



# 4-6 Bligh Street Sydney Preliminary Green Travel Plan

Prepared for:  
Holdmark NSW Pty Ltd

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The Transport Planning Partnership

# 4-6 Bligh Street Sydney

## Preliminary Green Travel Plan

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## APPENDICES

### A. TRANSPORT ACCESS GUIDE

# 1 Introduction

## 1.1 Background

This report has been prepared to accompany an SSDA for the for the mixed-use redevelopment proposal at 4-6 Bligh Street, Sydney.

The Council of the City of Sydney, as delegate for the Minister for Planning and Public Spaces (the Minister), is the Consent Authority for the SSDA under an Instrument of Delegation issued by the Minister on 3 October 2019.

The application seeks consent for the construction of a 59-storey mixed-use hotel and commercial development. The purpose of the project is to revitalise the site and deliver new commercial floorspace and public realm improvements consistent with the City's vision to strengthen the role of Central Sydney as an international tourism and commercial destination.

A separate development consent (D/2018/892) relating to early works for the proposed application was granted for the site on 31 January 2020. Consent was granted for the demolition of the existing site structures, excavation and shoring of the site for three basement levels (to a depth of RL9.38m) to accommodate the proposed mixed-use hotel and commercial development. As such, this application does not seek consent for these components and instead seeks to rely upon and activate D/2018/892 for early works.

Specifically, development consent is sought for:

- Site establishment, including removal of three existing trees along the Bligh Street frontage and de-commissioning and removal of an existing substation (s2041) on the site.
- Construction of a 59-storey hotel and commercial office tower. The tower will have a maximum building height of RL225.88 (205m) and a total gross floor area (GFA) provision of 26,796sqm, and will include the following elements:
  - Five basement levels accommodating a substation, rainwater tank, hotel back of house, plant and services. A porte cochere and four service bays will be provided on basement level 1, in addition to a total of 112 bicycle spaces on the ground floor, basement level 1 and basement level 2, end-of-trip facilities on basement level 2 and a total of 28 car parking spaces on basement levels 4 and 5.
  - A 12-storey podium accommodating hotel concierge and arrival at ground level, conference facilities, eight levels of commercial floor space and co-working facilities, and hotel amenities including a pool and gymnasium at level 12.
  - 42 tower levels of hotel facilities including 421 hotel keys comprising standard rooms, suites and a penthouse.

- Two tower levels accommodating restaurant, bar, back of house and a landscaped terrace at level 57.
- Plant, servicing and BMU at level 59 and rooftop.
- Increase to the width of the existing Bligh Street vehicular crossover to 4.25m and provision of an additional 4m vehicular crossover on Bligh Street to provide one-way access to the porte cochere and service bays on basement level 1.
- Landscaping and public domain improvements including:
  - Replacement planting of three street trees in the Bligh Street frontage,
  - Construction of a landscape pergola structure on the vertical façade of the north-eastern and south-eastern podium elevations,
  - Awning and podium planters, and
  - Provision of a feature tree at the level 57 terrace.
- Identification of two top of awning building identification signage zones with a maximum dimension of 1200mm x 300mm. Consent for detailed signage installation will form part of a separate development application.
- Utilities and service provision.
- Installation of public art on the site, indicatively located at ground level.

The Transport Planning Partnership (TPPP) has prepared this Green Travel Plan (GTP) on behalf of Holdmark NSW Pty Ltd to manage the future travel demand following the occupation of a proposed development at 4-6 Bligh Street, Sydney. Specifically, this GTP responds to Item 10 of the Secretary's Environmental Assessment Requirements (SEARs) dated 1 October 2022 and issued for the SSDA (SSD48674209):

*"measures to promote sustainable travel choices for employees, 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."*

TPPP has prepared numerous travel plans such as Harold Park (which has resulted in car traffic generation rates being some 50% lower than were predicted in the traffic impact assessment) Australian Catholic University at their Strathfield Campus and UTS in their Broadway Campus.

## 1.2 Types of Travel Plan

There are two distinct types of travel plan

1. To change the travel behaviour at an existing site (i.e. reduction of car use, especially if only used by one person). Such plans would be implemented at large

administrational buildings (e.g. hospital government buildings). This would aim to achieve a modal shift when compared against a stated benchmark. This would include monitoring the plan over a period after opening with more measures introduced if stated objectives were not achieved.

2. To influence the travel behaviour of a site prior to it being occupied. This can include such measures as locating the site next to a railway station, reducing on-site parking (especially for commercial buildings). Providing information and ensuring the development ties in with the sustainable active travel initiatives outside of the site. This travel plan would aim to achieve a lower car driver mode upon occupation compared with comparable sites.

This GTP falls into the latter category where the majority of green travel initiatives are provided prior to occupation of the site.

## 1.3 The Role of Travel Plans

The purpose of a GTP is to encapsulate a strategy for managing travel demand that embraces the principles of sustainable transport. In its simplest form, this GTP encourages use of transport modes that have low environmental impacts, for example active transport modes including walking, cycling, public transport, and better management of car use.

Active transport presents a number of interrelated benefits including:

- improved personal health benefits
- reduced traffic congestion, noise and air pollution caused by motor vehicles
- greater social connections within communities
- cost savings to the economy and individual.

In order to ensure that the GTP meets its intended objectives, a review of 'best practice' guidelines such as the City of Sydney 'Guide to Travel Plans' and 'The Essential Guide to Travel Planning' prepared by the United Kingdom Department of Transport, has been undertaken.

From the above review, the key themes applicable to the GTP include:

- **Site audit and data collection:** An audit has been undertaken in order to identify and document the existing issues and opportunities relevant to site and its accessibility particularly by non-car modes. Opportunities to improve amenity, incentivise non-car travel and remove barriers to the use of sustainable transport modes are then dealt with under the Site-Specific Measures, detailed in Section 6.1. Notably, as the site is not currently occupied by the proposed development, travel surveys based on recent 2016 Census data have been used to inform the baseline data for modal splits to/from the site.



- **Audit of policies:** An audit of key policy documents has been undertaken to assist with defining the direction and purpose of the GTP, aligned with the key targets and objectives from a local and regional perspective.
- **Private vehicle travel management:** This GTP provides a strategy to reduce travel by private vehicles with nil car parking provision.
- **Local alliances:** The development of relationships between the Proponent and various stakeholders (such as the Council, the Roads and Maritime Services and Transport for New South Wales) will assist the Proponent in delivering improved transport options.

## 1.4 Travel Plan Pyramid

The GTP will need to be tailored to the proposed development site to ensure appropriate measures are in place for the different land uses to promote a modal shift away from car usage.

The key elements of the GTP are shown in the Travel Plan Pyramid in Figure 1.1.

**Figure 1.1: Travel Plan Pyramid**

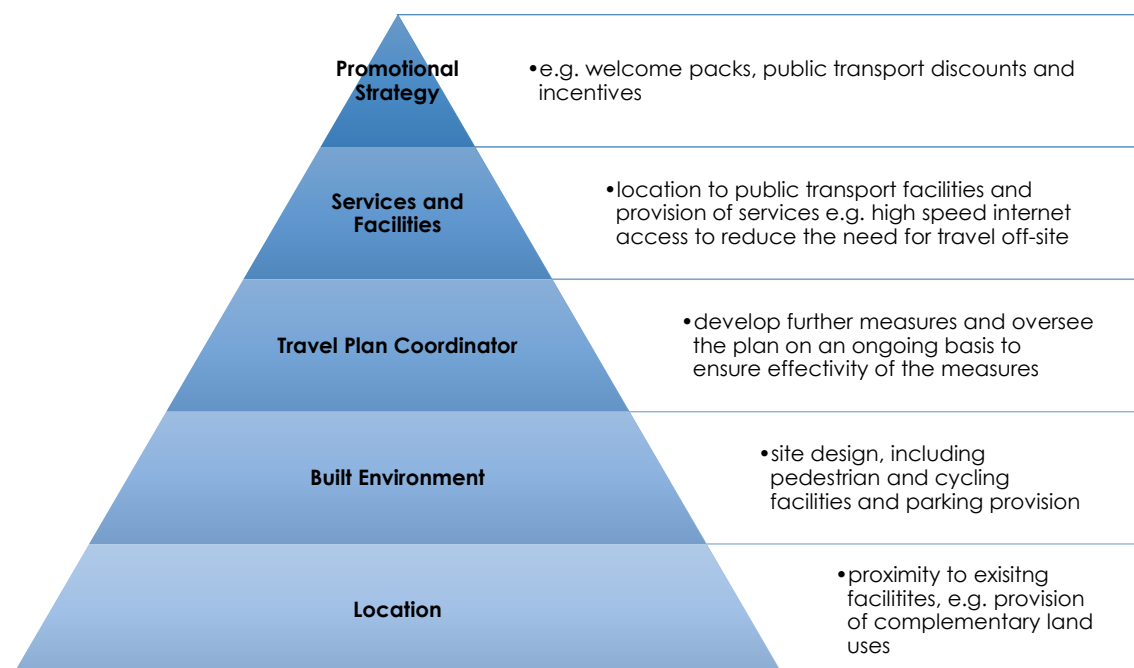


Figure 1.1 demonstrates that the key foundations to ensure the success of a GTP are:

1. **Location** – i.e. proximity to existing public transport services and proximity to mixed land uses, e.g. shops and services, such that walking, or cycling becomes the natural choice

2. **Built Environment** – i.e. provision of high-quality pedestrian and cycling facilities, end-of-trip facilities and reduced car parking provision to encourage sustainable transport choices.

## 1.5 Drivers of the Travel Plan

There are a number of social, environmental and economic drivers for developing and implementing a GTP for developments as detailed below.

