



# Proposed Mixed-Use Development 8-16 Watt Street, Gosford

ADG Architects Pty Ltd  
on behalf of  
Jarre Pty Ltd

Active Travel Plan  
March 2020

**SECA**solution 

# Mixed-Use Development 8-16 Watt Street, Gosford

## Active Travel Plan

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# 1 Purpose of Report and Study Objectives

## 1.1 Background

Seca Solution Pty Ltd has been commissioned by ADG Architects on behalf of Jarre Pty Ltd to prepare an Active Travel Plan for the new multi-story mixed use development located within the Gosford CBD, with frontage to Watt Street, Faunce Street and Mann Street. The purpose of the travel plan is to promote and provide direction to end users on suitable active travel measures to encourage access by public transport, walking and cycling. It also responds to the DCP requirement to provide a transport management plan to justify reductions in parking over the rates outlined by the road authorities and in doing so detail:

- how the proposed development is located to reduce the need to travel
- how the proposed development is designed to encourage access by public transport, walking and cycling
- how the existing public transport network is appropriate to serve the site and how its use can be encouraged
- how the demand for parking can be managed on or off the site

The proposal is for a mixed-use development consisting of:

- Three separate towers to provide the following facilities:
  - Tower 1 – Is to provide a hotel, entertainment facilities, retail, and commercial space, education facilities, student accommodation, a conference space and auditorium.
  - Tower 2 – Is to provide retail and commercial space, with independent living units located on the upper levels.
  - Tower 3 – A new tower building is to be constructed over the exiting commercial building and shall provide entirely for commercial uses.
- Parking with up to 1,200 car parking spaces proposed across 6 levels of underground car parking.
- Servicing facilities provided off street on Level 1.
- A public plaza to provide a pedestrian connection from Mann Street through to Watt Street.
- The existing footbridge over Mann Street to be demolished with a pedestrian refuge to be provided on Mann Street to allow a connection from the site to Gosford Station

Pedestrian access will be provided off Mann Street, Faunce Street and Watt Street with a link between Mann Street and Watt Street being provided through the site.

## 1.2 Scope of Report

The plan has been developed in conjunction with consideration to the future plan of Transport for New South Wales (TfNSW) taking into consideration the potential end users for the site and the tasks detailed below. It is designed to demonstrate opportunities and provide direction in the development of the final action plan which will be prepared in consultation with the final end users for the site.

1. Consideration of the planned use for the site in considering the travel needs of the site's commercial and retail staff, customers, students, residents and visitors.
2. A review of the transport options available to the site including pedestrian and cycling links in accessing the site.
3. An action plan to be developed suitable for implementation to encourage the use of alternate travel options both arriving to and travelling from the site.
4. This action plan will enable the future production of:
  - a. Active Travel Guide –suitable for inclusion in new staff, student and resident welcome packs, to promote active travel to and from Gosford CBD outlining general public transport options and access to appropriate tools and Apps to support such travel. This shall include details of bike

storage, walking groups, and other measures promoting non-single car driving to and from the site.

- b. Actions to provide suitable online promotion of active travel to staff, student, residents and visitors through web presence including tools such as trip planner or similar.
5. The Active Travel Plan shall be a summary of the findings including the Action Plan suitable for implementation by the management team or strata corporation to meet the requirements of the authorities.

### 1.3 Planning Context

In developing this study, the following has been considered:

Workplace Travel Plans	Premiers Council for Active Living NSW
Active Travel Plans	Wyong Shire DCP 2013
Guide to Road Design Part 6A: Pedestrian and Cycling Paths	Austroads Inc 2009
NSW Planning Guidelines for Walking and Cycling	Austroads Inc 2009
Gosford DCP 2013	Gosford City Centre DCP 2018

### 1.4 Methodology

The methodology applied to the development of this plan to support use of active travel and reduce the demand for single driver vehicles has 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, students, residents and visitors?
3. How can staff, students, residents and visitors be supported and encouraged to utilise active travel measures over single car use?

## 2 Existing Transport Services and Facilities

### 2.1 Site Location

The site is located within the Gosford CBD on Watt Street, with frontage to Watt Street, Faunce Street and Mann Street (Figure 2-1 below). It currently is home to the Gateway Centre with a multi-story carpark and several smaller lots with multiple access points for vehicles on both Watt Street and Faunce Street.

