



# Honeysuckle City Campus Development

University of Newcastle

Green Travel Plan

May 2019

**SECA**solution >>>

# Honeysuckle City Campus Development Honeysuckle Drive and Worth Place, Newcastle

## Green Travel Plan

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## 1 Purpose of Report and Study Objectives

### 1.1 Background

Seca Solution Pty Ltd has been commissioned by APP on behalf of the University of Newcastle to prepare a Green Travel Plan for Stage 1A of the new Honeysuckle City Campus Development (HCCD) located on the corner of Honeysuckle Drive and Worth Place in the Newcastle CBD. The Honeysuckle City Campus Development Green Travel Plan has been prepared to meet the requirements of the Department of Planning.

A Green Travel Plan is seen as a way of supporting active travel, making it easier for employees to get to and from the workplace and to reduce dependence on private vehicles and parking space.

“A travel plan typically includes support for walking, cycling, public transport and car sharing reinforced with promotion and incentive and the management of workplace parking.”

Premier's Council for Active Living New South Wales (PCAL)

Active Workplaces are identified by the PCAL as a means by which workplace health and wellbeing can be promoted and supported. Investing in workplace health promotion (such as physical activity programs) has the potential to increase economic return for employers through enhanced worker productivity, reduced absenteeism and improved corporate image. (PANORG (2009) *Evidence module: Workplace physical activity and nutrition interventions.*)

The PCAL outlines Travel Plans as a “business management tool designed to address an organisation's travel needs and impacts. It can deliver efficiencies, savings and benefits to an organisation, its operation and its employees. A GreenTravel Plan can include promotion of ‘sustainable’ travel choices such as walking, cycling, using public transport and car-sharing, as well as reducing the need to travel by encouraging the use of video-conferencing and remote working. This will be reinforced with promotion and incentives and by the management of workplace parking.”

#### 1.1.1 Spheres of Influence

The areas which may be influenced by the implementation of a travel plan include:

- Reduction in parking demand, its associated cost of provision and in turn the cost to employees for parking usage
- Reduction in private motor vehicle travel by individuals, the impact on the road network and associated environmental costs and costs to the employee
- Increased walking, cycling and public transport use and its resulting increase in physical exercise and health benefits
- Parking policy, covering parking pricing and supply

### 1.2 Scope of Report

The plan has been developed in conjunction with the University of Newcastle Infrastructure and Facility Services with consideration to the future plan of Transport for New South Wales (TfNSW) and Newcastle Transport. The various tasks identified and completed have included:

1. Discussion with University representatives and the study team to agree on the goals for the travel plan. These initial discussions also provided information on the future staff needing to access the site and the potential travel needs of these people to assist in developing an appropriate set of active travel options.
2. Consideration of the planned use for the site and consultation with the team to understand what changes have occurred in the planned use of the site as well as in planned transport links and parking associated with this initial phase of the campus. It is anticipated that as the campus develops a number of matters shall require refinement to inform this plan.

3. A review was undertaken of the transport options available to the site including pedestrian and cycling links in accessing HCCD. A number of these have changed since early works, with more certainty surrounding the light rail and transport interchange. Similarly, the increase in unit developments throughout the CBD and Wickham support the argument for contained active transport within the CBD.
4. Consultation was undertaken to understand the future plans for transport in Newcastle and the broader Hunter. This included changes to the operation of Newcastle Buses and Ferries in conjunction with the implementation of light rail services.
5. Opportunities for Smart Travel in the CBD have been considered. This includes the University carpooling App to assist staff, students and campus attendees who choose to travel together as well as Council's Smart Cities program which seeks to apply technology to improve travel and parking in the CBD. Encouraging the use of such technology will improve the efficiency of travel and encourage non-singular car driving.
6. An action plan has been developed suitable for implementation to encourage the use of alternate travel options both arriving to and travelling from the site as well as travelling between campuses. This includes measures to encourage positive travel options when travelling to and from as well as between the study centres.
7. This action plan will enable the production of:
  - a. Active Travel Guide – an online suite of documents suitable for inclusion in new staff welcome packs, staff induction discussions, student induction information to promote active travel to HCCD outlining general public transport options and access to appropriate tools and Apps to support such travel. This shall include details of the bike hub and bike storage, walking groups, express shuttle, carpooling Apps and other measures promoting non-single car driving to the campus.
  - b. Actions to provide suitable online promotion of active travel to staff and students through the University web presence including tools such as trip planner.
  - c. Other actions to promote mode change eg ride to work day, new bike rider support groups.
8. The final Workplace Travel Plan shall be a summary of the findings including the Action Plan suitable for implementation by the management team to meet the requirements of the authorities and providing forward planning for HCCD. It would be finalised in conjunction with the occupation certificate for the campus.

### 1.3 Issues and Objectives of the Active Travel Plan

The State Significant Development Application (SSDA) for HCCD Concept Plan included the preparation of a Transport and Access Strategy (Seca Solution 2018) which detailed opportunities for active travel to support the parking strategy associated with the new campus. This strategy is based on measures to support travel to the campus by both staff and students by ways other than by single-driver vehicles.

The purpose of this plan is to inform the University of the status of transport opportunities to access Stage 1A of the new campus and to provide an action plan that can be implemented to support active transport.

## 1.4 Planning Context

In developing this study the following has been considered:

Workplace Travel Plans	Premiers Council for Active Living NSW
Green Travel Plans	Newcastle City Council
Guide to Traffic Management Park 11: Parking	Austroads Inc 2016
Austroads Guides to cycling (various)	Austroads
Guide to Road Design Part 6A: Pedestrian and Cycling Paths	Austroads Inc 2009
NSW Planning Guidelines for Walking and Cycling	

## 1.5 Methodology

The methodology applied to the development of this plan focussed on the following key questions:

1. What travel options are available in the local area?
2. What are the travel needs of the future staff and students, particularly as they relate to inter-campus travel between Newcastle CBD and Callaghan?
3. How can campus attendees be supported and encouraged to utilise active travel measures over single car use?

## 2 Existing Transport Services and Facilities

### 2.1 Site Location

Located at the western gateway to the future Honeysuckle Campus, the design seeks to activate all three street frontages including Honeysuckle Drive (North), Worth Place (West) and Wright Lane (South).

The subject site is surrounded by commercial and mixed-use development to the north and west. East of the site is a small park area and Civic station, an area being incorporated into a public space to connect Hunter Street with the harbourside. South of the site is a strip of shops and commercial space along Hunter Street with the University of Newcastle NeW Space (University of Newcastle city campus) on the corner of Hunter Street and Auckland Street with Nesca House and Conservatorium of Music further south along Auckland Street.

The location of the site is shown below in Figure 2-1.

