



# 270 Pacific Highway, Crows Nest Green Travel Plan

Prepared for:

Keylan Consulting Pty Ltd

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The Transport Planning Partnership

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## Table of Contents

1	Introduction .....	1
1.1	Purpose of GTP .....	1
1.2	Travel Plan Pyramid .....	2
1.3	Drivers of the Plan .....	2
1.3.1	Car Parking .....	2
1.3.2	Environmental Impacts .....	3
1.3.3	Health Benefits .....	3
1.3.4	Social Equity .....	3
1.3.5	Site Attraction.....	3
1.3.6	Education and Leadership .....	3
1.4	Transport Objectives.....	4
2	Existing Transport Policy Context .....	5
3	Existing Transport Context .....	6
3.1	Existing Public Transport Facilities.....	6
3.2	Pedestrian and Cyclist Infrastructure .....	8
3.3	Car Share Facilities .....	8
3.4	Taxis and Related Services .....	9
3.5	Existing Modal Share .....	9
3.5.1	Employee Mode Share .....	9
3.5.2	Resident Mode Share .....	11
3.5.3	Summary .....	12
4	Mode Share Target.....	13
5	Encouraging Sustainable Transport .....	15
5.1	Site Specific Measures.....	15
5.1.1	Walking and Cycling .....	15
5.1.2	Public Transport .....	16
5.1.3	Car Sharing .....	16
5.1.4	Car Pooling.....	16
5.1.5	On-site Parking Management.....	16
5.1.6	Off-site Measures .....	17
5.2	GTP Information .....	17
5.3	Information and Communication .....	17
5.4	Actions .....	18

6	Management and Monitoring of the Plan .....	19
6.1	Management.....	19
6.2	Remedial Actions .....	20
6.3	Consultation .....	20
7	Conclusion .....	21

## Tables

Table 2.1:	Existing Policy Framework Document Summary .....	5
Table 3.1:	Available Bus Services and Associated Frequencies.....	6
Table 3.2:	Existing Mode Share of Employees Working in Crows Nest .....	10
Table 3.3:	Existing Mode Share of Residents Living in Crows Nest .....	11
Table 4.1:	Mode Share Targets (Employees) .....	13
Table 4.2:	Mode Share Targets (Residents) .....	14
Table 5.1:	Framework Action Table.....	18

## Figures

Figure 1.1:	Travel Plan Pyramid .....	2
Figure 3.1:	Public Transport Surrounding the Site .....	6
Figure 3.2:	Local Bus Network Map .....	7
Figure 3.3:	Cycleway Infrastructure Surrounding the Site.....	8
Figure 3.4:	Selected Destination Zones - 2016 and 2021 Census.....	10
Figure 3.5:	Selected Resident Areas – 2016 and 2021 Census.....	11

## APPENDICES

### A. TRANSPORT ACCESS GUIDE

# 1 Introduction

The application seeks development consent for the development of a 16 storey mixed use development at 270 Pacific Highway Crows Nest, comprising 168 build to rent (BTR) units and non-residential uses in the podium. Specifically, the SSDA seeks development consent for:

- demolition of two existing 5 storey commercial buildings
- construction of a maximum 16 storey building, including:
  - 2 basement parking levels (with 82 carparks (incl. 2 courier spaces), 8 motorbike spaces and 226 bicycle spaces)
  - 3 podium levels comprising non-residential uses such as medical centre, retail, and residential uses (build to rent units and residential amenity facilities such as a gym and sauna, steam room, outdoor pool, class space, cinema room, co-working space)
  - 13 storeys of residential uses in the tower, comprising build-to-rent units
  - communal open space
  - landscaping on ground, level 2 – level 15
  - rooftop solar panels
  - internal and external residential amenities space on roof top
- streetscape upgrades
- office and substation along the northwestern boundary

This Green Travel Plan (GTP) has been prepared to promote public transport and active transport use and assist in the management of the future travel demand following occupation of the proposed development at 270 Pacific Highway, Crows Nest.

## 1.1 Purpose of GTP

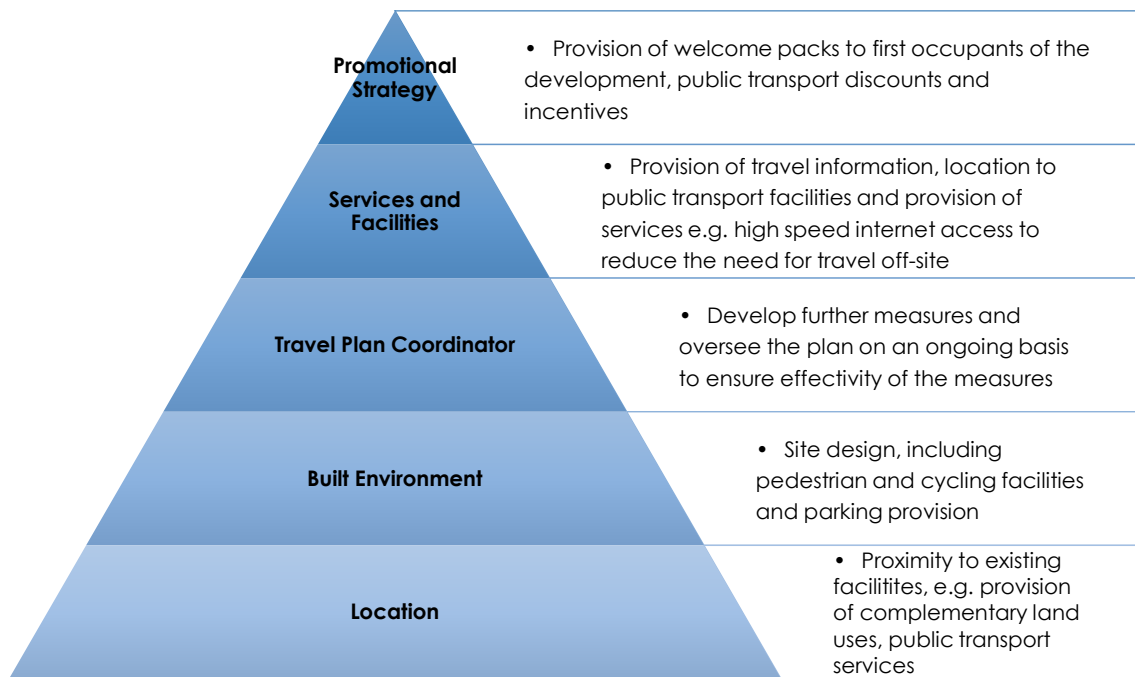
The purpose of a GTP is to detail a strategy for managing travel demand that embraces the principles of sustainable transport. In its simplest form, this GTP encourages use of transport modes that have low environmental impacts, such as active transport modes including walking, cycling, public transport,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

Active transport presents several interrelated benefits including:

- Improved personal health benefits,
- Reduced traffic congestion, noise and air pollution caused by motor vehicles,
- Greater social connections within communities, and
- Cost savings to the economy and individual.

