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**Julius Avenue Data
Centre**
ISPT Pty Ltd
Green Travel Plan
(GTP)

For: **ISPT Pty Ltd**

Site Address: **6-8 Julius Avenue, North Ryde**

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1. Introduction

1.1. Background

ptc. has been engaged by Logic Projects Co, on behalf of ISPT (the proponent), to prepare a Green Travel Plan (GTP) for the proposed Julius Avenue Data Centre State Significant Development Application (SSDA) located at 6–8 Julius Avenue, North Ryde, NSW (the Site).

The proposal comprises a purpose-built data centre with a maximum building height of approximately 40 metres, accommodating eight data halls across four data centre storeys, together with ground level plant areas, loading and servicing facilities, on-site car parking, and rooftop air-cooled chillers.

Vehicular access to the site will be provided via the existing shared driveway with No. 10 Julius Avenue, which will function as the sole entry and exit point for all staff, visitor and service vehicle movements.

The site is located within a Transit Oriented Development (TOD) area and benefits from excellent public transport accessibility. North Ryde Metro Station is located approximately a 7-minute walk from the site, providing genuine opportunities for staff to adopt sustainable and non-car travel modes.

The site is located approximately 15 kilometres north-west of the Sydney CBD, within the City of Ryde Local Government Area (LGA), and is currently vacant. The proposed development will provide 38 on-site car parking spaces, including two accessible spaces, which align with the operational requirements of the data centre. The facility is designed to operate with a maximum of approximately 38 staff, consistent with typical industry staffing ratios for data centres of this scale (approximately one staff member per 2 MW of IT load).

1.2. Purpose of this Report

Underpinning this, the GTP comprises a package of measures that could be adopted and designed to address the specific travel needs of the Site. In this regard, the overall intention is to encourage and facilitate the use of alternative and sustainable modes of transport and to reduce single-occupancy car travel for journeys to and from the Site.

The primary objectives of the future GTP will be to:

- Reduce the environmental footprint of the site.
- Set future staff travel mode share targets.
- Improve access, amenity, convenience, and safety of sustainable transport modes to/from the Site.
- Promote the use of 'active' transport modes such as walking and cycling, particularly for short-medium distance journeys.
- Reduce reliance on the use of private vehicles for all journeys.
- Encourage a healthier, happier, and more active & public transport use culture

1.3. Site Location and Context

The site is located at 6-8 Julius Avenue, North Ryde, NSW (Refer to Figure 1 and Figure 2). The area surrounding the site features primarily commercial land uses and benefits from excellent transport accessibility (being located within a TOD), including proximity to a state road and high-quality public and active transport connections. It is approximately 15 kilometres northwest of the Sydney central business district (CBD).

The site is bordered by Julius Avenue to the north, Lane Cove National Park to the south, Oracle NetSuite to the east, and GoGet to the west.



Figure 1: Project Location (Source: Google Map, modified by ptc.)

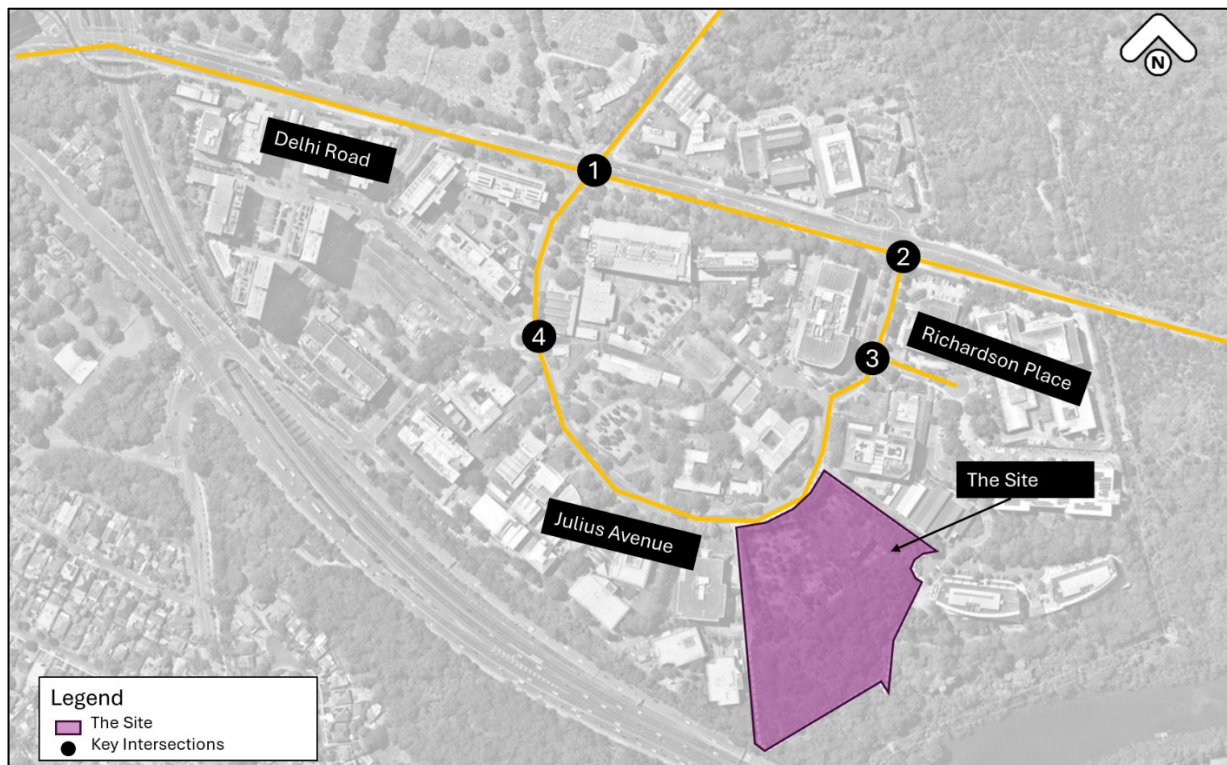


Figure 2: Key assessed intersections (Source: Nearmap, modified by ptc.)

