

## Appendix C

### Green Travel Plan

Macquarie

**Sydney Metro Martin Place  
Integrated Station Development**

**North Tower, SSD DA Stage 2:  
Green Travel Plan**

CSWSMP-MAC-SMN-TF-REP-999903

Revision 02 | 28 February 2019

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number

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# 1 Introduction

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This report supports a State Significant Development (SSD) Development Application (DA) submitted to the Minister for Planning (Minister) pursuant to Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) on behalf of Macquarie Corporate Holdings Pty Limited (Macquarie), who is seeking to create a world class transport and employment precinct at Martin Place, Sydney.

The SSD DA seeks approval for the detailed design and construction of the **North Site** Over Station Development (OSD), located above and integrated with the Martin Place Metro Station (part of the NSW Government's approved Sydney Metro project). The northern entrance to Martin Place Metro Station will front Hunter Street, Elizabeth Street and Castlereagh Street, with the North Site OSD situated above.

This application follows the approval granted by the Minister for a Concept Proposal (otherwise known as a Stage 1 DA) for two OSD commercial towers above the northern and southern entrances of Martin Place Metro Station (SSD 17\_8351). The approved Concept Proposal establishes building envelopes, land uses, Gross Floor Areas (GFA) and Design Guidelines with which the detailed design (otherwise known as a Stage 2 DA) must be consistent.

This report describes the Green Travel Plan for the North Tower which will have regular occupants of up to 6,230.

## 1.1 Purpose of this Report

This report addresses the relevant SEARs for the project and provides the framework to develop a Green Travel Plan addressing travel demand and sustainable travel initiatives for the commercial building.

Condition B8 of the Stage 1 Concept Proposal (SSD 8351) stated that

*Future Development Application(s) shall identify, through green travel plans, opportunities to maximise the use of sustainable transport choices, such as incentives and provision of cycle parking and end of trip facilities in the detailed design.*

## 1.2 Site Location

The Sydney Metro Martin Place Station Precinct (the Precinct) project relates to the following properties (refer to Figure 1):

- 50 Martin Place, 9 – 19 Elizabeth Street, 8 – 12 Castlereagh Street, 5 Elizabeth Street, 7 Elizabeth Street, and 55 Hunter Street (North Site);
- 39 – 49 Martin Place (South Site); and
- Martin Place (that part bound by Elizabeth Street and Castlereagh Street).

This Green Travel Plan relates **only to the North Tower**, which refers to the city block bounded by Hunter Street, Castlereagh Street, Elizabeth Street, and Martin Place (refer to Figure 2).

The South Site (39 – 49 Martin Place) is the subject of a separate Stage 2 SSD DA and as such, a separate Green Travel Plan has been prepared for it.

