

214-246 Macaulay Road, North  
Melbourne

Green Travel Plan

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# Quality Record

Issue	Date	Description	Prepared By	Checked By	Approved By	Signed
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# 1. Introduction

## 1.1 Background

This Green Travel Plan (GTP) has been prepared for the proposed mixed-use development located at 214-246 Macaulay Road, North Melbourne.

This GTP is designed to positively inform the future travel patterns of residents, employees and visitors of the development, with the aim to reduce the environmental impact of travel associated with the operation of the site. In essence, this GTP seeks to encourage alternatives (e.g. walking, cycling, and public transport) and reduce travel by car, particularly single occupant car trips.

A list of strategies is provided within this report aimed at encouraging walking, cycling, public transport, and carpooling for travel to and from work to promote a mode shift.

## 1.2 Purpose of the Green Travel Plan

Transport is the second-largest contributor to greenhouse gas emissions in Victoria, generating around 21% of the State's emissions per annum, the equivalent of approximately 23 million tonnes of carbon dioxide (CO<sub>2</sub>) per annum. State and local government authorities are implementing policies to reduce the impact of single-occupancy vehicle travel on the environment by, amongst other measures, encouraging more sustainable modes of transport.

The State Government has prepared a range of broad-level policy documents which set out goals and objectives aimed at improving and encouraging sustainable transport infrastructure within Victoria and ultimately reducing the reliance on private motor vehicles.

GTPs are long-term management strategies used to deliver sustainable transport integration with new development. A GTP outlines a range of strategies, targets and actions designed to encourage the use of sustainable modes of transport (such as walking, cycling and public transport). They are 'live' documents that require monitoring and management to maintain their effectiveness in delivering the targeted outcomes.

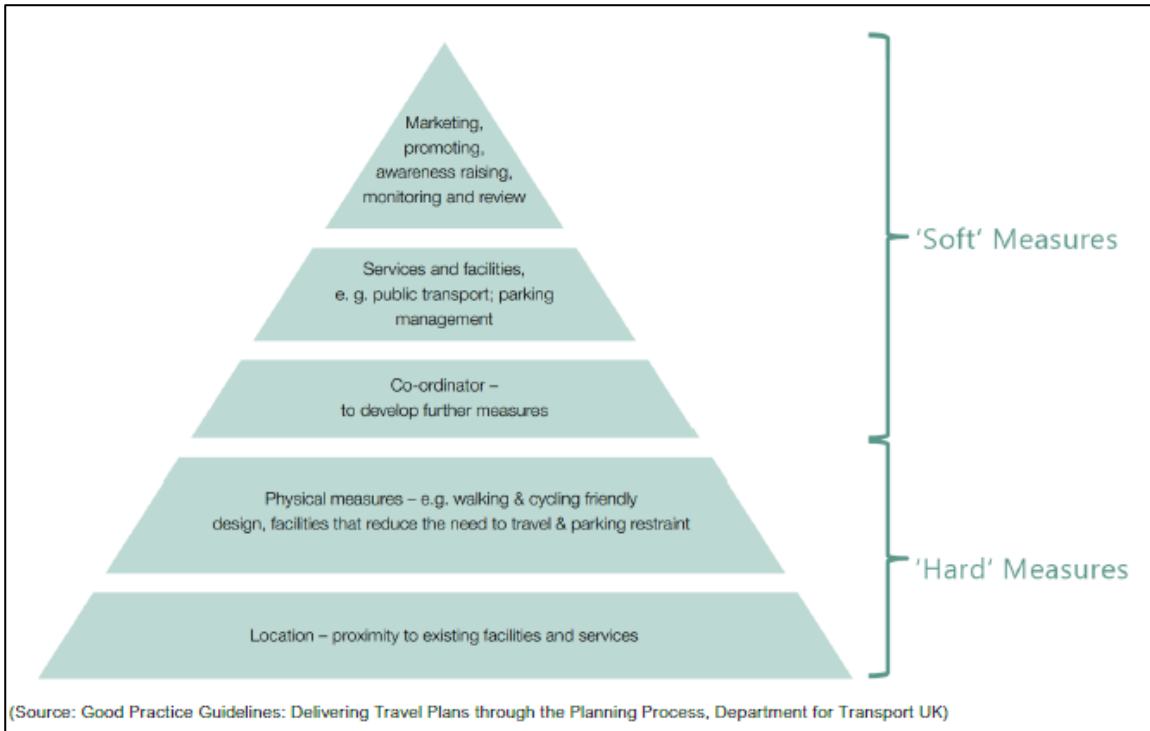
This Plan focuses principally on 'soft measures' that can be implemented by staff of the development, rather than 'hard measures' such as the transport infrastructure within the development itself (e.g. bicycle parking). This approach is consistent with the 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process' prepared by the UK Department of Transport (April 2009). An extract of the 'green travel plan pyramid' from this guideline is shown at Figure 1.1.

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Figure 1.1: Green Travel Plan Pyramid



## 1.3 References

In preparing this report, reference has been made to the following:

- Melbourne Planning Scheme.
- Macaulay Structure Plan 2021.
- Architectural plans prepared by Rothe Lowman, dated 9 March 2023.
- Australian Bureau of Statistics (ABS) Census data.
- Other documents as nominated.

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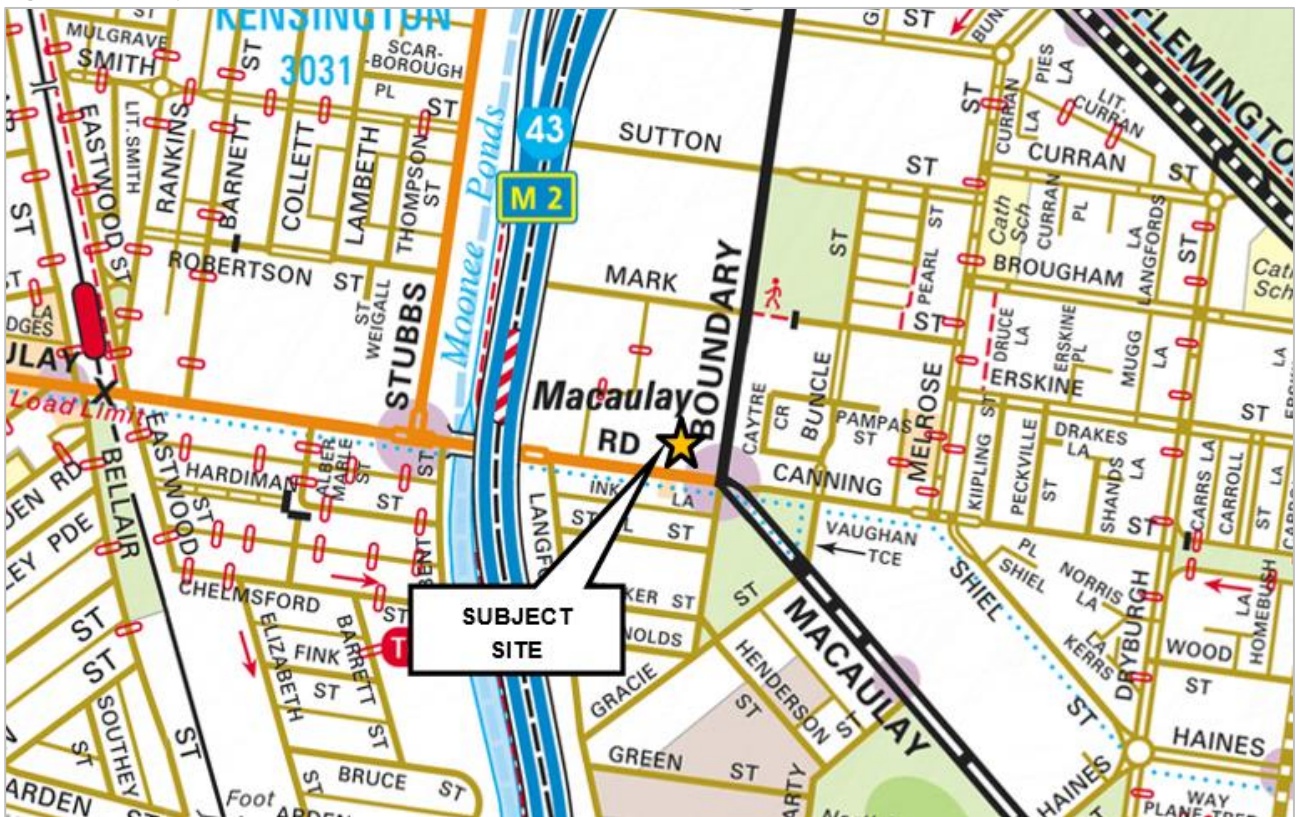