1.4. Land Use Context

The site is located within the suburb of North Ryde, which falls under the City of Ryde Local Government Area (LGA) and is zoned in E3 – Productivity Support, as shown in Figure 3.

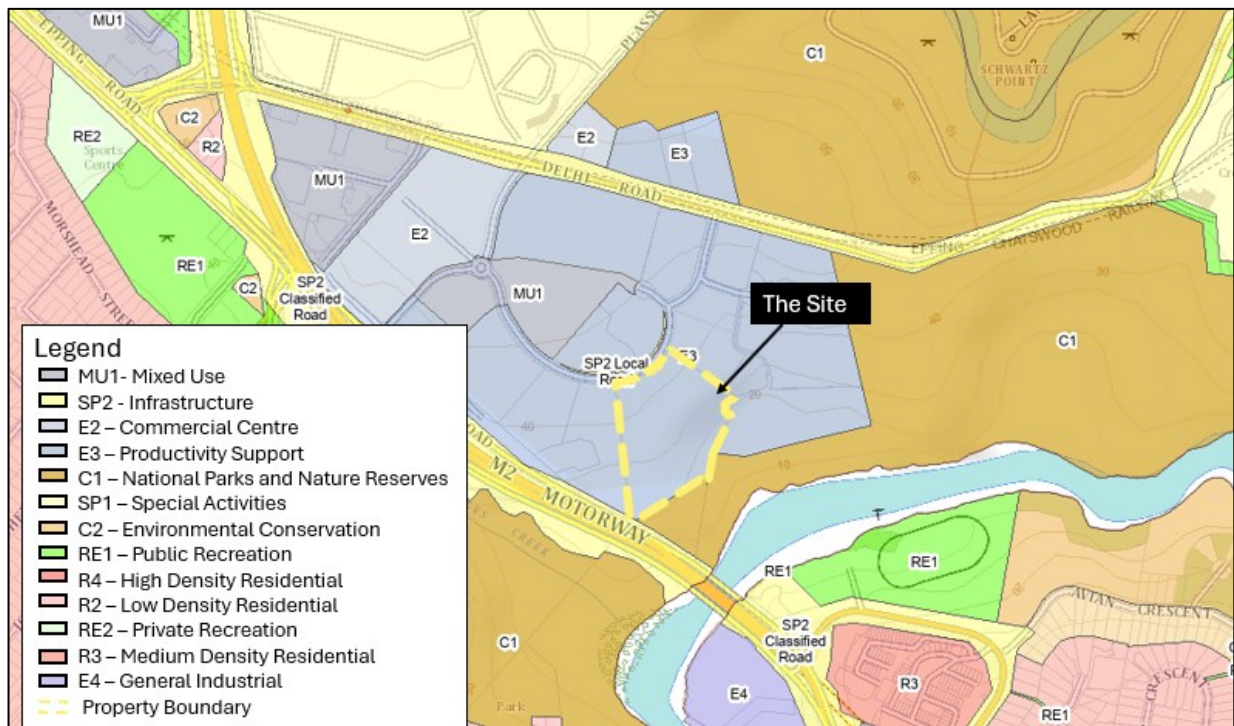


Figure 3: Local Land Use Map (Source: NSW ePlanning Spatial Viewer2024, modified by ptc.)

1.5. Development Proposal

The Proposal involves the construction and operation of a data centre and associated infrastructure and amenities, identified as the Julius Avenue Data Centre, comprising the following scope of works:

- Site preparation works, including tree removal;
- Earthworks and additional site retaining;
- Infrastructure comprising civil works and utilities servicing;
- Construction of a data centre including the following:
 - Ground level loading dock, services plantrooms and car parking for 38 cars, including 2 accessible;
 - 8 data halls across four (4) storeys with an IT load of 76 MW and a maximum power consumption of 120 MW, plus rooftop plant;
 - Three (3) storey office/front of house building;
 - Five (5) storey enclosed generator gantry to rear of data centre.
- New Ausgrid 132 kilovolt (KV) Sub-Transmission Switching Station (STSS);
- A new pedestrian through-site link from Julius Avenue to Richardson Place; and
- Complementary landscaping and offset planting.

The detailed site plan is shown in Figure 4.

