



7th July 2021

The Planning Secretary
Department of Planning, Industry & Environment
320 Pitt Street
Sydney, NSW 2000

Attention: Megan Fu
Project: Nihon University Newcastle Campus - SSD 9787
Re: Conditions of Consent E10

Dear Megan,

Reference is made to SSD 9787 Conditions of Consent E10 in relation to the submission of a Green Travel Plan [GTP] to the Planning Secretary.

Please find attached the Nihon University Newcastle Campus Green Travel Plan prepared by Seca Solution Pty Ltd a suitably qualified traffic consultant. The GTP has been prepared in consultation with Newcastle City Council to address the requirements of the Conditions of Consent E10.

Should you require further information on the GTP please feel free to contact either Katherine Daunt or Edward Clode at dwp Australia Pty.

Yours sincerely,

Edward Clode
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Registered Architect – NSW ARBN 4100
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File: 17-0347_A-d01-20_jet
Encl.: Nihon University Newcastle Campus Green Travel Plan May 2021 Ver02

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Nihon University Newcastle Campus

Nihon University

Green Travel Plan

May 2021

SECAsolution >>>

Nihon University
Church Street, Newcastle

Green Travel Plan

Author: Cathy Thomas/Sean Morgan

Client: Azusa SekkeiC/- dwp

Issue: Ver02

Reference: P1626A

23 June 2021

Quality Review and Document History

Version	Date	Description	Prepared By	Reviewed/Approved By
Ver01	21/5/21	Draft	C.Thomas	S.Morgan
Ver02	23/6/21	Final	C.Thomas	S.Morgan



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Contents

1	Purpose of Report and Study Objectives	1
1.1	Background	1
1.2	Scope of Report.....	1
1.3	Issues and Objectives of the Active Travel Plan.....	2
1.4	Planning Context	2
1.5	Methodology	3
1.6	Authority Consultation	3
2	Existing Transport Services and Facilities.....	4
2.1	Site Location.....	4
2.2	Parking	4
2.3	Train Travel	5
2.4	Light Rail.....	5
2.5	Bus Travel	7
2.6	Ferry Travel	10
2.7	Taxi and Uber Services	11
2.8	Trip Planning	11
2.9	Pedestrians.....	11
2.10	Cycling.....	11
3	Mode Share Targets.....	16
4	Future Travel Demands.....	17
4.1	Newcastle CBD Demographics	17
4.2	Staff and Student Travel	17
4.3	Staff as Work Day Travellers	18
4.4	Student Travel Needs	18
5	How to influence Change	20
5.1	Background on Green Travel Plans.....	20
5.2	Spheres of Influence.....	20
5.3	Nihon University / University of Newcastle MoU	20
5.4	Opportunities to Reduce Commuter Car Dependency	21
5.5	Opportunities to Reduce Work-day Car Dependency	26
5.6	Opportunities to reduce impact of service providers.....	27
6	GTP Action Plan	28
6.1	Promote Existing Publicly Available Travel Information.....	28
6.2	Summary of GTP Recommendations	28
6.3	Monitoring and Review	31

Appendix A - Sample UoN Travel Information.....32

Appendix B - Consultation with City of Newcastle35

1 Purpose of Report and Study Objectives

1.1 Background

The Nihon University Green Travel Plan has been prepared to satisfy the NSW Department of Planning and Environment Condition of Consent E10. It has been prepared by Sean Morgan (qualified traffic engineer, road safety auditor) and Cathy Thomas (road safety auditor, qualified to prepare traffic management plans, undertaken courses at the University of Technology Sydney in preparing workplace travel plans).

The project involves the adaptive reuse of the historical Newcastle Courthouse along with construction of student accommodation and educational spaces.

The New Nihon University Newcastle Campus is proposed to serve as a language exchange centre, primarily for Japanese students of Nihon University to learn English in an international environment, as well as students of Newcastle University to learn Japanese culture and language.

The development will cater for up to 100 students and up to 12 teaching staff to reside on site with no requirements to travel to or from the campus except for recreational purposes outside campus hours. As the majority of students and staff will not have access to a car, nor for many have international licenses, such travel will be by modes other than private car use. In this way the campus is well located being within a city centre with access to quality active transport opportunities.

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)

1.1.1 Spheres of Influence

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

- 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
- Reduction in parking demand, its associated cost of provision and in turn the cost to employees for parking usage

1.2 Scope of Report

The plan has been developed in conjunction with the planning team for the Nihon University 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. Include objectives and mode share targets (i.e. site and land use specific, measurable and achievable and timeframes for implementation) to define the direction and purpose of the GTP;	Chapter 1 and 3
2. Include specific tools and actions to help achieve the objective and mode share targets	Chapter 6
3. Include measures to promote and support the implementation of the plan, including financial and human resource requirements, roles and responsibility for relevant employees involved in the implementation of the GTP	Chapter 6
4. Include details regarding the methodology and monitoring/review program to measure the effectiveness of the objectives and mode share targets of the GTP, including the frequency of monitoring and the requirement for travel surveys to identify travel behaviours of users of the development	Chapter 6

1.3 Issues and Objectives of the Active Travel Plan

The traffic assessment completed to support the approval for this development outlined the suitability of existing infrastructure to cater for the traffic and parking demands for the development. The traffic projections allow for on site demands by non-residing staff and visitors however acknowledges opportunities for staff to access the site by modes other than private vehicle use. The parking and traffic determined for the project is based on the implementation of this green travel plan.

Given that nature of the campus, catering for international staff and students who will live on site but be reliant on alternate modes of travel, the purpose of this plan is to identify opportunities for staff and students to utilise active (sustainable) travel options.

Sustainable Travel Plans are living documents that require ownership by management to be effectively implemented. Recommendations have been reviewed with the project team to form the recommended action plan options to support sustainable travel to and from the site. This action plan provides suitable information to be included on the campus web site to support students, staff and visitors to use sustainable transport. This should also be included in new staff welcome packs and staff induction discussions to broadly outline public transport options and access to appropriate tools and Apps to support such travel.

The purpose of this plan is to inform the University of the status of transport opportunities to access 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

Section 7.03 Traffic Parking and Access of Newcastle DCP2012 Green Travel Plans – City of Newcastle

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

On Our Bikes – City of Newcastle Bike Plan

On the Street – City of Newcastle Parking Implementation Plan 2021

Nihon University Draft Green Travel Plan - Better Safety Futures 2019

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?
3. How can campus attendees be supported and encouraged to utilise active travel measures over single car use?
4. What sustainable transport goals can be established for the campus?

1.6 Authority Consultation

Consultation was undertaken with the City of Newcastle (Appendix B) regarding the preparation of the document with the following comments provided for consideration.

City of Newcastle Comment	Response
The Nihon University had a large concession in relation to parking on the basis that students would be from overseas and therefore not have a drivers licence. The students lived on the campus. Essentially parking was only being provided for staff and visitors. The requirement for a GTP formed a key element in the approval process relating to traffic -parking. This needs to be acknowledged and factored into the GTP.	Sec 1.3 Scope and Purpose Detailed throughout document
Consider the provisions relating to GTPs under Section 7.03 Traffic Parking and Access of Newcastle DCP2012. The GTP should be tailored to the development.	Sec 1.4 Planning Context
Consider resources prepared for NSW Premier's Council for Active Living (link provided)	Sec 1.4 Planning Context These resources have been used to inform the structure of this report.

No further review was required by Council.

2 Existing Transport Services and Facilities

2.1 Site Location

The subject site is located at No 9 Church Street, Newcastle NSW 2300. The site was previously used as the Newcastle Courthouse, established in 1889. A new Courthouse building was opened on Hunter Street near Darby Street in 2016, making the Church Street site no longer required as an operating court facility.

The site is occupied by a number of buildings, including the heritage listed former 1888 Courthouse Building, which will remain a strong feature of the Nihon University Newcastle Campus. Access to the former Courthouse building is on Church Street opposite Bolton Street.

The site sits within the historic East End precinct of Newcastle.

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

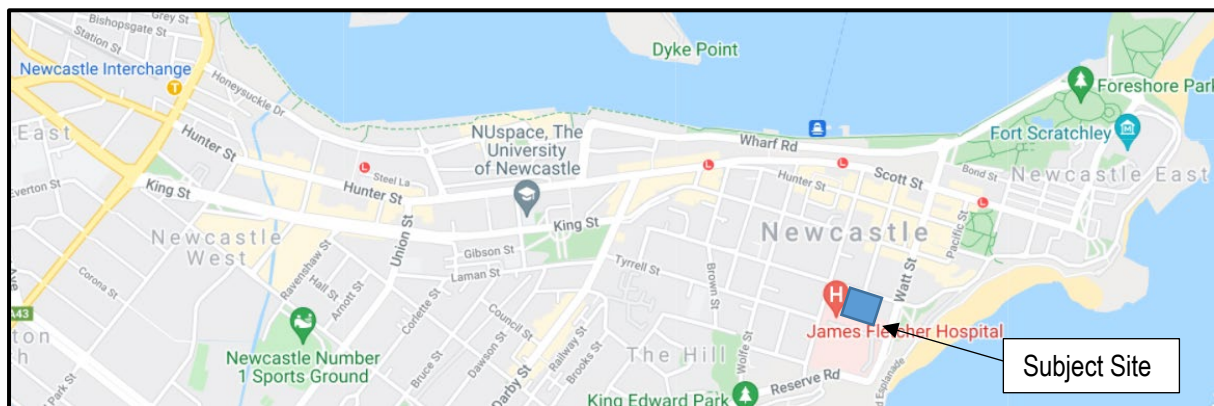


Figure 2-1 Site Location (Source: google maps)

2.2 Parking

On-Site and Local Street Parking

The subject site is planned to provide parking on site for 20 vehicles, 1 motorcycle and 24 bicycle parking spaces in the accommodation building carpark. This provision is sized specifically to cater for the demands of visitors and a small number of local staff.

This is possible because the main (international) staff and student cohort are to be accommodated on site thereby eliminating any demand for on-site vehicle parking for their travel needs.

Off-Site parking is available in the streets surrounding the Nihon Newcastle City Campus on a timed, user pays basis. Time restrictions in the immediate vicinity of the subject site vary from 2 hours to 8 hours (closer to King Edward Park, a short walk from the subject site.)