## 2. Transport Conditions

### 2.1 Site Location

The subject site is located at 218-246 Macaulay Road in North Melbourne. It has an eastern frontage to Boundary Road and a southern frontage to Macaulay Road. The location of the subject site and its surrounds is presented in Figure 2.1.

Figure 2.1: Subject Site and Surrounds



### 2.2 Pedestrians

Pedestrian paths are provided on both sides of all roads in the vicinity of the site. In addition, controlled pedestrian crossings are provided at the following locations:

- The Boundary Road/Macaulay Road signalised intersection.
- A zebra crossing on Macaulay Road, located approximately 100m west of the subject site.

One measure of the walkability of an area is its Walk Score ([www.walkscore.com](http://www.walkscore.com)). The Walk Score is calculated by determining the distance required to walk from an origin to nearby amenities. It also assesses block sizes and intersection density to determine the permeability of an area. The Walk Score for the subject site is 86 (out of 100), which is defined as 'very walkable' where 'most errands can be accomplished on foot.'

The walking catchment within 30 minutes of the subject site at five-minute intervals is provided in the isochrone plan at Figure 2.2.

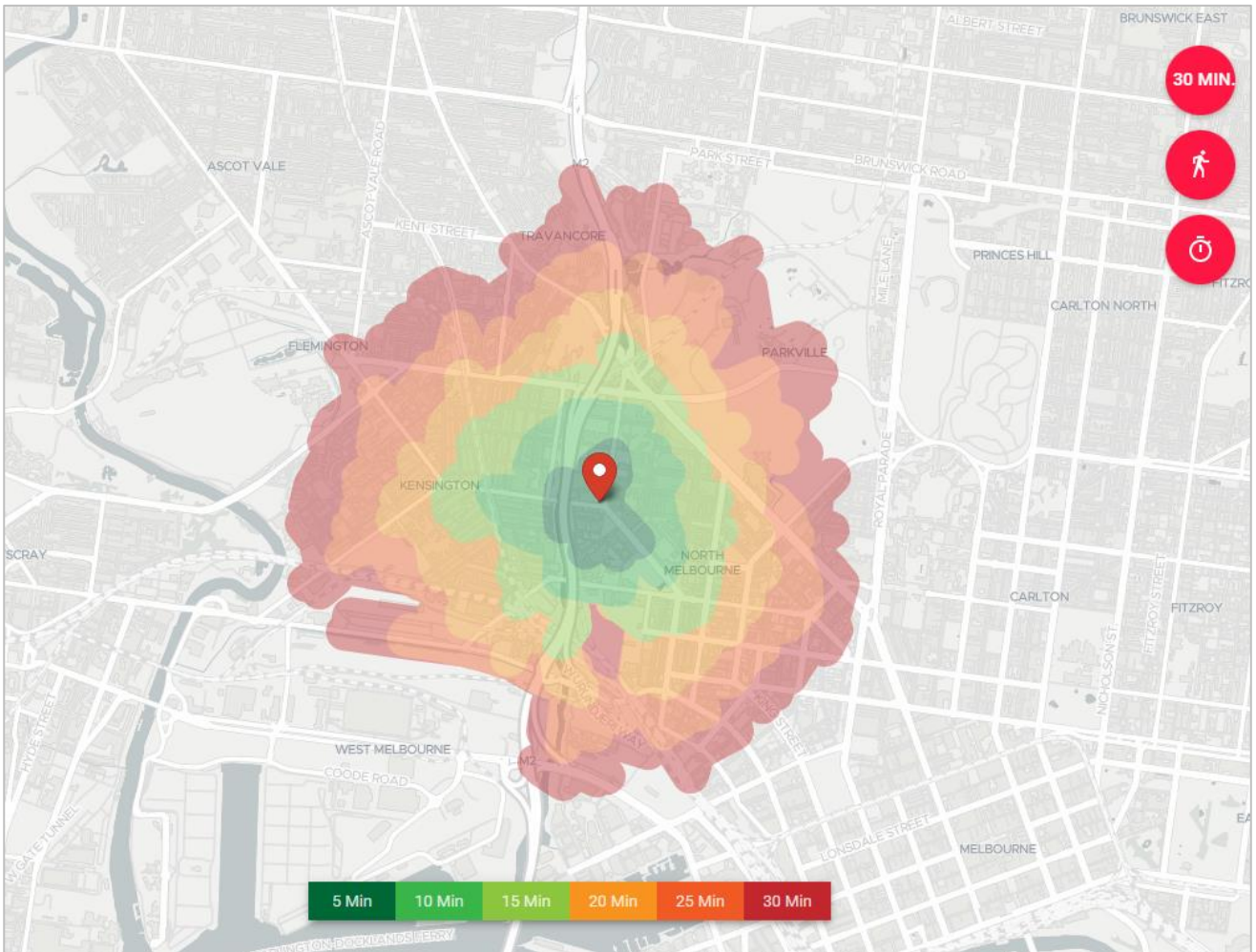
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Figure 2.2: Walking Catchment