## 1.2 Travel Plan Pyramid

**Figure 1.1: Travel Plan Pyramid**



All elements in the Travel Plan Pyramid are critical to the success of the GTP, but Figure 1.1 illustrates that the key foundations to ensure the success of a GTP are:

- **Location** – proximity to existing public transport services and proximity to mixed land uses, e.g., shops and services, such that walking or cycling becomes the natural choices, and
- **Built Environment** – provision of high-quality pedestrian and cycling facilities, end-of-trip facilities and reduced car parking provision to encourage sustainable transport choices.

## 1.3 Drivers of the Plan

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

### 1.3.1 Car Parking

Car parks utilise valuable land resources and impact amenity. If the area continues to grow and there is no modal shift towards non-car transport modes, the car parking demand could increase significantly. As such, the provision of car parking must reflect the site's proximity to public transport to influence a modal shift to more sustainable transport modes.

### 1.3.2 Environmental Impacts

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

### 1.3.3 Health Benefits

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

### 1.3.4 Social Equity

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

### 1.3.5 Site Attraction

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

### 1.3.6 Education and Leadership

The site would have many residents, staff and visitors coming through each year. Therefore, there would be a unique opportunity to encourage them to undertake sustainable travel behaviours. These travel behaviours can help shape long-term travel behaviours that extend well into the future. Successful travel planning and education can reduce traffic impacts on the road network while potentially supporting a positive influence on local areas by increasing public transport demand and improving amenities.

## 1.4 Transport Objectives

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

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

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

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

- Improve awareness and access to car share facilities available within the area.
- Incentivise car share use as an alternative to owning a car.
- Manage car parking on-site to disincentivise car use.

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

- Provide amenities on-site to reduce travel requirements for residents, staff and visitors.
- Encourage social interactions amongst staff and amongst residents within the site to create a vibrant community on-site.

## 2 Existing Transport Policy Context

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

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

A summary of the existing policy framework documents relevant to the development site and its surroundings is provided in Table 2.1. Of note, the NSW 2021 plan and NSW Long Term Transport Master Plan aim to achieve a target of 25 per cent using public transport.

**Table 2.1: Existing Policy Framework Document Summary**

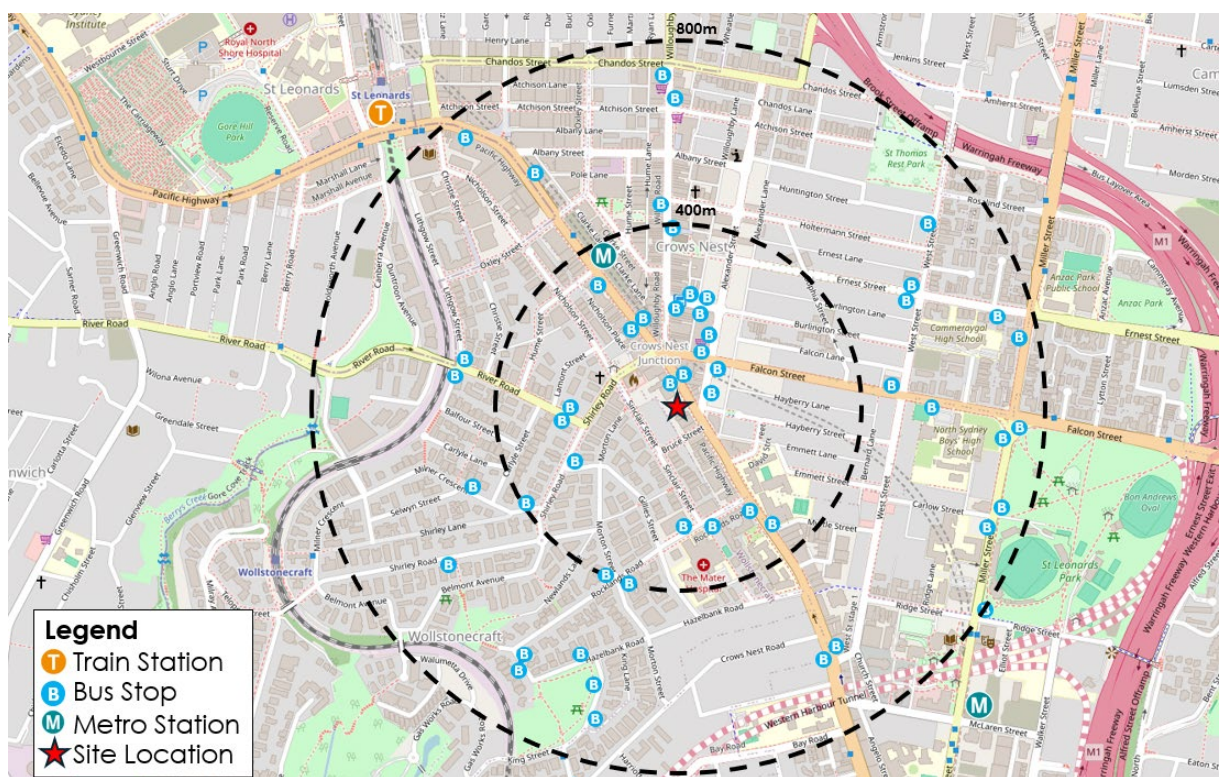
Policy/Strategy	Key Aims/Objectives/Goals
North Sydney Council	
Integrated Transport Strategy Draft 2024	<p>The Strategy presents the following strategic directions:</p> <ul style="list-style-type: none"> <li>• Deliver infrastructure and programs that support healthy and active travel</li> <li>• Promote sustainable transport options and make it easier for people to get around without a private car</li> <li>• Ensure a fair allocation of assets, parking and road space to promote sustainable travel options and prioritise access for those who need it most</li> <li>• Improve road safety by upgrading infrastructure and implementing programs that foster a culture of safe road behaviours</li> </ul>
NSW State Government	
Future Transport Strategy 2056	<p>The Strategy aims to increase the mode share of public transport services and reduce the use of single occupant vehicles. The proposed development will look to reduce private vehicle travel, aligning with the objectives of the Strategy.</p> <p>The Strategy initiatives include upgrading the cycle and pedestrian infrastructure, and potentially reallocating road space to provide enough space for pedestrians throughout the Greater Sydney area.</p>
Greater Sydney Region Plan: A Metropolis of Three Cities – Connecting People	<p>The site is well located to public transport which contributes towards creating a 30-minute city. The close proximity of the site to St Leonards train station and Crows Nest metro station, and extensive bus services, means residents, employees and visitors can easily access the site via public transport modes. The site thus aligns with the objectives of the Plan in creating a workplace near public transport facilities to contribute towards a 30-minute city.</p>
Sydney's Cycling Future, Cycling for Everyday Transport (NSW State Government, 2013)	<p>Sydney's Cycling Future's key strategy is to improve cycling infrastructure.</p> <p>The Three Pillars of Sydney's Cycling Future include:</p> <ul style="list-style-type: none"> <li>• investing in separated cycleways</li> <li>• providing connected bicycle networks to major centres and transport interchanges promoting better use of our existing network; and,</li> <li>• engaging with our partners across government, councils, developers, and bicycle users.</li> </ul>

