

Appendix C

Framework Travel Plan

STOCKLAND

FRAMEWORK TRAVEL PLAN FOR
BUILDING B AT 11-17 KHARTOUM
ROAD AND 33-39 TALAVERA ROAD,
MACQUARIE PARK

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I. INTRODUCTION

- I.1 A SSDA for a data centre (Building B) at Macquarie MPark has been submitted to the Department of Planning, Industry and Environment (DPIE). The site location is shown in Figure I. In response to the SSDA submission, a review of public and active transport infrastructure in the surrounding area and a framework travel plan for Building B have been prepared in accordance with the following traffic matter raised by Council:

An assessment is to be undertaken of the existing and future pedestrian and active transport infrastructure in the surrounding area and whether it is adequate to support/encourage walking and cycle trips to/from the site.

- I.2 We note, TfNSW in its RFI, has requested the following be included as conditions of consent:

- 1. The applicant be conditioned to provide a Green Travel Plan in consultation with TfNSW, prior to the issue of the relevant Occupation Certificate; and*
- 2. The Green Travel Plan must be implemented accordingly and updated annually to ensure sustainable transport outcomes and achieve the overall strategic planning objectives in the Future Transport 2056.*

- I.3 Public and active transport infrastructure in the surrounding area and a framework travel plan for Building B are presented in the following chapters:

- Chapter 2 - description of public and active transport aspects;
 - Chapter 3 - framework travel plan.
 - Chapter 4 - Response to Matters Raised by Council
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2. PUBLIC AND ACTIVE TRANSPORT

- 2.1 The site is located within Macquarie Park which is a health and educational precinct, with a large commercial office component. It is serviced by three train stations with links to Chatswood and Epping, and local and regional bus services. They provide public transport connections to the surrounding area and to major Sydney metropolitan public transport nodes, including Chatswood and Sydney CBD.

Bus Services

- 2.2 The site is well located for a range of public transport services. Local and regional bus services operate through the Macquarie Park precinct along Waterloo Road, Khartoum Road and Talavera Road, as shown on Figure 2.
- 2.3 A bus interchange is located on the western side of Macquarie Centre on Herring Road, providing good access to the adjacent Macquarie University railway station and Sydney Metro Northwest Line. A number of government and private bus operators serve the area, with services passing the site to access the bus interchange.
- 2.4 Bus services within 400 metres of the site include the following:
- Route 197 - Macquarie University to Mona Vale;
 - Route 259 - Chatswood to Macquarie University, via Macquarie Park;
 - Route 292 - Marsfield to City-Wynyard;
 - Route 294 - Marsfield to City-Wynyard;
 - Route 410 - Hurstville to Macquarie Park;
 - Route 506 - Macquarie University to City-Domain;
 - Route 545 - Parramatta to Chatswood;
 - Route 550 - Chatswood to Parramatta;
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- ❑ Route 562 - Gordon to Macquarie University;
 - ❑ Route 565 - Chatswood to Macquarie University;
 - ❑ Route 572 - Macquarie University to Turramurra;
 - ❑ Route 575 - Macquarie University to Hornsby;
 - ❑ Route 611 - Blacktown to Macquarie Park via M2; and
 - ❑ Route 619 - Castle Hill to Macquarie Park, via Baulkham Hills.

2.5 These bus services combine to provide a high level of public transport access to the site and the surrounding Macquarie Park precinct. The majority of these services operate on a 10 to 15 minute frequency during the morning and afternoon peak periods and 30 minute frequency outside of peak times.

2.6 Bus stops in the vicinity of the site are located on either side of Talavera Road immediately west of the site. There are also bus stops on Khartoum Road and Waterloo Road to the west and south respectively. These bus stops are conveniently located, with staff utilising the pedestrian crossing facility within the existing traffic signals on Talavera Road to access the bus stop on the northern side of Talavera Road.

2.7 Staff can also transfer to other bus services at the Herring Road bus interchange or transfer to train/metro services at Macquarie University, Macquarie Park and Chatswood railway stations, providing access to the Sydney metropolitan area.

Trains/Metro Services

2.8 The site is within 800 metres (approximately 10 minutes walking distance) of Macquarie University rail station and metro station to the west and Macquarie Park railway station to the west of the site. Sydney Metro Northwest Line and The

Northern and Western Line operate through these stations, providing regular services linking to the surrounding Sydney metropolitan area.

