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## 43 & 63-67 River Street, Richmond

### Green Travel Plan



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250452GTP001B-F

27 March 2026

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### DOCUMENT INFORMATION

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# 1 INTRODUCTION

onemilegrid has been requested by Cbus Property R4 Pty Ltd to prepare a Green Travel Plan for the proposed residential development at 43 & 63-67 River Street, Richmond.

This report has been prepared for the site to achieve Green Star Credit 27: Movement and Place.

## 2 DEVELOPMENT PROPOSAL

### 2.1 General

It is proposed to develop the subject site for the purposes of a residential development, comprising a combination of residential products, including apartments and townhouses. The development includes two towers, with the south tower including a commercial space on the ground floor. In addition, 13 townhouses are proposed along the eastern boundary of the site. The proposed development schedule is demonstrated below in Table 1.

**Table 1 Proposed Development**

Building	Use	Component	No./Area
Building A (North Tower)	Dwellings	1-Bedroom Apartment	4
		2-Bedroom Apartment	55
		3 & 4-Bedroom Apartment	40
		<b>Sub-Total</b>	<b>99</b>
Building B (South Tower)	Dwellings	1-Bedroom Apartment	16
		2-Bedroom Apartment	34
		3 & 4-Bedroom Apartment	38
		<b>Sub-Total</b>	<b>88</b>
	Café		366 m <sup>2</sup>
Townhouses	Dwellings	3 & 4-Bedroom Dwelling	13
Total	Dwellings	<b>1-Bedroom Dwelling</b>	<b>20</b>
		<b>2-Bedroom Dwelling</b>	<b>87</b>
		<b>3 &amp; 4-Bedroom Dwelling</b>	<b>93</b>
		<b>Sub-Total</b>	<b>200</b>
	Café		<b>366 m<sup>2</sup></b>

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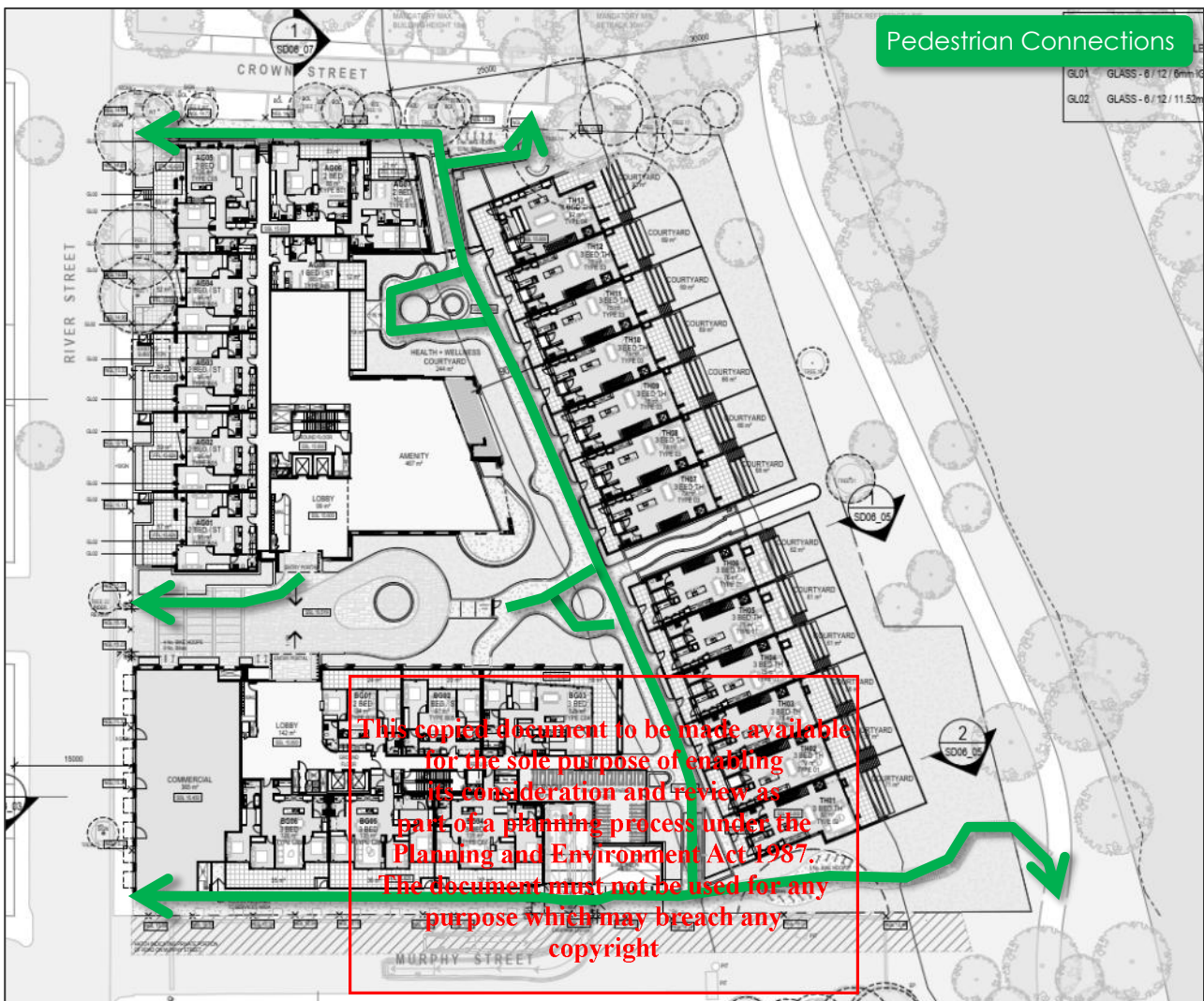
### 2.2 Pedestrian Facilities

The proposed development includes pedestrian access to River Street and Crown Street and also includes a direct connection to the Main Yarra Trail in the southeast corner of the site. Private internal connections are provided between each of the frontages, and the development also proposes to construct a footpath within the private road along the southern boundary of the site.

A view of the primary pedestrian connections are shown in Figure 1.

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**Figure 1 Proposed Pedestrian Connections**



## 2.3 Bicycle Parking and End-of-Trip Facilities

A total of 222 bicycle parking spaces are proposed across the site. This includes a total of 186 bicycle parking spaces across three secure bicycle parking area on the ground floor and the first basement level for residents, and a total of 36 visitor parking spaces.