### 3 Existing Transport Context

#### 3.1 Existing Public Transport Facilities

The site, 270 Pacific Highway, Crows Nest, is well serviced by a network of public transport services, including train, metro and bus stops within one kilometre of the site. The proximity of the site to public transport is shown in Figure 3.1. A summary of the available bus routes is provided in Table 3.1 and the local bus network shown in Figure 3.2.

**Figure 3.1: Public Transport Surrounding the Site**



Basemap source: OpenStreetMap, last accessed on 07/01/2025.

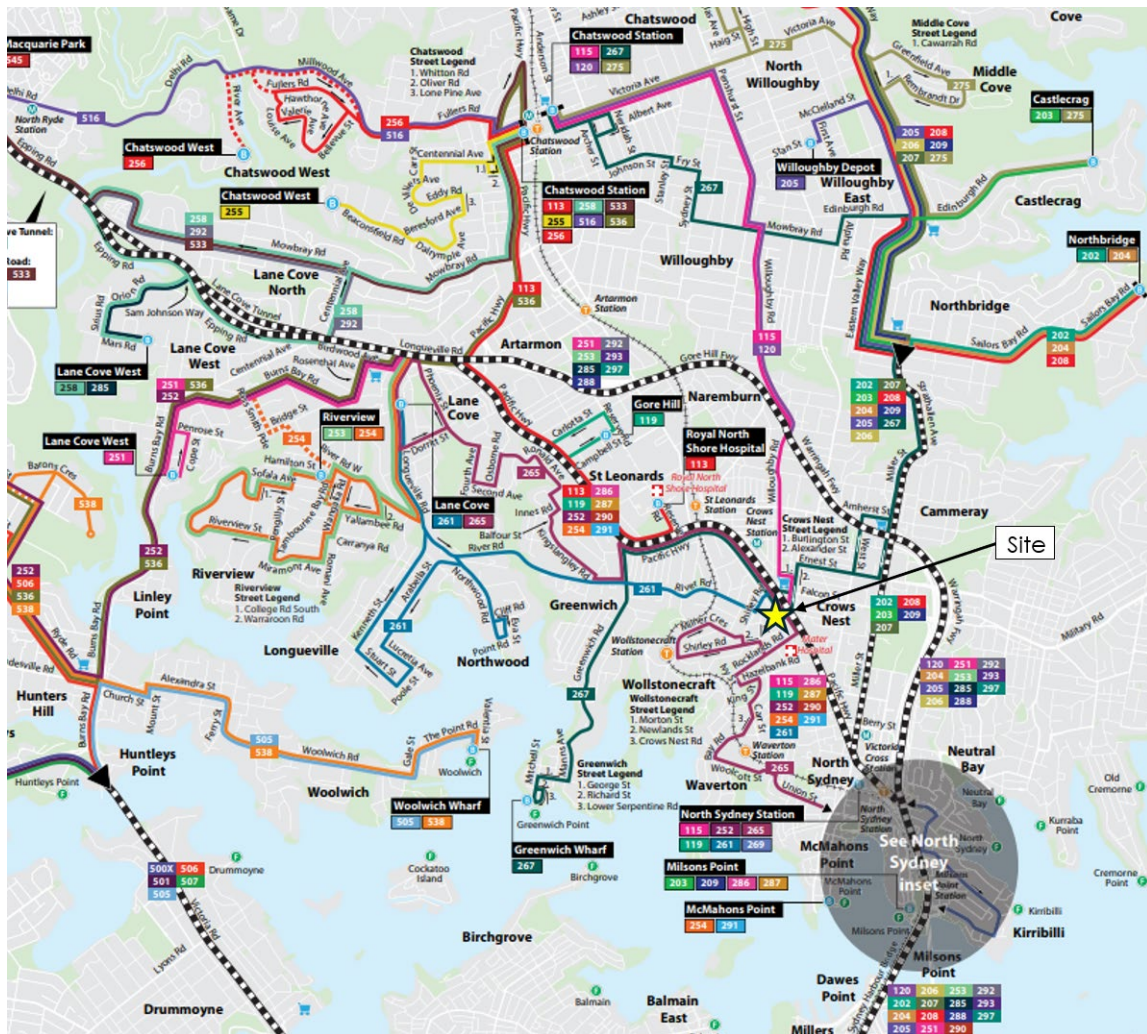
**Table 3.1: Available Bus Services and Associated Frequencies**

