



3-7 Burgoyne Street, 1-3 Pearson Avenue, Gordon Green Travel Plan

Prepared for:

DPG Project 54 Pty Ltd

23 April 2025

The Transport Planning Partnership

3-7 Burgoyne Street, 1-3 Pearson Avenue, Gordon Green Travel Plan

Client: DPG Project 54 Pty Ltd

Version: V01

Date: 23 April 2025

TPPP Reference: 24206

Quality Record

Version	Date	Prepared by	Reviewed by	Approved by	Signature
V01	23/04/2025	Ashwini Uthishtran	Oasika Faiz	Ken Hollyoak	

Table of Contents

1	Introduction	1
1.1	Background.....	1
1.2	Assessment Methodology – Green Travel Plan.....	2
1.3	Declaration	3
1.4	Travel Plan Pyramid	4
1.5	Drivers of the Plan	4
1.5.1	Car Parking	4
1.5.2	Environmental Impacts	5
1.5.3	Health Benefits	5
1.5.4	Social Equity	5
1.5.5	Site Attraction.....	5
1.5.6	Education and Leadership	5
1.6	Transport Objectives.....	6
2	Transport Policy Context	7
2.1	Summary of Key Policy Directions	7
2.2	Greater Sydney Region Plans: 30-minute City	8
3	Existing Transport Context	10
3.1	Public Transport.....	10
3.2	Pedestrian and Cyclist Facilities.....	11
3.3	Car Share Facilities	11
3.4	Taxis and Related Services	12
3.5	Existing Modal Share	13
4	Mode Share Target.....	15
5	Methods of Encouraging Sustainable Transport	16
5.1	Site Specific Measures.....	16
5.1.1	Public Transport	16
5.1.2	Walking and Cycling	16
5.1.3	Car Sharing	17
5.1.4	On-Site Measures	17
5.2	Transport Access Guide	17
5.3	Information and Communication	17
5.4	Actions	18
6	Management and Monitoring of the Plan	20

6.1	Management.....	20
6.2	Remedial Actions	20
6.3	Consultation	21

Tables

Table 1.1: Site Identification.....	1
Table 1.3: Assessment Personnel	3
Table 2.1: Summary of Policy Framework.....	7
Table 3.1: Bus Routes.....	10
Table 3.2: Existing Mode Share of Residents Living in Gordon.....	14
Table 4.1: Mode Share Targets (Residents)	15
Table 5.1: Framework Action Table.....	19

Figures

Figure 1.1: Travel Plan Pyramid	4
Figure 3.1: Public Transport.....	10
Figure 3.2: Ku-ring-Gai Cycle Map.....	11
Figure 3.3: Surrounding GoGet Car Share Pods	12
Figure 3.4: Selected Resident Areas – 2016 and 2021 Census.....	13

APPENDICES

A. TRANSPORT ACCESS GUIDE

1 Introduction

1.1 Background

Willowtree Planning Pty Ltd (Willowtree) have been appointed by DPG Project 54 Pty Ltd (the Proponent) to prepare and lodge a State Significant Development Application (SSDA) for a residential flat building development at 3A, 3B, 5A and 7 Burgoyne Street and 1 and 3 Pearson Avenue and 4 Burgoyne Lane, Gordon (the Site), which captures the following land parcels:

Table 1.1: Site Identification

Site Address	Legal Description(s)	Land Area (by Survey Calculation)
3A Burgoyne Street	Lot 2 DP 344901	1,145.7m ²
3B Burgoyne Street	Lot 3 DP 344901	1,160m ²
5A Burgoyne Street	Lot 1 DP 528615	929.5m ²
7 Burgoyne Street	Lot 1 DP 81938	1,541m ²
1 Pearson Avenue	Lot 12 DP 865615	609m ²
3 Pearson Avenue	Lot 11 DP 865615	709.3m ²
4 Burgoyne Lane	Lot 2 DP 528615	998.6m ²

An Expression of Interest (EOI) was made to the Housing Delivery Authority (HDA) (submission 233825) on 22 January 2025.

This EOI was considered by the HDA on 7 March 2025, wherein it was recommended to the Minister that this project be declared Stage significant development (SSD) under s4.36(3) of the Environmental Planning and Assessment Act 1979 (EP&A Act).

In accordance with State Significant Development Declaration Order (No 3) 2025 dated 17 March 2025, the Minister for Planning and Public Spaces (the Minister) declared, in part, that the following development is declared to be State significant development:

Development specified in EOI application 233825 dated 22 January 2025 including development for the purposes of residential flat building with provision of affordable housing at 3A Burgoyne Street, 3B Burgoyne Street, 5A Burgoyne Street, 7 Burgoyne Street, 1 Pearson Avenue, 3 Pearson Avenue, and 4 Burgoyne Lane, Gordon, Lot 2/DP344901, Lot 3 DP344901, Lot 1/DP528615, Lot 1/DP81938, Lot 12/DP865615, Lot 11/DP865615, and Lot 2/DP528615.

In accordance with the above, the Minister has declared the project to be SSD.

1.2 Assessment Methodology – Green Travel Plan

The Transport Planning Partnership (TPPP) Pty Ltd has prepared this Green Travel Plan (GTP and the associated Transport Access Guide (TAG) presented in Appendix A, to accompany the SSDA.