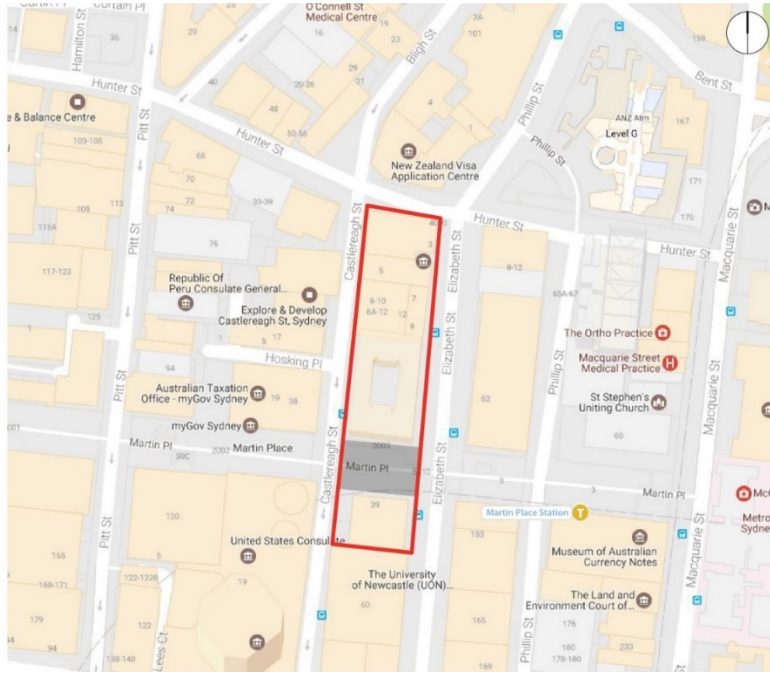


Figure 1 Location map of the Precinct

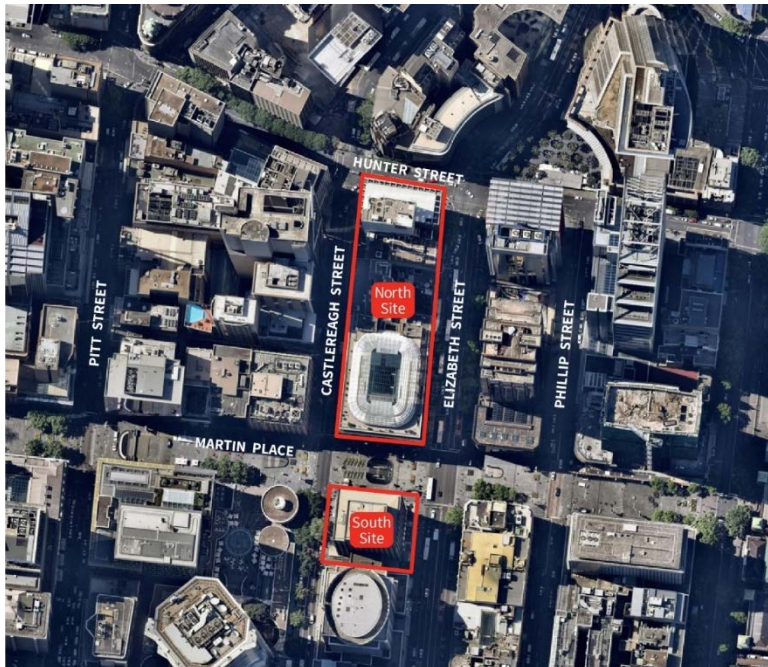


Figure 2 Aerial Photo of the North and South Site of the Martin Place Metro Station Precinct

## 1.3 What is a Green Travel Plan?

A Green Travel Plan (GTP) is generally a tool to minimise the negative impact of private vehicle travel on the environment. It is a package of measures put in place to encourage more sustainable travel. GTP describes ways in which the use of sustainable transport may be encouraged. Using public transport, cycling, walking, working from home, carpooling, etc are all more sustainable means of transport than single occupant driving.

More generally, the principles of a GTP are applied to all people travelling to and from a site. Government authorities around the nation are placing increasing emphasis on the need to reduce the number and length of motorised journeys and in doing so encourage greater use of alternative means of travel which have less environmental impact than cars.

## 1.4 Benefits of a Green Travel Plan

The GTP can bring a number of benefits to the occupants of the North Tower and visitors, including:

- Employees can enjoy improved health, less stress, a better quality of life, cost and time savings, and greater travel choice;
- Reduced traffic congestion;
- Benefit from improved air quality, less noise and pollutants; and
- Deliver health benefits, tackle obesity and improve quality of life

## 1.5 Green Travel Plan Framework

A GTP for the North Tower will need to address the following issues:

- What are the objectives in terms of commuting and business travel journeys;
- How are the set objectives going to be met? What measures are going to be implemented and encouraged?
- Who is going to be responsible for the management, implementation and administration of the measures?

The key element to reducing the reliance on private vehicle for the North Tower will be maximising the use of public transport, walking and cycling for commuting and business trips.

## 1.6 Green Travel Plan Objectives

The main objectives of the GTP are to reduce the need to travel and promotion of sustainable means of transport. The more specific objectives for staff and visitors include:

- To achieve high modal share targets set for public transport, cycling and walking to work;
- To ensure adequate facilities are provided at the site to enable staff and visitors to commute by sustainable transport modes;
- To reduce the number of car journeys associated with business travel by staff and visitors;
- To facilitate the sustainable and safe travel of new employees;
- To reduce the need to travel for work-related activities; and
- To raise awareness of sustainable transport amongst staff.
- To work in partnership with neighbouring organisations/developments, local authorities, retailers and other relevant bodies in achieving the maximum mode shift away from the private car.
- To continually develop, implement, monitor, evaluate and review the progress of the travel plan strategy.