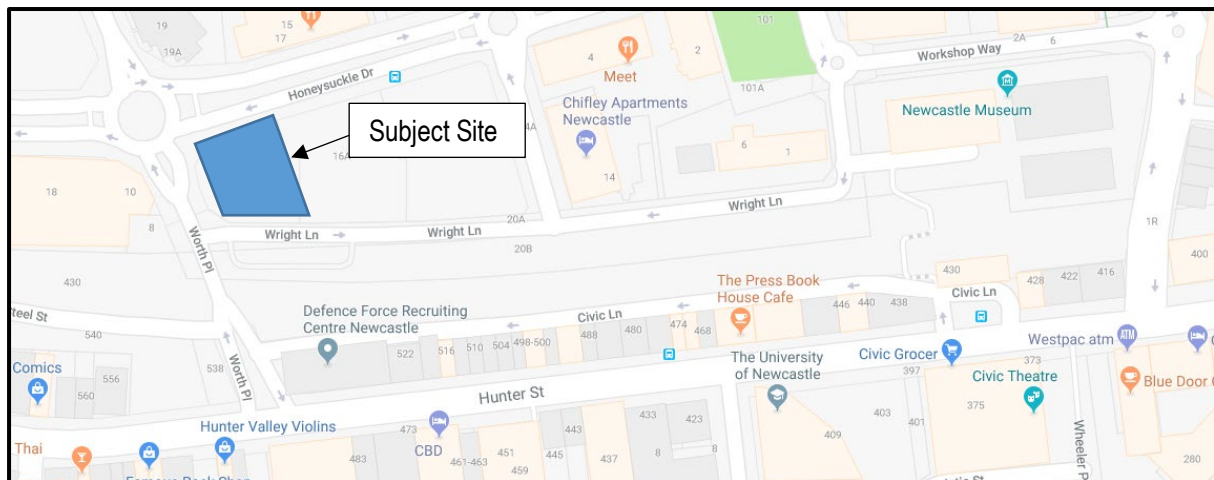


Figure 2-1 Site Location (Source: Google maps)

### 2.2 Parking

Parking throughout Newcastle CBD has undergone various changes associated with the construction of the Light Rail as well as the removal of various public carparks. Ultimately the completed Light Rail and Newcastle Interchange have been designed to improve public transport to the city and to promote higher usage of public transport. The provision of parking and ultimately its pricing is seen by the authorities as a fundamental factor in encouraging mode shift.

The Greater Newcastle Future Transport Plan outlines a strategic approach to parking considerations for the Greater Newcastle area, identifying the need for a consistent approach to managing parking throughout the region.

In addition a parking strategy was developed by TfNSW (*The Newcastle City Centre Parking Strategy*) which set out a series of principles and opportunities for parking in the Newcastle city centre. The strategy quantifies the impact of Newcastle light rail, its associated roadworks, and Newcastle Interchange on parking supply in the city centre, within the context of broader parking supply in the city centre and its immediate surrounds. This follows a study previously commissioned by NCC which considered a short, medium and long term strategic vision for parking. The strategy was designed to improve parking efficiency and supply in the short term, with efficient and cost effective parking in the medium term able to partner with the use of parking as a travel demand management tool. Ultimately the long-term vision (5+ years) would see a culture of public transport, cycling and walking in the city with parking used strongly as a travel demand management tool.



### 2.2.1 On-street Parking Provision

Parking is generally available along Honeysuckle Drive adjacent to the northern boundary of the site, which is time controlled by parking meters (2 hour) 9am-5pm. Some restrictions are in place to allow for bus services and loading zones. From 2019 bus services will primarily run along King Street and with the implementation of the bus interchange in 2020 bus stops along Honeysuckle Drive shall no longer be required.

Along the eastern boundary of the site parking is available along Settlement Lane adjacent to the site frontage. On the eastern side of Settlement Lane loading zones and 5 minute parking areas are in place.

Wright Lane provides access to the public car parking area previously providing commuter parking for the Civic Railway Station. There is also limited on-street parking at the western end of the street.

### 2.2.2 Off-Street Parking Provision

Off-street public parking is available in the Civic car park which forms part of the overall HCCD project site. This carpark previously provided for commuters using the Civic Station but with the truncation of the heavy rail now provides for general parking. To the east of the site there is a parking station located on Argyle Street whilst to the south of the site the Civic West carpark, at the western end of Gibson Street, provides capacity for over 470 vehicles.

It is noted that historically the majority of established developments throughout the city have not provided off-street parking and have been reliant upon public transport, public parking stations or on-street parking.

### 2.2.3 Park and Ride – Callaghan Campus

306 parking spaces are dedicated at the Callaghan campus for Park and Ride commuters. This Park and Ride service is provided by the University in the short term to assist in the transport of staff and students between campuses.

The shuttle bus service operates regularly between the two campuses enabling staff and students to either Park and Ride or to commute between the campuses as required throughout the day and evening to coincide with first and last lectures. There is no cost for this shuttle service with the parking managed in a manner consistent with the existing campus parking policy.

## 2.3 Train Travel

### 2.3.1 Range of Services

Newcastle is serviced by both intercity and regional train services provided by CityRail. As part of the development of the light rail in Newcastle, a train interchange has been constructed at Wickham (Newcastle Interchange) that allows for connection to the heavy rail at this location.

The light rail service now replicates the previous train services along Hunter Street to the previous Wickham, Civic and Newcastle stations allowing extra stops at Honeysuckle (west of the subject site), Crown Street and Pacific Park.

The rail network in Newcastle provides access to the Hunter Line which connects Scone or Dungog via Maitland and Warabrook to Newcastle whilst the Central Coast Newcastle Line connects the city with the western side of Lake Macquarie through to Wyong, Gosford and Sydney via Broadmeadow.

### 2.3.2 Frequency of services

On the Central Coast Line trains run every hour with higher frequencies in weekday peak hours. Minor stations have a two hourly service at weekends.

On the Hunter Line services run every half hour between Newcastle and Maitland however less frequent services are available to Scone or Dungog. Minor stations have hourly services during weekends.

### 2.3.3 Connection to HCCD

The campus is connected to the Newcastle Interchange via the light rail service with regular services between Newcastle and Warabrook.

## 2.4 Light Rail

### Light Rail

The development of the light rail network along Worth Place, Hunter Street, Scott Street and beyond includes six stations providing convenient commuting throughout the CBD (Figure 2-2). The site is located midway between Honeysuckle and Civic light rail stations with Civic providing a stop on Hunter Street south of the subject site. It will provide for an effective inner-city transport system enabling staff and campus attendees to commute throughout the CBD along the east-west corridor.

