



Green Travel Plan

Detailed State Significant Development Application
Site C, Crows Nest over station development

Contents

1	Introduction	4
1.1	Project Overview	4
1.2	Site location and description	4
1.3	Overview of the proposed development.....	Error! Bookmark not defined.
1.4	Purpose of this report	5
1.5	Report structure.....	5
2	Existing Conditions	7
2.1	Existing mode split and future target.....	7
2.2	Existing transport provision.....	9
2.3	Bus Services	9
2.4	Train Services	11
2.5	Pedestrian and cycling infrastructure	11
2.6	Car share	14
2.7	North Sydney Council policy	15
3	Bicycle Parking Facility Provision	16
4	Green Travel Plan Measures	18
4.1	General	18
4.2	Walking	19
4.3	Cycling	19
4.4	Public transport	20
4.5	Carpooling and car share	21
4.6	Car parking.....	21
4.7	Reducing network travel demand	21
4.8	Travel Access Guide (TAG).....	22
5	Monitoring and Review.....	23
5.1	Responsibility	23
5.2	Travel surveys	23
6	Conclusion	24

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Acronyms

Acronym	Meaning
ABS	Australian Bureau of Statistics
BTS	Bureau of Transport Statistics
CBD	Central Business District
Council	North Sydney Council
CSSI	Critical State Significant Infrastructure
CPTMP	Construction Pedestrian and Traffic Management Plan
CTMP	Construction Traffic Management Plan
DA	Development Application
DCP	Development Control Plan
DPE	NSW Department of Planning and Environment
EIS	Environmental Impact Statement
EoT	End of Trip cycling facilities
GFA	Gross floor area
GSC	Greater Sydney Commission
GTP	Green Travel Plan
LEP	Local Environment Plan
LGA	Local Government Authority/Area
LoS	Level of Service
OD	Origin-destination
OSD	Over station development
Roads and Maritime	NSW Roads and Maritime Services
SEARs	Secretary's Environmental Assessment Requirements
SEPP	State Environment Planning Policy
SSD	State Significant Development
SWTC	Scope of Works and Technical Criteria
TAG	Travel Access Guide
TfNSW	Transport for NSW
TZ	Travel Zone

1 Introduction

This Green Travel Plan (GTP) has been prepared in response to the requirements contained within the Secretary's Environmental Assessment Requirements (SEARs) dated 24 February 2021 and Condition B17 of the Concept Approval (SSD-9579). Specifically, this report has been prepared to respond to the SEARs requirement No. 11 extract as follows:

'measures to promote sustainable travel choices for employees, residents or visitors, such as minimising car parking provision, encouraging car share and public transport, cycling and walking, implementing a green travel plan and providing end of trip facilities'

1.1 Project Overview

The detailed State Significant Development (SSD) development application (DA) seeks approval for the detailed design, construction and use of a new nine-storey commercial office building on Site C above the Sydney Metro Crows Nest station entrance. The proposed development also includes the fitout of the ground floor lobby and Level 1 end-of-trip/bicycle storage facilities, which will be constructed under the CSSI Approval for the metro station.

The proposed commercial building will provide additional premium office floor space to the precinct, complementing the St Leonards commercial core and integrating with the broader Crows Nest village. No vehicular parking will be provided on site.

The detailed design of the Site C OSD has been subject to rigorous design development, testing and review from various government and independent parties such as the Sydney Metro Design Review Panel (DRP) to ensure that it achieves the highest standard in architectural design.

1.2 Site location and description

The Crows Nest Station precinct is located between the Pacific Highway and Clarke Street (eastern side of the Pacific Highway) and Oxley Street and south of Hume Street, Crows Nest. It is wholly located within the North Sydney local government area (LGA), and also near the boundaries of both the Willoughby and Lane Cove LGAs.

The Crows Nest Station OSD site comprises three sites (Figure 1-1). This GTP is for Site C located at 14 Clarke Street, Crows Nest.



Figure 1-1: Aerial photograph of Site C within the greater Crows Nest Station precinct

Site C is located at the north-western corner of Hume Street and Clarke Street, and comprises one allotment with the address of 14 Clarke Street, Crows Nest. It is legally described as Lot 1 in DP1123850.

The site is roughly rectangular in shape and being located within the Crows Nest village centre. Adjoining Site C is a seven-storey residential building (known as 'Wyndel Apartments') at 22-26 Clarke Street and a five-storey commercial building at 20 Clarke Street.

The existing buildings on the site have been demolished to facilitate the construction of Crows Nest Station under the CSSI Approval. The demolition works are now complete, and the site is vacant and surrounded by construction hoarding. Once the station is completed as per the CSSI Approval, the entry within Site C will provide connection to the east towards Willoughby Road.

1.3 Purpose of this report

The use of private vehicles is a major contributor towards both greenhouse gas emissions and traffic congestion on Sydney's roads, with significant environmental and social costs. As well as delivering better environmental outcomes such as reduced air and noise pollution, the promotion of sustainable travel options will provide both health and social benefits to the community and reduce traffic congestion.

1.4 Report structure

This GTP outlines current travel conditions and potential green travel options for commuting to the Site C OSD above the new Sydney Metro Crows Nest Station.

This GTP has been prepared as a package intended to inform and encourage the use of sustainable transport options for travel to and from the development site, taking into consideration location and accessibility to alternative transport modes.

It promotes the use of active transport modes such as walking and cycling, and public transport options that service the area. This GTP provides recommendations on sustainable transport initiatives that be undertaken by the OSD, as well as initiatives

for the commercial end user to increase sustainable travel options, with the objective of reducing private vehicle use and increasing the use of active or public transport. This report is structured as follows:

- Section 1 Introduction and overview
- Section 2: Existing conditions discusses existing and future transport conditions
- Section 3: Green Travel Plan measures provides an overview of the changes to the existing transport use due to the proposed development and summarises actions to encourage sustainable transport opportunities
- Section 4: Monitoring and review provides an overview of ongoing monitoring actions to obtain maximum benefit from the GTP.

2 Existing Conditions

2.1 Existing mode split and future target

Census 2016 Journey to Work data collected by the Australian Bureau of Statistics (ABS) has been used to assess the current commuter travel behaviour in the proposed development area and characterise the public transport conditions near the site.

The Bureau of Transport Statistics (BTS) uses ABS data to determine the mode used to travel to work by 'travel zones' (TZs). The TZs that apply to this proposed development site are illustrated in Figure 2-1.