## 2.3 Cyclists

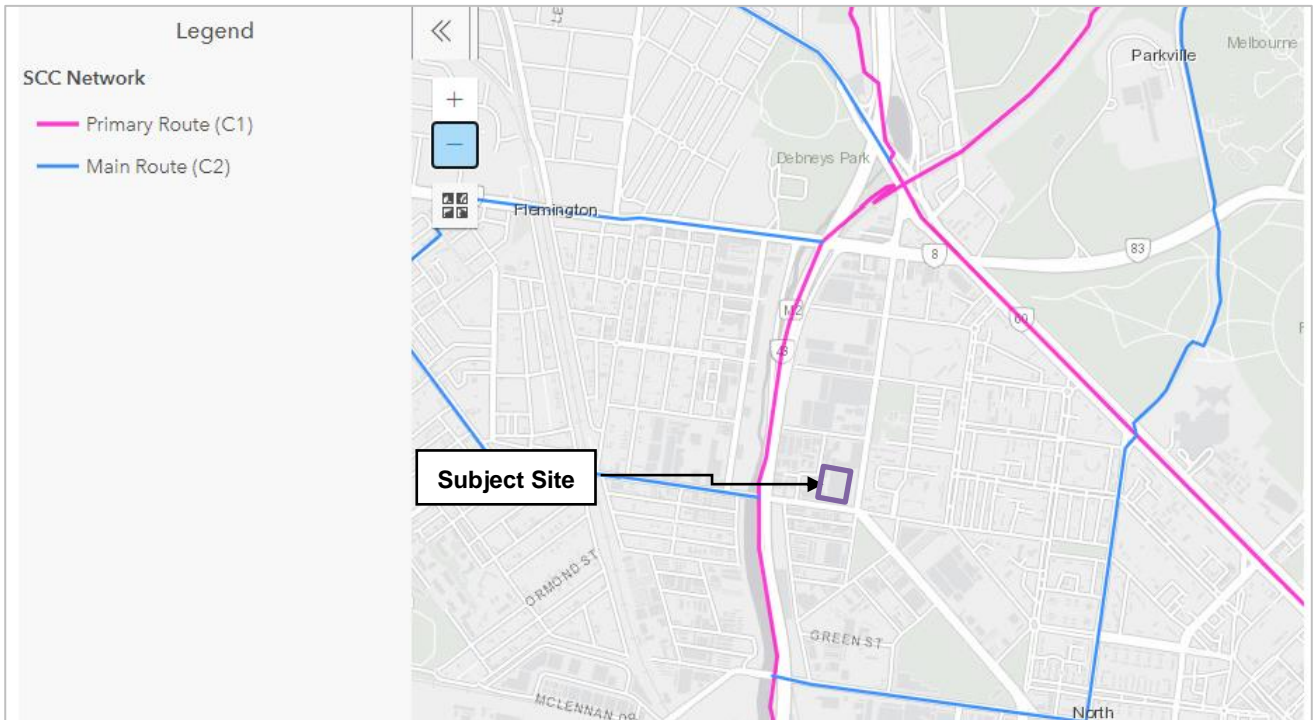
Strategic Cycling Corridors (SCC) are important transport routes for cycling that cater for the highest, or potentially highest, cycling volumes. The SCC network supports the needs of commuter trips (to work or education) and other important trips, such as to train stations, shops or schools.

The existing SCC network relative to the subject site is identified at Figure 2.3.

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**Figure 2.3: Strategic Cycling Corridors in Vicinity of Subject Site**



The closest SCC to the subject site is Moonee Ponds Creek Trail located approximately 250m to the west. The Trail is identified as a Primary Route (C1).

There are linemarked on-street bicycle lanes provided in both directions on Macaulay Road.

The Macaulay Structure Plan contemplates improvements to the bicycle facilities in the area surrounding the subject site. Protected bicycle lanes are identified for Boundary Road, with the existing bicycle lanes on Macaulay Road identified for an upgrade to protected bicycle lanes. New walking and cycling connections are proposed around the Macaulay train station.

Figure 2.4 shows the available cycling catchment within 30 minutes of the site at five-minute intervals. This figure indicates a cycling catchment of approximately 4.5km to 5km in all compass directions.

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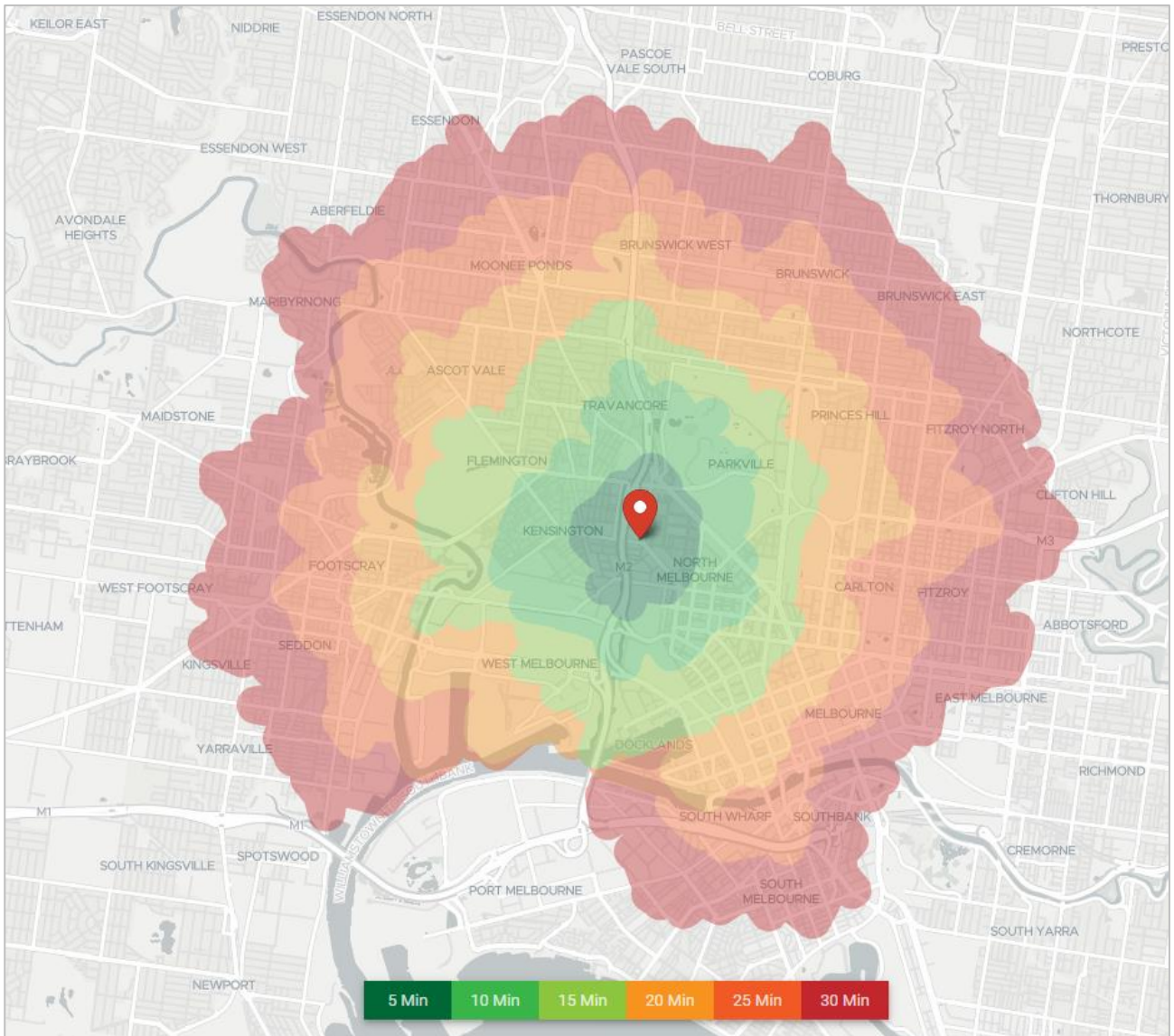
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Figure 2.4: Cycling Catchment



## 2.4 Public Transport

The subject site is proximate to the following public transport services:

