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Green Travel Plan

Client: South Road Developer P/L
Project: 360-372 South Road, Moorabbin
Subject: Green Travel Plan

Date: 21/03/2024
Project Number: GIW22208
Revision: B

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Summary

The proposed development at 360-372 South Road, Moorabbin is to adapt the strategies that promote the usage of public transportation, reduce reliance on the private motor vehicles; and encourage the use of sustainable modes of travel such as walking, cycling, and shared vehicles. The strategies aid the proposed development to minimize the environmental impacts associated with the transport related activities.

Kingston's Integrated Transport Strategy (KITS) identified that fossil fuel powered transportation modes (including cars, motorcycles and public transport) are the second largest source of emissions in City of Kingston, accounting for 17% of the total community emissions in 2016. This is equivalent to 275,000 tonnes CO₂e. Of these emissions, almost 90 per cent were due to journeys in cars, reflecting the dominant use of this mode.

The Integrated Transport Strategy Draft Background Report (August 2020) has identified that 69% of residents of City of Kingston travel to work by car; this number compares with 60% in Bayside and 58% in Glen Eira. Based on these findings, the proposed target for the subject site is as follows:

Furthermore, the Council's Walking & Cycling Plan (October 2023) outlines that only 0.5% of residents cycle to work, and 1.5% walk to work. While only 5% of all walking trips are exclusively for work travel, when considering all pedestrian movement such as for social, recreation, shopping, education, and personal business, walking constitutes 14% of the main mode of travel, slightly below the common benchmark of 15-20%.

Based on these findings, the proposed targets for the subject site are as follows:

- ≤60% of employees commuting to work by single occupant vehicle by 2030.
- ≥20% of the primary mode of travel to be by walking by 2030.

The targets are to be achieved by the proposed action plan which includes employee bicycle spaces, visitor bicycle spaces, provision for electric charging and annual review of provided transport infrastructure by the Building Management.

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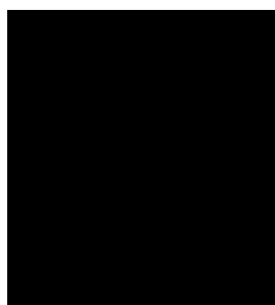
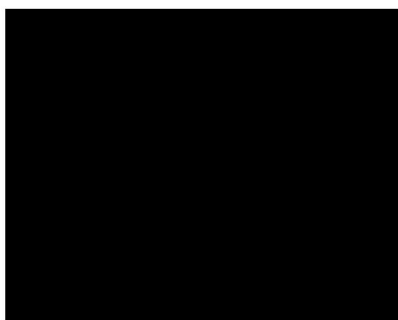
Sources of Information

The following 'Sources of Information' have been used to guide the design solutions:

- KUD – Project No. 23-001 – Drawing No. TP001 Rev 1; TP101 Rev 1; TP300-TP321 Rev 1; TP500-TP501 Rev 1; TP600 Rev 1; TP700-TP703 Rev 1; TP801-TP804 Rev 1; TP900-TP903 Rev 1.
- Infrastructure Victoria
- Victoria State Government Department of Environment, Land, Water and Planning - Zero Emissions Vehicles: Part of Our Transition to a Net Zero Emissions Economy
- Planning Scheme Kingston Council
- City of Kingston - Integrated Transport Strategy (August 2020)
- City of Kingston - Integrated Transport Strategy - Background Report (August 2020)
- City of Kingston – Climate Change Strategy 2018-2025.
- City of Kingston – Climate & Ecological Emergency Response Plan (June 2021).
- City of Kingston – Walking & Cycling Plan (October 2023).

Revision History

Revision Number	Date Issued	Author	Approved	Comments
A	15/3/2024	MS	IB	Draft
B	21/3/2024	MS	IB	Final



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1.0 Introduction

GIW Environmental Solutions Pty Ltd (“GIW”) has been engaged by South Road Developer P/L to prepare a Green Travel Plan (GTP) for the proposed development at 360-372 South Road, Moorabbin. This assessment responds to City of Kingston Planning Scheme Clause 15.01-2L Environmentally Sustainable Development and aims to implement the suitable infrastructure in the proposed development to promote the use of sustainable travel options.