2.9 Train services run frequently throughout the day through these stations, with train frequencies of some six to ten minutes. This frequency is likely to increase with the completion of the wider Sydney metro network.

2.10 The proposed development is therefore consistent with government objectives and the planning principles of:

- (a) improving accessibility to employment and services by walking, cycling, and public transport;
- (b) improving the choice of transport and reducing dependence solely on cars for travel purposes;
- (c) moderating growth in the demand for travel and the distances travelled, especially by car; and
- (d) supporting the efficient and viable operation of existing and future public transport services.

2.11 Staff will be made aware of the available means of travel, including access to the site by public transport.

Active Transport

2.12 The site is located adjacent to a well established footpath network throughout the Macquarie Park precinct, including footpaths along Talavera Road, Khartoum Road

and Waterloo Road. The future Road 22, located adjacent to the eastern boundary of the site, will provide pedestrian footpaths with direct access to the site. Road 22 will ultimately extend from Talavera Road in the north to Waterloo Road in the south. Designated through site pedestrian links (both existing and proposed), mid-block pedestrian refuges and pedestrian crossing facilities at existing signalised intersection will also provide convenient access through the surrounding area.

- 2.13 There are existing designated off-road cycle paths along Talavera Road and Waterloo Road, an on-road cycle lane on Khartoum Road north of Talavera Road and an informal on-road cycle route on Khartoum Road between Talavera Road and Waterloo Road. A plan of the cycle routes within Macquarie Park is shown on Figure 3.
- 2.14 An existing mid-block refuge in Khartoum Road to the south of the site, footpaths and through site pedestrian links on the surrounding road network and existing signalised pedestrian crossing facilities at the intersection of Talavera Road and Khartoum Road, provide convenient pedestrian and cycle access to and from the site.
- 2.15 Bicycle parking and end of trip facilities, including change rooms, lockers and showers, are being provided.

3. FRAMEWORK TRAVEL PLAN

Introduction

- 3.1 A Framework Travel Plan (FTP) has been developed for Building B to identify measures to promote sustainable transport options and to encourage travel modes away from single occupant private vehicles. It adopts a transport management approach and provides a site-specific management strategy for delivering long term behavioural change and sustainable travel patterns. It outlines a range of actions and initiatives to increase travel modes such as walking, cycling, public transport, car sharing and car pooling, as well as influencing behaviours that lead to better organisational outcomes, improving environmental impacts, improving viability of public transport services and creating healthier lifestyles, while reducing adverse transport impacts on the surrounding road network. The FTP ensures that staff will be well informed about travel to and from the site.
- 3.2 The principles of the FTP will be used to develop and prepare a Green Travel Plan (GTP), as requested by TfNSW as a condition, which will be applied to all staff and visitors travelling to and from the site. Government authorities and planning guidelines are placing increasing emphasis on the need to reduce the number vehicle trips and travel distances by car, while encouraging greater use of alternative means of non car-based travel, resulting in less environmental impact.

Benefits of a Framework Travel Plan

- 3.3 The development of a FTP and the creation of the GTP will result in a number of social, economic, environmental and health benefits for staff at the site. These include:
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- ❑ promoting the use of sustainable transport modes by increasing awareness of public transport routes and facilities;
 - ❑ the provision of car parking should be reflected in the sites proximity to public transport and the ability to provide alternative travel modes for staff and visitors by encouraging non car based travel;
 - ❑ the cost of providing car parking is significant and therefore there is a strong economic benefit to reduce the demand for parking by encouraging public and active transport;
 - ❑ reducing the growth in greenhouse gas emissions will result in significant benefits for the environment as a result of reducing car based travel. The reduction in greenhouse gases will also result in improved health benefits;
 - ❑ encourage healthier travel options for staff, such as walking and cycling;
 - ❑ promoting the use of sustainable transport modes can provide a more affordable means of transport and provide travel cost savings;
 - ❑ reducing travel time and travel costs;
 - ❑ convenient transport access and high quality facilities creates an attractive workplace for staff, resulting in greater productivity, improved health and wellbeing; and
 - ❑ the implementation of a successful FTP can reduce traffic impacts and traffic congestion on the surrounding road network by reducing the number of
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vehicles travelling to and from the site, resulting in improved intersection operation.

