WATERLOO COLLECTIVE | mirvac JOHN HOLLAND

WATERLOO METRO QUARTER OVER STATION DEVELOPMENT

Environmental Impact Statement
Appendix R - Green Travel Plan

SSD-79307746 Central Precinct

Detailed State Significant Development
Development Application

Prepared for **WL Developers Pty Ltd**

22 September 2025

Reference	Description
Applicable SSD Applications	SSD-79307758 Northern Precinct
Author	**ptc.** Chiranjivi Pariyar
Reviewed	**ptc.** Steve Wellman
Document Number	WMQ-BLD2-PTC-TF-GTP
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Version	4
Date of Issue	22 September 2025
WL Developer Pty Ltd	

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1. Introduction

This Framework Green Travel Plan has been prepared by **ptc**. on behalf of WL Developer Pty Ltd to accompany a State Significant Development Application (SSDA) for the Central Precinct SSD (SSD-79307746), located within the Waterloo Metro Quarter (WMQ) at 150 Cope Street, Waterloo.
This report will replace the previous detailed approval applying to the Central precinct.

This report reflects the current transport conditions within the vicinity of the development.

This report has been prepared to respond to item 11 of the Planning Secretary's Environment Assessment Requirement (SEARs) issued by Department of Planning, Infrastructure and Housing (DPHI) on 13 February 2025.

Specifically, this report has been prepared to respond to the SEARs requirements summarised in Table 1.

Item	Description of requirement	Section reference (this report)
11	**Traffic, Transport and Accessibility** Provide a transport and accessibility impact assessment, which includes:	
	• proposals to promote sustainable travel choices for employees, residents, guests and visitors, such as connections into existing walking and cycling networks, minimising car parking provision, encouraging car share and public transport, providing adequate bicycle parking and high-quality end-of-trip facilities, and implementing a Green Travel Plan.	Green Travel Plan addressed in this report

Table 1: SEARs requirements (SSD 79307746)

The figure below indicates the land to which this DA applies in relation to the overall WMQ site (shaded in purple).

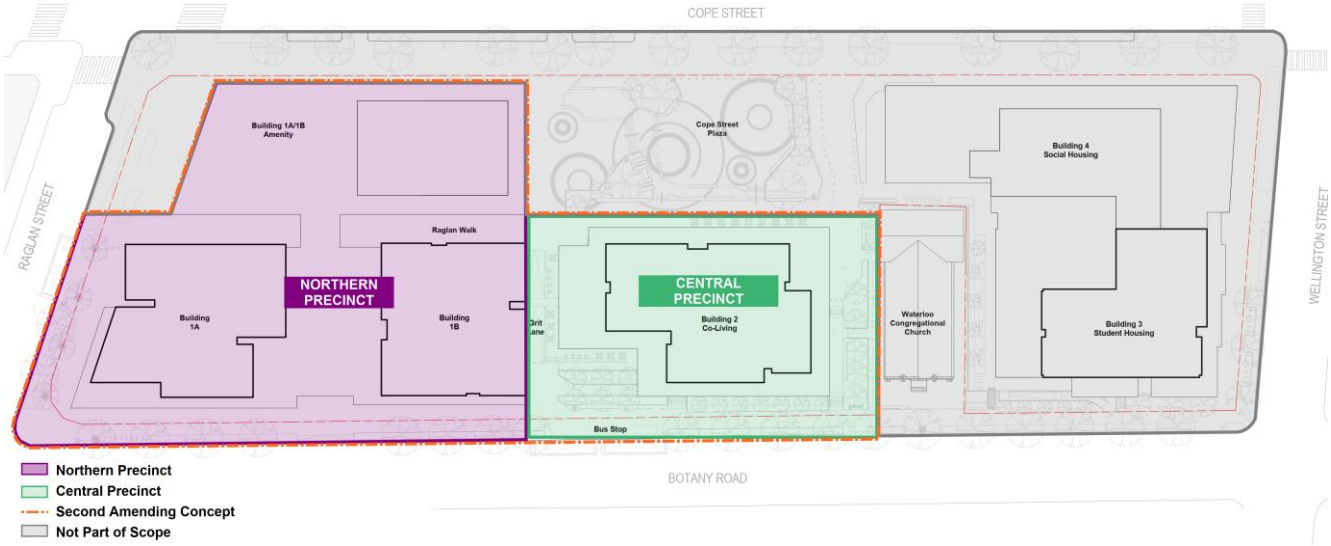


Figure 1: Location of the site (Source: Urbis)

This application seeks consent for the design, construction and operation of a 26 storey (including plant level) mixed use building within the Central Precinct (the site) of the WMQ estate.
The proposal comprises a 3-storey podium containing retail and community facility in the form of childcare with a residential tower above. The residential tower of 23 storeys will comprise co-living accommodation with the capacity of 500 rooms. Specifically, the proposal comprises:

- Ground level retail tenancies, community facility, and childcare, co-living and shared basement access
- Community centre in the form of a childcare centre at Level 1 and Level 2
- A Co-living housing tower from Levels 3 to 24 comprising:
  - Self-contained co-living accommodation rooms across 20 levels, with capacity for around 500 rooms
  - Indoor and outdoor communal amenity at Levels 3 and 24
  - Communal space also provided on each accommodation level;
- Ground level vehicular access from Church Square shared zone to the shared basement, delivery of a pedestrian thoroughfare through the site, landscaping and public domain works.
- Indicative building signage zones

This application is submitted for concurrent assessment with a DA to amend the Waterloo Metro Over Station Development (OSD) Amending Concept DA (SSD 10441) - referred to as the Second Amending Concept DA. The Second Amending Concept DA (SSD 79307765) seeks consent to modify the existing amending concept approval as it relates to the Northern and Central Precincts, by amending the building envelopes to redistribute floor space to suit a new mix of land uses. This Central Precinct SSD will be consistent with the Concept DA as amended.

Separately, a Detailed SSDA for the detailed design, construction and operation of the Northern Precinct (SSD-79307758) and a Section 4.55 Modification Application to modify the approved detailed Basement SSDA (SSD 10438), will be concurrently submitted with this application.

2. The site

The site is located within the City of Sydney Local Government Area (LGA). The site is situated approximately 3.3 kilometres south of Sydney CBD and eight kilometres northeast of Sydney International Airport within the suburb of Waterloo.

The Waterloo Metro Quarter site comprises land to the west of Cope Street, east of Botany Road, south of Raglan Street and north of Wellington Street (refer to Figure 1). The heritage-listed Waterloo Congregational Church at 103–105 Botany Road is within this street block but does not form a part of the Waterloo Metro Quarter site boundaries.

The Waterloo Metro Quarter site is a rectangular shaped allotment with an overall site area of approximately 1.287 hectares.

The Waterloo Metro Quarter site comprises the following allotments and legal description at the date of this report. Following consolidation by Sydney Metro (the Principal) the land will be set out in deposited plan DP1257150.

- 1368 Raglan Street (Lot 4 DP 215751)
- 59 Botany Road (Lot 5 DP 215751)
- 65 Botany Road (Lot 1 DP 814205)
- 67 Botany Road (Lot 1 DP 228641)
- 124-128 Cope Street (Lot 2 DP 228641)
- 69-83 Botany Road (Lot 1, DP 1084919)
- 130-134 Cope Street (Lot 12 DP 399757)
- 136-144 Cope Street (Lots A-E DP 108312)
- 85 Botany Road (Lot 1 DP 27454)
- 87 Botany Road (Lot 2 DP 27454)
- 89-91 Botany Road (Lot 1 DP 996765)
- 93-101 Botany Road (Lot 1 DP 433969 and Lot 1 DP 738891)
- 119 Botany Road (Lot 1 DP 205942 and Lot 1 DP 436831)
- 156-160 Cope Street (Lot 31 DP 805384)
- 107-117A Botany Road (Lot 32 DP 805384 and Lot A DP 408116)
- 170-174 Cope Street (Lot 2 DP 205942).

The detailed SSDA applies to the Central Precinct (the site) of the Waterloo Metro Quarter site. The site has an area of approximately 2,460sqm. The subject site comprises the following allotments and legal description at the date of this report.

- 130 – 134 Cope Street (Lot 12 DP 399757) (Part)
- 136 – 144 Cope Street (Lot A-E DP 108312) (Part)
- 85 Botany Road (Lot 1 DP 27454)

- 87 Botany Road (Lot 2 DP 27454)
- 89 – 91 Botany Road (Lot 1 DP 996765)
- 93 - 101 Botany Road (Lot 1, DP 433969 and Lot 1 DP 738891) (Part)

The boundaries of the overall site are identified at Figure 1, and the subject site of the detailed SSD DA is identified at Figures 2 and 3. The site is reasonably flat with a slight fall to the south.

The site previously included three to five storeys commercial, light industrial and shop top housing buildings. All previous structures except for an office building at the corner of Botany Road and Wellington Street have been demolished to facilitate construction of the new Sydney Metro Waterloo station. As such the existing site is predominately vacant and being used as a construction site. Construction of the Sydney metro is currently underway on site in accordance with critical State significant infrastructure approval (CSSI 7400).

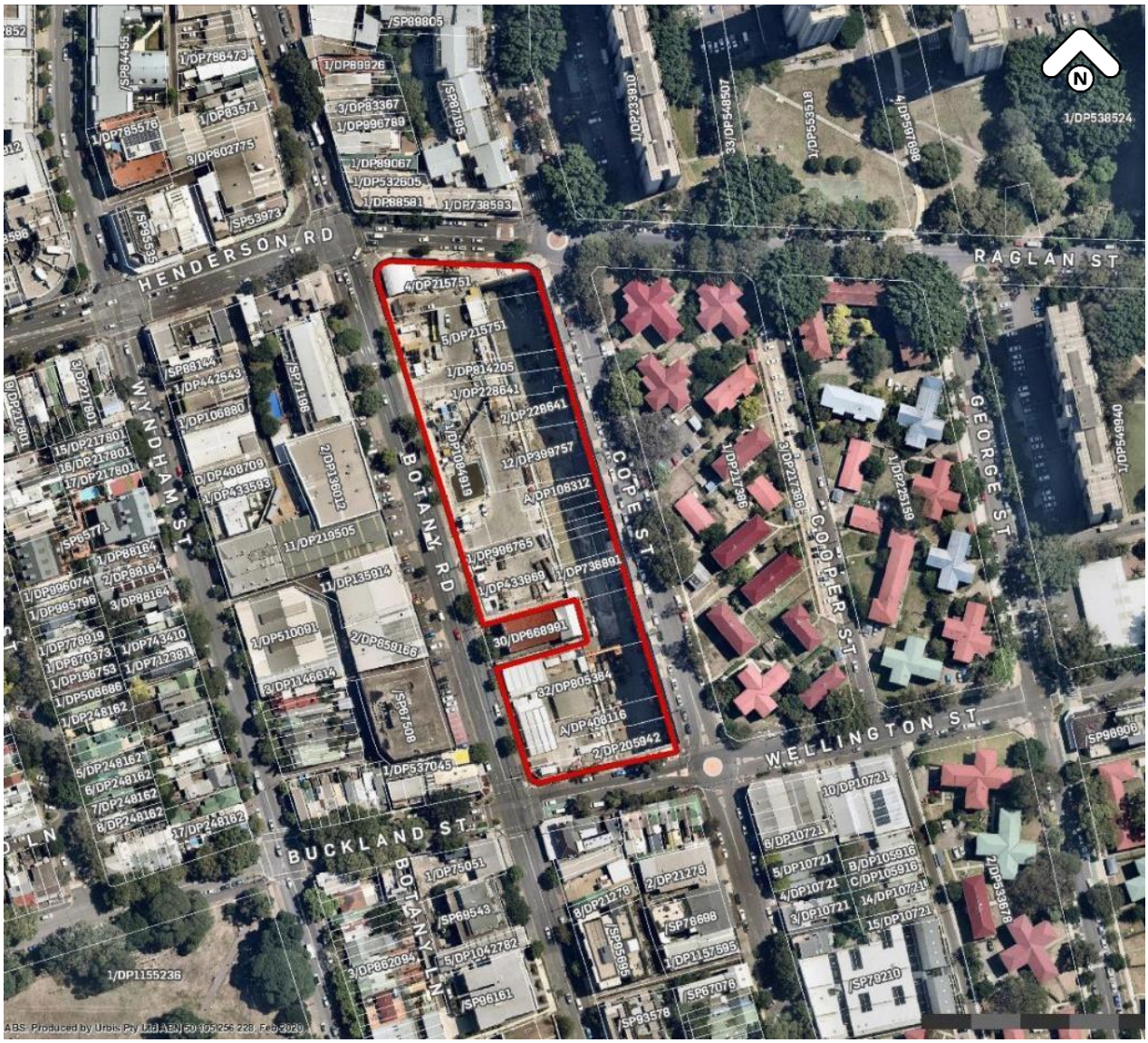


Figure 2 : Aerial image of the site (Source: Urbis)

The area surrounding the site consists of commercial premises to the north, light industrial and mixed-use development to the south, residential development to the east and predominantly commercial and light industry uses to the west.