### 1.5.1 Car Parking

Car parks utilise valuable land resources and impact amenity. If the area continues to grow and there is no modal shift towards non-car transport modes, the car parking demand could increase significantly. As such, the provision of car parking must reflect the site's proximity to public transport to influence a modal shift to more sustainable transport modes. As the site is located within close proximity to Wynyard Railway Station, Wynyard Light Rail Station and the future Martin Place and Hunter Street Metro Stations which will be operational by the time the development is completed and operational in late 2024, there is strong justification to provide limited car parking to manage travel demand to/from the site. Furthermore, the cost to provide parking is significant and therefore, there are strong economic imperatives to reduce car parking demand by incentivising non-car travel modes.

### 1.5.2 Environmental Impacts

The transport sector (road, rail, air and ship) is Australia's third largest source of greenhouse gas emissions (GHG), accounting for 18 per cent of emissions in Australia in 2015 (Climate Council of Australia, 2016). Mitigating this impact is a key driver of the GTP. Within Australia, the transport sector has the highest rate of growth of GHG emissions per year having risen by 51 per cent since 1990 with private vehicles responsible for almost half of transport emissions. In comparison, travel modes such as walking and cycling have the lowest emissions while public transportation has significantly lower impact than the private vehicles.

### 1.5.3 Health Benefits

The use of sustainable transport modes can have wide-ranging health benefits due to a corresponding reduction in greenhouse gas emissions and increase in physical activity from walking and cycling. The shift from private cars to sustainable transport “can yield much greater immediate health “co-benefits” than improving fuel and vehicle efficiencies” (World Health Organisation, 2011). The potential benefits can include reduced respiratory diseases from better air quality, prevention of heart disease, some cancers, type 2 diabetes and some obesity-related risks.

#### 1.5.4 Social Equity

Transport has a fundamental role in supporting social equity, that is the equitable distribution of services, amenities and opportunities. The provision of sustainable transport modes can provide a more affordable alternative to car use. As such, it offers better mobility for women, children, young people, the aged, persons with disabilities and the poor, who have less access to private vehicles, thereby enhancing social equity.

#### 1.5.5 Site Attraction

Provision of high-quality transport facilities (public transport, cycling and walking infrastructure) has a significant impact on the accessibility and therefore attractiveness of a site. Negative experiences and costs associated with travel can reduce the competitiveness of a hotel, commercial and retail site. High quality and efficient transport systems are key to attracting and retaining staff and visitors. Support for active transport modes is also highly desired by staff, because it improves health and productivity.

## 2 Existing Transport Policy Context

### 2.1 Summary of Key Policy Directions

The review of existing relevant policy clearly illustrates a number of themes that should inform the approach to ongoing management of transport demand, and investment in the transport network. These themes include:

- provision of high-quality local transport infrastructure and improved bike paths and networks and improving accessibility and connectivity
- address car parking issues in key locations, including residential and business districts and encouraging active transport, and
- create connected, liveable communities where people can walk, cycle and use public transport to promote healthier, active communities.

A summary of the existing policy framework documents is provided in Table 2.1.

**Table 2.1: Summary of Policy Framework**

Policy/Strategy	Key Aims/Objectives/Goals
<b>City of Sydney Council</b>	
Sustainable Sydney 2030 – 2050 Continuing the Vision	<p>While 2050 may seem a long time away, the City of Sydney Council is committed to planning now to meet the ongoing and future needs of our communities.</p> <p>Sustainable Sydney 2030 – 2050 is vision statement from Council that sets aspirational targets to respond to the climate emergency, improve the resilience of society and economy and balance the needs and interests of current and future generations. Targets and directions include but not limited to:</p> <ul style="list-style-type: none"> <li>• By 2050 people will use public transport, walk or cycle to travel to and from work. This includes 9 out of 10 people working in the city centre and 2 out of 3 people working in the rest of the local area</li> <li>• By 2030 every resident will be around a 10-minute walk</li> <li>• Create a city for walking, cycling and public transport by improving public places and infrastructure.</li> </ul>
Liveable Green Network Strategy	<p>The Liveable Green Network Strategy is part of City of Sydney's plan to create a well-connected pedestrian and cycling network. The City is working towards building a 200km cycling network including 55km of separated cycleways. The objective of the strategy is to achieve the Sustainable Sydney 2030 targets where 10% of journeys in the local area are to be made by bicycle and at least half to be made on foot.</p>
Walking Strategy and Action Plan 2015-2030	<p>Council's Walking Strategy and Action Plan aims to support walking as a mode of transport and to meet the objectives of Sustainable Sydney 2030.</p> <p>Proposed targets include:</p> <ul style="list-style-type: none"> <li>• Increase footpath capacity by 20%</li> <li>• Increase walking mode share of residents to 60% by 2030</li> <li>• All residents to be a 10-minute walk of commercial/ retail space</li> <li>• Every resident to be within a 3-minute walk of the Liveable Green Network.</li> </ul> <p>Council aims a more accessible, attractive and safer city to explore on foot. The City currently invests over \$15 million per year on footpath upgrades, pedestrian crossings and additional footpaths to implement the strategy.</p>

Policy/Strategy	Key Aims/Objectives/Goals
City Centre Access Strategy	<p>The City of Sydney City Centre Access Strategy has been designed to improve all transport modes within the city centre. The strategy aims to reduce traffic congestion within the city centre and to efficiently move residents and visitors around the area.</p> <p>The strategy includes the following completed and planned programs:</p> <ul style="list-style-type: none"> <li>• resurfacing of roads</li> <li>• installation of smart poles, replacement and relocation of existing street light and traffic light poles</li> <li>• intersection upgrades, and</li> <li>• lane marking improvement and kerb adjustment to upgrade bus lanes and corridors.</li> </ul> <p>Transport for NSW's Sydney Coordination Office, is in charge of improving the road infrastructure in the CBD to achieve the objectives of the strategy.</p>
<b>NSW State Government</b>	
New South Wales Long Term Transport Masterplan (NSW State Government, 2012)	<p>The Long Term Transport Master Plan provides measures that go beyond addressing the visible incidence of congestion and extend to the management of the States' transport systems as a whole, by:</p> <ul style="list-style-type: none"> <li>• Accommodating land use, growth and urban renewal and ensuring land use policies make a positive impact on congestion</li> <li>• Managing demand through priority measures, demand-responsive technology, better customer information and pricing</li> <li>• Managing congestion on roads by encouraging the use of public transport by: <ul style="list-style-type: none"> <li>◦ Developing an integrated, fast, and reliable bus network</li> <li>◦ Improving public transport interchanges</li> </ul> </li> <li>• Employing a coherent, whole-of-network planning strategy through the Strategic Transit Network</li> </ul>
NSW State Infrastructure Strategy 2018-2038: Building Momentum	<p>The recommendations in the 2018 SIS for the transport sector need to be read in the context of Future Transport 2056 and the Greater Sydney Region Plan. Both documents have been key inputs to this strategy. Some key recommendations include:</p> <ul style="list-style-type: none"> <li>• Encourage travel patterns that are tailored to the capacity of the network and help to manage congestion with mobility pricing reform and demand management initiatives.</li> <li>• Reallocate road space in key commuter corridors to give priority to the most productive and sustainable transport modes, improve the integration of services across modes, remove network bottlenecks and upgrade operational systems and infrastructure.</li> <li>• Further develop the Sydney rail network with new rail links and system-wide upgrades. Develop extensive on-road rapid transit networks and active transport links to support the mass transit system and link key centres across Greater Sydney. Plan and deliver critical links in the motorway network that will serve Sydney well into the future.</li> </ul>
Future Transport Strategy	<p>The Strategy aims to increase the mode share of public transport services and reduce the use of single occupant vehicles. The proposal will look to reduce private vehicle travel and aligning with the objectives of the Strategy.</p>
Greater Sydney Region Plan: A Metropolis of Three Cities – Connecting People	<p>The site is well located to contribute towards creating a 30-minute city. The close proximity of the site to the Wynyard Station means people/prospective hotel staff and commercial tenants can easily access the site via public transport modes. The site thus aligns with the objects of the Plan in creating good access between jobs and public transport facilities to contribute towards a 30-minute city.</p>
Sydney's Cycling Future, Cycling for Everyday Transport (NSW State Government, 2013)	<p>Sydney's Cycling Future's key strategy is to improve cycling infrastructure.</p> <p>The Three Pillars of Sydney's Cycling Future include:</p> <ul style="list-style-type: none"> <li>• investing in separated cycleways</li> <li>• providing connected bicycle networks to major centres and transport interchanges promoting better use of our existing network; and,</li> <li>• engaging with our partners across government, councils, developers and bicycle users.</li> </ul>

### 3 Existing Transport Conditions

The site is centrally located within the Sydney CBD and is therefore well situated in terms of location, with an extensive availability of public transport facilities and options, including the Wynyard Station and Bus Interchange, which is located within a four-minute walk to the west.

The site also fronts low traffic volume roads and nearby cycleways. Pedestrian and cycling facilities within the site would be integrated to wider transport facilities and network creating a connected environment for visitors, hotel staff and commercial tenants using public transport.

As discussed in Section 1.4, location and proximity to transport facilities and the built environment of a site is the key foundations to ensure the success of a GTP. On this basis, the site is well placed to achieve the objectives of the GTP as discussed in Section 5.1.

#### 3.1 Site Context

The site is located within close proximity to high frequency public transport services including rail, bus, ferry and the future light rail and metro services which are currently under construction. The site's proximity to public transport facilities is shown in Figure 3.1.

**Figure 3.1: Site Proximity to Public Transport Services**



## 3.2 Train Services

The site is located within close proximity to high frequency rail services, as shown in Figure 3.1, including Wynyard Station which is one of the major railway stations in the Sydney transport network. Wynyard Station services a total of about 69 public transport routes within Sydney via rail and bus services, including nine rail and 60 bus routes.