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.

1.4 Declaration

This report has been prepared by Ken Hollyoak and Oasika Faiz whose experience and qualifications are summarised below.

Table 1.2: Assessment Personnel

Name	Position	Role for this Project	Qualifications	Experience (relative)
Ken Hollyoak	Director	Project Peer Reviewer / Implementation of TTPP Quality Management System	BSc (Hons) Civil Engineering, MSc Transport Planning, Fellow of Engineers Australia, Fellow of the Australian Institute of Traffic Management & Planning, RPEQ, Institution of Civil Engineers(UK) Chartered Engineer, Member of European Engineering Institution, Fellow of the Chartered Institution of Highways & Transportation (UK)	42 years
Oasika Faiz	Associate	Transport Assessment	BEng (Civil), Diploma of Engineering Practice	11 years

The undersigned can confirm that the reports have been approved by the undersigned. It contains all available information that is relevant to the assessment of the proposed development; and that the information contained in the report is neither false nor misleading.

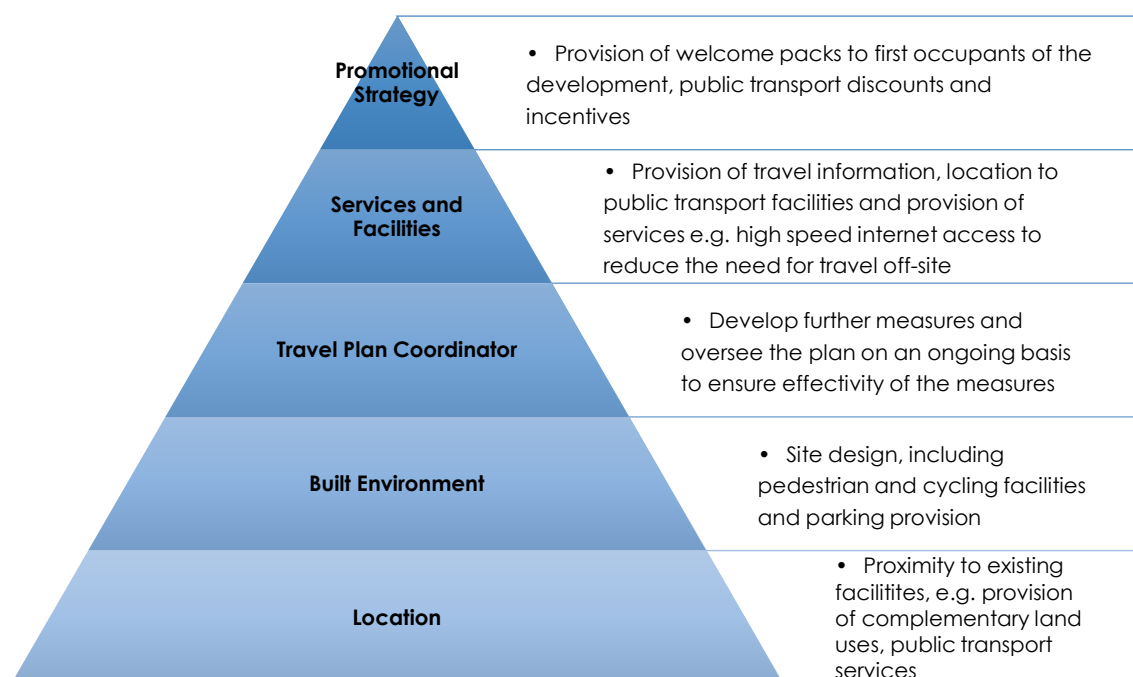


Ken Hollyoak
Director

Eur Ing BSc(Hons) MSc(Dist) FIEAust CPEng NER APEC Engineer IntPE(Aus) RPEQ FAITPM MICE FICHT-Level 3 Road Safety Audit Team Leader

1.5 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.

1.6 Drivers of the Plan

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

1.6.1 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.

1.6.2 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.

1.6.3 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.

1.6.4 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.

1.6.5 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, as it improves health and productivity.

1.6.6 Education and Leadership

The site would have many residents 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.

1.7 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 and visitors.
- Encourage social interactions amongst residents within the site to create a vibrant community on-site.

2 Transport Policy Context

2.1 Summary of Key Policy Directions

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

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

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

Table 2.1: Summary of Policy Framework

Policy/Strategy	Key Aims/Objectives/Goals
Ku-ring-gai Council	
Ku-ring-gai Bike Plan 2012	The specific objectives for the Bicycle Plan are to: 1. Provide an overarching strategy for provision of cycle facilities within the LGA; 2. Increase use of bicycles within the community; 3. Encourage alternative methods of transport; 4. Improve community health and provide safer routes to school; 5. Reduce the number of missing links and severance within the existing bicycle network; 6. Reduce the number of bicycle crashes; 7. Improve connectivity of the cycle network with other transport modes, primarily bus, train and pedestrians; and 8. Complement existing and planned cycleways.
NSW State Government	
New South Wales Long Term Transport Masterplan (NSW State Government, 2012)	The Long Term Transport Master Plan provides measures that go beyond addressing the visible incidence of congestion and extend to the management of the States' transport systems as a whole, by: • Accommodating land use, growth and urban renewal and ensuring land use policies make a positive impact on congestion • Managing demand through priority measures, demand-responsive technology, better customer information and pricing • Managing congestion on roads by encouraging the use of public transport by: ○ Developing an integrated, fast, and reliable bus network ○ Improving public transport interchanges • Employing a coherent, whole-of-network planning strategy through the Strategic Transit Network

