

Crown Resorts Limited

Crown Sydney Hotel Resort

Travel Demand Management Plan

Rev B | 16 June 2015

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 234183

Arup
Arup Pty Ltd ABN 18 000 966 165



Arup
Level 10 201 Kent Street
PO Box 76 Millers Point
Sydney 2000
Australia
www.arup.com

ARUP

Contents

	Page
1 Introduction	1
1.1 Study Background	1
1.2 Background	1
1.3 Site Description	1
1.4 Crown Sydney Hotel Development	2
1.5 What is a Travel Demand Management Plan?	2
1.6 Objectives	2
2 Transport and Access Service Strategy	3
2.1 Pedestrian Access	3
2.2 Bicycle Network	7
2.3 Public Transport	12
2.4 Heavy Rail	14
2.5 Water Based Transport	17
2.6 Bus Services	18
3 Travel Demand Measures	20
3.1 Residents' Travel Packs	20
3.2 General Marketing and Promotion	20
3.3 Car Sharing	20
3.4 Cycling	21
3.5 Public Transport	21
3.6 Walking	21
3.7 Staff Induction	22
3.8 Visitor Travel / Site Access Information	22
3.9 Monitoring	22
4 Targets, Indicators and Timescales	23
5 Conclusions	25

Tables

No table of figures entries found.

Figures

Figure 1 Wynyard Walk (Source: REF April 2012, Transport for NSW)

Figure 2 City Walk Bridge

- Figure 3 Pedestrian Network
- Figure 4 Future Pedestrian Routes in Barangaroo Precinct
- Figure 5 Strategic Cycleway Network Map
- Figure 6 Future Cycleway Network Serving Crown Sydney
- Figure 7 Bicycle Network
- Figure 8 Inner-West Light rail extensions
- Figure 9 CBD and South East Light Rail Route Map
- Figure 10 Future Sydney Rail Network
- Figure 11 North West Rail Link Proposed Alignment
- Figure 12 Sydney Rapid Transit Network
- Figure 13 Access via Ferry
- Figure 14 Future City Centre Bus Network

Appendices

Appendix A

Example Resident Travel Survey

1 Introduction

1.1 Study Background

This report has been prepared on by Arup on behalf of Crown Resorts Limited ('Crown') to accompany a State Significant Development Application (SSDA) for the Crown Sydney Hotel at Barangaroo. The Hotel is proposed in accordance with the approved Barangaroo Concept Plan (as modified) and is located within Barangaroo South. The Hotel will be undertaken in two phases. Phase 1 will comprise excavation and site preparation while Phase 2 will comprise the main building (basement and above). Development approval for Phase 1 (also known as Stage 1C) is the subject of a separate SSDA.

1.2 Background

The 22 hectare Barangaroo site has been divided into three distinct redevelopment areas (from north to south) – the Headland Park, Barangaroo Stage 2 and Barangaroo Stage 1 (herein after referred to as Barangaroo South).

Lend Lease was successfully appointed as the preferred proponent to develop Barangaroo Stage 1 (otherwise known as Barangaroo South) on 20 December 2009.

1.3 Site Description

Barangaroo is located on the north western edge of the Sydney Central Business District (CBD), bounded by Sydney Harbour to the west and north; the historic precinct of Millers Point (for the northern half), The Rocks and the Sydney Harbour Bridge approach to the east; and a range of new development dominated by large CBD commercial tenants and the King Street Wharf/Cockle Bay precinct to the south.

The 22ha Barangaroo site is generally rectangular in shape and has a 1.4 kilometre harbour foreshore frontage, with an eastern street frontage to Hickson Road. The site has been divided into three distinct redevelopment areas (from north to south) – the Headland Park, Barangaroo Central and Barangaroo South, and has been subject to multiple investigations that detail the physical and natural characteristics of the site.

The Barangaroo Delivery Authority (BDA) is the state government authority that manages and delivers the development of Barangaroo.

1.4 Crown Sydney Hotel Development

The Crown Sydney Hotel development will comprise a single high rise building that will include a hotel, casino and residential apartments. More specifically approval is sought for:

- Construction and use of a hotel, VIP gaming facilities and residential apartment building with associated retail and restaurant uses and a basement car park to accommodate parking and servicing allocated to the proposed uses within the development, comprising a total Gross Floor Area of approximately 77,500m² and a maximum building height of approximately 271 metres (RL 275);
- Associated building signage; and
- Provision of services and utilities and some public domain works required to service the building.

1.5 What is a Travel Demand Management Plan?

A Travel Demand Management Plan (TDMP) is a package of measures put in place by an employer to try and encourage more sustainable travel whilst commuting to work. It is a means for an organisation to demonstrate a commitment and take a pro-active step towards improving the environmental sustainability of its activities.

Government authorities are placing increasing emphasis on the need to reduce the number and lengths of motorised journeys and in doing so encourage greater use of alternative means of travel which have less environmental impact than the car.

1.6 Objectives

The objectives of a TDMP with respect to Crown Sydney are:

- **Travel Demand Management** which reduces the need for energy intensive car, taxi or air travel by combining journeys for different purposes, travelling to alternative closer locations, or using other means of communications e.g. audio conferencing, video conferencing and working at home or other off-site locations using email or wireless telecommunications.
- The use of **more sustainable transport modes** i.e. walk, cycle, bus, motorcycle, car sharing, tram, bus and rail in place of the higher energy consumption travel modes such as single occupant car travel, taxi and air travel. This generally requires improving people's travel choices by making more travel modes available, i.e. to improve mobility for non-car drivers. The alternative measures of reducing mobility for car drivers by increased road usage and parking charges or restricting road and parking capacity are also an option, particularly in congested locations.

2 Transport and Access Service Strategy

2.1 Pedestrian Access

Crown Sydney will be well serviced by a number of pedestrian routes which link with the wider Barangaroo precinct. A number of zebra crossings are proposed which are located on major pedestrian desire lines to facilitate the safe movement of pedestrians to and from the site.

For the ultimate Barangaroo development the following pedestrian linkages are proposed:

2.1.1 Wynyard Walk

The NSW Government has commenced work on Wynyard Walk (previously Barangaroo Pedestrian Link), a direct pedestrian link between the new Barangaroo development and Wynyard Station and transport interchange. The Wynyard Walk will provide a high level of access to public transport for the growing western corridor of the CBD, including Barangaroo and the King Street Wharf. Wynyard Walk will allow people to access Barangaroo from Wynyard Station in approximately six minutes. The Wynyard Walk bridge (over Sussex Street) will open in 2015, with the new tunnel connection to open in 2016. The proposed route for Wynyard Walk is shown in Figure 1.

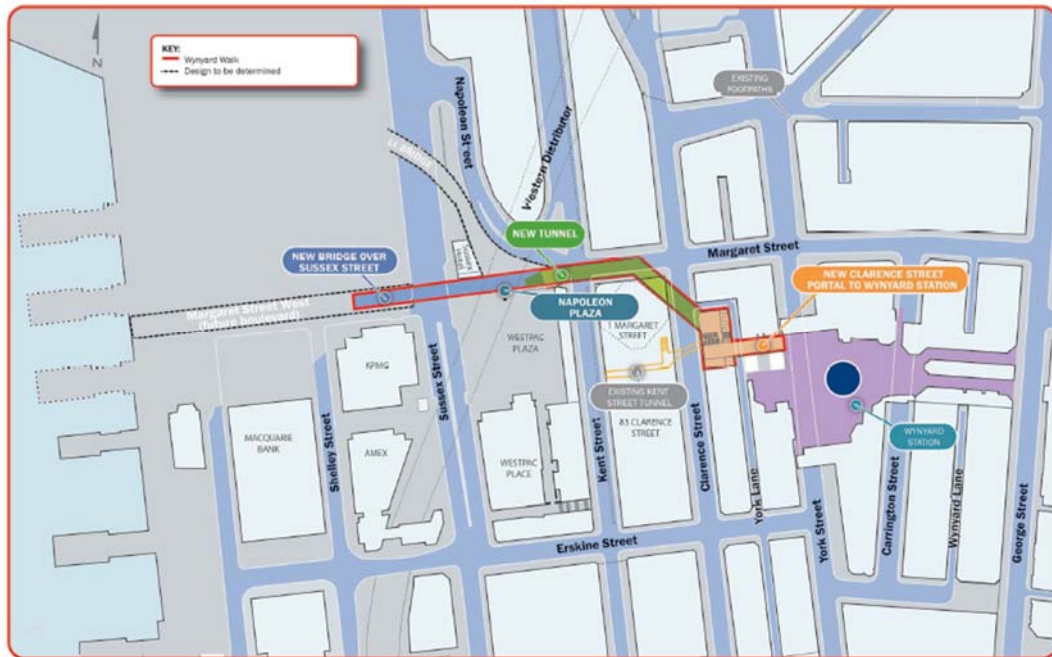


Figure 1 Wynyard Walk (Source: REF April 2012, Transport for NSW)