Transport sector is the second largest emitters of greenhouse gases (GHG) after the industrial sources in Victoria. It accounts for approximately 20% of the state’s total emissions (22.3 million tonnes (Mt) of carbon dioxide emissions (CO₂ e) out of a total of 113.9 Mt (CO₂ e) – 2016 data). Victorian government initiated a number of policies and planning to offset the emissions and encourage sustainable modes of transport. These policies are adapted by several local governments and requires a strategic green and sustainable transport plan by the new developments. The purpose of this report is to provide an integrated and quantifiable plan to implement sustainable transport at the proposed development.

The aim of the GTP is to minimize the environmental impacts associated with the commuting or travelling to or from the proposed development.

The plan accounts for the mandates and requirements of the transport policies of City of Kingston and lays out the suitable sustainable transport strategies for the proposed development based on the following objectives:

- To reduce reliance on private motor vehicles
- To promote the use of public transportation
- To encourage the use of sustainable modes of transport such as walking, cycling, and shared vehicles.

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2.0 Subject Site

The site located at 360-372 South Road, Moorabbin has an approximate surface area of 1,625m² and is currently the location of 7 x single storey dwellings. Distance from the site to Melbourne CBD is approximately 17km.

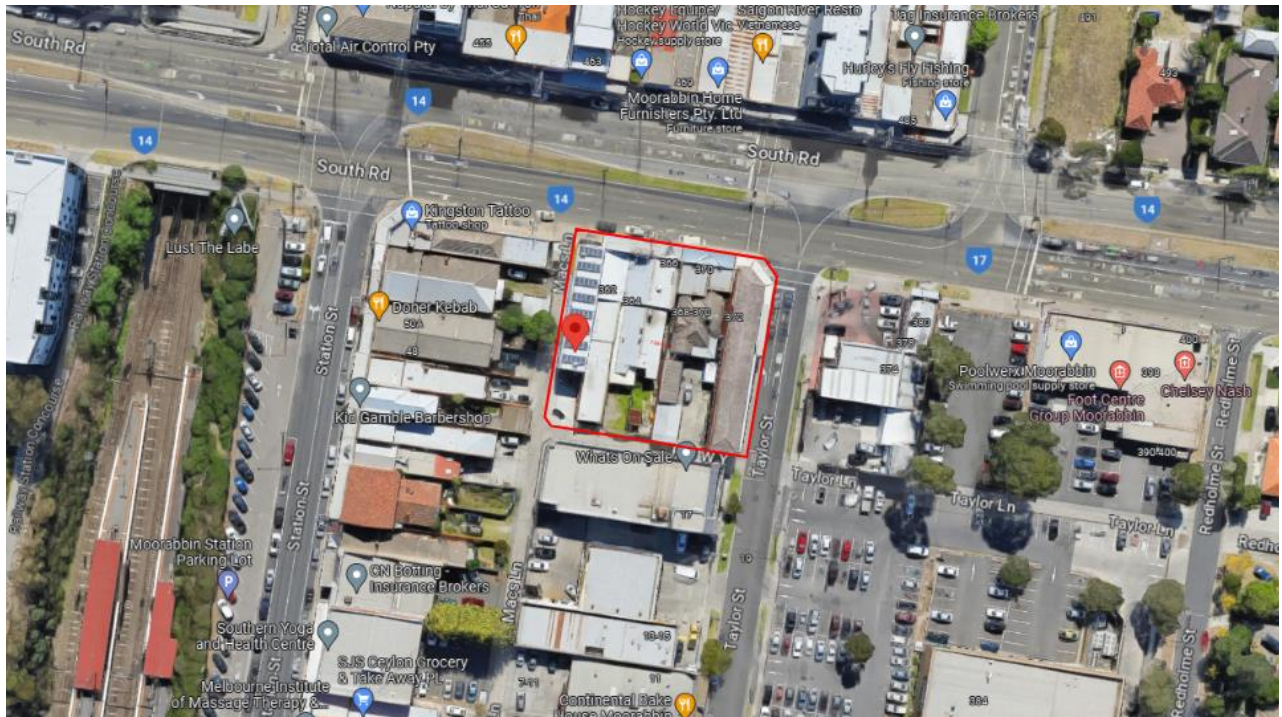


Figure 1 - Pre-existing site at 360-372 South Road, Moorabbin

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2.1 Existing Transport Infrastructure

The following transport infrastructure is available at the subject site as at 21/03/2024.