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

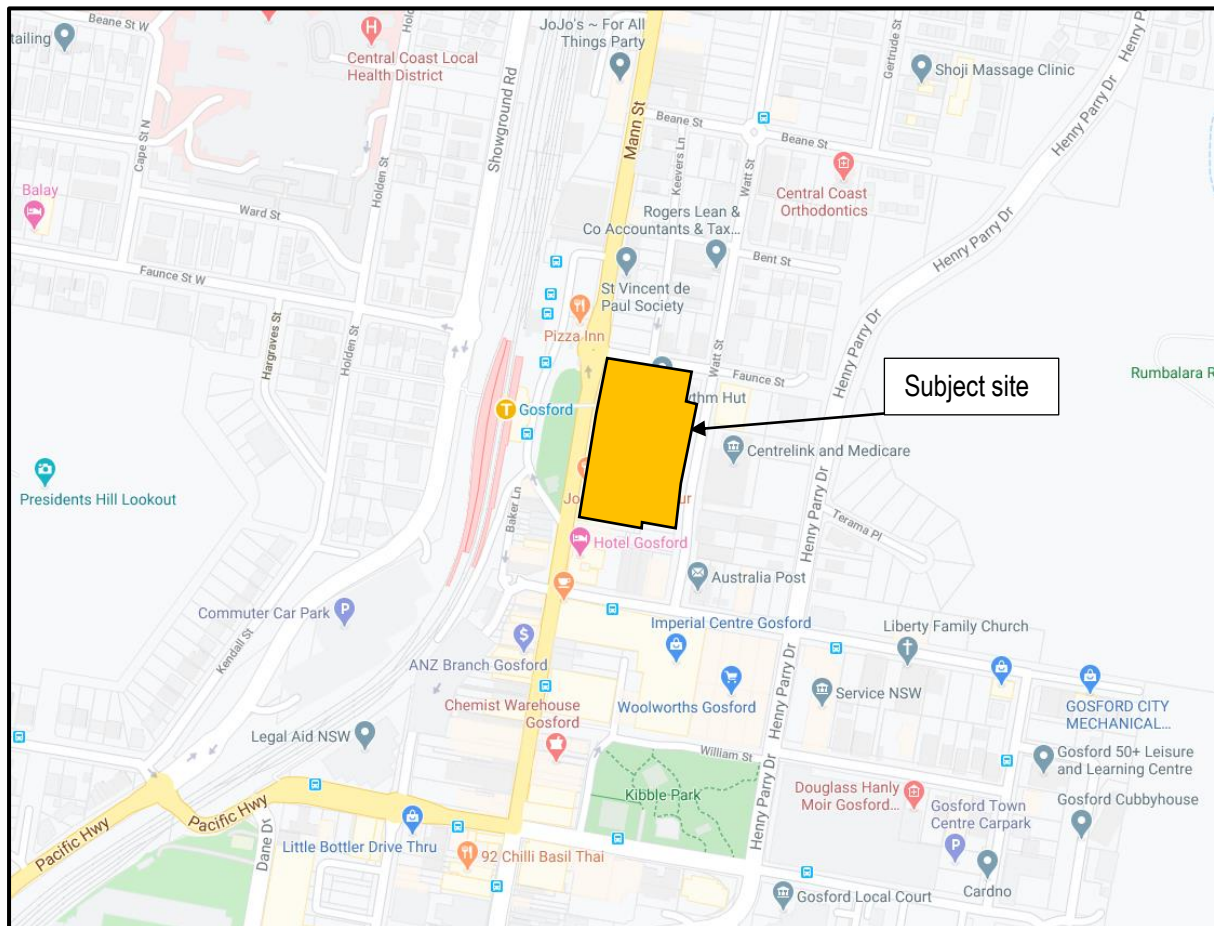


Figure 2-1 - Site Location (source Google Maps)

Existing land use within the CBD is a mixture of commercial office, residential units, retail and entertainment e.g. restaurants and pubs. There are a number of proposed developments within the area which include shop top housing, affordable rental apartments and mixed-use developments. There are also some State Significant Developments proposed or being developed within the Gosford City Centre and include a mixed-use development off Donnison Street at Kibble Park, a mixed-use development at 26-32 Mann Street, a residential development on John Whitway Drive and upgrades to the Central Coast Leagues Club. These are in various stages of planning.

### 2.2 Parking

Parking throughout Gosford CBD is undergoing change associated with the city's revitalisation. The provision of parking and ultimately its pricing is accepted as a fundamental factor in encouraging mode shift.

Central Coast Council have commissioned Bitzios Consulting in late 2019 to develop a parking strategy for LGA. Part of this strategy will include information allowing Council to improve the existing all-day parking shortfall within the Gosford CBD and surrounds. Part of the Strategy will also look to focus area specific strategies at key commuter and employment hotspots to address existing and emerging parking challenges.



### 2.2.1 On-street Parking Provision

Time restricted parking is generally available along both sides of Mann Street, between Faunce Street and Erina Street East. Parking is also available to both sides of Faunce Street and to the western edge of Watt Street with time restrictions applying here as well.

### 2.2.2 Off-Street Parking Provision

Off street parking is provided within the Gosford CBD in a mixture of private and public car parks within the various developments and lots. The public parking is well used during the week by commuters to the CBD whilst at the weekend the parking demand is much lower, except when special events are occurring in the locality of Gosford, in particular at Central Coast Stadium.

There is a public commuter car park to the immediate north of the site off Faunce Street providing 87 spaces and south-west of the site at the Gosford City car park which provides in the order of 535 spaces.

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

### 2.2.3 Set down or pick up areas

There is taxi drop off / pick up zones west of the site within the bus interchange adjacent to Gosford Station. There are a small number of 15-minute parking spaces on Mann Street adjacent to Burns Place Park.

## 2.3 Train Travel

### 2.3.1 Range of services

Gosford is serviced by both intercity and regional train services provided by CityRail. A map of Gosford station is shown below in Figure 2-2.

The rail network in Gosford provides access to the Central Coast Newcastle Line which connects Sydney Central with the Newcastle Interchange with key stops at Strathfield, Hornsby, Woy Woy, Wyong, Morisset, Broadmeadow and Hamilton.

### 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.

### 2.3.3 Connection to the development

The development is connected to Gosford Station via proposed pedestrian facilities across Mann Street with the development within walking distance to the Station west of the site.

## 2.4 Bus Travel

Busways and Redbus Services are the major providers of bus services operating out of the Gosford bus interchange with a map of the bus facilities shown in Figure 2-2.



Figure 2-2 Transport facilities at Gosford Station (Source: TfNSW)

The Central Coast Region is supported by further a private bus service in Coastal Liner Coaches.