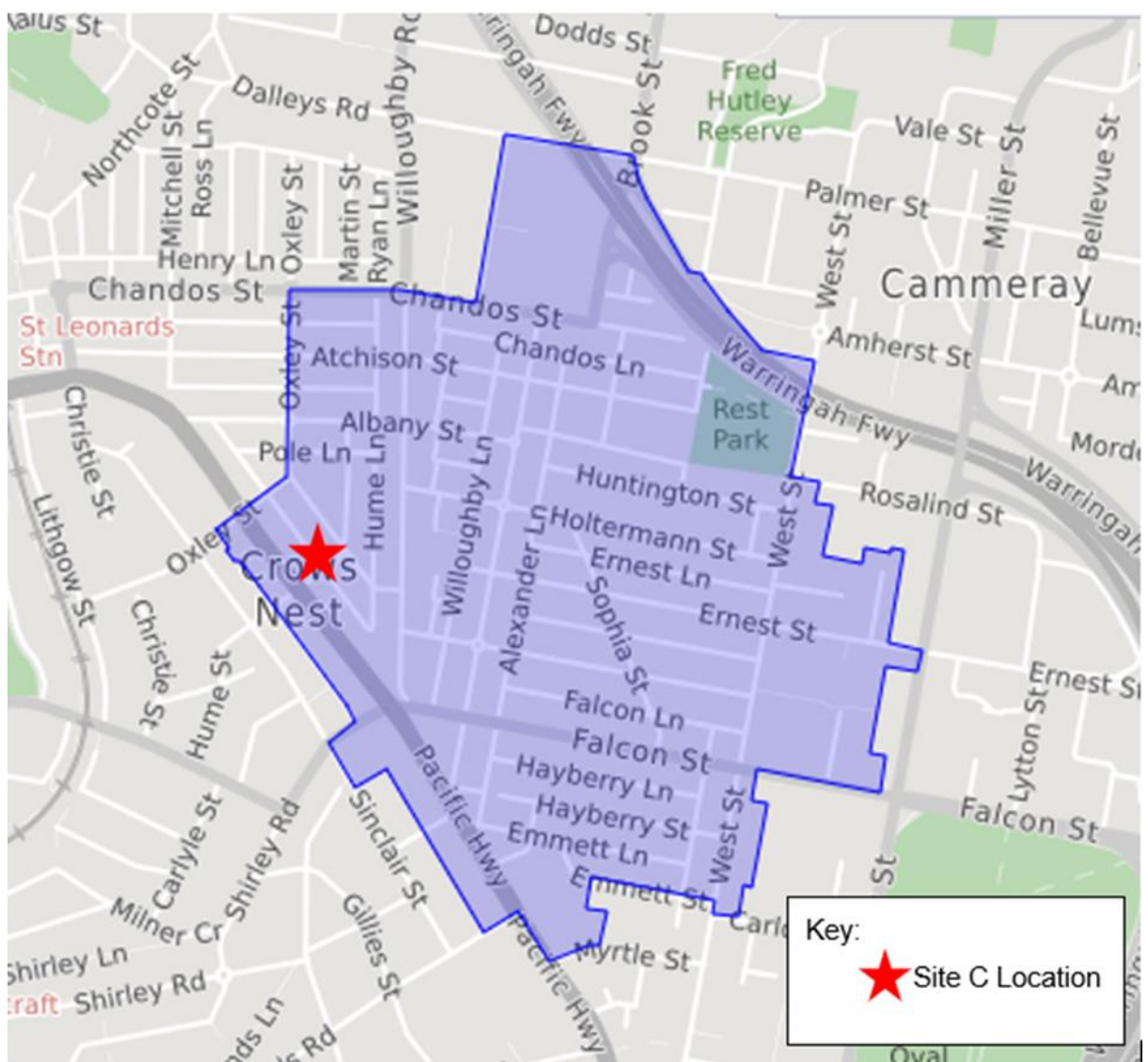


Figure 2-1: Census 2016, Journey to Work relevant Level 1 Statistical Areas¹

¹ The following ABS Level 1 Statistical Areas were considered for this analysis: 1141407;1141435;1141444;1140110;1140117;1140119;1140120;1140123

The main mode of travel is summarised in Figure 2-2 and includes the following mode share:

- 48% travelled by train
- 9% travelled by bus
- 25% travelled by car
- 1% travelled by bicycle
- 15% walked only
- 2% used another mode of travel
- 1% did not state their mode of travel.

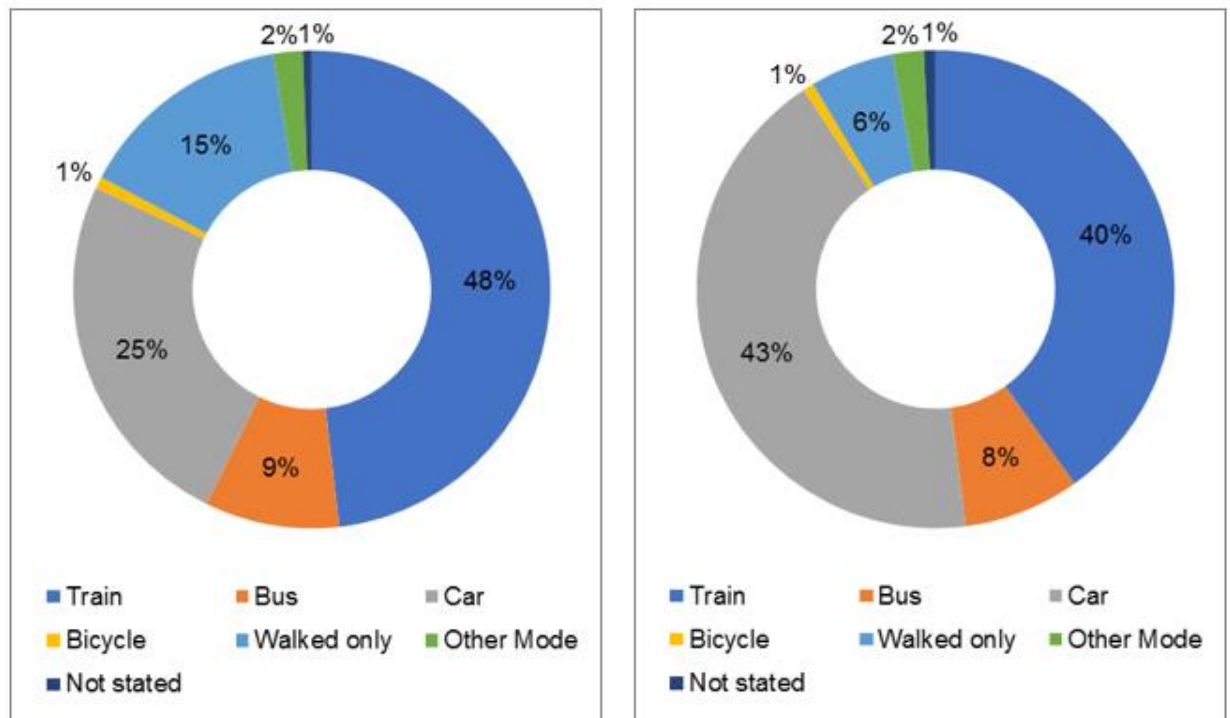


Figure 2-2: The mode split for commute to work for residents (left) living near the proposed Site C OSD and the mode split for commute to work for employees working (right) in near the proposed Crows Nest Site C OSD

The future mode share for the site has been estimated based on the Roads and Maritime Services *Guide to Traffic Generating Development* provided in Table 4 2. Estimated person trips from the previously existing land-uses are provided in Table 2-1 and Table 2-2 below.