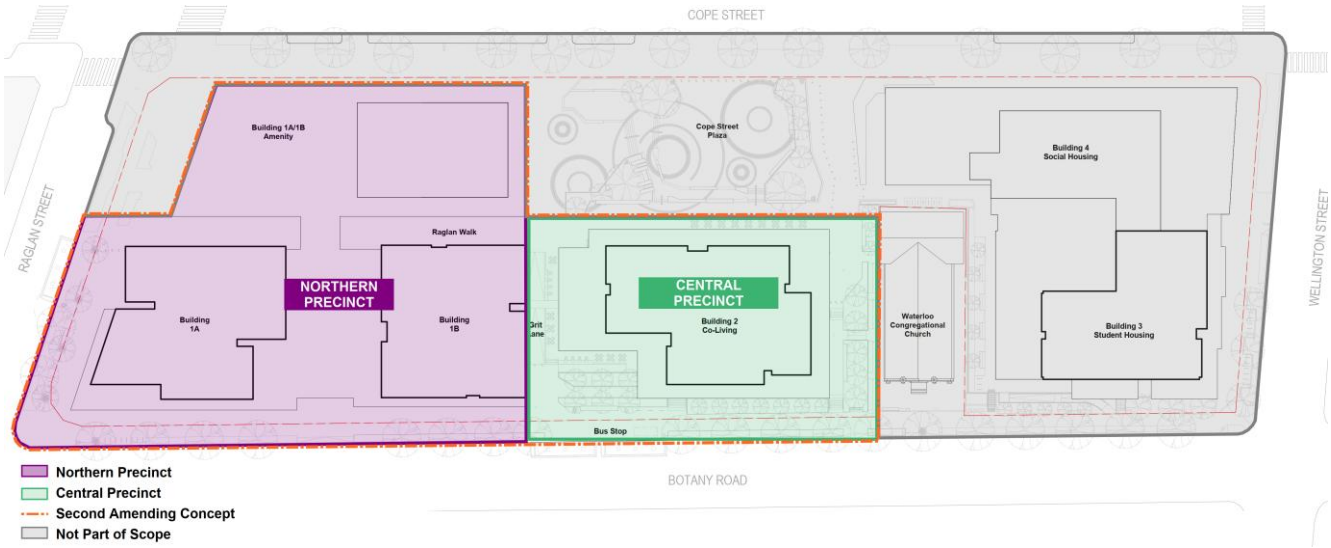


Figure 3: Waterloo Metro Quarter site, with sub-precincts identified

3. Background

3.1 About Sydney Metro

Sydney Metro is Australia's biggest public transport project. Services started in May 2019 in the city's Northwest with a Metro Service every four minutes in the morning and evening peak hours. A new standalone railway, this 21st century network will revolutionise the way Sydney travels.

There are four core components:

3.1.1 Sydney Metro Northwest

The Sydney's first Metro project was completed, and passenger services were commenced in May 2019 at 13 metro stations between Rouse Hill and Chatswood, with a metro train every four minutes in the peak. The new section of the metro line, 15.5 kilometres from Chatswood to Sydenham opened in August 2024.

3.1.2 Sydney Metro Southwest

Sydney Metro Southwest, T3 Bankstown line connecting Sydenham to Bankstown is under construction and is expected to start services late 2025.

Sydney Metro Southwest will update and convert 10 stations into metro standard at Marrickville, Dulwich Hill, Hurlstone Park, Canterbury, Campsie, Belmore, Lakemba, Wiley Park, Punchbowl and Bankstown.

This metro line between Sydenham and Bankstown will operate fully segregated from the existing Sydney Trains railway. The T3 Line west beyond Bankstown will continue to be operated by Sydney Trains.

3.1.3 Sydney Metro West

Sydney Metro West is a new underground railway connecting Greater Parramatta and the Sydney CBD. This once-in-a-century infrastructure investment will transform Sydney for generations to come, doubling rail capacity between these two areas, linking new communities to rail services and supporting employment growth and housing supply between the two CBDs.

The locations of seven proposed metro stations have been confirmed at Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock and The Bays.

The NSW Government is assessing an optional station at Pyrmont and further planning is underway to determine the location of a new metro station in the Sydney CBD.

3.1.4 Sydney Metro Greater West

Metro rail will also service Greater Western Sydney and the new Western Sydney International (Nancy Bird Walton) Airport. The new railway line will become the transport spine for the Western Parkland City's growth for generations to come, connecting communities and travellers with the rest of Sydney's public transport system with a fast, safe and easy metro service.

The Australian and NSW governments are equal partners in the delivery of this new railway.

The Sydney Metro project is illustrated below.

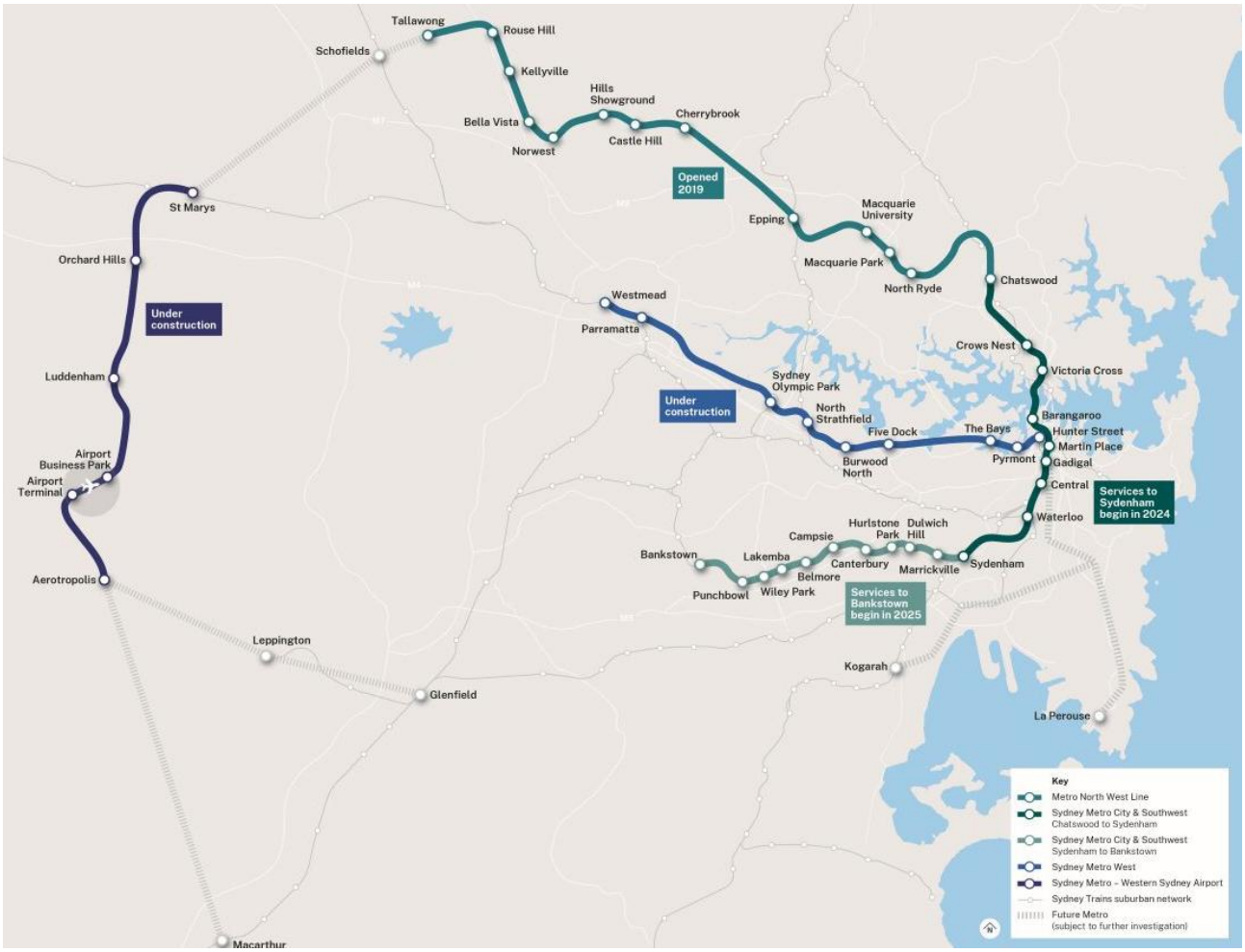


Figure 4: Sydney Metro alignment map Source: Sydney Metro

4. The development

The development of Central Precinct of the Waterloo Metro Quarter Over Station Development is summarised below:

- 3 – storey podium containing retail and community facilities
- 24 - storey tower comprising co-living accommodation
- Communal space on each accommodation level except level 4
- Landscaping, public domain works and pedestrian throughfare through the site.
- Indicative building signage zone
- The car parking provision for the Central Precinct is located within the shared basement of the Northern and Central Precincts. This car park is accessed via Cope Street and the shared zone on Church Street.
- The shared loading dock for the Central Precinct is located within the ground floor of Northern Precinct, accessed off Botany as shown in Figure 5.

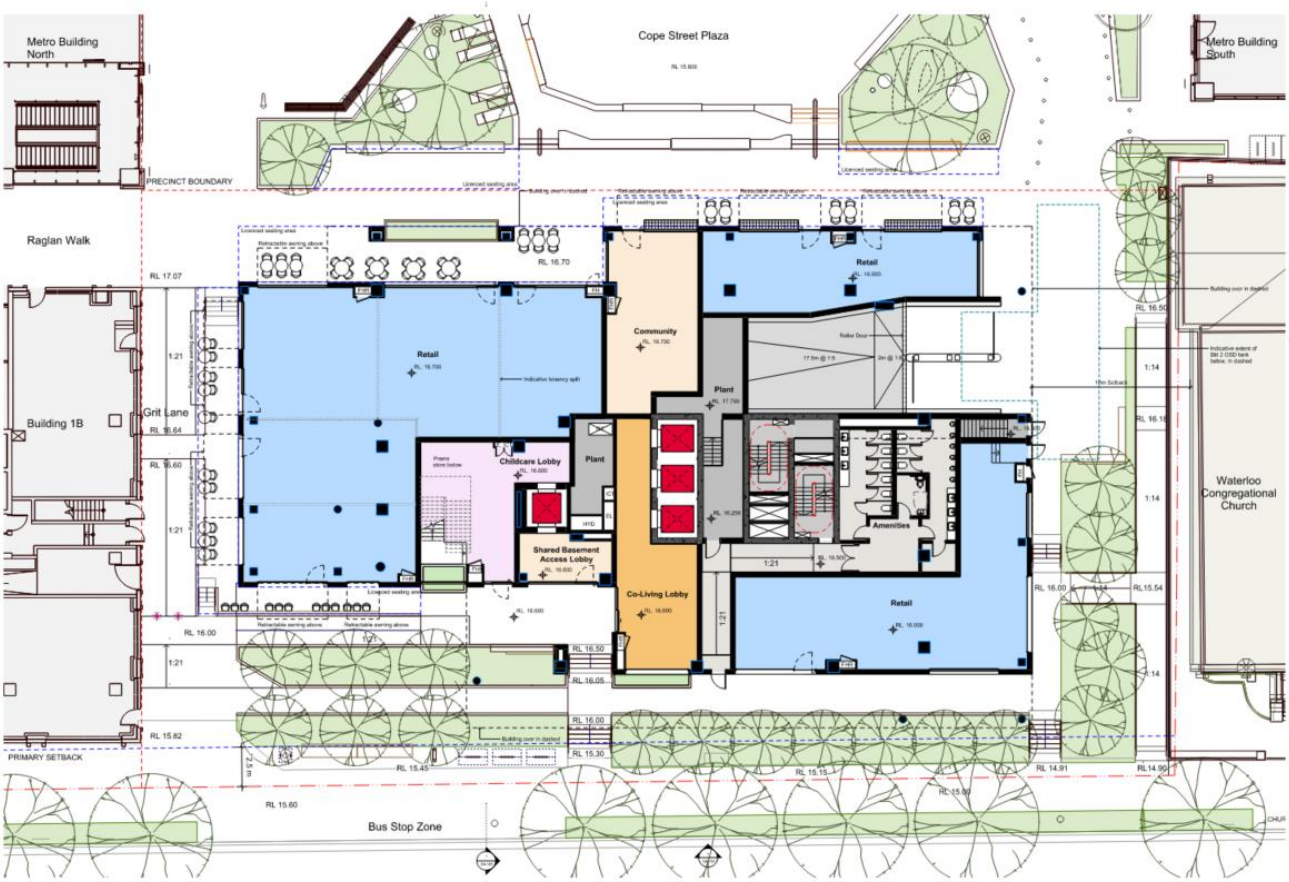


Figure 5: Key Components of Separable Portions

An overview of the Central Precinct SSD 79307746 is provided below:

User Type	Units/Rooms/GFA
Residential Component	
Co-Living	500 Rooms
Non- Residential Component	
Community	76m^2
Retail	634m^2
Childcare	2,254 m^2
Total Non-Residential	2,949m^2

Table 1: Summary of Central Precinct SSD (SSD 79307746)

5. Green Travel Plan

5.1 Council Policy

Through its Sustainable Sydney 2030 policy, the City of Sydney encourages that all new developments within the LGA are to incorporate active transport and promote public transport as part of their designs. The policy aims include:

- To continue to implement the Liveable Green Network to enhance pedestrian access throughout the city and to encourage walking, especially for shorter trips and trips to local amenities.
- To work with the State Government to introduce measures to improve pedestrian safety and priority, including 40 kilometres per hour speed limits throughout the City Centre, changes to traffic light timings and wider footpaths.
- To complete its Cycle Strategy and Action Plan, which involves 200 kilometres of cycleways, together with programs to encourage cycling as the most sustainable and healthy form of travel for medium length (1-5 km) trips.
- To continue to support car share as it provides an additional option for people to reduce their ownership and use of private cars, in conjunction with greater use of walking, cycling and public transport.