2.1.2 City Walk Bridge

A new pedestrian link bridge over Sussex Street/Hickson Road located close to the intersection of Hickson Road and Napoleon Street which links into the Wynyard Walk. The facility will enhance connectivity between Barangaroo South and the Wynyard Station precinct. The bridge is forecast to be operational by 2015. An overview of the City Walk Bridge alignment is presented in Figure 2.

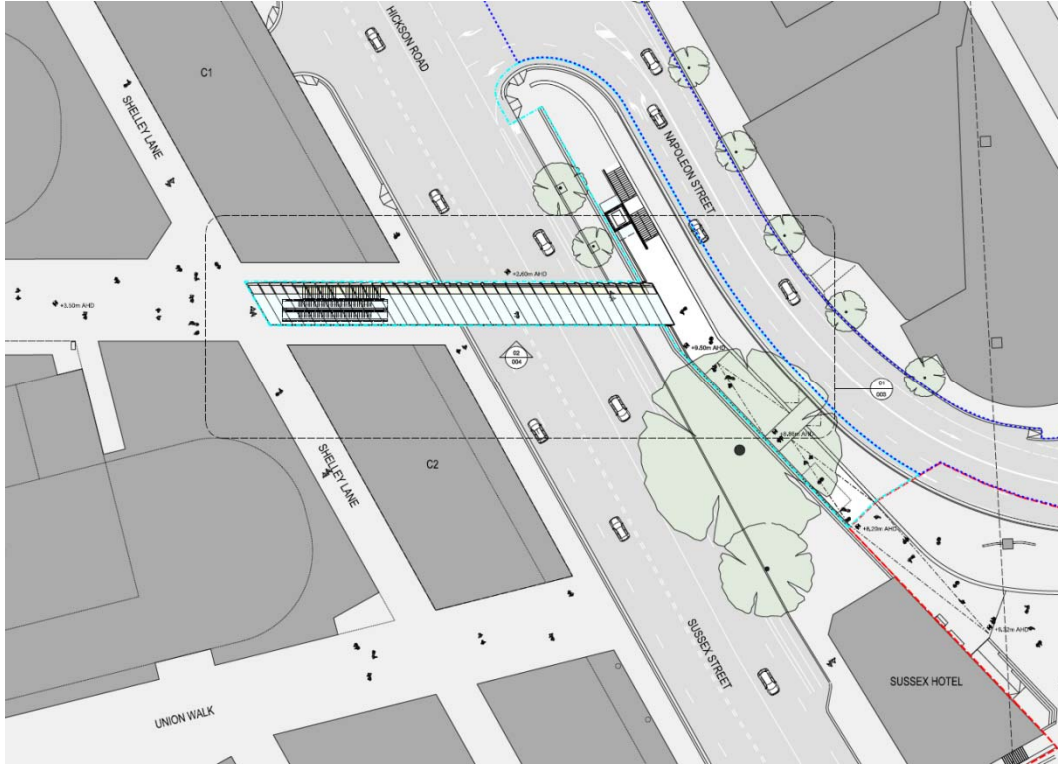


Figure 2 City Walk Bridge

2.1.3 Pedestrian Routes

The primary pedestrian site access point is located at the southern end of the development, adjacent to Globe Harbour. This location provides links to major pedestrian routes within Barangaroo South and Central, including the foreshore promenade and City Walk Bridge. These routes then provide linkages to key transport interchanges in the precinct, including Wynyard bus and rail interchange and the new Barangaroo ferry wharf.

A secondary pedestrian access route is located on Lime Street adjacent to the hotel porte-cochere. A zebra crossing is proposed along the pedestrian desire line opposite this location. Many pedestrians travelling to Barangaroo Central will likely use the Lime Street eastern footpath and cross at the zebra crossing.

Lime Street, between Globe Street and Barangaroo Central, is not expected to act as a major through pedestrian route. The vast majority of people accessing the precinct from Barangaroo South will either enter Crown Sydney adjacent to Globe Harbour, or continue down to the waterfront. Those travelling to Barangaroo Central will walk through the open space area adjacent to the R4 residential tower.

These pedestrian routes are summarised in Figure 3.

