements would be retained, including ingress via Harrington Street in the south-east corner of the site and egress to Argyle Street in the north-west corner. The existing indented bay at the northern end of Harrington Street adjacent to the site will be retained for continued use as kiss and ride.

No on-site parking is proposed for hotel or retail staff, with staff encouraged to make use of the various established public transport services in close proximity (and across the broader CBD) and



## **The Quincy Hotel, Sydney – Green Travel Plan**

### **3 Development Proposal**

walking and cycling facilities. The car park would continue to be operated by Wilson Parking Australia with hotel guests able to use. In this regard, the revised layout and parking arrangement not only aims to improve vehicle circulation by delivering a more efficient basement layout but also aligns with Council's vision to reduce reliance on private vehicle mode share.



## 4 Policy and Strategic Framework

The following has been completed in accordance with relevant requirements of the SEARs (Traffic, Transport and Accessibility).

### 4.1 Overview

Based on the transport network described above, this section identifies the potential travel patterns to and from the site. It builds on the walking and public transport networks already available as well as the limited on-site car parking provision, identifying transport modes which may be best suited to meet the travel demand for the site. This guides the actions specified in Section 4, of this Green Travel Plan, to respond to available transport infrastructure and current travel patterns in the local area.

### 4.2 Analysis

#### Scenario 1: Business as usual

If no further green travel actions are taken, it is likely that residents/ staff will adopt the travel patterns they currently exercise travelling to and from the Travel Zone.

#### Scenario 2: Proactive Initiatives

The new development could proactively pursue initiatives to accommodate pedestrians, cyclists and public transport users. Based on the Travel Zone data regarding method of travel to work of staff/ visitors, outlined in Section 3, it is recommended that the following realistic opening year mode share targets be adopted for the development.

Mode of Travel	2016 ABS (The Rocks)	Targets
Train	55%	57%
Bus	18%	19%
Car, as driver	11%	5%
Car, as passenger	2%	3.5%
Ferry	5%	6%
Walked only	5%	5%
Bicycle	2%	2.5%
Motorbike/scooter	1%	1%
Other Mode	1%	1%

To get a better understanding of staff travel choice, a staff travel survey could be completed at time of opening to understand where staff reside and to understand who may be within active transport reach of the site. At such time, a review of the active transport mode share targets should be completed.

The likely travel mode splits have been developed based on the following:

- The expansion of the hotel and removal of commercial uses is likely to result in a reduction in private vehicle usage to/ from the site, with a shift towards increased set-down/ pick-up activity increasing private car use as a passenger.



## **The Quincy Hotel, Sydney – Green Travel Plan**

### **4 Policy and Strategic Framework**

- High quality bicycle network and low-speed traffic environment surrounding the site making it ideal for active travel to/ from the site.
- Location within a 400-metre walk from Circular Quay Interchange which provides access to frequent public transport services including bus, train, light rail, and ferry.
- Provision of end-of-trip facilities as part of the proposal.
- Reconfiguration of the basement car park resulting in a loss of 40 car spaces (about a 30 per cent reduction in on-site parking) to encourage travel by other modes.
- Restricted and limited parking surrounding the site decreases the attractiveness of car travel. The car park would continue to be operated by Wilson Parking and therefore would remain open to the public.



## 4.3 Actions

### 4.3.1 WALKING

Action	Timeframe
Open up short cuts for pedestrian access through the site.	Before opening
Reduce car parking provision to encourage walking to/ from the site.	Proposed
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. This map would be available in the lobby and rooms to be used by hotel guests.	After opening