## 2 Transport and Access Service Strategy

### 2.1 Existing Mode Split and Future Target

Census Journey to Work (2016) data has been used to analyse the existing commuter travel behaviour in the area and characterise the public transport conditions in the vicinity of the proposed development site.

The ‘Destination Zone’ (DZN<sup>1</sup>) to which these statistics apply is the block bounded by Hunter Street, Elizabeth Street, Castlereagh Street and Martin Place, allowing for high quality data in relation to travel patterns (see Figure 3). This is the same area defined as the North Site.

At the time of the Census (and prior to demolition works), this zone had an employment population of approximately 3,000 people. Their main mode of travel is summarised in Figure 4. Over half of all commuters working in the area travel by train (51%) and a further 24% travel by bus. Travel by private car accounts for 11% of all trips (9% as car driver and 2% as car passenger). This indicates that the vast majority of employees in the area are using public transport for their commute. Walking trips account for 6% of the commuting trips with 2% of trips made by bicycle.



Figure 3: DZN utilised for analysis

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<sup>1</sup> DZN 113371056 utilised for the analysis



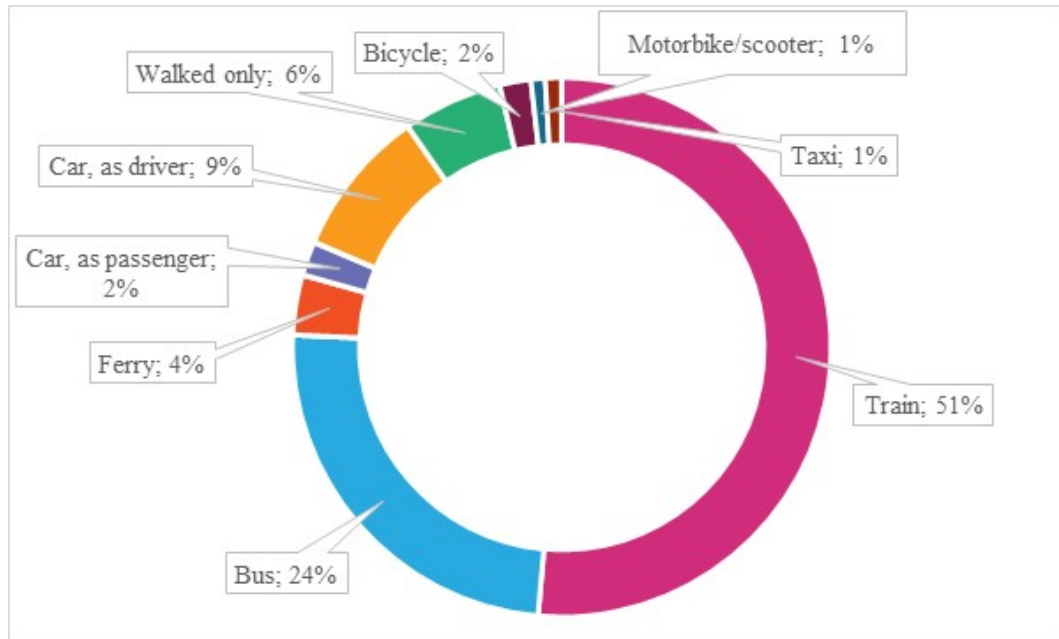


Figure 4: Mode Share

The largest proportion of employees commute from North Sydney (19%) followed by Inner City (15%), and Sydney Eastern Suburbs (14%).

A future mode share for the North Tower has been estimated based on existing and predicted travel patterns to the development site and is presented in Figure 5.

The removal of the majority of on-site car parking is anticipated to reduce the car driver mode share to just 3% with subsequent increases in the public transport and active travel mode shares as a result. *The 3% car driver mode share includes trips made by staff to off-site locations (e.g. for meetings), parking in nearby parking lots or when staff travel by car for the longest part of the journey<sup>2</sup>. As no on-site parking is provided, the proportion of staff driving to the North Tower itself will be close to 0%.*

Given the North Site will be accessible directly from Metro Martin Place station, more than half of employment trips to the development site are estimated to be by Train/Metro (53%, a slight increase from existing), with travel by bus having the second highest mode share (25%, a slight increase from existing).