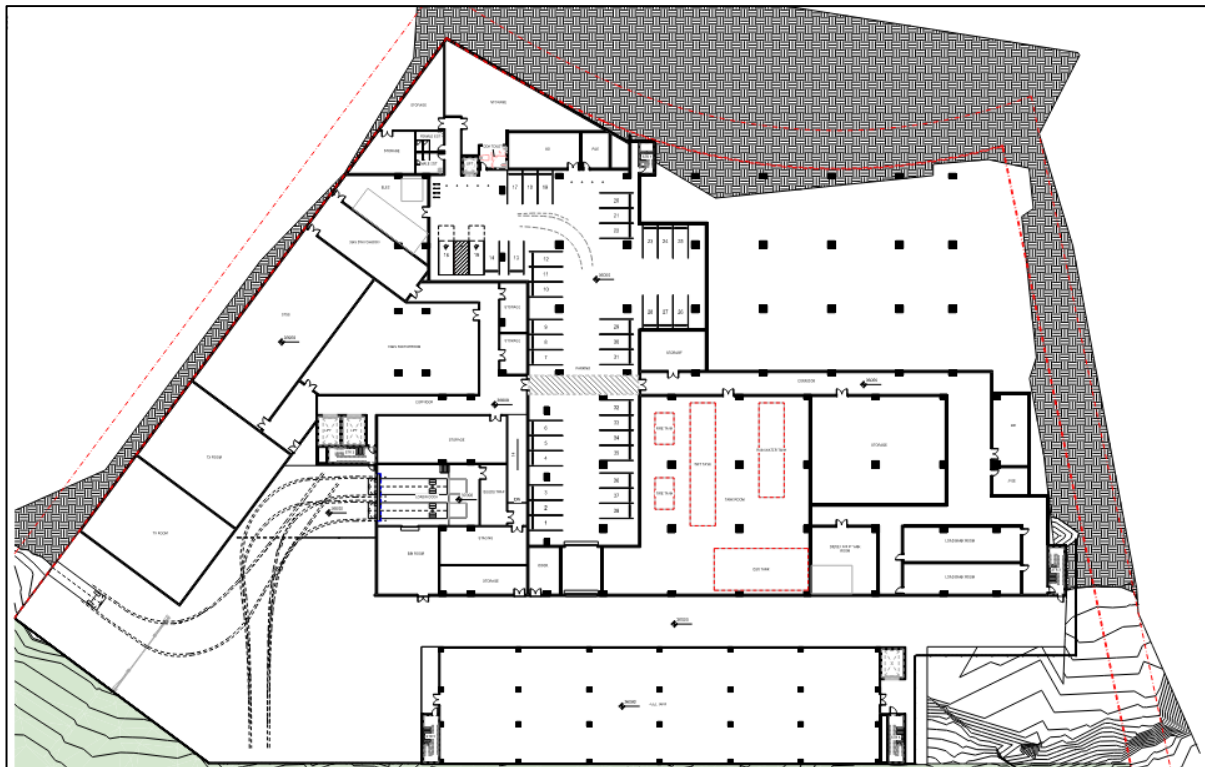


Figure 4: Proposed Ground Floor

2. Existing Transport Environment

2.1. Public Transport

A review of public transport options within the walking catchment of the site has been undertaken, including train, Sydney Metro, and bus services. According to the NSW Planning Guideline for Walking & Cycling (2004), a distance of 400–800 metres (approximately 5–10 minutes on foot) represents a comfortable walking range, while 1,500 metres (around 15 minutes by bicycle) is considered an appropriate cycling catchment. Figure 12 illustrates the walking catchment areas for the site, along with the public transport options located within them.