Objectives of a Framework Travel Plan

3.4 The FTP will identify a package of measures designed to address the specific travel needs of the site that will be used to develop and prepare the GTP. The main objectives of the FTP include:

- ❑ reducing dependence on private vehicles and encourage the use of more sustainable travel modes;
- ❑ reduce the number of car trips to and from the site;
- ❑ provide facilities for staff and visitors to commute by sustainable transport modes, including walking and cycling;
- ❑ promoting public transport and car sharing;
- ❑ advise all new staff of the available public transport options at the site and within the surrounding Macquarie Park precinct;
- ❑ reduce the environmental footprint of the development;
- ❑ reducing congestion in the local area; and
- ❑ promote the health benefits of active transport and create a more active social culture.

Mode Split Targets

- 3.5 As set out in the City of Ryde Council's Travel Plan Guidelines, the FTP and GTP will adopt strategies and procedures to meet a 40% public transport and 60% private vehicle target for the development, for journey to work trips. It will reduce the use of single occupant private vehicles and encourage transport choice to and within the Macquarie Park precinct.
- 3.6 The FTP is intended to develop a package of site-specific measures and initiatives to promote and maximise the use of sustainable travel modes, including walking, cycling, public transport and car share that will be incorporated into the GTP. It will include a review of existing transport options available and set targets so that the effective implementation of the GTP can be assessed. The targets will consider Council's planning and policies for the Macquarie Park precinct. The targets should be specific, measurable and achievable.
- 3.7 The GTP will be reviewed regularly to ensure it remains relevant and reflects current conditions. The targets will be updated to reflect changing circumstances of travel behaviour to and from the site.

Framework Travel Plan

- 3.8 The FTP will be refined in consultation with council, TfNSW, public transport operators and other stakeholders. It will include the following measures and actions to achieve the mode split targets:
- ❑ encourage the use public transport by providing information and resources, through the development of a Workplace Travel Plan. The plan will provide
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public transport information, maps, car share vehicle locations and public transport timetable;

- ❑ encourage the use of active transport by implementing a range of additional initiatives to reward and encourage employees to walk and cycle to work and to develop a healthy, active culture and meet travel targets;
 - ❑ promote active transport by undertaking a Green Travel Plan event each year, such as group cycling events, NSW bicycle week and walking groups;
 - ❑ provide convenient bicycle parking and appropriate end of trip facilities for staff who walk or cycle to work;
 - ❑ work with public transport providers to improve services;
 - ❑ allow staff the flexibility to commute outside of peak periods to reduce traffic impacts and travel time;
 - ❑ provide the option for staff to work remotely (work-from-home policies), where possible, to reduce the number of vehicles on the road and encourage teleconferencing rather than travelling to and from the site;
 - ❑ introduce a staff car pool register to inform staff of the travel characteristics of other staff with similar travel destinations;
 - ❑ promote the provision of travel passes and car share discounts to staff;
 - ❑ provide appropriate on-site parking provision, consistent with the objective of reducing traffic generation;
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- promote the provision of a bike share service for staff to use for local trips;
- provide EV charging points to allow employees to use electric cars.

3.9 The FTP will assist in delivering sustainable transport objectives by considering the means available for reducing dependence solely on cars for travel purposes, encouraging the use of public transport and supporting the efficient and viable operation of public transport services. The initiatives of the FTP and more importantly the success of the Green Travel Plan should be included on bulletins and on the staff web page for the data centre.

Monitoring and Reviewing the Green Travel Plan

3.10 The GTP will be monitored to ensure that it is meeting its objectives and having the intended impact on car use and transport choices for staff and visitors. The GTP will be reviewed annually through travel mode surveys (staff questionnaire surveys) and traffic and parking surveys. The plan will be updated to reflect changing circumstances and to identify which initiatives are having an impact or need to be modified to ensure appropriate travel behaviour.

3.11 A travel plan coordinator (TPC) will be appointed to oversee the measures and resultant impacts of the GTP. This person will review and assess the travel mode data against the existing travel data available for the Macquarie Park precinct and appropriate recommendations made.

3.12 In association with the GTP, a Workplace Travel Plan will be prepared. The plan will provide public transport information, maps, car share vehicle locations and public transport timetable.