Bus Route	Route Description	Distance from Site to Nearest Stop	Peak Service Frequency
119	Gore Hill to North Sydney Station (Loop Service)	20m	30 mins
252	Gladesville to City King Street Wharf via North Sydney		20 mins
254	Riverview to McMahons Point via North Sydney		30 mins
265	North Sydney to Lane Cove via Crows Nest		30 mins
267	Chatswood to Greenwich via Crows Nest		30 mins
286	Denistone East to Milsons Point via St Leonards & North Sydney		40 mins (PM Peak)
287	Ryde to Milsons Point via St Leonards & North Sydney		3 services (PM Peak)

290	Epping to City Erskine St via North Sydney (Night Service)	4 AM Services
291	McMahons Point to Epping via North Sydney	30 mins

Source: TfNSW, last accessed on 07/01/2025.

Figure 3.2: Local Bus Network Map



Source: TfNSW – North West Sydney Bus Network Map, last accessed on 07/01/2025.

St Leonard Station is approximately 900m walk (12 minutes) from the site, which services the T1 North Shore Line and the T9 Northern Line. These services run frequently during the peak hour (every 3-5 minutes) and provides connectivity to the wider Sydney rail network.

Crows Nest Metro Station opened in 2024 and is located at 400m walking distance (7-minutes walk) from the site. It provides connectivity between north-west Sydney and Sydenham via the city, with an indicative travel time of 4 minutes to Chatswood Station, 5 minutes to Barangaroo Station, and 8 minutes to Martin Place Station.

Victoria Cross Metro Station is located at 1km walking distance (14-minutes walk) from the site.

In 2026 the existing rail line from Sydenham to Bankstown will reopen as part of the Metro line further expanding the Metro network and hence coverage for the site.

In summary, the site benefits from good public transport connections providing access to the wider Sydney metropolitan area.

### 3.2 Pedestrian and Cyclist Infrastructure

Well-established pedestrian footpaths are provided on both sides of the roads surrounding the subject site. Signalised pedestrian crossings are available at the intersection of Pacific Highway and Falcon Street, and at the intersection of Pacific Highway and Alexander Street.

Shared paths are located further east and north-west of the site. Closer to the site, there are several marked on-road bicycle routes as seen in Figure 3.3. Several potential future bicycle routes can be seen along Pacific Highway and Miller Street. This will provide more cycle links as part of the plan to encourage people to travel via active transport to and from the site.

**Figure 3.3: Cycleway Infrastructure Surrounding the Site**



Source: North Sydney Council, accessed 07/01/2025.

### 3.3 Car Share Facilities

While there are no dedicated car share spaces on site, the area is well-served by car sharing facilities as shown in the Transport Access Guide in Appendix A.

## 3.4 Taxis and Related Services

Taxis and ride share services (Uber, Lyft, DiDi, OLA, etc.) are point to point transport services that provide flexible and convenient transport options. Customers can choose the route the driver will take for a faster travel time and to destinations that cannot be reached by public and active modes of transport. Taxis are normally stationed at designated taxi ranks where customers can enter any available taxis waiting to depart. In addition to this, taxis can be hailed from the kerb on the street.

Ride share services, such as Uber, are point to point transport services that have increased in popularity over the recent years. Customers can download the respective app and organise a trip by inputting the destination and pick up location. In addition to this, customers can request a larger sized vehicle when travelling with large groups. Most of these services can only be organised through the use of the apps via a mobile device.

Both taxis and ride share services allow people with common origins and/or destinations to share a vehicle and reduce overall car trips on the road network (e.g., single passenger trips) with the convenience of a private vehicle and reduced costs. Hence, this is considered favourable from a sustainable transport perspective.

## 3.5 Existing Modal Share

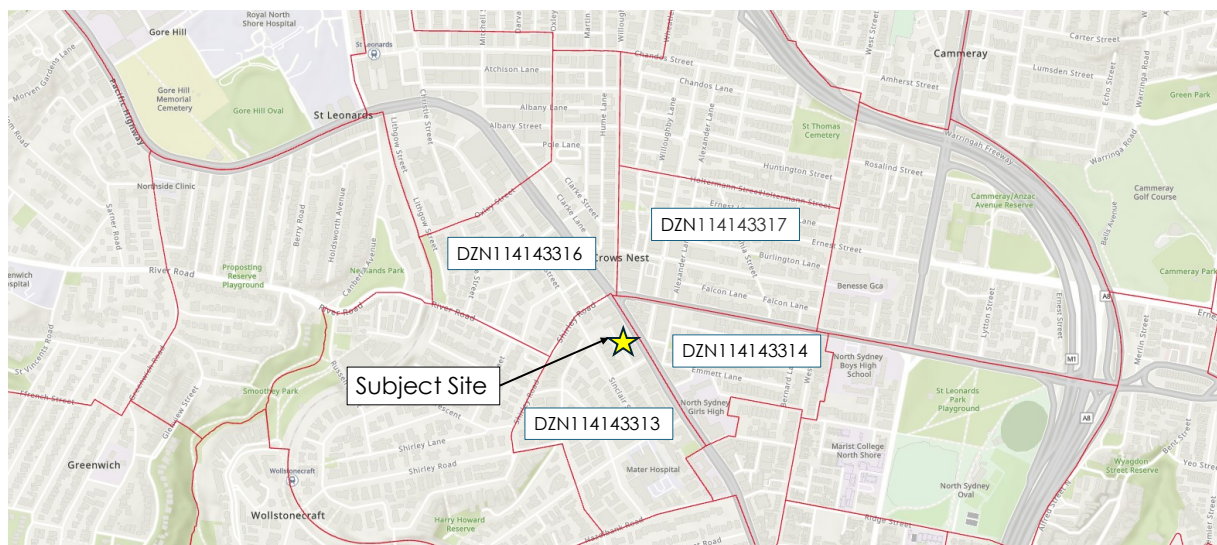
A review of the existing 2021 and 2016 Census data has been undertaken to understand existing travel modes of employees and residents surrounding the site, to obtain a good sample size to inform the future mode share targets for the site.