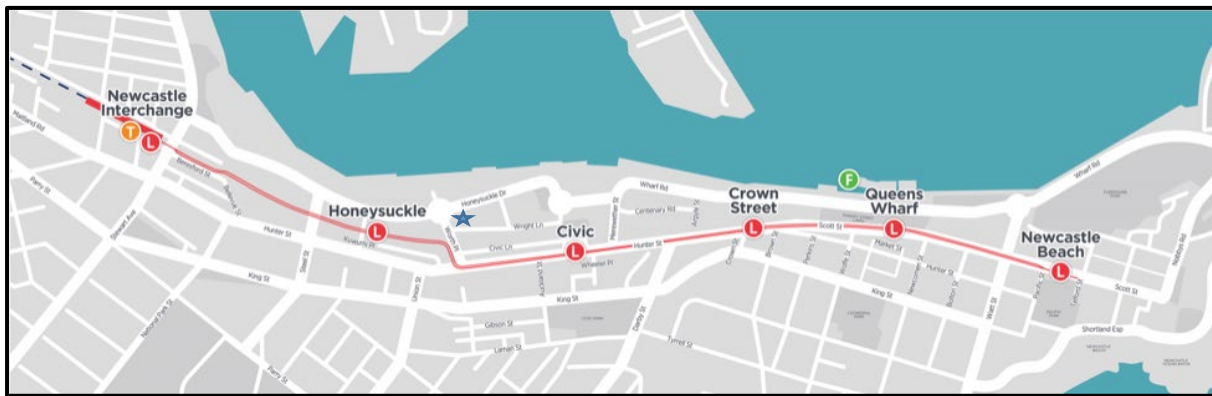


Figure 2-2 Newcastle Light Rail Route (★ - subject site)

### 2.4.1 Frequency of Service

Operation began in February 2019 with services every 10 minutes during the peak periods however, the long term goal is to provide services every 7.5 minutes during the peak periods once all vehicles have been commissioned.

### 2.4.2 Connection to HCCD

The site is located midway between Honeysuckle and Civic light rail stations, with pedestrian links available between each station and the subject site.

## 2.5 Bus Travel

Newcastle Transport (Keolis Downer) is the major provider of bus services throughout the greater Newcastle region with bus routes through the CBD shown in Figure 2-3.




Figure 2-3 Bus services in the Newcastle CBD (Source: Newcastle Transport)

Following the introduction of light rail services bus services are being directed along King Street, east of Union Street. Planning is underway for the construction of a Bus Interchange adjacent to the Newcastle Interchange, with bus services to terminate in this location from mid-late 2020.

The Hunter Region is supported by further private bus services in addition to the Newcastle transport service available within Newcastle.

Table 2-1 Bus Services and Key Service Areas

Bus Company	Key Services
Hunter Valley Buses	<p>Hunter Valley Buses serving the Hunter region. Serving the areas of Singleton, Maitland, Newcastle, Edgeworth, Toronto and Morisset.</p> <div><p><b>Region Network Map for Region 4</b></p><p>Hunter Valley Buses services for Region 4 cover the areas of Barnsley, Minmi, Edgeworth, Glendale, Toronto, Morisset, Wangi and Newcastle.</p><p><b>Barnsley, Minmi, Edgeworth, Toronto and Morisset Region Map</b></p></div> <p>Maitland (local services) linking to Singleton, Branxton, Maitland, Woodberry and Thornton.</p> <p>Raymond Terrace and Newcastle via Hexham and Medowie</p> <p>Lemon Tree Passage to Raymond Terrace and Newcastle</p>

	 <p><b>Region Network Map for Region 2</b></p> <p>Hunter Valley Buses services for Region 2 cover the areas of Singleton, Branxton, Rutherford, Maitland, Medowie, Raymond Terrace and Newcastle.</p> <p><b>Maitland &amp; Raymond Terrace Region Map</b></p>
<b>Busways</b>	Southern Lake Macquarie; linking Charlestown and Swansea with Lake Haven. Taree, Tea Gardens, Hawks Nest, Bulahdelah with Newcastle.
<b>Rover Coaches</b>	Cessnock (local services); linking Cessnock with Kurri Kurri, Maitland, Newcastle and Morisset.
<b>Port Stephens Coaches</b>	Local services between Fingal Bay, Soldiers Point, Nelson Bay and Raymond Terrace and between Soldiers Point and Newcastle via Newcastle Airport.

### 2.5.1 Bus Service providers

#### **Newcastle Transport**

152 Hunter Street, Newcastle NSW 2300

Phone: 131 500

Website: [www.newcastletransport.info](http://www.newcastletransport.info)

#### **Hunter Valley Buses**

6 Glenwood Drive, Thornton NSW 2322

Phone: 4935 7200

Email: [hvbinfo@cdcbus.com.au](mailto:hvbinfo@cdcbus.com.au)

Website: <https://www.cdcbus.com.au/huntervalley-buses>

#### **Busways**

Email: [info@busways.com.au](mailto:info@busways.com.au)

Website: [www.busways.com.au](http://www.busways.com.au)

#### **Rover Coaches**

231 – 233 Vincent Street, Cessnock NSW 2325

Phone: 4990 1681

Website: [rovercoaches.com.au](http://rovercoaches.com.au)

#### **Port Stephens Coaches**

17A Port Stephens Dr, Anna Bay NSW 2316

Phone: 4982 2940

Email: [info@pscoaches.com.au](mailto:info@pscoaches.com.au)

Website: [www.pascoaches.com.au](http://www.pascoaches.com.au)

## 2.5.2 Bus Facilities

### 2.5.2.1 Bus stops within the vicinity

There are bus stops on both sides of Hunter Street, to the immediate east of Steel Street, approximately 330 metres from the subject site. The westbound stop provides seating and are covered whilst the eastbound bus stops provides seating but no awnings.

There is a further bus stop located on the western side of Union Street between Hunter Street and King Street, as well as a bus stop on the northern side of King Street, to the north of Union Street. These stops cater for services in both directions and are located within 220 metres of the subject site.

### 2.5.2.2 Pedestrian connections

Footpaths are available along both sides of Hunter Street, King Street and Union Street connecting bus stops to the subject site on Worth Place which also provides footpaths to both sides. Pedestrian crossing is available at the signalised intersections of Hunter Street and Union Street, as well as Hunter Street and Worth Place.

## 2.6 Ferry Travel

Newcastle Transport operates a harbour ferry service between Queens Wharf and Stockton. These services run Monday to Friday from 5am to 11pm, Saturday from 5.30 am to midnight, Sunday from 8.45am to 10pm. Additional bus services operate from Queens Wharf to Stockton on Friday and Saturday nights with the last departure from Queens Wharf at 2.45am, with the bus route 55N.

### 2.6.1 Range of Services

Newcastle Transport provide a ferry service between Newcastle (Queens Wharf) and Stockton.

### 2.6.2 Frequency of services

Ferry services generally run half hourly, with more frequent services every 15 minutes during the peak periods.

### 2.6.3 Connection to HCCD

The Stockton Ferry service connects with HCCD via the light rail, with a stop adjacent to the ferry terminal at Queens Wharf to connect with the Civic or Honeysuckle stops discussed previously.

## 2.7 Taxi and Uber Services

Newcastle Taxis operate in the greater Newcastle area 24 hours a day. Taxis can be booked by phoning 133 300 or 13 2227 (13CABS). Online booking is also available as well as a Cab App. There are secure taxi ranks provided within the city centre and Hamilton and based on advice from Newcastle City Council these have security guards present for both rider and driver safety.

Uber services are also available in Newcastle.

## 2.8 Trip Planning

TfNSW provides a range of services to assist in planning bus and train travel throughout Newcastle and the Hunter.

Information can be sought online <https://transportnsw.info/trip/#/> but also by calling 131 500 and selecting option 2.