#### 2.4.1 Bus Service providers

##### Busways

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

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

##### Red Bus Service

Mail: P.O. Box 3186, Bateau Bay, NSW 2261

Phone: (02) 4332 8655

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

Website: <https://www.redbus.com.au/>

##### Coastal Liner Coaches

157 Sparks Road, Warnervale NSW 2259

Phone: (02) 4392 3050

Website: <http://www.coastalliner.com.au/>

#### 2.4.2 Bus Facilities

##### 2.4.2.1 Bus stops within the vicinity

Bus stands are located at the Gosford bus interchange as shown in Figure 2-2 above. These facilities cater for a vast number of bus services which terminate in the CBD but also provide access to the broader Central Coast LGA.

##### 2.4.2.2 Bus services

Bus services are provided from the bus interchange to the majority of suburbs within the southern regions of the Central Coast LGA. Connections to bus services for suburbs at the northern end of the Central Coast can be made via rail or bus to the various transport services at Wyong. The bus services provided from the Gosford bus interchange are shown below in **Error! Reference source not found.**



<b>B</b>	<b>Stand A</b> Stop no. 225047	<b>Stand C</b> Stop no. 225045	33/4 Gosford via Somersby Industrial Estate	66A Gosford via Avoca Beach
	17 The Entrance North	40 Gosford via North Gosford	34 Gosford via Kariong	66C Gosford via Copacabana
	18 The Entrance	43 Springfield	34/2 Mangrove Mountain	
	19 Wyong	44 Erina		<b>Stand K</b> Stop no. 225050
	21 The Entrance North		<b>Stand G</b> Stop no. 225041	63 Gosford via Saratoga
	22 The Entrance	<b>Stand D</b> Stop no. 225044	55 Ettalong Beach	<b>Stand L</b> Stop no. 225051
	23 The Entrance	38 Gosford via Wyoming	70 Ettalong Beach	20 Gosford via Matcham
	28 The Entrance			42 Gosford via Point Frederick
	<b>Stand B</b> Stop no. 225046	<b>Stand E</b> Stop no. 225043	<b>Stand H</b> Stop no. 225048	<b>Stand M</b> Stop no. 225052
	17 The Entrance North	36 Tuggerah	67 Gosford via North Avoca	41 Gosford via West Gosford
	18 The Entrance	37 Tuggerah	68 Gosford via Wamberal	<b>Stand N</b> Stop no. 2250628
	19 Wyong			Arrivals only
	21 The Entrance North	<b>Stand F</b> Stop no. 225042	<b>Stand J</b> Stop no. 225049	
	22 The Entrance	32 Spencer	64 Woy Woy	
	23 The Entrance	33 Somersby	65 Wagstaffe	
	28 The Entrance			

**Going to the beach?**




Photo courtesy of [www.gosfordnsw.com.au](http://www.gosfordnsw.com.au)

<b>Avoca Beach</b>
66A Stand J
66C Stand J
<b>Copacabana Beach</b>
66A Stand J
66C Stand J
<b>North Avoca Beach</b>
67 Stand H
<b>Terrigal Beach</b>
67 Stand H
68 Stand H
<b>Wamberal Beach</b>
68 Stand H

Figure 2-3 Bus services from the Gosford bus interchange (Source: TfNSW)

#### 2.4.2.3 Pedestrian connections

There is an extensive pedestrian network within the Gosford CBD, reflective of its role as a city centre, with footpaths to both sides of Watt Street, Faunce Street, Erina Street East and Mann Street. Pedestrian crossings are available at the signalised intersection of Mann Street and Erina Street East as well as via a central median to the north of the intersection of Watt Street and Faunce Street. A pedestrian overbridge historically has provided access between the subject site and the railway station/bus interchange however observations show this is poorly supported. The project sees the removal of this and the inclusion of a mid block crossing on Mann Street which formalises the existing situation and pedestrian desire lines.

#### 2.4.3 Connection to the development

Bus facilities at Gosford bus interchange are provided within walking distance across Mann Street.

#### 2.5 Park and Ride

Central Coast Council has launched a free park and ride CBD shuttle bus ("easy run") providing commuters the opportunity to park on Racecourse Road and at Adcock Park to allow for "easy all-day parking". A map of the parking locations and the corresponding bus stop locations within the CBD are shown below in Figure 2-4.

The shuttle service runs every 10 minutes during the peak, Monday to Friday, from 6 - 10 during the morning and 3 - 8 during the evening.