Walking and cycling are anticipated to have a mode share of 6% and 5% respectively, with the quality of end of trip facilities encouraging travel by these active modes. The End of Trip Facilities (EOTF) are designed to accommodate a 7.5% cycle mode share.

The nearest light rail stop to the development site will be the Wynyard stop on George Street, just a 5-minute walk to Martin Place and will be attractive travel option, in particular for those commuting from the Eastern Suburbs.

<sup>2</sup> These trips allow for a direct comparison with Census journey to work data

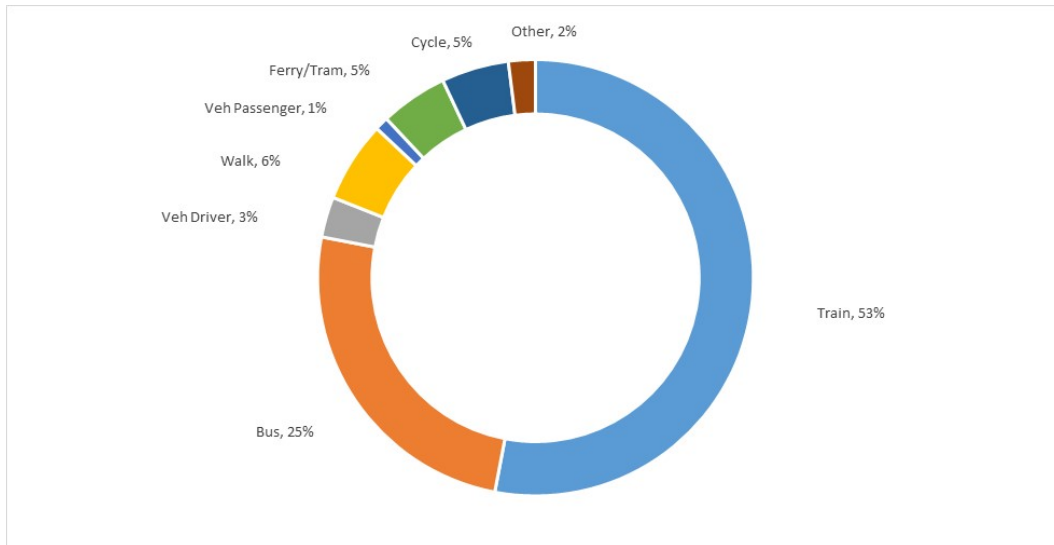


Figure 5: North Site OSD Target Mode Split

## 2.2 Bicycle Network

There are a number of key cross-city cycle routes in the CBD which form part of City of Sydney's cycling network. These routes are as follows:

- Kent Street (separated, bi-directional cycleway)
- King Street (separated, bi-directional cycleway)
- Pyrmont Bridge (shared cycle path)
- Macquarie Street (mixed street environment)
- Alfred Street north (shared cycle path)
- College Street (separated, bi-directional cycleway)

The Sydney City Centre Access Strategy was released by the NSW Government in December 2013. The strategy outlines the future city centre cycleway network to encourage growth in cycling and reduce pressure on the public transport system. The future city centre cycle network is shown in Figure 6, and includes:

- Extending the Kent Street cycleway south to Liverpool Street
- Construction of a bi-directional cycleway on Liverpool Street
- Construction of a bi-directional cycleway on Castlereagh Street and Pitt Street, providing a new north-south connection through the CBD – (noted that the construction of Castlereagh Street north cycle has been deferred by Roads and Maritime Services)
- Extending the existing King Street cycleway to Castlereagh Street
- Extending the east-west cycleway along Park Street to Castlereagh Street

There is a small amount of on-street bicycle parking (c.15 stands) located along the streets surrounding the precinct. Most of the stands are attached to street

furniture (see Figure 7) with three dedicated stands located at the corner of Castlereagh Street and Martin Place.