These railway stations provide good transport connectivity between the Sydney CBD and surrounding Sydney suburbs, with the following rail line services provided:

- T1 North Shore and Western Line
- T2 Inner West and Leppington Line
- T3 Bankstown Line
- T4 Eastern Suburbs & Illawarra Line
- T8 Airport and South Line
- T9 Northern Line
- Central Coast & Newcastle Line
- South Coast Line

These rail line services typically operate every 5-15 minutes during peak periods to provide good connectivity to surrounding Sydney suburbs, especially for commuters travelling to/from the Sydney CBD via Wynyard railway station.

A summary of the above rail routes during peak periods is summarised in Table 3.1.

**Table 3.1: Summary of Existing Train Services**

Route	Number of Services	
	AM Peak (7am-9am)	PM Peak (4pm-6pm)
T1 Berowra to City via Gordon	34	37
T1 City to Berowra via Gordon	37	33
T2 City to Parramatta or Leppington	26	30
T3 City to Liverpool or Lidcombe via Bankstown	12	16
T8 City to Macarthur via Airport or Sydenham	17	25
T9 Hornsby to Gordon via Strathfield	9	9
T9 Gordon to Hornsby via Strathfield	9	8
CCN Central to Newcastle via Strathfield or Gordon	0	6
CCN Newcastle to Central via Strathfield or Gordon	5	0

### 3.3 Light Rail Services

The CBD and South East Light rail corridor is a 12km route featuring 19 stops, extending from Circular Quay along George Street to Central Station, through Surry Hills to Moore Park, then to Kensington and Kingsford via Anzac Parade and Randwick via Alison Road and High Street.

Regular services run every 4-8 minutes between Circular Quay and Moore Park, and every 8-12 minutes between Moore Park and Kingsford during 7am-7pm on weekdays.

The CBD and South East Light Rail route and stop locations is shown in Figure 3.2.

**Figure 3.2: CBD and South East Light Rail Route**



Source: TfNSW, viewed online 15/12/2022



The Wynyard Light Rail stop is located on George Street, approximately 400m west of the site (or a five-minute walk). Following occupation of the site, hotel staff, commercial tenants and/or visitors to the site will benefit from the delivery of the CBD and South East Light Rail as it will provide better connectivity to surrounding suburbs, particularly Randwick and Kingsford areas.

### 3.4 Sydney Metro Services

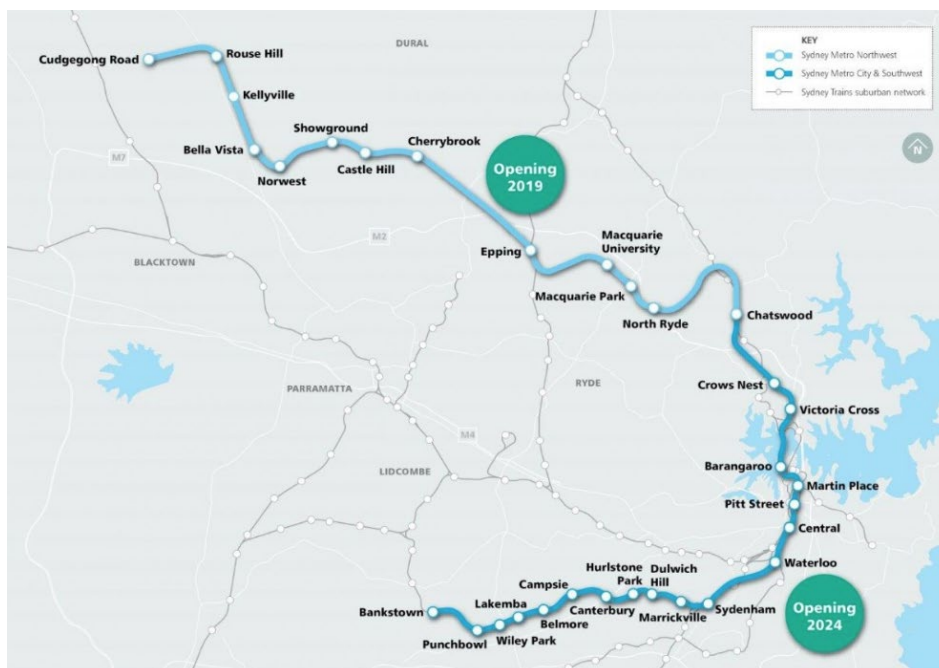
The first stage of the Sydney Metro Northwest project opened on 26 May 2016, linking Rouse Hill to Chatswood. The second stage of the project will deliver new stations at Crows Nest, Victoria Cross, Barangaroo, Martin Place, Pitt Street and Waterloo with new underground platforms at Central Station. This is expected to be delivered by 2024.

In addition to this, the Sydney Metro Sydenham to Bankstown upgrade has been approved subject to conditions based on extensive consultation with local people and councils.

The Sydney Metro will deliver a train every four minutes in the peak and every ten minutes at all other times. It is anticipated to provide additional capacity, with an increase of some 60% capacity across the network, to help meet existing and future demand, particularly to key rail bottleneck locations such as Bankstown.

The Sydney Metro route is shown in Figure 3.3.

**Figure 3.3: Sydney Metro Route**



Source: mysydney.nsw.gov.au

More specifically, the Martin Place metro station will be located south of Hunter Street between Castlereagh and Elizabeth Streets, approximately 100m south of the site (two-

minute walk), as shown in Figure 3.1. Pedestrian access to the station will be provided off Castlereagh, Hunter and Elizabeth Streets and Martin Place.

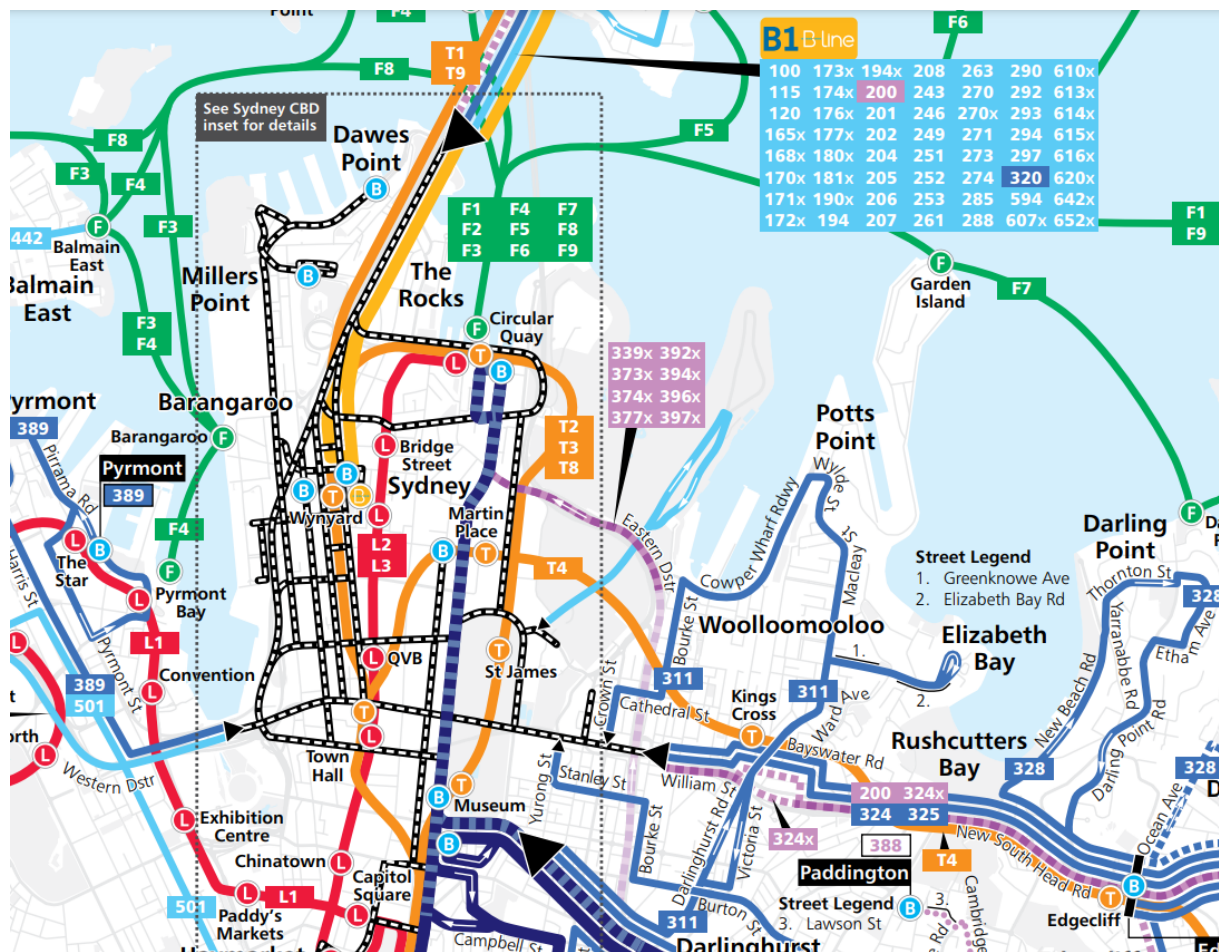
The Sydney Metro will improve access to the site, particularly from north-western and western suburbs, including Rouse Hill and Bankstown suburbs.

### 3.5 Bus Services

There are over 60 bus routes that service the Wynyard Bus Interchange. These bus routes service an array of different locations within Sydney, including to/from the City QVB, Lane Cove, Balmain, Chatswood, Bella Vista, Rouse Hill, Norwest, Kellyville, Sydenham, Hornsby, North Sydney etc. Further details can be found in the Wynyard Station transport map prepared by Transport for NSW is provided in Appendix A.

The existing bus network maps surrounding the site are shown below.