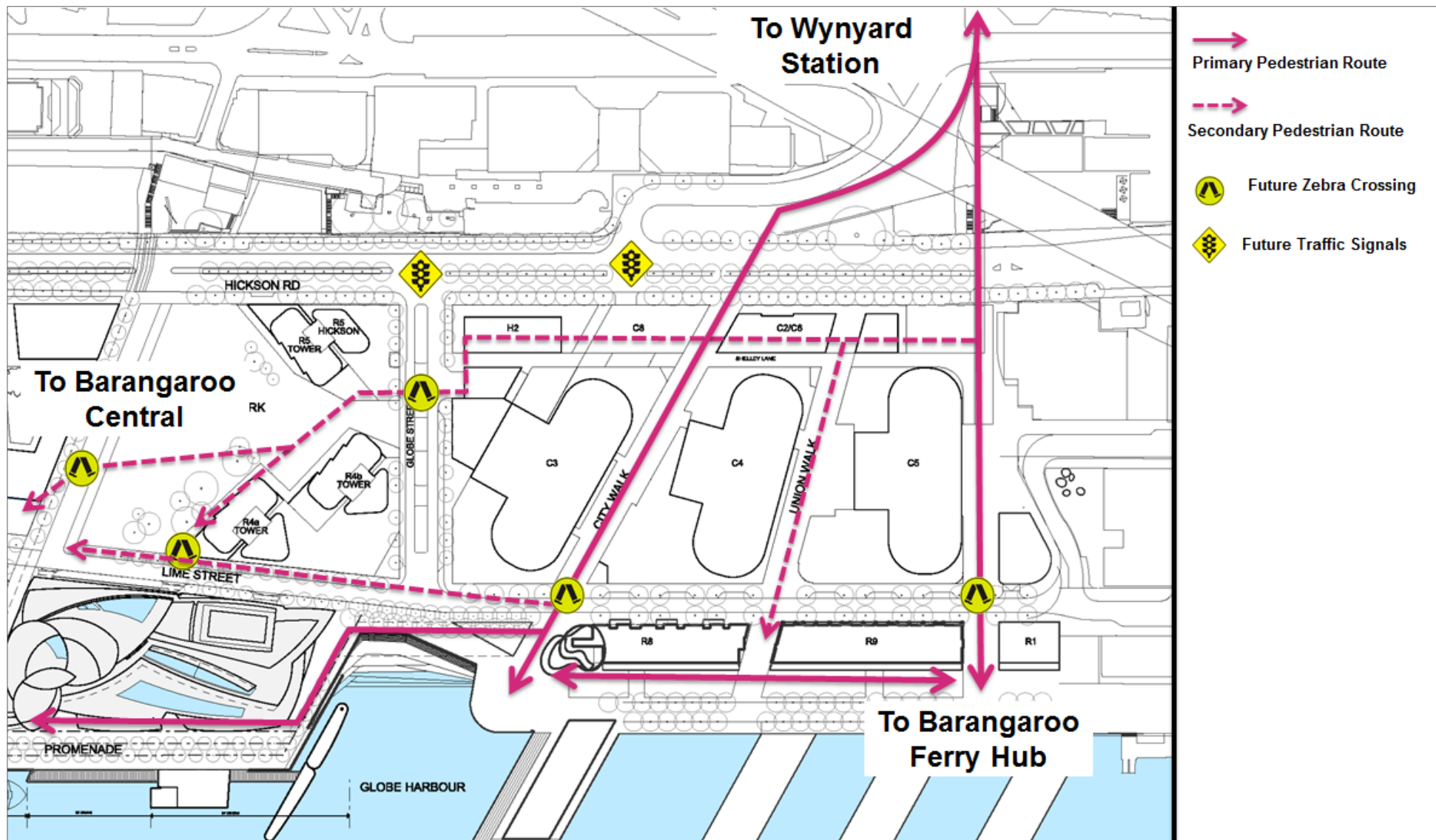


Figure 3 Pedestrian Network

A number of additional pedestrian connections are proposed to service the Barangaroo Central and Headland Park precincts. This includes new pedestrian bridges over Hickson Road at High Street and Jenkins Street, as well as a permeable internal pedestrian network which provides connections to Barangaroo South. These are consistent with the connections identified in the Barangaroo Integrated Transport Plan as illustrated in Figure 4.

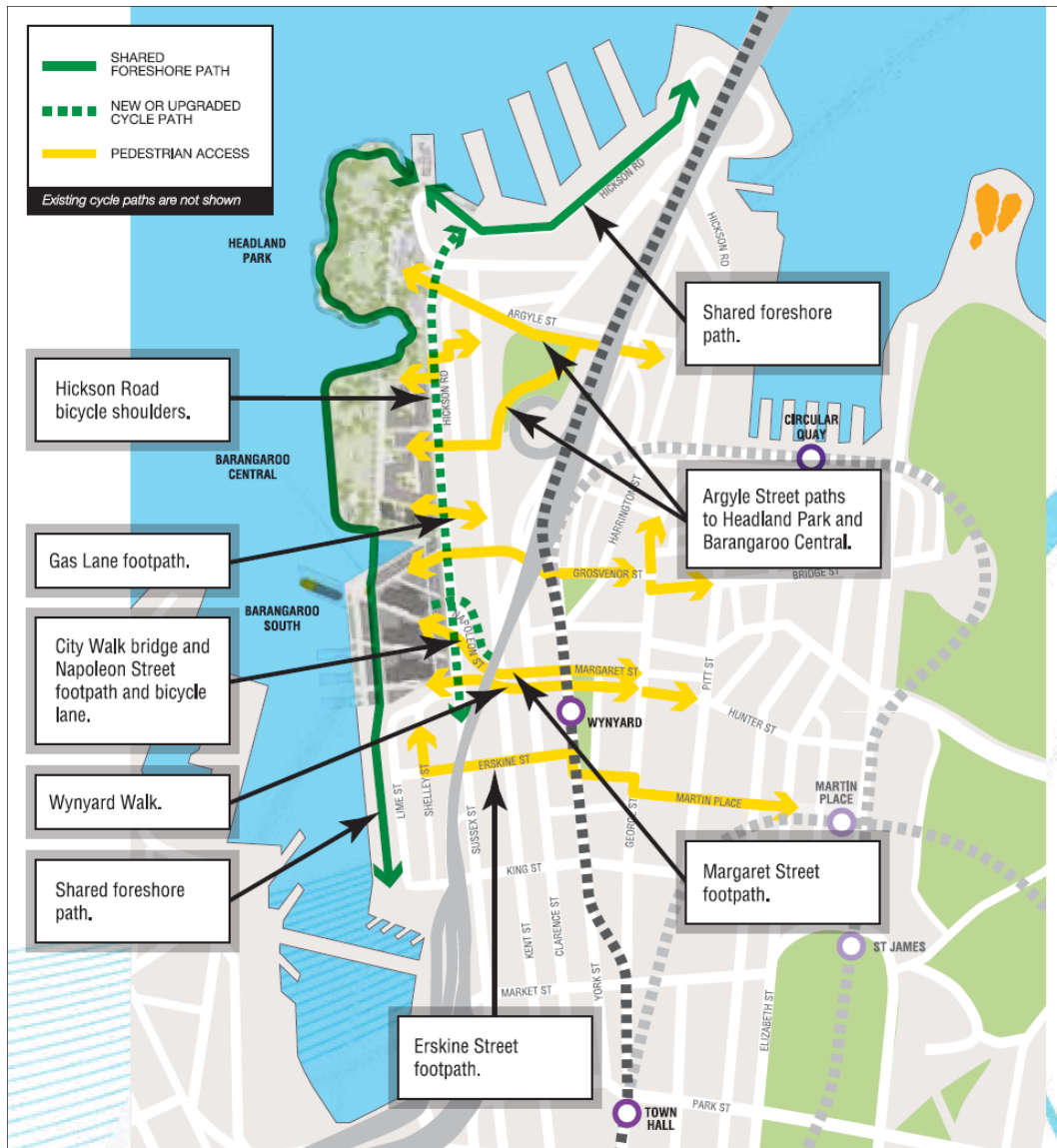


Figure 4 Future Pedestrian Routes in Barangaroo Precinct

Source: Barangaroo Integrated Transport Plan, Figure 5

2.2 Bicycle Network

2.2.1 External Bicycle Network

A high quality bicycle network will service Crown Sydney and provide connectivity to the wider Barangaroo precinct.

The Sydney City Centre Access Strategy outlines the future city centre cycleway network to encourage growth in cycling and reduce pressure on the public transport system. Measures proposed include:

- Extending the Kent Street cycleway south to Liverpool Street
- Construction of a bi-directional cycleway on Liverpool Street
- Construction of a bi-directional cycleway on Castlereagh Street and Pitt Street, providing a new north-south connection through the CBD
- Extending the existing King Street cycleway to Castlereagh Street
- Extending the east- west cycleway along Park Street to Castlereagh Street

The strategy also notes that investigations for additional cycleway connections in the city centre are ongoing, including “cycle connections to Barangaroo”. The strategic cycleway network map (see Figure 5) indicates these connections to be via the Pyrmont Bridge cycleway and the Harbour Bridge cycleway.