Public Transport

The development is at a (walking) distance of 100m from the Moorabbin station which connects it to the major train lines of the city. Further, Bus stop(s) at Moorabbin Station/Station St is accessible at a (walking) distance of 210m. Figure 2 and Table 1 shows the convenient transport services for the development.

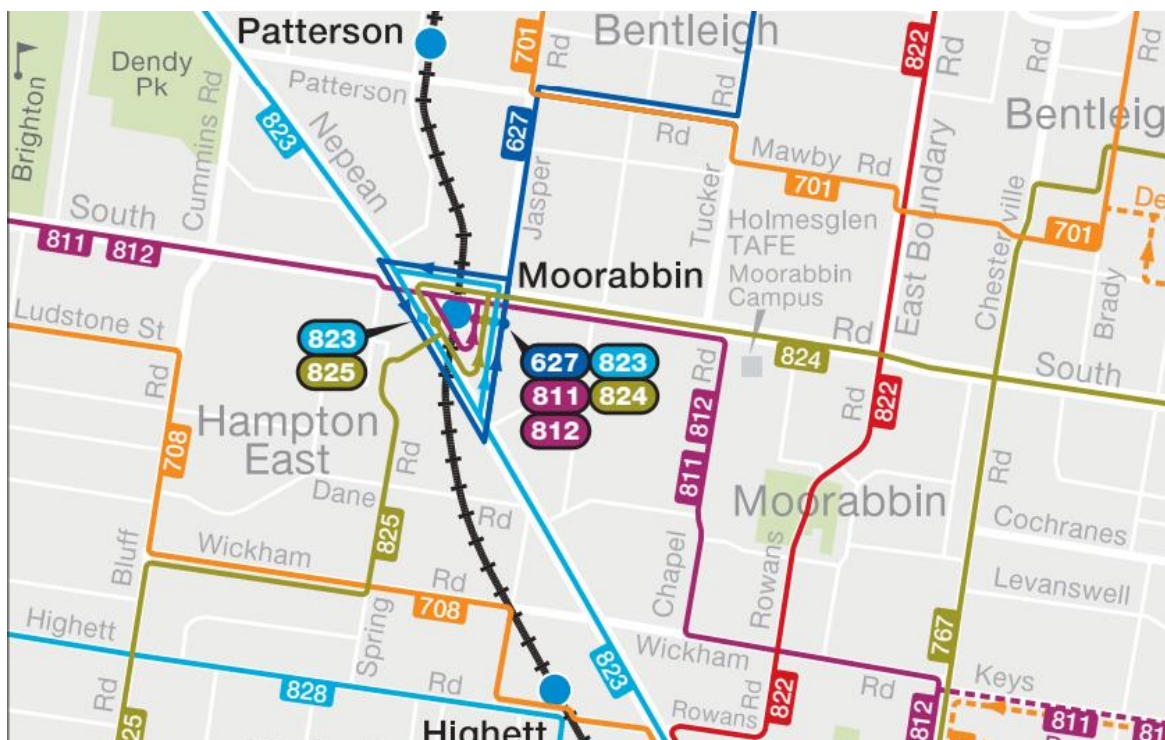


Figure 2: Public Transport

Table 1: Public transport services

Transport System	Closest Stop	Route	Approximate Distance/ Time
Train	Moorabbin	Frankston City (Flinders Street) - Frankston	290m / 4 min
Tram	N/A	N/A	N/A
Bus	Jasper Rd/South Rd	811, 812 & 824	170m / 2 min
Bus	Moorabbin Station/Nepean Hwy	627, 823 & 825	280m / 4 min

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Car Share

There are no car share locations in close proximity to the subject site.

Taxi Services

Table 2 enlists the 24X7 available taxi services that can be utilized from the site.

Taxi	Contact Details	Wheelchair Access
13 CABS	13 2227	-
Embassy Taxis	13 1755	-
Silver Top Taxis	13 1008	8413 7202
Crown Cabs	9310 5422	-
Maxi Taxi	13 6294	9277 3877

Cycling Infrastructure

Melbourne has an extensive bicycle network and the site sits at a convenient location to utilize the infrastructure. The on-road and off-road bicycle lanes as shown in Figure 4 can be used to commute to the site.