It is noted that the 2021 Census study was undertaken during the lockdown period of the Covid-19 pandemic. Therefore, most employees were working from home at the time. On this basis, TPPP has included 2016 Census data for comparative purposes as part of this assessment.

### 3.5.1 Employee Mode Share

The 2016 and 2021 Census study areas (the selected destination zones for employee's mode share analysis) are shown in Figure 3.4.

**Figure 3.4: Selected Destination Zones - 2016 and 2021 Census**



Source: ABS – ABS Maps – last accessed on 22/01/2024.

A summary of the existing modal splits of the study area is provided in Table 3.2 with a comparison between the 2016 Census (Pre-Pandemic) and 2021 Census (Pandemic).

**Table 3.2: Existing Mode Share of Employees Working in Crows Nest**

Method of Travel	Employee Mode Share (Census 2016)	Employee Mode Share (Census 2021)
Train	21%	13%
Bus	11%	6%
Car Driver	52%	60%
Car Passenger	4%	6%
Motorbike / Scooter	2%	2%
Bicycle	1%	1%
Walk	9%	12%
<b>Total</b>	<b>100%</b>	<b>100%</b>

The 2021 Census data shows approximately 68 per cent of commuter trips are in the form of private vehicle travel, either by car or motorbike. Public transport use (including train and bus) accounts for 19 per cent of the mode share, with 13 per cent of employees walking or cycling to their workplace. This represents a high uptake of trips made by car in the area during this time.

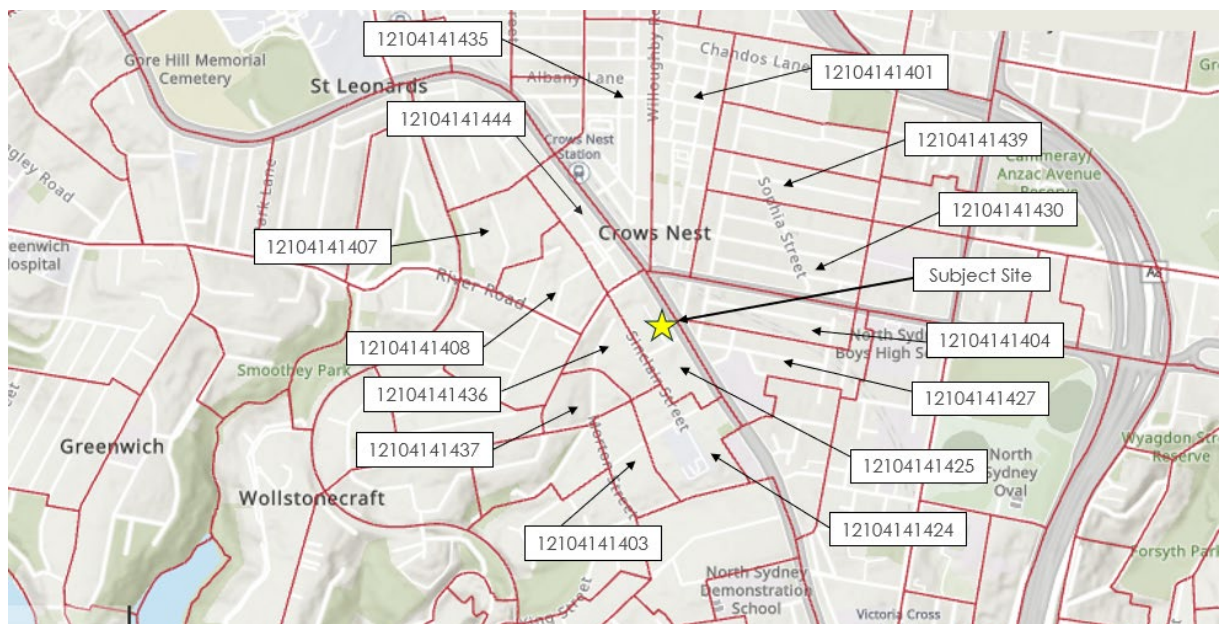
The 2016 Census data shows that the primary mode of travel to Crows Nest was also by private vehicle, where 58 per cent of employees travelled to the area by car or motorbike.

About 32 per cent of employees travelled to the area by public transport (train and bus), with 10 per cent of employees travelling by bicycle or walking to their workplace.

### 3.5.2 Resident Mode Share

The 2016 and 2021 Census study areas (the selected areas for resident's mode share analysis) are shown in Figure 3.5.

**Figure 3.5: Selected Resident Areas – 2016 and 2021 Census**



A summary of the existing modal splits of the study area is provided in Table 3.3 with a comparison between the 2016 Census (Pre-Pandemic) and 2021 Census (Pandemic).

**Table 3.3: Existing Mode Share of Residents Living in Crows Nest**

Method of Travel	Resident Mode Share (Census 2016)	Resident Mode Share (Census 2021)
Train	22%	9%
Bus	24%	11%
Car Driver	32%	46%
Car Passenger	2%	4%
Motorbike / Scooter	2%	1%
Bicycle	1%	2%
Walk	17%	27%
<b>Total</b>	<b>100%</b>	<b>100%</b>

The 2021 Census data shows approximately 51 per cent of residents travelling to work are in the form of private vehicle travel, either by car or motorbike. Public transport use (including train and bus) accounts for 20 per cent of the mode share, with 29 per cent of residents walking or cycling to their workplace. This represents a high uptake of trips made by car in the area during this time.

The 2016 Census data shows that the primary mode of travel from Crows Nest was by public transport (train and bus) at 46 per cent. About 36 per cent of residents travelled from the area by car or motorbike and 18 per cent of residents travelled by bicycle or walked to their workplace.

### 3.5.3 Summary

Overall, the public transport use was lower in 2021 than in 2016, which can be attributed to Covid-19 pandemic.