The CoN has implemented a parking App “Easy Park”, that allows management of parking (time and costs) via smartphone use. Patrons are able to set, monitor and pay for parking use, with flexibility in timing, payment options linked such that cashless transactions are now able to be completed, and without specific interaction with a parking meter.

Off Street Commercial Parking is available at numerous sites across the Newcastle CBD, with the closest available being the Bolton Street Car Park to the immediate north of the subject site. (Owned and operated by Hunter Parking and Storage.)

2.2.1 Park and Ride – City of Newcastle

A park and ride service operated weekdays from McDonald Jones Stadium every 15 minutes from 7am to 9am, with a series of CBD stops located within a few minutes' walk of anywhere in the CBD. Buses make the return trip from the CBD to the stadium every 15 minutes from 2.25pm to 5.55pm.

This service however has been suspended due to the impacts on travel and increased working from home following COVID-19 which has seen city's 8 hour parking vacancy rate at around 50 percent and public transport use reduce significantly. It is however being monitored by the City of Newcastle for potential reinstatement in the future if the demand returns for this service.

2.2.2 Park and Ride – Callaghan Campus

The University of Newcastle provide an inter-campus shuttle between the Callaghan campus and the University of Newcastle combined city campuses. This Park and Ride service is provided by the University to assist in the transport of staff and students between campuses and includes the provision of 306 parking spaces dedicated at the Callaghan campus for Park and Ride commuters.

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 Nihon University

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

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 between Queens Wharf and Newcastle Beach with both stops on Scott Street. It provides an effective inner-city transport system enabling staff and campus attendees to commute throughout the CBD along the east-west corridor.

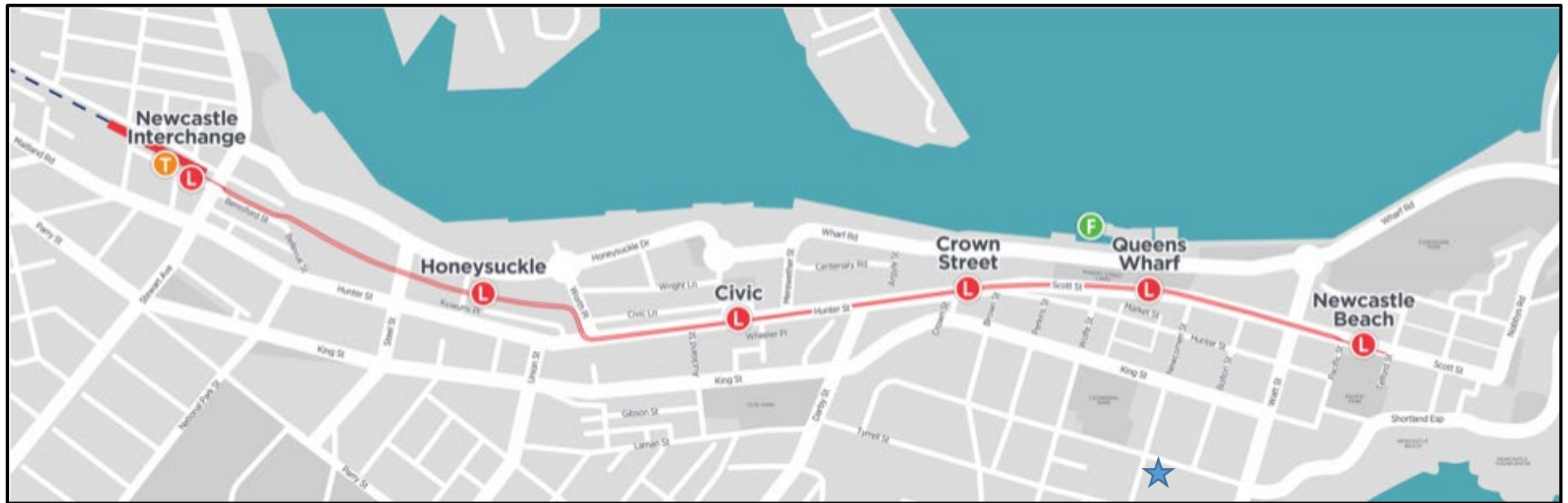


Figure 2-2 Newcastle Light Rail Route (★ - subject site)

2.4.1 Frequency of Service

The turn-up-and-go service operates from 5am to 1am, seven days a week. Services every 7.5 minutes during the peak periods (7am-10am and 3pm-7pm) and every 15 minutes at other times.

2.4.2 Connection to Nihon University

The site is located between Newcastle Beach and Queens Wharf 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.

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	Hunter Valley Buses serving the Hunter region. Serving the areas of Singleton, Maitland, Newcastle, Edgeworth, Toronto and Morisset.  Region Network Map for Region 4 Hunter Valley Buses services for Region 4 cover the areas of Barnsley, Minmi, Edgeworth, Glendale, Toronto, Morisset, Wangi and Newcastle. Barnsley, Minmi, Edgeworth, Toronto and Morisset Region Map Maitland (local services) linking to Singleton, Branxton, Maitland, Woodberry and Thornton. Raymond Terrace and Newcastle via Hexham and Medowie Lemon Tree Passage to Raymond Terrace and Newcastle  Region Network Map for Region 2 Hunter Valley Buses services for Region 2 cover the areas of Singleton, Branxton, Rutherford, Maitland, Medowie, Raymond Terrace and Newcastle. Maitland & Raymond Terrace Region Map
Busways	Southern Lake Macquarie; linking Charlestown and Swansea with Lake Haven. Taree, Tea Gardens, Hawks Nest, Bulahdelah with Newcastle.
Rover Coaches	Cessnock (local services); linking Cessnock with Kurri Kurri, Maitland, Newcastle and Morisset.
Port Stephens Coaches	Local services between Fingal Bay, Soldiers Point, Nelson Bay and Raymond Terrace and between Soldiers Point and Newcastle via Newcastle Airport.

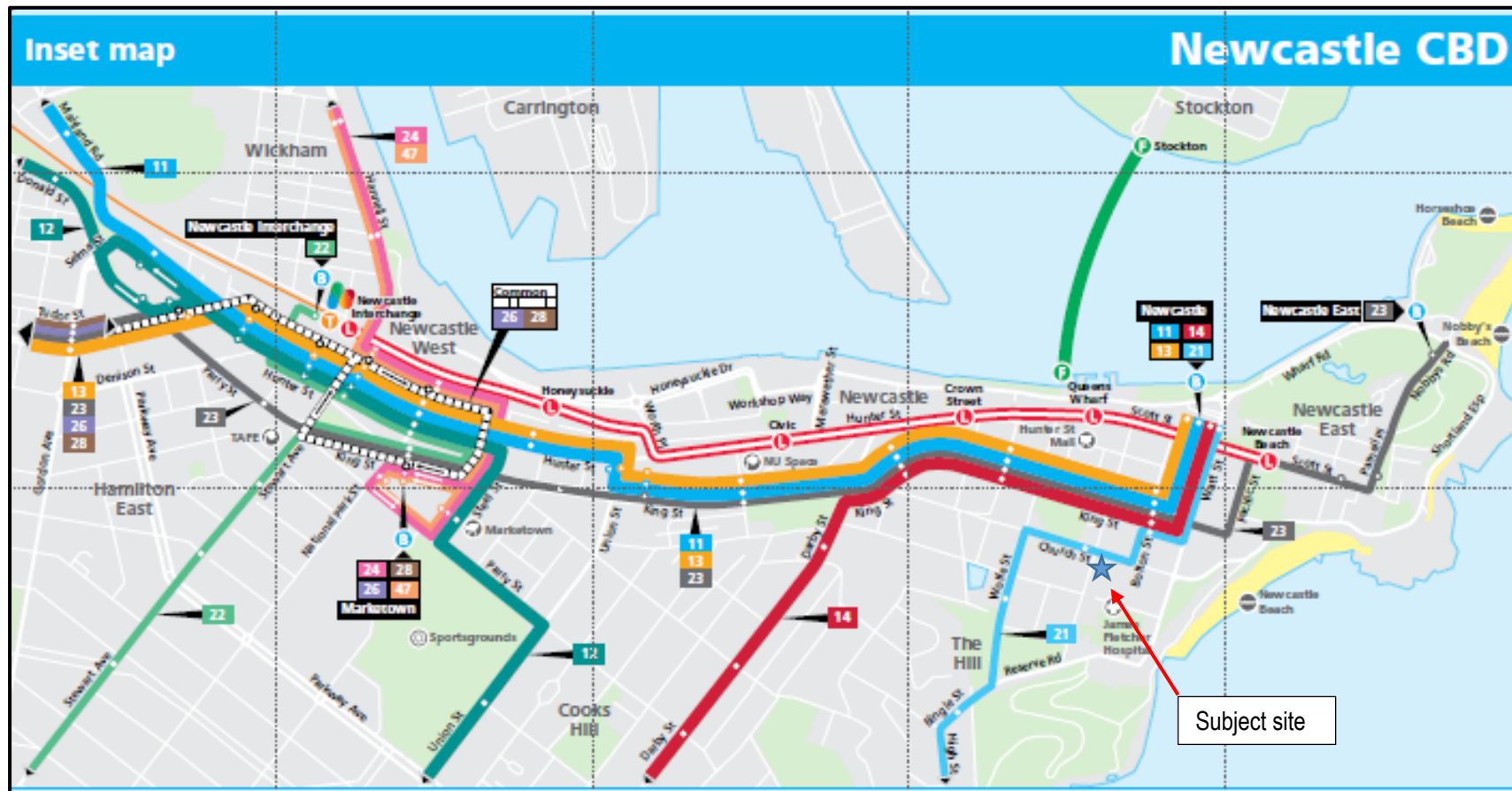


Figure 2-3 Bus services in the Newcastle CBD (★ - subject site) (Source: Newcastle Transport)

2.5.1 Bus Service providers

Newcastle Transport

152 Hunter Street, Newcastle NSW 2300

Phone: 131 500

Website: www.newcastletransport.info

Hunter Valley Buses

6 Glenwood Drive, Thornton NSW 2322

Phone: 4935 7200

Email: hvbinfo@cdcbus.com.au

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

Busways

Email: info@busways.com.au

Website: www.busways.com.au

Rover Coaches

231 – 233 Vincent Street, Cessnock NSW 2325

Phone: 4990 1681

Website: rovercoaches.com.au

Port Stephens Coaches

17A Port Stephens Dr, Anna Bay NSW 2316

Phone: 4982 2940

Email: info@pscoaches.com.au

Website: www.pascoaches.com.au

2.5.2 Bus Facilities

2.5.2.1 Bus stops within the vicinity

The Newcastle Interchange provides connection to various bus services. It is accessed by the light rail service as well as quality footpaths.