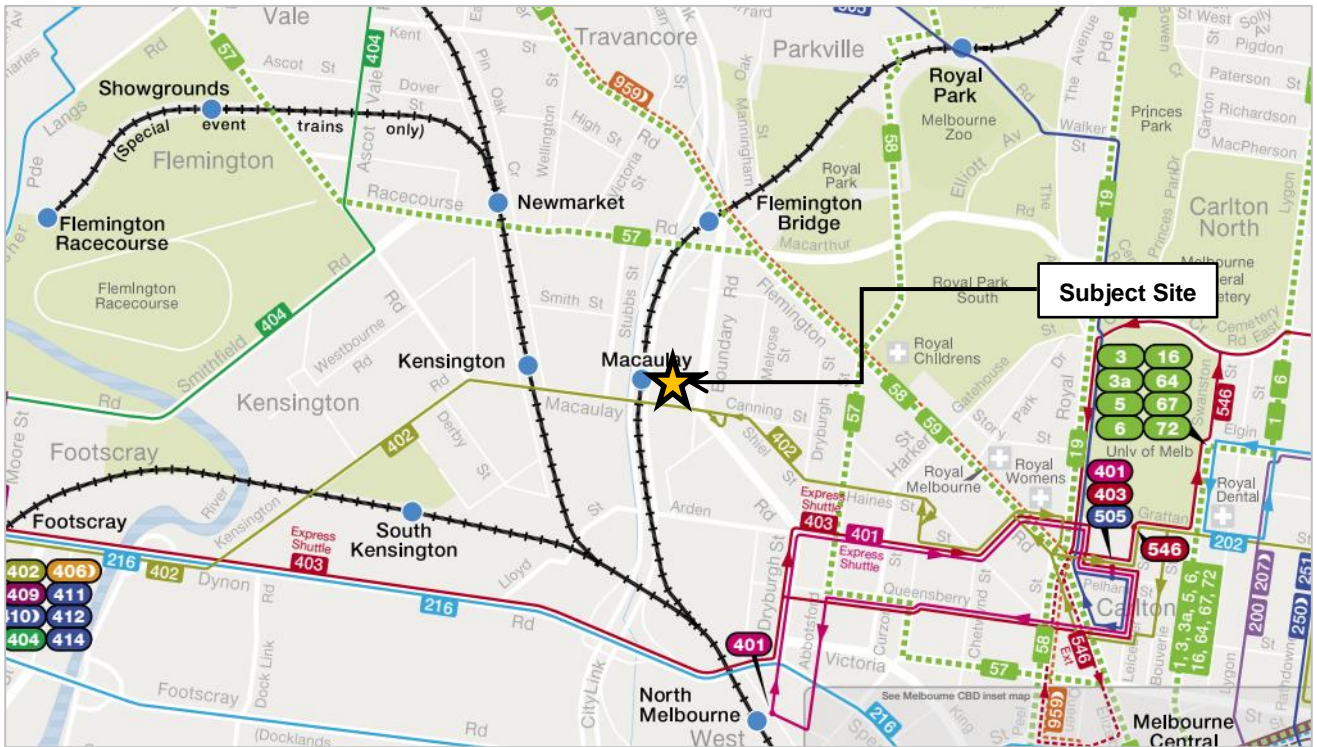
- The Macaulay train station is located to the west of the subject site and can be accessed with a six-minute walk.
- Tram route 57 can be accessed from tram stops on Racecourse Road located to the north of the subject site (eight-minute walk).
- Bus route 402 can be accessed from the bus stops located on Macaulay Road to the west of the subject site (two-minute walk).

The public transport service availability relative to the subject site is presented at Figure 2.5.

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Figure 2.5: Public Transport Map



The available public transport catchment within 30 minutes of the site at five-minute intervals is presented at Figure 2.6. This indicates that the site is well serviced by public transport that provides links to the Melbourne CBD.

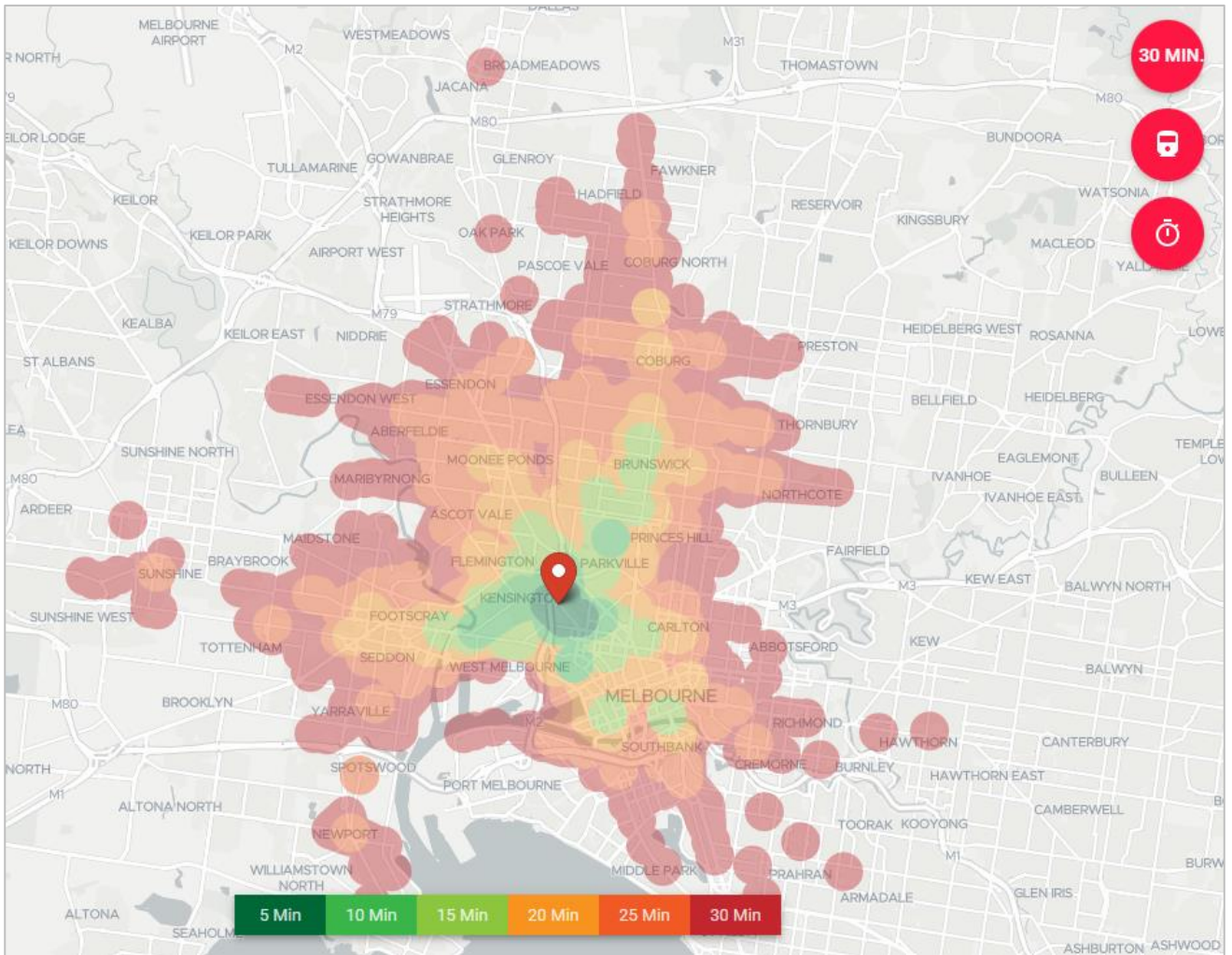
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**Figure 2.6: Public Transport Catchment**



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## 3. GTP Aim & Objective

### 3.1 GTP Aim

This GTP outlines a set of actions that seek to encourage alternative modes of transport and reduce the need for car-based travel to and from the proposed development.