5.2 What is a Green Travel Plan?

A Green Travel Plan (GTP) is a document that outlines how a development intends to make travel to and from the site safer and more sustainable for residents and their visitors. The GTP seeks to address local traffic issues around the site and encourages active, safe and sustainable travel methods, such as walking, cycling, scooting, public transport or car sharing. A GTP correlates with the development's overall aspirations and is a document that is monitored and reviewed regularly.

A GTP is not just the installation bike racks or provision of end-of-trip facilities. A good GTP aims to promote and maximise the use of more sustainable modes of travel via a range of actions, promotional campaigns and incentives. The plan includes site management tools that encourage residents, staff and visitors to make more sustainable transport choices. A GTP requires ongoing implementation, monitoring and review. As such, nominating an individual or a team to oversee the implementation of a travel plan is a crucial component of success.

An effective GTP can offer many benefits such as reduced parking costs, less congestion on the public road network, health and environmental benefits.

5.3 Why is a Green Travel Plan required?

Development of a GTP is widely accepted as one of the best ways to increase active travel around the site. A successful GTP offers many benefits for the community, including:

- Building confidence and improving social interaction by walking and/or cycling;
- Assists in implementation of health, fitness and wellbeing programs;

- Improving social interaction with others to be more interested and involved in the precinct as they walk or cycle;
- Improving safety by reducing traffic and local road congestion;
- Improving the environment by reducing air pollution from private vehicles;
- Creating opportunities for healthier lifestyles and more vibrant, cohesive and accessible communities; and
- Providing individuals with leadership opportunities.
- It is likely that residents with good understanding of an active and sustainable mode of transport will follow a healthy and active lifestyle, care about the environment and prioritise location and lifestyle over car ownership.

5.4 The Purpose of a Green Travel Plan

The purpose of the GTP is to provide a package of measures with the aim of promoting and reducing the reliance of private car usage and encourage and support the uptake of daily business in a more sustainable way. This may be achieved through the review of existing policies and identifying programmes to encourage residents, visitors and employees to adopt more active and sustainable forms of transport. This document identifies the following:

- Review of existing public transport infrastructure and future transport options;
- Assessment of existing travel patterns within the area;
- A modal share target for the development;
- A framework to identify and respond to travel demand from the development and surrounding area;
- Strategies to implement prior and during occupancy; and
- The monitoring strategy to track performance of the GTP.

5.5 Relevant priorities from the NSW State Plan (NSW Health, 2011)

- Increase walking and cycling,
- Increase the number of people participating in physical activity,
- Improve health in the community,
- Increase share of journey to work trips on a safe and reliable public transport system,
- Improve the efficiency of the road network,
- Increase the number of jobs closer to home,
- Tackle climate change,
- Improve air quality.

5.6 Potential Outcomes

- Successful negotiations with private transport providers (if necessary) to provide increased public transport services to the precinct.
- Improvements to cycle and walking infrastructure, if required.

- Recommendations for any relevant policy changes will be made to management (e.g. flexible work and work from home/hub policies).
- Campaign promoting the health and other benefits of non-car modes of travel will be implemented for residents.
- End-of-Trip infrastructure provided within the WMQ site, including lockers to leave items overnight (avoids carrying heavy items home, which can be a deterrent for active transport).
- Team up with a local bike shop to provide bike servicing within the Waterloo locality (this can be extended to the broader community too).
- Evaluation and Monitoring:
    - Online surveys (mode of travel to work)
    - Carpooling use (number of new users)
    - Private car-park usage
    - Feedback from public transport providers
    - Patronage on any new commuter public transport services
    - Number of Transport Access Guides downloaded/hard copies used.

6. Steps to Set Up a Green Travel Plan

To develop a GTP, there are five key steps to follow to commence its operation as illustrated in Figure 6:

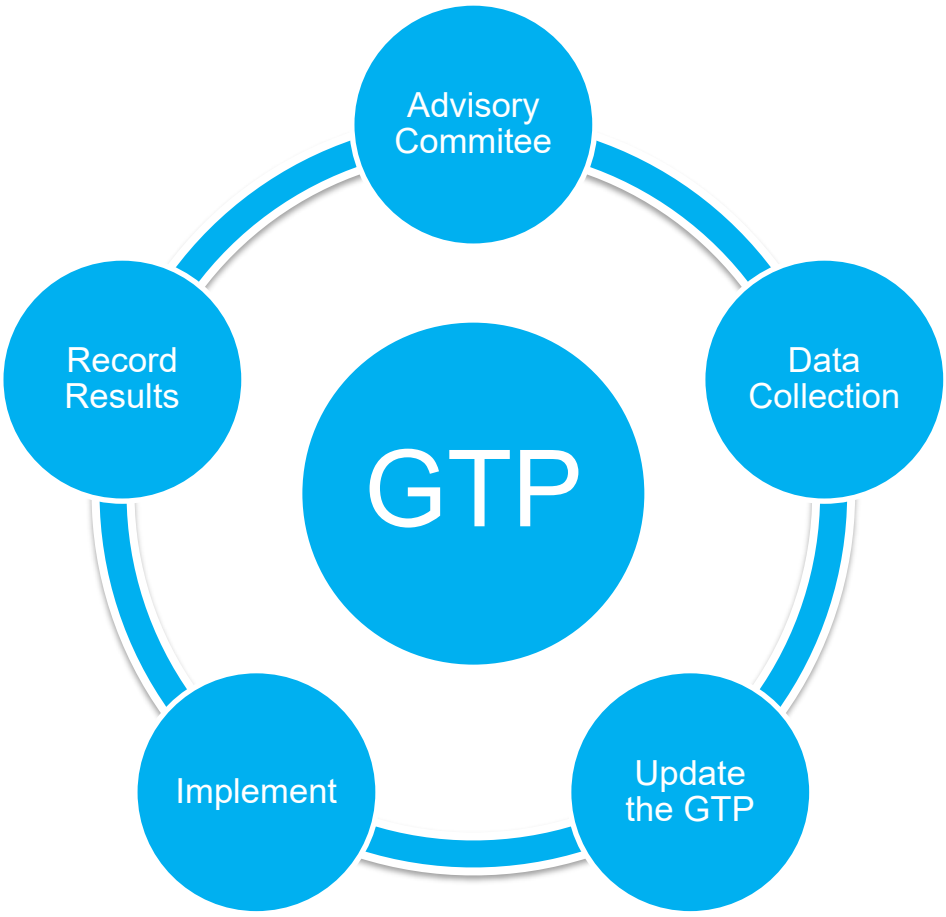


Figure 6: Steps in developing a GTP

6.1 Step 1 – Set up an Advisory Committee

The success of a GTP depends on the initiatives developed, but perhaps more importantly the ongoing management and implementation of the plan. This is achieved through the establishment of a GTP Coordinator or an Advisory Committee, which might develop the plan for ongoing management by the site or remain as a key group of ongoing stakeholders once the plan is implemented.

This might be a single person who can act as a GTP Coordinator, or an Advisory Committee comprising people who can work together to implement the travel plan. The GTP Coordinator or Committee will be required to oversee the implementation of the actions of the travel plan. The responsible person/s must be an enthusiastic and high-quality communicator/s in order to promote measures that will encourage staff and visitors to think about a sustainable mode of

travel other than a single occupancy car usage. The responsibilities of the GTP coordinator and Advisory Committee will include (but not limited to) in Table 2.

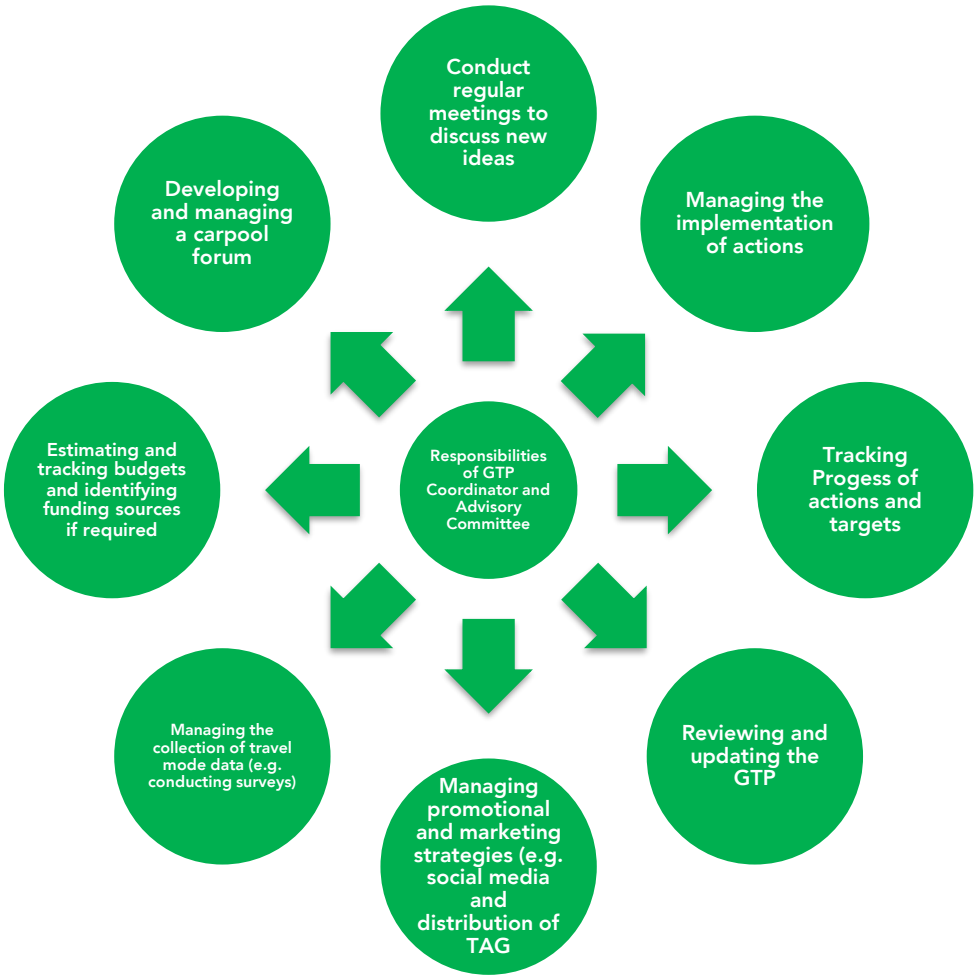


Figure 7: Responsibilities of GTP Coordinator and Advisory Committee

The GTP Coordinator/Advisory Committee will also be responsible for monitoring, reviewing and updating the GTP over time. It is likely that the GTP Coordinator/Steering Committee will require assistance from 'champions' to promote specific actions and encourage the uptake of initiatives.

The GTP will require funding to support implementation. As such, senior level support and commitment are essential. Commitment of resources, including financial support and human resources to allow for implementation, monitoring, review and continual improvement of the travel plan are the key components for success of the GTP.

6.2 Step 2 – Data Collection & Review Existing Situation

As part of the development, it is expected that there will be a new residents, visitors and employees travelling to and from the building on a daily basis. To identify how residents living

in the Waterloo area travel elsewhere for work or shopping etc. and/or for people coming to Waterloo area to work, shop or to eat, an initial survey should be conducted to identify the travel behaviour of residents, staff and visitors. The initial survey is recommended to be conducted at least after 6 months of occupation and can be conducted his may be conducted as an online survey or an intercept survey of those accessing the site.

As a minimum the following questions should be considered:

- Are you are resident/visitor to the site? Yes/No
- Did you park on site today? If so where?