Figure 6: Strategic Cycleway Network Map  
(Source: Sydney City Centre Access Strategy)



Figure 7: Local cycle parking facilities

## 2.3 Public Transport Access

The area is highly accessible by public transport as reflected by the high usage of trains, buses and ferries as a travel mode to work (approx. 75%). The North Site has some of the highest public transport accessibility in Sydney, with the location of the main rail and ferry transport nodes within 800m walking catchment of the North Site as shown in Figure 8. The future 'Wynyard' light rail stop on George Street will also be within walking distance. A summary of the existing and planned future public transport options are summarised below.

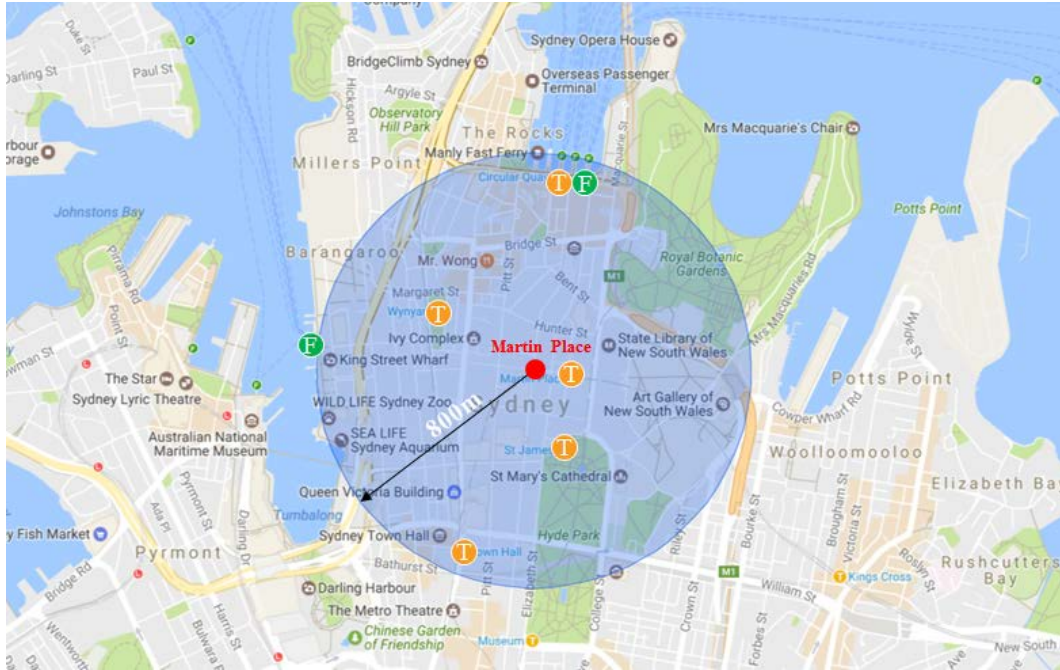


Figure 8: Main public transport nodes surrounding the precinct

### 2.3.1 Trains & Metro

Metro Martin Place station has a direct pedestrian access to Martin Place, with the station having seven operational pedestrian access points at present. Train services operating at this station include the T4 Eastern Suburbs and Illawarra Lines, offering high frequency services between Bondi Junction and areas in southern Sydney, including Hurstville, Sutherland, Cronulla, Waterfall and Wollongong.

These trains stop at Town Hall (next stop west of Martin Place) which offers direct interchange to most destinations on the Sydney Trains network. At peak times trains are operating at 3-4-minute frequencies in both directions increasing to 10-minute frequencies in the evening time.

St James Station's entrance on the north side of St James Road is approximately 200m from Martin Place. This station is on the City Circle line offering services to the T3 Airport and East Hills Line, as well as to the Inner West via Circular Quay, Wynyard and Town Hall.

Wynyard Station's George Street entrance is approximately 500m from Martin Place. There are a number of rail services operating from this station including the T1 North Shore & Northern line and the T8 Airport & South Line

The Sydney Metro City and Southwest line, when operational, will have a station at Martin Place with trains every four 4-minutes at peak times operating between Epping and Sydenham and in the future to Bankstown.