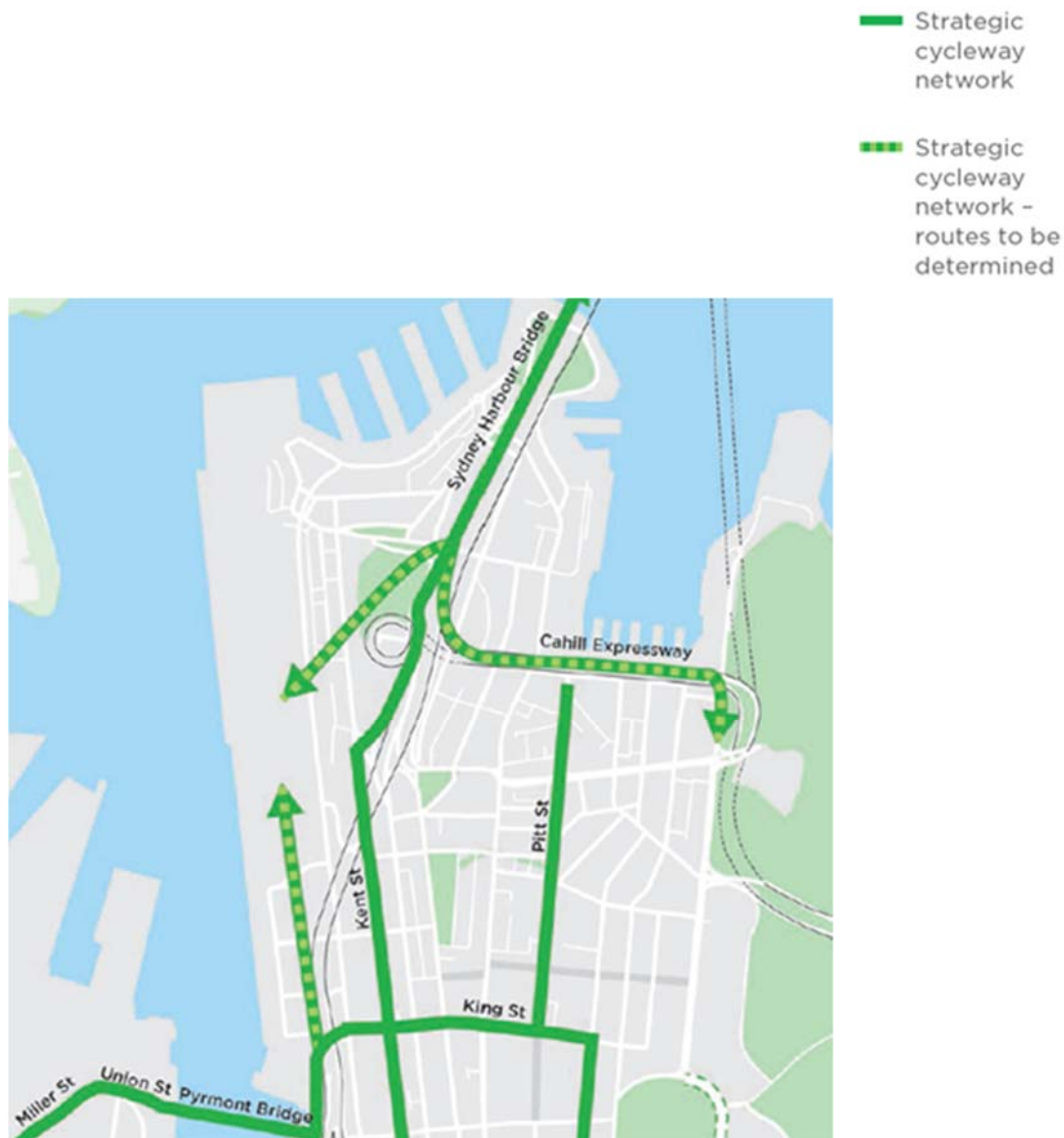


Figure 5 Strategic Cycleway Network Map

Source: Sydney City Centre Access Strategy (NSW Government, 2013)

The primary route for riders travelling to Barangaroo South from the north (via the Sydney Harbour Bridge cycleway) will be via the new cycleway along Napoleon Street. This is consistent with the City of Sydney cycling strategy. An alternative route exists via Argyle Street, Dalgety Road and Hickson Road. Many cyclists will find this route attractive given the low traffic volumes and the available road space.

Napoleon Street will form a key link for cyclists travelling between the Barangaroo South development and the existing separated cycleway on Kent Street. Discussions are currently ongoing with the road authority regarding the most appropriate facility to be provided at this location, however it is currently envisaged a bicycle lane will be provided for eastbound riders (uphill), with a mixed traffic environment in the westbound direction. This is consistent with that identified in the Barangaroo Integrated Transport Plan.

A bi-directional separated cycleway is envisaged on the eastern side of Hickson Road, up to the intersection with Towns Place. This is currently under investigation by Lend Lease in conjunction with the road authority and other stakeholders. Beyond this point, the existing single direction on-road cycle lane will facilitate the movement of cyclists onwards towards The Rocks and Circular Quay. It is assumed the cycleway will commence at Shelley Street, which will provide a link to the new Transport Place.

The future external bicycle network serving Crown Sydney is outlined in Figure 6 on the following page.

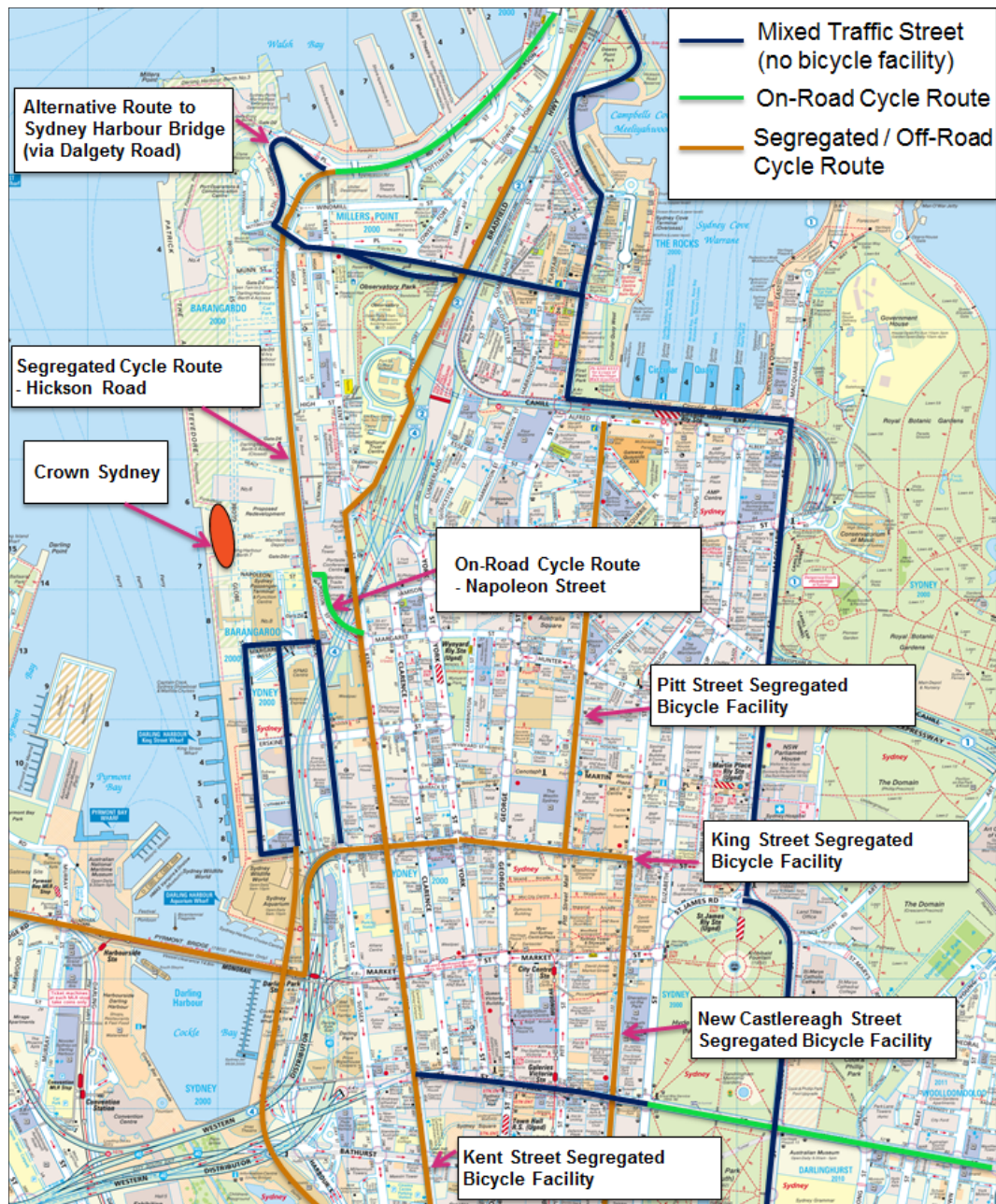


Figure 6 Future Cycleway Network Serving Crown Sydney

2.2.2 Internal Bicycle Network

Cycling within Barangaroo will be confined to the internal road network, i.e. along Globe Street and Lime Street. These will function as mixed traffic streets given the relatively low levels of vehicular traffic and anticipated 40km/hr speed limit. On-road bicycle symbols can be provided at minimum 200m intervals towards the centre of the travel lane to signify to drivers the presence of cyclists along these routes. The route along Lime Street will connect with a recreational cycle route which continues through Barangaroo Central and into Headland Park.

The cycle network currently envisaged is outlined in Figure 7.