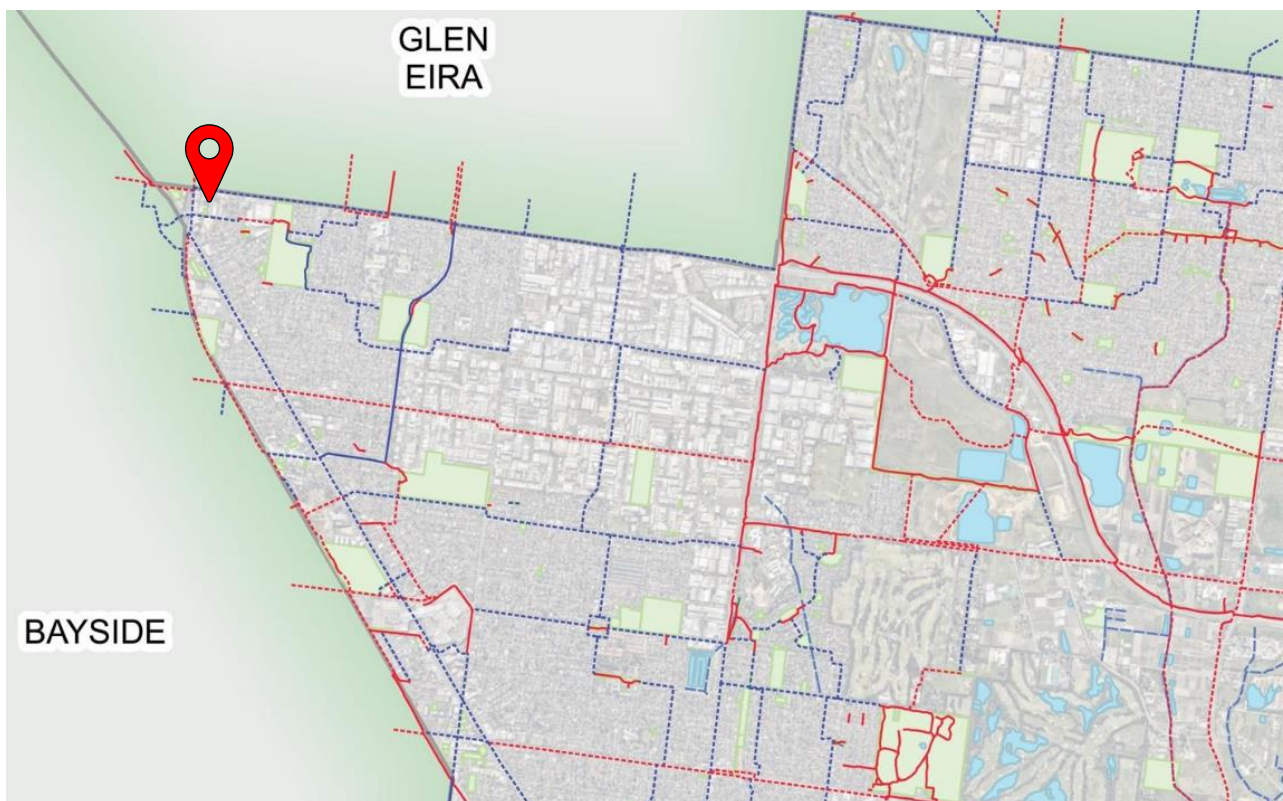



Figure 4: Bicycle Network around the site





Pedestrian Infrastructure


Besides the convenient access to majority of transport network the subject site is also well equipped to provide walking infrastructure to many amenities as shown in the Figure 5 below. The walkscore of the site is 87 making it suitable to multiple modes of transport.


360 South Road


Moorabbin, Melbourne, 3189

Commute to **Downtown Melbourne** 

 23 min
  40 min
  60+ min
  60+ min
 [View Routes](#)