4. RESPONSE TO MATTERS RAISED BY COUNCIL

- 4.1 Council in its letter dated 22 December 2020 raised the following matter with respect to impacts of the proposed development on existing and future pedestrian and active transport:

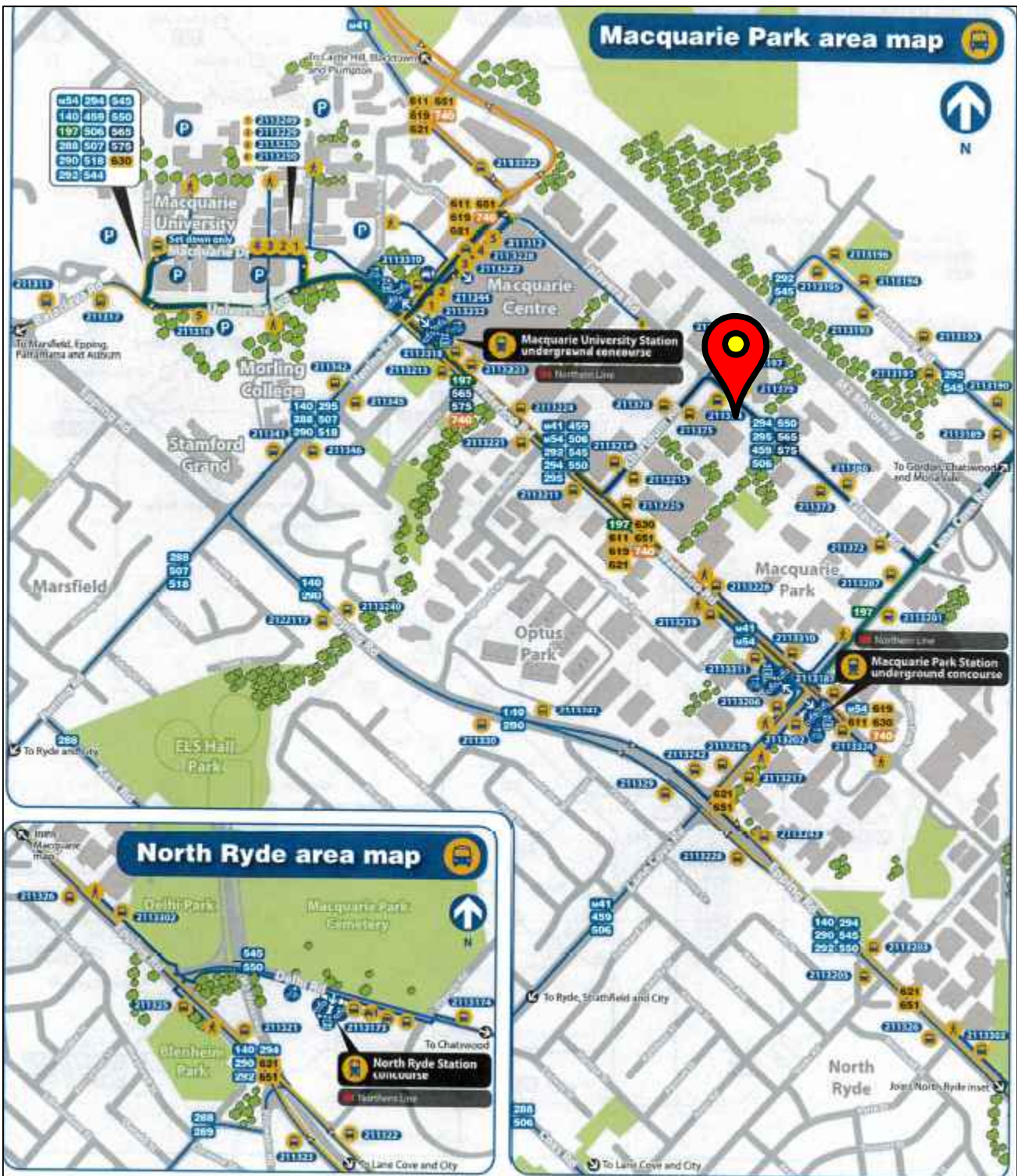
An assessment is to be undertaken of the existing and future pedestrian and active transport infrastructure in the surrounding area and whether it is adequate to support/encourage walking and cycle trips to/from the site.