The online planner provides the commuter with a mobile friendly option with real time data. This means that one can determine which service is scheduled and when it will arrive. It also includes service alerts to advise when services are delayed. Next departure information and being able to use an interactive map all improve the public transport option for commuters.

There are a number of apps promoted for mobile devices and available through app stores.

<http://www.transportnsw.info/en/travelling-with-us/keep-updated/apps/real-time-transport.page?#services>



These apps allow commuters to track their service in real-time:

- Where a train and bus is now
- Train service updates such as cancellations and delays
- If selected train stations have a lift or escalator
- The closest bus stops and routes
- Estimated bus arrival times

## 2.9 Pedestrians

There are extensive pedestrian footpaths in the vicinity of the site, which extend throughout the Honeysuckle Precinct and the CBD as well as local attractions, including Honeysuckle Precinct, Marketown, Darby Street entertainment precinct and the major new developments including NeW Space and the Law Courts. There are footpaths along both sides of the roads in the vicinity of the site, with large pedestrian refuges allowing for north south connection across Honeysuckle Drive. The roundabouts at Worth Place and Settlement Lane each have splitter islands with pedestrian refuges providing for pedestrian movements. Within the CBD all major crossings are controlled by traffic signals which incorporate pedestrian phasing, ensuring that pedestrian movements can be safely managed and controlled. These pedestrian crossings include drop kerbs to cater for wheel chair users as well as prams etc.

Improvements to the public domain adjacent to Civic Railway Station includes improvements to pedestrian facilities and connectivity between the harbourside and Hunter Street.

## 2.10 Cycling

There is an east-west shared pathway along the harbour foreshore throughout Honeysuckle which extends north through Wickham and along Throsby Creek where it becomes part of the No 6 cycling route to Callaghan Campus. Cyclists are also able to ride on the roads, with a number of sections of parking / cycle lanes provided in the locality of the site. There are a number of regional and local cycle routes signposted in this location, which allow for access to the major attractions including the CBD and the beaches and wider afield such as University of Newcastle (Callaghan), Kotara, Glenrock and the Fernleigh Track as well the sporting / entertainment precinct at Broadmeadow. Cycling upgrades are proposed in conjunction with the light rail construction.

Newcastle City Council provides cycling route maps, with the CBD and City to Callaghan maps shown to follow in Figure 2-4 and Figure 2-5.

The RMS web site has a Cycleway Finder tool which enable cyclists to nominate their location and they will be provided various routes within the vicinity. The route information then includes degree of difficulty, lighting, conditions etc.

<http://www.rms.nsw.gov.au/roads/bicycles/cyclewayfinder>

Future cycling within the CBD is being finalised in conjunction with the ongoing development of traffic and transport within the city. Indications are that there will be a dedicated inner city route running between Newcastle East and Newcastle West which will provide separated cycling lanes. Council has a dedicated cycling web site that promotes cycling in the city. <http://www.newcastle.nsw.gov.au/OnYourBike/Home>

Revitalising Newcastle has released the Newcastle City Centre Cycleway Network Strategy 2017 which outlines proposed changes to cycling facilities to provide quality riding opportunities as well as supporting cycling as a mode of travel in the city. Figure 2-6 to follow illustrates these proposed improvements to the cycling network.



Figure 2-4 Newcastle CBD Cycling Routes (Source: Newcastle City Council)



Figure 2-5 City to Callaghan Campus Cycling Map (Source: Newcastle City Council)



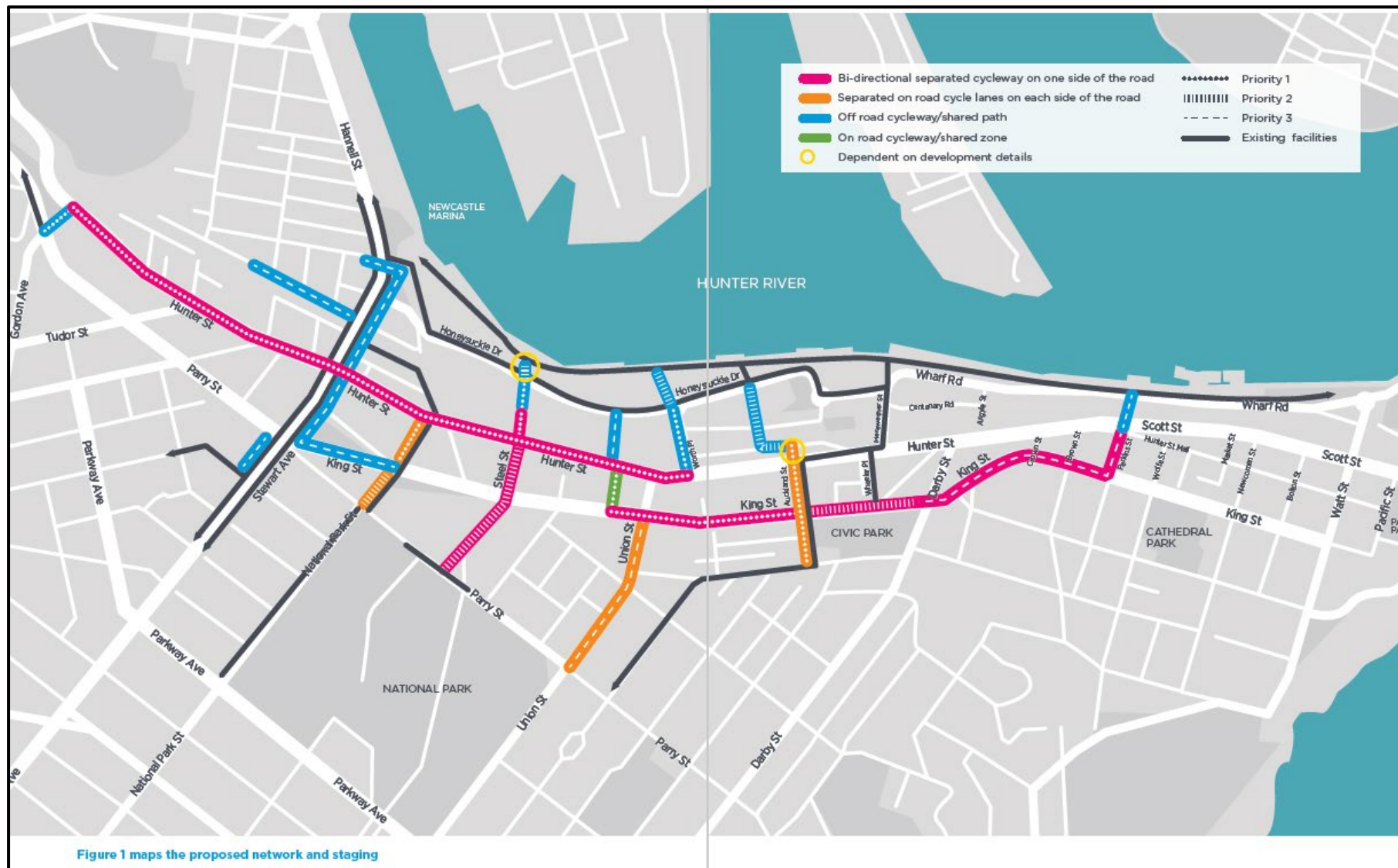


Figure 2-6 Proposed Cycling Network and staging

### 3 Future Travel Demands

The HCCD campus has been designed with the future needs of the staff, student and Innovation Hub cohort in mind. Future accommodation and transport within the city is being developed as part of the city revitalisation to cater for this, with the recent introduction of light rail services being a key element.