Given the accessibility of the Metro Crows Nest railway station from the OSD, a slight increase in work trips undertaken through rail transport would be expected, due to the increased coverage and accessibility to the site by public transport.

Table 2-1 Existing person trip generation rates, per sqm of GFA, used to estimate number of trips for Site C OSD

Previous Land Use	Land-use Intensity	Unit	Trip Rate			Person Trips		
			AM Peak	PM Peak	Daily	AM Peak	PM Peak	Daily
Car tyre retail outlet	922.50	Per sqm	0.010	0.01	0.1	9	9	92

Table 2-2: Existing volumes of workers travelling to the Crows Nest OSD site (based on ABS Method of Travel to Work statistics for Crows Nest-St Leonards).

Mode	AM Peak	PM Peak	Daily
Train	109	76	972
Bus	21	15	191
Car	116	81	1035
Bicycle	2	1	17
Walked only	16	11	138
Other Mode	6	4	51
Not stated	2	1	19
Total	273	189	2,424

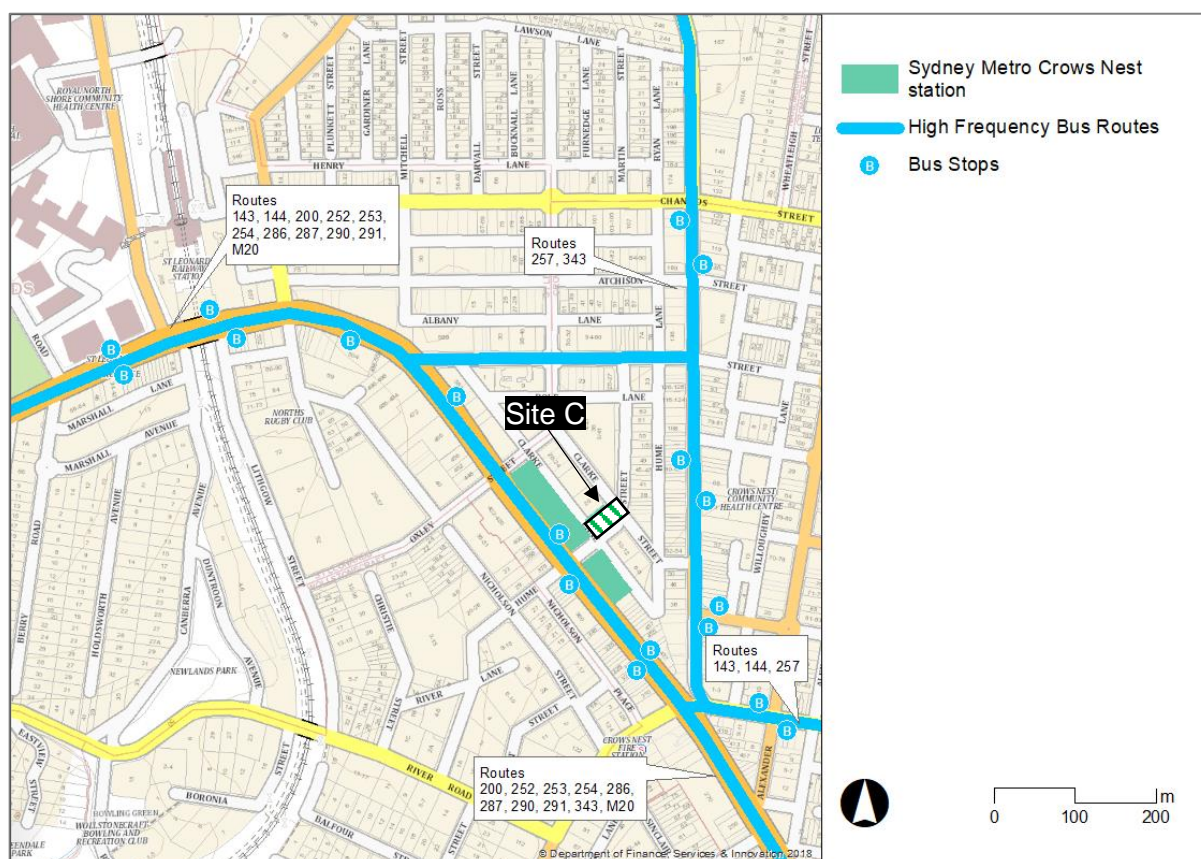
2.2 Existing transport provision

There is a wide range of sustainable transport options including both active and public transport available to travellers to the Crows Nest Site C OSD, including:

- Bus services
- Train services
- Walking and cycling
- Car share.

2.3 Bus Services

Numerous bus stops are located close to the Crows Nest Site C OSD, with buses serving a variety of destinations across the North Shore, Northern Beaches, Northern Suburbs, and Inner City. A summary of where bus routes operate and locations of bus stops in the vicinity of the site are shown in **Figure 2-3**.



Source: Transport, Traffic and Parking Assessment Report, EIS 2018

Figure 2-3: Existing bus conditions in the vicinity of Crows Nest Station. (OSD Site C shown hatched)

A summary of the destinations serviced by bus routes which operate in the vicinity of the site is included in **Table 2-3**.

Table 2-3: Bus routes through Crows Nest

Destination	Served By	AM Peak Frequency (mins, average)	PM Peak Frequency (mins, average)	Weekend Frequency (mins, average)	Time to destination (mins, approximate)
Sydney CBD	252, 343, M20	2	4	6	20-30
North Sydney CBD	252, 254, 291, M20, 343	<1	3	6	5-10
Chatswood	143, 144, 200, 257, 343	3	4	6	20-30
Manly	143, 144	15	6	15	45
Green Square	343, M20	4	5	8	50-60
Castle Hill	612X	-	6	-	60
Bella Vista, Rouse Hill	602X	-	10	-	45-60
Balmoral	257	30	15	30	25
Neutral Bay	143, 144, 257, 263	10	5	10	10-15

Destination	Serviced By	AM Peak Frequency (mins, average)	PM Peak Frequency (mins, average)	Weekend Frequency (mins, average)	Time to destination (mins, approximate)
Willoughby Shops	257, 267, 343	7	6	10	15-20
Lane Cove	252, 253, 254, 286, 287, 290, 291	10	5	12	15
Ryde	286, 287	-	12	-	40-45
Macquarie Park	291	30	30	60	30-35

2.4 Train Services

The site and its surrounding area are reasonably accessible via rail, being within reasonable walking distance to St Leonards railway station (within a 700-metre walk). St Leonards railway station is within the top twenty busiest stations in Sydney, providing services for morning commuters who work and live in St Leonards and Crows Nest and the surrounding area. The primary pedestrian access route between the OSD Site C and St Leonards station are along the Pacific Highway, supplemented by local roads that provide a more pleasant pedestrian experience than the highway.