Resident Only Questions

- If you are a resident, do you have an allocated parking space within the site?
- If you are a resident, where do you work?
- How do you currently travel to work and the distance of their travel?
- Based on the public transport and other sustainable travel options available, which would be their preferred mode of travel?
- Walk/run
- Bicycle
- Bus
- Train
- Combination of bus and train
- Drive car
- Passenger in car
- Cycle
- other ____
- Is your workplace in an area not serviced by any of the identified transport options?
- Do you need to drive to work for another reason? Why and how often this would occur (eg. Dropping off or collecting children from school/childcare, etc)

Staff Only Questions

- If you are a staff member, do you have an allocated parking space within the WMQ precinct?
- How do you currently travel to work and the distance of their travel?
- Based on the public transport and other sustainable travel options available, which would be their preferred mode of travel?
    - Walk/run
    - Bicycle
    - Bus
    - Drive car

  - Passenger in car
  - Other
- Is your residence in an area not serviced by any of the identified transport options?
- Do you need to drive to work for another reason? Why and how often this would occur (i.e. shift work).

Visitors Only Questions

- If you are a visitor, where did you travel from today?
- What mode of transport did you use?
- Why did you use this particular method of travel mode?

All Users

- Have you heard of car share? If this was readily available to you, would you use if you did not have a car parking is unavailable?
- If not, what are the barriers to you using car share to travel to and from site?
- What would make you consider using car share to access the site?
- Any suggestion/recommendations to encourage sustainable mode of transport etc;

Once the survey findings are available, methods to achieve specific targets can be identified with proposed time frames. This could include adopting strategies outlined in Section 11. These methods and targets are then available to be monitored (refer to Section 12).

6.3 Step 3 – Prepare the Green Travel Plan

Based on the data, an overall vision for the modal share should be considered with clear objectives. The detailed GTP should be prepared based on those objectives, notably:

- Build a precinct culture that supports active travel by motivating and encouraging the community to get involved
- Set specific SMART (Specific, Measurable, Achievable, Relevant, Timed) targets
- Develop an action plan that lists activities and strategies that eliminates the community's barriers to active travel to meet the objectives
- Estimate the budget required to meet the objectives, identify funding source and develop implementation strategies
- Review and consult with the community

6.4 Step 4 - Deliver & Implement

Once developed, launch the GTP and carry out regular monitoring (every 12 months is recommended) as part of the implementation strategy. Travel mode data should be collected and reviewed each quarter.

6.5 Step 5 - Recognise Progress

The successes of the GTP should be celebrated regularly, for example at key community events. The plan should regularly be reviewed and include new ideas, targets and benchmarks.

6.6 Waterloo Metro Quarter Progress

A summary of the required actions and current progress of the GTP process is outlined in Table 2.

Actions Required	Progress
Step 1 – Set up an Advisory Committee	To be undertaken following completion of the WMQ Precinct
Step 2 – Data Collection & Review Existing Situation	To be undertaken following completion of the WMQ Precinct
Step 3 – Prepare the travel plan	To be undertaken following completion of the WMQ Precinct
Step 4 - Deliver & Implement	To be undertaken following completion of the WMQ Precinct
Step 5 – Record Results / Recognise Process	Ongoing once the GTP is in place

Table 2: Summary of Required Actions and GTP Progress

7. Existing Transport Infrastructure

7.1 Public Transport

The WMQ Precinct has been assessed for its potential accessibility via modes of existing public transport likely to be utilised by prospective residents, employees and visitors of the proposed development. When defining accessibility, the NSW Guidelines to Walking & Cycling (2004) suggest that 400m-800m is a comfortable walking distance.

The existing bus stops and train/metro stations situated within the 400m and 800m walking catchments are illustrated in Figure 8.

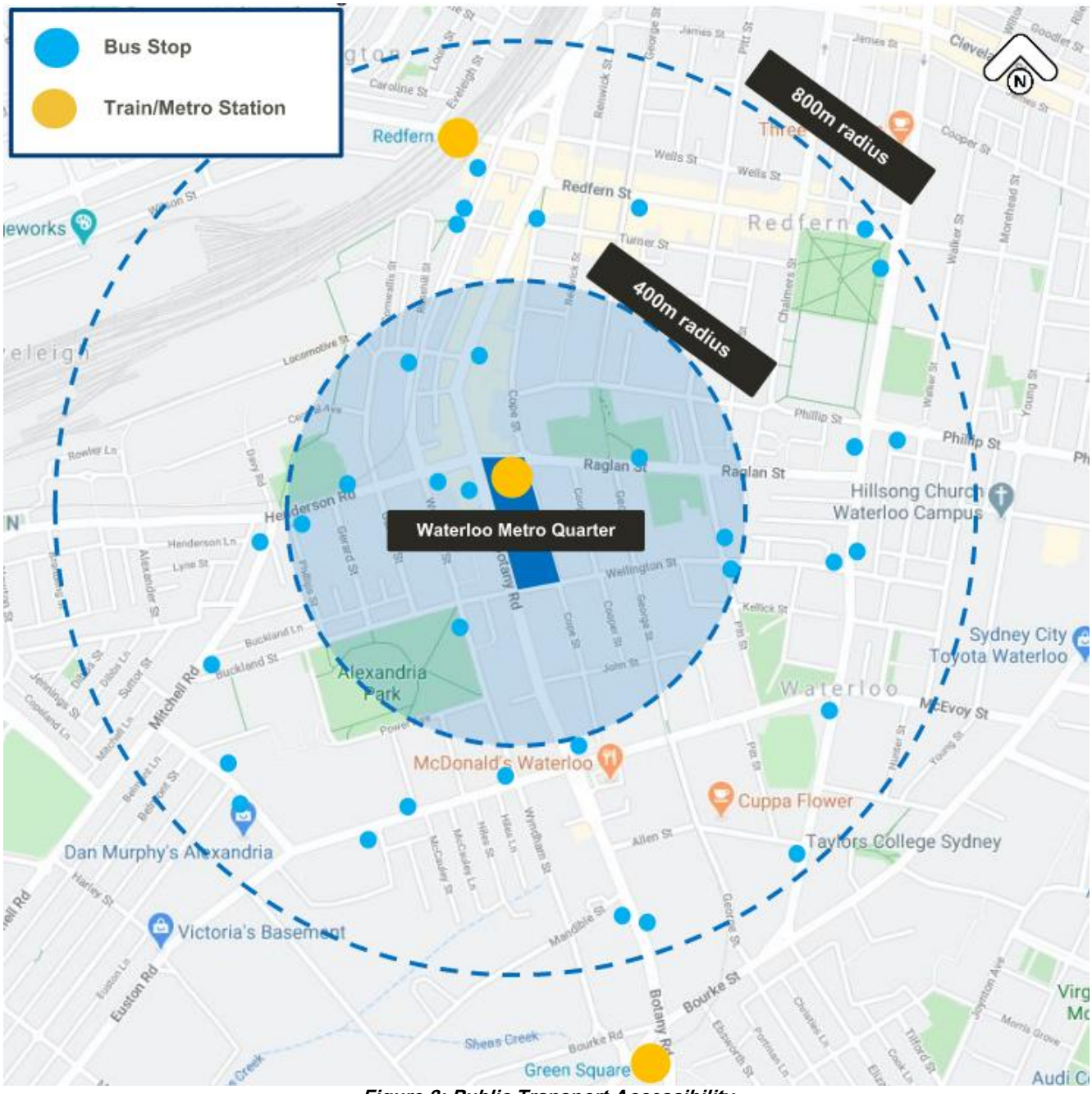


Figure 8: Public Transport Accessibility

7.1.1 Metro

The NSW Government is implementing 'Future Transport Strategy', a long-term plan developed to guide the state's transportation network over the next 40 years. The strategy focuses on creating a more integrated, sustainable and technology driven transport system to meet the needs of a growing population and evolving economy.

Sydney Metro is a new stand-alone rail network identified in Future Transport Strategy.

Sydney Metro is Australia's biggest public transport project. As a new stand-alone railway, Sydney Metro will currently deliver 31 metro stations and more than 66 kilometres of new metro rail revolutionising the way Australia's biggest city travels.

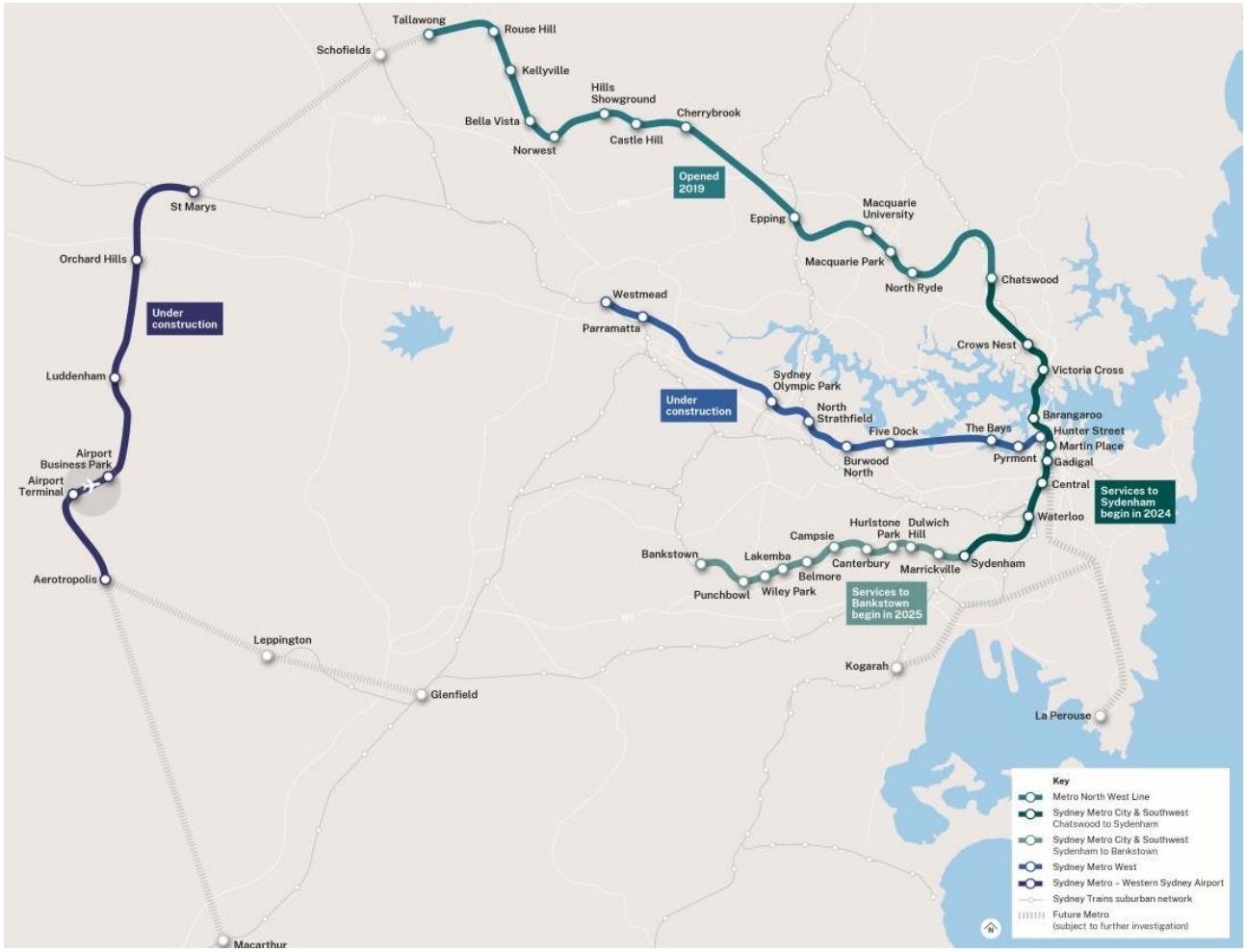
The Sydney's first Metro project was completed, and passenger services were commenced in May 2019 at 13 metro stations between Rouse Hill and Chatswood, with a metro train every four minutes in the peak. The new section of the metro line, 15.5 kilometres from Chatswood to Sydenham opened in August 2024.

Sydney Metro City & Southwest is an extension of metro rail from the end of Sydney Metro Northwest at Chatswood under Sydney Harbour, through new CBD stations and southwest to Bankstown. The Sydenham to Bankstown section is currently being upgraded and is expected to be operational in 2026. High-frequency Southwest Link bus services currently operate between Sydenham and Bankstown.
Sydney Metro West is a new underground railway connecting Greater Parramatta and the Sydney CBD. This once-in-a-century infrastructure investment will transform Sydney for generations to come, doubling rail capacity between these two areas, linking new communities to rail services and supporting employment growth and housing supply between the two CBDs.

The locations of seven proposed metro stations have been confirmed at Westmead, Parramatta, Sydney Olympic Park, North Strathfield, Burwood North, Five Dock and The Bays.

Construction is also underway for a metro line serving Greater Western Sydney, linking the Western Sydney International (Nancy Bird Walton) Airport and the Aerotropolis with the rest of the city.