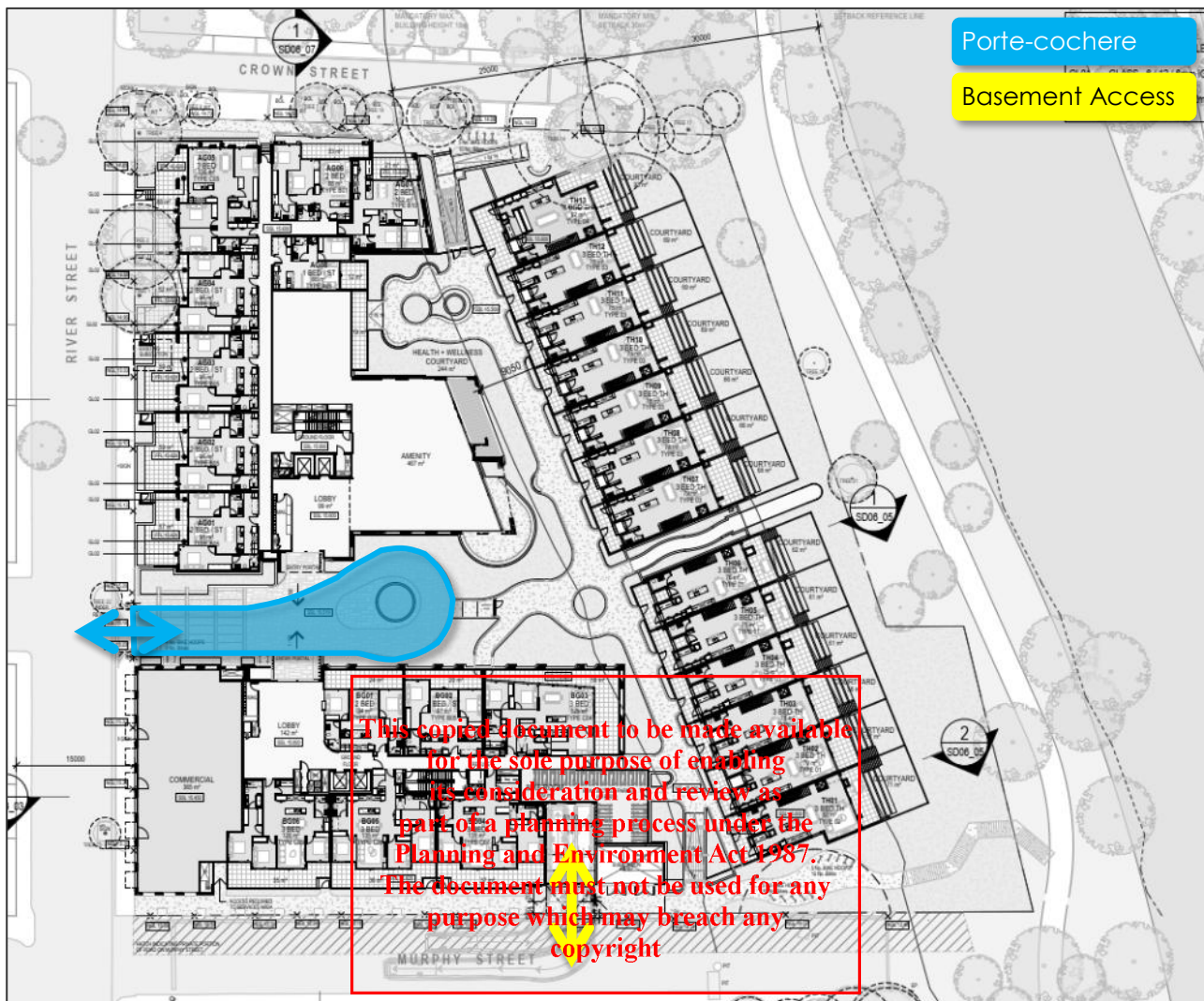
## 2.4 Car Parking and Vehicular Access

A total of 301 car spaces are proposed in a two-level basement car park, with access via a crossover to the private road along the site's southern boundary. Basement level one includes a double garage for each of the townhouses, and one accessible parking space.

It is also proposed to provide a porte-cochere area on the ground floor, intended to be used for resident drop-off and pick-up.

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**Figure 2 Site Layout – Ground**



In regard to car parking allocation, it is expected that some 1-bedroom and 2-bedroom apartments will be allocated 0 or 1 space, 3 bedroom apartments will be provided with 1 or 2 spaces and townhouses will be provided 2 or 3 spaces. The café is expected to be allocated 1 space, to be used by staff. The car parking allocation is summarised below in Table 2.

**Table 2 Car Parking Allocation**

Component	No./ Area	Parking Allocation
1-Bedroom Apartment	20	0 or 1 space per apartment
2-Bedroom Apartment	89	1 or 2 spaces per apartment
3-Bedroom Apartment	78	2 or 3 spaces per apartment
Townhouse	13	2 or 3 spaces per apartment
Café	366 m <sup>2</sup>	1 space

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### 3 GREEN TRAVEL PLAN

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A Green Travel Plan is a suite of initiatives and services employed to encourage travel mode behaviour change and to promote the use of sustainable transport options such as walking, cycling, public transport or car-pooling in preference to single occupant car trips where practicable.

A Green Travel Plan provides value to future residents, staff and visitors of the development, informing them of the alternative transport options when accessing the site and surrounds, and provides associated health and fitness benefits when increasing their activity levels through regular walking and cycling.

The implementation, coordination and funding of the Green Travel Plan is the responsibility of the Owners corporation, and should be a dynamic document, reflecting changes in on-site and off-site conditions e.g., additional bicycle parking, or changing public transport timetables. As such, the Plan should be revisited and amended as required, to provide the most accurate and relevant information to achieve the desired objectives of reducing car usage.

Journey to work data from the City of Yarra indicates that approximately 51% of work trips originating within the LGA are by car drivers. Subsequently, this Green Travel Plan will seek to increase the use of sustainable transport modes and reduce reliance on private motor vehicles, with a goal of increasing sustainable transport trips by 15%.

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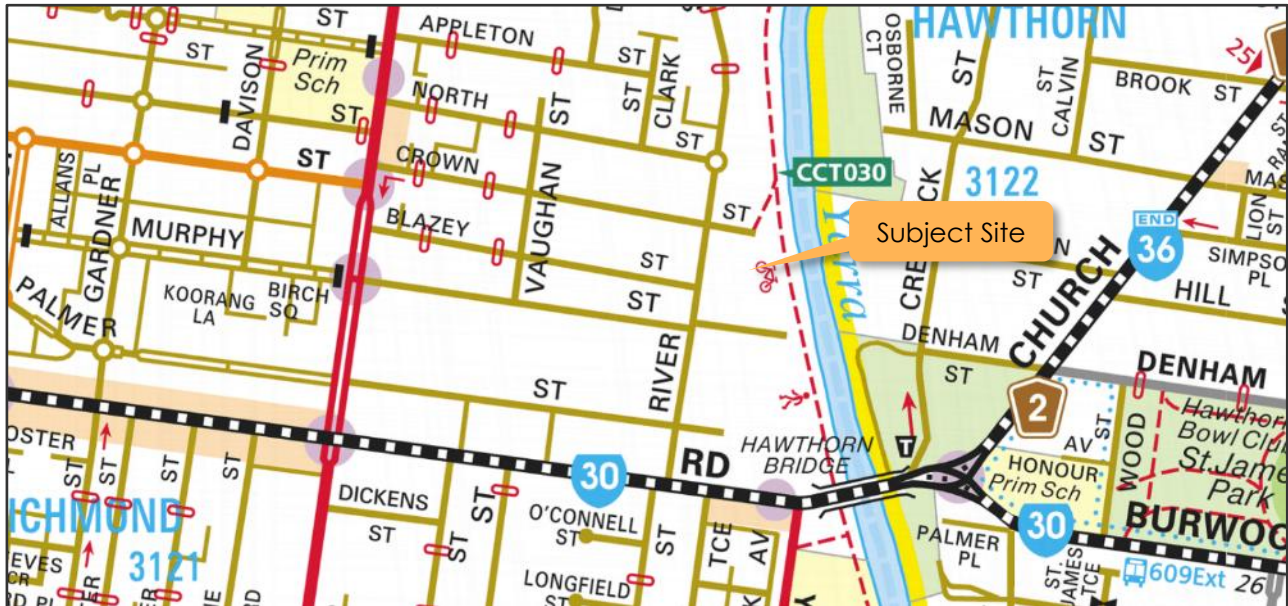
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## 4 SITE LOCATION & SUSTAINABLE TRANSPORT

### 4.1 Site Location

The [subject site](#) is addressed as 43 & 63-67 River Street, Richmond, and is located on the east side of River Street and the south side of Crown Street, as shown in Figure 3. The site is also provided with a southern frontage to a private road, with the title boundary located approximately midway across the roadway.