Policy/Strategy	Key Aims/Objectives/Goals
NSW State Infrastructure Strategy 2018-2038: Building Momentum	The recommendations in the 2018 SIS for the transport sector need to be read in the context of Future Transport 2056 and the Greater Sydney Region Plan. Both documents have been key inputs to this strategy. Some key recommendations include: • Encourage travel patterns that are tailored to the capacity of the network and help to manage congestion with mobility pricing reform and demand management initiatives. • Reallocate road space in key commuter corridors to give priority to the most productive and sustainable transport modes, improve the integration of services across modes, remove network bottlenecks and upgrade operational systems and infrastructure. • Further develop the Sydney rail network with new rail links and system-wide upgrades. Develop extensive on-road rapid transit networks and active transport links to support the mass transit system and link key centres across Greater Sydney. Plan and deliver critical links in the motorway network that will serve Sydney well into the future.
Future Transport Strategy 2056	The Strategy aims to increase the mode share of public transport services and reduce the use of single occupant vehicles. The proposal will look to reduce private vehicle travel and align with the objectives of the Strategy.
Greater Sydney Region Plan: A Metropolis of Three Cities – Connecting People	The site is well located to contribute towards creating a 30-minute city. The close proximity of the site to the Gordon Station means people/prospective residents can easily access the site via public transport modes. The site thus aligns with the objects of the Plan in creating good access between jobs and public transport facilities to contribute towards a 30-minute city.
Sydney's Cycling Future, Cycling for Everyday Transport (NSW State Government, 2013)	Sydney's Cycling Future's key strategy is to improve cycling infrastructure. The Three Pillars of Sydney's Cycling Future include: • investing in separated cycleways • providing connected bicycle networks to major centres and transport interchanges promoting better use of our existing network; and, • engaging with our partners across government, councils, developers and bicycle users.

2.2 Greater Sydney Region Plans: 30-minute City

As indicated above, the Greater Sydney Commission's Greater Sydney Region Plan, the key purpose of the plan is to deliver a 30-minute city where jobs, services and quality public transport spaces are in easy reach of residences.

However, a recent study conducted by Deloitte Access Economics found that only 75 of the 313 Sydney neighbourhoods could currently be deemed to have easy access to major job hubs and other key services within half an hour. Based on the findings of the Deloitte study and work undertaken by Arup, a number of key performance criteria have been identified in order to achieve a 30-minute city:

- **Access to healthcare** – hospitals provide an important facility to many people and play a role in employment, education and training facilities. Parking is often limited at hospitals and as such, access via a variety of transport modes is required.
- **Access to retail services** – access to all forms of retail (supermarkets and specialist stores) is essential to achieve a 30-minute city. There has already been an increase in the number of mixed-use developments within Sydney to create micro-communities,

which provide mixed retail services, residential, commercial and community facility uses.

- **Access to schools** – access to good schools relies on housing affordability, which also shape where teachers live. In particular, many residents have good access to local schools, however some have to travel outside their catchment areas for specialist and selective schools. As such, it is important to create strong transport link to provide good access to local schools and connect teachers with their place of work.
- **Quality of public transport facilities** –Whilst Sydney is a liveable city; it is often constrained by transport issues. As such, the provision of good quality, reliable public transport facilities are essential to achieve a 30-minute city.
- **Access to jobs** – people being able to live close to their jobs is fundamental to delivering a 30-minute city. The current Sydney CBD has the highest concentration of jobs but as found by the Deloitte study, the average one-way commute for those travelling into the CBD from outside the city is 63 minutes. The locations with the best access to jobs currently are located near railway stations, or close to major employment centres such as the Sydney CBD.
- **Access to residents** – a way of minimising travel needs is to locate jobs and services close to where residents live.