#### 3.1 Staff and Student Travel

It is expected that 66% of students and staff shall live within the CBD and its environs within a distance suitable for walking and cycling or able to affectively access public transport with public bus, ferry and rail transport integral to their travel choices. Future staffing associated with Stage 1A will be approximately 130 staff (including innovation hub), with up to 1,640 students. It is anticipated that actual attendance is likely to peak at circa 550 at any particular time, with students coming and going throughout the day with some only being on site for an hour per day.

The use of public transport (either bus or train) with interchange to light rail where appropriate will enable effective travel to the City Centre for those students and staff not living within the ATZ. Ongoing improvements to bus services by Newcastle Transport further supports these as viable travel options for the vast majority along with park and ride opportunities at Callaghan Campus for the Campus Shuttle.

For those students with courses at various locations within the CBD (NeW Space, HCCD or Newcastle Conservatorium) quality pedestrian connectivity ensures convenient travel with at the most 600m between HCCD and the Conservatorium.

The need for some students to travel between Callaghan and City campuses however creates a time dependant travel need that can make private car use appealing if it appears that there are no more effective options. Students who attend both campuses to undertake their courses may be traveling back and forth throughout the day. Students from other programs may take Creative Industries courses which means they may also study in the CBD rather than at Callaghan.

#### 3.2 Inter campus Travel

The existing Shuttle Bus between the city and Callaghan will also service the HCCD, providing for inter campus travel in a cost and time effective manner. This service currently runs regularly throughout the day providing connection to both campuses as well as the Park and Ride facility at Callaghan.

Cycling between the campuses also provides an appealing option with the R6 cycling route taking approximately 30 minutes.

#### 3.3 Innovation Hub Travel

The inclusion of an Innovation Hub within the Stage 1A building allows for approximately 130 members to access the various start-up/business development spaces. Of these 30% are anticipated to be directly related to existing University clientele with the balance being available to the wider start-up and entrepreneur community.

The startup and innovation community have a unique demographic. Reviewing start-up programs (primarily overseas) eg Y Combinator, an elite business accelerator associated with Stanford University, shows that the average age of the entrepreneurs funded is 26. The start-up demographic (20-34 yo) correlates with the three largest categories (20-24, 25-29, 30-34) choosing to live and work in the City of Newcastle with this number forecast to grow over time. The flexibility required by Start-Ups means that the Innovation Hub will rarely be fully utilised at any given point in time but rather people will come and go throughout a week and across a 24 hour day as necessary. The Innovation Hub will provide a convenient workplace for this cohort who, living in the city, won't need to travel by car but rather can walk, cycle, uber (or similar) or use public transport.

Of the 30% of users already associated with the University and most likely based in the city, the Innovation Hub is an additional work space, ancillary to their other roles within the University. As they are already based in the city, they create no additional traffic or parking demands.

Other users of the Innovation Hub and the Creative Industries Facility will be the general public who will have access to the lower level. This space is designed to engage with the community through active displays and various participatory activities. The inclusion of a café on the lower level provides for people working within the start-up space, attending the campus but also promotes engagement with people passing by, encouraging them to enter the ground floor and immerse themselves in the facility. These people will be passers-by or may be local business people or residents of the city who would use the space to meet. Apart from the employees associated with the café, who again are likely to be living in the city, this space will not generate traffic or parking demands in its own right.

## 4 Transportation Analysis

With regards to the HCCD campus the primary spheres of influence include:

- **Bus Travel** – ensure all existing public transport users continue to be public transport users following relocation and that staff who are open to using public transport are supported in this choice. Newcastle CBD provides quality bus connections and so should provide an effective transport option for many staff and students not living with walking distance of HCCD.
- **Train Travel** – ensure that staff and student who are currently travelling by train understand that it is a viable alternative to travel to HCCD by train. The implementation of light rail services shall see more certainty and reliability for connection between the Newcastle Interchange and the CBD.
- **Inter campus Shuttle** – currently provided for staff and students who need to be able to travel conveniently between Callaghan and NeW Space throughout the day, with the same to apply for HCCD. This service will also provide a transport option for existing staff and students living within the vicinity of Callaghan to walk to the campus and transfer to HCCD by the shuttle.
- **Park and Ride** – run in conjunction with the inter campus shuttle. This will enable staff and campus attendees to park at Callaghan as is the current practice which reduces pressure on CBD parking and the local road network. This facility is convenient with the shuttle bus picking up in close proximity to the provided parking. The parking is defined and so creates certainty for this type of travel. For those who would drive past Callaghan to go to the city they can instead Park and Ride, being time effective and cheaper than parking in the CBD.
- **Car Pooling** – reduce number of individual private car drivers by encouraging carpooling, both to and from work and the campus.
- Ensure staff who indicate that they are prepared to **walk or cycle** are supported in this choice.
- **Work related travel** – reduce dependence on private car travel.
- **Parking policy** – ensure it supports alternative transport options.

### 4.1 Opportunities to reduce commuter car dependency

#### 4.1.1 Current users of public transport

Staff who currently utilise public transport as part of their journey to work should be encouraged to continue to do so. These employees are already open to public transport and if there is a way to encourage them to continue to travel by public transport this should be investigated.

Ensuring staff who believe they will travel by public transport have sufficient information and support for this to be a positive experience is important. Should their first day of travel not be a positive one then their problems should ideally be dealt with as best as possible to encourage them to travel by public transport again. If this second journey is a positive one then these staff are more likely to continue to travel by public transport and become advocates for this mode of travel.

By providing easy connection to updates on public transport and traffic information staff will have confidence in relying on public transport. Adding the Transport Info Trip Planner to the HCCD website or to individual computers gives staff, students and Innovation Hub users access to up-to-date public transport trip planning information. This supports everyone in their trip planning and promotes public transport use to all.

Representatives from TfNSW currently attend campus during orientation week to educate and encourage the use of public and active transport.

#### 4.1.2 Park and Ride

The Park and Ride shuttle provides drivers living in the suburbs north, west or south of Callaghan a viable alternative to travel to the city as a private vehicle user and should be encouraged to utilise this service. This service has been successfully implemented for the New Space campus, with the HCCD service to be an extension of this.

#### 4.1.3 Car Pooling

Formal carpooling programs are effectively run by organisations throughout NSW including the University of Newcastle. This can provide a practical alternative to being a single commuter driving daily. Promoting carpooling, whether to then connect with the Park and Ride at Callaghan or to travel into the CBD, reduces the demand for single car drivers. The University parking program already actively supports carpooling. Surveys of carpooling participants has shown that there is a demand for part time carpooling, participating for say two days a week and driving on the other days. Such flexibility is still considered an appealing option, reducing single car travel on these days.