### 2.3.2 Buses

The CBD is supported by extensive bus networks, which cover most of the area within approximately 10km of the CBD, as well as some longer distance services

from the Northern Beaches, Upper North Shore and the Northwest. This network comprises primarily direct services which serve particular suburbs at their outer extent and then converge on corridors as they approach the CBD. The combined service frequencies on a number of these corridors, such as Oxford Street, Broadway and Victoria Road are in the range of 50 to 120 buses per hour.

### **Sydney Buses**

A number of buses stop on Castlereagh Street and Elizabeth Street in the vicinity of the site. Services originate from

- Inner West including Ashfield, Burwood, Lilyfield, Abbotsford and Chiswick via Broadway and George Street;
- North West via Victoria Road corridor including areas such as Ryde and Eastwood; and
- South West (Tempe, Kingsgrove, Canterbury, Dulwich Hill).

When leaving the City most services use Castlereagh Street. Services from the Eastern Suburbs generally run along Elizabeth Street.

Another major transport interchange is Wynyard, which has services from the Northern Beaches (B-Line) and Lower North Shore, and the Victoria Road Corridor. The B-line is a 'turn up and go' service while other bus services vary in frequency throughout the day.

### **Private Bus Operators**

In addition to the above Sydney Buses services, a number of private operators offer services to the City. These include services from:

- Sydney's North West (Hillsbus) which generally use the M2 Motorway alignment and Gore Hill Freeway, connecting at Wynyard and then Town Hall and Railway Square; and
- Sydney's Upper North Shore (Forest Coach Lines and Shorelink) connecting Belrose, North Turramurra, East Wahroonga and Terry Hills stopping at Wynyard and Town Hall.

Convenient bus stops are in the Wynyard area and some inbound services stop at York Street, which is marginally closer to the precinct.

## **2.3.3 Ferry**

Circular Quay Ferry Wharves are approximately 700m from the northern boundary of the North Site, walking via Bligh Street and Young Street. From Circular Quay, there are regular ferry connections to Manly, Taronga Zoo, Parramatta, Darling Harbour, Neutral Bay, Mosman Bay and Eastern Suburbs. The Sydney Ferry Network is presented in Figure 9.



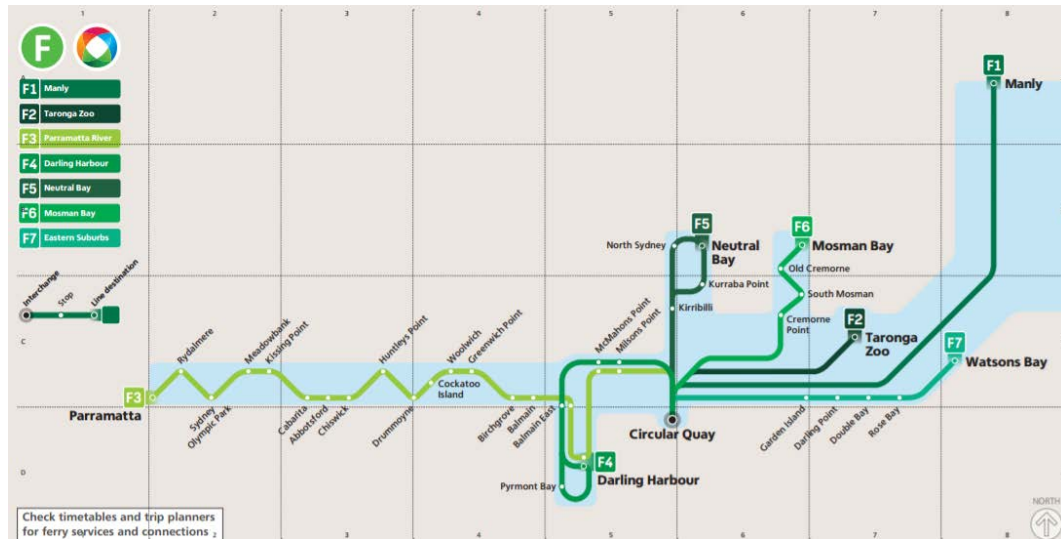


Figure 9: Sydney Ferry Network

### 2.3.4 Light rail

The CBD and South East Light Rail is a 12km light rail network currently under construction. When completed, it will operate between Circular Quay and Kingsford/Randwick with 19 stops (including Central Station). The nearest stop to the precinct will be the Wynyard stop on Georges Street, approximately a 5-minute walk.