**Figure 3.4: Existing Bus Network Map**

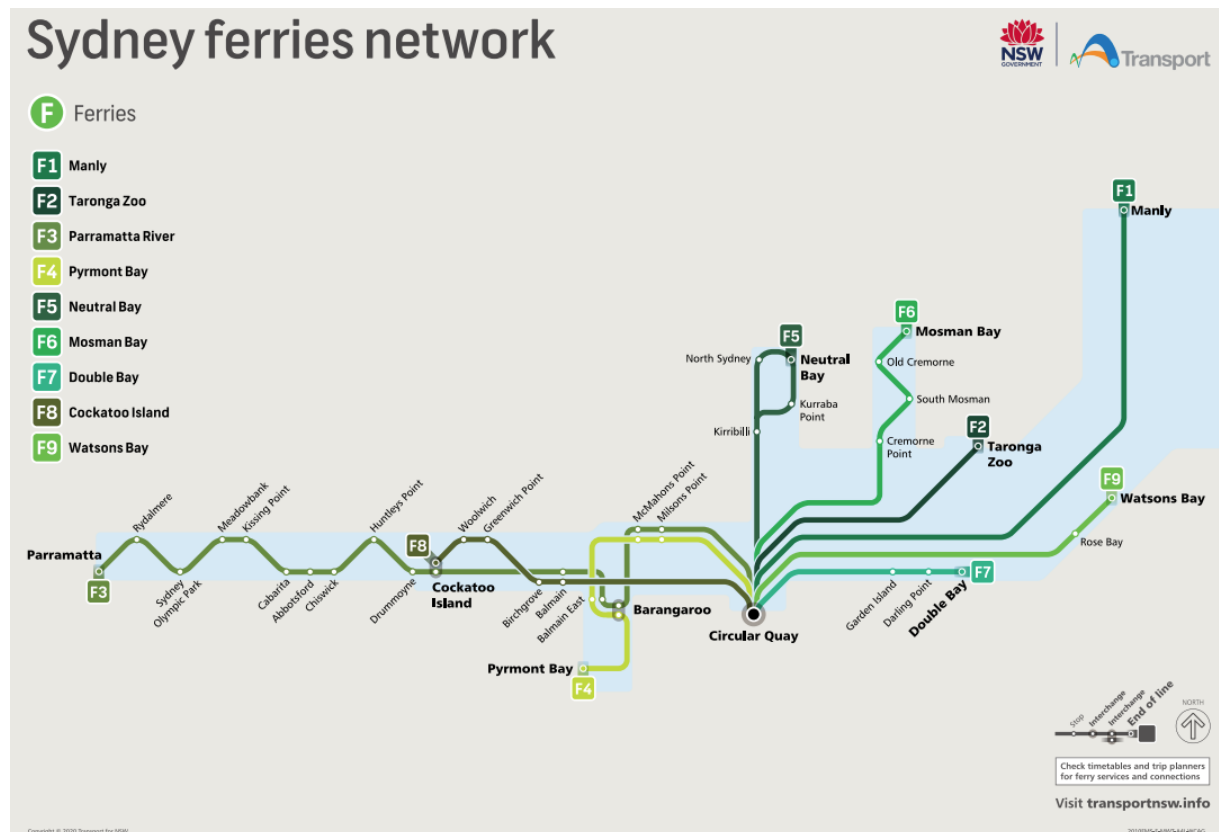


Source: Sydney Buses, viewed online 15/12/2022

## 3.6 Ferry Services

Ferry services are available at Circular Quay Wharf which is located approximately 550m (or an 8-minute walk) from the site. Ferry services provide connectivity to areas such as Manly, Neutral Bay, Watson Bay and Parramatta with services generally every 30 minutes throughout the day.

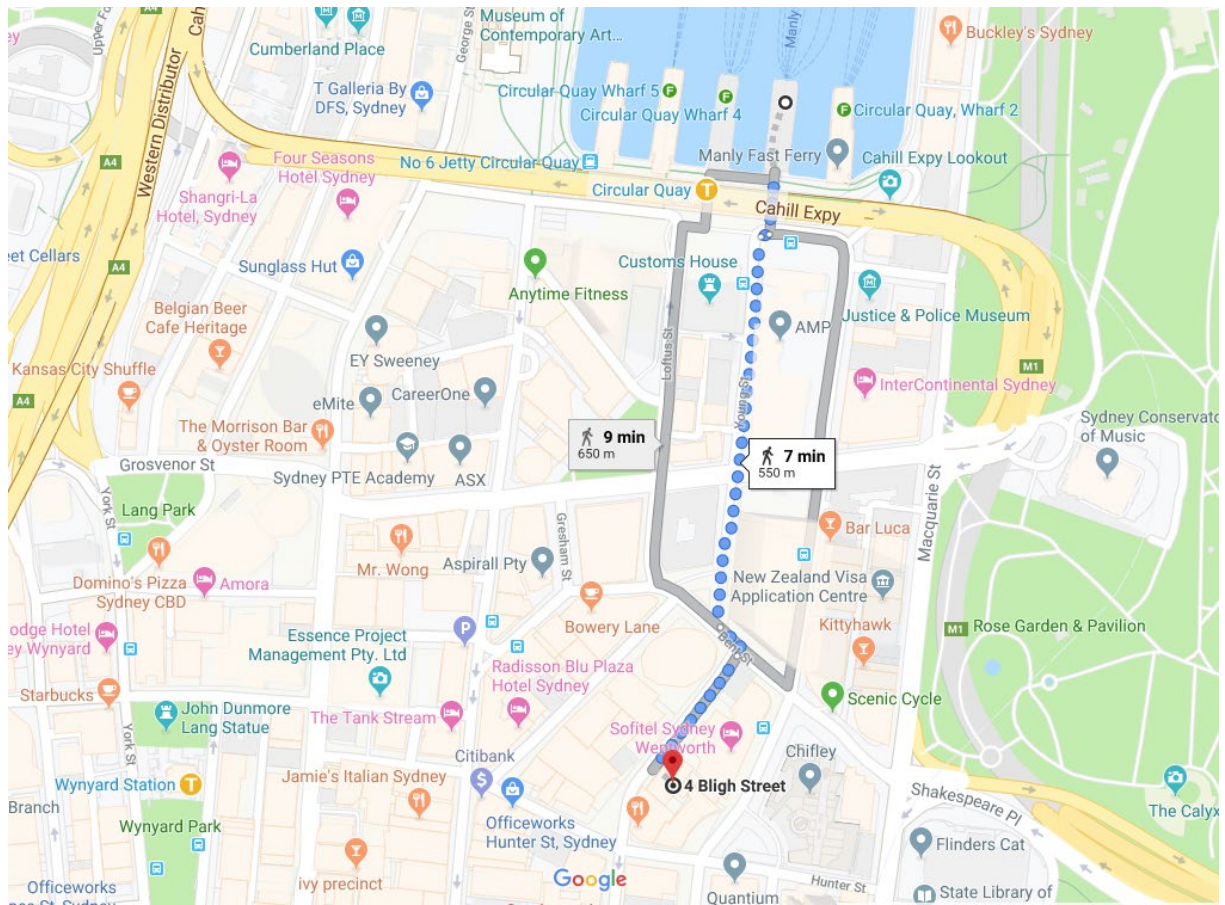
**Figure 3.5: Existing Ferry Network Map**



Source: Transport for NSW <https://transportnsw.info/sydney-ferries-network-map>

The site's proximity to the Circular Quay Wharf is shown in Figure 3.6.

**Figure 3.6: Site Proximity to Circular Quay Wharf**



Source: Google Maps Australia

### 3.7 Existing Pedestrian Infrastructure

Well-established pedestrian facilities are provided within the vicinity of the site. Sealed pedestrian paths are provided on either side of Bligh Street and all surrounding streets, providing excellent pedestrian access to surrounding retail shop frontages and public transport services.

In addition to this, signalised pedestrian crossings are provided at all intersections surrounding the site and is located within a 30-minute walking distance to key destinations and attractions in the area, including local café and restaurants, Circular Quay, Barangaroo, Queen Victoria Building and various recreational facilities and parks.

The existing pedestrian footpath outside the site is shown in Figure 3.7.



**Figure 3.7: Existing Pedestrian Footpath**



### 3.8 Existing Cycling Infrastructure

A number of on-road and off-road routes are generally provided within the immediate vicinity of the site. Nearby, Pitt Street provides a separated off-road cycle way, which connects to a wider cycling network as shown in Figure 3.8.

**Figure 3.8: Existing Cycleway Network Map**



Source: City of Sydney Council, viewed online 15/12/2022

### 3.9 Car Share Facilities

Car sharing is a flexible, cost effective alternative to car ownership and is a convenient and reliable way for staff and visitors to use a car when they need one. GoGet is a car share company operated in Australia, with a number of vehicles positioned within the area.