- 4.2 Chapter 2 identifies that the proposed development is well serviced by existing and future public transport, pedestrian and active transport infrastructure within Macquarie Park to encourage non-car based trips. These comprise the metro line, bus services, pedestrian and cycle paths.
- 4.3 Chapter 3 sets out a Framework Travel Plan (FTP) to encourage travel by means other private vehicle. The proposed development will provide bicycle parking and end of trip facilities, including change rooms, lockers and showers.
- 4.4 The proposed development would have a maximum of 50 people on site at one time. With Council setting a target of 40% of travel mode by non-car based means, some 20 people per hour would travel to/from the site by public transport or active transport modes. The existing and future pedestrian and active transport infrastructure in the surrounding area will readily cater for this number of trips.
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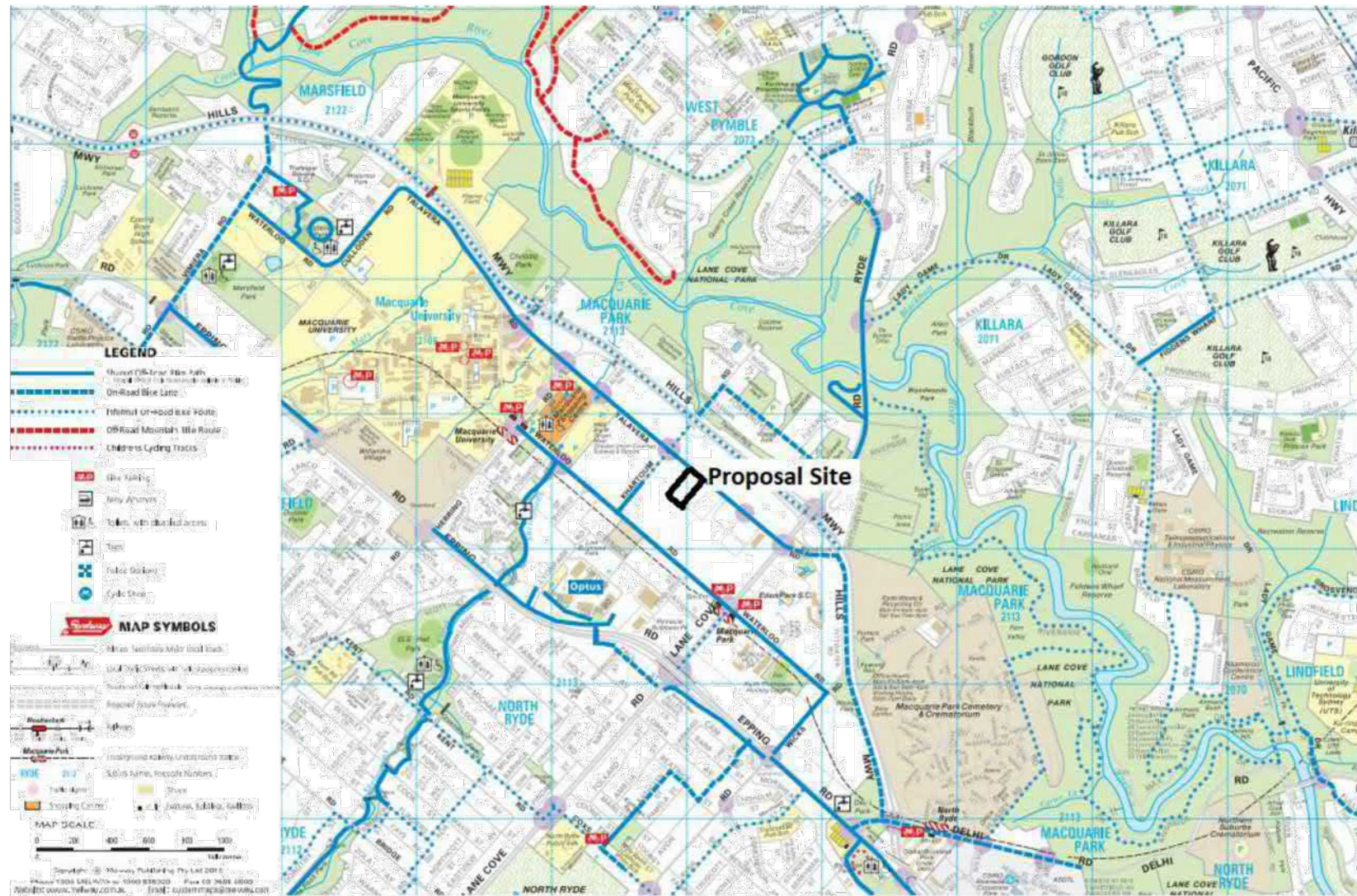


Click: <https://goo.gl/maps/S5fwh8DPUUoePFGE>

Location Plan



Bus Services



Cycle Route Plan