**Figure 3 Site Location**



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Land use in the immediate vicinity of the site is mixed, with a high density residential building to the south, a medium density residential development to the north, and established industrial uses to the west.

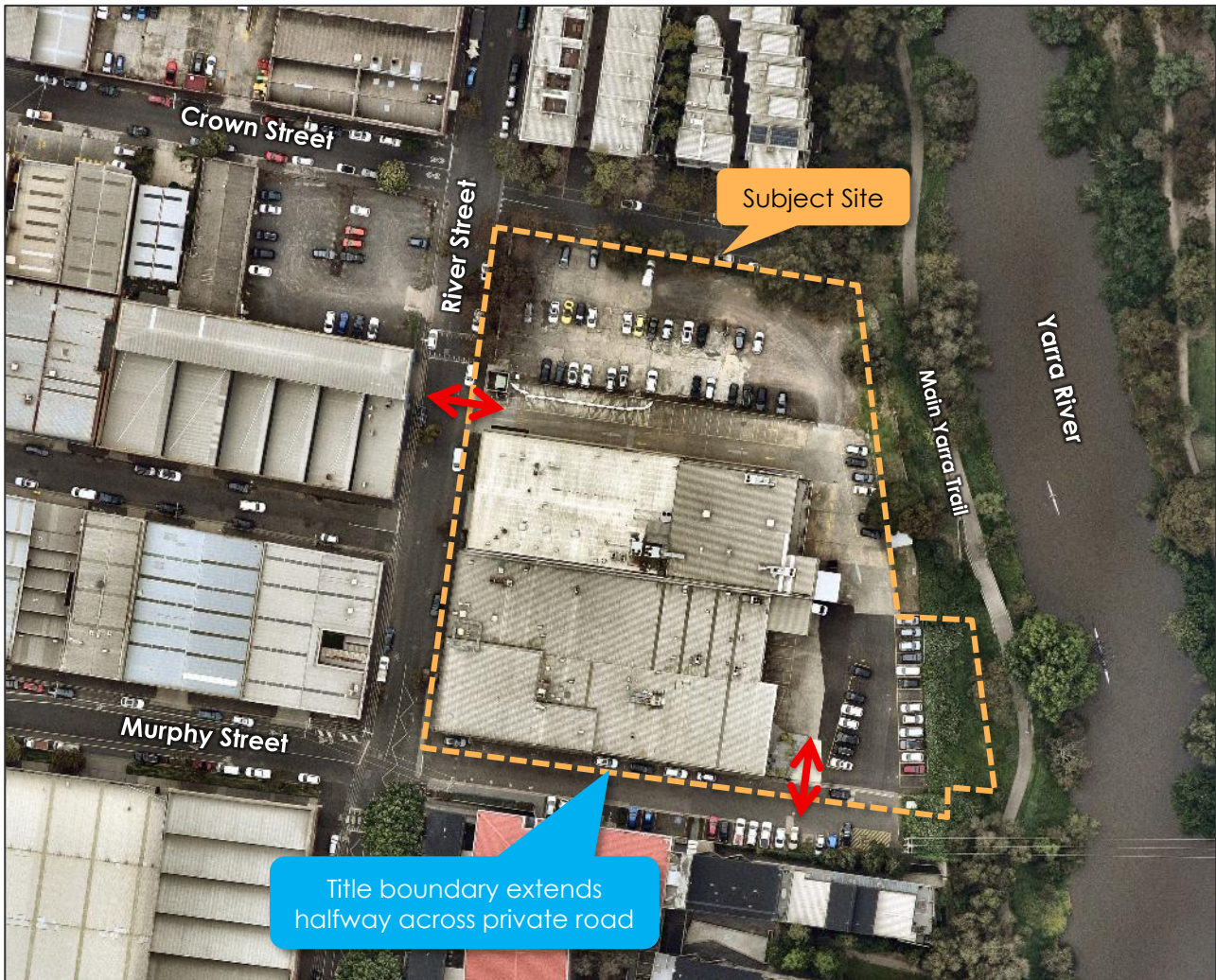
The Main Yarra Trail runs along the eastern boundary of the site, parallel with the Yarra River.

An aerial view of the subject site is provided in Figure 4.

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Figure 4 Site Context (16 December 2025)



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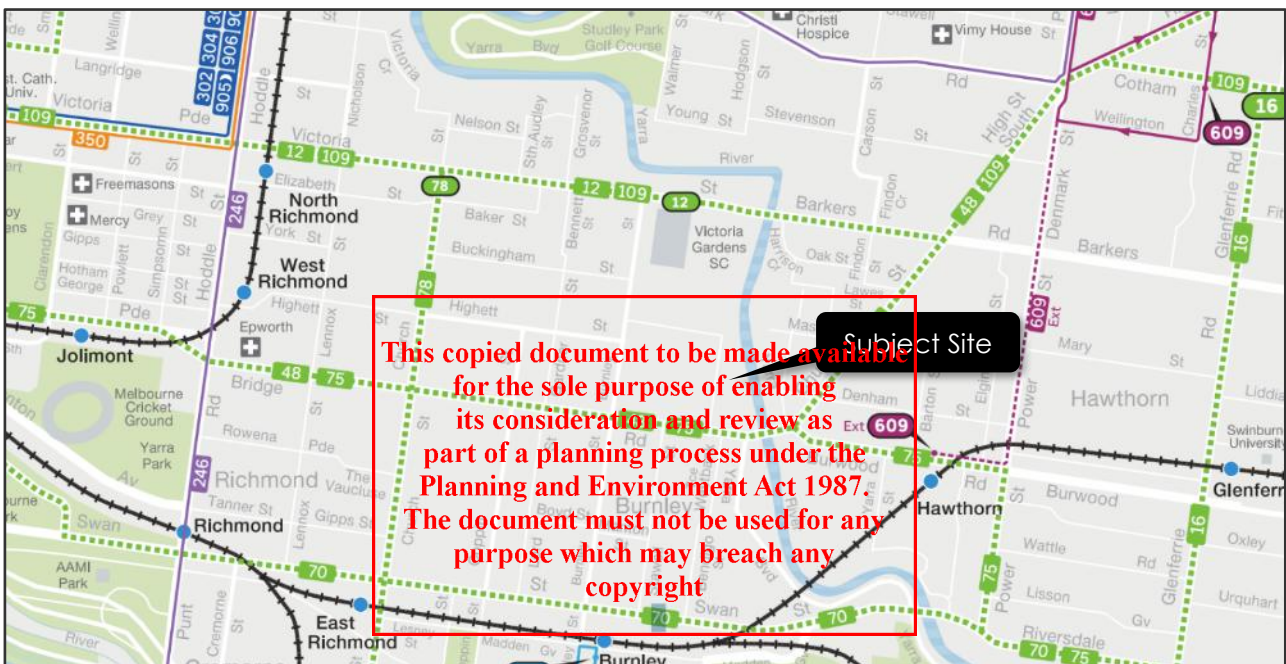
## 4.2 Sustainable Transport

### 4.2.1 Public Transport

The site has excellent public transport accessibility, with a wide variety of transport modes and services located within the immediate vicinity of the site. Most notably, the site is less than a 300 m walk from a tram stop for the No. 48 and 75 tram routes along Bridge Road, which provide a connection though to the CBD and eastern suburbs, as well as providing access to Hawthorn train station, where heavy rail connections are provided.