GTP's have the potential to increase the use of active and public transport modes for a range of trip types and can provide the following benefits:

- Improved amenity and environment.
- Reduced congestion on the surrounding road network.
- Development cost reductions through a lower provision of car parking.
- A more inclusive society.
- Health benefits.
- Lesser reliance on fossil fuels.

### 3.2 GTP Objective

The following objectives have been identified for this GTP:

- Reduce the overall number of private vehicle trips to and from the development.
- Encourage the use of public transport.
- Promote the use of active transport modes.

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# 4. Development Overview

## 4.1 Land Use and Transport Infrastructure

The proposed development comprises supermarket, commercial (retail) and residential land uses on land located at 214-246 Macaulay Road, North Melbourne. It is proposed to provide 190 car parking spaces within one basement level, with 138 resident car spaces, three staff car spaces and 49 supermarket/retail customer car spaces.

A total of 468 bicycle parking spaces will be provided on ground level, comprising 402 resident bicycle spaces in a secure on-site central location, 39 visitor bicycle spaces and 15 staff bicycle spaces on-site, and 12 customer bicycle spaces located within the Macaulay Road footpath.

## 4.2 Pedestrian & Bicycle Access

Pedestrian access to the development will be provided via the existing pedestrian footpaths on Boundary Road and Macaulay Road and a pedestrian footpath running on the south side of the proposed east-west roadway abutting the northern edge of the subject site.

Figure 4.1 identifies the pedestrian pathways surrounding the subject site (shown in blue) and the pedestrian accesses into the residential, supermarket and retail land uses (shown in red).