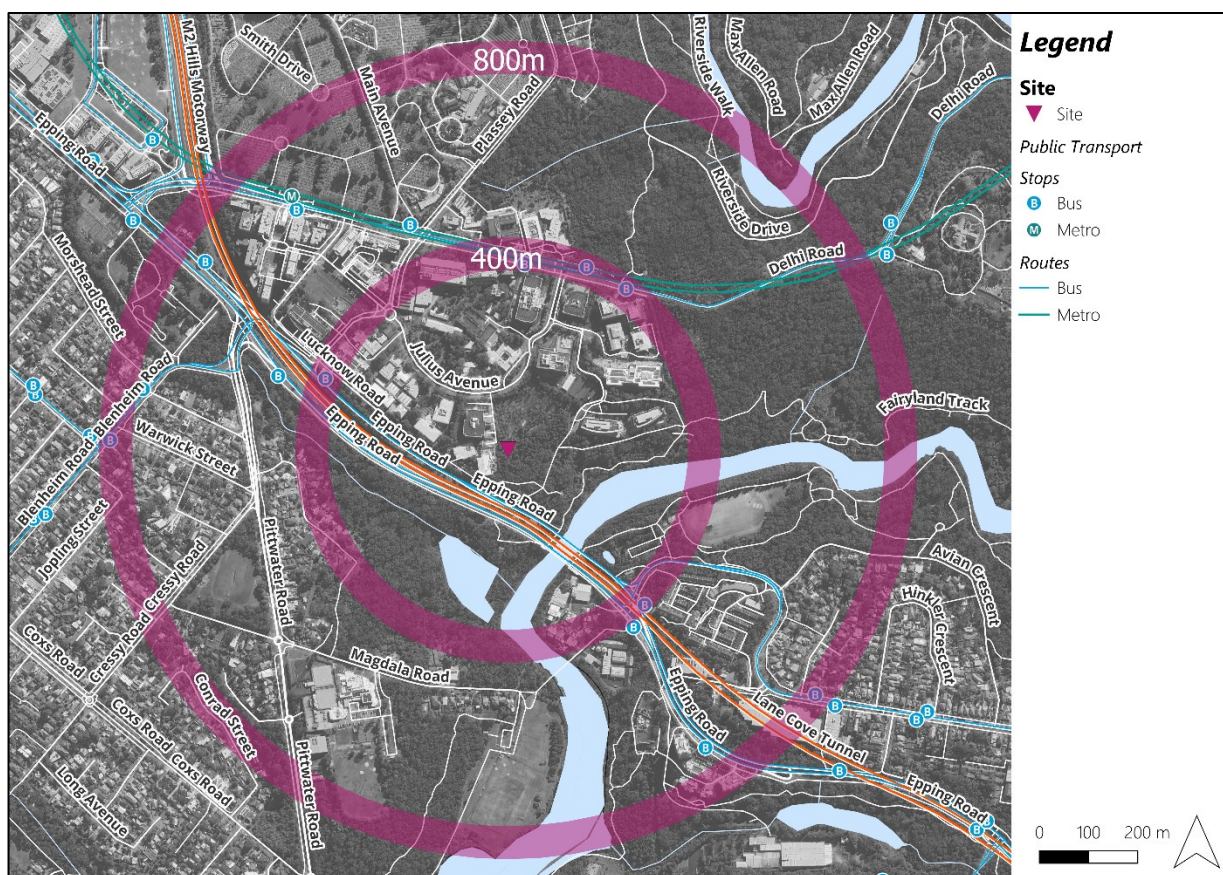


Figure 5: Public Transport within Recommended Walking Catchment

2.1.1. Bus Services

Currently, several bus routes serve North Ryde area, operated by the State Transit Authority (STA) and Hillsbus. Most of these routes connect North Ryde to Macquarie Park to the west and Sydney CBD and Chatswood to the east. A summary of the bus services is provided in Table 1: Bus Operation Summary

Routes	Coverage	Operation Summary		
		Weekdays	Saturday	Sunday and Public Holiday
290	Epping to City Erskine St via North Sydney (Night Service)	Every 20-60 minutes	12 services	4 services
291	Epping to McMahons Point via North Sydney	Every 20-60 minutes	Every 60 minutes	Every 60 minutes
292	Marsfield to City Erskine St via Macquarie Park, Lane Cove	Every 20-40 minutes	Every 20-40 minutes	Every 20-40 minutes
293	Marsfield to City Wynyard via Lane Cove Tunnel	Every 10 minutes	No services	No services
286	Killarney Heights H to Chatswood Station	One Service	No services	No services
287	Ryde to Milsons Point via St Leonards & North Sydney	Seven services	No services	No services
288	Sydney Japanese International School to Miller St before Amherst St	Every 15-20 minutes	Every 15 minutes	Every 30 minutes
533	Chatswood to Sydney Olympic Park via North Ryde & Rhodes	Every 12 – 30 minutes	Every 30 minutes	Every 30 minutes
622	Dural to Milsons Point via Cherrybrook	Every 30 minutes	No services	No services
297	Denistone East to City Wynyard via Lane Cove Tunnel	Every 15-20 minutes	No services	No services
516	Top Ryde City to Chatswood via North Ryde	Every 30 minutes	Every 30-60 minutes	Every 30-60 minutes

2.1.2. Train Services

North Ryde Metro Station is located approximately 650 metres from the site, or a circa 8-minute walk. During the morning and evening peak hours, the station is provided with a service in either direction (towards Sydenham or Tallawong) every four minutes. Passengers can interchange from the North Shore Line at Chatswood, the Northern Line (via Strathfield) and the Newcastle and Central Coast Line at Epping or Chatswood. Figure 6 shows the Sydney train services route. Figure 6 indicates the number of peak hour services and operating hours from North Ryde Station.



Figure 6: Train Services (Source: TfNSW Trip Planner, modified by ptc.)

Table 2: Metro Services Summary

Service	Direction	Frequency
Metro Northwest & Bankstown Line	To Sydenham	Monday to Friday: Every 4-10 minutes Saturday: Every 10 minutes Sunday and Public Holiday: Every 10
	To Tallawong	Monday to Friday: Every 4-10 minutes Saturday: Every 10 minutes Sunday and Public Holiday: Every 10 minutes