The full public transport provision in the vicinity of the site is shown in Figure 5 and detailed in Table 3.

**Figure 5 Public Transport Provision**



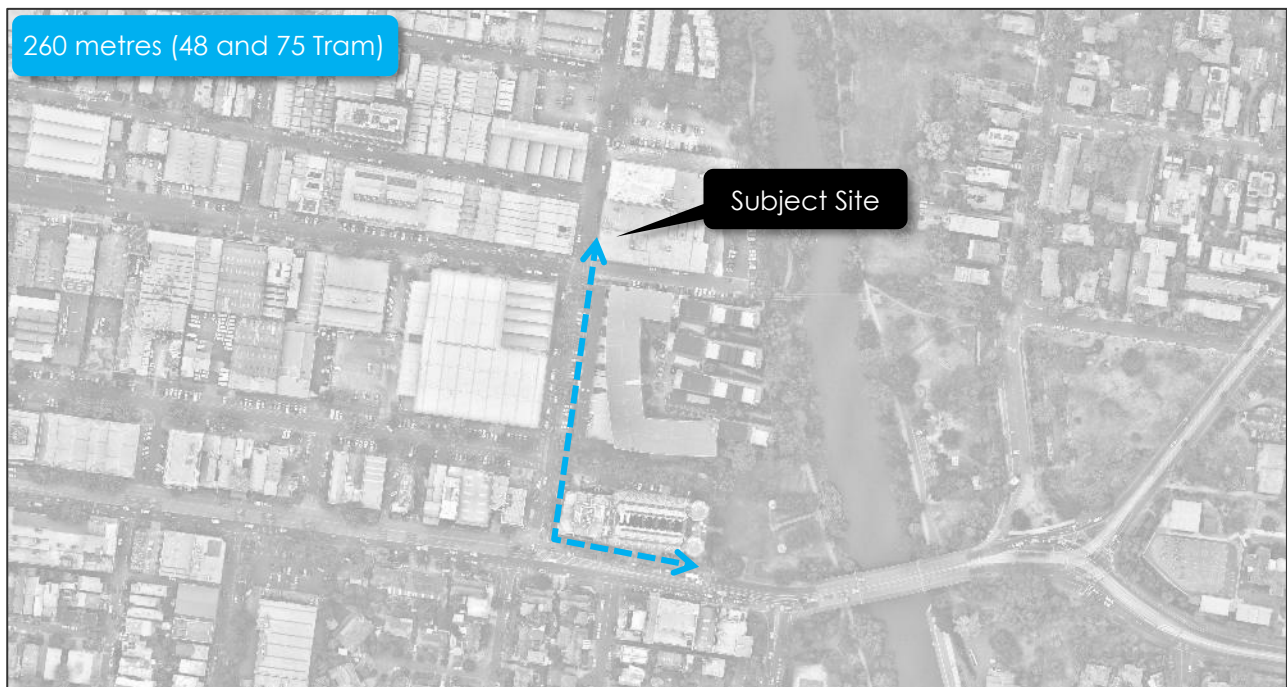
**Table 3 Public Transport Provision**

Mode	Route No.	Route Description	Nearest Stop/Station
Train		Alamein Line	Hawthorn Station
		Belgrave Line	Hawthorn Station
		Lilydale Line	Hawthorn Station
Tram	12	Victoria Gardens - St Kilda	Burnley Street / Victoria Street
	48	North Balwyn - Victoria Harbour Docklands	Yarra Boulevard / Bridge Road
	75	Vermont South - Central Pier Docklands	Yarra Boulevard / Bridge Road
	109	Box Hill - Port Melbourne	River Boulevard / Victoria Street

The pedestrian route to the existing tram stops in the vicinity is shown in Figure 6.

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Figure 6 Public Transport Pedestrian Route



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## 4.2.2 Bicycle Facilities

A view of the bicycle facilities in the vicinity of the site is shown in Figure 7.

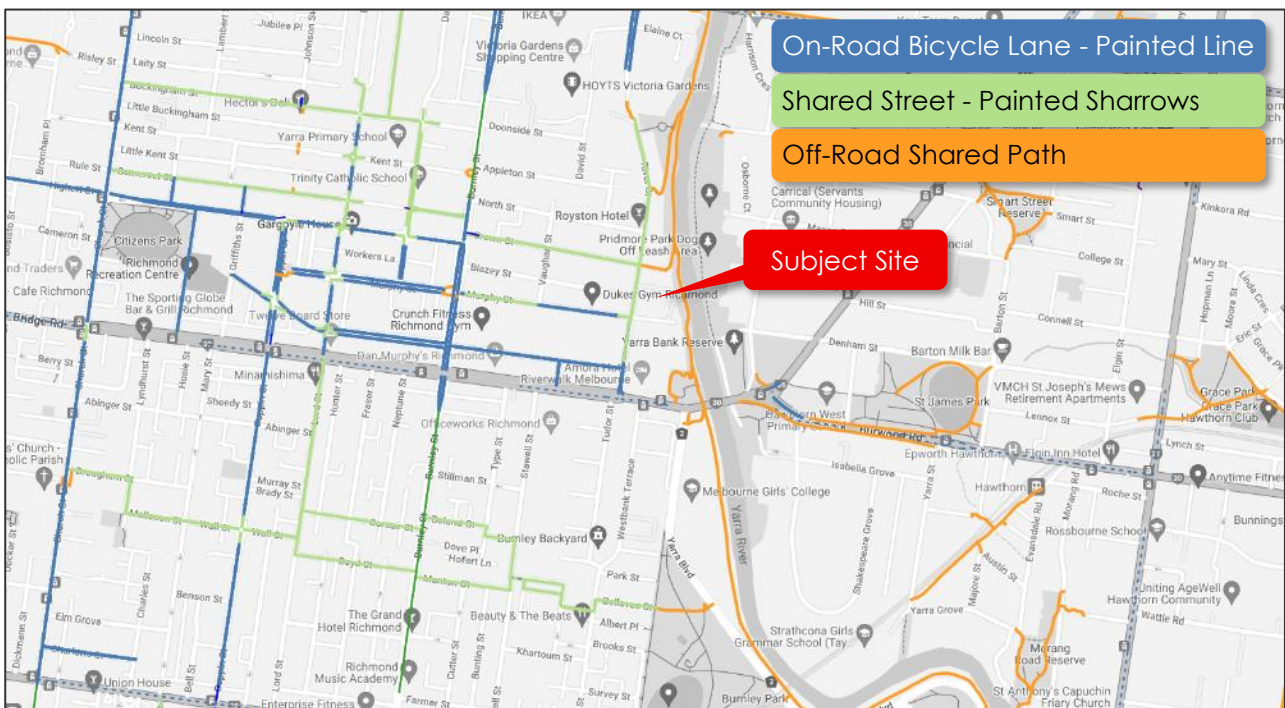
The Main Yarra Trail shared-use path runs along the eastern boundary of the site, which follows the Yarra River from the CBD to the northeastern suburbs.