St Leonards railway station serves the following train lines:

- T1 Western Line – Emu Plains or Richmond to City
- T1 North Shore Line – Berowra to Parramatta
- T9 Northern Line – Hornsby to North Shore, via City
- CCN Central Coast and Newcastle Line – Newcastle Interchange to Central, via Strathfield or Gordon.

2.5 Pedestrian and cycling infrastructure

The pedestrian network around Site C is shown in **Figure 2-4**, below.

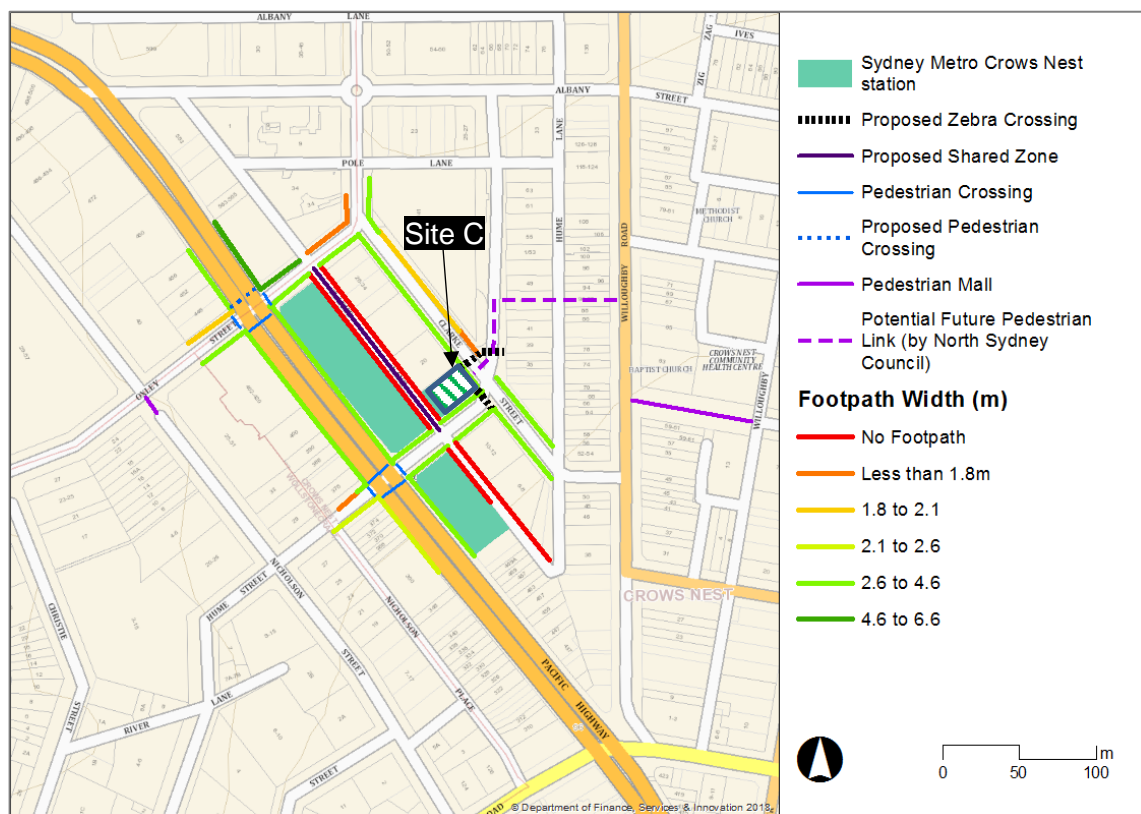


Figure 2-4 Proposed Pedestrian network around Crows Nest (OSD Site C shown hatched)

Pedestrian volumes around Site C are shown in **Figure 2-5**.

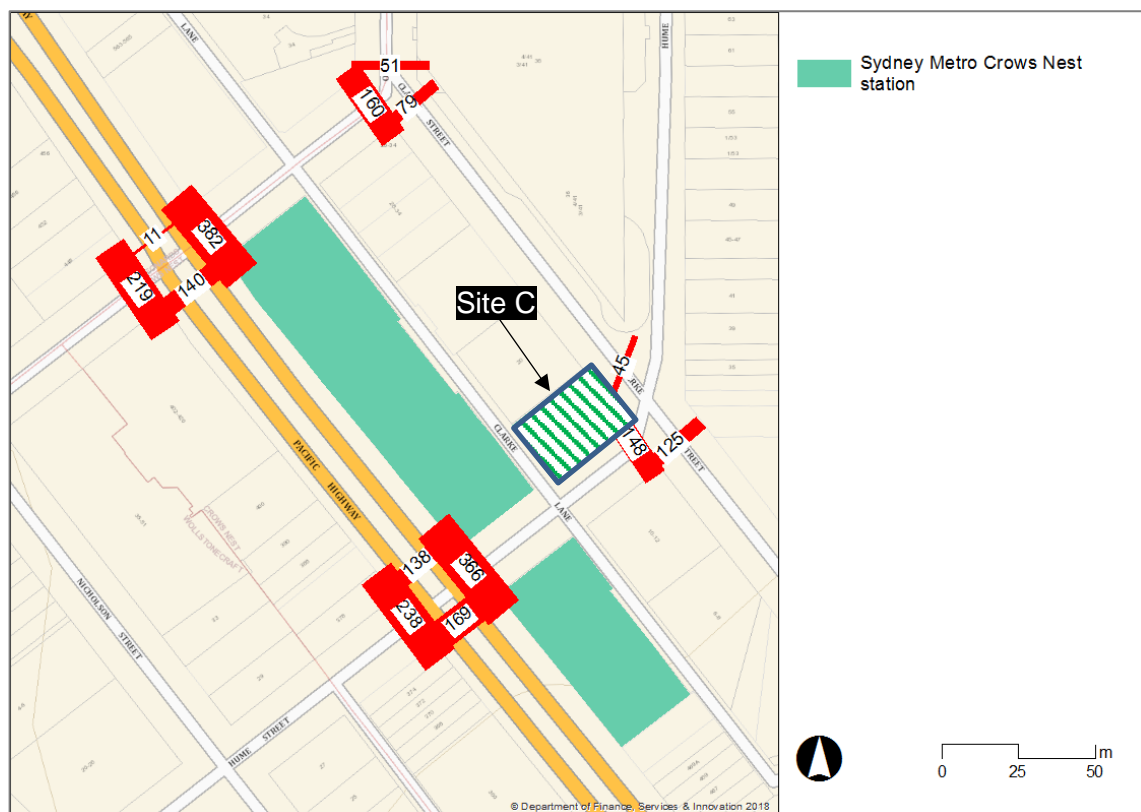


Figure 2-5: Existing pedestrian volumes at crossings between 7am and 10am (Site C shown hatched)

Near the site, the key pedestrian desire lines are to the Crows Nest retail centre, bus stops along the Pacific Highway and Willoughby Road and the St Leonards centre, connecting to the predominantly residential areas west of the Pacific Highway.