Waterloo Metro Station was opened in August 2024 and provides the capacity for a metro train every four minutes in peak hour to and from the city.



*Sydenham and Bankstown, currently serviced via free, high-frequency Southwest Link bus services

Figure 9: Sydney Metro alignment map (Source: Sydney Metro)

7.1.2 Trains

The development site is located less than 650 metres walking distance from Redfern Station to the north and 900 metres from Green Square Station to the south. These stations operate the following services:

Line	Coverage
T1 – North Shore & Western Line	North Shore, Western and Richmond
T2 - Inner West & Leppington Line	City, Inner West and Leppington
T3 – Bankston Line	City, Liverpool and Lidcombe
T4 – Eastern Suburbs & Illawarra Line	Eastern Suburbs, Illawarra and Cronulla

Line	Coverage
T8 – Airport & South Line	City and South
T9 – Northern Line	Gordon and Northern

Table 3: Train Services Summary

Redfern station is also served by regional lines including Blue Mountains line, Central Coast & Newcastle line and South Coastline.

7.1.3 Buses

A number of bus stops have been identified within walking distance of the development, as shown in
Figure **10** and Figure 11. The Routes servicing these stops are summarised in Table 5.

Route	Coverage	Operation
305	Redfern to Mascot Stamford Hotel	Weekday-only service with a 30-minutes headway in the peak direction.
306	Redfern to Mascot Station (Loop Service)	Operates all week: 10-minutes peak, 20-minutes off peak headways
308	Marrickville Metro to Central Eddy Ave via Redfern (Loop Service)	Operates all week. 15-minutes peak, 30-minutes off-peak headways
309	Redfern to Port Botany	. Operates all week. 5-minutes peak, 10-minutes off-peak headways
310	Central Railway Square to Botany	Weekday service only AM peak to Railway Square, PM peak to Botany, 20-minutes headway
355	Marrickville Metro to Bondi Junction	Operates all week. 30-minutes headway.
392	Redfern to Little Bay	Operates all week. 10-minutes headway.

Table 4: Bus Services Summary

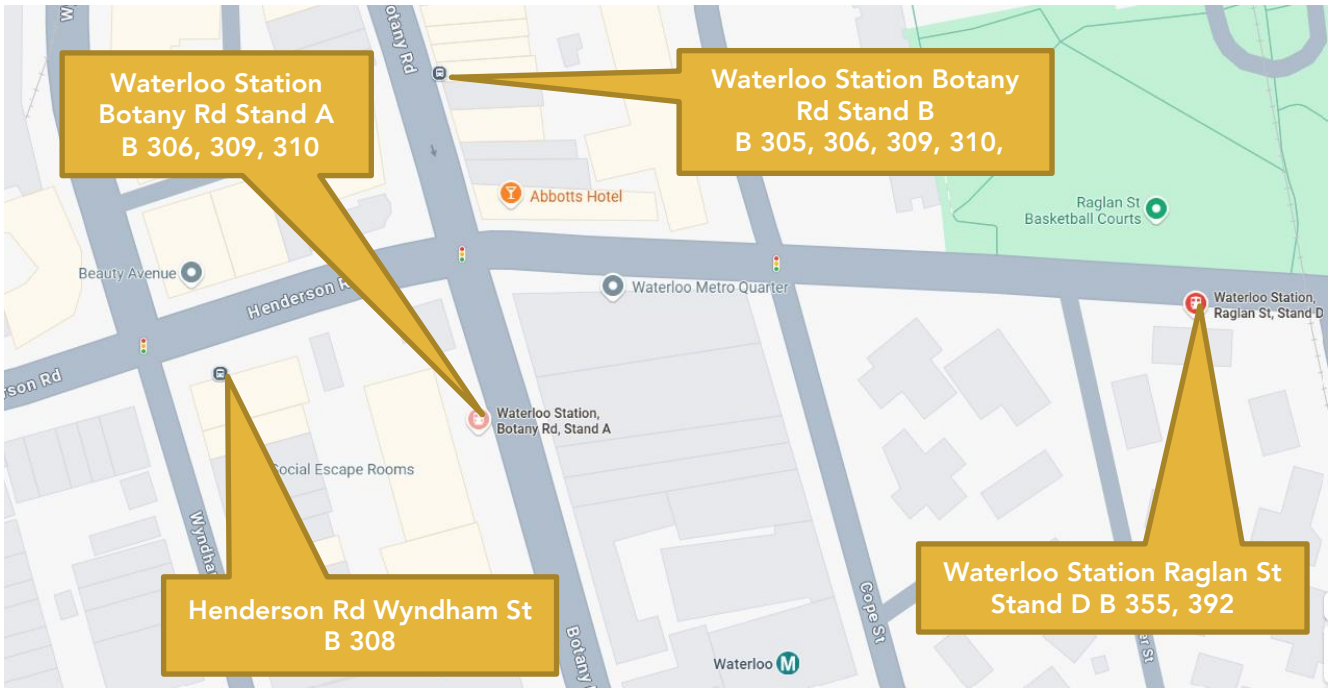


Figure 10: Local Bus Stops

Figure 11: Bus Network in the Vicinity of the Development Source: Transit Systems

In consideration of the number of existing public transport options, their combined coverage throughout the Sydney metropolitan region and medium to high frequency headways, the site is very well placed in the context of public transport, with the potential to significantly reduce car-mode travel.

7.2 Active Travel

The NSW Active Transport Strategy is a key component of the broader Future Transport Strategy, focusing on promoting walking, cycling and micromobility as sustainable, healthy, and efficient transport options. The strategy aims to double the share of trips made by walking and cycling by 2030.

The locality has also been reviewed for features that would attract active transport trips (walking and cycling). As indicated in Figure 11, the site is located within comfortable walking distance to Redfern Station and local centres comprising of supermarkets, health care, banks and small

businesses. The following subsections outline the existing pedestrian and cycling infrastructure within the vicinity of the WMQ Precinct.

7.2.1 Pedestrian Infrastructure

There is generally a high level of pedestrian amenity within the vicinity of the WMQ Precinct. Footpaths and kerb ramps are present on both sides of surrounding streets and footpaths are generally wide.

Signalised pedestrian crossings are provided at the intersections of Botany Road/Raglan Street, Botany Road/Wellington Street immediately adjacent to the precinct. Signalised pedestrian crossings are also provided along Botany Road, Regent Street and along Gibbons Street which provides safe connection to access the Sydney Trains network.

Street lighting is typically provided on both sides of the surrounding streets which allows for safe travel at nighttime.

Some suggested pedestrian routes for access to public transport facilities within an 800m walking catchment is illustrated in Figure 12.

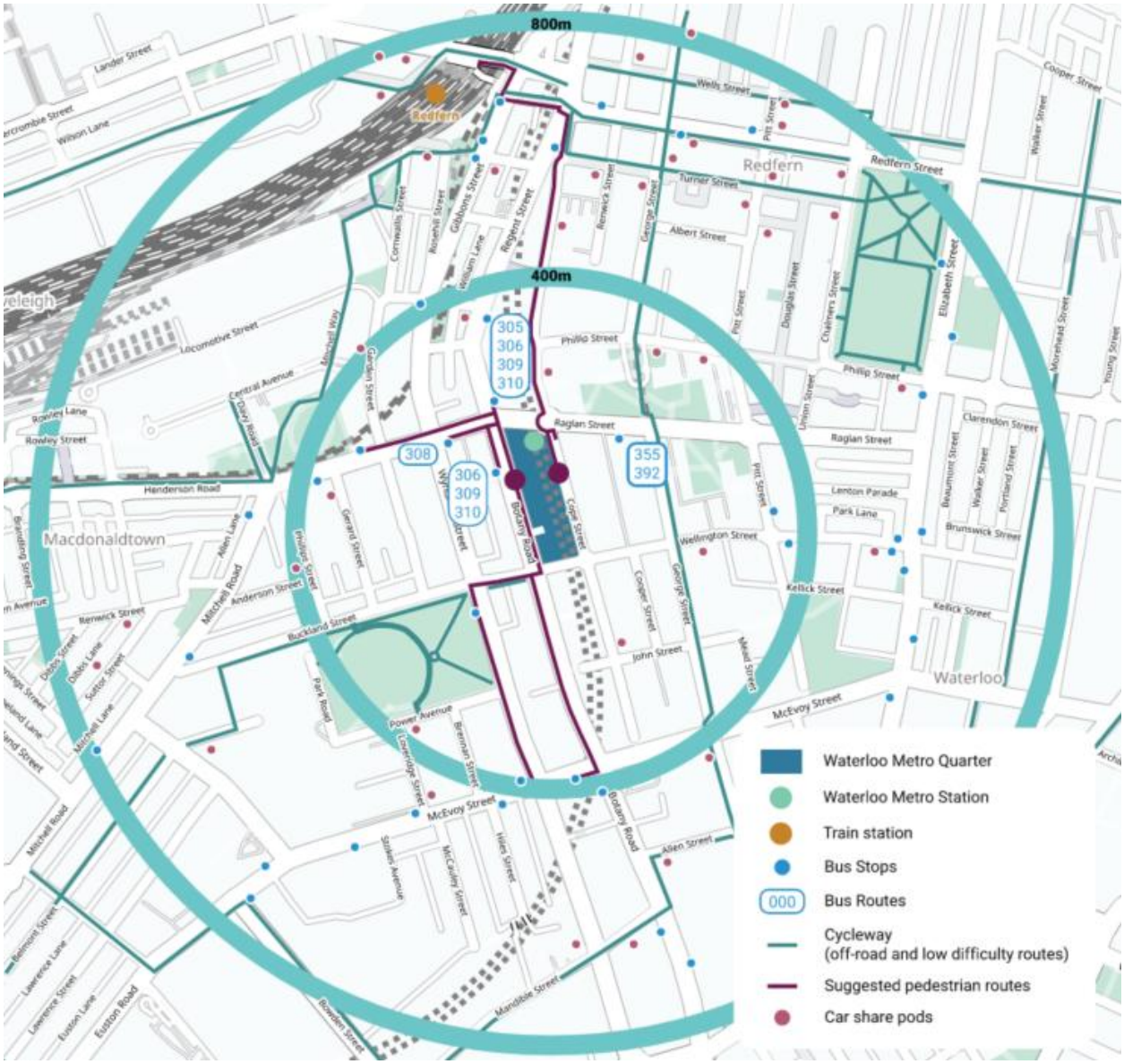


Figure 12: Suggested Pedestrian Routes

7.2.2 Bicycle Network

The regional cycle network surrounding Waterloo is shown in Figure 14.

The cycle network currently provides access to a range of key destinations including the University of Sydney, Redfern Station, Sydney CBD, Newtown and Moore Park. East-west movement is constrained by the existing heavy rail corridor to the west, which limits access to the north of the rail line and to Carriageworks and the University of Sydney (USYD). There are limited and sparsely located crossing opportunities, including Lawson Street at Redfern Station.

City of Sydney Council, as part of its cycle network strategy, has identified 10 priority cycle routes across the inner city including through Waterloo Precinct. Key routes include:

- City North to Green Square: Running north-south through Waterloo Precinct, complete as far as Green Square with a separated cycleway on George Street, Waterloo. This route would be the most direct north-south connection to the Waterloo Station
- Sydney Park to Central Park: Running east-west through Waterloo Precinct, upgrades are identified on Buckland, Wellington, Morehead and Phillip Streets, Waterloo. This route would be the most direct east-west connection to the Waterloo Station
- Newtown to Bondi Junction: Running east-west through Redfern on Wells and Turner Streets, upgrades currently in progress
- USYD to University of New South Wales: Running east west through Alexandria
- Sydney Harbour to Botany Bay: Running north-south along Bourke Street, complete with separated cycleway for much of its length.

As part of the Alexandria to Moore Park Connectivity Upgrade, a shared path is proposed along the northern side of McEvoy Street west of George Street, continuing on the southern side of McEvoy Street east of George Street. Cyclists would be required to cross McEvoy Street at its intersection with George Street. If approved, the upgrade would facilitate east-west movements to and from the Waterloo Precinct.

Figure 13: Existing and Planned Cycle Network

7.3 Car Share

The City of Sydney encourages car sharing as it is a sustainable transport option for employees and residents. Car share allows for efficient use of available parking spaces, allowing a single vehicle to be used by a larger number of people. Car share offers numerous community and health benefits including:

Encourage use of alternative transport options to private vehicle usage (which are typically single occupancy trips for commuters)
Reduced private vehicle ownership
Reduced dependence on fossil fuels and lower greenhouse gas emissions
Provides affordable access to a vehicle for the local community

The development of the entire WMQ site proposes to provide a total of four car share bays located within the shared basement car park for shared use amongst the various users of the WMQ site. Furthermore, there are a large number of car share pods situated within an 800m walking distance from the WMQ precinct as shown in Figure 14.