River Street and Murphy Street are both provided with a combination of on-road bicycle lanes and sharrow line marking, indicating that bicycles can share the main traffic lane with vehicles.

Palmer Street and Burnley Street are both provided with on-street bicycle lanes on both sides of the road.

Bridge Road is also provided with intermittent, unconnected sections of bicycle lanes on both sides of the road.

**Figure 7 Existing Bicycle Facilities**



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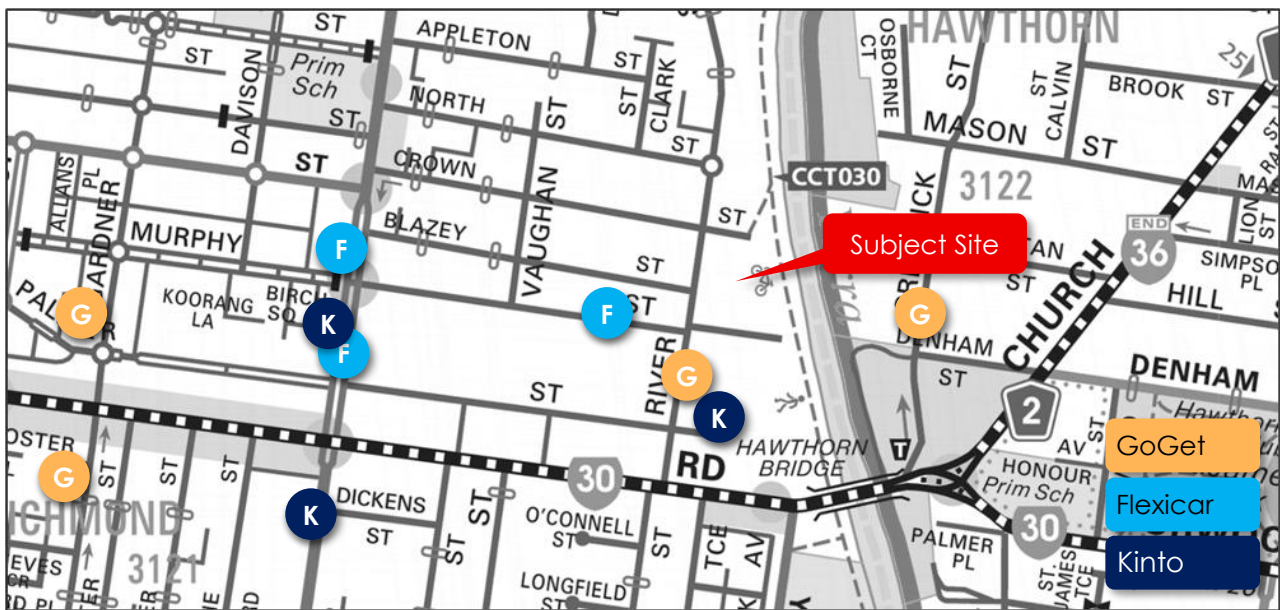
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### 4.2.3 Share Cars

Car sharing is becoming increasingly popular within highly populated areas for both employees and residents, where parking is restrictive and expensive. Car sharing operates similar to a car rental company, except users join as members and are charged on an hourly rate rather than a daily.

The location of the share cars within close proximity of the site are shown in Figure 8.

**Figure 8 Share Car Locations**



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### 4.2.4 Walkability

Walkability is a measure of how friendly an area is to walking. Walkability has many health, environmental, and economic benefits. Factors influencing walkability include the presence or absence and quality of footpaths or other pedestrian rights-of-way, traffic and road conditions, land use patterns, building accessibility, and safety.

The site has a Walk Score rating of 89/100 and is very walkable, with most errands able to be accomplished on foot.

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## 5 GREEN TRAVEL INITIATIVES

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### 5.1 General

The applicant has committed to implement a number of Green Travel Initiatives to encourage the use of pedestrian, bicycle and public transport travel to and from the site. The initiatives included in the package are outlined as follows.

### 5.2 Green Travel Plan Champion

A Green Travel Plan "Champion" will be appointed by the Owners corporation who will be responsible for the implementation and ongoing management of the Green Travel Plan.

### 5.3 Pedestrian Initiatives

To encourage residents to increase the distance they travel by foot compared to private vehicle, the Owners Corporation should encourage walking by ensuring footpaths within and external to the site are in good condition and connect to the broader pedestrian network.

### 5.4 Bicycle Facilities

The development proposes bicycle parking in excess of the minimum statutory requirements, with secure facilities provided on the ground floor and first basement level. Bicycle parking facilities are located in close proximity to the pedestrian entrances from the southern boundary and via the porte-cochere accessed from River Street.

In addition, 19 bicycle hoops are proposed within the open spaces on the ground for visitor use.

Government policy currently aims to encourage the use of bicycles as a mode of transport in order to reduce the dependency on private vehicles. The provision of easily accessible bicycle facilities on-site is expected to increase the number of trips made by bicycle.

The basement bicycle storage area also includes a maintenance area which will include typical bicycle maintenance tools and equipment, including:

- A bicycle tyre pump;
- Tyre levers; and
- Standard hex keys and adjustable wrenches.



All bicycle tools and equipment will be wired to the maintenance area, to prevent theft.

A view of the bicycle provided on-site is shown below in Table 4.

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**Table 4 Bicycle Parking Product Provision**

<b>Bicycle Parking Type</b>	<b>Description</b>	<b>Dimensions</b>	<b>Provision</b>
Cora Dynamic two tier system (E3DT-GP) or similar 	Double height bicycle parking. Users would either position the bicycle within the bottom rail or pull out the sliding base from the top space and lift the bicycle onto the sliding panel.	1,860 x 400mm	84 (double tier) = 168
Cora Horizontal Bike Rack (CBR2) or similar 	Ground mounted bicycle rack where users attach the bike to rack.	850 x 850mm	27 (double sided) = 54
<b>Total</b>			<b>222 bicycles</b>

A view of the ground floor level is shown below in Figure 9 and Figure 10 illustrating the access and location of the bicycle parking facilities.

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More information regarding the types of bicycle parking provided on site can be found on the Cora website:

<https://www.cora.com.au/>

The Bicycle Network includes information for cyclists, including road rules, travel maps and riding events. The various information can be found on their website:

[www.bicyclenetwork.com.au](http://www.bicyclenetwork.com.au)

## 5.5 Public Transport

The subject site is well located to take advantage of the existing excellent public transport accessibility in the area. As previously identified in Section 4.2, several tram routes operate within close walking distance of the site which provide access to Melbourne's inner suburbs. Additionally, the heavy rail services are also within walking distance or can be accessed with the tram, which provide heavy rail services to other areas within Melbourne.