There are bus stops located on King Street between Watt Street and Bolton Street, which cater for services in both directions and are located within 210 metres of the subject site. These stops provide seating but no shelter.

There is also a bus stop on the western side of Bolton Street which is sign posted only.

2.5.3 Frequency of Services

In addition to services running from the Newcastle Interchange, routes 11, 13, 14 and 21 operate along King Street within 210 metres of the campus.

Route	Frequency – Weekdays	Frequency - Weekends
11	Half hourly (from 05:13 to 07:13) Quarter hourly (from 07:13 to 20:42) Half hourly after 20.42 to 20:03 Approx. Hourly from 20:03 with last service 03.47	Hourly from 05:05 to 07:05 Half hourly from 7:35 to 19:05 Approx. Hourly from 19:05 with last service 03.42
13	Half hourly (from 05:05 to 07:05) Quarter hourly (from 07:05 to 19:05) Half hourly after 19.05 to 22:05 Hourly 22:05 to 00:35, last services 01:35 & 03.08	Hourly from 04:41 to 06:41 Half hourly from 07:10 to 18:10 Hourly 18:10 to 00:05, last services 01:35 & 03.11
14	Half hourly 05:09 to 07:33 (10mins 07:01 to 07:33) Approx. quarter hourly (from 07:33 to 19:04) Half hourly 19:04 to 22:34 Hourly from 22:34 last service 02.34	Hourly from 05:15 to 06:15 Half hourly from 06:15 to 19:45 Approx. Hourly from 19:45, last service 02.34
21	Approx. 45 mins from 05:59, 30m 07:38 to 08:43 Hourly 08:43 to 14:43 Approx. 30 mins from 14:43 to 17.58 Approx. hourly 17:58 to last service 21:53	Approx. hourly with last service 21:03 Saturday and 18:05 Sunday

2.5.4 Pedestrian connections

Footpaths are available along both sides of Watt Street, Bolton Street and King Street connecting bus stops to the subject site on Church Street, which also provides footpaths to both sides. Pedestrian crossings are available at the intersection of King Street and Bolton Street and King Street and Watt Street as well as outside the site on Church Street.



Photo 1 Bus services run along King Street with footpaths to both sides. Bus stop (blue sign) in distance.

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 Nihon University

The Stockton Ferry service connects with Nihon University via footpaths along various local streets including Bolton Street and Watt Street as well as Hunter Street mall and Scott Street. Signalised crossings are provided across Scott Street with pedestrian crossings at most key intersections.

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.

Uber and DiDi services are readily 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 East End and the CBD as well as to local attractions, including Queens Wharf, Honeysuckle Precinct, Marketown, Darby Street entertainment precinct and major new developments adjacent to Hunter Street Mall. There are footpaths along both sides of the roads in the vicinity of the site, with a pedestrian crossing adjacent to the site frontage across Church Street as well as across Bolton Street. Within the CBD many 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 wheelchair users as well as prams etc. Other intersections typically provide pedestrian crossings to ensure pedestrians have priority.

2.10 Cycling

There is an east-west shared pathway along the harbour foreshore which extends north through Wickham and along Throsby Creek where it becomes part of the No 6 cycling route to University of Newcastle's Callaghan Campus.

Cyclists are also able to ride on the roads connecting with various 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 ongoing in the city centre as part of upgrades to the public domain. Council has a dedicated cycling web site that promotes cycling in the city. <http://www.newcastle.nsw.gov.au/OnYourBike/Home>

City of Newcastle provides cycling route maps, with the CBD map shown to follow in Figure 2-4.

TfNSW 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>

The Newcastle City Centre Cycleway Network Strategy 2017 was developed 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. These have been considered in the development of the City of Newcastle Bike Plan 2021-2030. Figure 2-6 to follow illustrates these proposed improvements to the cycling network.

Initiatives such as the BYKKO electric bike share service are indicative of the city's "Smart City" approach to transport access. Current Docking station locations are illustrated below in Figure 2-4.

The scheme provides a way to reach local destinations quickly, safely and efficiently using BYKKO's electric bike sharing community. With over 156 bicycle docks spread across 19 docking stations throughout the Newcastle CBD, Honeysuckle, Newcastle West, Wickham, The Junction and Bar Beach, finding a bike and getting around is simple and easy. Currently the closest docking station to the subject site is at Pacific Park around 500 metres, a comfortable walking distance from the subject site.

The BYKKO program allows concessions for international students.

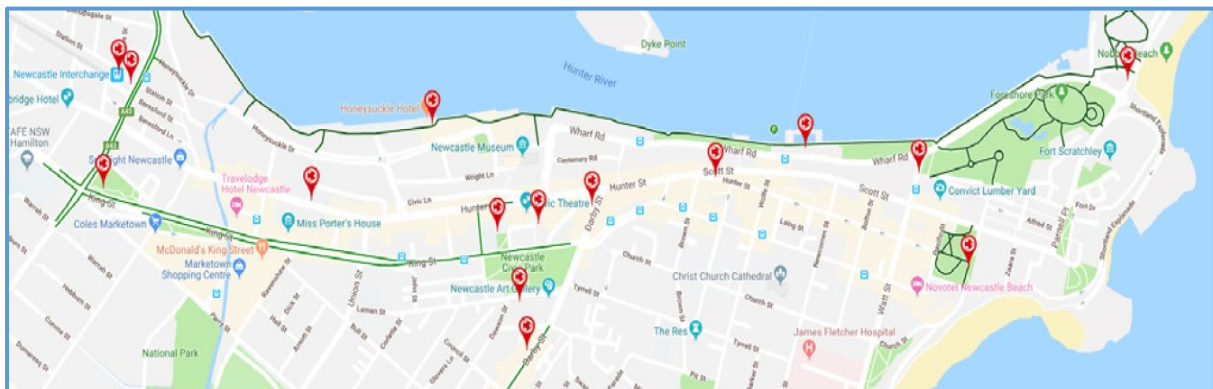


Figure 2-4 BYKKO docking stations – Newcastle CBD.



Photo 2 Bykko stations are available throughout the CBD

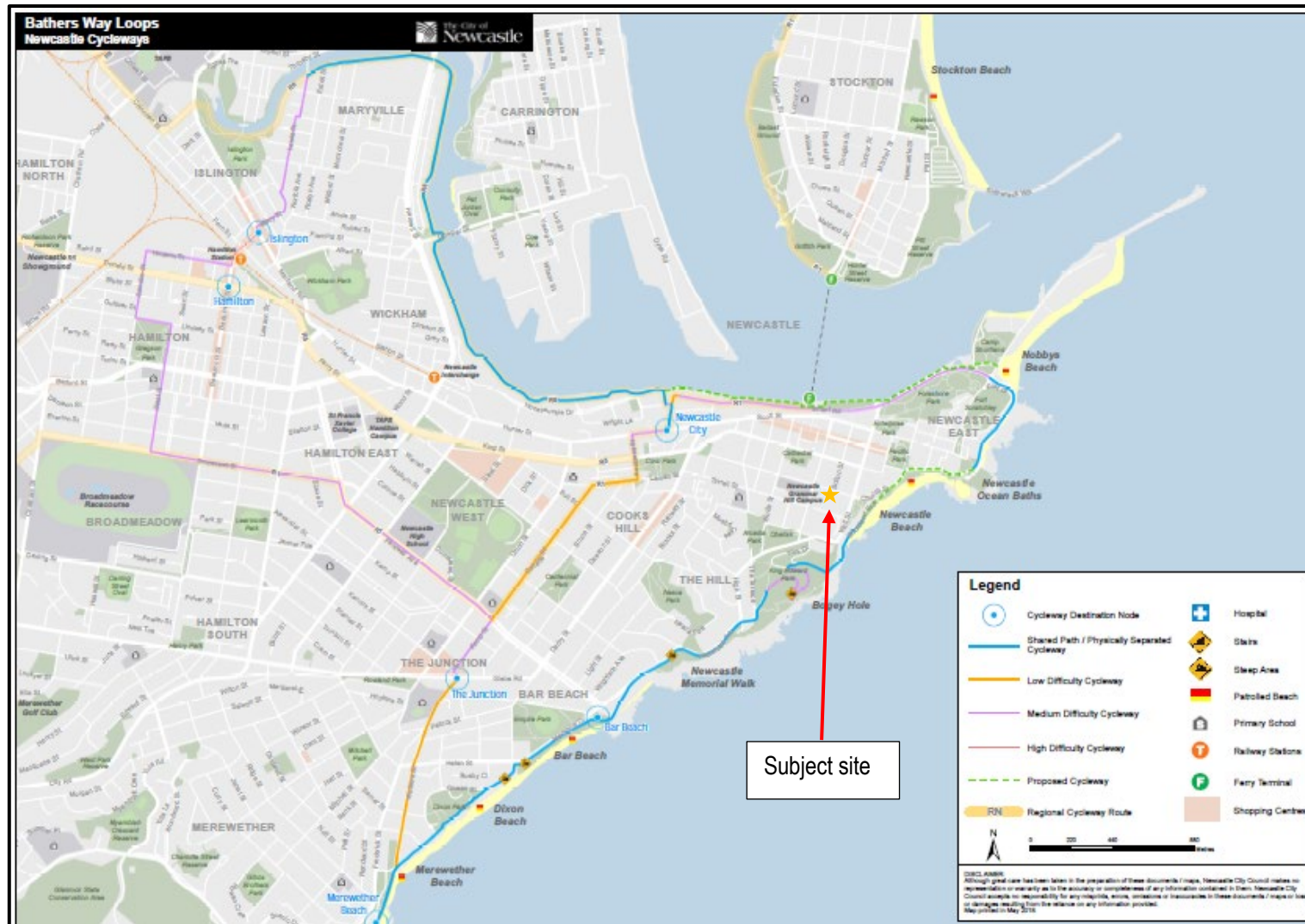


Figure 2-5 Newcastle CBD Cycling Routes – Subject site (★) (Source: Newcastle City Council)