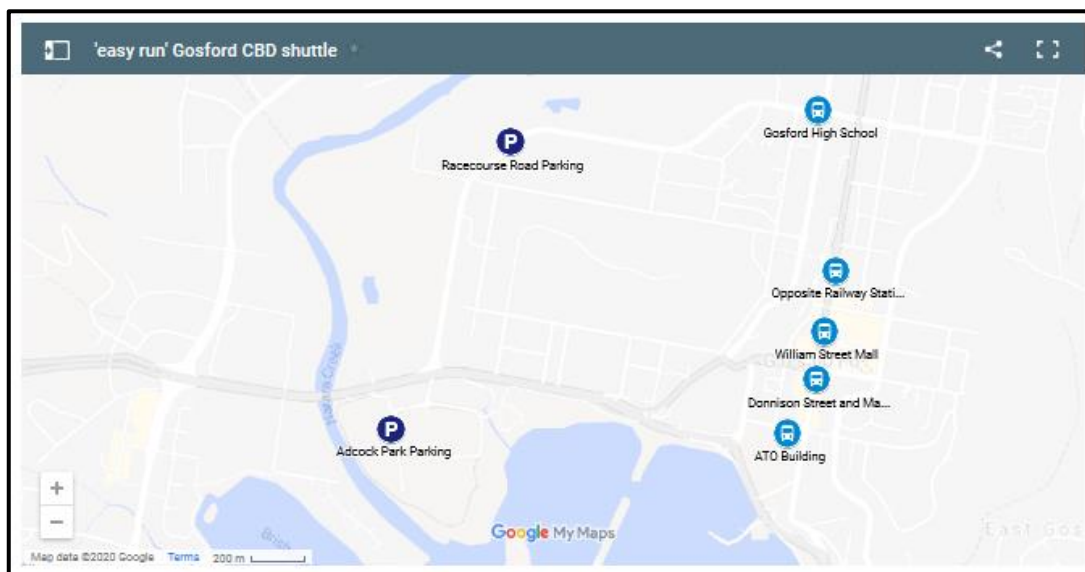


Figure 2-4 - Park and Ride Shuttle Map (source: Central Coast Council)

## 2.6 Taxi and Uber Services

Central Coast Taxis operate in the Central Coast LGA area 24 hours a day. Taxis can be booked by phoning 133 300 or 13 2227 (13CABS). Online booking is also available as well as a Cab App. There are secure taxi ranks provided within the city centre at the Gosford bus interchange.

Uber services are also available in Gosford.

## 2.7 Trip Planning

TfNSW provides a range of services to assist in planning bus and train travel throughout Gosford and the Central Coast.

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

## 2.8 Pedestrians

There are extensive pedestrian footpaths in the vicinity of the site, which extend throughout the Gosford CBD through to the Gosford Waterfront. There are footpaths along both sides of the roads in the vicinity of the site. Access across Mann Street is provided via signalised foot crossing at the intersection with Erina Street East and via a central raised median north of Faunce Street. Within the CBD (e.g. Mann Street) major crossings are controlled by traffic signals which incorporate pedestrian phasing, ensuring that pedestrian movements can be safely managed and controlled. These pedestrian crossings include drop kerbs to cater for wheel chair users as well as prams etc.

## 2.9 Cycling

There are no designated cycling facilities provided within Gosford CBD with cyclists able to use the roads within the locality. There is a shared path provided along the Gosford waterfront which cyclists are able to utilise.

The 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>

There is a shared path which runs along Brisbane Water Drive which connects Gosford to Woy Woy. This provides a good connection for cyclists travelling from the Peninsular to Gosford CBD.

Future cycling within the Central Coast LGA has been considered within the Central Coast Bike Plan 2019-2029. This bike plan provides information on the existing facilities as well as the future plans for cycling facilities. The bike plan proposes future cycling facilities for the Gosford area with two that shall provide links to suburbs surrounding the Gosford Area.

These two key proposal are:

- Gosford Activity Centre south to Tascott (Gosford to Woy Woy connection)
- Gosford to Erina Connection (Gosford to Erina to Terrigal connection)

The bike plan provides a number of proposed upgrades to the Central Coast bicycle network which are shown in Figure 2-5 below.