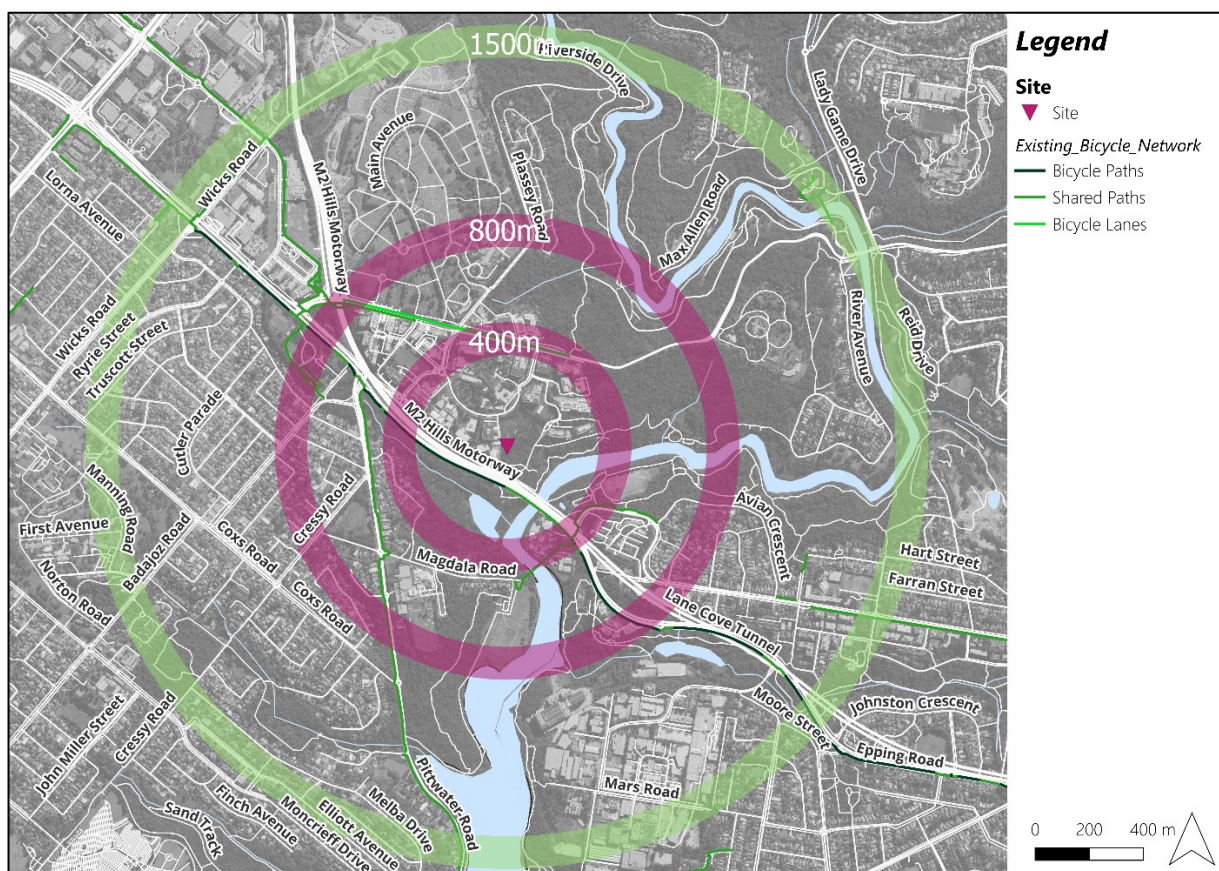


Figure 8: Surrounding Cycling Infrastructure (Source: TfNSW Cycleway Finder, modified by ptc.)

2.3. Existing Travel Mode

2.3.1. Existing Transport Mode Share

The selection of travel mode is influenced by factors such as the availability of transport services, access to a car, the necessity for a predictable arrival time, the duration of the journey, and the purpose of travel. The mode distribution for North Ryde is presented in Table 3. These percentages were derived from the Bureau of Transport Statistics (BTS) 2016 Journey to Work (JTW) dataset.

Table 3: Travel Mode

Travel Mode	Count	Percentage
Car, as driver	3,178	62.5%
Car, as passenger	233	4.6%
Train	452	8.9%
Ferry	5	0.1%
Bus	889	17.5%
Taxi	9	0.2%
Bicycle	51	1.0%
Motorbike/ scooter	47	0.9%
Walked only	197	3.9%
Other modes	26	0.5%
Grand Total	5,087	100%

Source: Bureau of Transport Statistics 2016 Journey to Work

3. Green Travel Plan (GTP)

3.1. What is a Green Travel Plan?

A GTP is a document that outlines how a development intends to make travel to and from the site more sustainable for employees and visitors. The GTP has reviewed local traffic issues around the site and encourages active and sustainable travel methods, such as walking, cycling, public transport or carpooling.

A GTP is not just the installation of 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 management tools that encourage staff and visitors to make more sustainable transport choices. A GTP requires ongoing implementation, monitoring and review. The Ryde Council will be provided with a copy of the final GTP and will oversee its implementation in alignment with relevant initiatives, plans and policies.

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

3.2. Why is a GTP Important?

The development of a GTP is widely accepted as one of the most effective ways to increase sustainable transport to and from employment and public facilities. A successful GTP offers many benefits for employees and visitors, including:

- Building confidence and improving social interaction by walking and/or cycling;
- Assists in the promotion of health, fitness and wellbeing programs;
- Improving social interaction with others 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 in promoting and driving GTP strategies.

It is likely that staff and visitors with a 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.

3.3. The Purpose of Green Travel Plan

The purpose of the GTP is to provide a package of measures with the aim of promoting and reducing the reliance on private car usage and encouraging and supporting 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 staff and visitors 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 mode 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.

3.4. 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 staff.
- End-of-Trip Facilities provided within the 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 locality (this can be extended to the broader community too).
- Evaluation and Monitoring:
 - Staff surveys (mode of travel to work)
 - Carpooling use (number of new users)
 - Private car park usage
 - Feedback from public transport providers
 - Patronage of any new commuter public transport services
 - Number of Transport Access Guides downloaded/hard copies used.

4. 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 9.