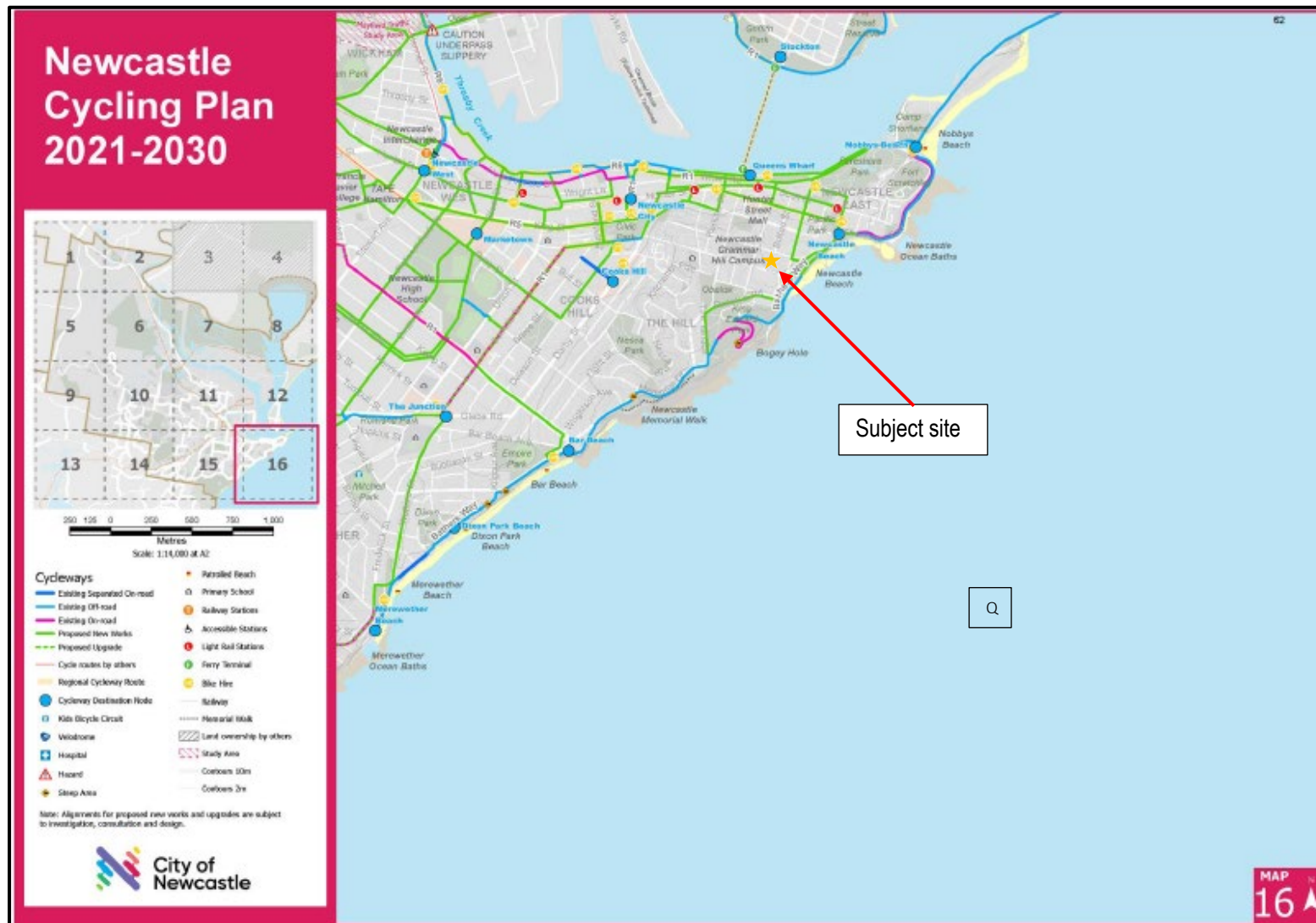


Figure 2-6 Proposed Cycling Network -subject site ★

3 Mode Share Targets

Several targets for travel mode share (other than car) were proposed in the Newcastle Transport Strategy (City of Newcastle 2014). The targets reflect targets adopted by the NSW and/or Australian Governments and to which it was identified that the City of Newcastle would be able to contribute. The proposed targets and measurement sources are shown in Table 5 below, along with a commentary on the proposed responses from the Nihon University Newcastle City Campus development,

Table 3-1 Newcastle Transport Strategy Targets and Nihon University Project Responses

Target	Measurement Source	Nihon University Response
Public Transport		
• Increase mode share to public transport for commuter trips to and from Newcastle CBD during peak hours to 20% by 2016 (NSW 2021)	NSW 2021 Performance Report	100% of International Students and at least 50% of staff live on campus and walk. This is a mode share of > 60% to "Other than Car" (Walk, Cycle, Public Transport) of the anticipated maximum student and staff cohort of 220 people at any one time
Walking		
• Increase the mode share of walking trips made in Newcastle, at a local and district level, to 25% by 2016	NSW 2021 Performance Report Household Travel Survey	100% of International Students will WALK (They will live on campus.) At least 60% of Staff will WALK (They will live on campus.)
Cycling		
• Lift the share of short trips by bike for all travel purposes to 5% (NSW Bike Plan, Newcastle Cycling Strategy and Action Plan) • Double the use of cycling to get to work (NSW Bike Plan, Newcastle Cycling Strategy and Action Plan)	Household Travel Survey ABS Census Household Travel Survey	24 Bike storage spaces for total staff of 24 provided on site. At least 60% of Staff will live on campus and have access to bicycle storage.
Road Safety		
• Reduce death and serious injury on Newcastle's roads by more than 30% (NSW Road Safety Strategy 2012 – 2021)	NSW Centre for Road Safety	100% of international students will NOT have access to private motor vehicles during their Newcastle residency.

Source: Adapted from Table 5: Targets, Newcastle Transport Strategy, December 2014, www.newcastle.gov.au

Table 3-1 clearly demonstrates that the Nihon University Project Responses far exceed the targets set previously by both State and local Governments.

4 Future Travel Demands

4.1 Newcastle CBD Demographics

Newcastle (ABS SSC12949 (SSC) covers the area of the Newcastle CBD from near the former Wickham station, to Newcastle Beach, and including the area of the subject site, James Fletcher Hospital and part of King Edward Park. The SSC had a total population of 2,753 people as at the 2016 Census date. The median age was 41 years, with average people per household of 1.8.

4.1.1 Travel to Work

In Newcastle employed people aged 15 years and above exhibited the following travel patterns

Table 4-1 Existing Travel Patterns

Travel to work	Newcastle SSC	%	Newcastle LGA	%
Car, as driver	831	54.1	49,343	67.6
Walked only	253	16.5	2,858	3.9
Worked at home	87	5.7	2,555	3.5
Bus	73	4.8	1,663	2.3
Car, as passenger	61	4.0	3,438	4.7
People who travelled by public transport	113	7.3	2,863	3.9
People who travelled by car (as driver or passenger)	918	59.3	53,726	73.6

Source: Australian Bureau of Statistics, Census of Population and Housing 2016

4.1.2 Car Ownership

In keeping with the Nihon University policy that its international students and staff will not have access to motor vehicles during their tenure in Newcastle, there will be no motor vehicles garaged at the subject site by residents.

Therefore, staff and students resident at the campus will see an increase in non-car based travel patterns (i.e. walking to work or school) and a reduction in car ownership for this SSC.

4.2 Staff and Student Travel

The potential local travel demands of the development proposal as a University 'micro-campus' are:

1. Extra-curricular local student loading of around 6 additional (local) students per day, or around 30 per week participating in predominantly after-hours tuition.
2. 12 teaching staff accommodated on-site.
3. 12 other staff (8 administration, 4 hospitality).
4. A maximum student loading for special events on campus of up to 200 students (100 international on campus, and 100 visiting local University of Newcastle students.).
5. Heritage open Day (Special Event) – Once per year up to maximum of 200 people.

The anticipated travel modes for staff and students are outlined below in Tables 4-2 and 4-3.

Table 4-2 Anticipated International Student and Staff Travel Versus Anticipated Modes

Mode	Anticipated Travel Modes (Applying CoN Transport Strategy TARGETS)			
	% of staff trips	No of staff trips	% of student trips	No of student trips
Car (as driver or Passenger)	0%	NIL	0%	NIL
Public Transport	0%	NIL	0%	NIL
Walk	100%	12	100%	100
Bicycle	0%	NIL	0%	NIL
Ferry	-	-	-	-

Source: BTF report Adapted from Newcastle Transport Strategy Targets (CoN 2014) - 100% On-site residency planned for ALL International students & staff.

Table 4-3 Anticipated Local Staff and (Occasional) Student Travel Versus Anticipated Modes

Mode	Anticipated Travel Modes (Applying CoN Transport Strategy TARGETS)			
	% of staff trips	No of staff trips	% of student trips	No of student trips
Car (as driver or Passenger)	50%	6	50%	50
Public Transport	20%	2	20%	20
Walk	25%	3	25%	25
Bicycle	5%	1	5%	5
Ferry	-	-	-	-

Source: BTF report Adapted from Newcastle Transport Strategy Targets (CoN 2014) - 50% Car is the residual travel not covered

And so the focus of this Green Travel Plan therefore is to potentially shift up to 50 occasional University of Newcastle student trips to the Nihon University Newcastle City Campus, as the remaining 75% of students are already captured by non-car modes, as are the bulk (75%) of staff trips.

4.3 Staff as Work Day Travellers

The only perceived work-day travel for Nihon University Staff is an occasional need for staff to visit one of the University of Newcastle Campuses, as part of any exchange program resulting from the Memorandum of Understanding between Nihon University and the University of Newcastle.

Such activity is not expected to be a significant demand. In any case, the GTP principles of supporting active travel, including the excellent public transport options between the campuses is considered more than capable of meeting this minor demand for inter-campus travel.

Again, it is emphasised that the Japanese culture of international staff (and students) is such that reliance on public transport and active travel is second nature, unlike the travel culture of the average Australian.

Such travel, if to Callaghan can be supported by either the inter-campus shuttle or train travel to Warabrook.