 **Favorite**

 **Map**

 **Nearby Apartments**

Walk Score

87

Very Walkable

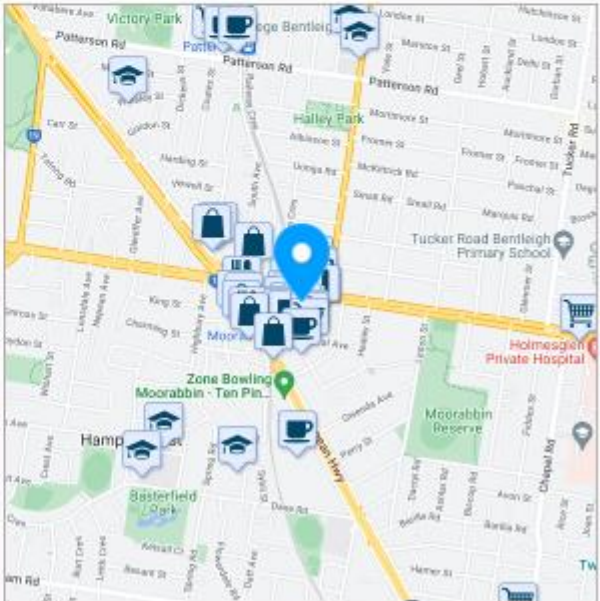
Most errands can be accomplished on foot.

Transit Score

55

Good Transit

Many nearby public transportation options.



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3.0 Relevant Policies & Planning

State Government is committed to provide sustainable transport infrastructure by local level policies. Infrastructure Victoria is targeting a zero-emission vehicle infrastructure in the next 30 years. This is to be achieved by enhancing the public transport infrastructure with improved end to end connectivity; encouraging the use of zero-emission vehicles; strengthening the existing bicycle network with the help of Victorian Cycling Strategy 2018-28; providing safe and explicit pedestrian networks based on the Guidelines for developing Principal Pedestrian Networks.

These policies are reflected in the City of Kingston Council's transport planning scheme. Kingston Council, under Planning Scheme Clause 18.0: Transport, mandates provision of integrated and sustainable transport system that encompasses safe and convenient pedestrian and bicycle infrastructure, promote public transport usage, reduce the reliance on the private motor car and reduce the impact of traffic.

Council aims to transition to sustainable transport through implementation of the following initiatives per the Climate & Ecological Emergency Response Plan (June 2021):

- Expand the electric vehicle charging network.
- Implement key aspects of the Kingston Integrated Transport Strategy.
- Support electric and low carbon vehicle uptake.

Kingston's Integrated Transport Strategy (KITS) identified that fossil fuel powered transportation modes (including cars, motorcycles and public transport) are the second largest source of emissions in City of Kingston, accounting for 17% of the total community emissions in 2016. This is equivalent to 275,000 tonnes CO₂e. Of these emissions, almost 90 per cent were due to journeys in cars, reflecting the dominant use of this mode.

The Integrated Transport Strategy Draft Background Report (August 2020) has identified that 69% of residents of City of Kingston travel to work by car; this number compares with 60% in Bayside and 58% in Glen Eira. Whilst the activity centres have lower car use due to their proximity to railway stations, areas such as Chelsea Heights, Dingley Village and Waterway have higher use.

Furthermore, the Council's Walking & Cycling Plan (October 2023) outline that only 0.5% of residents cycle to work, and 1.5% walk to work. In the City of Kingston, only 5% of walking trips are for work travel, but when considering all pedestrian movement such as for social, recreation, shopping, education, and personal business, walking constitutes 14% of the main mode of travel, slightly below the common benchmark of 15-20%.

The Councils' intents are reflected in the GTP provided below to be achieved by the actions targeted to encourage the provision and use of sustainable transport system by the building developers, building management and the commercial tenants.

4.0 Green Transport Plan

The development owner/developer/building management is to implement the GTP provided by GIW which provides measurable targets, and actions that are to be incorporated in design as well as operational stages. To communicate the plan and quantify its impacts, the GTP provides monitoring and reporting frameworks.

4.1 Targets

Based on the site location, existing transport infrastructure and policy framework the following target is developed:

- ≤60% of employees commuting to work by single occupant vehicle by 2030.
- ≥20% of the primary mode of travel to be by walking by 2030.

The above stated target is facilitated by the actions proposed below that include involvement of the developer, owner(s) and users.