### 4.3.2 CYCLING

Action	Timeframe
Establish an internal Bicycle Users Group (BUG) for hotel and retail staff. BUGs are formed by people who want to work together to improve facilities for cyclists and encourage cycling	After opening
Promote cycling tours within the area for hotel guests. The idea is to encourage people who might be reluctant to cycle to give it a go!	After opening
Develop a 'bike buddy' scheme for inexperienced cyclists	After opening
Provide sufficient bicycle parking to meet peak needs	Before opening
Have good staff bicycle parking, that is secure and in an easily accessible location	Before opening
Provide bicycle parking for visitors	Before opening
Ensure bicycle parking is clearly visible or provide signage/ wayfinding to direct people to cycle bays	Before opening
Supply a toolkit consisting of puncture repair equipment, a bike pump, a spare lock and lights, that can be used by guests/ staff	After opening
Provide a pool bicycle for hotel guests to use when making short work trips during the day	After opening
Provide bicycle rental service and maps of the surrounding bicycle network for hotel guests to explore the local area and sight see.	After opening.
Come to an arrangement with a local bicycle retailer for cheap servicing of staff bikes and other incentives.	After opening
Provide an on-site bicycle maintenance service (either as a special one day event or on a regular basis)	After opening
Produce a map showing more leisurely bicycle routes to work and for hotel guests to nearby attractions.	After opening
Participate in annual events such as 'Ride to Work Day' for hotel staff.	After opening



## The Quincy Hotel, Sydney – Green Travel Plan

### 4 Policy and Strategic Framework

#### 4.3.3 PUBLIC TRANSPORT

Action	Timeframe
Develop a map showing public transport routes surrounding the site for hotel staff as part of the induction. This map can also be provided in the lobby and hotel rooms for guests.	After opening
Put up a notice board with leaflets and maps showing the main public transport routes to and from the site	After opening
Provide train, bus, light rail and ferry timetables for services in the local area as part of welcome packs for all new staff/ hotel guests	After opening
Provide an opal card with credit included as part of a welcome pack for all new staff	After opening
Encourage public transport use for business travel of staff and hotel guests	After opening

#### 4.3.4 CAR PARKING

Action	Timeframe
Identify priority users of car park e.g. people with disabilities, shift workers, carpoolers	After opening
Re-allocate car parking spaces for bicycle parking	Before opening
Provide no parking for staff and reduce car parking provision	Proposed
Provide sustainable transport allowances for staff	After opening



## 5 Monitoring and Review

### 5.1 Review Framework

For the GTP to be effective it must be reviewed on a regular basis. It is important to ensure that the GTP is meeting its objectives and having the intended impact on car use and transport choices for the development. The GTP should be reviewed on an annual basis with resident and staff travel surveys/ The GTP should be updated and changed to reflect changing circumstances and local context/ facilities.

### 5.2 Travel Survey

To monitor the GTP, a travel questionnaire should be conducted of all staff, if possible. An initial survey should be used to provide the baseline for travel planning programs. Subsequent survey results should be reported annually to inform funding allocation for successful programs/ removal of unsuccessful programs. Based on the review, the GTP should then be updated.

An example format for the staff survey is as follows:

Q1: What is your home post code?

Q2: How do you usually travel to work? (Select one)

Walk

Bicycle

Bus

Train

Combination bus and train

Drive a car

Passenger in a car

Other (please detail) \_\_\_\_\_.

Q3: What time do you usually arrive and leave work?

Q4: To facilitate transport programs, may we share your contact details with other staff?

Yes – I walk

If 'yes' please provide your email here: \_\_\_\_\_.

Yes – I'm a cyclist

If 'yes' please provide your email here: \_\_\_\_\_.

Yes – I'm a public transport passenger

If 'yes' please provide your email here: \_\_\_\_\_.

No.



## **The Quincy Hotel, Sydney – Green Travel Plan**

### **5 Monitoring and Review**

Hotel guests should also be monitored for usage of active transport methods to determine if current provision is adequate.

### **5.3 Gaps**

It may occur that transport deficiencies are identified such as demand for bicycle spaces and lockers for employees and visitors may increase.

Transport deficiencies would be tracked by the travel coordinator, with these issues potentially needing to be revisited if identified as an issue during monitoring.



## 6 Conclusion

Based on the analysis and discussions presented within this report, the following conclusions are made:

1. It is aimed that 91 per cent mode of staff and visitors will utilise public transport or active transport methods.
2. No parking would be provided for hotel/ retail staff as they will be encouraged to utilise alternative modes of transport such as walking, cycling and public transport.
3. For the GTP to be effective it must be reviewed on a regular basis. It is important to ensure that the GTP is meeting its objectives and having the intended impact on car use and transport choices for the development.
4. To monitor the Green Travel Plan, a travel questionnaire should be conducted of all visitors/ staff.