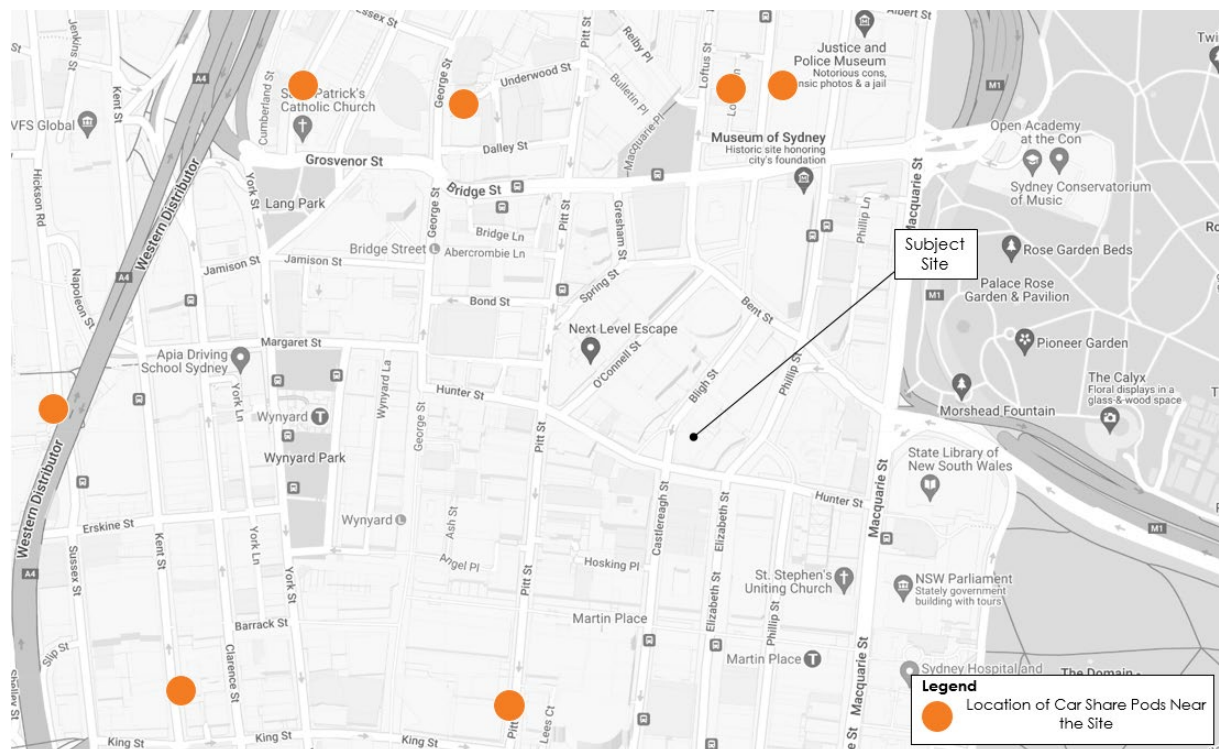
Car share is a concept by which members join a car ownership club, choose a rate plan and pay an annual fee. The fees cover fuel, insurance, maintenance, and cleaning. The vehicles are mostly sedans, but also include SUVs and station wagons. Each vehicle has a home location, referred to as a "pod", either 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.

Notably, the City of Sydney Council has reported that “a single car share vehicle can replace up to 12 private vehicles that would otherwise compete for local parking”.

As such, the provision of car sharing facilities should be able to reduce both the parking demand for the site and the traffic generated by it.

Figure 3.9 shows the location of the existing GoGet vehicles within the immediate vicinity of the site.

**Figure 3.9: Location of Existing GoGet Vehicles**



Source: GoGet Australia, viewed online 15/12/2022

### 3.10 Bike Share Facilities

Dockless bike share is a new program which provide users with the opportunity to ride on a bike anytime. Users will be required to download the app to reserve and unlock a bike. Bicycles can be used for return or one-way trips and can be picked-up and returned on bicycle parking areas, train stations, or even on footpaths provided that the footpath is not too busy and is wide enough so the bicycles will not impede pedestrians within the footpath.

In December 2017, six Sydney councils (including City of Sydney) devised the Inner Sydney Bike Share Guidelines. These guidelines set out expectations for bike share operators and users and apply across the six municipalities of Canada Bay, City of Sydney, Inner West, Randwick, Waverley and Woollahra.



Bike sharing programs offer flexibility and opportunity for people to choose active transport for short trips, especially for those who are less likely to own bicycles.

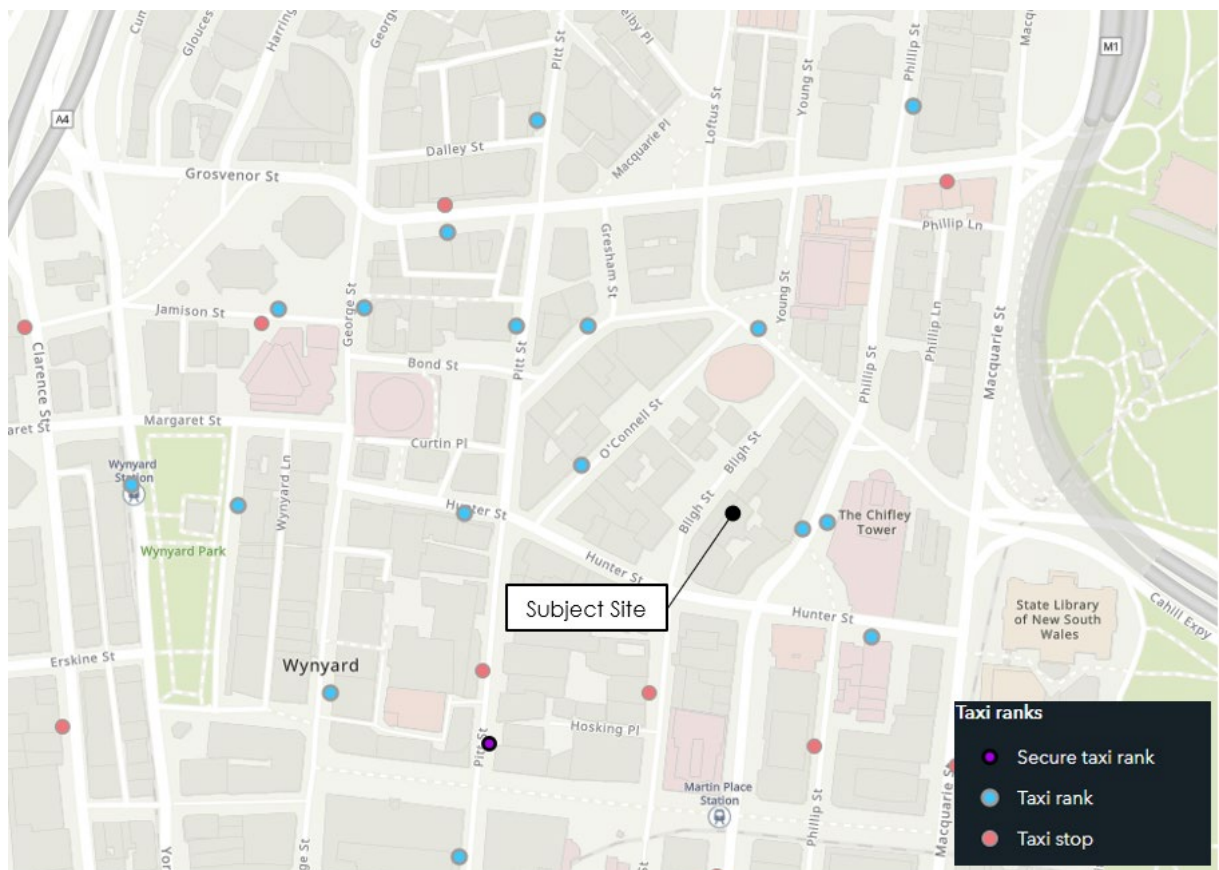
Several dockless bike sharing services such as moBike, Lime and Neuron are available in the Sydney CBD. It is noted that Lime and Neuron both provide electric-assisted bikes.

### 3.11 Taxi/Uber Facilities

Taxis and Uber are point to point transport services that provides flexible convenient options. Customers can choose the route the driver will take for a faster travel time and to destinations that cannot be reached by public and active modes of transport. Taxis are normally stationed at designated taxi ranks where customers can enter any available taxis waiting to depart.

Figure 3.10 shows the location of the nearest taxi rank from the site.

**Figure 3.10: Nearby Taxi Ranks**



Source: <https://data.cityofsydney.nsw.gov.au/pages/maps>, accessed 15/12/22

In addition to this, taxis would also be roaming the surrounding area and can be hailed from the kerb on the street. However, some taxis may be unavailable or occupied servicing another customer at the time. This is identified when taxis with the light on top of the vehicle are switched off.



Of note, there is an existing No Parking (coaches excepted) zone along Bligh Street, which has been observed to be used by taxis (as well as other drop off/pick up activities), as shown in Figure 3.11.

**Figure 3.11: Taxi Use of Existing No Parking Zone**



Uber is a point to point transport service that has recently increased in popularity over the recent years. Customers can download the app and organise a trip by inputting the destination and pick up location. In addition to this, customers can select the size of vehicle when traveling in groups or sharing the trip. Uber can only be organised through the use of the app via a mobile device.