A walk score is a measure of pedestrian accessibility of a development to retail and entertainment centres, schools, restaurants, and public transport. A high walk score value corresponds to a high level of accessibility by non-car options.

Crows Nest is ranked by Walk Score² as the 18th most walkable neighbourhood in Sydney, with a walk score of 92 placing it in a band between 90 and 100 as “Walkers Paradise” where daily errands do not require a car.

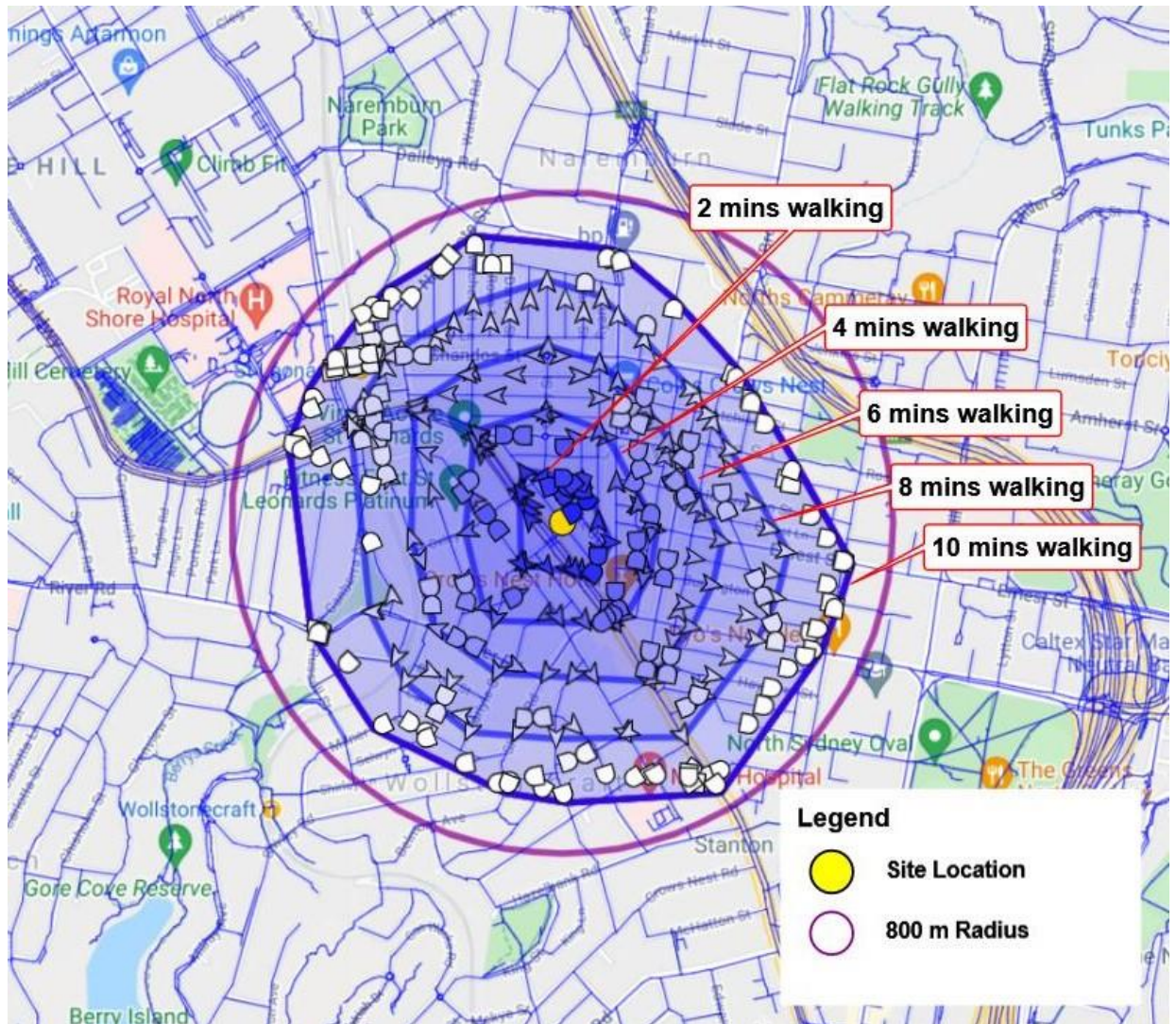


Figure 2-6: Walkable catchment from OSD Site C.

Figure 2-7 below shows the existing bicycle network, infrastructure, associated cycle route hierarchy, and level of difficulty.

² www.walkscore.com

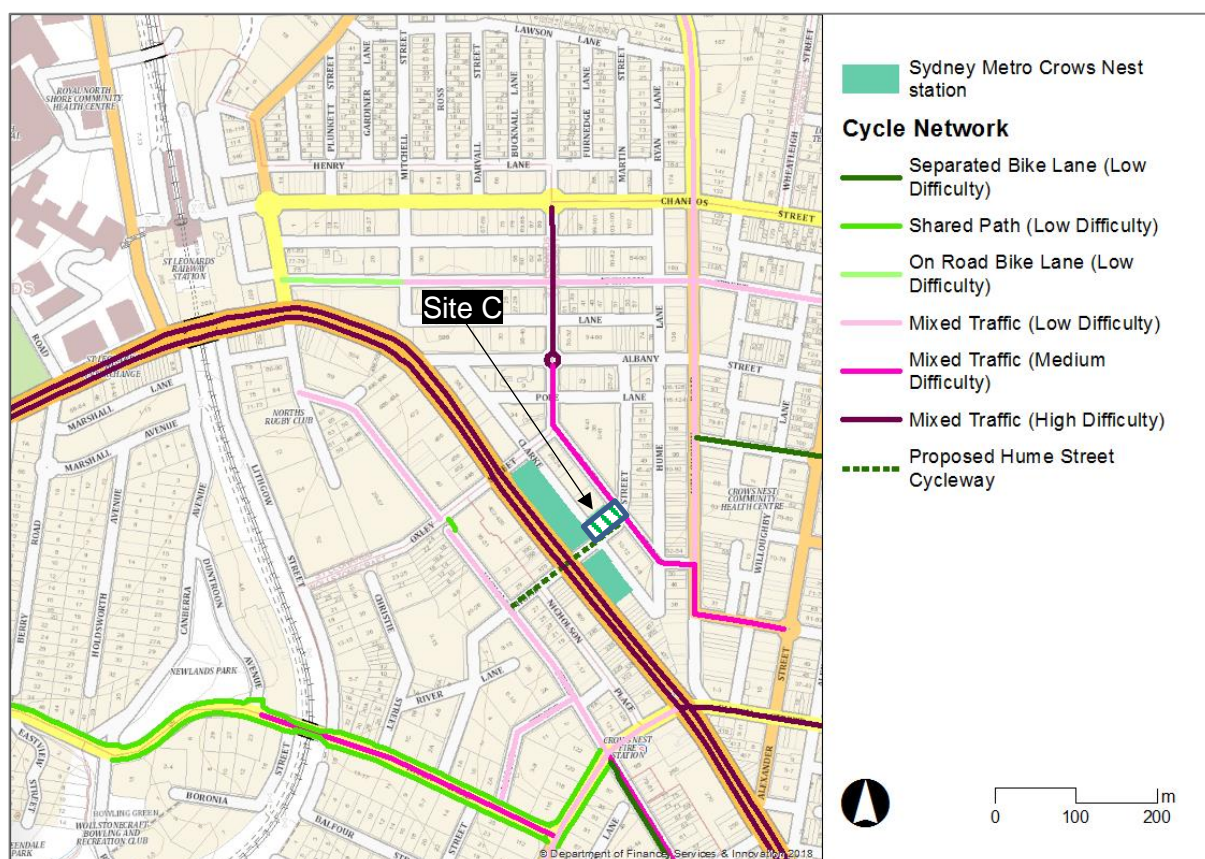


Figure 2-7 Crows Nest cycling network and infrastructure (OSD Site C shown hatched)