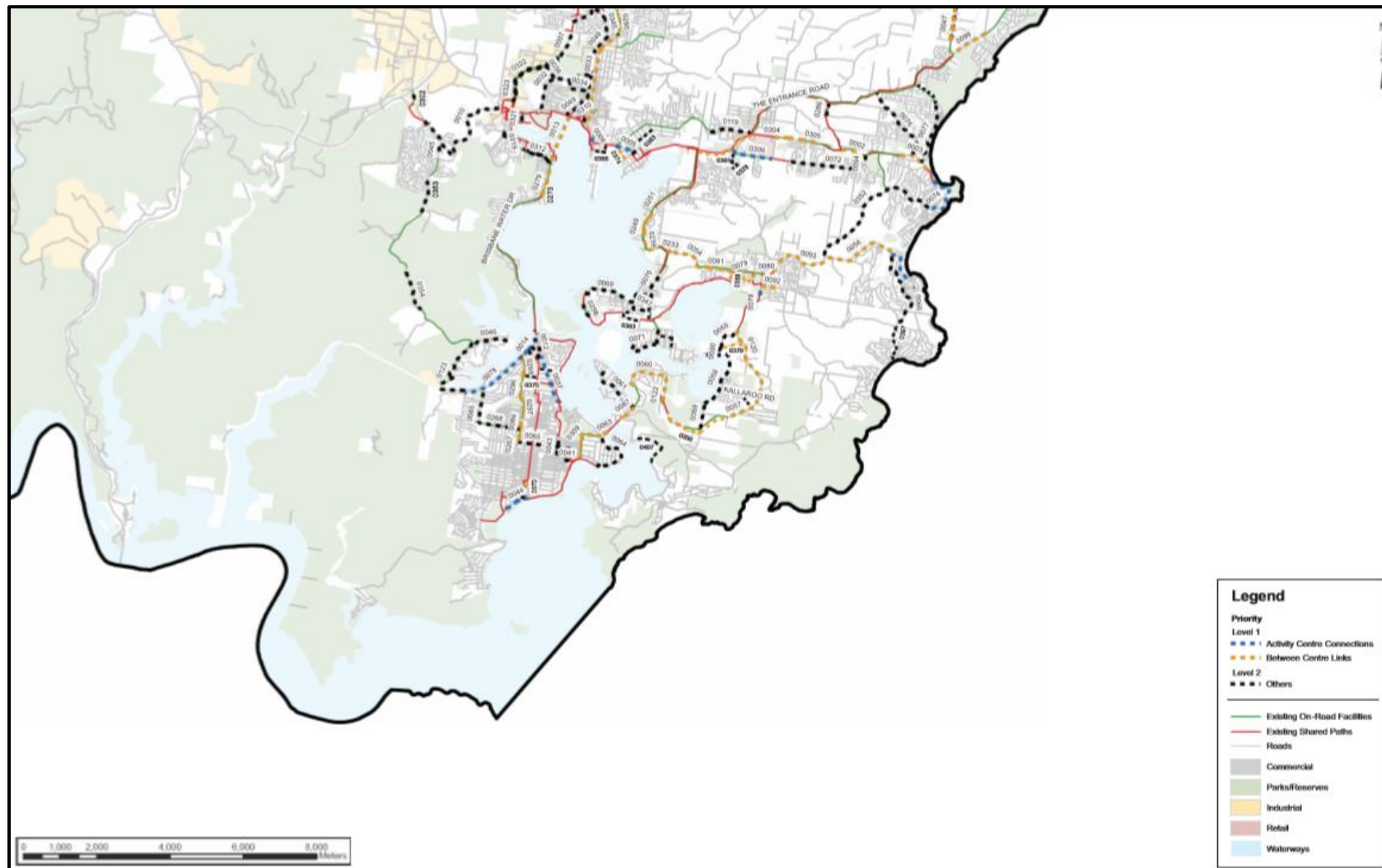


Figure 2-5 - Proposed bicycle network changes within the southern end of the Central Coast LGA (source Central Coast Bike Plan 2019-2029)

### 3 Future Travel Demands

The mixed-use development will be designed with the future needs of the staff, students, residents and visitors in mind.

#### 3.1 Staff, Student, Visitor and Resident Travel

Based upon 2016 journey to work data for the Central Coast, over 91% workers who work on the Central Coast also live on the Central Coast, 4% of workers live within Lake Macquarie while the other 5% of workers come from regions within Sydney and Newcastle. Due to the nature of the development and the location of Gosford train station it will be expected that the proposed development will provide quality commercial space for businesses with their workforce on the Central Coast but also where staff are resident in the northern parts of Sydney and so can commute to Gosford as an alternative to travelling across Greater Sydney. Therefore the majority of workers will still come from within the Central Coast area, with an increase in workers from Sydney, Lake Macquarie and Newcastle regions.

2016 journey to work data shown in Figure 3.1 below compares the methods of travel to work to Gosford - West Gosford for workers who live within the Central Coast LGA or within Gosford - West Gosford. The figure shows how a higher number of residents who live within close proximity to Gosford CBD use transport services and facilities such as buses, trains, walking and cycling to get to work rather than use a personal vehicle compared to workers travelling from the wider Central Coast area.

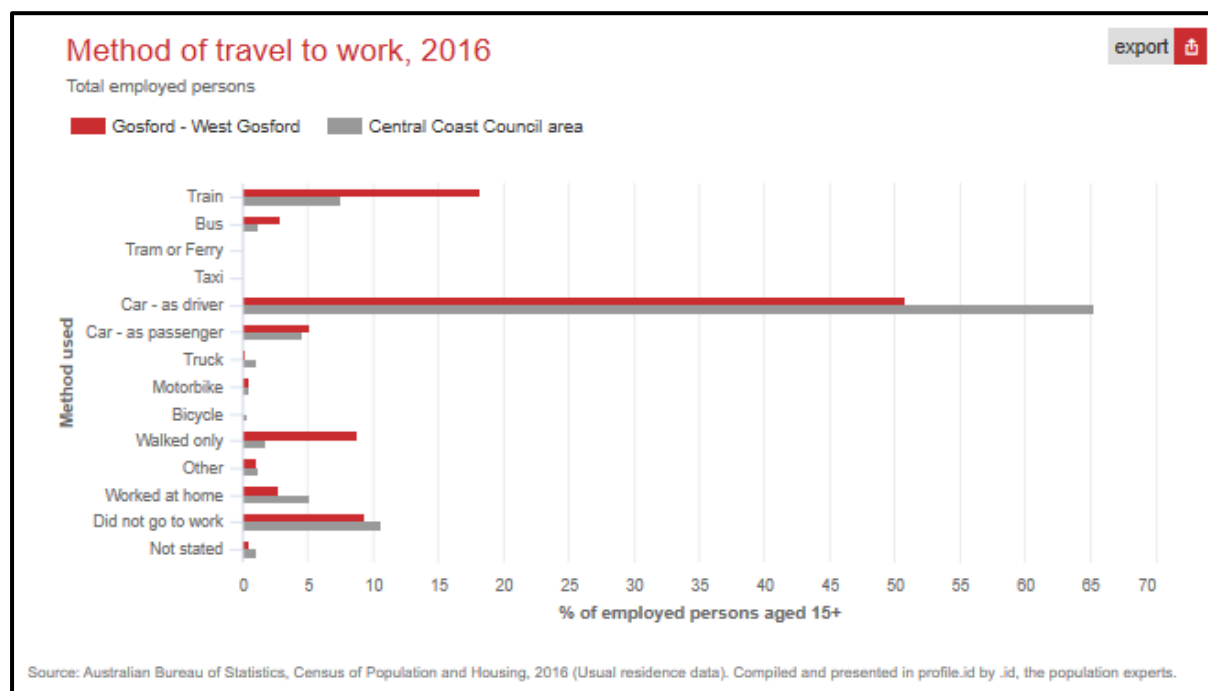


Figure 3.1 – Method of travel to work with the Central Coast Council LGA (source: <https://profile.id.com.au/central-coast-nsw>)

Staff associated with retail and hospitality will often look for work close to their place of residence due to the proximity of available facilities, shift work and pay structure. It is therefore expected that the large number of staff associated with the retail and commercial elements will live locally and be able to use public transport or walk or cycle to work. The ongoing development of residential units within the city centre further support this as a practical option.