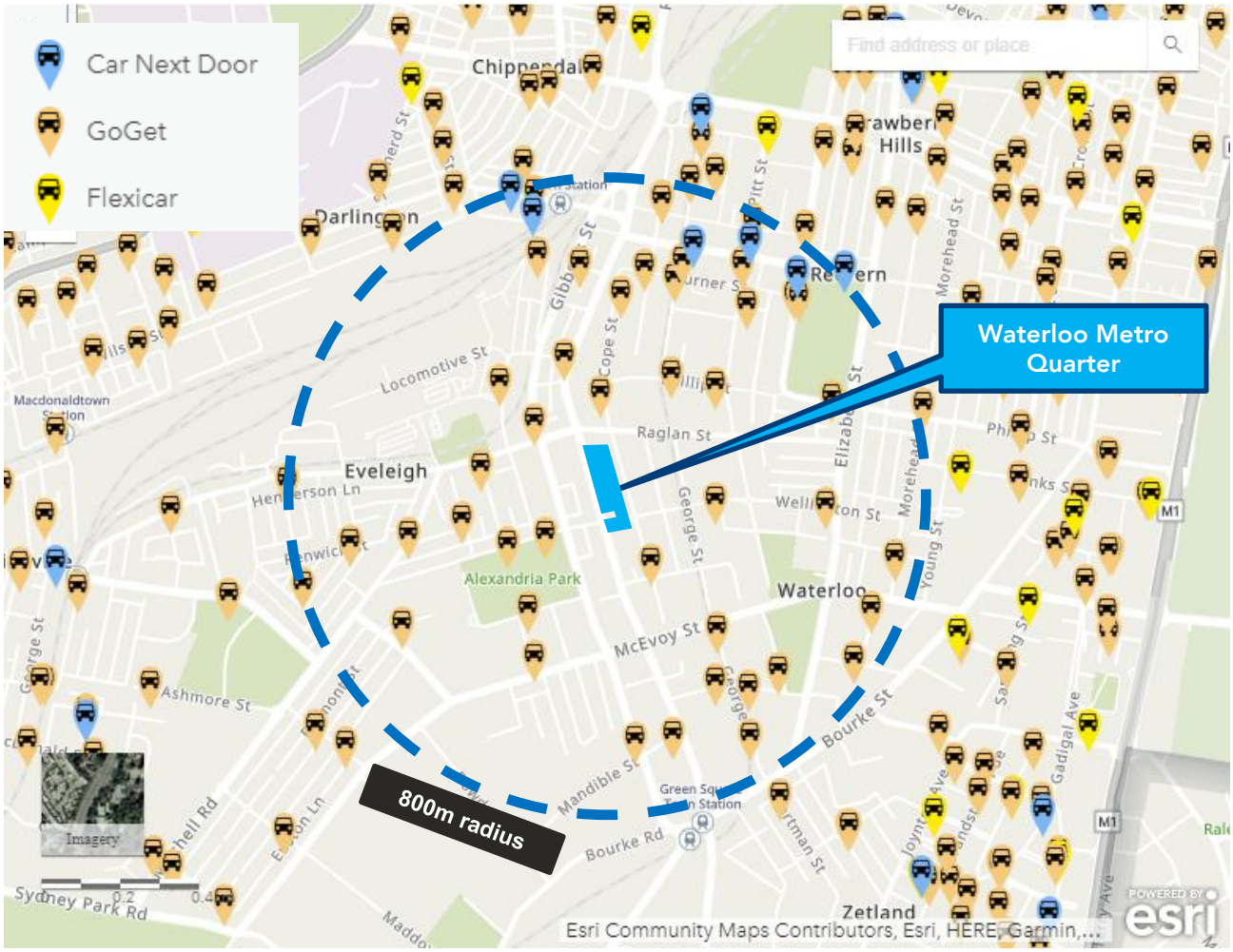


Figure 14: Car Share Pods situated within 800m walking catchment from the WMQ Precinct (Source: City of Sydney)

8. Existing Travel Behaviour

An assessment of the existing travel behaviour within the suburb of Waterloo has been undertaken in relation to the following:

- Travel to work, Waterloo as a place of work
- Travel to work, Waterloo as a place of residence

As this is a new development, there are currently no travel statistics available for the WMQ Precinct. In lieu of specific mode share statistical information for the precinct, data has been collected from the Australian Bureau of Statistics (ABS) 2016 Census and is summarised in Table 5 and Table 6.

Travel to Work (Waterloo as a place of work) - 2016	
Mode of Travel	**Percentage (%)**
Train	17.18%
Bus	5.96%
Ferry	0.05%
Tram / Light Rail	0.02%
Car (as driver)	55.91%
Car (as passenger)	3.43%
Bicycle	1.51%
Walked only	5.53%
Other mode	0.42%
Worked at home	3.66%
Did not go to work	5.66%
Not stated	0.84%

Table 5: Existing Travel behaviour – Travel to Work, Waterloo as a place of work

Based on the ABS travel mode statistics outlined in Table 5, the majority of staff who travel to Waterloo for work purposes travel by car (approximately 59%) and by train (which accounts for 17.2% of mode share). Active travel modes such as walking and cycling currently only form a small proportion of the travel mode share (approximately 7% walking and cycling combined); these transport modes can be better leveraged given the available pedestrian and cycling infrastructure within the locality.

Travel to Work (Waterloo as a place of residence) - 2016	
Mode of Travel	**Percentage (%)**
Train	19.59%
Bus	20.92%
Ferry	0%
Tram (Light Rail?)	0.06%
Car (as driver)	32.40%
Car (as passenger)	3.63%
Bicycle	3.49%
Walked only	8.38%
Other mode	0.63%
Worked at home	3.36%
Did not go to work	6.74%
Not stated	0.80%

Table 6: Existing Travel behaviour – Travel to Work, Waterloo as a place of residence

For residents living in Waterloo, the majority of residents travel to work by car (36%) and by public transport (accounting for approximately 40.5% of mode share). On the other hand, walking and cycling comprised 11.9% of mode share, which indicates that active travel modes are not currently highly utilised.

It is noted that the travel mode survey is based on the data that is dated back to 2016, however due to recent COVID restriction up to date reliable data is not available. As the Waterloo Metro Station is now fully operational, the travel behaviour within the suburb of Waterloo is expected to have changed significantly.

9. Future Mode Share Targets

A GTP is not a one-off document – it is a living document that reflects a process of ongoing implementation, review and improvement. As such, setting out the objectives and targets are the first step in preparation of a GTP. When developing objectives, site context is important.
Targets must be specific, reasonable and achievable, and should be associated with measurable improvement in mode share. They need to be realistic but ambitious and must be time-bound so that progress can be assessed against targets.

9.1 Sustainable Sydney 2030 Transport Targets

Some of the key transport targets outlined within the City of Sydney's Sustainable Sydney 2030 Community Strategic Plan 2017-2021 include:

- *Trips to work using public transport will increase to 80% for both residents of the city and those travelling to the city from elsewhere; and*
- *At least 10% of total trips made in the city are by bicycle and 50% by pedestrian movement.*

These transport mode share targets illustrate a strong commitment by the City of Sydney to shift away from use of a private vehicle to sustainable transport with a greater focus on active travel modes. As the proposed development site is located within the City of Sydney area with a high level of accessibility to public transport and active transport facilities, it is encouraged that staff associated with the development utilise the available public transport infrastructure to minimise private vehicle trips. The targets set by the City of Sydney should be adopted for the development and progress should be checked regularly to ensure the sustainable transport targets are being achieved, or appropriate strategies are put in place to achieve them.

9.2 NSW Active Transport Strategy Targets

The purpose of the Active Transport Strategy is to double active transport trips in 20 years.

9.3 Mode Share Targets

Taking into consideration the Sustainable Sydney 2030 and the Active Transport Strategy key transport targets, the future medium- and long-term mode share targets, outlined in Table 7, for the development have been developed with the aim to minimise private car usage and increase the uptake of more sustainable modes of transport.

Travel to Work (Waterloo as a place of work) – Mode Share Targets		
Mode of Travel	**Medium Term Target (5 year)**	**Long Term Target (10 year)**
Train/Metro	50%	54%
Bus	20%	20%
Car (as driver or passenger)	5%	1%
Bicycle	10%	10%

Travel to Work (Waterloo as a place of work) – Mode Share Targets		
Mode of Travel	**Medium Term Target (5 year)**	**Long Term Target (10 year)**
Walked only	5%	5%
Worked at home / Did not go to work	9%	9%
Other mode / Not stated	1%	1%

Travel to Work (Waterloo as a place of residence) – Mode Share Targets		
Mode of Travel	**Medium Term Target (5 year)**	**Long Term Target (10 year)**
Train/Metro	40%	45%
Bus	20%	20%
Car (as driver or passenger)	10%	5%
Bicycle	10%	10%
Walked only	10%	10%
Worked at home/Did not go to work	9%	9%
Other mode / Not stated	1%	1%

Table 7 : Mode Share Targets – Travel to Work, Waterloo as a place of residence

It is considered reasonable to reduce the private car mode share to reflect the available car parking provision.

With the opening of Waterloo Metro Station, it can be expected that there will be a significant increase in travel by train/metro. Furthermore, the generous provision of onsite bicycle parking, connected cycling infrastructure within the vicinity and the extensive access to public transport services within proximity to the site will all assist to encourage uptake of active transport modes and public transport usage.
It is recommended that the development carries out benchmarking by conducting intercept surveys (see Section 6.2) to gain an accurate base from which this data can be improved upon year by year. The target mode share should then be updated using the data gained from the intercept surveys.

10. Proposed Action Items

In developing the GTP, it may not be possible to implement all action items at the same time, therefore a stage implementation should be considered. There may be some crucial actions that can be implemented immediately, while others might take longer to plan and develop.

Before implementing any actions, relevant stakeholders must be consulted to approve the changes.

The following travel mode hierarchy is proposed for this GTP:

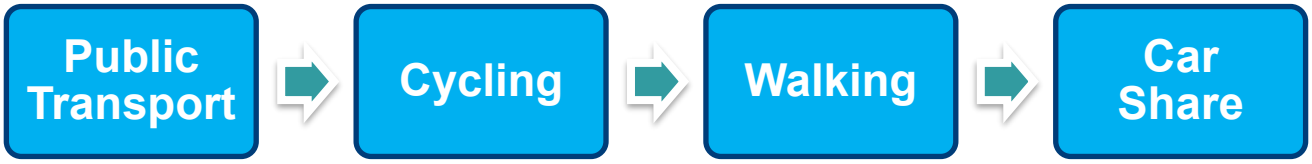


Figure 15 - Mode Hierarchy

There are a number of actions which can be employed to encourage non-car modes of transport to and from the WMQ Precinct. The following sections outline potential strategies that can be adopted in achieving future transport targets.

10.1 Public Transport

The subject site is very well connected by public transport within a comfortable walking distance. To increase the public transport uptake by residents, employees and visitors, the following measures could be considered:

- Create a map identifying the location of bus stops and routes and make this available to all users.
- Improved wayfinding signage between the site and nearby public transport interchanges could be discussed with City of Sydney; and
- Promote the use of apps for public transport connectivity.

As aforementioned in Section 7.1.1, Waterloo Metro Station is located within the WMQ. This will be a significant and convenient form of transportation for residents, employees and visitors as it will provide connection to the Sydney CBD and the wider Sydney Region.

10.2 Walking

As stated in Section 7.2.1, the existing pedestrian connectivity is generally good in all directions. The following tasks are recommended to increase walk trips to/from the site:

- Employees living within 1km of the site could be targeted to walk to the site;

- Residents could be encouraged to utilise the numerous public transport options available through promotional material to raise awareness of these transport options;
- A working partnership could be established with City of Sydney to determine whether there are opportunities to improve the pedestrian connectivity to the site;
- Staff could be encouraged to implement the '10,000 steps per day initiative', whereby, employees are provided with trackers that measure the step number they have walked. Staff members who have achieved the 10,000 steps goal over 80% days of a month could be awarded with free/ discounted gym membership; and
- Staff could be encouraged to celebrate 'Walk to Work' day on an annual basis.

Walking is also the most space efficient mode of transport for short trips and presents the highest benefits. Co-benefits where walking replaces a motorised trip include improved health for the individual, reduced congestion on the road network and reduced noise and emission pollution. A review of the existing pedestrian infrastructure has found that the footpath networks and crossing points between the adjoining precincts are generally adequate.

10.3 Cycling

To improve the future bike usage by residents, as well as commercial and retail staff, the Central Precinct development will include the following bicycle provisions:

- Co-Living Residential occupants use: 50 bicycle parking spaces;
- Childcare and Retail Staff use: 16 bicycle spaces:
- Childcare and Retail Visitors use: 8 bicycle parking spaces.
- Retail and Childcare EoTF[1]: 20 lockers and 3 showers

Bicycle parking provision and end of trip facilities for the commercial and retail staff are located within the shared basement car park.