Potential destinations for other travel could include:

- Airports
- Out of region visits, field trips and research
- Meetings at other locations (E.g. University of Newcastle)

International staff will travel to Australia via international air services, arriving into either Brisbane or Sydney to then transfer domestically to Newcastle Airport. Alternatively they may transfer by chartered bus to the Newcastle City "micro" Campus.

The frequency of work-day travel needs is expected to be rare.

4.4 Student Travel Needs

4.4.1 International Students

International Students will live on campus and complete their education tuition on campus and so shall have no commuting travel associated with their day to day activities.

International students will also travel to Australia via international air services, arriving into either Brisbane or Sydney airport. They will then either transfer to a domestic air service to Newcastle airport and/or take a chartered bus to the proposed Newcastle City “micro” Campus.

In terms of extra-curricular activities, these will be typical of any resident, in that they will include, shopping, recreational, social, cultural, medical activities, planned excursions, etc with the site ideally located for ease of access to these local facilities and attractions..

These extra-curricular activities will be undertaken by travel modes other than private motor vehicle (due to insurance). They will therefore travel by walking, cycling or using public transport including the potential for taxi/uber or similar ride sharing platforms.

4.4.2 Potential Demand for Local Students and Visitors

Local students, particularly as a result of the MoU signed between Nihon University and the University of Newcastle are anticipated to be able to avail themselves of occasional activities and tuition in the areas of Japanese language and culture. While it is expected that in the order of 6 students per day will make use of specific after hours tuition (BTF TIS 2019) it has also been indicated that a maximum gathering of up to 200 students is possible for special events.

Such events could involve up to 100 University of Newcastle students attending the site, and being a “Special Event” is better covered by a Special Event Transport Management Plan rather than a Green Travel Plan.

Also under the “Special Event” category are the proposed Heritage Open Days, when the facility will be opened once per year to the public for Heritage Week activities (as per the heritage interpretation plan.) It has been estimated that these events will cater for 200 people maximum on site at any one time.

It is recognised that the GTP shall inform such Special Event TMPs.

4.4.3 Local Staff and Student Settlement Patterns

Local staff and students may be drawn from all over the Hunter Region. As such it is expected that their travel patterns will reflect those of any worker or regular visitor to the Newcastle CBD.

In this regard this GTP has assumed the targets set by the City of Newcastle in its 2014 Transport Strategy as outlined in Section 6 of this report.

5 How to influence Change

5.1 Background on Green 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.*)

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 policy, covering parking pricing and supply

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

- Live In Accommodation – for both students and staff.
- No Drivers licenses - international students will not be allowed to drive locally (governed by insurance).
- Park and Ride Shuttle – if reintroduced, available for Newcastle CBD workers, to reduce pressure on on-site (CBD) parking and the local road network.
- UoN Campus Shuttle – for use by university staff and students between Callaghan and NUSpace (City).
- Bus Travel – ensure all local staff and students who are open to using public transport are supported in this choice.
- Train Travel – ensure all local staff and students who are open to using public transport are supported in this choice.
- Light Rail Travel – effective local (CBD) travel and connection to heavy rail from Nihon City Campus (Newcastle Light Rail).
- Car Pooling - reduce number of individual private car drivers by encouraging any local staff and students to car pool, both to and from the campus as well as for any work-related travel.
- Ensure any local staff who indicate they are prepared to walk or cycle are supported in this choice.
- Parking policy – ensure it supports alternative transport options.
- Work related travel – reduce dependence on private car travel.
- Non-peak period servicing for site servicing wherever possible.

5.3 Nihon University / University of Newcastle MoU

It is understood that the two universities, Nihon University and the University of Newcastle, have entered into a Memorandum of Understanding (MoU) that may allow casual tuition to be offered to local students from time to time.

It is this prospect of local student involvement in Nihon University Newcastle City Campus activities that has generated the requirement for this Green Travel Plan.

International Students and Staff will not be provided with access to motor vehicles during their time studying in Newcastle. It is understood this is in part due to licence and insurance reasons, but also a way of reinforcing what is already entrenched Japanese travel behaviour.

As a consequence of the MoU an opportunity exists to make available existing promotional material used by local students, to illustrate, explain, promote and guide any local students or staff who choose to take advantage of the offerings from Nihon University Newcastle City campus, afforded under the arrangements of the MoU.

Recommendation 1 – Develop Website based transport information and guidance material for the Nihon University website or intranet, which is consistent with existing travel information used by University of Newcastle students and staff.

5.4 Opportunities to Reduce Commuter Car Dependency

5.4.1 Promotion of walking and cycling

5.4.1.1 *Travel behaviour of International Students and Staff*

The experiences of international (Japanese) students and staff are very much weighted toward using public transport modes other than cars. In this way the international students and staff will be very open to travel particularly by cycling, walking and public transport, as is their common experience at home in Japan.

The most significant contribution the Nihon University boutique or “micro-campus” can have on reducing car dependency is its policy for international students and staff to live on campus and therefore walk to classes.

The location of the campus within the Newcastle city centre also ensures that staff and students’ needs can be met within the city with staff and students able to live, play and work/ be educated within the CBD. The provision of bike storage for 24 bicycles further supports options to ride or walk throughout the area when not on campus.

Recommendation 2 - Ensure that those who are intending to ride are well supported including allocation of storage, provision of route information, etc.

Recommendation 3 - Promote Ride to University days and networking with NUBUG (Newcastle University Bicycle Users Groups)

Recommendation 4 - Promote a walk and cycle event between Nihon University and the University of Newcastle City Campus to establish the ease with which this can occur within the area

Recommendation 5 - Install NSW Transport Cycling trip planners on staff workstations

Recommendation 6 - Promote the benefits of walking to all staff and students that live on Campus.

Recommendation 7 - Provide an alternate emergency transport option (e.g. taxi or ride sharing) for local staff that walk or cycle and have to get to their home in an emergency.

5.4.2 Local Travel Management

Local students (non-residential) participating in activities covered by the MoU between Nihon University and the University of Newcastle will be able to avail themselves of the same extensive array of transport choices available to all workers, visitors and residents of the Newcastle CBD. They are also able to access and make use of the extensive transport information available via the University of Newcastle website and can benefit where appropriate from the inter-campus Park and Ride shuttle between Callaghan and the City.

This includes “How to Get There” information for the City Campus, which is particularly relevant in the context of local travel to the Newcastle CBD. A student or staff member need only to remain on a service from the City Campus to Newcastle East, to be able to travel via public transport from across the Greater Newcastle region. Travel Access Guides are comprehensively illustrated through the University of Newcastle Website and portal and focus on Active Travel.

The cycling and pedestrian route along the Hunter River foreshore is a practical and pleasant connection between the site and surrounding suburbs to the west and north for those staff living within the residential suburbs adjacent to the city. These routes are well promoted for use by commuters to the Newcastle CBD.

An important initiative for any Green Travel Plan is to establish proactive management of active transport initiatives for local travel by means other than car. The following recommendations are put forward as “soft” measures that combined with available alternate transport options can contribute to reducing overall car dependency of any local travel requirements generated by the MoU with the University of Newcastle:

Recommendation 8 - Introduce the role of Transport Coordinator to oversee the implementation and management of this Nihon University Green Travel Plan

Recommendation 9 - Educate all staff and students about their travel choices and provide an information pack to encourage active transport and shared trips. Include website links to public transport and bike hire providers, Travel Access Guides and Park and Ride information for local students and staff.

Recommendation 10 - Provide all staff and students with information about their travel choices as part of their orientation

Recommendation 11 - Provide students with information that makes their travel choices easy to make

5.4.3 Campus to Campus Travel

The Transport for NSW “Trip Planner” is a publicly available web based tool that allows people to investigate all options of travel, including walking, cycling, and public transport across the Greater Metropolitan Region. This includes Newcastle, where it is possible to plan your trips around multiple modes as required.

Figure 5-1 and 5-2 below illustrates either bus or walking trips Nihon “micro” campus to the University of Newcastle City Campus at Auckland Street in the CBD.