3 Existing Transport Context

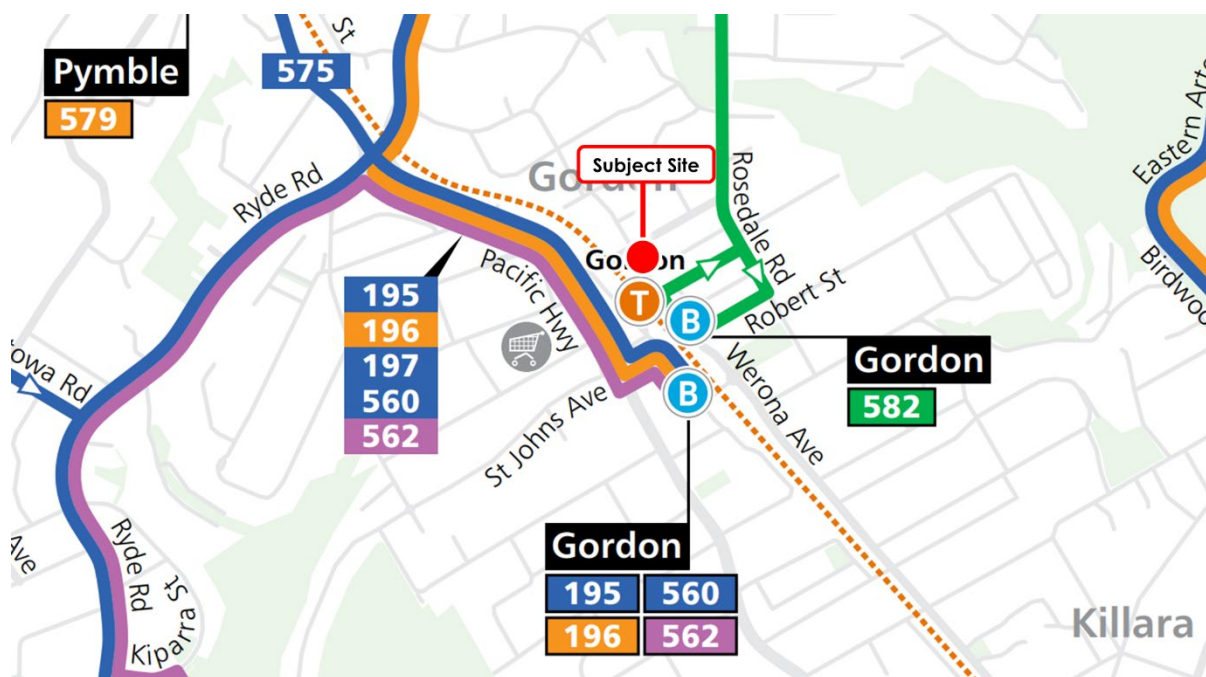
3.1 Public Transport

The site is located within 350m walking distance from Gordon Railway Station. Gordon Railway Station provides services along the T1 North Shore & Western Line and T9 Northern Line, with services provided every 10-15 minutes in either direction.

The closest bus stops proximity to the subject site are approximately located 400m walking distance from the subject site, including several located at Gordon Railway Station.

Several bus routes run along Pacific highway, and Werona Avenue as shown in Figure 3.1. These bus routes are summarised in Table 3.1.

Figure 3.1: Public Transport



Source: CDC NSW network map (North Shore district)

Table 3.1: Bus Routes

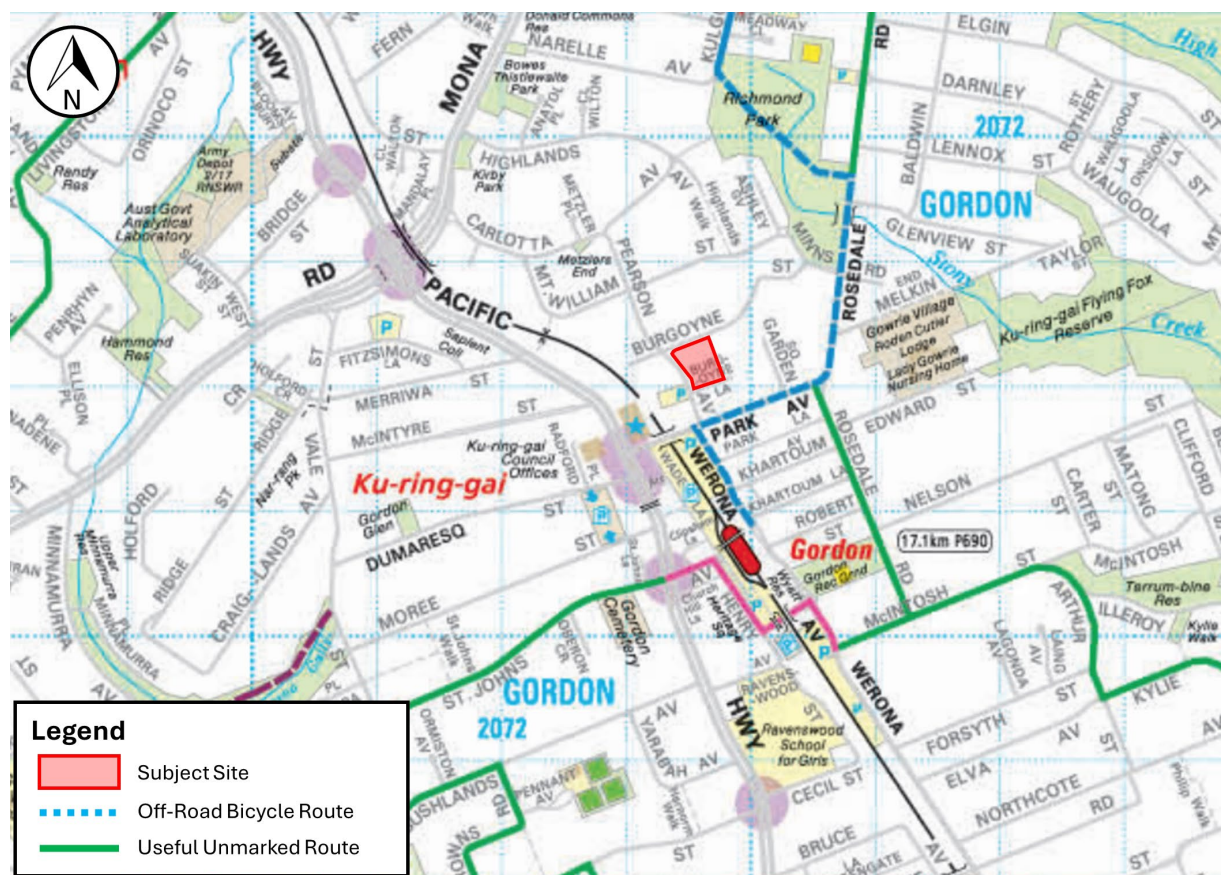
Bus Route Number	Route Description	Peak Frequency
195	Gordon to St Ives Chase (Loop Service)	15 minutes
196	Mona Vale to Gordon	30 minutes
197	Mona Vale to Macquarie University via Gordon	20 minutes
560	Gordon to West Pymble (Loop Service)	15 minutes
562	Gordon to Macquarie University	Twice per day on Weekdays
582	St Ives Shopping Centre to Gordon	20 minutes