[1] The retail and childcare staff EoTF for Central Precinct is provided in basement level 1 and is shared with Northern Precinct.

Figure 16: Example of an End of Trip Facility

10.4 Carpooling

A carpooling forum could be developed to encourage employees to travel in groups. This type of forum would provide a platform for employees travelling on the same route to the precinct, to form groups and travel together. Existence of the forum could be provided through brochures, noticeboards and social media which is an effective publishing tool in modern days.

10.5 Car Share

As outlined in Section 7.3, four car share pods will be provided within the combined basement and there are a large number of car share pods situated within 800m walking distance of the development.

Residents could be encouraged to utilise the car share options available through promotional material to raise awareness of this as an alternative transport option.

11. Strategies

11.1 Transport Access Guide (TAG)

To encourage residents and visitors to adopt alternative sustainable transport options, a Transport Access Guide (TAG) should be developed to summarise available transport options identified. A TAG is a concise presentation of how to reach the site using low-energy, sustainable and active forms of transport.

The aim of a TAG is to make sure people know how to get to the subject development by walking, cycling or public transport (as well as by car).

A TAG can take many forms; TAGs may be incorporated into stationery, brochures and provided electronically on social media. An electronic version can be kept on a computer and produced as needed.

TAGs should be included in Green Travel Plans and should comply with RMS guidelines. A TAG has been prepared for the WMQ Precinct and is included in Annexure 1

11.2 Promotion and Marketing Strategy

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 with effective marketing. Actions are the core of a GTP, therefore, the GTP needs to have a variety of actions that guide strategies relating to promotion, facilities and policies to create incentives for sustainable travel behaviour. If actions are to be staged, a staging strategy should be outlined in the plan.

Strategic promotion of travel plans and associated initiatives tend to result in higher uptake of sustainable travel modes. It is imperative to ensure that all users are aware of the initiatives. From time to time, assistance should be sought from the City of Sydney, Bicycle NSW, Pedestrian Council Australia, TfNSW and other stakeholders.

Another way to promote non-vehicle mode of transport is to print a map on the back of business cards or brochures. Best practice suggests that the information should be as concise, simple and site specific as possible. If instructions are too complex, residents, staff members and visitors are likely to ignore them.

12. Monitoring and Evaluation

A travel plan should not simply be a list of actions. Monitoring and reviewing a travel plan are one of the most critical components of the travel planning process. It is crucial to understand whether and how the travel plan is having an impact on the mode share. An annual review of the GTP is recommended to identify how mode share has changed over time. This will assist in understanding whether progress is being made.

The monitoring strategy should ensure that the GTP is achieving the desired benefits. As stated in Section 6.2, it is essential to undertake the initial data collection of the existing mode share to establish targets and overall goal. Surveys will help to identify which actions are having an impact on occupant's travel behaviour and whether some are more effective than others. It may also help to identify ongoing or unresolved issues and barriers that are preventing greater improvement.

The bicycle parking and End of Trip Facility provisions are also to be monitored to ensure there is sufficient supply to encourage active transport.

The overall success of the GTP will depend on good communication. It will be necessary to explain the reason for adopting the plan, promote benefits and provide information about alternatives to driving. It will also be necessary to provide feedback to employees and tenants to ensure that they can see the benefits of sustainable transport.

Once data sources are updated, the targets and actions of the travel plan will need to be reviewed. The review should consider:

- Are the targets still realistic? Are they still ambitious? Should they be updated?
- Are residents or employees struggling to achieve particular targets? What are the likely reasons for this?
- Are there any gaps with regards to actions?
- What is preventing further improvement on mode share and how can this be addressed?

The steps outlined above should not be considered as a linear process, rather be an ongoing cycle. Travel planning requires regular review and adjustment which may reveal the need to reconsider objectives or targets or to add new actions to create greater incentives for the uptake of sustainable transport choices.

13. Annexure

13.1 Annexure 1 – Transport Access Guide (TAG)

Waterloo Metro Quarter

Buildings 1 and 2

Travel Access Guide

Your Travel Choices

Located within the Waterloo Metro precinct, you have many public transport options to travel to and from Waterloo Metro Quarter.

The area also offers good pedestrian infrastructure and is well connected to cycling paths.

Prioritise active and public transport. However, if driving is your only viable option, there are numerous car share pods within close distance of the buildings.

Plan Ahead

Plan your journey by accessing transport.info, travel apps or calling 131500 for Transport for NSW up-to-date timetables and maps.

Apps such as Opal Travel, TripView and Citymapper provide real-time service updates, detailed service information, walking and cycling distances and accessibility details.

Public & Active Transport

The Waterloo Metro Quarter is located within the Waterloo Metro precinct offering to residents, staff and visitors great connectivity with the public transport network.

With high-frequency services, the metro is an excellent option to travel to and from Waterloo Metro Quarter.

Sydney Metro City & Southwest is an extension of metro rail from the end of Sydney Metro Northwest at Chatswood under Sydney Harbour, through new CBD stations and south west to Bankstown. The Sydenham to Bankstown section is currently being upgraded and is expected to be operational in 2026. High-frequency Southwest Link bus services currently operate between Sydenham and Bankstown.

Two train stations at walking distance of the Waterloo Metro Quarter makes travelling by train another alternative for residents, staff and visitors.

The buildings are located within a 10min walk from Redfern Station and a 15min walk from Green Square Station.

The cycle network surrounding Waterloo currently provides access to a range of key destinations including the University of Sydney, Redfern Station, Sydney CBD, Newtown and Moore Park.

In the vicinity of Waterloo Metro Quarter cyclists can navigate through off-road and low difficulty routes.

Bicycle parking and end-of-trip facilities are available for occupants, residents and visitors.

There is excellent pedestrian infrastructure around the Waterloo Metro Quarter with public transport, supermarkets and shops located within a short walk.

Bus services provide extra connections to the Waterloo Metro Quarter. The following bus routes are accessible from bus stops within 800m of the buildings:

Regular services

Route	Coverage	Operation
306	Redfern to Mascot Station (Loop Service)	10min peak, 20 min off peak headway
308	Marrickville Metro to Central Eddy Ave via Redfern (Loop Service)	15min peak, 30 min off peak headway
309	Redfern to Port Botany	5min peak, 10 min off peak headway
355	Marrickville Metro to Bondi Junction	30min headway
392	Redfern to Little Bay	10min headway

Weekday-only services

Route	Coverage	Operation
305	Redfern to Mascot Stamford Hotel	30min peak headway
310	Central Railway Square to Botany	AM peak to Railway Square, PM peak to Botany, 20 min headway

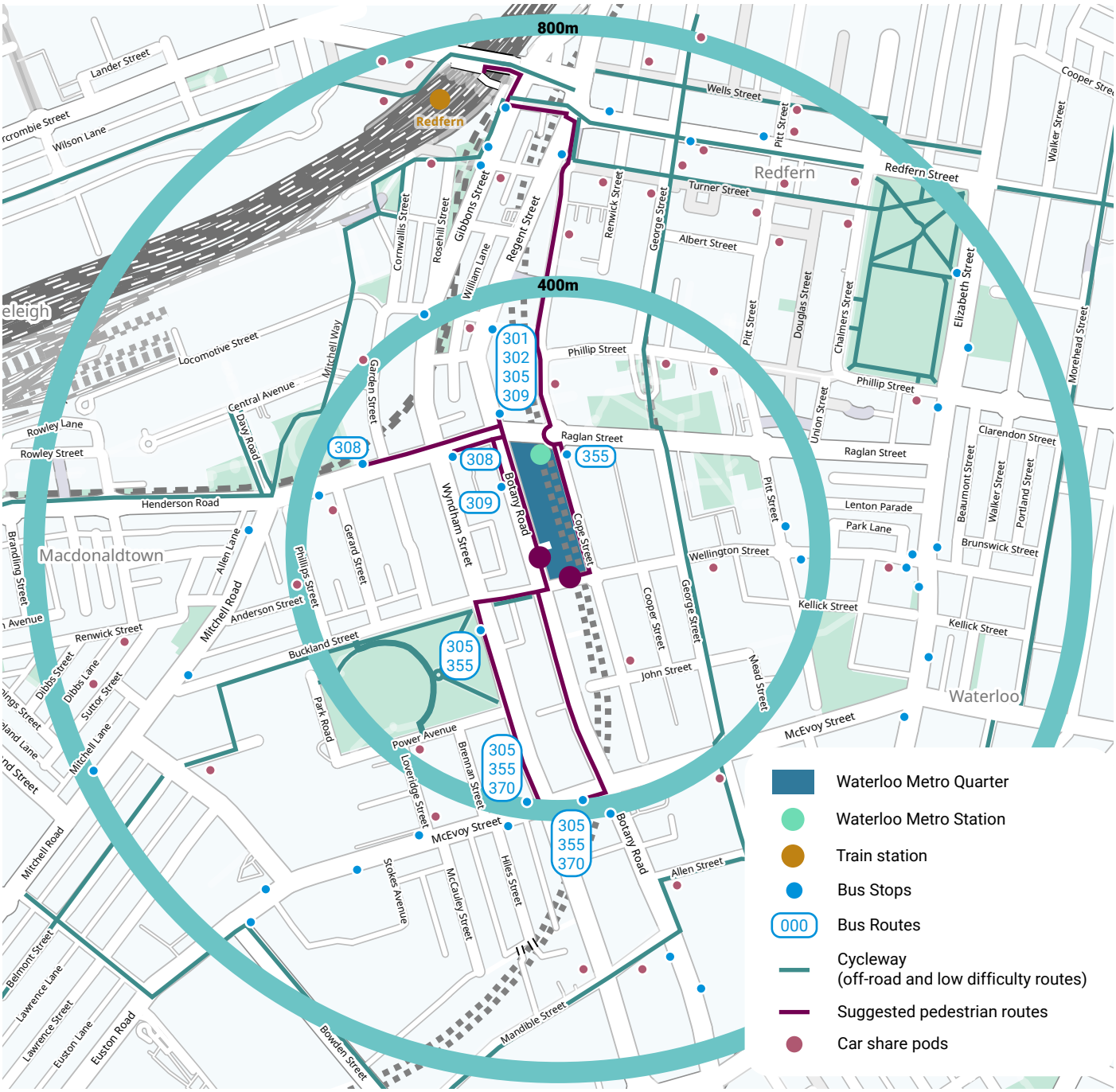
Car share

Waterloo Metro Quarter offers four car share bays located within the shared basement car park for shared use by occupants and residents.

Moreover, there are numerous car share pods from different service providers (such as GoGet, Flexicar and Car Next Door) within 800m of the Waterloo Metro Quarter.

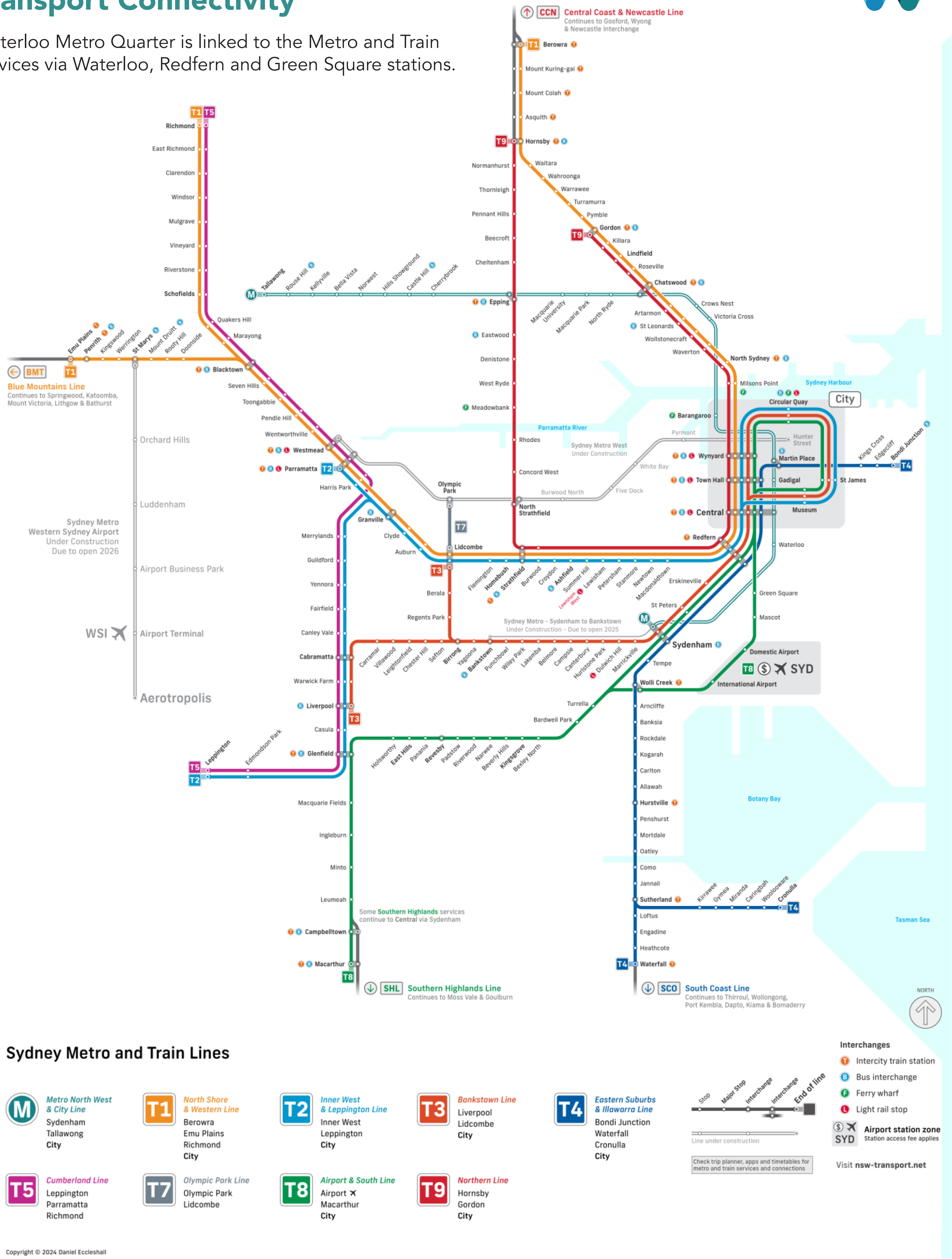
Transport Environment

Waterloo Metro Quarter is located within a rich transport environment for residents, staff and visitors offering a variety of options for people travelling to and from different areas of Sydney.