The site is situated within a central location in Crows Nest and is served by the North Sydney bicycle network. The OSD Site C is ideally located to take advantage of the existing and planned cycleway facilities in Crows Nest and North Sydney. The development would be located adjacent to designated on-road cycle routes along Clarke Street and planned changes to the road and cycle networks.

Bicycle parking facilities such as O-rings, rails and enclosed lockers are available near the site for cyclists.

2.6 Car share

Car share provides a convenient car rental option, particularly suitable to short periods, with vehicles available from on-street 'pods' or from within car parks for use by residents and local businesses. The North Sydney Council endorses car sharing services to reduce vehicle ownership, which consequently reduces the demand for on-street parking spaces. Within the North Sydney Council area there are car share vehicles available on-street and in car parks, with around 3,500 resident members and 1,500 business members currently in the North Sydney Local Government Area³.

GoGet, the longest established operator in Sydney offers a variety of membership options with hourly charges between \$6 and \$10. Figure 2-8 shows the indicative car share vehicle pod locations in the area.

³ (https://www.northsydney.nsw.gov.au/Transport_Parking/Walking_Transport/Car_Pool_Car_Share).

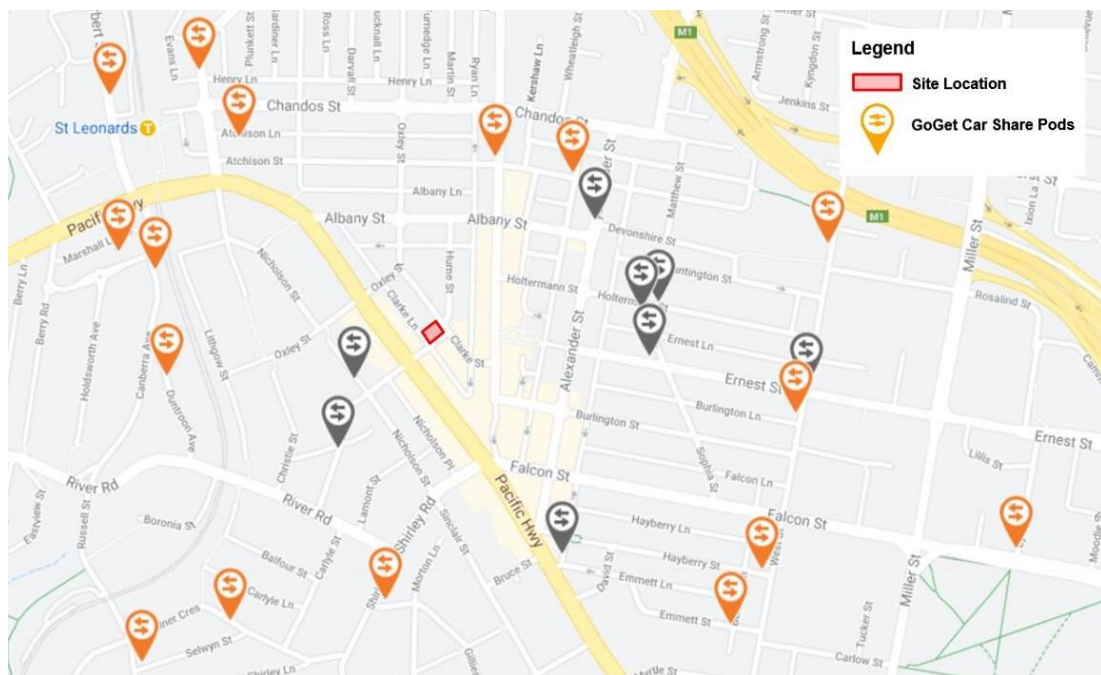


Figure 2-8: Car Share Pods in Crows Nest near the OSD Site C.

It can be seen from the map that there is convenient access to car share services within walking distance of the site.

2.7 North Sydney Council policy

The North Sydney Council promotes the use of sustainable transport modes through its policies, strategies, and initiatives. These include, but are not limited to:

- Encouraging walking for transport in North Sydney including Crows Nest by upgrading streetscapes and pedestrian amenities to improve walkability. North Sydney Council encourages the use of apps such as the Sydway Walker app, and has produced various recreational walking maps to engage the community
- Resident parking permits are issued by Council, with permit fees varying based on the environmental impact of the private vehicle being owned. This promotes sustainable private vehicle ownership, as lower fees are issued for smaller, low-fuel consumption vehicles
- Bicycle lockers and parking racks are provided at various key nodal points, to provide destination parking for bikes and to encourage the community to use bike travel for shorter trips of 5 kilometres or under
- The use of motorcycles has been promoted as a favourable alternative to single occupancy motor vehicles by Council (with preference to public and active transport modes). Council has actively increased motorbike parking spaces in the LGA by over 100 per cent since 2005, and is continuing to look for opportunities to expand the motorbike parking network
- Encouraging the use of car share programs as a sustainable, affordable, and convenient transport option, and installing new car share spaces
- Replacing Council's fleet of trucks with hybrid models, each saving over 30 per cent in total fuel consumption
- The Make Your Move program, an initiative to encourage active travel as part of school children's daily commute to encourage an active lifestyle, better environmental outcomes, and a reduction in school peak hour congestion.

3 Bicycle Parking Facility Provision

End of trip facilities and bicycle parking will be provided for employees and visitors of the new OSD Site C development. In accordance with Condition B21 of the Concept Approval, the Green Travel Plan must consider the rates and design of bicycle parking and end-of-trip facilities specified within the North Sydney Development Control Plan 2013 (NSDCP) unless it can be demonstrated the full amount cannot be accommodated on the site. Under NSDCP, 28.4 bicycle spaces are required for Site C consisting of a mix of occupants and visitors. The site will have 28 bike spaces: 21 bike parking spaces and 7 visitor bike parking spaces and complies with the requirements in NSDCP.