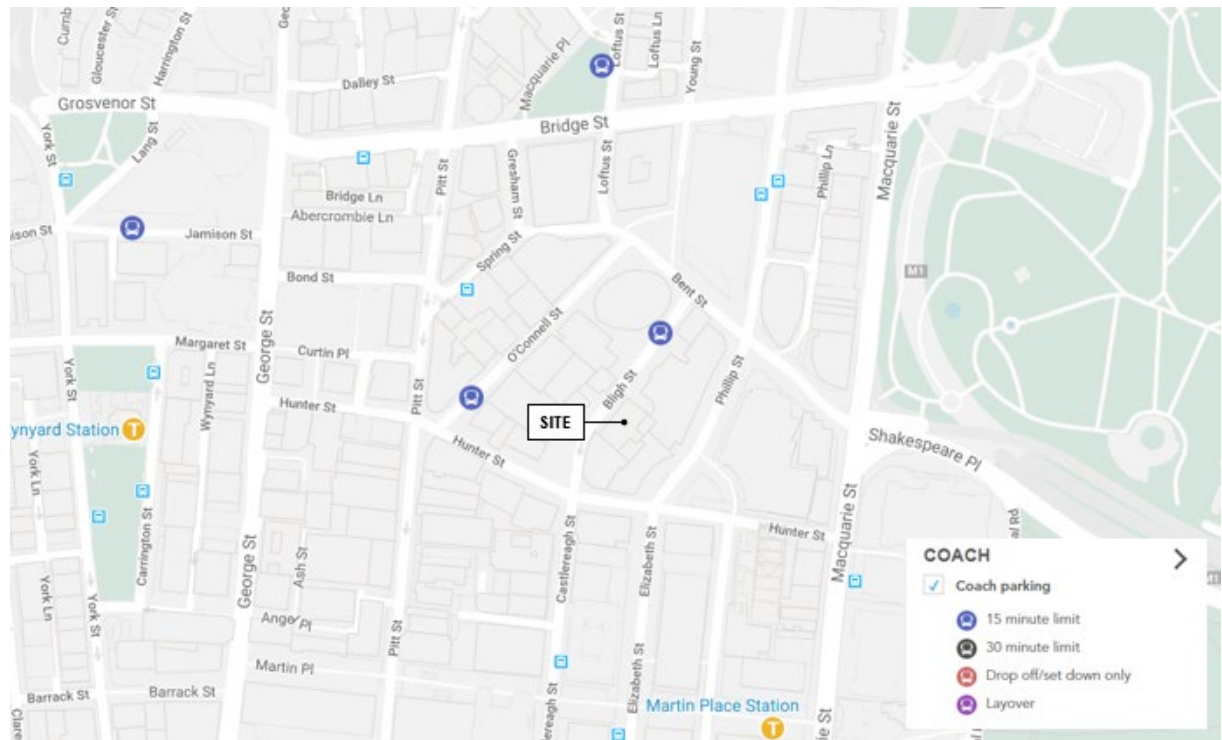
Both taxi and Uber allow people with common origins and/or destinations to share a vehicle, and reduce overall car trips on the road network (e.g. single passenger trips) with the convenience and reduced costs of a private vehicle. This is considered favourable from a sustainable transport perspective. Notwithstanding this, there are existing available facilities in place for such taxi and Uber activities.

## 3.12 Coach Service Facilities

Various coach parking locations are available within the Sydney CBD.

In the immediate vicinity of the site, two coach parking areas are available on Bligh Street and O'Connell Street, as shown in Figure 3.12.

**Figure 3.12: Existing Coach Parking Map**



Source: mysydneycbd

The existing coach parking area on Bligh Street is designated as a No Parking (coaches excepted) zone. This zone can accommodate 1-2 coach/mini buses at any one time. The existing coach parking / No Parking zone is shown Figure 3.13.

**Figure 3.13: Existing Bligh Street No Parking Zone**



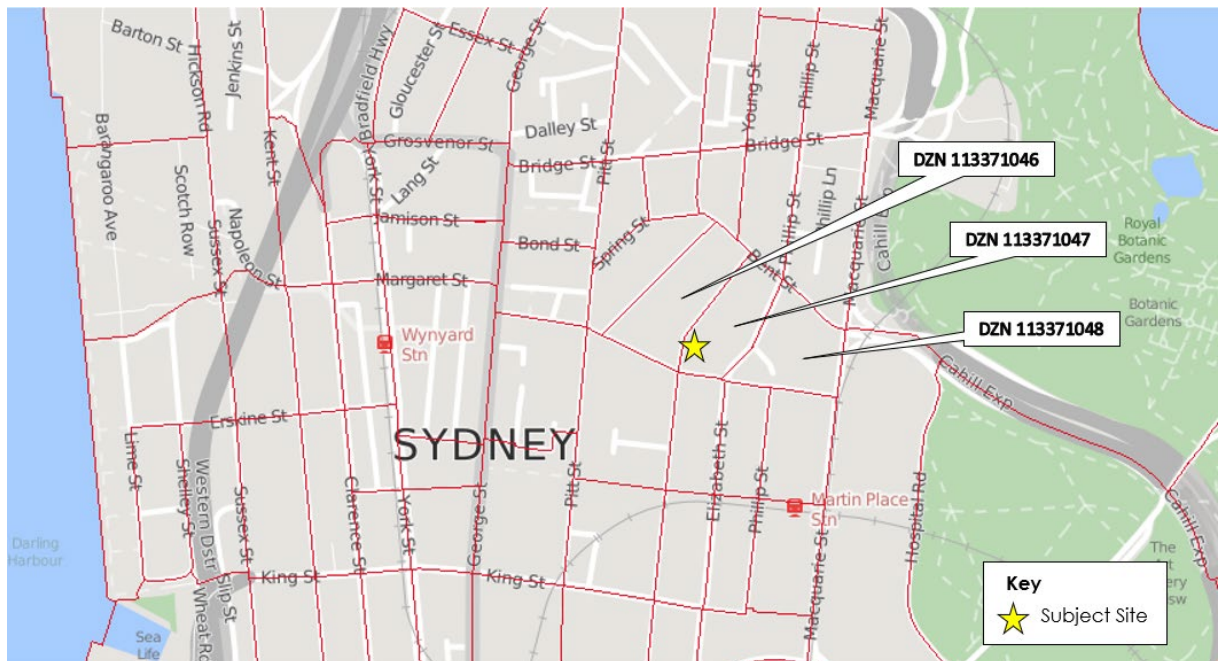
## 4 Data Collection

In usual circumstances, travel surveys are generally undertaken to understand existing transport modes from occupants within the site (e.g. staff). However, as the site is not currently occupied by the proposed operators, recent 2016 Census data has been used for the purpose of this assessment.

This data has been obtained to understand existing Method Travel to Work (MTW) trips to the site. Data was obtained from ABS Statistical Geography Maps and Census Tablebuilder for employees travelling to the destination zones (DZN) 113371046, 113371047 and 113371048.

The selected destination zones are shown in Figure 4.1.

**Figure 4.1: Selected Destination Zones (113371046, 113371047, 113371048)**



Basemap source: Australian Bureau of Statistics (ABS) (accessed 20/06/2019 <https://itt.abs.gov.au/itt/r.jsp?ABSMaps>)

A summary of the existing modal splits to the site and immediate surroundings is shown in Table 4.1. As a benchmark, the modal splits in the Greater Sydney Region have also been presented in Table 4.1.

**Table 4.1: Method Travel to Work Modal Splits (2016 Census)**

Main Method of Travel	Proportion (%)	
	Site	Greater Sydney Region Benchmark
Train	48%	20%
Bus	24%	7%
Tram or Ferry	5%	0%
Car Driver	11%	61%
Car Passenger	2%	5%
Motorbike / Scooter	1%	1%
Bicycle	2%	1%
Taxi	1%	0%
Walk	6%	5%
<b>Total</b>	<b>100%</b>	<b>100%</b>

Table 4.1 indicates that 48% of employees and/or visitors to the destination zone travel via train, 24% by bus and 13% travelling by car (car driver and car passengers). Comparably with the Greater Sydney region, a total of 66% of working residents travel to work by car.

On this basis, the site and surrounding destination zones are considered to be well serviced by public transport facilities such that car trips are relatively low, particularly when compared to the Greater Sydney region. This is however not unusual as the site is centrally located within the Sydney CBD and benefits from high frequency public transport services.



## 5 Objectives and Targets

### 5.1 Objectives

The following objectives have been identified in order to achieve the vision of the GTP:

**Objective 1: Facilitate a modal shift towards more sustainable transport modes**

- Improve access, safety, amenity and convenience of sustainable transport modes for travel to/from the site
- Incentivise sustainable transport modes and establish a culture of active and public transport use, and
- Improve awareness and knowledge of transport options available in the area.

**Objective 2: Reduce car ownership and promote car share use**

- Improve awareness and access to car share facilities available within the area
- Incentivise car share use as an alternative to owning a car, and
- Provide nil. car parking on-site to manage car use and ownership.

**Objective 3: Reduce the need to travel off-site**

- Provide complementary uses on-site to reduce travel requirements for hotel staff and commercial tenants, and
- Encourage social interactions amongst staff to create a vibrant community on-site.

### 5.2 Mode Share Targets

The aim of the GTP is to encourage modal shift away from private vehicles by implementing measures that influence the travel patterns of hotel staff and commercial tenants working at the proposed development. The implementation of the GTP would be regularly monitored to ensure that the GTP is having the desired effect. The success of the GTP is measured by setting modal share targets and identifying the measures and actions that have the greatest impact.

As the site is not currently occupied, the mode share targets for the site has been based from travel survey data assessed in Section 4. It is expected that similar travel patterns would arise from the proposed development.

On this basis, the existing mode share for car drivers is expected to be 11 per cent.

However, as the site benefits from excellent public transport facilities, the modal split associated with staff at the site for car driver trips should be extremely low, especially as a limited provision of parking is provided. It may however be the case that a small number of

staff are prepared to pay for other commercial parking in the city or share a car and travel to the city as a car passenger.

It is noted that a modal shift between 3-5 per cent is typically considered to be a significant achievement (based on knowledge of local and international GTPs, and as stated by experts in Land Environment Court proceedings).

On this basis, the modal split associated with staff at the site for car driver trips should be low – possibly 5% or less. However, noting that the site would be advantageously located near a future Metro Station, a higher mode shift has been assumed i.e. 9%. As such this will be set as the mode share target to be achieved within a five-year period upon occupation.

The overall mode share targets for the proposal are summarised in Table 5.1.

**Table 5.1: Journey to Work Modal Splits (2016 Census)**

Main Method of Travel	Proportion (%)	
	Site (based on 2016 Census)	Targets (by 2029)
Train	48%	54%
Bus	24%	23%
Tram or Ferry	5%	5%
Car Driver	11%	2%
Car Passenger	2%	3%
Motorbike / Scooter	1%	1%
Bicycle	2%	5%
Taxi	1%	1%
Walk	6%	6%
<b>Total</b>	<b>100%</b>	<b>100%</b>

A target shift of 9% is proposed for the initial GTP, post occupation. However, a long-term aspirational target of 0 per cent for the car driver mode should be targeted for future GTPs based on the site's proximity to existing and future high frequency public transport facilities.

## 6 Methods of Encouraging Modal Shift

To achieve the objectives of the GTP, measures will be put in place to influence the travel patterns to/from the site, with a view to discourage car usage from Day One.