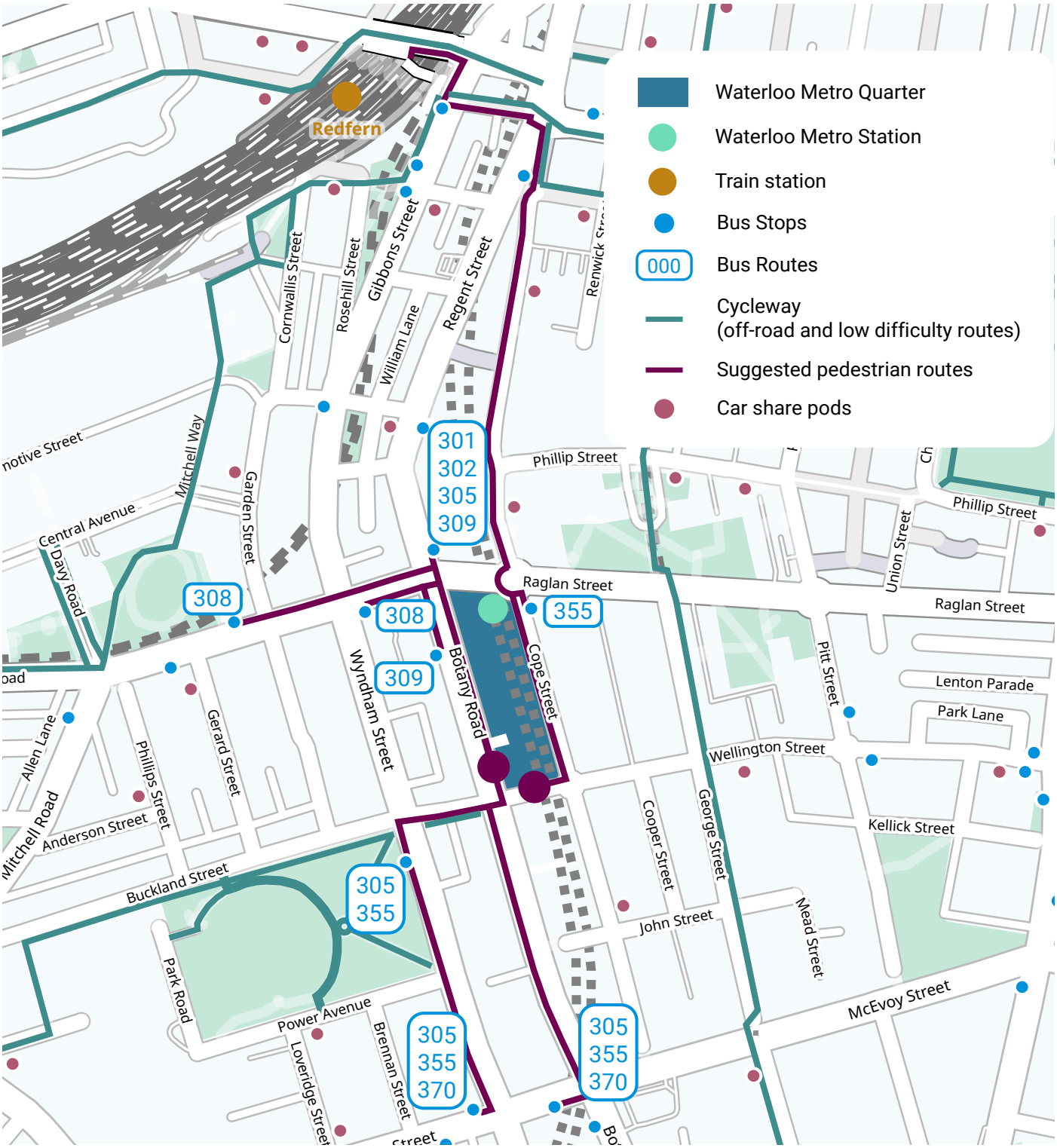


Transport Connectivity

Waterloo Metro Quarter is linked to the Metro and Train services via Waterloo, Redfern and Green Square stations.



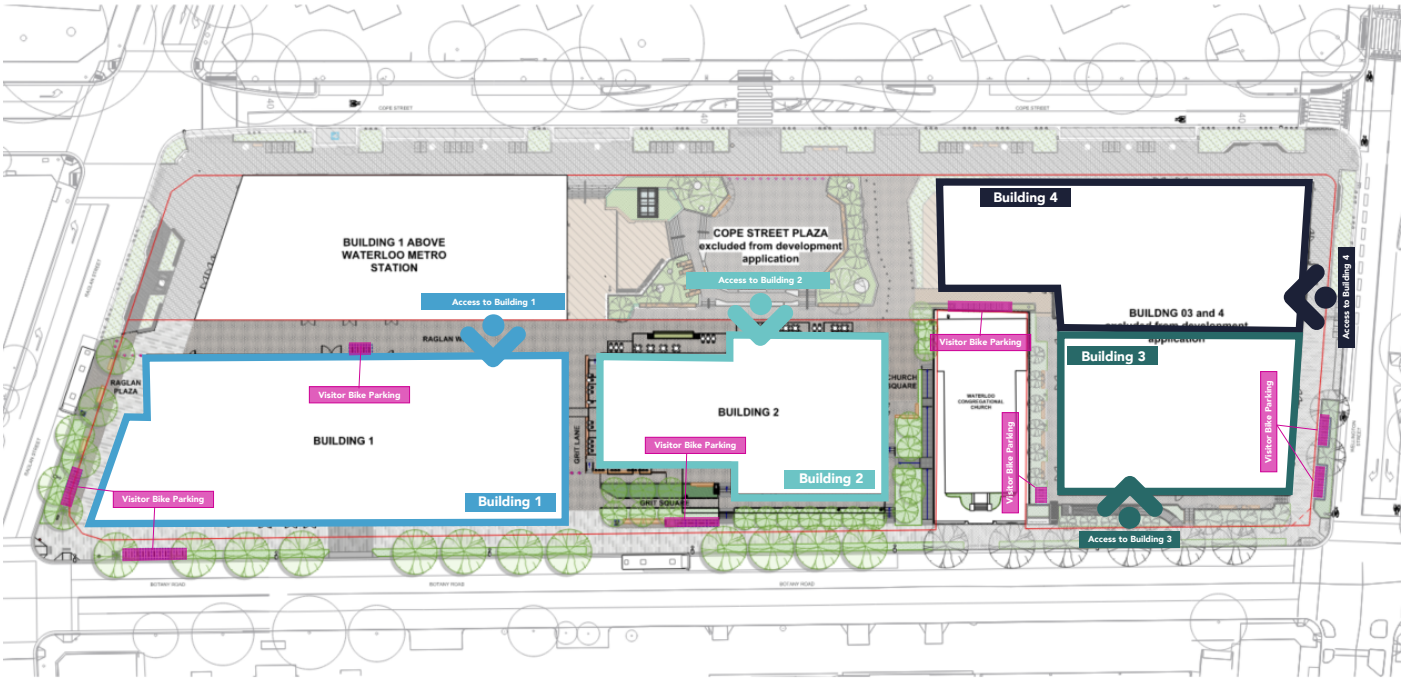
Getting to Waterloo Metro Quarter



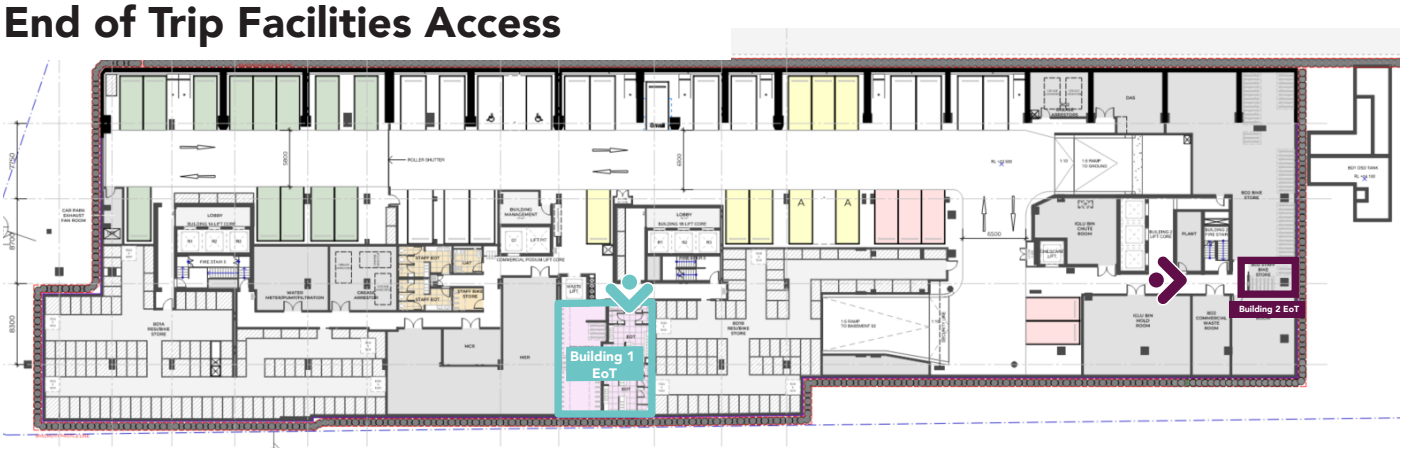
Building Access and Facilities

On-street bicycle parking for visitors are located near Buildings 3 and 4 access points and end-of-trip facilities for staff and residents are located on Building 2.

Waterloo Metro Quarter Access



End of Trip Facilities Access



13.2 Annexure 2 - Travel Survey

1. Are you a resident/visitor to the site?

2. Did you drive to site today? If so, where did you park?

Employee Only Questions

3. If you are a staff member, do you have an allocated parking space within the WMQ precinct?

4. How do you currently travel to work and the distance of their travel?

5. Based on the public transport and other sustainable travel options available, which would be their preferred modes of travel?

Main Modes of Travel	Yes	No
Walk/Run		
Bicycle/Scooter		
Train/Metro		
Bus		
Car (as a driver)		
Car (as a passenger)		
Other (e.g. motorbike, taxi etc.)		

6. Is your place of residence in an area which is not currently serviced by any of the identified transport options?

7. Do you need to drive to work for another reason? Why and how often this would occur (i.e. shift work).

Resident Only Questions

8. If you are a resident, do you have an allocated parking space within the site?

9. If you are a resident, where do you work?

10. Based on the public transport and other sustainable travel options available, which would be their preferred modes of travel?

Modes of Travel	Yes	No
Walk/Run		
Bicycle/Scooter		
Train/Metro		
Bus		
Car (as a driver)		
Car (as a passenger)		
Other (e.g. motorbike, taxi etc.)		

11. Is your place of work in an area which is not currently serviced by any of the identified transport options?

12. Do you need to drive to work for another reason? Why and how often this would occur (i.e. shift work).

Visitors Only Questions

13. If you are a visitor, where did you travel from today?

14. What mode of transport did you use?

15. Why did you use this particular mode of transport?

All Users

16. Have you heard of car share? If this was readily available to you, would you use car share if car parking was unavailable?

17. If not, what are the barriers to you using car share to travel to and from the site?

18. What would make you consider using car share to access the site?

19. Do you have any suggestions/recommendations to encourage uptake of sustainable modes of transport etc.?