4.2 Actions

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Walking	Responsible Party
Produce a walking map showing safe and pleasurable walking routes to and from the building with times, to local facilities, such as shops and bus stops (e.g. Walkscore).	Developer / Building Management
Review condition of existing footpaths. Provide additional or upgraded footpaths to meet employee needs.	Contractor
Negotiate with Local Council for improvements to footpaths.	Developer
Ensure pedestrian safety and access is not compromised during construction or by cross sections.	Developer / Contractor
Have some Travel Smart Get to Work days encouraging employees to travel by walking, cycling and public modes of transport.	Building Management
Open-up short cuts for pedestrian access across/along the proposed work site.	Developer / Builder

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Cycling

Provide wayfinding map to building users outlining locations of bicycle parking facilities on-site.	Developer / Building Management
Provide 110 secure bicycle parking spaces to meet employee and visitor needs. Bicycle spaces to be easily accessible, well-lit and secure.	Architect / Contractor
Ensure bike parking is clearly visible or provide signage to direct people to bike parking spaces.	Contractor / Building Management
Provide separate and easy access to bicycle storage.	Architect / Contractor
Ensure cycle routes are not compromised during construction or by cross sections.	Contractor
Supply a toolkit consisting of puncture repair equipment, a bike pump, a spare lock and lights.	Architect / Contractor
Come to an arrangement with a local bicycle retailer for servicing of bikes and other incentives.	Building Management
Establish an internal Bicycle Users Group (BUG).	Building Management
Participate in annual events such as 'Ride to Work Day'.	Building Management

End of Trip Facilities

Responsible Party

Provide 9 showers and changing rooms.	Architect / Contractor
Provide 166 lockers for a change of clothes – ensure lockers are near changing rooms.	Architect / Contractor

Public Transport

Responsible Party

A map showing public transport routes to the site.	Developer / Building Management
Provide train and bus timetables for services in the local area as part of household welcome packs for all new employees.	Developer / Building Management

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Public Transport

Provide a myki pass with some 'myki money' included as part of welcome packs for new employees.

welcome

Responsible Party

Building Management

Encourage public transport use for business travel

Commercial Tenant

Carpooling & Car Share Schemes

Responsible Party

Set up a carpooling database for employees

Building Management / Commercial Tenant

Car Parking

Responsible Party

Identify priority users of car park e.g. people with disabilities, shift workers.

Building Management

Provide 11 x charging points for electric vehicles and infrastructure for future expansion.

Architect / Contractor

Incentivise employees to give up their parking space e.g. financial or physical incentives can be used.

Building Management

Provide 9 secure motorcycle parking spaces to meet employee and visitor needs. Motorcycle spaces to be easily accessible, well-lit and secure.

Architect / Contractor

Travel for Work/ Amenities

Responsible Party

Install teleconference facilities in offices and use to replace some regular meetings

Commercial Tenant

Management

Responsible Party

Monitoring & Reporting – Conduct surveys and keep records of the success/uptake of other initiatives

Building Management

Review policy on providing parking permits for new employees

Commercial Tenant

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4.3 Monitoring and Reporting

Effective implementation of the GTP requires monthly monitoring and annual review and reporting. The survey provided in Appendix A – Employee Commute Survey is to be distributed among the employees biannually to ensure that the objectives are met, and that the development is on track to achieve the set target.

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Appendices

Appendix A – Employee Commute Survey

You are invited to participate in the Employee Commute Survey being conducted by xxx. The purpose of this survey is to anticipate the transport related environmental impacts of the establishment and encourage the use of sustainable transport. The survey will take about 5-10 minutes to complete. Should you have any questions or need more information, please contact the xxx at xxx. Your participation in the survey is highly appreciated!

1. Unit/ Office Level:

2. What is your usual mode of commuting to work:

Mode of Commuting	Approximate Percentage
Walk	
Bicycle	
Tram	
Train	
Bus	
Motorbike	
Car (as driver)	
Car Share/ Car pool	
Other	

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3. What is the reason for you to use a car (single driver); If you use any

- Only option
- More confinity
- Safety concerns with other types of transport options
- Poor end to end connectivity
- Cost effective
- Poor infrastructure/information for other modes of transport

4. If your general mode of commuting is by car (single driver); what services could be provided to you to use other modes of travelling such as car share or car pool or biking.

5. Please use the following space to provide your feedback related to the transport system and/or the relevant information provided to you by the building management.

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Thank you for participating in the survey.

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Appendix B- Useful Resources

Information on Bus, Tram, and Train Network

<http://ptv.vic.gov.au/more/maps/>

<http://ptv.vic.gov.au/journey/>

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

Information on Cycling and Pedestrian Infrastructure

<https://www.walkscore.com>

<https://www.vicroads.vic.gov.au/traffic-and-road-use/cycling/bicycle-route-maps>

Car Share

www.flexicar.com.au

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

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