### 6.1 Site Specific Measures

#### 6.1.1 Provision of Limited Car Parking

The Sydney Local Environmental Plan 2012 (SLEP 2012) and Sydney Development Control Plan 2012 (SDCP 2012) sets out parking requirements for different land uses. These car parking requirements are a maximum allowable car parking provision as sites within the Sydney CBD benefit from excellent public transport facilities. In this regard, car parking should be kept at a minimum, where possible.

It is proposed to provide 28 car spaces for guests, where the DCP permits up to 96 car spaces. The car parking would be controlled by a valet operation and guests would be encouraged to pre-book a parking space.

Limiting car parking on-site will be a critical factor to ensure that a low mode share target for car driver can be met for the site.

#### 6.1.2 Walking and Cycling

It is proposed to activate the site frontage with good pedestrian links and high quality pavement to tie in with the existing streetscape. It will be proposed to replace the existing asphalt pedestrian path with granite pavement, with continuous footpath treatments at the driveways to provide pedestrians with priority.

A concept design of the site frontage is shown in Figure 6.1

**Figure 6.1: Proposed Site Frontage Concept Design**



Source: Woods Bagot Architecture

The bicycle parking requirements for the proposed development is summarised in Table 6.1.

**Table 6.1: On-site bicycle parking requirement**

Land Use	Category	Size	Parking Rate	Minimum Requirement
Hotel	Staff	90 staff	1 space per 4 staff	23
	Visitors	421 rooms	1 space per 20 rooms	21
Commercial	Staff	6,166m² GFA	1 per 150m² GFA	41
	Visitors		1 per 400m² GFA	15
Restaurant/ Bar	Staff	682m² GFA	1 space per 250m² GFA	3
	Visitors		2 spaces plus 1 space per 100m² over 100m² GFA	9
Total				112

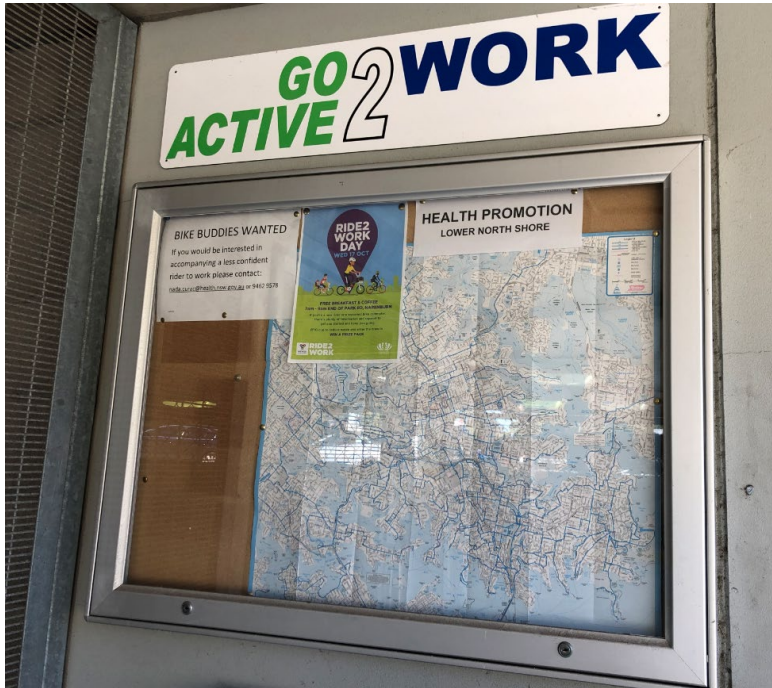
The proposed development includes provision of 112 bicycle parking spaces located in a secured bicycle storage area within the building. This bicycle parking meets the minimum bike parking requirements set out in the SDCP 2012. In addition to this, appropriate end of trip facilities (e.g. showers and lockers) would be provided to support cycling to/from the site.

Further to this, management should consider establishing a staff walking and cycling group, where all staff would be invited to walk and/or cycle together around the neighbourhood (e.g. during lunch or before/after work), followed by recreational activities/special events within the site. This initiative would help promote and encourage social inclusion, as well as promote walking and cycling as the choice of travel.



An example of such initiative is provided at the existing Royal North Shore Hospital, where a buddy system is made available, as well as promotion of 'Ride2Work' days on key noticeboards within the site, as shown in Figure 6.2.

**Figure 6.2: Example of Bicycle Indicatives**



### 6.1.3 Public Transport

Public transport maps will be provided on noticeboards, newsletters, websites and social media to make hotel staff, commercial tenants and visitors more aware of the alternative transport options available in the area. The format of the map will be based upon the travel access guide. This transport access guide will form part of a welcome pack for all hotel staff and commercial tenants to ensure that they are made aware of the available transport options.

In addition to this, if feasible, it is recommended that digital noticeboards be installed at key locations within the site (e.g. lifts / lobby) to include live public transport information. An example of this is shown in Figure 6.3.

**Figure 6.3: Example of Digital Noticeboard**



In addition to this, upon initial occupation, all hotel staff and commercial tenants should be properly inducted and advised of all public transport facilities in the area to ensure that travel patterns can be influenced from day one to establish better transport habits at the start of occupation.

#### 6.1.4 Car Sharing

As detailed in Section 0, there are a number of existing car share facilities (e.g. GoGet) within the immediate vicinity of the site. If car use is required, staff will be encouraged to use existing car share facilities in the area. Similarly, if uber or taxis are required, staff will be encouraged to car share where possible to reduce single occupancy car trips. Information of the existing car share facilities within the immediate vicinity of the site will be made available to all staff as

part of the welcome pack. Notably, GoGet provides free membership for small businesses and sole traders as part of the GoBusiness membership. It is recommended that management negotiate a bulk deal with GoGet to ensure staff at the proposed development have the best options available.

### 6.1.5 Off-site Measures

The provision of high-quality services will also be provided within the site to enable staff to eat or even have a break within the building. The site will also be located within close proximity to key attractions and restaurants, being centrally located within the Sydney CBD, this negates the need to travel far away from the site.

The proposed Sydney Metro will be a major influencer of people's travel decisions once complete, with a higher percentage of people expected to shift to travelling by train.

## 6.2 GTP Information

The information provided within the GTP will be provided to all hotel staff, commercial tenants and visitors in the form of a package of easy to understand travel information known as a Travel Access Guide (TAG). This will be included in the welcome pack provided to hotel staff, commercial tenants and visitors, specifically any hotel holiday traveller or business traveller.

TAGs provide customised travel information for people travelling to and from a particular site using sustainable forms of transport – walking, cycling and public transport. It provides a simple quick visual look at a location making it easy to see the relationship of site to train stations, light rail stations, bus stops and walking and cycling routes.

Such TAGs encourage the use of non-vehicle mode transport and can reduce associated greenhouse gas emissions and traffic congestion while improving health through active transport choices.

They can take many forms from a map printed on the back of business cards or brochures. Best practice suggests that the information should be as concise, simple and site centred as possible and where possible provided on a single side/sheet. If instructions are too complex, people are likely to ignore them.

This TAG should be available for pick up at various locations at the site such as, at front entrances and noticeboards.

A draft TAG has been prepared for the site and is provided in **Appendix A**.

## 6.3 Information and Communication

Several opportunities exist to provide staff and visitors with information about nearby transport options. Connecting staff and visitors with information would help to facilitate journey planning and increase their awareness of convenient and inexpensive transport options which support change in travel behaviour.

### Transport NSW info

- Bus, train and light rail routes, timetables and journey planning are provided by Transport for New South Wales through their Transport Info website: <http://www.transportnsw.info/>

### Sydney Cycleways

- City of Sydney provides a number of services and a range of information to encourage people of all levels of experience to travel by bicycle: <http://sydneycycleways.net/>

Similarly, such phone apps as TripView display Sydney public transport timetable data and shows a summary view showing current and subsequent services, as well as a full timetable viewer. This timetable data is stored on the phone, so it can be used offline.

Connecting staff via social media may provide a platform to informally pilot new programs or create travel-buddy networks and communication.

The above web links and any social media platforms may be included within the GTP/TAG.

## 6.4 Actions

A summary of the key strategy and framework action table is shown in Table 6.2. It should be noted that this framework action table will be updated as required. However, it is stressed that the availability of the suggested strategies from Day 1 upon occupation is a key factor in influencing travel patterns.

**Table 6.2: Framework Action Table**

Action	Objective	Responsibility	Timeline
1. Limit car parking on-site	1, 2	Proponent	Prior to Occupation
2. Provide secure bicycle parking and end-of-trip facilities	1	Proponent	Prior to Occupation
3. Provide public transport noticeboard at key locations within the site in the form of a travel access guide. This will also be posted on the provider's website and included as part of the welcome pack distributed to all staff during induction.	1, 2	Travel Plan Coordinator	Prior to Occupation
4. Provide high quality services and complementary uses on-site	3	Proponent	Prior to Occupation

Action	Objective	Responsibility	Timeline
5. Provide staff with the Green Travel Plan to encourage active travel	1, 2, 3	Travel Plan Coordinator	Upon Occupation
6. Provide staff with a TAG on day one during induction and post the TAG on noticeboards, front entrances, website, social media etc.	1, 2, 3	Travel Plan Coordinator	Upon Occupation
7. Provide GoGet memberships for staff and provide information of existing car share facilities in the area as part of the welcome pack for all staff	2	Proponent/ Travel Plan Coordinator	Ongoing
8. Establish Walking Groups and Bicycle User Groups with associated online forums	1, 2, 3	Travel Plan Coordinator	Ongoing
9. Provide regular social events to encourage social interaction to eliminate social barriers to encourage car sharing	1, 2	Travel Plan Coordinator	Ongoing
10. Ongoing review of the GTP to introduce additional measures as required	1, 2, 3	Travel Plan Coordinator	Ongoing

## 7 Management and Monitoring of the Plan

### 7.1 Management

There is no standard methodology for the implementation and management of a GTP. However, the GTP will be monitored to ensure that it is achieving the desired benefits. The mode share targets set out in Section 5 are used in this regard to ensure there is an overall goal in the management of the GTP.