3.2 Pedestrian and Cyclist Facilities

Pedestrian footpaths are generally provided both sides of surrounding roads. Fronting the proposed development, Burgoyne Street only has one footpath along the northern side of the carriageway, whilst Burgoyne Lane has no footpath.

There is a shared path along Park Avenue and Rosedale Road, which connects the site to the wider Ku-ring-gai cycle network. Ku-ring-gai's cycling network surrounding the proposed development is shown in Figure 3.2.

Figure 3.2: Ku-ring-Gai Cycle Map



3.3 Car Share Facilities

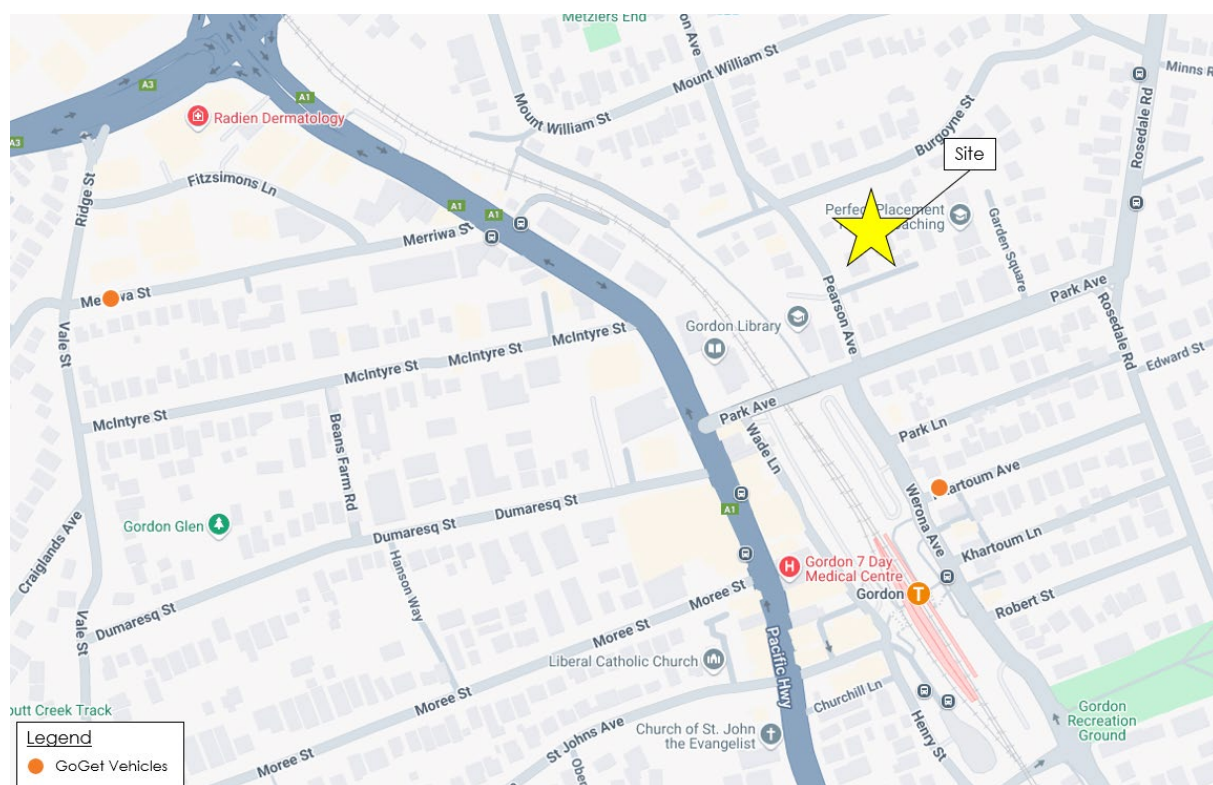
Car share schemes are a flexible, cost-effective alternative to car ownership and are a convenient and reliable way for residents to use a car when they need one. Car share is a concept by which members join a car ownership club, choose a rate plan, and pay an annual fee. The fees cover fuel, insurance, maintenance, and cleaning. The vehicles are mostly sedans, but also include SUVs, station wagons and vans. Each vehicle has a home location, referred to as a "pod", either in a parking lot or on a street, typically in a highly

populated urban neighbourhood. Members reserve a car online or via telephone and use a key card to access the vehicle.