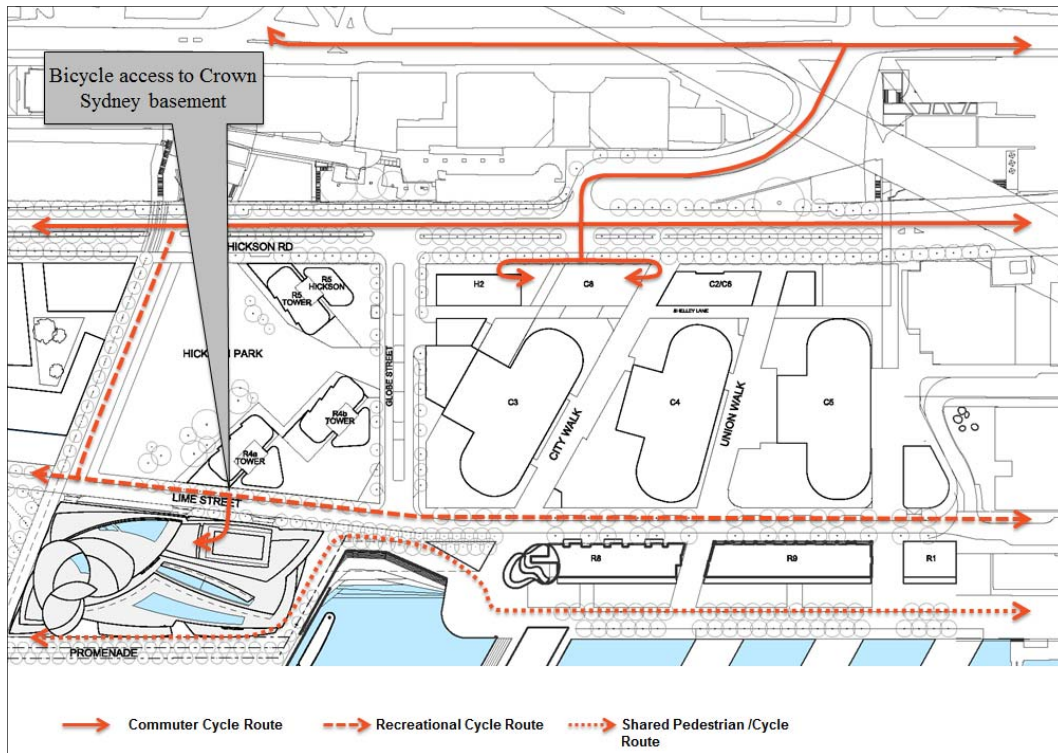


Figure 7 Bicycle Network

Secure bicycle parking will be provided for Crown Sydney staff members within the basement. In line with Green Star requirements, 55 secure bicycle spaces will be provided for Crown Sydney staff. These are to be located in a secure lockable compound (e.g. bike cage) within the Crown Sydney basement.

Complementing this secure bike parking, end of trip facilities will also be provided for Crown Sydney staff. This will include 55 lockers (1 per bike space), 6 showers and male and female changing rooms.

Some public bicycle parking (e.g. u-rails) will be provided in the public domain. These will mainly be utilised by short-term visitors to the precinct, and be located within close proximity to the building entries.

Bicycle parking for Crown Sydney residents will be provided in accordance with Green Star and City of Sydney Council's requirements. One secure bicycle space will be provided for each residential dwelling (66 spaces total).

2.3 Public Transport

A number of public transport options will be available Crown Sydney patrons. These are described in the sections below.

In December 2012, the NSW Government released 'Sydney's Light Rail Future'. This document details plans for expanding the existing light rail network to the Sydney CBD and South Eastern Sydney as well as the completion of the Inner West Light Rail extension

2.3.1 Inner West Light Rail Extension

The first stage of the inner-west light rail extension is a 5.6km extension running between Lilyfield and Dulwich Hill as shown in Figure 8. It will run from the current light rail terminus at Lilyfield, along the disused freight rail corridor, to Dulwich Hill. The extension opened in March 2014.



Figure 8 Inner-West Light rail extensions

2.3.2 CBD and South East Light Rail

The CBD and South East Light Rail link will connect Circular Quay to the University of New South Wales via Anzac Parade and Alison Road. The integration of existing and planned light rail networks would further enhance patronage by this mode to Barangaroo. This link will include the pedestrianisation of a 1 kilometre section of George Street, between Bathurst and Hunter Streets. Construction is scheduled to commence in late 2014 and will take five to six years to complete.



Figure 9 CBD and South East Light Rail Route Map

2.4 Heavy Rail

The NSW Long Term Transport Masterplan released in December 2012 outlines a 20 year plan and includes the following rail projects for Sydney:

- North West and South West Rail Lines
- Second Harbour Crossing including new city rail line
- Wynyard Station improvement works

2.4.1 North West Metro

Although the Metro scheme has been cancelled by the NSW Government, the metro corridor under Barangaroo South is being maintained.

2.4.2 Wynyard Station

A significant number of visitor trips to Crown Sydney are anticipated to occur by rail, with Wynyard Station to act as the major transport hub. Actions relating to Wynyard Station in the Sydney City Centre Access Strategy include:

- Better interchange facilities for rail and bus passengers at the station and at Barangaroo.
- Station refurbishment.
- Station upgrade in the longer term.

In May 2014 the NSW Government announced a \$100 million upgrade of Wynyard Station. The works include an upgrade to the CBD station's concourse and platforms, new lighting, tiling and signage to improve wayfinding.

Transport for NSW has engaged the Novo Rail Alliance to design and deliver \$10 million worth of early works for the station. Subject to planning approvals, major construction for the Wynyard Station upgrade will start in 2015 and is expected to finish in 2016. Key features of the works include:

- New, premium fixtures and finishes, such as lighting, tiling and painting;
- Widened paid concourse and ticket gates;
- Reduced clutter on the concourse and platforms;
- Upgraded existing and new platform stairs to improve pedestrian circulation and reduce queuing;
- New wayfinding and signage to make it easier for customers to move in and around the Station;
- Improving operational reliability through upgraded services and removal of redundant services; and
- Renovated back of house areas, including new and relocated Station Manager's office.

2.4.3 North West/South West Rail Link

The NSW Government is committed to building the North West Rail Link and South West Rail Link. Work continues on the projects including:

- Planning for the Rapid Transit System which will connect the 23km distance between Epping and Rouse Hill.
- Construction of the South West Rail Link, which includes 10.5km of twin track between Glenfield and Leppington, two new stations at Edmondson Park and Leppington, car parking and a train stabling facility at Rossmore. The project will be finalised in 2016

These two links are being integrated into the rail system as shown in the plan for operating trains in three tiers as shown in Figure 10