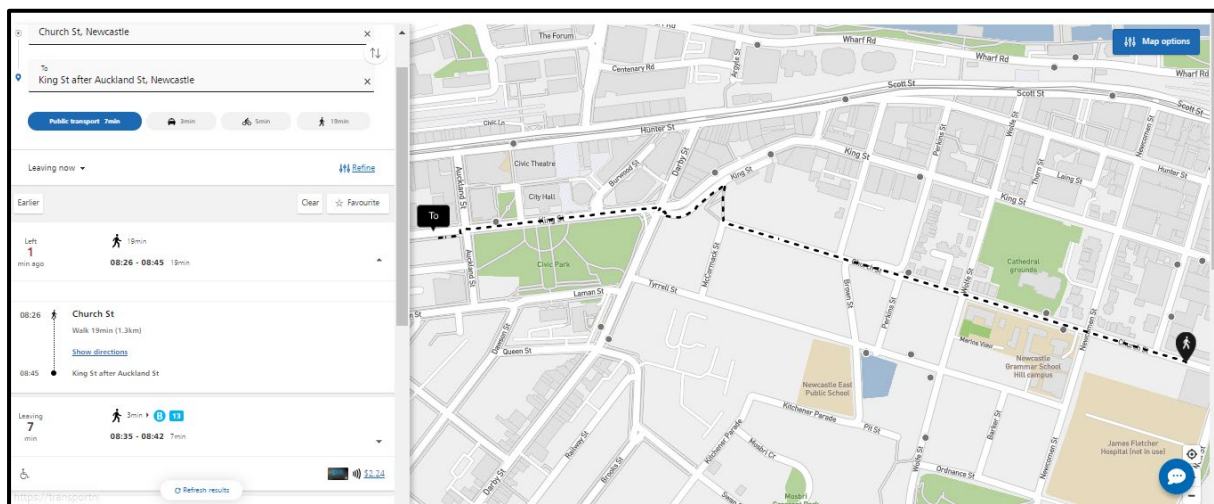


Table 5-1 Trip planner providing walking route between Nihon campus and NUSpace

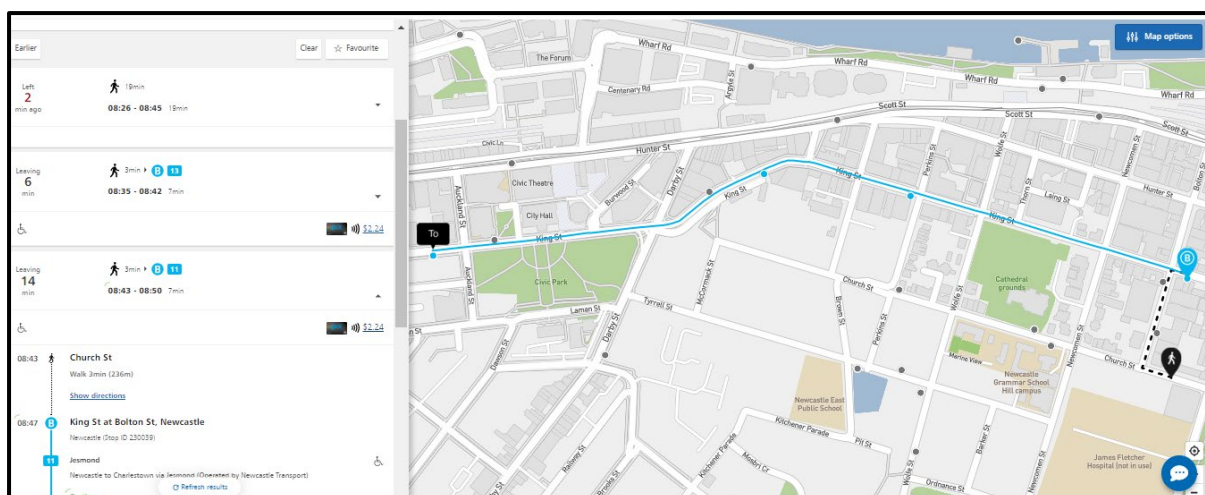


Table 5-2 Trip planner providing bus service between Nihon campus and NUSpace

To assist international students and staff in their orientation period, it is a recommendation that when implemented, the Nihon University Newcastle City Campus website include a Transport page on How to get there, and including links to important public tools such as the Transport for NSW “Trip Planner”

Recommendation 12 - Promote Public Transport options for travel between Nihon Campus and the University of Newcastle.

Recommendation 13- Investigate option to implement a car share/taxi service for staff trips between Nihon Campus and University of Newcastle.

Recommendation 14 - Investigate Computer-Aided Facilities Management and other potential booking services

Recommendation 15 - Investigate bicycle travel between Nihon Campus and the University of Newcastle as a travel option.

Recommendation 16 - Understand the need for occasional trips to airports and local centres.

5.4.4 Encouraging Public Transport Use

Transport NSW continues to implement the use of technology to inform the travel experience. The move towards individual travel needs sees a number of phone Apps available to provide for trip planning, departure information and travel alerts. Trip planners also indicate whether services are on time or behind schedule, taking confusion out of travel, particularly buses.

Adding Transport for NSW trip planner tools to the Nihon University website, intranet or to individual computers gives staff and students access to up-to-date public transport trip.

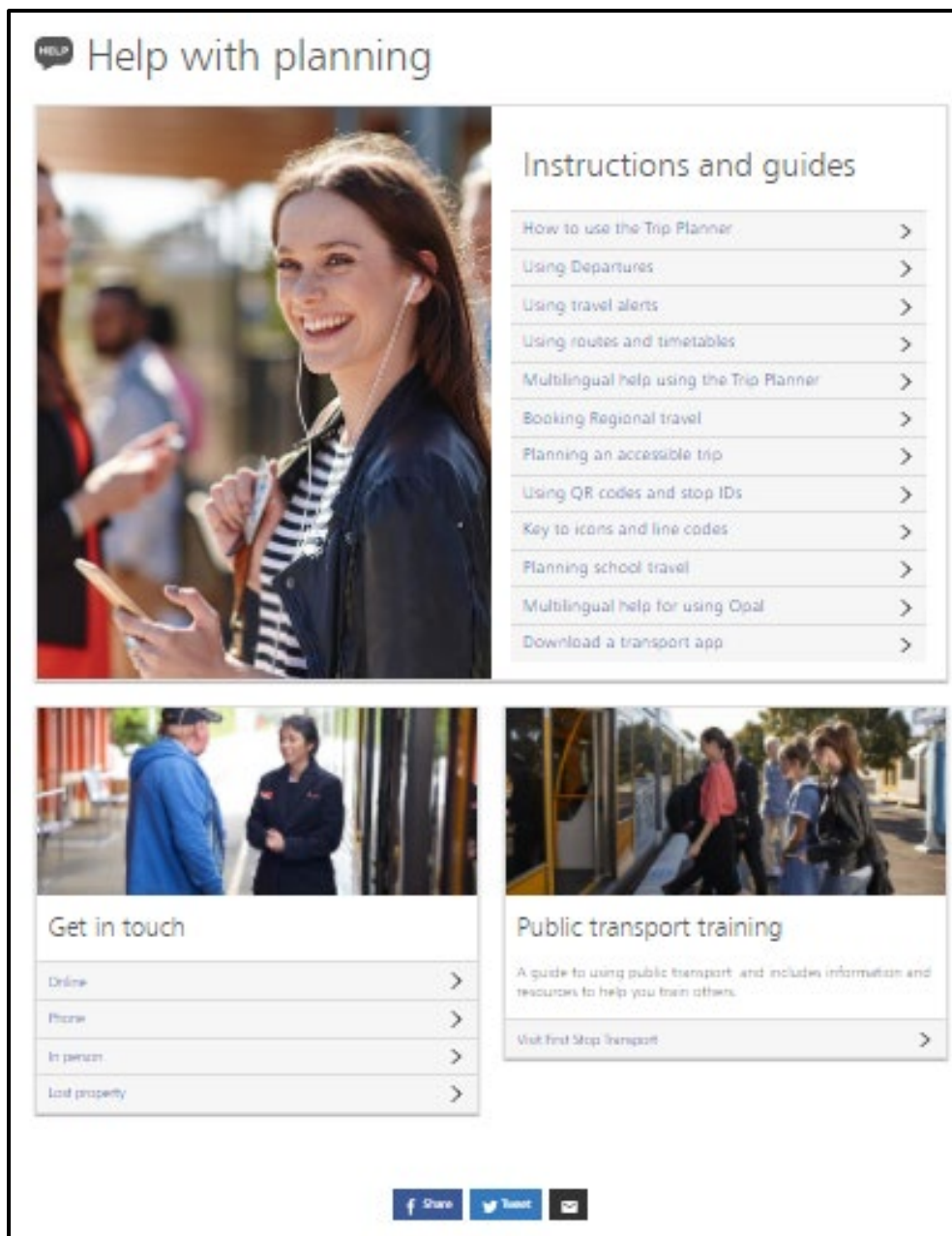


Figure 5-1 Transport for NSW planning guidance (www.transportnsw.info)

The Nihon University Campus is not located within close proximity to the heavy railway network (Newcastle Interchange) however, it is within easy walking distance of the Newcastle Light Rail which provides a direct connection to the Hunter and Central Coast / Sydney lines at the Newcastle interchange in Wickham. Similarly, bus services on King Street, provide for connection to the west end of Newcastle and the interchange.

An assessment of train, light rail and bus connections indicate that the most effective connection for Newcastle CBD activity is the King Street Bus services, followed by the Newcastle Light rail service.

Students, staff and visitors of the Nihon Campus should be provided as much information as possible about public transport services, how to access and use them for all their local transport needs. This includes information on Opal pay or tap and travel payment options.

Recommendation 17 - Add Transport NSW “Trip Planner” information to workstations (staff and students) and provide information on travel Apps for phone use.

Recommendation 18 - Include a Transport “How to Get There” page on the University main website and/or intranet including location and bus stop ID and walking routes between the campus and the light rail at both Queens Wharf and Pacific

Recommendation 19 - Provide emergency options for staff needing to travel unexpectedly to other Newcastle destinations (e.g. taxi vouchers)

Recommendation 20 - Provide information about public transport to new staff and students as part of their orientation

Recommendation 21 - Investigate the feasibility for local staff and students to purchase annual and quarterly public transport passes through student and staff loan facilities

5.4.5 Telecommuting

The COVID-19 pandemic has confirmed that opportunities to telecommute are both feasible and practical.

While a significant part of the proposed Nihon University operations will not lend themselves to telecommuting, local staff could perform some of their work from home thereby reducing travel to the Nihon building. If staff were able to perform some of their jobs from home that would further contribute to reducing any car based travel.

Recommendation 22 - Investigate the feasibility for staff and local students to telecommute (work/study from home)

Recommendation 23 - Investigate opportunities for staff to telecommute/teleconference between sites for any local meetings etc.

5.4.6 Car Pooling

Given the relatively low staff numbers for the campus, car-pooling is not considered a viable option for reducing car dependency though implementation on this site alone. It could be however be a participant in a CBD wide strategy, either as part of a City of Newcastle initiative or Transport for NSW / Newcastle Transport initiative.

There are however a number of general recommendations that are put forward for consideration to encourage carpooling as much as is practical for this campus.

Recommendation 24 - Promote carpooling through priority parking

Recommendation 25 - Investigate the scope of establishing a site based carpooling system (data base and bookings) and investigate any potential liability issues.

Recommendation 26 - Investigate feasibility of using the existing University of Newcastle Carpool system by staff travelling to and from both University campuses.

Recommendation 27 - Investigate feasibility of a carpool program in conjunction with other Newcastle CBD employers.

5.4.7 Parking Policy Tools

The Nihon site is already recognised as being constrained for both parking (historic deficiency) and on the surrounding road network. As important as it is to encourage alternative modes of transport, for many the choice is determined by various factors not least of which is the cost and availability of parking. To this end the Nihon

parking policy is a crucial factor in ensuring the provision of parking is managed and that alternative travel choices are encouraged for non-residential staff and students.

Recommendation 28 – Maintain parking policy that supports this Green Travel Plan through ZERO provision of on-site parking for students and international staff.