A study was commissioned by the International Carsharing Association in 2016, to review the impact of the car share services in Australia after more than a decade of operation. The study focuses on the City of Sydney council area which had about 20,000 users and 805 car share vehicles at the time of the study. The findings of the study indicate that car share users reduce their overall vehicle kilometres travelled (VKT) per year by 50 per cent compared with people who own a private vehicle. The resulting impact is reduced congestion on roads, lower levels of CO₂ pollution, fewer casualty accidents and an increase in use of active transport methods.

GoGet is one of the car share companies operating in Australia, with a number of pods (indicated by the orange location pins) located within the local Gordon area as shown in Figure 3.3.

Figure 3.3: Surrounding GoGet Car Share Pods



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.

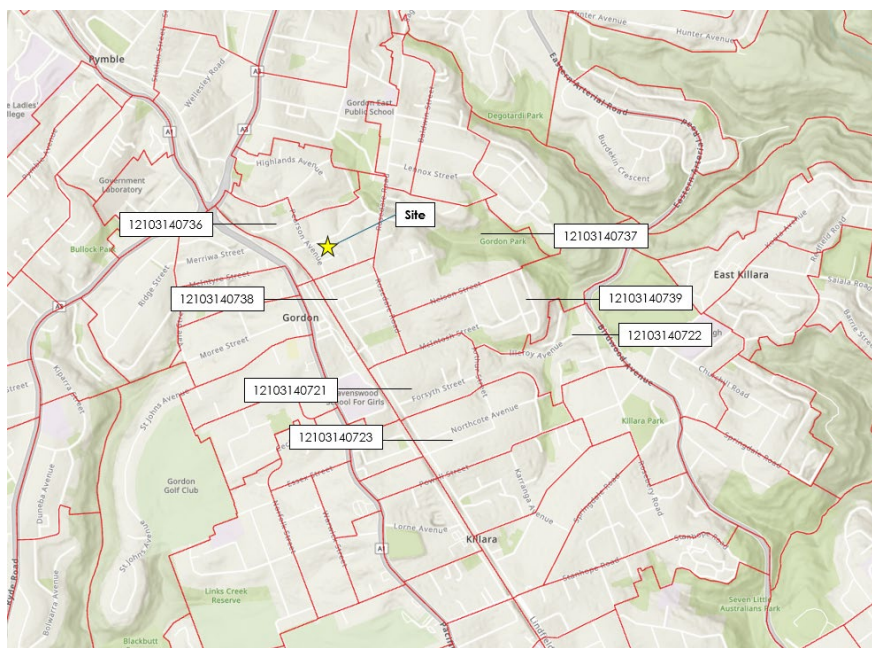
3.5 Existing Modal Share

A review of the existing 2021 and 2016 Census data has been undertaken to understand existing travel modes of 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, TTPP has included 2016 Census data for comparative purposes as part of this assessment.

The 2016 and 2021 Census study areas are shown in Figure 3.4.

Figure 3.4: Selected Resident Areas – 2016 and 2021 Census



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 Residents Living in Gordon

Method of Travel	Resident Mode Share (Census 2016)	Resident Mode Share (Census 2021)
Train	38%	14%
Bus	1%	2%
Taxi	1%	1%
Car	55%	78%
Motorbike	1%	-
Bicycle	1%	1%
Walked Only	3%	4%
Total	100%	100%

The 2021 Census data shows approximately 78 per cent of residents travelling to work by car. Public transport use (including train and bus) accounts for 16 per cent of the mode share, with 5 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 approximately 56 per cent of residents travelling to work in the form of a private vehicle travel, either by car or motorbike. Public transport use (including train and bus) accounts for 39 per cent of the mode share, with 4 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.

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 employees 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.

Table 4.1 presents 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 changes to the site and/or Council strategies or plans. Based on a review of the current strategies, a mode shift of 5% is proposed.

On this basis, a summary of the projected modal split targets is provided in Table 4.1. As 2021 census data is skewed by pandemic restrictions, with a significant number of people working from home, the 2016 census data has been used as the current benchmark.

Table 4.1: Mode Share Targets (Residents)

Method of Travel	Existing % (based on 2016 Census)	Target %
Train	38%	41% (+3%)
Bus	1%	2% (+1%)
Taxi	1%	1%
Car	55%	50% (-5%)
Motorbike	1%	1%
Bicycle	1%	2% (+1%)
Walked Only	3%	3%
Total	100%	100%

Table 4.1 represents a modal shift of 5% from car travel based on existing modes to/from the development. The above modal splits are considered achievable based on the existing public transport facilities within the immediate vicinity of the site as discussed in Section 2.

5 Methods of 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 encourage more sustainable travel modes from Day One.

5.1 Site Specific Measures

5.1.1 Public Transport

Public transport maps will be provided on noticeboards to make residents more aware of the alternative transport options available in the area. The format of the map will be based upon the travel access guide.

This transport access guide will form part of a welcome pack for all residents to ensure that they are made aware of the available transport options. In addition to this, upon initial occupation, it is recommended for residents to receive an Opal card topped up with some funds. This will encourage residents to catch public transport and ensure that travel can be influenced from day one to establish better transport habits at the start of occupation.