Construction is expected to be completed with services operational in 2020.

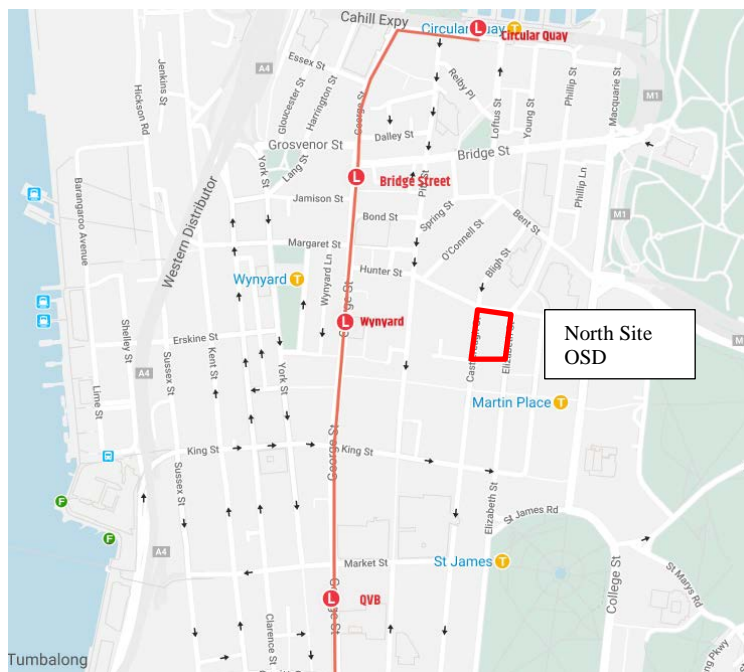


Figure 10: Light rail in vicinity of the OSD

## 3 Green Travel Plan Measures

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In order to meet the objectives and targets of the GTP, the following physical and management measures should be implemented.

### 3.1.1 General Marketing and Promotion

Marketing the benefits and promoting the sustainable alternatives available are crucial in encouraging staff to adopt the GTP measures. It is important that at an early stage, staff are made aware of the need for the GTP, and that it is emphasised that the measures are being introduced to support and encourage people to travel more sustainably. In addition to raising general awareness, any successes achieved will be fully publicised to staff in order to motivate them to use sustainable modes of transport.

- A dedicated webpage for employees of the North Tower will be created to include travel information, including information on bicycle parking and useful links to public transport websites specific to the office location.
- Support and promote events such as National Bike Week, Bike2Work Days, walk to work day to staff through, broadcast messages and intranet.

### 3.1.2 Reducing the need to travel

To ensure that sustainable transport options are promoted to staff when making journeys for work purposes, and to reduce the need to travel, the following measures are recommended to be implemented.

- Provision of travel information screens at lift lobbies;
- Active promotion of the office teleconferencing facilities as an alternative to face to face meetings;
- Consider a more formal approach to working from home and actively encourage staff to consider this option.

### 3.1.3 Spreading Travel Demand

Currently the highest travel demand occurs in the peak periods between 7am and 9am and 4pm to 6pm. Public Transport services are in lower demand during the inter-peak and off-peak. The future occupants of the North Tower building could be encouraged to implement flexible working hours allowing the employees to arrive at work and leave work during the shoulders of the peak e.g. start work at 10am and finish at 6.30pm or start at 7am and finish at 3.30pm.

### 3.1.4 Travel During the Working Day

To provide North Tower staff with a choice of convenient sustainable transport options for work – related travel during the working day, the following initiatives should be promoted:



- Use of the public transport network to travel to places that are on or near public transport stops; and
- Walk to places that are close by rather than taking the taxi.

### 3.1.5 Cycling

The North Tower will have good access to the cycling network and provide high quality end of trip facilities for cyclists. In order to activate and promote cycling the following is recommended:

- Consider providing interest-free loans for staff to buy a bicycle
- Partner with a local bicycle store to provide bicycle maintenance classes and discounted prices;
- Provide secure bicycle parking and end of trip facilities;
- Provide Sydney cycle maps to staff;
- Participate in annual events such as 'Ride to Work Day';
- Staff who cycle to work should be encouraged to form a Bicycle User Group; and
- Set up 'Bike Buddies' scheme for less confident staff interested in cycling.