Informal carpooling can also be promoted throughout the workplace through staff newsletters, email intranet enquiries etc.

#### 4.1.4 Cycling and Walking

Cycling is a popular mode of travel to Callaghan campus and NeW Space, with it being expected that this will continue to be the case for HCCD. There is an opportunity to increase the cycling numbers should cycling objections be appropriately overcome (eg understanding suitable routes, level of end of ride facilities etc). Staff and campus attendees may consider cycling for part of their week through the promotion of appropriate cycle routes and familiarity with the end of ride facilities being provided at the campus.

Cycling tools such as Cycleway Finder as well as tools being developed by Newcastle City Council to promote local routes should be freely promoted to encourage local cycling.

The Newcastle University Bike Users Group (NUBUG) also provides a valuable resource within the University community and could be consulted to encourage cycling including organising ride to work and ride to Uni days, mentoring new riders to ride safely and with confidence and to become Bike Buddies, riding with a group to campus from a designated meeting place.

The cycling route between Callaghan and HCCD is a practical and pleasant connection between the site and the suburbs west of the city as well as the Callaghan campus. This route could be promoted through a social event as part of the new building orientation.

It is anticipated that walking to HCCD from the surrounding city centre and suburbs such as Wickham, Cooks Hill etc will be an appealing option for staff and campus attendees. Commuters to the CBD currently park on the outskirts of the city and walk to their place of work rather than pay for parking and as such it is anticipated that staff and students who live within a similar radius (say 2 kilometres) would walk to HCCD rather than drive.

Given the age of the city and surrounding suburbs there is generally good pedestrian facilities available. There is also a series of shared pathways available to both cyclists and pedestrians. These routes are promoted on the University website TAGs and can incorporate HCCD to show primary connections between HCCD and transport hubs, accommodation zones and entertainment precincts.

#### 4.1.5 Telecommuting

By 2020, the federal government has established a goal that Australia will have at least doubled its level of teleworking so that at least 12 per cent of Australian employees will have a teleworking arrangement with their employers.

Telecommuting can be an effective tool in reducing the need for workplace travel with meetings being able to be connected by phone or video conferencing.

HCCD is perfectly positioned to benefit from and in fact take a lead role in telecommuting. This could be encouraged as an option for staff and students whenever practical. Users of the Innovation Hub can also benefit from this with suitable connection to colleagues reducing the need for face to face meetings.



#### 4.1.6 Reduce need for private vehicles for work-day travel

Although staff may perceive the need to travel for work related trips by private vehicle it is important that staff see the opportunity to utilise an alternative to their own personal vehicle, thus enabling them to travel to HCCD by alternate modes. Although there may be a preference for using their own vehicle, this preference may be based on financial and convenience reasons but doesn't necessarily consider aspects such as the impact on private vehicle insurance being used for business purposes, OHS policies and the need to carry work related equipment etc in private vehicles.

The provision of the Campus Shuttle provides staff and campus attendees to have an effective connection and to take away the perception that their own vehicle is necessary to undertake these inter-campus trips.

Similarly inter campus travel between HCCD and other University campuses will also create a perceived demand for private car travel. These trips are opportunities to carpool with other members of staff if practical or at worse to travel from Callaghan campus rather than HCCD. A share carpool/share taxi service provides opportunities to reduce the dependence on single driver private vehicles for trips to other sites. This could be managed through the use of the existing fleet of staff access vehicles or could be provided through private contractors (GoGet and similar car share systems) or taxis.

#### 4.1.7 Parking Policy

The lack of parking provided for the HCCD has been a conscious effort to support the revitalisation of Newcastle and to support public transport use into the city. For many the choice is determined by various factors not least of which is the cost and availability of parking. To this end the ongoing development of a Newcastle parking strategy is a crucial factor in ensuring the provision of parking is managed and that alternative travel choices are considered.

The Callaghan campus parking policy will also impact on HCCD. Whilst it is more cost effective to Park and Ride compared with the price and availability of parking in the CBD the Shuttle service will be utilised. Similarly, the management of parking supply for carpooling will also encourage use of this travel option.

#### 4.2 Long Term opportunities for improvement to car dependency

Recent changes to transport in Newcastle have been undertaken with a view to the future, with travel patterns and cultural change for commuters expected to occur over a period of time. Opportunities exist for further improvements however reflect strategic changes, changes to regional infrastructure and relationships with third parties of which the University has little direct control.

It is recommended that during the initial period this plan be monitored and that the various actions be reviewed. Ongoing demands for the shuttle service are uncertain once light rail/heavy rail combination provide an effective travel option between the city and Warabrook and will require ongoing consideration to maximise its effectiveness.

Ongoing improvements to public transport and to cycling facilities will increase opportunities to further promote these modes of active transport and may see a shift in other forms of transport.

It is recommended that the implementation and management of this travel plan be overseen by an individual to take on the role of Transport Coordinator. This will ensure the timely role out of the policy as well as its ongoing evaluation.

## 5 How to influence Change

### 5.1 Background on Workplace and Sustainable Travel Plans

Travel Plans are seen as a way of supporting active travel, making it easier for employees and visitors to get to and from the workplace and to reduce dependence on private vehicles and parking space.

“A travel plan typically includes support for walking, cycling, public transport and car sharing reinforced with promotion and incentive and the management of workplace parking.”

Premier's Council for Active Living NSW (PCAL)

Active Workplaces are identified as a means by which workplace health and wellbeing can be promoted and supported. Investing in workplace health promotion (such as physical activity programs) has the potential to increase economic return for employers through enhanced worker productivity, reduced absenteeism and improved corporate image. (PANORG (2009) *Evidence module: Workplace physical activity and nutrition interventions.*)

A Workplace Travel Plan is a “business management tool designed to address an organisation's travel needs and impacts. It can deliver efficiencies, savings and benefits to an organisation, its operation and its employees. A Workplace Travel Plan can include promotion of ‘sustainable’ travel choices such as walking, cycling, using public transport and car-sharing, as well as reducing the need to travel by encouraging the use of video-conferencing and remote working. This will be reinforced with promotion and incentives and by the management of workplace parking.”

### 5.2 Spheres of Influence

The areas which may be influenced by the implementation of a travel plan include:

- Reduction in parking demand, its associated cost of provision and in turn the cost to employees for parking usage where paid parking is required.
- Reduction in private motor vehicle travel by individuals, the impact on the road network and associated environmental costs and costs to the employee.
- Increased walking, cycling and public transport use and its resulting increase in physical exercise and health benefits.
- Parking restrictions.

With regards to the proposed development the primary spheres of influence are:

- Car Pooling - reduce the number of individual private car drivers by encouraging carpooling by staff and campus attendees both to and from the campus.
- Bus/Train Travel – ensure that staff/students who are open to using public transport are supported in this choice.
- Promote walking / cycling for staff/students.
- Ensure staff and Innovation Hub users who indicate that they are prepared to walk or cycle are supported in this choice with appropriate end of trip facilities.