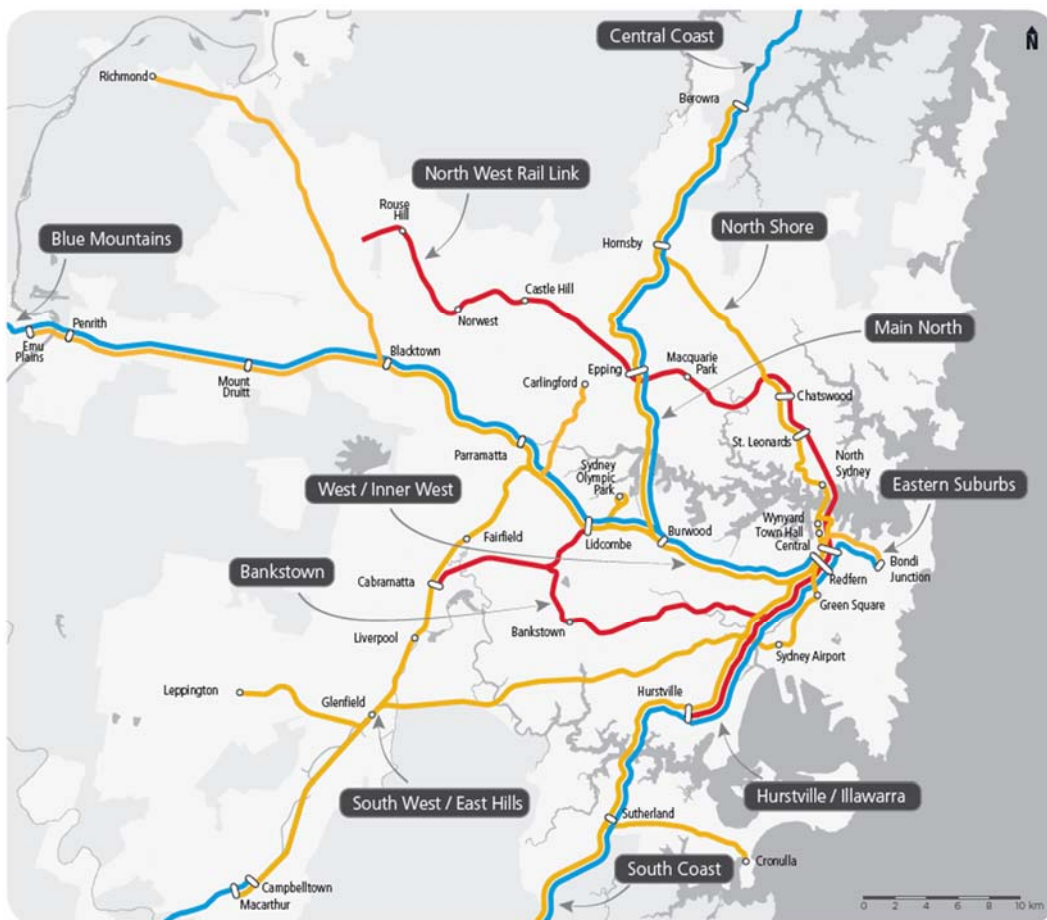


Figure 10 Future Sydney Rail Network

(Source: Sydney's Rail Future, TfNSW June 2012)

The North West Rail Link is planned by the NSW Government to run as a shuttle service between Chatswood and Cudgegong Road in the North West growth sector. The proposed alignment is presented in Figure 11.



Figure 11 North West Rail Link Proposed Alignment

2.4.4 Sydney Rapid Transit

In June 2014 the NSW Government detailed plans to construct a new rapid transit network to deliver more train services across Sydney. The \$20 billion dollar investment plan extends the north west rail link (currently under construction) to Chatswood, under Sydney Harbour, through the CBD and on to Bankstown using new trains and fully automated rail system. Train frequencies will increase to every two minutes through CBD stations once completed.

Provision of a rapid transit line through the CBD would relieve pressure at Wynyard Station and provide an alternative public transport option for access to Crown Sydney.

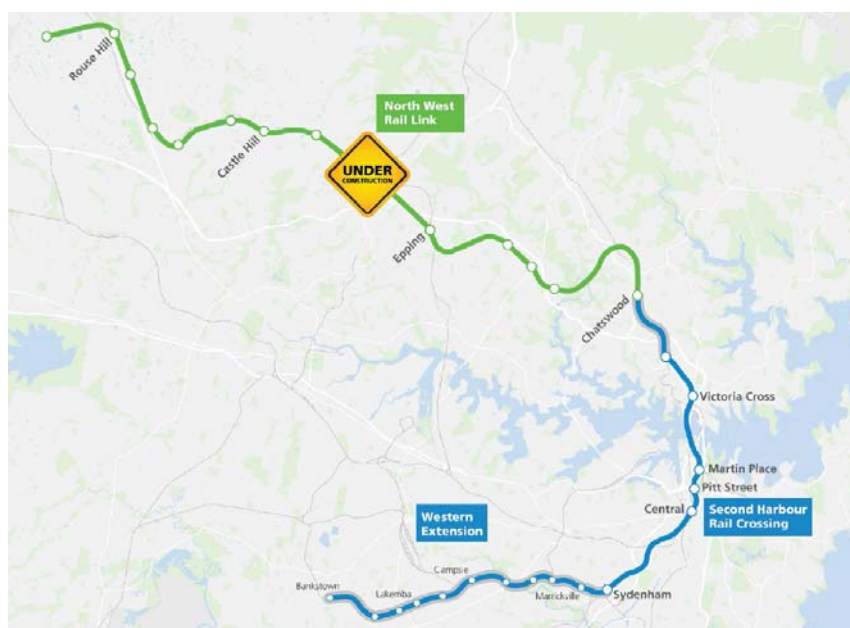


Figure 12 Sydney Rapid Transit Network

2.5 Water Based Transport

The Sydney City Centre Access Strategy commits to constructing a new ferry hub at Barangaroo South. This new wharf will provide access to the Crown Sydney development, with new ferry services anticipated from the east and north, as well as the existing western ferry catchments. The entrance to Crown Sydney is a short walk (approximately 5 minutes) from the ferry hub.

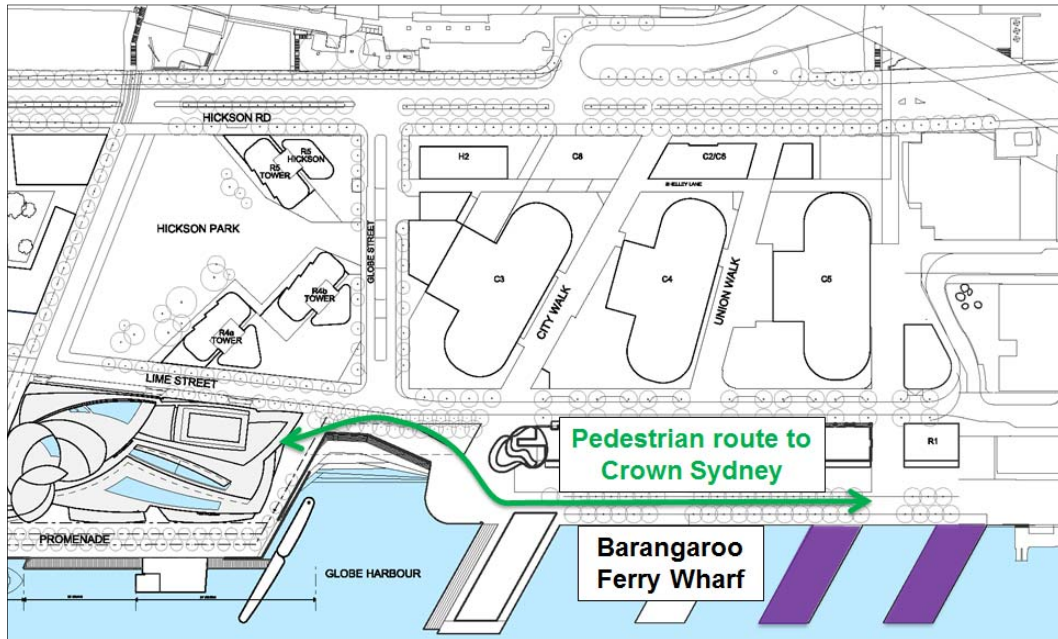


Figure 13 Access via Ferry

2.6 Bus Services

The Sydney City Centre Access Strategy outlines a redesigned bus network which improves bus reliability and address congestion and capacity constraints. Some of the key proposals relevant to the Barangaroo development include:

- New bus routes will run to Barangaroo and Walsh Bay via the city centre, Napoleon Street and Hickson Road
- Erskine Street to act as a key east-west bus corridor in the northern CBD
- The major bus stop precinct serving Barangaroo will be in the area surrounding Wynyard Station on York, Clarence and Kent Streets.
- Approximately every second bus service on key Inner West bus routes entering the city centre via Broadway will only operate to Central. This will reduce the number of buses unnecessarily entering the city centre. The remaining services will continue to the northern end of the city centre via Elizabeth Street northbound and Castlereagh Street southbound.
- Bus routes servicing the Eastern Suburbs will utilise Elizabeth Street. Passengers travelling to Barangaroo will alight at Martin Place and walk through the city and across Wynyard Walk

The future city centre bus network is summarised in Figure 14.