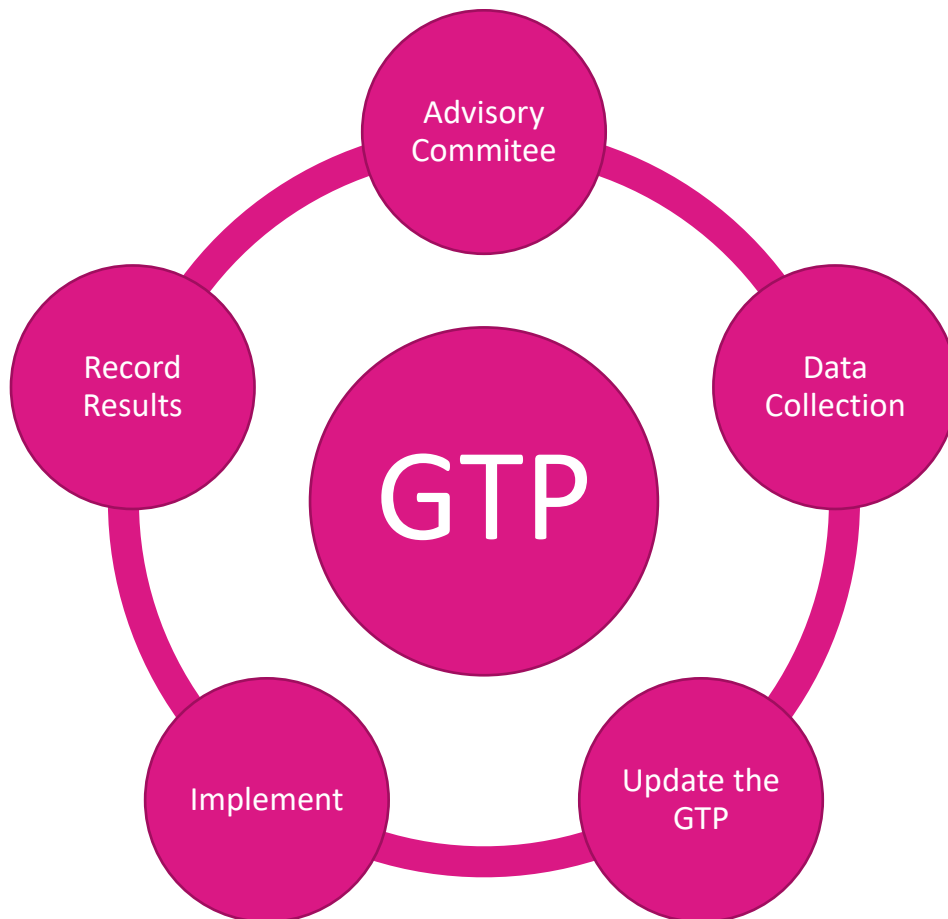


Figure 9: Steps in developing a GTP

4.1. Step 1 – Set up an Advisory Committee

- Appoint an individual to coordinate specific actions and to track the progress of this work;
- As part of the Advisory Committee, the data centre should nominate Active Travel Champions to represent their organisation. These champions will play a crucial role in promoting active and sustainable travel options, coordinating travel-related initiatives, and acting as local points of contact for their respective company.
- Develop a working group that involves representatives from staff within the site;
- Identify ways how staff will be involved and informed of the work (e.g. regular articles / social media).

The responsibilities of the GTP Officer and Advisory Committee will include (but not limited to) in Figure 10 below.