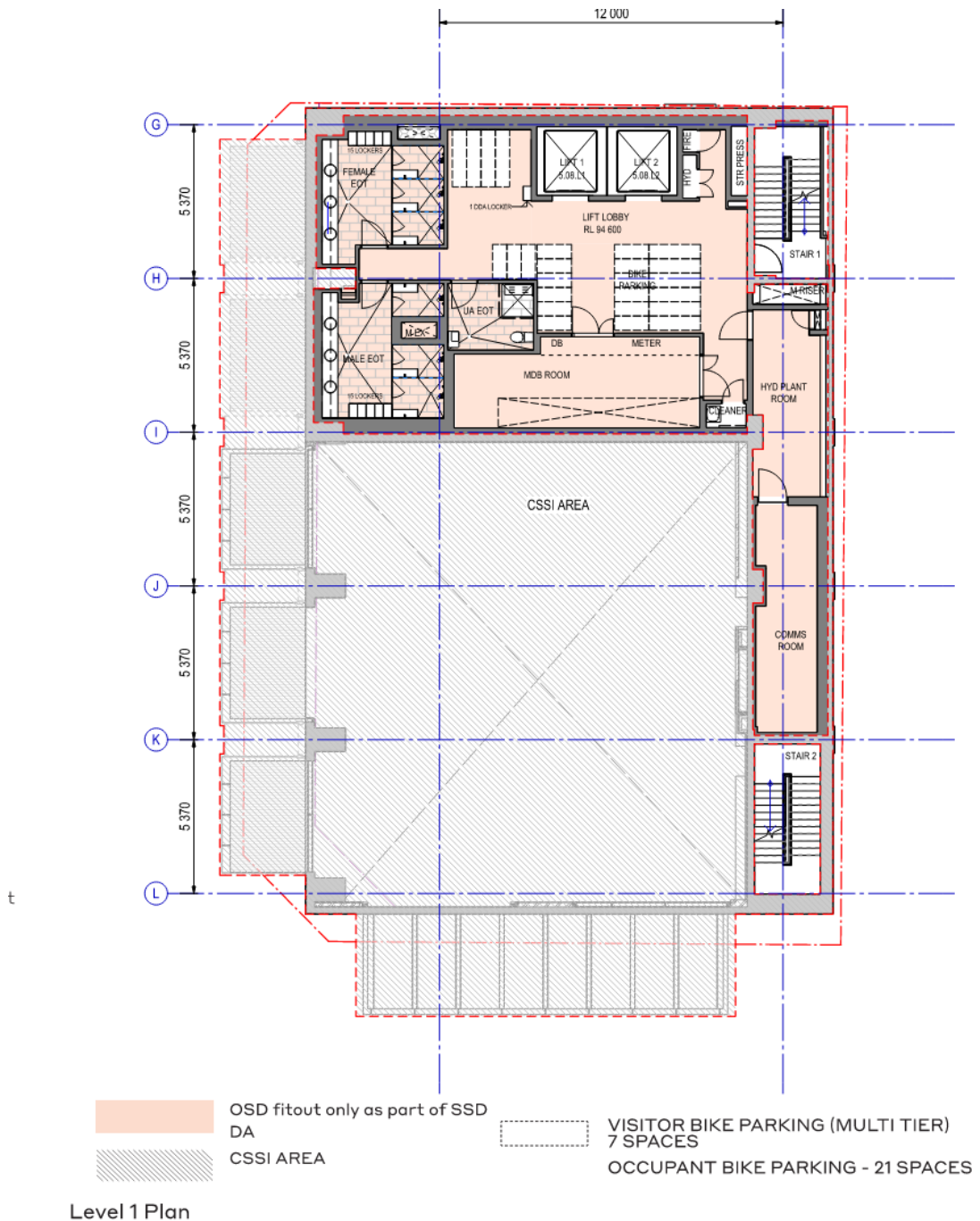


Figure 3-1 Overview of bicycle park arrangements for the Site C OSD

Under the CSSI approval, a cycle lane is proposed along Hume Street providing convenient access for cyclists to the end of trip facilities in Site C. Cyclists will access the bike parking level and bike spaces from the building entry on Hume Street and via a lift to Level 1, as they are not ride-in or walk-in bike spaces. The lift dimensions are 1.4m wide and 2.0m deep which will accommodate standard bicycles, recumbent bicycles and most cargo bicycles in accordance with AS2890.3:2015 for Bicycle Parking. Bicycle trailers would have to be disconnected. The bike parking will have some form of pass access control, and occasional visitors may choose to park on-street.

The Site C development will therefore have adequate bike parking within the OSD, as well as access to supplementary bike parking in the surrounding area.

4 Green Travel Plan Measures

This section outlines potential opportunities and measures that can be taken to meet the objectives and targets of the GTP. The GTP will support the proposed estimated mode share detailed in the Traffic and Transport Impact Assessment. The proposed mode share for the site is based on the BTS Travel Zones above, and proposed adjustments are summarised as follows.

Table 4-1 Proposed future mode share for the OSD Site C

Mode	Current TZ	Adjustment proposed	Proposed mode share for OSD Site C
Train and Metro	48%	Adopt over 55% to reflect introduction of 12% by Metro	57%
Bus	9%	Maintain good bus service, but some transfer to Metro	9%
Ferry/Tram	0%	Maintain	0%
Car Driver	25%	Zero car parking on OSD Site C and minimal in surrounds. Forecast 6 cars per hour	4%
Car Passenger	Included with car driver	Maintain	Included with car driver
Walk only	15%	Maintain and increase by 10%-20% as a stretch target	18%
Mode not stated	1%	Maintain	1%
Other modes (including cycling)	2%	28 bike spaces by 75 % in peak hour of say 200 staff (conservatively exceeds 135 staff based on 3 100m2 GFA at 23m2 per person considering that strata title offices tend to be smaller and less dense), including electric bike and scooter.	11%
Total	100%		100%

4.1 General

General marketing and promotion of the availability and benefits of adopting sustainable travel options is highly important in meeting the objectives of this GTP.

Potential measures	Timeframe
Consider introducing a travel coordinator role as part of the building's management activities to execute the recommendations of this plan during the operation of the OSD	During operation
The provision of easily accessible travel information about available sustainable transport options and facilities, as well as useful mobile applications and travel information websites. This could potentially be incorporated into the building's management activities.	During occupation
As part of building management activities, recommendations could be made to tenants of the OSD that staff inductions consider providing information about sustainable travel options, and potentially a tour of the available bicycle parking and end-of-trip facilities	During operation
Consider monitoring the mode share, use and demand of facilities to inform future decision-making updates of the GTP	During operation

4.2 Walking

Crows Nest is considered a highly walkable neighbourhood due to the accessibility of public transport and locations required for daily errands. To ensure that tenants can benefit from the walkability of the area, the following measures should be considered.

Potential measures	Timeframe
Inform potential tenants through marketing and leasing activities of the high walkability of the site to public transport hubs and entertainment centres	During occupation
As part of building management activities, promote participation in events such as "National Walk to Work Day"	During occupation
As part of building management activities, promote walking for short trips in lieu of using a private vehicle	During operation

4.3 Cycling

The proposed OSD Site C above Crows Nest Station is well situated to capitalise on the connections provided by the local Crows Nest and broader North Sydney bicycle networks. In order to support the promotion of cycling as a mode of access to the development, the following measures should be considered.