Locations for new bus stops to serve the future routes along Hickson Road and Sussex Street are currently being investigated by Transport for NSW. These stops would be in close proximity to Crown Sydney and provide good accessibility for visitors to the site. The Barangaroo Integrated Transport Plan envisages two pairs of bus stops would be provided on Hickson Road to serve Barangaroo South and Central Barangaroo/Headland Park.

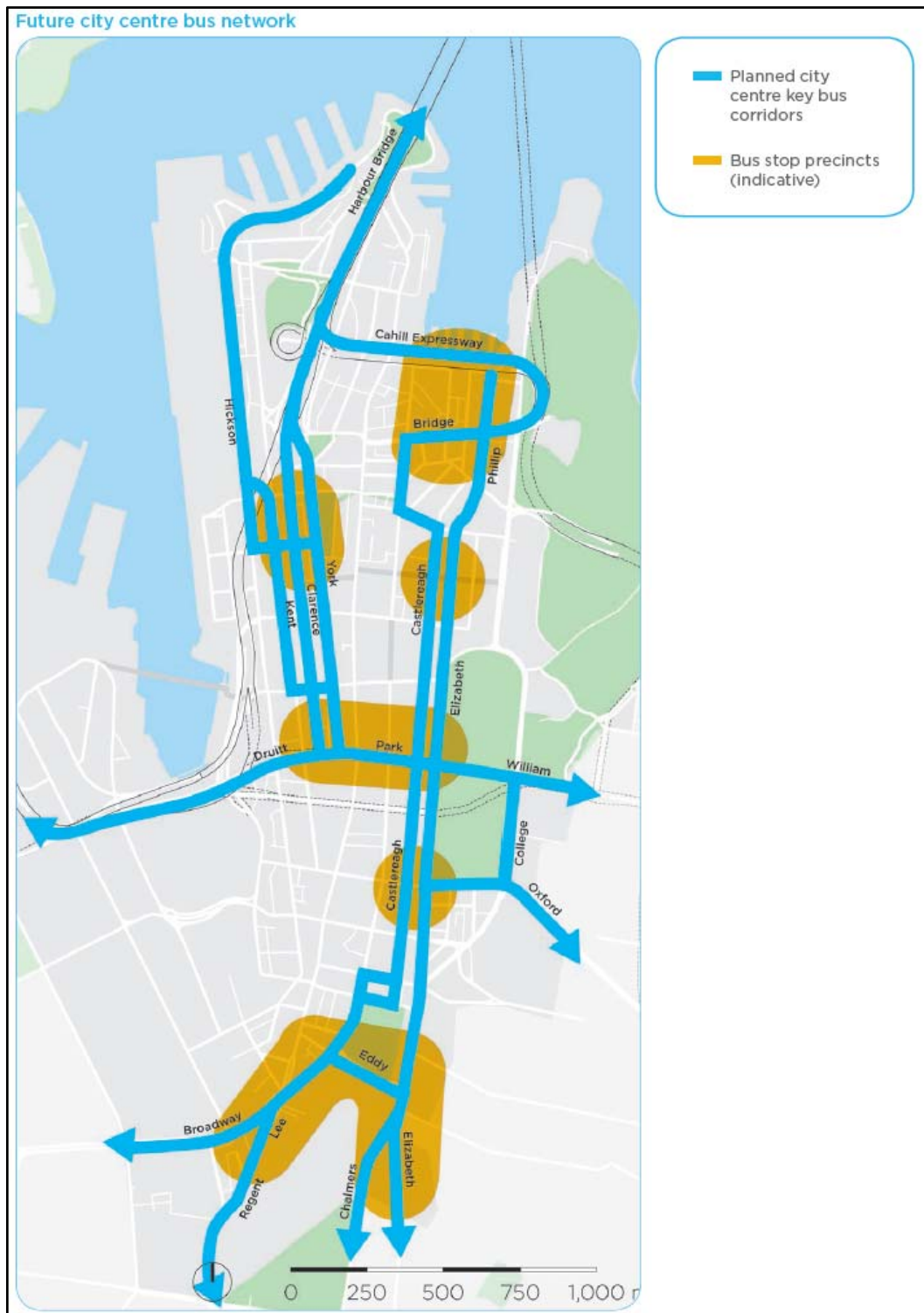


Figure 14 Future City Centre Bus Network

Source: Sydney City Centre Access Strategy (NSW Government, 2013)

3 Travel Demand Measures

In order to meet the objectives and targets of the travel demand management plan, the following physical and management measures should be implemented.

3.1 Residents' Travel Packs

A new development provides an opportunity to offer residents advice on travel modes to and from the site. At this time, new travel habits are being established and people may particularly welcome information about the travel services and facilities available to them.

A travel pack could be supplied to all permanent residents of Crown Sydney. The pack will include information on the development travel plan, bicycle and walking routes, bus and rail timetables, information on car sharing and membership information for the development car club. The pack could also include discount vouchers for a local bicycle retailer and a questionnaire about travel behaviour. An example resident travel survey is presented in Appendix A. Short term membership to a car share organisation may also be provided in the travel pack.

3.2 General Marketing and Promotion

The objectives of the travel demand management plan will only be achieved with the support of Crown Sydney staff and residents. Marketing the benefits and promoting the sustainable alternatives available are therefore crucial in encouraging staff and residents to adopt the travel plan measures. It is important that at an early stage Crown Sydney staff and residents are made aware of the need for the travel plan, and that it is emphasised that the measures are being introduced to support and encourage people to use travel more wisely.

- Travel information and posters could be set up at public area, for example, lobby, notice board, or inside the elevators;
- A Green Travel Plan 'e-flyer' should be distributed to residents during the launch of the Plan. The 'e-flyer' will provide a summary of the benefits to residents of the Travel Plan, its objectives and measures. This could be distributed to residents via the managing strata corporation;
- Events such as National Bike Week, Bike2Work Days, walk to work day should be promoted to residents through notice board posters and email;

3.3 Car Sharing

Car sharing is a proven means of reducing the number of car journeys generated by a development. A recent study on the effectiveness of car sharing schemes across Sydney (e.g. GoGet) shows that every car share space replaces the need for 12 private vehicle spaces¹.

Consultation with car share operators such as Go Get could be undertaken by Crown, in conjunction with developers of the residential buildings in Barangaroo South and Central, to provide car share vehicles within the proposed future road

¹ SGS Economics & Planning (2012), Benefit-Cost Analysis of Car Share within the City of Sydney

network. This will be dependent upon the requirements of car share operators although the development is considered to be a suitable candidate site for the provision of on-street facilities for car share vehicles. Information on local car sharing schemes would be provided in the residents travel pack.

3.4 Cycling

As described in Section 2.2, Crown Sydney will have good access to the cycling network and will provide onsite facilities for cyclists i.e. easily accessible bike room/shelter, changing rooms and showers, lockers and good access from those facilities to the office. In order to activate and promote cycling the following measures should be taken:

- Provide Sydney cycle maps to staff and residents;
- Participate in annual events such as 'Ride to Work Day';
- Provide secure bicycle parking and end of trip facilities for Crown Sydney staff and residents
- Set up 'Bike Buddies' scheme for less confident staff interested in cycling.
- Promote City of Sydney's free community cycling training program to staff and residents. Provide information of the training courses available to residents.

In line with Green Star requirements, 55 secure bicycle spaces will be provided for Crown Sydney staff. These are to be located in a secure lockable compound (e.g. bike cage) within the Crown Sydney basement. Complementing this secure bike parking, end of trip facilities will also be provided for Crown Sydney staff. This will include 55 lockers (1 per bike space), 6 showers and male and female changing rooms.

Bicycle parking for Crown Sydney residents will be provided in accordance with Green Star and City of Sydney Council's requirements. One secure bicycle space will be provided for each residential dwelling (68 spaces total).

3.5 Public Transport

To promote the use of public transport for travel both to and from work:

- Create and maintain an intranet 'Public Transport links page' containing useful links to journey planning websites in Sydney;
- Consider reimbursing or partially reimbursing staff for journey to work trips made by public transport;
- Provide useful public transport maps and promotional items to potential and current public transport users; and
- Investigate the possibility of purchasing an Opal Card for general use of building staff for business journeys, in lieu of cars and taxis

3.6 Walking

Specific Travel Plan measures designed to encourage more walking trips for short distance trips.