Recommendation 29 - Prioritise parking for staff as an incentive to maximise non-private vehicle trips

- a. Preference for local staff who are actively using carpooling
- b. Provide parking for 1 day per week for staff who travel by other means for the balance of their trips

5.5 Opportunities to Reduce Work-day Car Dependency

5.5.1 Share car pool/share taxis

As an alternate option to a shuttle service, a share carpool/share taxi service provides opportunities to again reduce the dependence on single drive private vehicles for trips to the University or other sites. This could be implemented through a fleet of staff access vehicles or could be provided through private contractors (GoGet and similar car share systems) or taxis. Trips could be controlled through the building management system.

5.5.2 Informal car pooling

Carpooling between staff should be encouraged as an alternative to single driver trips between the Nihon Building and various sites across Newcastle.

The University of Newcastle currently operates an online booking system for staff and students. This system may be able to be utilised by local staff and students carpooling between the Nihon City Campus and the University of Newcastle. This should be investigated as a priority and incorporated into local student and staff travel planning.

5.5.3 Park and Ride

The existing park and ride service is suspended due to reduced demands associated with COVID-19. This service should be monitored for reimplementation in the future.

Recommendation 30- Ensure that if available CBD shuttle services are promoted.

Recommendation 31 - Investigate including Park and Ride stop closer to the Nihon campus.

Recommendation 32 - Consider an extension to the service to suit later (post 6.20pm) finishing times by:

- assessing the potential demand of interested staff and students.
- understanding opportunities to extend the service.

Recommendation 33 - Provide staff briefing on the Stadium PnR service, how it operates, the security offered and the convenience. Incentivise local staff to use the PnR Service during a set week with a reward available.

5.5.4 Cycling including Electric Bikes

The existing cycling path along the Hunter River foreshore provides an opportunity to connect the Nihon University Campus to many local activities and attractions through the provision of bicycles or the use of electric cycles. It is proposed that all international students and staff will have access to a pool of bicycles for local travel needs.

Recommend 34 - Promote use of the existing BYKKO electric bicycle network which is within easy reach of the Nihon University Newcastle City Campus

5.5.5 Telecommuting

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

5.6 Opportunities to reduce impact of service providers

The operation of the Service Delivery Zone to the front of the campus is managed to operate between the hours of 7am to 8am and 7pm to 8pm Monday to Friday and between 7am to 8am Saturday. This encourages contractors and service providers to access the campus during non-peak periods when the level of staff and student attendance is at a minimum, reducing the impact on parking and the surrounding road network.

6 GTP Action Plan

6.1 Promote Existing Publicly Available Travel Information

6.1.1 University of Newcastle Students attending under MoU Terms

The University of Newcastle provides publicly available “How to Get There” information for each of its campuses. This includes the combined city campuses, which when completed will have a combined student cohort approaching 10,000 students and staff levels exceeding 200 people.

This is 100 times the scale of the proposed Nihon University Newcastle City Campus.

Local students attending Nihon campus, associated with the University of Newcastle, will be familiar with this travel information and with the various active travel opportunities both within and travelling to and from the city centre.

Examples of the type of information readily available via the University of Newcastle website are included in **Appendix A – UoN Student Travel Information.**

6.1.2 Extra-Curricular Travel for International Students and Staff

The publicly available University of Newcastle webpage material covering Travel Information for local students and staff is a very practical starting point for considering additional Travel Access information to assist international staff and students in planning travel for their extra-curricular activities, be it for shopping, recreation, entertainment, medical & health needs etc.

It is recommended that the travel page on the Nihon University Newcastle City campus website or intranet include links to and information on:

- NSW Government Transport Service Provider websites and trip planners.
- City of Newcastle website travel information including Park and Ride Service, cycling and walking facilities.
- University of Newcastle website and Travel Access Guides.
- Additional Travel Guides for extra-curricular activities. Examples could include:
 - Shopping – Example How to get to Newcastle Marketown.
 - Sport and Recreation – Example How to get to Newcastle Stadium.
 - Entertainment – Example How to get to Newcastle Harbour Foreshore.
 - Cultural – Example How to get to museum, library, theatre in Civic Precinct.

6.1.3 Non-resident staff

Although the number of non-resident staff on site are low, there is still the opportunity to promote active travel opportunities to these employees. This can primarily be done by ensuring access to Trip Planner tools available in the public domain.

6.2 Summary of GTP Recommendations

By Type of Measure

With the extensive investment and operations of Newcastle Transport and other providers it is considered that the travel needs of people attending the Nihon University campus will be readily absorbed into existing public transport and active transport provisions operating in the Newcastle CBD.

All measures proposed are regarded as “SOFT” measures, influencing travel modes and behaviours, rather than “HARD” measures (which would include new infrastructure provision).

By Modes of Travel

A summary of the focus on “soft” measures as GTP Recommendations follow in Table 6-1 overleaf.

ITEM Mode	Recommendations	Accept Yes / No	Comment/Response
Develop Web based Promotional Material for Active Travel and Public Transport	1 – By Leveraging off the MoU between Nihon university and University of Newcastle, develop Website based transport information and guidance material for the Nihon University website, to be available prior to occupation, and which is consistent with existing travel information used by University of Newcastle students and staff.		
Active Transport – Walking and Cycling	2- Ensure that those who are intending to ride are well supported including allocation of lockers, provision of route information, etc. 3 - Promote Ride to University days and networking with NUBUG (Newcastle University Bicycle Users Groups) 4 - Promote a walk and cycle event between Nihon University and the University of Newcastle City Campus to establish the ease of walking and cycling in the area 5 - Install NSW Transport Cycling trip planners on staff workstations 6 - Promote the benefits of walking to all staff and students that live on the Nihon Campus. 7 - Provide an alternate emergency transport option (e.g. taxi) for local staff that walk or cycle and have to get to their home in an emergency.		
Local Travel Management	8 - Introduce role of Transport Coordinator to oversee the implementation and management of this Nihon University GTP 9 - Educate all staff and students about their travel choices and provide an information pack to encourage active transport and shared trips. Include website links to Public Transport and bike hire providers, Travel Access Guides and Park and Ride information for local students and staff. 10 - Provide all current and future staff and students with information about their travel choices as part of their orientation 11- Provide students with information that makes their travel choices easy to make.		
Campus to Campus Travel	12 - Promote Public Transport options for travel between Nihon Campus and the University of Newcastle. 13 - Investigate option to implement a car share/taxi service for staff trips between Nihon Campus and UoN Campuses. 14 - Investigate Computer-Aided Facilities Management and other potential booking services 15 - Investigate bicycle travel between Nihon Campus and the University of Newcastle as a travel option. 16 - Understand the need for occasional trips to airports and local centres.		
Encouraging Public Transport Use with Opportunities to reduce car travel by local students and visitors	17 - Add Transport NSW “Trip Planner” information to all individual workstations (staff and students) and provide information on travel Apps for phone use 18 - Ensure bus stops are identified in TAGS & travel material and that TEXTBUS is actively promoted to all 19 - Provide emergency options for staff needing to travel unexpectedly to other Newcastle destinations (e.g. taxi vouchers) 20 - Provide information about public transport to new staff and students as part of their orientation 21 - Investigate the feasibility for local staff and students to purchase annual and quarterly public transport passes through student and staff loan facilities. AND 35 – Proactively promote existing publicly available trip planner tools		
Telecommuting	22 - Investigate the feasibility for staff and local students to teleconference (work/study from home) 23 - Investigate opportunities for staff to teleconference between sites for any local meetings etc.		
Car Pooling	24 - Promote carpooling through priority parking		

	25 - Investigate the scope of establishing a site based carpooling system (data base and bookings) and investigate any potential liability issues. 26 - Investigate feasibility of using the existing University of Newcastle Carpool system by staff travelling to and from both University campuses 27 - Investigate feasibility of a carpool program in conjunction with other Newcastle CBD employers.		
Parking Policy Tools	28 –Maintain parking policy that supports this Green Travel Plan through ZERO provision of on-site parking for students and international staff. 29 - Prioritise parking for staff as an incentive to maximise non-private vehicle trips a. Preference for local staff who are actively using carpooling b. Provide parking for 1 day per week for staff who travel by other means for the balance of their trips		
Promote Stadium Park and Ride (PnR) service once reintroduced	30 - Ensure that existing CBD shuttle services are promoted. 31 - Investigate including Park and Ride stop closer to the Nihon campus. 32 - Consider an extension to the service to suit later (post 6.20pm) finishing times by: • assessing the potential demand of interested staff and students • understanding opportunities to extend the service 33 - Provide staff briefing on the Stadium PnR service, how it operates, the security offered and the convenience. Incentivise local staff to use the PnR Service during a set week with a reward available.		
Cycling including Electric Cycles	34 - Promote use of the existing BYKKO electric bicycle network which is within easy reach of the Nihon University Newcastle City Campus		

6.3 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.

Such a review should be monitored during the first year of implementation to adjust and modify as necessary.

The review and surveys may include:

- Analysing Travel Behaviour
- Qualitative Surveys
- Review Usage of Active Travel
- Opportunities for Feedback

An audit of operations at the end of say a three year period of operation leading to an updated plan if appropriate.

Appendix A Sample UoN Student Travel Information

Newcastle

- Callaghan Campus
- Newcastle City Campus**
 - Spaces and places
 - Watt Space Gallery
 - NUspace**
 - The Conservatorium
 - I2N
 - The Forum
 - Food, shops and bars
 - Getting here
 - Campus map
- Living in Newcastle
- Clubs and societies
- Accommodation
- What's On

Transport options

Located on the corner of Auckland Street and King Street, our City campus is right in the heart of Newcastle's CBD.

The City campus consists of [NUspace](#), [the Conservatorium of Music](#), University House, Northumberland House and [Newcastle Legal Centre](#). The new [Honeysuckle](#) precinct will also join our City campus with the first building set to be complete in 2021.

The campus has strong transport links, making it an ideal study location for many of our students, particularly those who study part-time and work close by.

Parking	▼
Public transport	▼
Free NUspace shuttle	▼
Rideshare	▼
Active travel	▼
Traffic and parking rules	▼

Uni life

- What's happening
- Activities and experiences
- Clubs and societies
- Student leadership and representation
- University community
- Campus
 - Student Central
 - Getting around campus
 - Campus amenities
 - Getting to campus
 - Callaghan
 - Newcastle City
 - Central Coast
 - Port Macquarie
 - Sydney
 - Active travel
 - Rideshare
 - Travel concessions
- Accommodation
- Feedback and surveys

Travelling to Callaghan

Travelling to City Campus

Travelling to City Campus

Active travel guides

Active Travel is a mode of transport which involves physical activity such as walking or riding a bike, scooter or skateboard. Public transport is also considered active travel especially if you walk to or from your pick up or set down point.