Residents can plan their public transport journey or commute through the Public Transport Victoria (PTV) app on their phone. The PTV app allows real time updates on departure and arrival time and directions to public transport stops for any given public transport route within Melbourne and Victoria. Residents will be able to purchase and register for a Myki from a number of convenience stores and selected train stops throughout Victoria and can be topped up at top-up machines at most train stations or automatically top-up which can be set up with a mobile phone.

To encourage public transport use, signage will be provided in the lobby of the nearby services and including a QR code linking to the PTV website which provides up to date service information, routes and schedules.

Public transport information, including service times and updates, can be found on the Public Transport Website:

[www.ptv.vic.gov.au](http://www.ptv.vic.gov.au)

Myki information, including how to register and topping up a Myki Pass, can be found on the Myki module on the Public Transport Website:

[www.ptv.vic.gov.au/tickets/myki](http://www.ptv.vic.gov.au/tickets/myki)

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## 5.6 Electric Vehicle Parking

To encourage more sustainable private vehicle methods, EV charging infrastructure should be provided to all parking spaces to allow for the future installation of EV chargers by residents.

## 5.7 Resident Information Platform

A digital resident information platform will be established and maintained by the Owners Corporation to provide ongoing access to Green Travel Plan information for residents and employees. The platform may include a dedicated building website or portal, a resident app, and/or a managed private social media or community group.

The platform will include the following information:

- Contact details for the Owners Corporation and the Green Travel Plan "Champion";
- Maps of surrounding bicycle facilities and recommended cycling routes;
- Public transport maps, timetables and service information;

- Guidance on using public transport, including information on Myki registration, costs and top-up options;
- Maps of surrounding services, including shopping locations, schools and community facilities, highlighting non-car-based travel options such as walking routes, cycling routes and public transport connections; and
- Links to relevant Green Travel, public transport and local services websites, including:
  - + [www.walkscore.com](http://www.walkscore.com)
  - + [www.ptv.vic.gov.au](http://www.ptv.vic.gov.au)
  - + [www.bicyclenetwork.com.au](http://www.bicyclenetwork.com.au)

The digital platform will be designed to be easily accessible via mobile devices and will be updated periodically to ensure information remains current and relevant.

## 5.8 Resident Welcome Pack

All residents will be able to collect their 'welcome pack' from the owners corporation upon request, which will include a digital copy of this Green Travel Plan.

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## 5.9 Timescales and Costs

The Green Travel Plan proposes several initiatives to reduce the reliance on private vehicle trips which are outlined in the previous sections. The mechanisms required to implement each of these initiatives is outlined in the following table.

**Table 5 Green Travel Initiatives Implementation**

<b>Initiative</b>	<b>Action</b>	<b>Responsibility</b>	<b>Timeframe</b>	<b>Cost*</b>
Green Travel Plan Champion	Elect a 'Green Travel Champion' who will be responsible for the ongoing monitoring of the GTP	Owners Corporation	At the time of occupation	\$
	Review the GTP, distribute surveys analyse the results	Green Travel Champion	Held over a week, once annually	\$
	Facilitate a workshop following the surveys, to refine any new initiatives which are to be proposed	Green Travel Champion	A couple of hours, once annually	\$\$
	Send out information to tenants about the results of the annual survey, as well as details of the new initiatives	Green Travel Champion	Once annually	\$
Bicycle Facilities	Provide bicycle maintenance tools including a pump, tyre lever and standard hex key or adjustable wrench	Owners Corporation	Prior to occupation	\$
	Add additional bicycle parking spaces if demand increases	Owners Corporation	Post-occupation	\$\$\$
Electric Vehicle Parking	Provide infrastructure to allow for the future installation of electric vehicle chargers by residents.	Owners Corporation	At the time of occupation	\$\$
Resident Information Platform	Digital resident information platform to be established and updated as required	Owners Corporation	At the time of occupation	\$
Tenant Welcome Pack	A 'Welcome Pack' is to be prepared which will be sent to tenants when they start work within the building	Green Travel Champion	At the time of occupation	\$

\*Costings are indicative only, and range between low to high.

It is noted that the Green Travel Champion will work under the Owners Corporation to deliver initiatives as they are required, to help meet the proposed sustainable transport targets. As such, all the above initiatives may not be required.

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## 6 MAINTAINING THE GREEN TRAVEL PLAN

### 6.1 Monitoring and Assessment

In order to monitor the success of the aforementioned initiatives, it is proposed that a four-stage monitoring system be implemented, and the Green Travel Plan “Champion” be responsible for the ongoing monitoring and assessment of the Green Travel Plan.

It is proposed that monitoring take place in the following stages:

- Stage One – will involve a questionnaire survey of residents on occupation of the proposed development. The survey will be useful to collect information on the travel characteristics of residents, to gauge interest in the various initiatives and to seek ideas for other initiatives and set baseline travel mode percentages such that they can attempt to meet the proposed targets;
- Stage Two – will involve a questionnaire and feedback form to be filled out by residents 12 months after occupation, in order to determine which initiatives are working and which are not;
- Stage Three – will be the monitoring component of the plan, which will be undertaken 2 years after occupation. This questionnaire will test the success rate of the various initiatives and help rework programs to suit the needs of the new residents. At this stage, the targets identified in the previous stages will be reviewed; and
- Stage Four – will involve a final questionnaire to be taken 3 years after occupation. This questionnaire will be used to test whether the targets have finally been met and which initiatives are contributing to this success. At this stage, the Green Travel Champion will reassess whether to continue each initiative or review the need for additional action.

A questionnaire has been prepared for each of the three stages and have been provided within Appendix A.

Following the first 12 months of assessment, the questionnaire and targets will be reviewed under the guidance of the building manager / Green Travel Plan “Champion” before redistribution. The annual review will include observational bicycle parking and car parking occupancy counts to assess the uptake of each. In the case that car parking occupancy is very low and bicycle parking occupancy is very high, the operator may propose to convert some of the car parking into additional bicycle, motorcycle, electric scooter or other form of parking, subject to town planning requirements.

### 6.2 Updates to the Green Travel Plan

The Owners Corporation, in particular the Green Travel Plan “Champion”, shall be responsible for the maintenance of the Green Travel Plan, which shall be updated every 5 years to ensure it is still relevant, and achieving the required results.

All costs associated with the management, maintenance and updating of the Green Travel Plan shall be borne by the Owners Corporation.