The use of public transport (either bus or train) will enable effective travel to the development for those staff not living within walking distance. This is particularly the case for the urban growth area around Wyong and Warnervale which has convenient access to railway stations.

The park and ride service supported by Central Coast Council also serves as a form of travel to the development for staff wishing to travel by private vehicle for part of their journey. As shown in Figure 2-4 above there is a bus stop location provided opposite the train station on Mann Street, within a short walk of the subject site.

Gosford CBD is host to a wide range of facilities required by residents of the mixed-use development including retail, banking, cafes and restaurants, entertainment and local parks. Imperial shopping centre to the south of the site can be accessed using the extensive pedestrian connections within the CBD. Further south of the subject site there are recreational facilities provided along the Gosford Waterfront. Residents looking to access these services and facilities can walk, cycle or use ride share due to the short distances involved.

Gosford Hospital is also within a short distance to the development on the western side of the rail line. The hospital can be accessed from the development by walking through Gosford station to cross the rail line and the total walk is around 500 metres.

As the site is well connected to public transport both within the city centre and the broader bus and train network visitors to the site can attend without being reliant on private vehicle use (Refer Sec 2). Many of the visitors would be people attending the commercial spaces where these spaces add to the overall mix of services, retail and hospitality options across the precinct. These visitors are often themselves residents within the CBD or workers from the many businesses within the city centre and immediate surrounds. Others may be attending the CBD for entertainment and so would include these potential businesses (eg bars or cafes) as part of an evening out in the city.

For those that do choose to drive, particularly if visiting residents, parking is available on-site or within the various parking areas within the vicinity of the site.



## 4 How to Influence Change

### 4.1 Background on Sustainable Travel Plans

An Active Travel Plan is seen as a way of supporting active travel, making it easier for employees, residents and visitors to reduce dependence on private vehicles and in turn 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 parking.”

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

Active Workplaces are identified by the PCAL as a means by which health and wellbeing can be promoted and supported.

#### 4.1.1 Spheres of Influence

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

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

### 4.2 Opportunities to reduce car dependency

#### 4.2.1 Public transport

People who currently utilise public transport as part of their journey to work should be encouraged to continue to do so. These people, both employees of the commercial spaces and resident workers, are already open to public transport and so this ongoing use should be encouraged.

People moving into the residential elements of the development should do so knowing the benefits of living in the city, including convenient access to public and active transport. Supporting these people by ensuring they have sufficient information and support for this to be a positive experience is important.

People will have confidence to use public transport when provided with information that enables easy connection and updates on public transport and traffic information. Adding the Transport Info Trip Planner to staff, student and resident information packs or on suitable web sites or intranet gives users access to up-to-date public transport trip planning information. This supports everyone in their trip planning and promotes public transport use to all.

#### 4.2.2 Park and Ride

The Park and Ride shuttle provides drivers living outside of the Gosford CBD a viable alternative to travel to the city as a private vehicle user and staff should be made aware of this program as a travel option.

#### 4.2.3 Cycling

Cycling is not a popular mode of travel to and within the Gosford CBD. Journey to work data from 2016 shows that only 0.3% of people cycle to work within the Gosford area from the wider Central Coast area. Strategic planning undertaken within the Central Coast Bike Plan 2019-2029 shows a list of improvements and upgrades for the Gosford area. Cycling can be promoted by people understanding suitable routes and the level of end of ride facilities (showers, lockers, etc).

Increased residential density within the city will see increased levels of bike riding in a manner similar to what is seen in Newcastle. Cycling provides a convenient connection to points of interest within a comfortable riding

distance where such end points are beyond what may be a convenient walk. Access to suitable routes encourages bike riding and more affordable electric bikes reduces some of the physical barriers to riding.

Cycling tools such as Cycleway Finder to promote local routes should be freely promoted to encourage local cycling. Such links can again be included in resident welcome packs and staff information sheets or notice boards.

The cycling route connecting Gosford CBD to Woy Woy is a practical and pleasant connection between the site and the suburbs south of Gosford CBD. A cycling event along the Brisbane Water shared path could be promoted as a social event to welcome the staff, residents and students of the new development.

#### 4.2.4 Walking

It is anticipated that walking to and from the mixed-use development through the surrounding city centre will be an appealing option. Commuters to the CBD currently park on the outskirts of the city and walk to their place of work rather than pay for parking and as such it is anticipated that people who live or work within a similar radius (say 2 kilometres) would walk to work rather than drive.

Given the age of the city there is generally good pedestrian facilities available. There is also shared pathways available to both cyclists and pedestrians along the Gosford waterfront and Brisbane Water Drive. These routes can be promoted to staff and included in student and resident information packs as well as on links to transport hubs, accommodation zones and entertainment precincts.

Most trips within the Gosford CBD and connections to public transport are within walking distance of the subject site. A walkscore assessment for the proposed development is provided in Figure 4-1. Figure 4-2 shows the walkable area within 20 minutes from the subject site which includes all of Gosford CBD and some parts of North Gosford and East Gosford.