A range of Active Travel Guides have been created to assist you in finding your way to the City campus.

- [Adamstown](#) (pdf, 437.4 KB)
- [Broadmeadow / Hamilton](#) (pdf, 287.7 KB)
- [Charlestown](#) (pdf, 345.1 KB)
- [Glendale](#) (pdf, 417.8 KB)
- [Kotara / Adamstown Heights](#) (pdf, 270.3 KB)
- [Lambton](#) (pdf, 421.9 KB)
- [Maitland](#) (pdf, 404.4 KB)
- [Mayfield](#) (pdf, 304.0 KB)
- [Merewether / The Junction](#) (pdf, 264.0 KB)
- [Newcastle West / East End / Hamilton South](#) (pdf, 360.1 KB)
- [New Lambton](#) (pdf, 299.5 KB)
- [Redhead / Dudley](#) (pdf, 301.7 KB)

ACTIVE TRAVEL GUIDE



Active Travel is a mode of transport which involves physical activity such as walking or riding a bike, scooter or skateboard. Public transport is also considered active travel especially if you walk to or from your pick up or set down point.

	CYCLE	BUS (Route 13)
Distance	5.5km	5km
Time	21mins	20mins

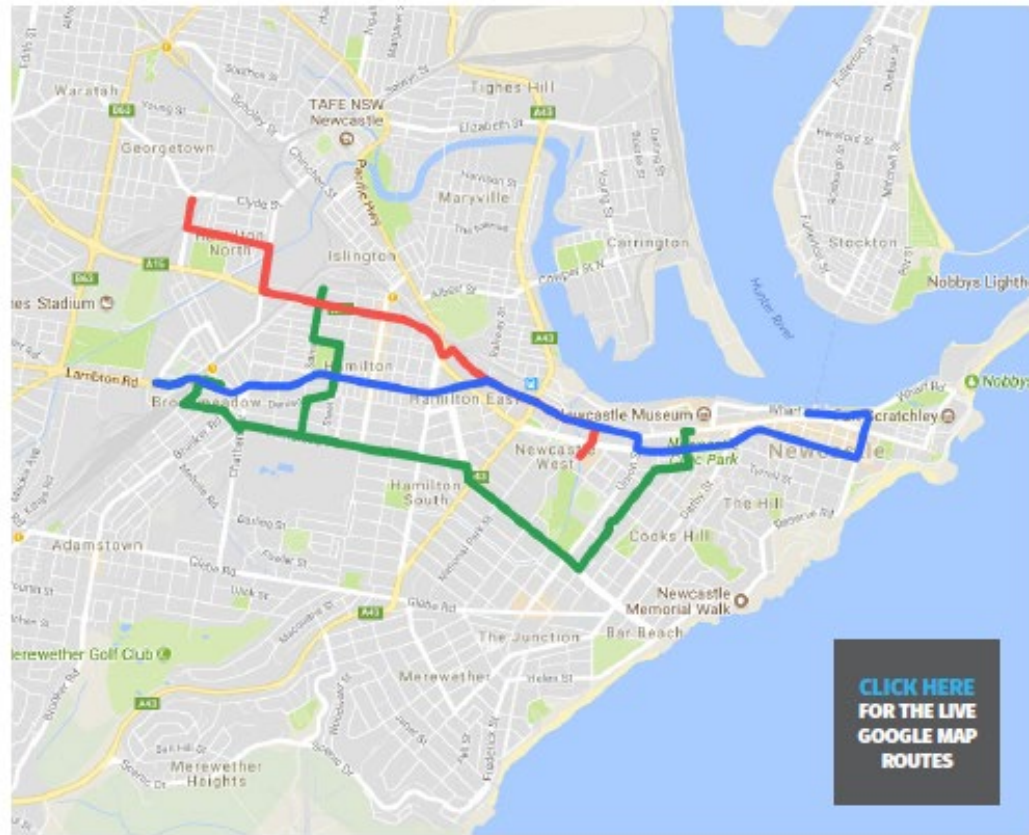
Active travel options are some of the most efficient and effective ways to incorporate regular exercise into our daily lives. By being active you can reduce many long-term health risks, enhance your mental and physical health and your well-being. You will also help our community by easing congestion on the transport network and reduce the environmental impacts associated.

For more information on end of trip facilities, including showers and lockers, available on our campuses visit the [Active Travel Website](#).

For all the latest public transport information visit the [Transport NSW website](#).

BROADMEADOW / HAMILTON > NEWCASTLE CITY CAMPUS

KEY ■ Cycle Route ■ Bus Route #12 ■ Bus Route #13



[CLICK HERE FOR THE LIVE GOOGLE MAP ROUTES](#)

* The cycle routes identified have been created from volunteers as part of the Cycle Safe Network and are considered the best route using a combination of road and cycle paths.

Appendix B - Consultation with City of Newcastle



Katherine Daunt <katherine.d@dwp.com>

RE: 17-0347 - Nihon University - green travel plan consultation

1 message

Steven Masia <smasia@ncc.nsw.gov.au>

20 April 2021 at 16:16

To: Katherine Daunt <katherine.d@dwp.com>

Cc: Edward Clode <edward.c@dwp.com>, Christian Barkowski <christian.b@dwp.com>, David Ryner <dryner@ncc.nsw.gov.au>

Hi Katherine,

Provided our suggestions below are considered CN would not need to conduct a further review.

Regards

Steve

Steven Masia | Development Coordinator**City of Newcastle | Governance**

Regulatory, Planning & Assessment | Development Assessment

T: +61249742054 | M: +61457840656 | E: smasia@ncc.nsw.gov.au*Newcastle - a smart, liveable, sustainable global city.**Cooperation | Respect | Excellence | Wellbeing*

From: Katherine Daunt <katherine.d@dwp.com>**Sent:** Tuesday, 20 April 2021 2:52 PM**To:** Steven Masia <smasia@ncc.nsw.gov.au>**Cc:** Edward Clode <edward.c@dwp.com>; Christian Barkowski <christian.b@dwp.com>; David Ryner <dryner@ncc.nsw.gov.au>**Subject:** Re: 17-0347 - Nihon University - green travel plan consultation

[EXTERNAL] This email originated from outside of the organisation.

Steve,

Thanks very much for your email and CoN's expectations in terms of the GTP requirements. We will pass this over to the traffic engineer to consider and accommodate in the preparation of the plan.

Would you or David like to review or comment upon the GTP upon its completion, and prior to issuing to the certifier for Occupation?

Regards

Katherine

On Tue, 20 Apr 2021 at 12:06, Steven Masia <smasia@ncc.nsw.gov.au> wrote:

Hi Katherine,

City of Newcastle (CN) would typically not require the proponent to consult further with CN for the preparation of a Green Travel Plan (GTP) however it is clear from below condition that the approval issued by the Department required an element of consultation.

Accordingly it is recommended that the following points be considered in the preparation of the GTP:

- The Nihon University had a large concession in relation to parking on the basis that students would be from overseas and therefore not have a drivers licence. The students lived on the campus. Essentially parking was only being provided for staff and visitors. The requirement for a GTP formed a key element in the approval process relating to traffic -parking. This needs to be acknowledged and factored into the GTP.
- Consider the provisions relating to GTPs under Section 7.03 Traffic Parking and Access of Newcastle DCP 2012. The GTP should be tailored to the development.

<https://www.newcastle.nsw.gov.au/Newcastle/media/Documents/Development%20and%20Building/DCP%202012/7.00%20Development%20Provisions/7-03-Traffic-Parking-and-Access-amended-021120.pdf>

- Below is a link that may also be helpful for the preparation of a GTP in particular Section 3.

https://www.healthyactivebydesign.com.au/images/uploads/ALNSW_PCAL_PCAL-Workplace-Travel-Plan-Resource-2010.pdf

I trust the above will be of assistance for the preparation of the GTP. While further consultation would typically not be required should you have any specific questions please contact Senior Development Officer (Engineering) David Ryner on 4974 2637 or email dryner@ncc.nsw.gov.au.

Regards

Steve

Steven Masia | Development Coordinator

City of Newcastle | Governance

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Our new Community Strategic Plan
is our map to a brighter future



NEWCASTLE
it's your
future

From: Katherine Daunt <katherine.d@dwp.com>**Sent:** Monday, 19 April 2021 2:10 PM**To:** Steven Masia <smasia@ncc.nsw.gov.au>**Cc:** Edward Clode <edward.c@dwp.com>; Christian Barkowski <christian.b@dwp.com>**Subject:** Re: 17-0347 - Nihon University - green travel plan consultation

[EXTERNAL] This email originated from outside of the organisation.

Hi Steve

Just touching base in relation to my email below, and was wondering if you could assist? I have left a voicemail on both your phones.

Regards

Katherine

On Wed, 14 Apr 2021 at 11:30, Katherine Daunt <katherine.d@dwp.com> wrote:

Hi Steve,

I hope this email finds you well. I was wondering if you could advise the appropriate people at CoN that we can make contact and consult with regarding the preparation of a Green Travel Plan for the Nihon University Project at 9 Church Street Newcastle.

SSD 9787 - Consent Condition E10

Green Travel Plan

E10. Prior to issue of an Occupation Certificate, a Green Travel Plan (GTP), must be submitted to the satisfaction of the Planning Secretary to promote the use of active and sustainable transport modes. The plan must:

- (a) be prepared by a suitably qualified traffic consultant in consultation with Council;
- (b) include objectives and modes share targets (i.e. Site and land use specific, measurable and achievable and timeframes for implementation) to define the direction and purpose of the GTP;
- (c) include specific tools and actions to help achieve the objectives and mode share targets;
- (d) include measures to promote and support the implementation of the plan, including financial and human resource requirements, roles and responsibilities for relevant employees involved in the implementation of the GTP; and
- (e) include details regarding the methodology and monitoring/review program to measure the effectiveness of the objectives and mode share targets of the GTP, including the frequency of monitoring and the requirement for travel surveys to identify travel behaviours of users of the development.

Kind Regards

Katherine

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Katherine Daunt | Design Director

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