**Figure 4.1: Proposed Pedestrian Access Paths**

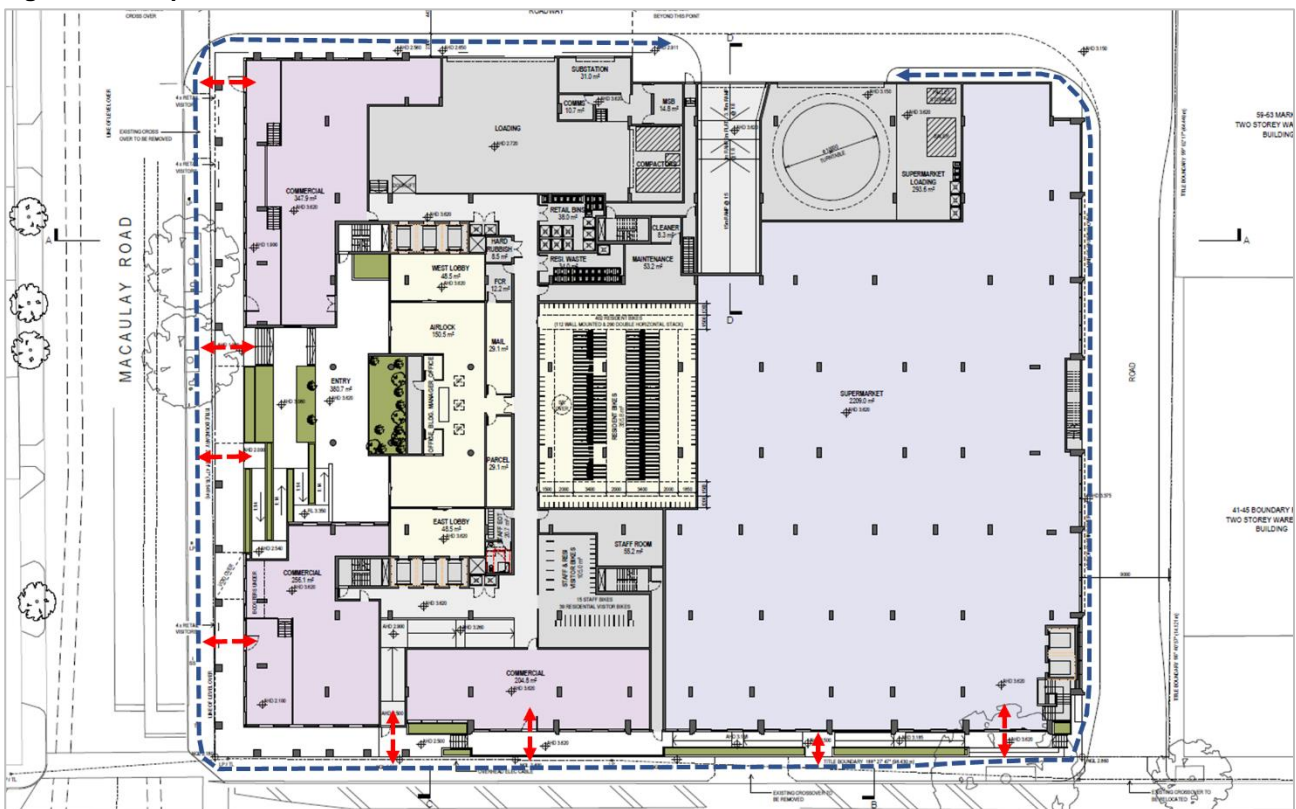


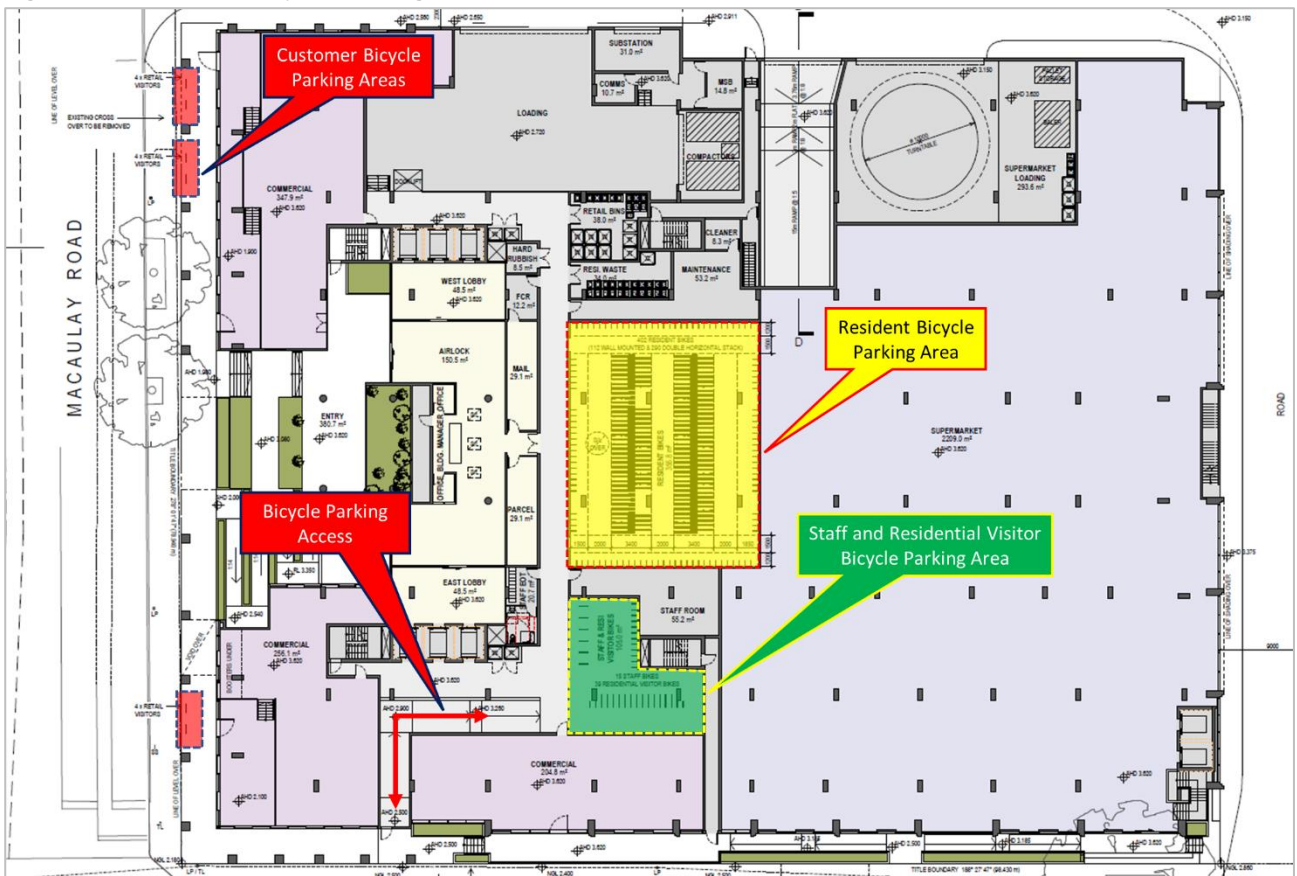
Figure 4.2 shows the bicycle access and the location of the bicycle parking spaces within and outside of the proposed development.

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**Figure 4.2: Proposed Bicycle Parking and Access Path Locations**



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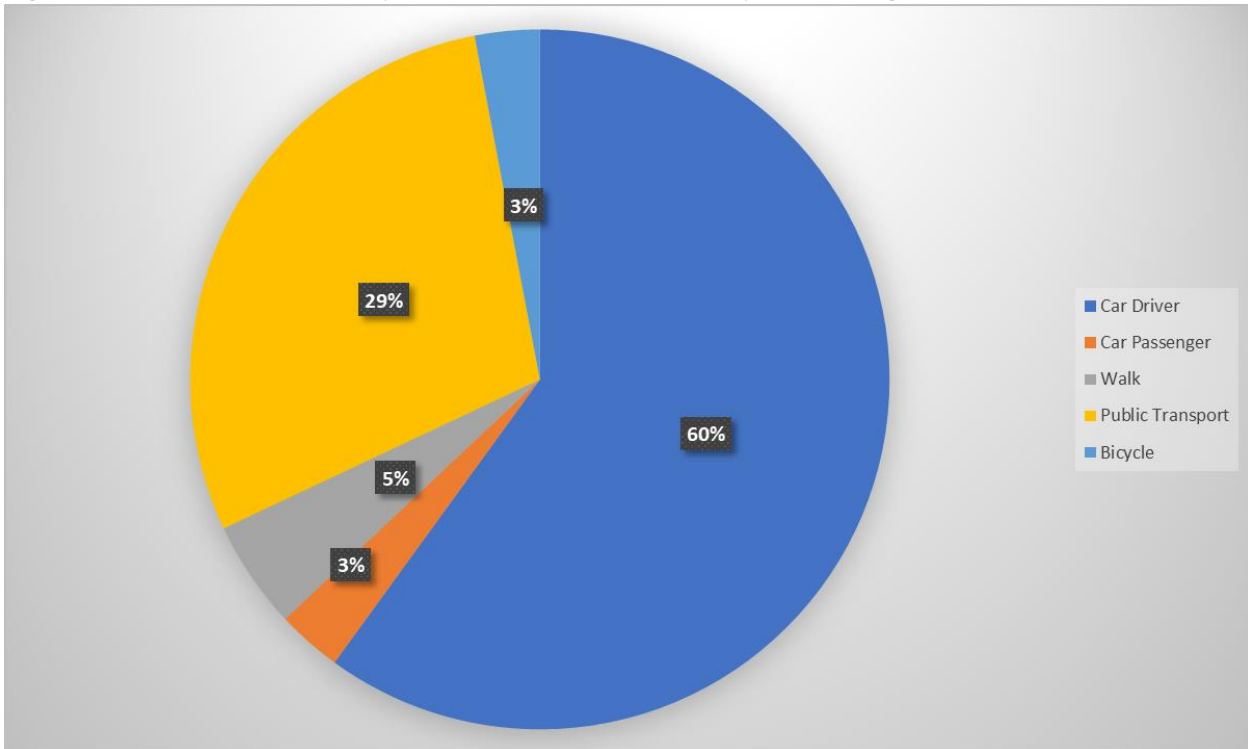
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## 5. Travel Mode Splits

### 5.1 Current Travel Mode Splits

The existing journey to work mode splits for employees working in the North Melbourne suburb, as obtained from the Australian Bureau of Statistics (ABS) 2016 Census<sup>1</sup>, is presented at Figure 5.3.

**Figure 5.1: ABS Census – Journey to Work Mode Splits of Employees Working in North Melbourne Suburb**



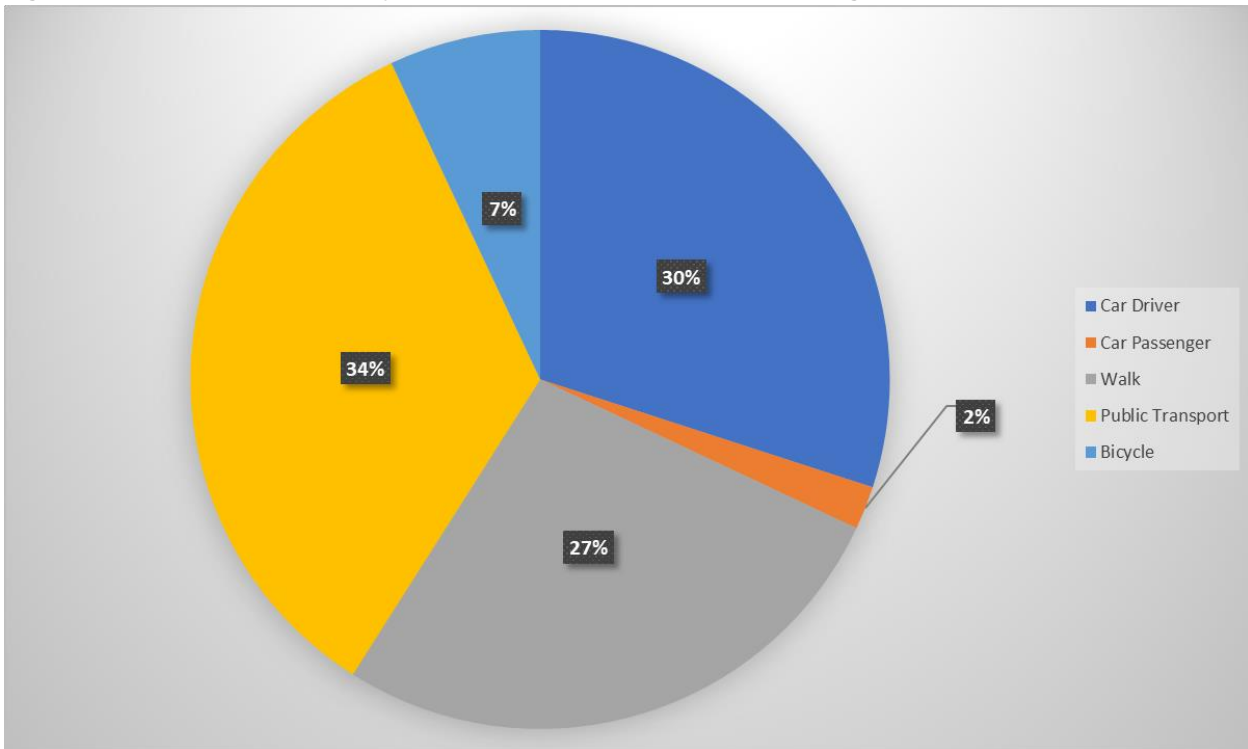
The data suggests that the dominant mode of transport for employees traveling to work in the North Melbourne suburb is private car (63% with car driver and car passenger combined) followed by public transport (29%).