The 2016 and 2021 figures were recorded before the Crows Nest Metro became operational. The Metro opened in 2024 which presumably increased public transport to/ from Crows Nest significantly. Statistical data from Sydney trains indicate that patronage at Chatswood and Epping station, which serve as interchanges for commuters to/from the metro, surged by 18 per cent from the same month a year after the Metro Tallawong to Chatswood service was operational. It is assumed that the Metro City and Southwest service will have a similar effect, and that more people will travel to/ from Crows Nest by the metro.

Notwithstanding this, the appointed travel plan coordinator will undertake a new travel survey once the site is fully occupied to update existing modal share data. The appointed travel plan coordinator will be responsible to issue the travel survey and review/update mode share targets accordingly.

Given the site and immediate surroundings are well-connected by public transport services, there are opportunities to increase public transport usage and reduce private vehicle usage. In addition, the well-established pedestrian footpaths and the surrounding cycling infrastructure could also be utilised to increase the active transport mode share.

## 4 Mode Share Target

The aim of the GTP is to encourage a modal shift away from private vehicles by implementing measures that influence the travel patterns of residents, employees and visitors of the proposed development. The implementation of the GTP would be regularly monitored to ensure that it is creating the desired effect. The success of the GTP is measured by setting modal share targets and identifying the measures and actions that have the greatest impact.

The targets have a 5-year timeframe.

The mode share targets for the site consider the existing Journey to Work data provided in Table 3.2 and Table 3.3.

On this basis, Table 4.1 and Table 4.2 present the proposed mode share for the proposal with achievable goals in mind. The targets will be updated when the GTP is reviewed to align with any future North Sydney Council strategies or plans.

The opening of the Crows Nest & Victoria Cross Metro in 2024 is expected to generate a high modal shift towards the metro which has not been captured in the Census data. Trips by car are expected to be half those observed in the census data, for the following reasons:

- Bicycle parking and end of trip facilities
- Limited parking for residents and employees
- Opening of Crows Nest & Victoria Cross Metro in 2024.

**Table 4.1: Mode Share Targets (Employees)**

Method of Travel	Existing % (based on 2021 Census)	Target % + 5 years
Train	13%	10%
Bus	6%	3%
Car Driver	60%	10%
Car Passenger	6%	3%
Motorbike / Scooter	2%	2%
Bicycle	1%	5%
Walk	12%	17%
Metro (Opened 2024)	-	50%
All Modes	100%	100%

**Table 4.2: Mode Share Targets (Residents)**

Method of Travel	Existing % (based on 2021 Census)	Target % + 5 years
Train	9%	5%
Bus	11%	8%
Car Driver	46%	10%
Car Passenger	4%	3%
Motorbike / Scooter	1%	1%
Bicycle	2%	3%
Walk	27%	30%
Metro (Opened 2024)	-	40%
All Modes	100%	100%

## 5 Encouraging Sustainable Transport

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

### 5.1 Site Specific Measures

A Travel Plan Coordinator (TPC) will be appointed to oversee the proposed site-specific measures to encourage active transport to/from the site.

The contact information of the appointed TPC for the building will be detailed below:

- Name:
- Position:
- Mobile:
- Email:

The roles of the TPC comprise the following:

- Coordinate the implementation of the GTP
- Arrange surveys and collect data to measure progress
- Communicate and promote the GTP and associated measures to relevant stakeholders
- Coordinate events and initiatives
- Monitor and review the GTP

#### 5.1.1 Walking and Cycling

The appointed TPC will establish a walking and cycling group for the staff, to promote active travel to/from the site, followed by recreational activities/special events within the site. This initiative would help promote and encourage social inclusion, as well as promote walking and cycling as the choice of travel.

A high-quality pedestrian footpath network will be provided within the site to connect to the wider pedestrian network on Bruce Street and Pacific Highway, including to/from key public transport hubs surrounding the site. It is proposed to provide 226 bicycle parking spaces within secure bicycle parking areas located at Basement Level B1. End of trip facilities (including lockers, change rooms and showers) will also be available within the basement car park for staff to encourage active travel to/from the site (e.g., walking and cycling).

Walking and cycling maps would be made available on the tenant's website to provide further information in relation to existing on-site facilities and how they connect to the wider walking and cycling network. Digital Directory Screens will also be provided on site to assist

employees and visitors with navigation by providing maps of the site and nearby facilities which will promote active transport to/from the site.

### 5.1.2 Public Transport

Public transport maps would be provided on newsletters, websites, social media to make both employees and clients more aware of alternative transport options available in the area. The format of the map would be based upon the Travel Access Guide (TAG) (see Section 5.2). This TAG will form part of a welcome pack for staff, residents and made available to clients (via website, social media etc) to ensure that they are made aware of the necessary requirements to make use of public transport surrounding the area to connect with other Greater Sydney areas.

The appointed TPC will work with tenants to consider providing subsidised public transport travel passes for staff to increase public transport travel. Opportunities for staff to purchase their travel pass through their salary, spreading the cost throughout the year, would also increase the potential of increased public transport use amongst staff members.

### 5.1.3 Car Sharing

As mentioned in Section 3.3, car share facilities (e.g., GoGet) are not available within the site. If car use is required by residents and staff, they would be encouraged to use the car share facilities in the area. This information would be made available to all employees and residents as part of the welcome pack, and to clients via email and/or website. The appointed TPC will encourage tenants to consider an organisational GoGet or other car share operation memberships.

### 5.1.4 Car Pooling

The appointed TPC will provide education and promotional campaigns for tenant employees to increase carpooling activities and potentially reduce the number of vehicles on the road. The TPC will also provide information to all employees and new starters, which will be promoted on the business website, to help people find carpool buddies in their daily commute.

### 5.1.5 On-site Parking Management

It is proposed to provide 80 car parking spaces within the basement car park, of which 34 spaces will be allocated to residents, 1 space will be allocated to retail staff, and 45 spaces will be reserved for the medical centre. The allocation of the non-residential staff spaces would be at the discretion of the employer and the appointed TPC will discuss with the employer to consider employment-related transport needs of individuals.