- Create and maintain an e-flyer ‘useful walking routes’ containing useful routes to key parts of the Sydney CBD, including public transport nodes at Circular Quay, Martin Place and Town Hall rail stations;
- Improvements to (and maintenance of) the walking network and signage;
- Participate in Walk to Work day and look into holding a ‘healthy breakfast’ as a reward to all those who participate.

3.7 Staff Induction

To ensure new members of staff are aware of the Travel Plan, all new Crown Sydney staff members should be made aware of the Plan as part of their induction process. The induction should provide new starters with the following:

- A brief introduction to the travel plan and its purpose;
- Tour of the building to include a visit to cycle parking areas and shower and changing facilities; and

3.8 Visitor Travel / Site Access Information

For internal site access information, consider developing an interactive map to show useful walking routes, nearby public transport terminals and popular cycling routes to Crown Sydney. This could be achieved via:

- Development of a Transport Access Guide (TAG), providing customised travel information for visitors travelling to and from Crown Sydney using sustainable forms of transport;
- Providing travel information on the Crown Sydney website, including links to public transport timetables and walking and cycling routes

3.9 Monitoring

Monitoring is crucial to the successful implementation of any travel plan. The primary means of monitoring the travel behaviour of Crown Sydney’s staff and residents will be through completion of travel questionnaires. As part of the administration of the plan, it is recommended that travel surveys of Crown Sydney residents are undertaken periodically. An online travel plan questionnaire could be developed to investigate residents and staff current travel patterns and use of travel plan measures. This would monitor the effectiveness of the travel plan measures. The headline findings from the monitoring exercise will be reported back to staff and residents via email.

4 Targets, Indicators and Timescales

The following proposed initiatives and measures are suggestions only and will be refined closer to the initial occupancy of Crown Sydney.

No.	Measure/Initiative	Implementation Date	Responsibility	Indicator
Residents Travel Packs				
1	A travel pack could be supplied to all residents as they move into the building.	Launch date	Building management	Feedback from residents
2	Travel questionnaire to all residents contained in the travel pack	As residents move into the building	Building management	No. of responses
General Marketing and Promotion				
3	Travel information and poster could be set up at public area	Launch date	Building Management	Feedback from staff and residents
4	A Green Transport Plan 'e-flyer' will be distributed to staff and residents during the launch of the GTP.	Launch date	Building Management	Feedback from staff and residents
5	Events such as National Bike Week, Bike2Work Days, walk to work day promoted to residents through notice board posters and email	Annually	Building Management	No. of attendees
Car Sharing				
6	Consultation with car share operators to increase provision of car share spaces nearby to the building	Prior to building occupancy	Crown	No. of new car share members
Cycling				
9	Provide cycle maps to new staff and residents	Initial building occupancy	Crown	Take-up by staff and residents
10	Come to an arrangement with a local cycle retailer for cheap servicing of resident bikes. Negotiate group buying discount on bicycle, equipment and accessories purchase	Launch date	Building Management	Take-up by staff and residents
11	Set up 'Bike Buddies' scheme for less confident staff interested in cycling	Launch date	Crown and Building Management	Take-up by staff and residents

No.	Measure/Initiative	Implementation Date	Responsibility	Indicator
Public Transport				
12	Provide useful public transport maps and promotional items to potential and current public transport users	Launch date	Crown	Feedback from staff and residents
13	Investigate the possibility of purchasing an Opal Card for general use of building staff for business journeys, in lieu of cars and taxis	Launch date	Crown	Feedback from staff
Walking				
14	Create and maintain an e-flyer 'useful walking routes' containing useful routes to key parts of the Sydney CBD, including public transport nodes at Circular Quay, Martin Place and Town Hall rail stations	Launch date	Crown	Feedback from staff and residents
15	Participate in Walk to Work day and look into holding a 'healthy breakfast' as a reward to all those who participate	Annually	Crown	No. of attendees
Staff Induction				
16	Provide all new Crown Sydney staff members with information regarding the travel plan as part of their induction process	Ongoing	Human resources	Feedback from staff
Visitor Travel / Site Access Information				
18	Develop of a Transport Access Guide (TAG), providing customised travel information for visitors travelling to and from Crown Sydney using sustainable forms of transport	Launch date	Crown	Feedback from visitors
19	Provide a dedicated travel page on the Crown Sydney website	Launch date	Crown	Feedback from visitors

5 Conclusions

Implementation of a Travel Demand Management Plan (TDMP) will be important in providing access to both Crown Sydney staff and residents in a sustainable way. The Crown Sydney Hotel will be easily accessible for employees, residents and visitors. A number of travel plan initiatives will ensure these users may access the site via sustainable transport modes.

Appendix A

Example Resident Travel Survey

1. Gender

- ☐ Male
 - ☐ Female
-

2. Age

- ☐ Under 25
 - ☐ 25-34
 - ☐ 35-44
 - ☐ 45-54
 - ☐ Over 55
-

3. Where do you work or go to school?

Postcode

--	--	--	--

4. What times do you normally work/study?

- ☐ Full-time
 - ☐ Full-time (flexi hours/shifts)
 - ☐ Part-time
-

5. How do you normally travel to work/school?

- ☐ Walk
- ☐ Cycle
- ☐ Motorbike/moped
- ☐ Train
- ☐ Bus (number(s) if available)

- ☐ Park and ride
 - ☐ Taxi
 - ☐ Car
 - ☐ Other (please specify)
-

6. If you travel to work by car what is your main reason for doing so?

- ☐ Car essential to perform job
 - ☐ Dropping off/collecting children
 - ☐ Personal chores during lunchtime
 - ☐ Health reasons
 - ☐ Lack of alternative (please explain)
-

7. How far do you travel to work/ School?

- ☐ Less than 1km
 - ☐ 1-2 km
 - ☐ 3-5 km
 - ☐ 6-10 km
 - ☐ 11-20 km
 - ☐ 20+ km
-

8. How long does it take you to get to work/school?

- ☐ 0-15 minutes
- ☐ 16-30 minutes
- ☐ 31-60 minutes
- ☐ 61-90 minutes
- ☐ 90+ minutes

9. Which of the following measures would encourage you to walk or cycle to work/school? (If you already walk or cycle, what measures would you like to see more)

TICK NO MORE THAN TWO

- ☐ Safer/better lit streets/ pathways
 - ☐ Better changing and showering facilities
 - ☐ Better securing facilities for bikes
 - ☐ Information on safer routes
 - ☐ Loans/discounts for buying equipment
 - ☐ Free travel home in an emergency
-

10. Which of the following measures would encourage you to use public transport on your journey to work/school? (If you presently use public transport, what measures would you like to see more of?)

TICK NO MORE THAN TWO

- ☐ Cheaper public transport
 - ☐ More reliable public transport
 - ☐ Improved waiting areas
 - ☐ Better/clearer transport information
 - ☐ Better connections with other transport
 - ☐ Other (please state)
-

11. Would you be prepared to car share?

- ☐ Yes
- ☐ No
- ☐ Better/ clearer transport information
- ☐ Better connections with other modes of transport

12. Which of the following would encourage you to car share?

TICK NO MORE THAN TWO

- ☐ Help finding a car-sharing partner
 - ☐ Free travel home in an emergency
 - ☐ Reduced parking costs
 - ☐ Share with someone
 - ☐ Permit holder
 - ☐ Free parking
 - ☐ Pay to park
-

13. If you presently drive to work/ school, would you consider trying an alternative form of transport – even occasionally?

- ☐ Yes
 - ☐ No
-

14. Do you currently use public transport to access

- ☐ Shops
 - ☐ Leisure facilities
 - ☐ Health facilities
 - ☐ Visit friends and family
-

15. Which of the following measures would encourage you to use Public Transport for the journeys in question 14? (If you currently use public transport, what measures would you like to see more of?)

TICK NO MORE THAN TWO

- ☐ Cheaper public transport
- ☐ More reliable public transport