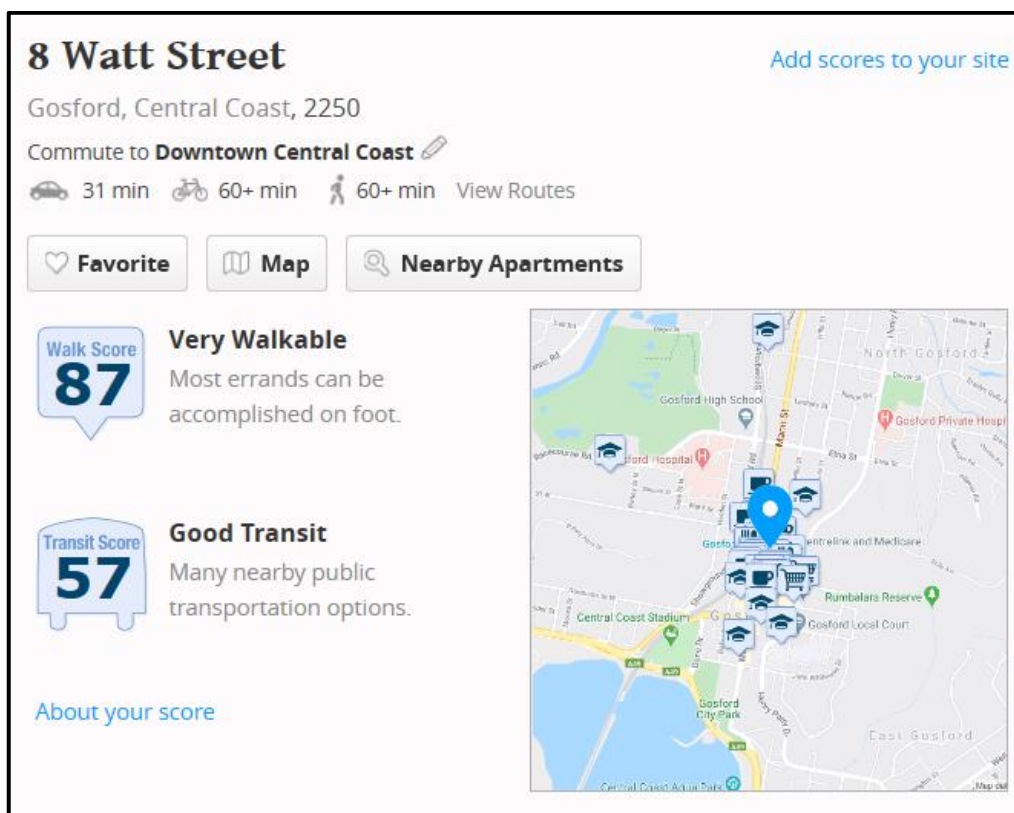


Figure 4-1 Walkscore assessment for the subject site (www.walkscore.com)

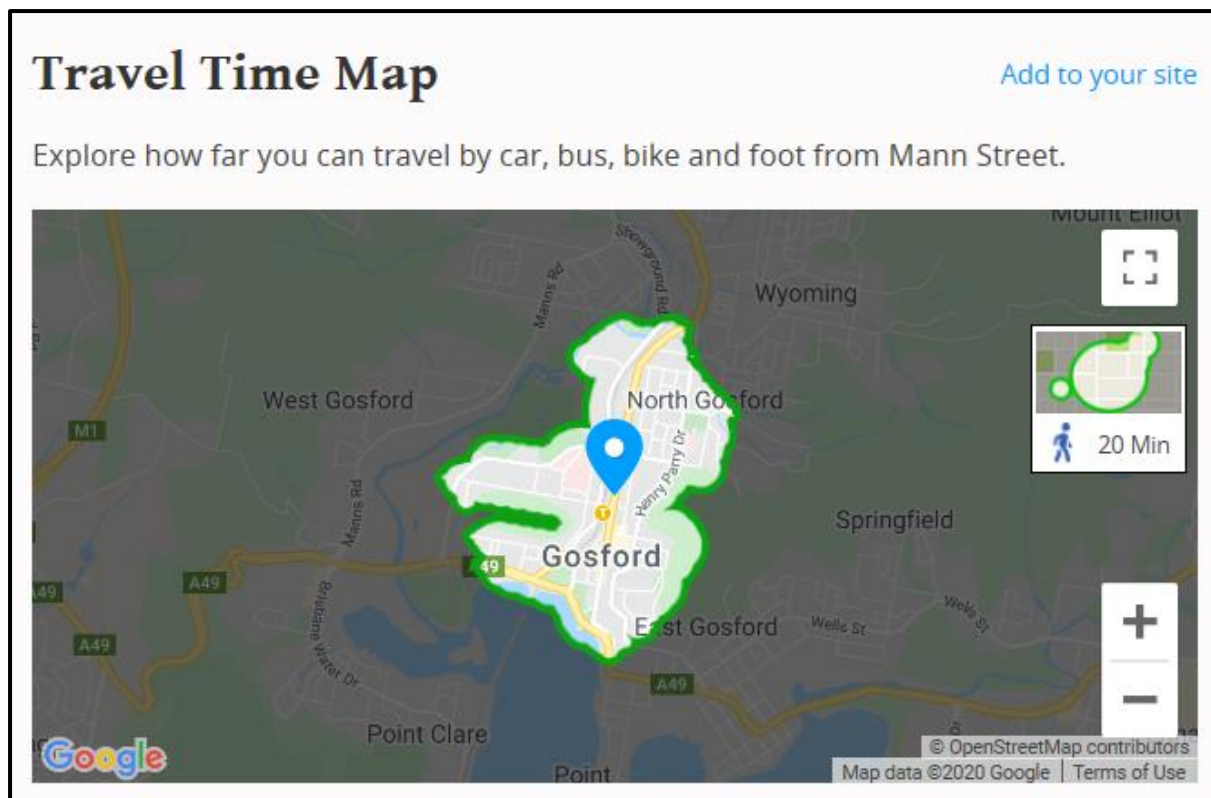


Figure 4-2 Walkable area based on a 20 minute journey centred at the subject site ([www.walkscore.com](http://www.walkscore.com))