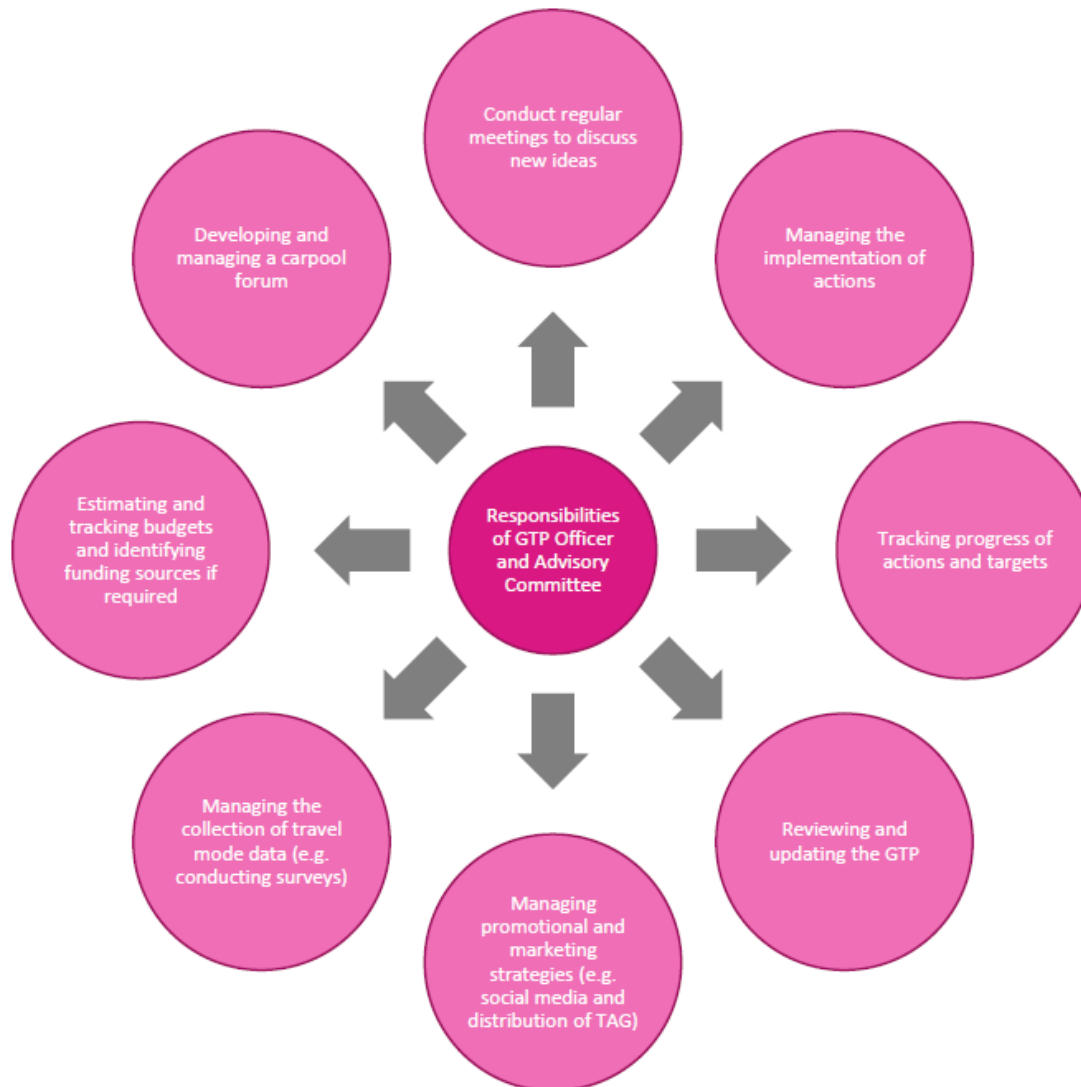


Figure 10: Responsibilities of GTP Officer and Advisory Committee

4.2. Step 2 – Data Collection & Review Existing Situation

As part of the development, it is expected that there will be a new staff travelling to and from the site on a daily basis. To identify how staff in the building travel to and from the site for work, an initial survey should be conducted to identify the travel behaviour of staff upon completion of the development. This 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 an employee/visitor to the site?
- Did you park on site today? If so, where?

Staff Questions

- If you are a staff member, do you have an allocated parking space within the site?
- 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 place of residence in an area that is not currently 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 mode of transport?

All Users

- Have you heard of car share? If this was readily available to you, would you use car share if car parking was unavailable?
- If not, what are the barriers to you using car share to travel to and from the site?
- What would make you consider using car share to access the site?
- Do you have any suggestions/recommendations to encourage uptake of sustainable modes of transport, etc.?

Once the survey findings are available, methods to achieve specific targets can be identified with proposed time frames. These methods and targets are then available to be monitored (refer Section 4).

4.3. Step 3 – Prepare the Green Travel Plan

Based on the data, an overall vision for the travel modes should be considered with clear objectives. The GTP should be prepared based on these 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 eliminate the community's barriers to active travel to meet the objectives
- Estimate the budget required to meet the objectives, identify the funding source and develop implementation strategies
- Review and consult with the community

4.4. 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.

4.5. 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.

5. Proposed Action Items

In developing the GTP, it may not be possible to implement all action items at the same time, therefore a staged 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 communicate the changes.

The following travel mode hierarchy is proposed for this GTP:



Figure 11: Mode Hierarchy

The key objectives for travel to the site, which this GTP aims to encourage, include:

- Facilitating, encouraging and promoting the use of public and active transport,
- Promoting the uptake and continued increase in carpool transport,
- Reduce dependence on private transport, or when required, encourage more efficient use.

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

5.1. Mode Share Targets

The following table outlines the current and target mode share for the site over a 1-year and 5-year period. These targets align with the Planning Ryde Local Strategic Planning Statement 2020, Part 5, which advocates for reduced car dependency and a shift toward sustainable travel modes.

Table 4 – Summary of Existing and Future Mode Share Targets

Mode	Current Mode Share %	1 Year Target %	5 Year Target %
Car, as driver	62.5%	-2%	-5%
Car, as passenger	4.6%	-2%	-5%
Train	8.9%	+1%	+1.5%
Motorbike/scooter	0.9%	-	-
Bus	17.5%	+1%	+1.5%
Ferry	0.1%	-	-

Tram/light rail	0.0%	-	-
Taxi/ride-share service	0.2%	-	-
Bicycle	1.0%	-	+1%
Walked only	3.9%	-	+1%
Other Mode	0.5%	-	-
Total	100%	100%	100%

The target mode shares project a significant shift away from car dependency, with a reduction in car drivers from 62.5% to 57.5% over 5 years. This aligns with the Council's strategic goal of promoting sustainable and active travel. Public transport modes such as bus and train are expected to gradually increase, while active transport options like cycling will grow from 1% to 2% by providing enhanced infrastructure and connectivity.

5.2. Walking

Walking is likely to be an attractive option for people who live relatively close to the site. It is a viable transport option for distances of 400-800m and is often quicker for short trips, door to door. Walking is also the most space-efficient mode of transport for short trips and presents the highest benefits.

Walkers might include staff and visitors; however, staff on early morning or late evening/night shifts would be unlikely to walk for safety reasons. For these reasons, it is expected that walking would only be an attractive mode of transportation for those living locally and working normal business hours.

Co-benefits of walking when replacing a motorised trip include improved health for the individual, reduced congestion on the road network, and reduced noise and emission pollution. Site observations show that the existing footpath networks are generally adequate.

Pedestrian access to the site shall be separated from the vehicular access.

The following are examples of incentives that could be implemented to increase walk trips to/from the site:

- Employees and visitors living within 1km of the site could be targeted to walk 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 could be encouraged to celebrate 'Walk to Work' day on an annual basis.



5.3. Bicycle Infrastructure

Cycling is a viable and sustainable mode for staff living within 3–5 km of the site. The development supports cycling by providing secure bicycle parking and high-quality end-of-trip facilities (EOTF), ensuring that staff who choose to cycle have convenient and comfortable amenities.