### 3.1.6 Public Transport

To promote the use of public transport work-related trips and journeys to/from the North Tower, the following is recommended:

- Create and maintain an intranet 'Public Transport links page' containing useful links to journey planning websites in Sydney;
- Provide useful public transport maps and promotional items to potential and current public transport users; and
- Investigate the possibility of purchasing an Opal Card for general use of staff for business journeys, in lieu of cars and taxis.

### 3.1.7 Walking

Specific measures designed to encourage more walking trips to and from work and for business trips include:

- Produce walking related articles for inclusion in the office newsletter, focussing on 'walking champions' to highlight best practise in walking to business meetings;
- Create and maintain an intranet 'useful walking routes' containing useful information on 'shaded routes', shortcuts and distances to key parts of the Sydney CBD; and
- Participate in Walk to Work day.

### 3.1.8 Staff Induction

To ensure new members of staff are aware of the GTP, all new staff members should be made aware of the Plan as part of their induction process. The GTP section of the induction should provide new starters with the following:

- A brief introduction to the GTP and its purpose;
- Tour of the office to include a visit to cycle parking areas and shower and changing facilities; and
- Information on incentives to use sustainable means of transport e.g. how to apply for interest-free bike loans etc.

## 3.2 Scheme Administration

### 3.2.1 Administration

A GTP co-ordinator should be appointed for the North Tower. This person would be a member of the tenant organisation and form a GTP management team, enabling a consistent and organised approach.

The role should be undertaken by an enthusiastic and high quality communicator in order to promote measures that will encourage employees to think about travel other than as a single occupancy car user. They will need to be an enthusiastic and respected member of staff who is keen to champion the cause of the GTP.

Senior management support is critical to ensuring the success of any travel plan for a number of reasons such as to:

- Lead by example;
- Allow budget allocations for the implementation of measures; and
- Give support to changes or development of policy documentation.

### 3.2.2 Consultation

The success of the GTP will rely on the support of the employees which will be overseen by the GTP co-ordinator. The GTP co-ordinator will be responsible for all liaisons with outside bodies, including local transport operators, planning and highway authorities.

Liaison with officers of the City of Sydney, e.g. those responsible for cycling and public transport will be undertaken as required. The GTP co-ordinator should also seek to join and attend meetings with any local travel forums as appropriate in order to exchange ideas with other like-minded organisations.

### 3.2.3 Promotion

All employees will be made aware of the details of the GTP, its objectives in enhancing the environment and the role of individuals in achieving its objectives at its launch.

The promotional material will advise employees wishing to raise specific transport-related matters to discuss them with the appropriate nominated GTP co-ordinator who in turn would liaise with the GTP management team, transport operators and the local authority as required.

### 3.2.4 Updating, reviewing and monitoring

The GTP is a strategy that will evolve over time. Although the objectives of the plan to ‘educate’ employees and to facilitate travel by sustainable modes will not change, it may be possible over time to define or re-define specific targets.

Target setting should reflect an ambition for continued progress year on year and there should be a mechanism to review targets in the light of annual monitoring surveys. The monitoring measures could include collecting data on employee travel patterns for journeys to work and also during the working day. The recorded data would provide information on modes of transport used and distance travelled, from which energy consumption and emissions could be estimated.

Following the implementation to the GTP, the GTP Management team should meet annually to undertake a review of the travel demand measures. The objective will be to measure their success and to identify the potential for refinements.

The GTP Management team will then compile a review report outlining the results of the review. The report will also incorporate the results of on-going monitoring processes throughout each of the preceding periods.

## 4 Conclusion

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The implementation of a GTP is essential part of ensuring that commuting and business trips generated by the future development are sustainable.

The Metro Martin Place Precinct is centrally located within the Sydney CBD with prime access to public transport, and will include high quality end of trip facilities to serve the North Tower. As a result, the North Tower does not require on-site parking and is ideally placed to achieve the future travel mode share targets set out in this document.

The GTP will contribute to a healthier and better quality of life for staff. The work place will benefit from more productive staff, cost savings and reduced demand for car parking.