### 5.1.6 Off-site Measures

The provision of food and beverage opportunities will also be provided within the site to enable staff to eat or even have a break within the building. The site will have ancillary retail within the site, but also be located within proximity to surrounding retail and restaurant services within the Crows Nest area, which are all within easy walking distance. This reduces the need for residents and employees to travel far away from the site for food and services.

## 5.2 GTP Information

The information will be provided in the form of a package of easy-to-understand travel information known as a Travel Access Guide (TAG). This would be included in the welcome pack provided to tenants prior to occupation, and provided to clients via website, social media and/or email as relevant. The TAG would also be displayed on any digital directory in the lobby.

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

TAGs encourage the use of non-vehicle mode transport and can reduce associated greenhouse gas emissions and traffic congestion while improving health through active transport choices. They can take many forms from a map printed on the back of business cards or brochures. Best practice suggests that the information should be as concise, simple and site centred as possible. If instructions are too complex, people are likely to ignore them.

A TAG has been prepared for the site in the form of a brochure and is provided in Appendix A. This would be appropriately reviewed and updated prior to occupation of the building, and regularly thereafter to ensure it remains current and relevant. The appointed building management will provide the TAG to all tenants and also include on the business website.

## 5.3 Information and Communication

A component of the appointed TPC's role will be connecting tenants and visitors with information to facilitate journey planning and increase their awareness of convenient and inexpensive transport options which support change in travel behaviour.

### **Transport NSW info**

- Bus, train and metro routes, timetables and journey planning are provided by Sydney Metro and Transport for New South Wales through their respective transport information website:
  - <http://www.transportnsw.info/>
  - <https://www.sydneymetro.info/>.

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

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

### Sydney Cycleways

- North Sydney Council provides a number of services and a range of information to encourage people of all levels of experience to travel by bicycle.
  - <https://www.northsydney.nsw.gov.au/cycling>

## 5.4 Actions

A summary of the key strategy and framework action table is shown in Table 5.1. It should be noted that this framework action table will be reviewed and updated, as required. However, it is important to stress that the implementation of the suggested strategies from Day 1 upon opening is a key factor in influencing travel patterns.

**Table 5.1: Framework Action Table**

Action	Objective	Responsibility	Timeline
1. Provide 226 bicycle parking spaces within a secure room in the basement car park.	1	Proponent	At Practical Completion of the Base Building
2. Provide public transport noticeboard at key locations within the site in the form of a Transport Access Guide (TAG). This will also be posted on the website, displayed on any digital directory in the lobby and included as part of the welcome pack distributed to all employees upon occupation.	1	Travel Plan Coordinator	Prior to Tenant Occupation
3. Provide food and beverage opportunities on-site.	3	Proponent	At Practical Completion of the Building
4. Provide tenants with a TAG on day one of occupation and post the TAG on noticeboards, front entrances, website, social media etc. Walking and cycling maps and the surrounding facilities will be available via a Digital Directory Screen located on site.	1	Travel Plan Coordinator	Upon Occupation
5. Discuss providing public transport travel allowance for staff members (for each tenant to decide on)	1	Travel Plan Coordinator	Ongoing
6. Encourage Walking Groups and Bicycle User Groups for staff to encourage the active transport use	1	Travel Plan Coordinator	Ongoing
7. Ongoing review of the GTP to introduce additional measures as required.	1, 2, 3	Travel Plan Coordinator	Annually

## 6 Management and Monitoring of the Plan

### 6.1 Management

There is no standard methodology for the implementation and management of a GTP. However, the GTP will be monitored to ensure that it is achieving the desired benefits. The mode share targets set out in Section 4 are used in this regard to ensure there is an overall goal in the management of the GTP.

The monitoring of the GTP would require travel surveys to be undertaken with a focus to establish travel patterns including mode share of trips to and from the site and identify any progress toward the mode share target and objectives. It is recommended that the first set of surveys should be undertaken within six months post occupation to obtain the baseline mode share of the site. In addition, travel surveys should be undertaken annually for a minimum of 5 years after the initial survey to monitor the progress of the GTP of travel mode change.

The implementation of the GTP will be the responsibility of the appointed Travel Plan Coordinator (TPC), who will be responsible for developing, implementing and monitoring the GTP.

The TPC will provide feedback to tenants and visitors to ensure that they can see the benefits of sustainable transport.

There are several key components to the development and implementation of a successful GTP. These include:

- **Communication** – Good communication is an essential part of the GTP. It will be necessary to explain the reasons for adopting the plan to promote the benefits of sustainable transport options.
- **Commitment** – GTPs involve changing established habits or providing the impetus for people in new developments to choose an alternative sustainable travel mode other than car use. To achieve cooperation, it is essential to promote positively the wider objectives and benefits of the plan. This commitment includes the provision of the necessary resources to implement the plan, beginning with the TPC.
- **Building Consensus** – It will be necessary to obtain broad support for the introduction of the plan from the residents and employees.

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

## 6.2 Remedial Actions

The regular annual review will take place to identify any remedial actions, which are possible to be adopted, should the modal share targets not be achieved.

The appointed TPC will coordinate with other organisations such as Council to canvass any other initiatives that can be practically adopted.

Alternatively, the TPC could work with Council to see how the measures might be aligned with Council's strategic planning for active travel.

## 6.3 Consultation

The results of the GTP will be communicated via tenants' websites. Hence, it is recommended that a summary is produced presenting the results of the survey within two months of the undertaking of the travel surveys.

Subsequent surveys would be undertaken annually for a minimum of five years to monitor the travel patterns to/from the site. The results of the survey will be included in the annual reporting updates to Council. The appointed TPC will liaise with relevant Council staff member to benchmark against survey results from other sites to help inform the relativity of the success of the plan. This may then feed back into possible remedial actions.

## 7 Conclusion

This GTP outlines several transport demand management initiatives that could be adopted to assist with progression towards the target car driver mode share for the mixed-use development located at 270 Pacific Highway, Crows Nest.