Those factors which may influence, both positively and negatively, staff and students travel choices relevant to this development are detailed below.

### 5.3 Promotion of quality pedestrian routes

The CBD is supported by an historic network of good quality pedestrian pathways, generally provided along both sides of the roads with additional pedestrian paths through parks and open space. As the Newcastle CBD is revitalised the ongoing development of quality pedestrian routes with adequate pathways, activity nodes, weather protection, lighting and security will occur. The promotion of such routes can be undertaken through the publication of route maps showing links between HCCD and transport hubs, accommodation zones, entertainment precincts, beaches etc.

## 5.4 Transport Management Strategy

The mode split being adopted for HCCD is a result of the application of the various key strategies including the Greater Newcastle Metropolitan Plan 2036, Greater Newcastle Future Transport Plan, Connecting Newcastle, Local Planning Strategy, the Newcastle Transport Strategy and the Newcastle Urban Release Strategy and promotes the key transport elements of walking, cycling and public transport. To ensure these are adopted by staff, students and Innovation Hub attendees a Travel Demand Management Strategy will be developed that actively encourages behaviour change and a shift away from travel by private vehicle. The implementation and monitoring of this strategy shall be overseen by the University through its facility management services.

This strategy shall include:

### Education and awareness programs

Particularly focussing on the move to and the excitement of the new campus for students and staff. These programs can build on the existing University web site for off-campus accommodation and travel options to the city campuses. They importantly focus on the message that being a student in Newcastle City means you don't need a car.

Include attendance during orientation of representatives from Transport for NSW and Newcastle Transport to promote public transport and active transport options for staff and students. Also include representatives from other transport mode providers as appropriate such as BYKKO, Go Get, Uber, bicycle rider groups.

Promote and develop Ride to Campus and Walk to Campus days, cycling buddies etc.

### Workplace travel plan

A Workplace Travel Plan (WTP) will be developed for the site to influence mode shift for staff and Innovation Hub users moving to the new campus from Callaghan. The WTP includes information online of available travel options including the inter-campus shuttle, public transport, car pooling and walking and cycling. These are currently provided in the TAGs for NeW Space and shall be updated to include HCCD (<https://www.newcastle.edu.au/current-students/campus-environment/transport-and-parking/active-travel/travelling-to-city-campus>). There will also be ongoing development of programs that support a shift to public transport, active transport and park and ride options for all staff and campus attendees.

### University travel plan

Active Travel Guides for students are regularly updated to allow for current travel opportunities to both Callaghan and the City Campuses. They provide information on access to the city but also provide information on inter-campus travel to Callaghan and other relevant transport information.

The travel plan as part of the University web site may include information about adopting technology as a commuter, information from Newcastle Transport, trip planning, walking and cycling apps, bike routes and bike user groups (BUGs) as well as E-Bike schemes, car sharing schemes, online shopping and local grocery delivery options.

The following provides examples of actions that may be considered appropriate for HCCD and may be included in a workplace and campus travel plan.

### Active Transport

1. Introduce the role of Transport Coordinator to oversee the implementation and management of the Workplace and Green Travel Plan.
2. Maintain Travel Access Guides to include HCCD.
3. Provide specific information for attendees at HCCD to access light rail stations and bicycle storage.
4. Educate all staff about their travel choices and provide an information pack to encourage active transport and shared travel as part of the staff induction procedure. Include accommodation, local public transport, walking and cycling information.



5. Encourage shared travel across the various faculties, including those in NeW Space to maximise travel options.
6. Provide participants with information that makes their travel choices easy to make.

#### Bicycle and Pedestrian Travel

1. Ensure that those who are intending to ride are well supported including allocation of lockers, provision of route information, secure and easy to access bike storage, end of trip facilities.
2. Promote riding and walking to Uni during orientation.
3. Promote riding buddy groups and Bike User Groups (BUGs).
4. Promote use of E-bikes for casual bike travel.
5. Promote specific Ride to Work/Uni days.
6. Install NSW Transport Cycling trip planners on staff and student workstations.
7. Promote the benefits of walking and cycling to all staff and student that live within the Active Transport Zone.

#### Public Transport

1. Ensure students and staff who are open to travelling by public transport have sufficient information and support for this to be a positive experience. Deal with any problems that arise to assist them trying public transport travel again.
2. Add up to date travel information and trip planning to individual workstations and intranet.
3. Investigate new technology being implemented by Transport for NSW and incorporate into staff and student information.
4. Provide information about public transport to new staff and students as part of the induction/orientation program.
5. Investigate the feasibility for staff to purchase tickets and passes through payroll deductions.
6. Promote the Campus Shuttle to provide for inter-campus travel for staff and student. Include information on parking at Callaghan to use the shuttle.
7. Ensure ticketing for public transport is readily available and staff and students are aware of how to access ticketing.

#### Telecommuting

1. Investigate the feasibility for staff to telecommute (work from home) one day per week.
2. Investigate opportunities for staff and Innovation Hub users to telecommute for meetings etc.
3. Investigate opportunities for expansion of existing opportunities (Zoom software) for students to tele-learn including podcasts, online conferencing for tutorials, VoIP facilities etc.

#### Parking Policy

1. Implement parking policy which supports the HCCD Strategic Transport Plan.

### 5.5 Quality End of Trip Facilities for walking and cycling

Extensive consideration was given to the inclusion of quality end of trip facilities for staff, students and Innovation Hub users within the HCCD masterplan, as well as casual bike storage to compliment this where appropriate. From this the future planning for suitable storage and end of trip facilities shall be incorporated in the various stages of the HCCD.

As many of the staff associated with Stage 1A are typically based at NeW Space with access to the NeW Space bike hub the initial stage of the development shall not include a dedicated bike hub but shall provide secure bike storage to accommodate the initial demands of the campus in a manner that is flexible and allows modification in the future. There shall be shower facilities available within the new building.

## 5.6 Car Share Programs

It has been recommended that the City of Newcastle investigate and support commercial car share programs. These programs are well supported by Gen Y and the implementation of such a program could support student choosing to live in the CBD “car free”. The Stage 1A part of the campus development is unlikely to provide the critical mass necessary to make such programs viable however they should continue to be investigated and promoted.

The use of Uber within the city has been a popular addition allowing for ride sharing. On street pick up and drop off zones are conveniently available along Honeysuckle Drive for use by taxis and uber services.

### 5.6.1 Car Pooling

Many staff do not perceive carpooling as a viable option because they are concerned that their plans may change and they are either stranded at work or will let other people down. Ongoing improvements in, and increased acceptance of, ride share apps will provide opportunities for staff to easily determine whether other staff live nearby and are candidates for ride sharing. The implementation of these services is expanding, with the option of car pooling with other workers in the surrounding suburbs to be fostered and encouraged through the use of such services over time.

The implementation and promotion of Liftango along with dedicated car pooling parking encourages this as an alternative to single driver vehicles.