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

End of trip facilities for residents are not typically necessary as apartments provide suitable storage and showering for cyclists and walkers. Ground floor storage for bikes should be made available although many residents may choose to store their bicycles within their apartments.

End of trip facilities for staff and students should be provided and should include lockers and showering for cyclists and walkers. Weatherproof bike storage should also be provided with a high level of security. More casual bike parking is suitable to accommodate visitors to the site eg shoppers.

#### 4.2.6 Home Delivery Services

Whilst using active transport throughout the city is practical and convenient, there are times when due to the size or bulk of purchases residents may feel the need to use a vehicle.

Local businesses that offer a delivery service could be promoted throughout the site. Supermarkets and grocery stores provide details of their delivery services online. Links to these could be provided for residents, students and staff.

### 4.3 Active Travel Plan

To ensure these are adopted by staff, students, visitors and residents an Action Plan will be developed that actively encourages behaviour change and a shift away from travel by private vehicle. The implementation and monitoring of this plan shall be overseen by the body corporate or strata management as appropriate.

The travel plan may include information about adopting technology as a commuter, information from Transport for NSW, trip planning, walking and cycling apps, bike routes and bike user groups (BUGs) as well as car sharing schemes, online shopping and local grocery delivery options.

An Active Travel Guide for residents, students and staff should be provided to promote travel from the mixed-use development within the Gosford CBD, suburbs outside of the City eg Erina Fair and other relevant transport information.

This Active Travel Guide is best presented as a single sheet with a list of links that can also be included on the community information board for the development. This sheet can be provided in an electronic format so that staff, residents and students can access the various links to ensure that the currency of information is maintained.

The following provides examples of actions that may be considered appropriate for the mixed-use development and may be included in the Active Travel Guide.

#### Active Transport

1. Introduce the role of Transport Coordinator to oversee the implementation and management of the Active Travel Plan. This may be a role within the body corporate or may be managed by the strata management company.
2. Create and maintain a Travel Access Guide to include travel options to/from the mixed-use development.
3. Provide specific information for staff, students, visitors and residents to access bicycle storage.
4. Provide specific information for staff and students to access end of trip facilities such as showers and lockers.
5. Provide participants with information that makes their travel choices easy to make.

#### Bicycle and Pedestrian Travel

1. Ensure that those who are intending to ride are well supported by provision of route information and secure and easy access to bike storage.
2. Promote riding and walking to work as an option for workers living locally as well as students and residents of the mixed-use development.
3. Promote riding buddy groups and Bike User Groups (BUGs) and Ride to Work Day.
4. Include NSW Transport Cycling trip planners on Travel Access Guide.
5. Promote the benefits of walking and cycling to residents, students and staff of the mixed-use development.

#### Public Transport

1. Ensure people who are open to travelling by public transport have sufficient information for this to be a positive experience.
2. Include current travel information and trip planning on Travel Access Guide.
3. Provide information for new staff, residents and students as part of a welcome/site induction program.
4. Promote the Park and Ride Shuttle to provide for staff wishing to use private vehicles. Include information on parking at Adock Park and Racecourse Road or other locations as appropriate.

#### Telecommuting

1. Promote the opportunity for telecommuting to students and staff.

## 5 Active Travel Plan Recommendations

Having completed the above analysis, the following provides an action plan to introduce opportunities for sustainable travel to the mixed-use development. As a new development, there is the opportunity to promote a sustainable mode of travel from the outset. Regular surveying of staff/students/residents and monitoring of facilities shall be undertaken to enable improvements to the action plan to obtain the set targets. The details for this shall be established by the Transport Coordinator in conjunction with management.

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

### 5.1 Active Transport

1. Provide an electronic one stop shop for the mixed-use development where various links to external transport providers can be placed. This may be an app or a website rather than a traditional Active Travel Guide.

Links could include:

#### **Cycling**

[https://www.rms.nsw.gov.au/maps/cycleway\\_finder](https://www.rms.nsw.gov.au/maps/cycleway_finder)

Information on bike parking, lockers and end of trip facilities

#### **Trip planning and Gosford Transport information**

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

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

#### **Opal Card**

<https://transportnsw.info/tickets-opal/opal#/login>

#### **Shuttle Bus and Park and Ride**

<https://www.centralcoast.nsw.gov.au/council/news/easy-run-gosford-cbd-shuttle>

#### **Taxi and Uber**

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

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

#### **Home Delivery**

<https://www.harrisfarm.com.au/pages/delivery>

[https://shop.coles.com.au/a/national/home?cid=cdc\\_to\\_nav\\_shop-online](https://shop.coles.com.au/a/national/home?cid=cdc_to_nav_shop-online)

<https://www.woolworths.com.au/shop/discover/shopping-online?icmpid=sm-hp-ribbon2>

## 5.2 Monitoring and Review

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

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

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