Potential measures	Timeframe
As part of building management activities, inform tenants of safe and accessible cycling routes as well as end-of-trip facilities provided by the building	During occupation
As part of building management activities, ensure tenants are informed about the about bicycle parking access location.	During occupation
Provide effective internal wayfinding signage to direct tenants and visitors to bike lifts, bicycle parking and end-of-trip facilities	Prior to occupation
As part of building management activities, consider informing tenants of the presence of cycling clubs and bicycle user groups (BUGs) that may be lobbying for the improvement of cycle facilities in the surrounding area	During occupation
Consider encouraging a 'Bike Buddies' scheme for less confident staff interested in cycling to work	During operation
Ensure the provided bicycle parking and end-of-trip facilities within the building are secure and maintained	During operation
Ongoing maintenance of end-of-trip facilities and security monitoring Systems	During operation
Consider supplying a communal bicycle repair toolkit for tenants	During operation
Promote bicycle share scheme and bicycle pooling schemes for Tenants	During operation
Promote participation in events such as "Ride to Work Day" and "National Bike Week"	During operation
Consider partnering with a local bicycle store to provide bicycle maintenance classes and discounted process	During operation
Provide power points for electric bike charging stations and future electric micro mobility devices near some of the bike parking	Prior to occupation

4.4 Public transport

The Sydney Metro and the North Shore railway at Crows Nest and St Leonards stations, respectively, will provide a very high level of accessibility to the area by rail, and the bus stops on the Pacific Highway and Willoughby Road near the OSD will provide good opportunities for other modes of access. The station and supporting intermodal facilities will create a highly accessible public transport precinct.

Combined with the existing public transport network surrounding the site, it is expected that the mode share to public transport for the site will increase on existing splits. The proposed OSD is considered to offer high levels of public transport connectivity, especially due to its proximity to the Crows Nest Metro Station, which would increase coverage and accessibility to the site by public transport due to new

Sydney Metro links (Northwest and City and South West lines). Due to the introduction of new tenants, there exists an opportunity to achieve a greater public transport mode share for work trips through early marketing activities.

Potential measures	Timeframe
Inform tenants of the public transport stops in the surrounding area, as well as the expected walk times needed to access the locations. This could be potentially achieved through the provision of a map, and useful applications and travel information websites	During operation
Promote building users to consider utilising shared office Opal Cards for use during business journeys instead of private vehicle travel	During occupation

4.5 Carpooling and car share

Carpooling or car share is considered to be a sustainable alternative to the single rider private vehicle. The following measures can be considered to promote the use of car share services to tenants of the building and reduce car ownership.

Potential measures	Timeframe
Promote the cost savings of car share over commuting via private vehicle to building users via a tenant website or other information sources	During operation
Investigate a potential partnership with GoGet or another provider to offer tenants and workers discounted membership options	During operation

4.6 Car parking

No on-site car parking spaces have been proposed for the OSD Site C thereby encouraging occupants of the building to travel to the site by either active or public transport. Traffic generation will be mainly related to servicing and delivery trips. It is estimated that very few staff will commute by car, resulting in a reduced number of car trips during peak times compared to the previous uses on the site.

4.7 Reducing network travel demand

High travel demand during the morning and afternoon work commuter peak hours produces significant congestion on road and rail and bus networks. The following measures could help alleviate the network travel demand across a longer time period and in turn alleviate congestion on the network.

Potential measures	Timeframe
As part of building management activities, encourage the use of office teleconferencing facilities as an alternative to face-to-face meetings to tenants of the building	During operation
Encourage tenants of the building to utilise flexible working hours (if applicable), to arrive and leave work outside of peak hours or to work from home where feasible	During operation

4.8 Travel Access Guide (TAG)

A Transport Access Guide (TAG) is proposed for the OSD site. A TAG is a concise presentation of how to reach a site using low-energy forms of transport - public transport, walking or cycling. A TAG may also provide information about car parking, end of trip facilities and freight and servicing arrangements, depending on individual business requirements, including:

- Public transport options and map
- Transport connectivity and map
- Fine detail of the immediate vicinity map and network map
- Paying for your trip
- End of Trip Facilities and photos

The TAG can take many forms - from a map printed on the back of business cards or invitations, to more comprehensive information provided, for example, to new staff as part of an induction kit. TAG can also be provided electronically on the tenant website and in e-mails.

There is a TAG- How to, a TAG Checklist and a TAG sample on the TDM webpage <https://www.mysydney.nsw.gov.au/travelchoices/tdm>. A recent exemplar of a TAG was produced for offices at The Store in Newcastle, available from TfNSW.

Potential measures	Timeframe
As part of building management activities, consider preparing a TAG	Prior to occupation
If prepared, distribute and promote the TAG to building occupiers, tenants, visitors, suppliers by the future operator	During operation
If prepared, provide the TAG as an electronic file, suited to distribution and loading onto a video display within the building by the future operator.	During operations

5 Monitoring and Review

For this GTP to be effective, it should be reviewed on a regular basis to ensure that the objectives are being met. Travel surveys should be conducted, and the GTP should be updated annually to more effectively achieve its goals.

5.1 Responsibility

To ensure the long-term success of implementing the recommendations outlined within this GTP, it is necessary to nominate a group to engage in continual monitoring and review of the various aspects of the plan. This can be achieved through the building management team, who could monitor travel patterns through ongoing travel surveys to assess the effectiveness of the GTP and carry out the initiatives outlined in this plan.

Senior management support from commercial tenants would be highly beneficial in achieving the objectives of this GTP, through providing support to changes and developments to policy documentation, allowing budget allocations for the implementation of measures and leading by example.

5.2 Travel surveys

The purpose of a travel survey is to understand the reasons for which commuters to and from the site select their preferred travel modes. In turn, this allows for more effective incentives and initiatives to be developed in increasing the mode share of sustainable travel options.

An example of a travel survey has been provided below.

Q1. What is your postcode? _____

Q2. How did you travel here today?

- ☐ Walk only
- ☐ Bicycle
- ☐ Bus
- ☐ Train
- ☐ Ferry
- ☐ Combination of public transport
- ☐ Car driver
- ☐ Car passenger
- ☐ Other (please explain) _____

Q3. If you did not arrive via public transport, why not?

6 Conclusion

The Sydney Metro Crows Nest Site C Over Station Development is centrally located in a commercial area within the Crows Nest area, with high quality end of trip facilities and convenient access to a wide range of public transport modes.

To ensure that the new commuter trips generated by the OSD contribute towards reaching the green travel targets outlined in this Green Travel Plan (GTP), it is necessary to undertake green travel initiatives such as providing information and promoting the benefits of sustainable travel options to new tenants. This GTP will contribute towards improved social and personal health of the commuters to the development site, as well as improved environmental outcomes.