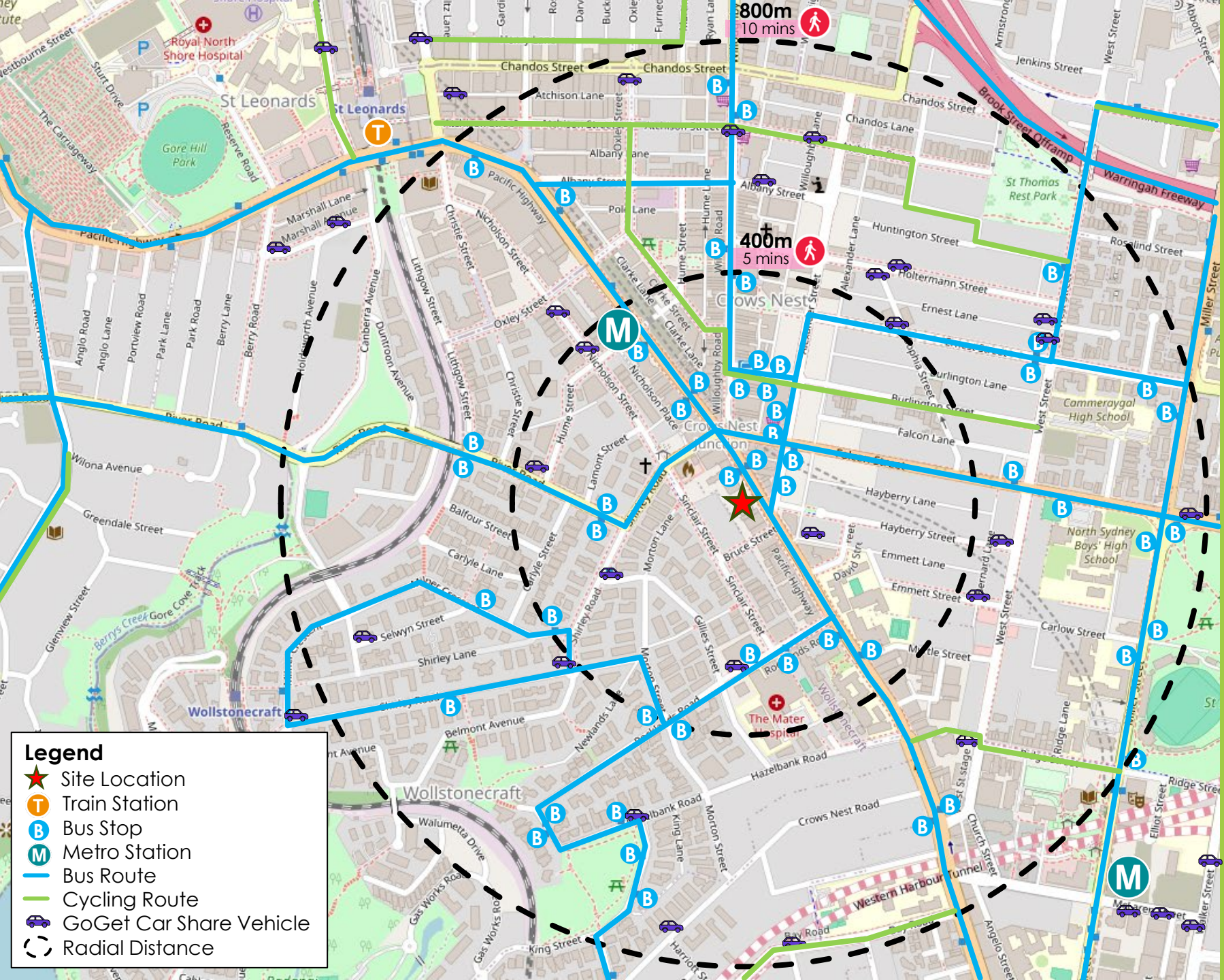
Due to the site proximity to extensive public transport services, there is potential to increase public transport uses and reduce private car travel. The availability of cycling infrastructure and well-established footpaths near the site, providing connection to the surrounding suburbs and transport hubs, also highlights the potential to increase active travel mode share amongst residents, employees and visitors.

The implementation of this GTP, in combination with provision of facilities such as bicycle parking spaces and end-of-trip facilities, will be key to ensuring that tenants and visitors are encouraged to use sustainable transport options to/from the site. This includes identification of opportunities and constraints to influence further changes to the travel behaviour of tenants and their visitors, wherever possible.

# Appendix A

## Transport Access Guide

# TRANSPORT ACCESS GUIDE



**Legend**

- ★ Site Location
- T Train Station
- B Bus Stop
- M Metro Station
- Bus Route
- Cycling Route
- GoGet Car Share Vehicle
- ⊖ Radial Distance



Multiple bus services are located within a 5-minute (400m) walk from site.

Route	Description
115	Chatswood to City Bridge St via North Sydney
119	Gore Hill to North Sydney Station (Loop Service)
252	Gladesville to City King Street Wharf via North Sydney
254	Riverview to McMahons Point via North Sydney
261	Lane Cove to City King Street Wharf via Longueville
265	North Sydney to Lane Cove via Crows Nest

Route	Description
267	Chatswood to Greenwich via Crows Nest
286	Denistone East to Milsons Point via St Leonards & North Sydney
287	Ryde to Milsons Point via St Leonards & North Sydney
290	Epping to City Erskine St via North Sydney (Night Service)
291	Epping to McMahons Point via North Sydney

Distance	Train/Metro Station
400m	Crows Nest Station
900m	St Leonards Station

Cycling Time to Key Destinations / Suburbs	
3 mins	St Leonards
6 mins	North Sydney
18 mins	Cremorne



St Leonards train station is located close to the site, providing connection between Hornsby and the City. Crows Nest Metro is located in close proximity to the site, providing connection between Tallawong and Sydenham.



Park your bike in the secure bike parking room located in the basement car park.

Map your route using RMS Cycleway Finder: [rms.nsw.gov.au/maps/cycleway\\_finder](https://rms.nsw.gov.au/maps/cycleway_finder)



Car Share vehicles are available in the surrounding vicinity of the site.

For your nearest car share vehicle visit GoGet: [goget.com.au/find-cars/](https://goget.com.au/find-cars/)



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

**270 Pacific Highway,  
Crows Nest**

**Transport Access Guide**

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