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## 7 GREEN STAR ASSESSMENT

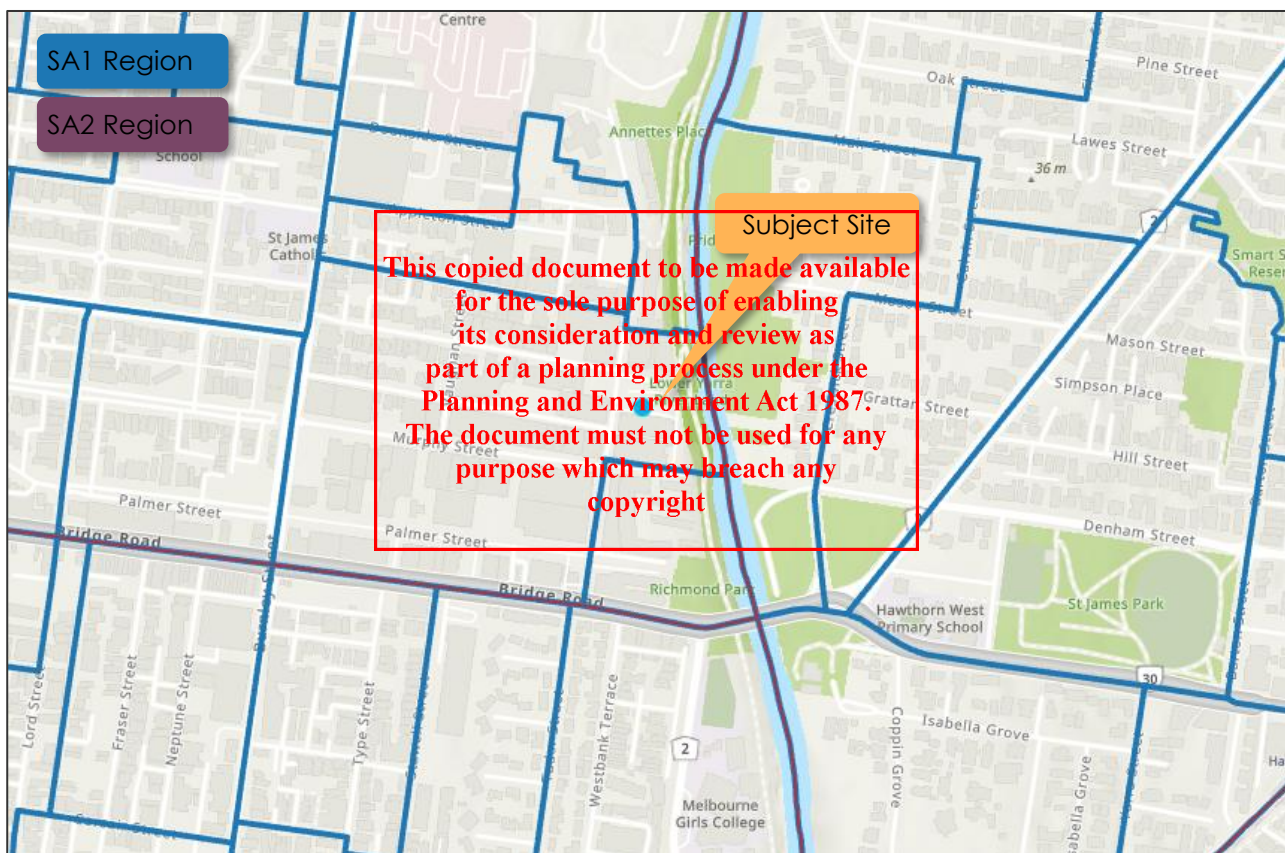
The Green Star Buildings rating tool for Credit 27 Movement and Place provides a holistic transport approach, targeting carbon emissions reduction, active transport mode encouragement, reduction of vehicle distance travelled and a sufficient number of bicycle and shower facilities.

The Green Star Credit Achievement criteria require:

- 40% reduction of carbon emissions reduction;
- 90% improvement of active mode; and
- 90% reduction of vehicle kilometres travelled.

To determine the existing travel modes for residents with the area, the Richmond region has been used in the Green Star movement and place calculator. It is noted that the site is located within the Richmond – North SA2 region, as shown in Figure 11 below.

**Figure 11 ABS Data Area**



In determining the ultimate travel mode proportions of the building population, the following information is relied upon:

- The development will house approximately of 410 residents which is based on the 2021 ABS Census data. The data showed that within Richmond, an average of 1.25 residents occupy one-bedroom dwellings, an average of 1.80 residents occupy two-bedroom dwellings and an average of 2.47 residents occupy three-bedroom dwellings;
- The development will provide 188 bicycle parking spaces for residents. The site is well located with respect to safe off-road bicycle infrastructure, with the Yarra River providing convenient bicycle infrastructure to the CBD, therefore it will be assumed that approximately 25% of resident bicycle spaces will be regularly used (47 spaces), which equates to 11.5% of residents;
- It is expected that 50% of the provided car parking spaces will be used daily (151 spaces) which results in a reduction of the reference case to 36.8% of trips undertaken by cars (as a driver);

- The percentage of trips being a passenger in a private vehicle has been retained for the reference case (4.3%);
- No change is proposed to the number of bus trips in the reference case (0.6%);
- There has been a decrease in train trips as the tram is expected to be the most conveniently located public transport, with the train only being the preferred transport method for longer trips when not using a private vehicle (from 14.6% to 5%);
- There will be a minor increase in walking trips (from 0.5% to 4%), given the proximity and connections to the Main Yarra Trail;
- No changes are adopted to the reference case for motorcycles. It is noted that whilst no motorcycle parking is provided on-site, resident motorbikes may be utilised and parked in resident car parking spaces;
- No changes are claimed for changes to the proportions of ferry. As a result, the default values remain unchanged;
- The remainder of residents will utilise trams and therefore there will be a significant increase in the percentage of trips undertaken by tram given it is located within 260 metres walking distance of the site and provides access to the CBD and other inner suburbs (from 19.6% to 36.7%);
- ABS data indicates an 8.4% increase in people regularly working from home post pandemic, and further work is being undertaken to legislate work from home requirements. For the purposes of analysis, a total of 10% avoided trips has been adopted; equivalent to an increase in 8% from the base case; and
- The average trip length has been reduced by 25% (from 15.8km to 11.8km) given that the location of the site is expected to be enticing to workers within the immediate vicinity of the site who will require to travel shorter distances to work (noting the CBD is within 4km of the site),

In consideration of the above, the results in Table 6 and Table 7 can be obtained from the Sustainable Transport Calculator.

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**Table 6 Performance Parameters**

Criteria	Reference	Proposed
Trips per annum (trips / annum)	470	432
Emissions per trip (g CO2-e / trip)	2763	1802
Total emissions (tonnes / person / annum)	1.30	0.78
Total vkt (vkt / person / annum)	3859	1872
Active Mode Share	8%	16%

**Table 7 Movement and Place Results**

Criterion	% Improvement
Reduction in carbon emissions	40%
Increase in active mode use	101%
Reduction in vehicle kilometres travelled	51%
Categories of Amenities within a 400 m radius	5
Amenities within a 400 m radius	10
<b>Credit Achievement</b>	<b>Credit Achieved</b>