5.1.2 Walking and Cycling

As mentioned in Section 3.2, the site is already well serviced by adequate pedestrian infrastructure, with bus services and amenities located within short walking distance from the site. A walking map showing essential amenities in the vicinity of the site will be provided on noticeboards to inform residents that they need not travel far to access supermarkets, restaurants, medical centres, sports facilities, etc.

The proposed development includes provision of bicycle parking via a combination of bike racks in the basement and resident storage cages.

Further to this, the Proponent should consider establishing a walking and cycling group, where all residents would be invited to walk and/or cycle together around the neighbourhood, 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.

5.1.3 Car Sharing

As detailed in Section 3.3, there are car share facilities within the vicinity of the site. If car use is required, residents will be encouraged to use existing car share facilities in the area.

Information of the existing car share facilities within the immediate vicinity of the site will be made available to all residents as part of the welcome pack.

5.1.4 On-Site Measures

The provision of high-quality internet services will also be provided to enable residents to work and/or study on-site, rather than travelling off-site.

5.2 Transport Access Guide

The information provided within the GTP will be provided to residents in the form of a package of easy-to-understand travel information known as a Travel Access Guide (TAG). This will be included in the welcome pack provided to residents.

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 public transport facilities and walking and cycling routes.

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

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

This TAG should be available for residents and visitors to see, such as at front entrances and noticeboards.

An initial TAG has been prepared and provided as an attachment to this GTP.

5.3 Information and Communication

Several opportunities exist to provide residents and visitors with information about nearby transport options. Connecting residents and visitors with information would help to facilitate

journey planning and increase their awareness of convenient and inexpensive transport options which support change in travel behaviour.

Transport NSW info

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

Cycleway Finder

- Transport for NSW provides a map with detailed cycling route information to encourage people of all levels of experience to travel by bicycle:
<https://maps.transport.nsw.gov.au/egeomaps/cycleway-finder/index.html>

Similarly, phone apps such 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 residents via social media may provide a platform to informally pilot new programs or create travel-buddy networks and communication.

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

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 updated as required. However, it is stressed that the availability of the suggested strategies upon occupation is a key factor in influencing travel patterns.

As mentioned in Section 1.6, the transport objectives are summarised below:

- Objective 1: Facilitate a modal shift towards more sustainable transport modes
- Objective 2: Reduce car ownership and promote car share use
- Objective 3: Reduce the need to travel off-site.

Table 5.1: Framework Action Table

Action	Objective	Responsibility	Timeline
1. Provide secure bicycle parking and end-of-trip facilities	1	Proponent	Prior to Occupation
2. Provide public transport noticeboard at key locations within the site in the form of a travel access guide. This will be included as part of the welcome pack distributed to all residents on Day One	1, 2	Travel Plan Coordinator	Prior to Occupation
3. Provide high quality services and complementary uses on-site	3	Proponent	Prior to Occupation
4. Provide residents with the Sustainable Travel and Access Plan to encourage active travel	1,2	Travel Plan Coordinator	Upon Occupation
5. Provide residents with a TAG on day one during induction and post the TAG on noticeboards and front entrances.	1, 2, 3	Travel Plan Coordinator	Upon Occupation
6. Establish Walking Groups and Bicycle User Groups with associated online forums	1, 3	Travel Plan Coordinator	Ongoing
7. Provide regular social events to encourage social interaction to eliminate social barriers to encourage car pooling	1	Travel Plan Coordinator	Ongoing
8. Review the GTP to introduce additional measures or modify current measures as required	1, 2, 3	Travel Plan Coordinator	Ongoing

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.

The implementation of the GTP will need a formal Travel Plan Co-ordinator (TPC), who will have responsibility for developing, implementing and monitoring the GTP.

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

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

- **Communications** – Good communications are an essential part of the GTP. It will be necessary to explain the reason for adopting the plan 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 a travel mode other than car use. To achieve co-operation, it is essential to promote positively the wider objectives and benefits of the plan. This commitment includes the provision of the necessary resources to implement the plan, beginning with the introduction of the 'carrots' or incentives for changing travel modes upon occupation.
- **Building Consensus** – It will be necessary to obtain broad support for the introduction of the plan from the residents.

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

6.2 Remedial Actions

A continuous review should take place to identify remedial actions should the modal share targets not be achieved.

Alternatively, the assigned Travel Plan Coordinator (TPC) could work with Council to see how the measures might be aligned with those identified in Council's sustainable transport strategies.