The monitoring of the GTP would require travel surveys to be undertaken with a focus to establish travel patterns including mode share of trips to and from the Site.

The implementation of the GTP will need a formal Travel Plan Co-ordinator (TPC), who will have responsibility for developing, implementing and monitoring the GTP. The TPC will be an appointed staff member of the proposed development (e.g. Building Manager) or an independent expert.

It will also be necessary to provide feedback to staff and visitors to ensure that they can see the benefits of sustainable transport.

Indeed, there are several keys to the development and implementation of a successful GTP. These include:

- **Communications** – Good communications are an essential part of the GTP. It will be necessary to explain the reason for adopting the plan, promote the benefits of sustainable transport options.
- **Commitment** – GTPs involve changing established habits or providing incentive for people in new developments to choose a travel mode other than car use. To achieve co-operation, it is essential to promote positively the wider objectives and benefits of the plan. This commitment includes the provision of the necessary resources to implement the plan, beginning with the introduction of the 'carrots' or incentives for changing travel modes upon occupation.
- **Building Consensus** – It will be necessary to obtain broad support for the introduction of the plan from the staff and visitors.

Once the plan has been adopted, it is essential to maintain interest in the scheme. Each new initiative in the plan will need to be publicised and marketing of the project as a whole will be important.

### 7.2 Remedial Actions

A continuous review will take place to identify remedial actions should the modal share targets not be achieved. However, the following measures are proposed both as discrete



measures (e.g. car share) and those being proposed as part of the proposed development such as an increase in bicycle parking facilities.

Alternatively, the TPC could work with council to see how the measures might be aligned with those identified in councils Active Travel study.

## 7.3 7.3 Consultation

The results of the Green Travel Plan will be communicated with the management, hotel staff and commercial tenants via the noticeboard and/or newsletters.

As such, it is recommended that a summary letter is produced presenting the results of the survey within one month of the undertaking of the travel surveys (say 6-months post-occupation). The letter/report may be also appended to the GTP and submitted to Council for comment. Subsequent surveys would be undertaken after one, three and five years of occupation.

In relation to the conduct of the travel surveys, it is expected that these will be either undertaken by the building owner/management via the Travel Plan Coordinator (TPC) or a third party expert appointed by the by building owner.

Communication to management and staff may be carried out in a similar form by public display of the GTP on noticeboards. Alternatively, a news article on the matter could be included on newsletters and/or an online website.

## 8 Conclusion

This GTP notes a number of transport demand management initiatives to assist with achieving an aspirational zero per cent target car driver mode share for this proposed development.

It is however recommended that travel surveys be undertaken 6-months post-occupation of the site, with this draft GTP updated accordingly to suit the site's modal splits and findings of the travel surveys, including identification of opportunities and constraints to influence further changes to the travel behaviour of the staff wherever possible.

Subsequent surveys should be undertaken after one and five years of occupying the development.















# Appendix A

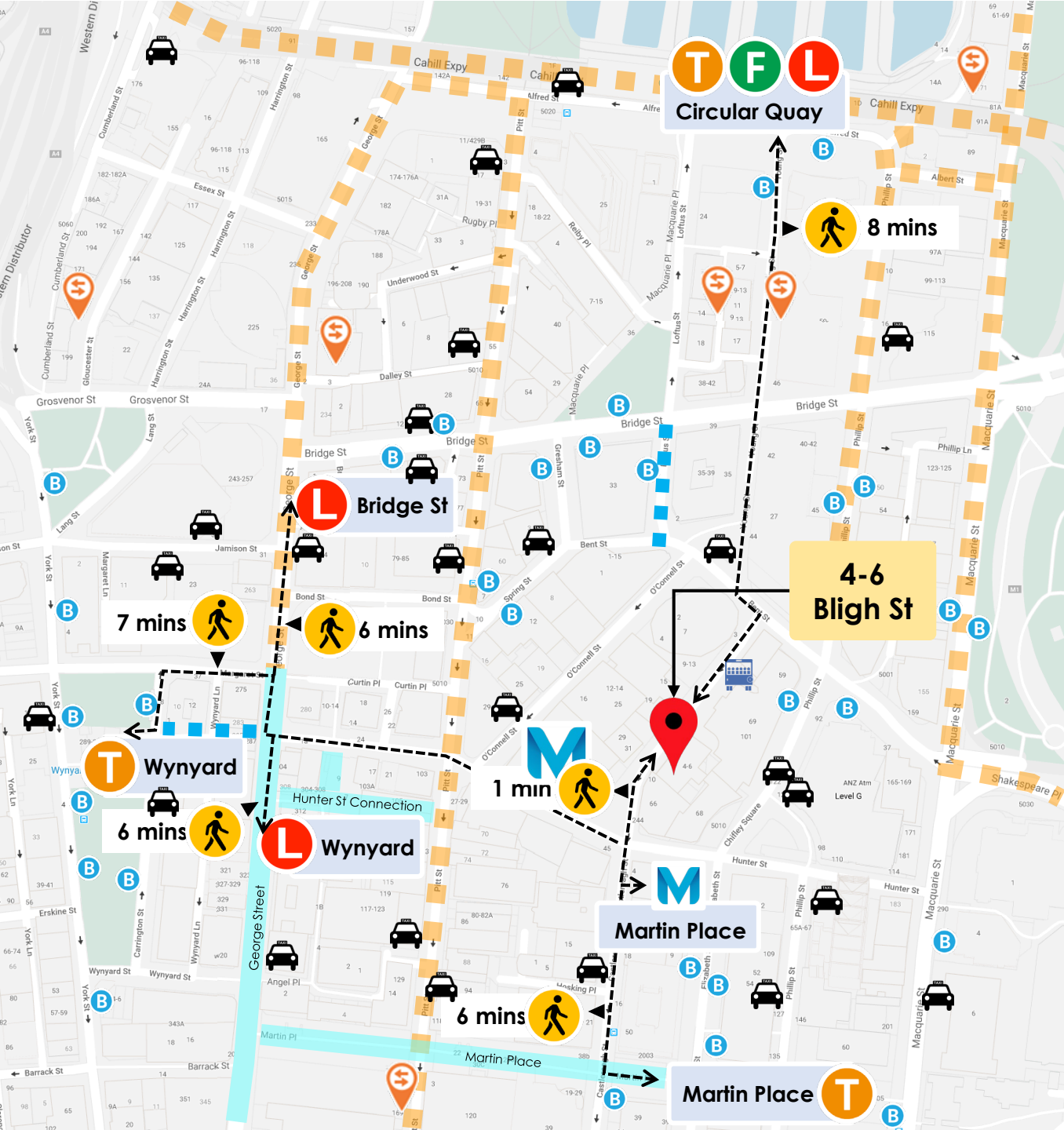
## Transport Access Guide

# 4-6 Bligh Street Sydney

## Transport Access Guide

Key:

-  Future Pedestrian Links
-  Existing Pedestrian Links
-  Cycle Routes
-  Pedestrian Route
-  Train Station
-  Light Rail Stations
-  Bus Stop
-  Ferry
-  Future Metro Station
-  Taxi Stand
-  Coach Stop
-  GoGet Car Share Vehicles





## Wynyard Bus Interchange

6 minutes walk

Frequent Bus Services are available around Wynyard Train Station from Carrington Street, York Street and Clarence Street

For more information on bus services, visit:  
<https://transportnsw.info/routes/bus>



## Ferry Services

8 minutes walk

### Ferry Services from Circular Quay Wharf

#### Sydney Ferries Network

F1	Manly
F2	Taronga Zoo
F3	Parramatta River
F4	Cross Harbour
F5	Neutral Bay
F6	Mosman Bay
F7	Double Bay
F8	Cockatoo Island

#### Private/ Fast Ferry Services

To Manly, Darling Harbour, Lane Cove, Shark Island, Taronga Zoo, and Watsons Bay



## Taxi Services

Taxi stands are available along Bent Street, Phillip Street, O'Connell Street and Hunter Street

### Airport service to Sydney Airport

Estimated Travel Time	20 mins
Estimated Taxi Fare	\$30 to \$60



## Cycling

For information on cycle routes in Sydney see:  
<http://www.sydneycycleways.net/map/>



Walk to key locations and tourist attractions

<b>Circular Quay</b>	8 minutes
<b>Royal Botanic Garden</b>	10 minutes
<b>The Rocks</b>	10 minutes
<b>Hyde Park</b>	13 minutes
<b>Barangaroo</b>	13 minutes
<b>Sydney Opera House</b>	15 minutes
<b>Town Hall</b>	15 minutes
<b>Darling Harbour</b>	23 minutes



## Wynyard/ Circular Quay Light Rail Station

6-8 minutes walk

L2	Randwick Line
L3	Kingsford Line



## Martin Place and Hunter Street Metro Station

1 minute walk

(Sydney Metro is still under construction and is anticipated to be completed in 2024)



## Wynyard and Martin Place Train Station

6 minutes walk

### Routes from this Station

T1	North Shore & Western Line
T2	Inner West & Leppington Line
T3	Bankstown Line
T4	Eastern Suburbs & Illawara Line
T8	Airport & South Line
T9	Northern Line
CCN	Central Coast & Newcastle Line
SCO	South Coast Line

Plan your trip using  
**Sydney's Trip Planning Tool:**  
[transportnsw.info/trip](https://transportnsw.info/trip)

The Transport Planning Partnership  
Suite 402 Level 4, 22 Atchison Street  
St Leonards NSW 2065

P.O. Box 237  
St Leonards NSW 1590

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