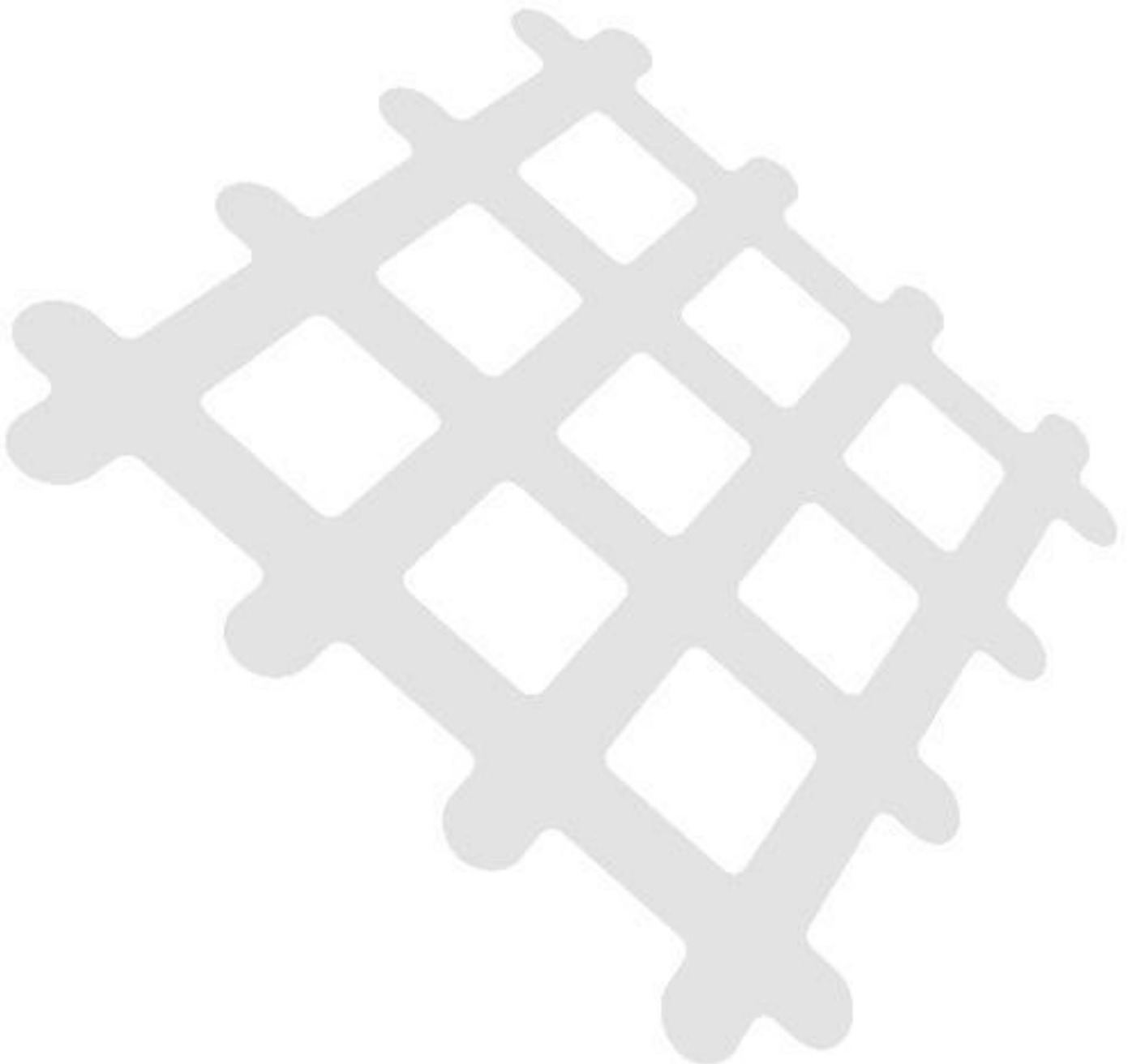
Based on the above, the development achieves the credit for movement and place under the Performance Pathway.

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# Appendix A Questionnaire Survey Forms

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## STAGE ONE QUESTIONNAIRE

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Dwelling No.:

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1. How do you travel to and from work?

- |  |  |
|--|--|
| <input checked="" type="checkbox"/> Train  | <input type="checkbox"/> Walk                        |
| <input type="checkbox"/> Tram              | <input type="checkbox"/> Motorbike                   |
| <input type="checkbox"/> Bus               | <input type="checkbox"/> Electric scooter/skateboard |
| <input type="checkbox"/> Car, as driver    | <input type="checkbox"/> Bicycle                     |
| <input type="checkbox"/> Car, as passenger | <input type="checkbox"/> Other: _____                |

2. Approximately how far do you travel to reach work?

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3. If you generally travel by car, either as a driver or passenger, what could be done to encourage you to use other more sustainable modes of transport?

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4. Would you use any of the following services (if not already noted above)?

- |   |  |
|---|--|
| <input type="checkbox"/> Cycling          | <input type="checkbox"/> Electric scooter/skateboard     |
| <input type="checkbox"/> Walking          | <input type="checkbox"/> Car pooling                     |
| <input type="checkbox"/> Public Transport | <input type="checkbox"/> 'Share car' or similar services |

In not, why? \_\_\_\_\_

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Thank you for participating in the survey.

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## STAGE TWO QUESTIONNAIRE

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Dwelling No.:

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1. How do you travel to and from work?

- |  |  |
|--|--|
| <input checked="" type="checkbox"/> Train  | <input type="checkbox"/> Walk                        |
| <input type="checkbox"/> Tram              | <input type="checkbox"/> Motorbike                   |
| <input type="checkbox"/> Bus               | <input type="checkbox"/> Electric scooter/skateboard |
| <input type="checkbox"/> Car, as driver    | <input type="checkbox"/> Bicycle                     |
| <input type="checkbox"/> Car, as passenger | <input type="checkbox"/> Other: _____                |

2. If you generally travel by car, either as a driver or passenger, what could be done to encourage you to use other more sustainable modes of transport?

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3. Would you use any of the following services (if not already noted above)?

- |   |   |
|---|---|
| <input type="checkbox"/> Cycling          | <input checked="" type="checkbox"/> Electric scooter/skateboard |
| <input type="checkbox"/> Walking          | <input type="checkbox"/> Car pooling                            |
| <input type="checkbox"/> Public Transport | <input type="checkbox"/> 'Share car' or similar services        |

In not, why? \_\_\_\_\_

4. Has the alternative transport mode information and initiatives encouraged you to change your travel mode choice? And if not, how could the information or initiatives be improved?

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Thank you for participating in the survey.

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## STAGE THREE QUESTIONNAIRE

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Dwelling No.:

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1. How do you travel to and from work?

- |  |  |
|--|--|
| <input checked="" type="checkbox"/> Train  | <input type="checkbox"/> Walk                        |
| <input type="checkbox"/> Tram              | <input type="checkbox"/> Motorbike                   |
| <input type="checkbox"/> Bus               | <input type="checkbox"/> Electric scooter/skateboard |
| <input type="checkbox"/> Car, as driver    | <input type="checkbox"/> Bicycle                     |
| <input type="checkbox"/> Car, as passenger | <input type="checkbox"/> Other: _____                |

2. Has the above travel mode choice changed since the green travel initiatives were expanded, and if so, what specifically drove that change?

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3. Do you have any feedback for the sustainable transport initiatives implemented within the building?

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Thank you for participating in the survey.

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## STAGE FOUR QUESTIONNAIRE

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Dwelling No.:

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1. How do you travel to and from work?

- |  |  |
|--|--|
| <input type="checkbox"/> Train             | <input type="checkbox"/> Walk                        |
| <input type="checkbox"/> Tram              | <input type="checkbox"/> Motorbike                   |
| <input type="checkbox"/> Bus               | <input type="checkbox"/> Electric scooter/skateboard |
| <input type="checkbox"/> Car, as driver    | <input type="checkbox"/> Bicycle                     |
| <input type="checkbox"/> Car, as passenger | <input type="checkbox"/> Other: _____                |

2. Has the above travel mode choice changed since the green travel initiatives were expanded, and if so, what specifically drove that change?

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3. Do you have any feedback for the sustainable transport initiatives implemented within the building?

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Thank you for participating in the survey.

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