## 6 Active Travel Plan Recommendations

Having completed the above analysis, the following provides an action plan to introduce opportunities for sustainable travel to HCCD. As a new development, building on New Space, there is the opportunity to continue to promote a sustainable mode of travel from the outset. The implementation of the staged development, with expansion of the overall HCCD site over a number of years, will allow for the travel habits to be established and refined as the development progresses. Regular surveying of staff and monitoring of facilities shall be undertaken to enable improvements to the action plan to obtain the set targets. The details for this shall be established by the Transport Coordinator in conjunction with the University.

It is expected that a high percentage of patrons will access the development by walking/cycling, given the location of the subject site, thus supporting sustainable travel modes.

The objective of this Green Travel Plan is to identify and implement measures that will increase active transport and the use of public transport while reducing the dependence on car-based travel.

### 6.1 Active Transport

1. Provide an electronic one stop shop for HCCD where various links to external transport providers can be placed. This may be an app or a location on the HCCD website rather than a traditional Active Travel Guide. This will ensure that changes to travel and transport options are updated by the providers rather than being the responsibility of the University.  
Links could include:

#### Cycling

<http://www.rms.nsw.gov.au/roads/bicycles/cyclewayfinder>

<http://www.newcastle.nsw.gov.au/OnYourBike/Home>

<https://nubug.wordpress.com/>

Information on bike parking, lockers and end of trip facilities

#### Trip planning

<https://beta.transportnsw.info>

<https://transportnsw.info/trip/#/>

<http://www.transportnsw.info/en/travelling-with-us/keep-updated/apps/real-time-transport.page?#service>

#### Opal Card

[https://www.opal.com.au/en/about-opal/opal\\_for\\_concessions/opal\\_for\\_tertiary\\_institutions/](https://www.opal.com.au/en/about-opal/opal_for_concessions/opal_for_tertiary_institutions/)

#### Carpooling

<https://www.newcastle.edu.au/current-students/campus-environment/transport-and-parking/carpooling>

#### Shuttle Bus and Park and Ride

Route for express access to Park and Ride parking

How to register for Park and Ride

#### Taxi and Uber

<http://www.newcastletaxis.com.au/>

<https://www.uber.com/en-AU/ride/>

## Accommodation

## Parking

Information on University parking schemes

Council Smart Cities parking information once available

2. Introduce the role of Transport Coordinator to oversee the implementation and management of this HCCD Green Travel Plan
3. Educate all staff about their travel choices and provide an information pack to encourage active transport, Park and Ride and shuttle use. Include Trip Planning and Park and Ride information.
4. Provide all future staff with information about their travel choices as part of their orientation
5. Provide participants with information that makes their travel choices easy to make
6. Invite representatives from various transport mode providers to promote their services and products eg Go Get, bicycle suppliers and hirers, bicycle rider groups, Uber, Newcastle Taxis, walking groups

## 6.2 Public Transport

1. Maintain current information of Opal Card Retailers and top up facilities within the Callaghan campus (Post Office and Pinkies) and near HCCD.
2. Encourage all existing users of public transport to continue to be users of public transport after the relocation by providing targeted information.
3. Invite representative from TfNSW and Newcastle Transport to attend the campus to promote public and active transport to staff and students
4. Ensure staff who believe they will travel by public transport have sufficient information and support for this to be a positive experience. Deal with any problems that arise to assist in them trying public transport again.
5. Add TfNSW information and trip planning to individual workstations.
6. Ensure that bus stop numbers are identified in TAGS and bus travel material
7. Provide emergency options for staff who need to travel unexpectedly (eg taxi vouchers)
8. Provide information about public transport to new staff as part of their orientation
9. Provide information and support for students to apply for Opal concession cards
10. Advocate for public express bus services between the CBD and key nodes eg Charlestown

## 6.3 Park and Ride

1. Review and monitor Park and Ride parking spaces at Callaghan to ensure adequate to accommodate ongoing demand.
2. Maintain pick up and drop off areas adjacent to carparks at Callaghan with quality lighting and additional security after dark and in the winter.
3. Ensure connection to Pick up and Drop off area from HCCD is well signposted/promoted with appropriate lighting
4. Maintain shuttle pick up/drop off area at Callaghan to ensure timely transfer of staff and students to main campus.
5. Consider premium parking for carpooling used in conjunction with Park and Ride to reduce demand for parking at Callaghan.
6. Consider an extension to the service to suit later demands for staff and students by:
  - assessing the potential demand of interested staff and students
  - understanding opportunity to extend the service
7. Ensure staff understand the shuttle service, how it operates, the security offered and the convenience. Incentivise staff to use the shuttle during a set week with a reward available.

#### 6.4 Carpooling

1. Continue to promote carpooling through priority parking
2. Investigate feasibility of implementing carpool program in conjunction with other employers in the CBD eg Newcastle City Council, Newcastle Permanent, NIB where a whole of city approach to the availability of parking spaces could be considered.

#### 6.5 Bicycle and Pedestrian Travel

1. Ensure that those who are intending to ride are well supported including allocation of lockers, provision of route information, information on end of trip facilities.
2. Promote Ride to Work days and networking with NUBUG (Newcastle University Bicycle Users Group)
3. Promote a cycle event between HCCD and Callaghan to establish the ease with which this route can be used.
4. Encourage a walk to HCCD day with participants given a coffee voucher along the route for use at the campus.
5. Install NSW Transport Cycling trip planners on staff and student workstations.
6. Promote the benefits of walking to all staff and students that live within 2 kilometres of HCCD or the shuttle bus hubs.

#### 6.6 Telecommuting

1. Investigate opportunities for staff to telecommute between campuses for meetings rather than driving.
2. Encourage telecommuting for students and Innovation Hub patrons.

#### 6.7 Reduce demand for private vehicles for work-day travel

1. Promote use of the shuttle service for staff between HCCD and Callaghan including a survey of staff at the end of the first week to determine level of satisfaction of the service and for those who didn't use it why they didn't use it and how they travelled instead.
2. Promote bicycle travel between HCCD and Callaghan as a travel option.
3. Consider the ability to transfer bicycles on the shuttle service.
4. Understand the need for trips to other campuses, airports and regional centres and the impact these trips have on parking.

#### 6.8 Parking Policy

1. Maintain a policy which supports the Green Travel Plan through the management and pricing of parking
2. Direct parking income to support alternate travel options
3. Prioritise parking as an incentive to maximise non-private vehicle trips
  - carpooling spaces
  - Provide parking for 1 day per week for staff who travel by other means for the balance of their trips

#### 6.9 Monitoring and Review

A Green Travel Plan is a living document which to ensure a successful outcome needs to be monitored and the actions reviewed and modified to support changing circumstances.

Actions implemented should be monitored to ensure they are having a positive impact in achieving the goals of reducing the degree of private car usage, particularly for single drivers or a parent and individual child.

Such a review should be monitored frequently during the first year of implementation or whilst the school cohort is expanding to adjust and modify as necessary. Once the plan has been fully implemented then an annual review is appropriate.