6.3 Consultation

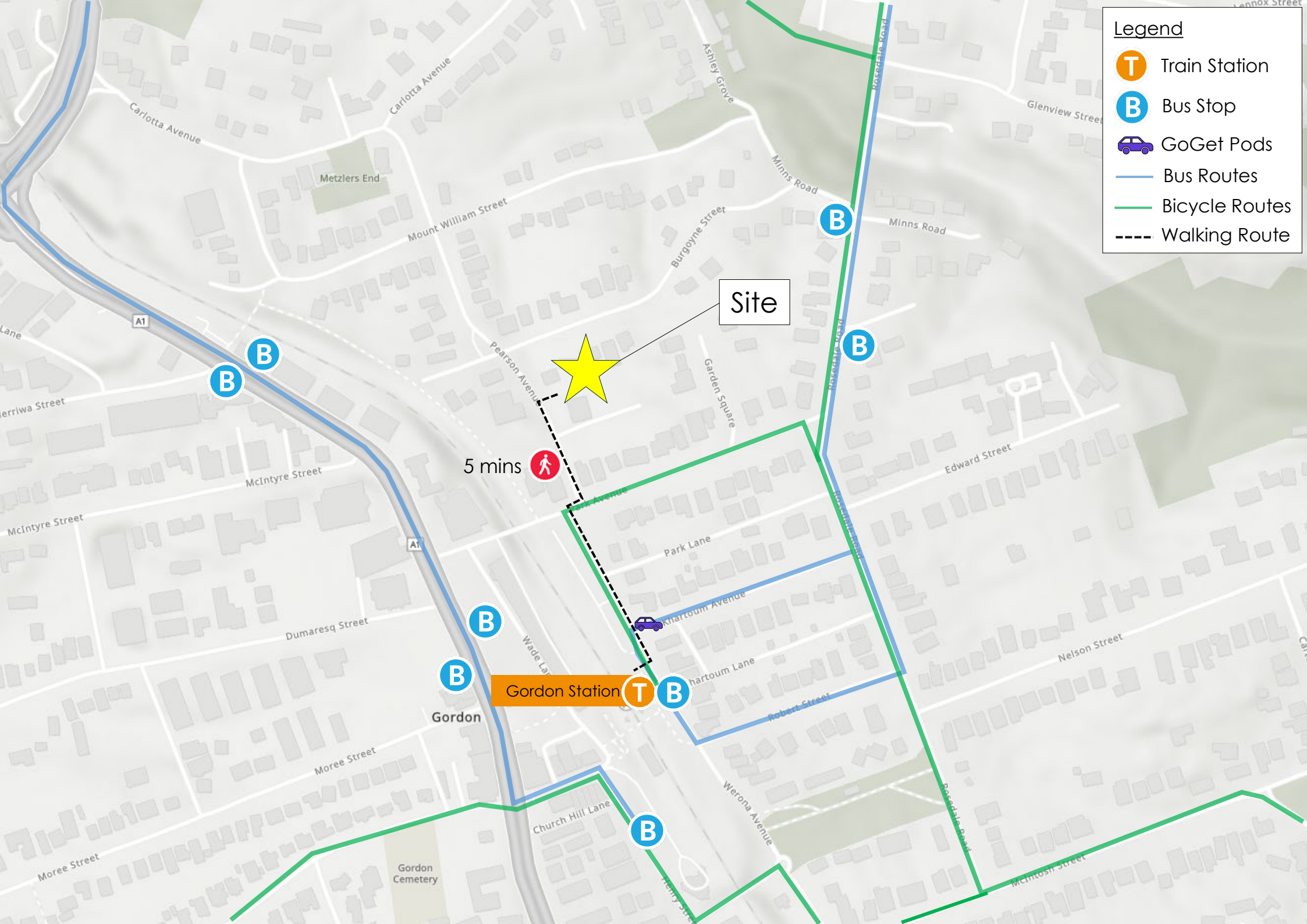
The results of the GTP will be communicated with residents via the noticeboard and email.

As such, it is recommended that a summary letter is produced presenting the results of the survey within one month of undertaking travel surveys. The travel survey can be undertaken by the TPC. The letter/report may be also appended to the GTP.

Communication to residents may be carried out in a similar form by public display of the GTP on noticeboards. Alternatively, a news article on the matter could be included on emails to residents. Travel provisions can also be outlined in a travel access guide (TAG) to new residents.

Appendix A

Transport Access Guide



Legend

 Train Station

 Bus Stop

 GoGet Pods

 Bus Routes

 Bicycle Routes

 Walking Route



Multiple bus services are located within a 5-10 minutes' walk from the site.

Route	Description
195	Gordon to St Ives Chase (Loop Service)
196	Mona Vale to Gordon
197	Mona Vale to Macquarie University via Gordon
560	Gordon to West Pymble (Loop Service)
562	Gordon to Macquarie University
582	St Ives Shopping Centre to Gordon



Secure bike parking is provided on site. Refer to the site map located on the noticeboard for bicycle storage locations.

Cycling Time to Key Destinations / Suburbs

2 mins	Gordon Station
4 mins	Ravenswood School for Girls
28 mins	Chatswood Westfield

Map your route using RMS Cycleway Finder:
rms.nsw.gov.au/maps/cycleway_finder



Gordon station is located 5 minutes' walking distance from the site.

Route	Description
T1	North Shore & Western Line
T9	Northern Line



Car Share vehicles are located in the surrounding area.

For your nearest car share vehicle visit GoGet:
goget.com.au/find-cars/



Plan your trip using Sydney's Trip Planning Tool:
transportnsw.info/trip



**3-7 Burgoyne Street,
1-3 Pearson Avenue, Gordon**

Transport Access Guide

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

P.O. Box 237
St Leonards NSW 1590

02 8437 7800

info@tpp.net.au

www.tpp.net.au