The existing journey to work mode splits of residents living in the North Melbourne suburb, as obtained from the ABS 2016 Census, is presented at Figure 5.2.

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<sup>1</sup> The ABS 2021 Census was undertaken during a COVID lockdown period which creates some uncertainty with the use of journey to work data from this Census.

**Figure 5.2: ABS Census – Journey to Work Mode Splits of Residents Living in North Melbourne Suburb**



The data suggests that the dominant mode of transport for North Melbourne residents traveling to work is public transport (34%), then private car (32% with car driver and car passenger combined), closely followed by walking (27%).

## 5.2 Future Travel Mode Split Targets

Having regard to the nature of the land use, the current journey to work mode splits of residents living in the North Melbourne suburb and employees working in the North Melbourne suburb, and the current transport network in the vicinity of the subject site, travel mode split targets for the proposed development are presented at Figure 5.3 and Figure 5.4.

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Figure 5.3: Travel Mode Split Targets – Employees

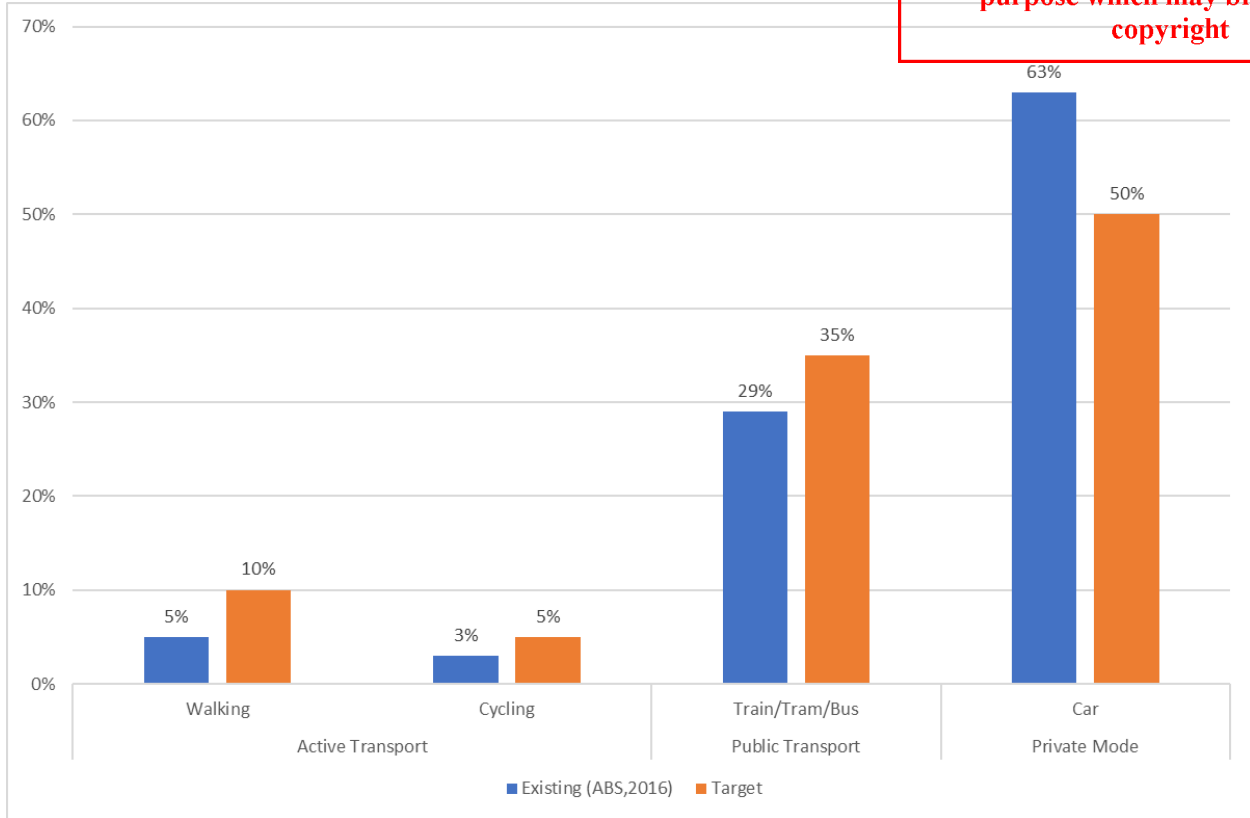
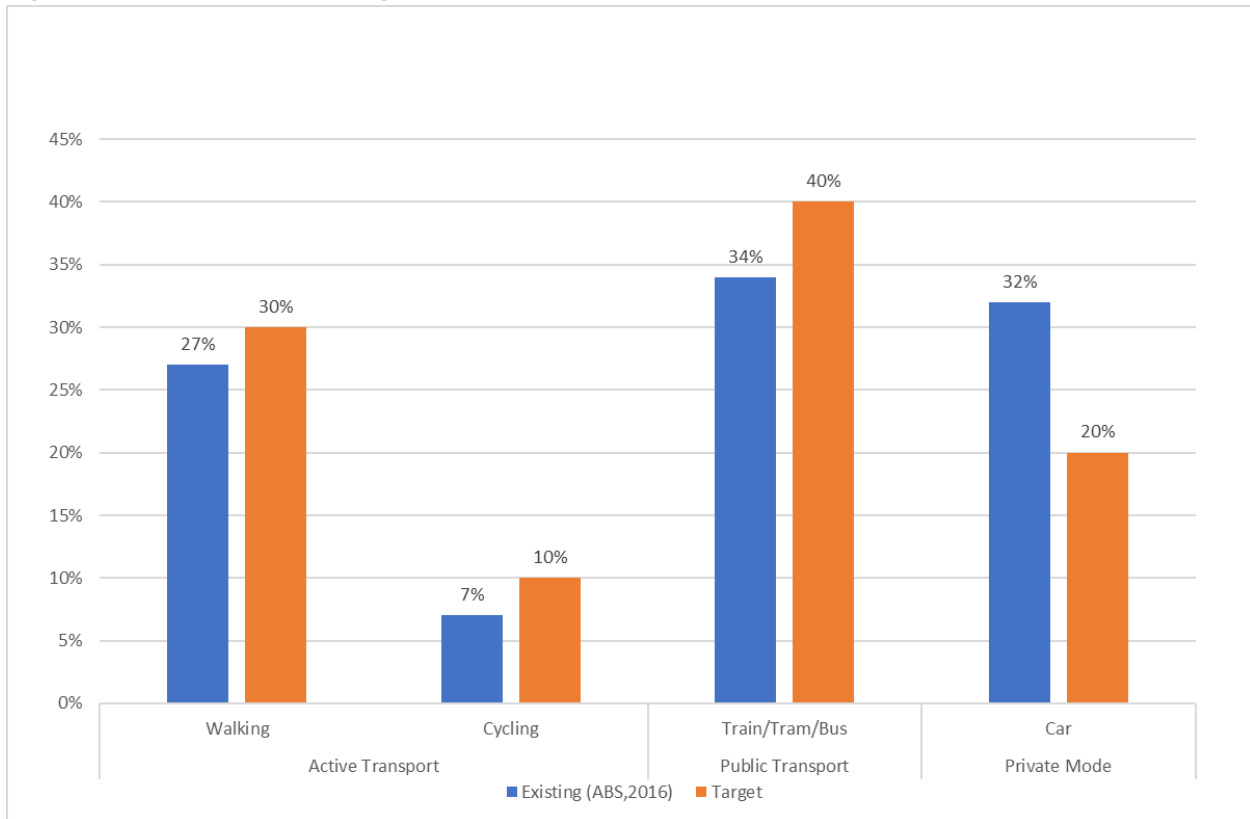