Key outcomes include:

- Secure on-site bicycle parking
- Access-controlled end-of-trip facilities located adjacent to staff areas
- Direct access from the site to Julius Avenue and surrounding shared paths
- Close proximity to regional cycle routes along Delhi Road and the active-transport corridor leading to North Ryde Metro Station

These measures establish a strong foundation for encouraging cycling as an everyday mode of travel.

5.4. Bicycle Parking and End-of-Trip Provisions

The development includes:

- 4 secure bicycle parking spaces
- Showers and change rooms
- Personal lockers

A cycling mode share target of 2 % over 5 years has been adopted. With approximately 38 staff, this equates to a demand of one cycling trip per day. The provision of 4 bicycle spaces (10 percent of staff capacity) significantly exceeds expected demand and ensures ample capacity for future growth.

The scale and quality of bicycle parking and EOTF provisions support the achievement of the mode shift targets.

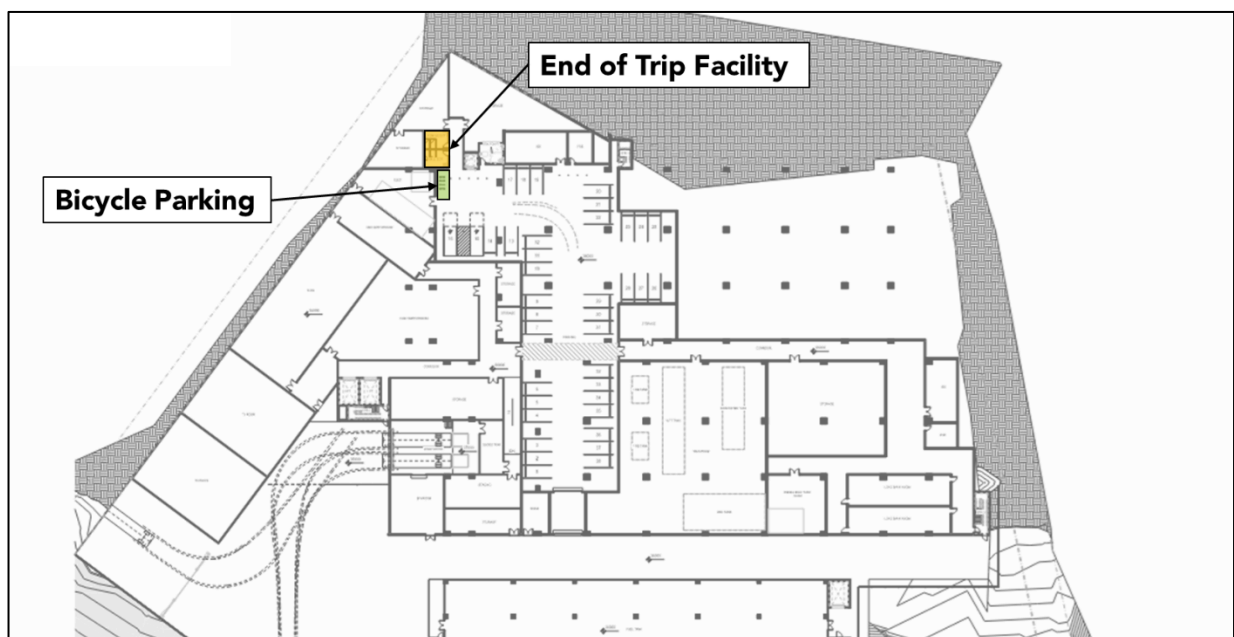


Figure 12: Bicycle Parking and End-of-Trip Provisions

5.5. Public Transport

The site benefits from its close proximity to North Ryde Metro Station and multiple frequent bus services. To encourage public transport uptake, the following measures will be considered:

- Providing a map of bus routes and metro connections to all staff
- Discussing opportunities for improved wayfinding signage with City of Ryde
- Promoting the use of journey-planning apps such as Trip Planner and Opal Travel

5.6. Carpooling

A carpooling forum could be developed to encourage staff to travel in groups. This type of forum would provide a platform for staff travelling on the same route to the site to form groups and travel together. The forum could be established through various communication media, including brochures, noticeboards and social media.

6. Strategies

6.1. 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 Council, 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, staff members are likely to ignore them.

7. 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. An appointed travel coordinator role shall be implemented by the building management to ensure that ongoing monitoring and evaluation are undertaken effectively.

The monitoring strategy should ensure that the GTP is achieving the desired benefits. It is essential to undertake the initial data collection of the existing mode share to establish targets and an overall goal. Surveys will help to identify which actions are impacting occupants' travel behaviour and whether some are more effective than others. They may also help to identify ongoing or unresolved issues and barriers preventing greater improvement.

Good communication will be essential for the overall success of the GTP. Explain the reason for adopting the plan, promote its benefits, and provide information about alternatives to driving. Provide feedback to employees and visitors to ensure that they can see the benefits of sustainable transport.

Once the data is 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 employees and visitors struggling to achieve particular targets? What are the likely reasons for this?
- Are there any gaps with regard to actions?
- What is preventing further improvement on mode share, and how can this be addressed?

The steps outlined above should not be considered a linear process but rather 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.

8. Conclusion

This GTP has been prepared for 6-8 Julius Avenue, North Ryde. This report outlines the possible alternative transport options other than private single-occupancy car trips to access the subject site. The site has good access to the public and active transport infrastructure and services, which could help reduce the reliance on single-occupancy car trips and the impact on the environment.

It is envisaged that this document will be continually reviewed and amended if required, in the event of changes to design, the surrounding road network, or additional requirements of Council, or any other relevant authority.