Figure 5.4: Travel Mode Split Targets – Residents



## 5.3 Post Occupancy Surveys

Post occupancy surveys are critical to 'ground truth' the travel mode split targets and allow adaption and targeted actions to improve on the actual travel behaviour. They provide an opportunity to gather targeted, relevant data for the development, rather than relying on generic, area wide data from the Census or other sources. It is recommended that post occupancy surveys are conducted approximately 12 months post development, to allow travel patterns to settle down, but not so long as to allow them to become entrenched. Thereafter, they should be conducted every one to two years.

Post occupancy surveys act as a 'report card' for the development and can be shared in order to have a motivating and educating effect on users. Post occupancy surveys should examine:

- Mode of travel for all trips.
- Destination and distance travelled.

The aim is to link distance, destination, and mode, to allow the GTP to effectively target trips that may be able to be undertaken by more sustainable modes.

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## 6. Action Plan

### 6.1 Introduction

An Action Plan has been prepared for the proposed development. The actions are categorised as follows:

- Coordination.
- Public Transport.
- Private Vehicle
- Active Transport.

Each action is accompanied with a timeframe for implementation. Not all actions should be considered compulsory, but rather should be treated as potential measures that should be investigated and implemented as appropriate.

Given the land use mix, the GTP actions for the residential component of the development will need to be managed through the Body Corporate (or similar), with the GTP actions for the retail component of the development to be managed by the occupiers of the tenancies.

### 6.2 Coordination

Coordination actions are presented in Table 6.1. These actions are considered mandatory.

**Table 6.1: GTP Coordination Actions**

Action	Responsible Agent	Timing
Appoint a GTP Coordinator to monitor the GTP	Body Corporate and Tenancy Occupiers	Year one and ongoing
Provide a yearly report to Council on the implementation/success of specific actions of the GTP	GTP Coordinator	Annually
Review effectiveness of the GTP initiatives and update the targets and objectives of the GTP as required	GTP Coordinator	Annually for the first three years and then every five years thereafter

### 6.3 Public Transport

Action	Responsible Agent	Timing
Develop a map showing public transport availability in the vicinity of the site	GTP Coordinator	On Occupation
Provide timetables, website and app information in conveniently accessible common area locations	GTP Coordinator	On Occupation
Provide welcome packs with relevant public transport information to purchasers upon occupation of an apartment	GTP Coordinator	Ongoing

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## 6.4 Private Vehicle

Action	Responsible Agent	Timing
Encourage carpooling for employees and those residents that may have common employment destinations	GTP Coordinator	On occupation and ongoing
Provide dedicated car parking spaces for those staff who carpool	GTP Coordinator	On occupation and ongoing

## 6.5 Active Transport

Action	Responsible Agent	Timing
Identify residents living near work that may be interested in walking to work	GTP Coordinator	On occupation and ongoing
Promote 'National Walk to Work Day' to encourage residents and employees to walk to work from home	GTP Coordinator	On occupation and ongoing
Establish an internal Walking Users Group (WUG). WUGs are formed by people who want to work together to improve facilities for pedestrians and encourage walking.	GTP Coordinator	On occupation and ongoing
Create a safe walking plan for children of all ages to walk to nearby schools by assessing the safest most convenient route for the commute and providing this information to residents in the form of a public notice board or similar.	GTP Coordinator	On occupation and ongoing
Establish an internal Bicycle Users Group (BUG). BUGs are formed by people who want to work together to improve facilities for cyclists and encourage cycling.	GTP Coordinator	On occupation and ongoing
Provide sufficient bicycle parking to meet peak needs	Applicant	To be completed prior to opening
Have good, secure bicycle parking in an easily accessible location	Applicant	To be completed prior to opening
Provide bicycle parking for visitors	Applicant	To be completed prior to opening
Ensure bicycle parking is clearly visible or provide signage to direct people to bicycle bays	Applicant	To be completed prior to opening
Provide a package to new residents to the apartments explaining the on-site bicycle parking facilities and where they are located	GTP Coordinator	On occupation and ongoing
Monitor the adequacy of the provided on-site bicycle parking supply and address any issues provided by residents and staff	GTP Coordinator	On occupation and ongoing
Monitor how the bicycle facilities are being used. If there are facilities which are underutilised, consider ways to promote them to residents and staff	GTP Coordinator	On occupation and ongoing
Provide an on-site bicycle maintenance service (either as a special one-day event or on a regular basis)	GTP Coordinator	Annually
Provide a map (online and in hardcopy) showing cycling routes in the vicinity of the site	GTP Coordinator	On occupation and ongoing

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# 7. Monitoring and Review

## 7.1 Monitoring

The GTP should be treated as a 'live' document, one that is monitored for its effectiveness and updated as required to deliver on the identified aims and objectives.

The GTP should be reviewed annually for the first three years, and then every other year thereafter. Regular updates to the GTP are expected to reflect changes in travel mode splits and the promotion of actions that are bringing about positive changes to the way that residents and employees travel.

## 7.2 Review

A GTP Coordinator should be appointed to take responsibility for monitoring and reviewing of the GTP. The coordinator would be responsible for:

- Reviewing the travel mode splits every year for the first three years and every other year thereafter through resident and employee surveys.
- Setting new GTP targets where necessary.
- Reviewing the Action Plan elements for effectiveness, with adjustments as required to maintain progress towards the GTP mode split targets.
- Allocating responsibilities for the ongoing management of initiatives recommended in the GTP.
- Promoting activities and the release of information.

The outcome of the GTP actions will predominantly rely on the commitment and desire of participants to modify their travel habits.

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