

Client
MA+Co Architects

Date
15 December 2023

ADVERTISED PLAN

Green Travel Plan 32-38 & 40-50 Rokeby Street, Collingwood

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Planning

Transport

Urban Design

Waste Management

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Project
32-38 & 40-50 Rokeby Street,
Collingwood

Prepared for
MA+Co Architects
Our reference
19713T

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Version	Date	Issue	Prepared by	Checked by	Approved by
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1. Introduction

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1.1. Introduction

Welcome to your new workplace at 32-38 & 40-50 Rokeby Street! This is the Green Travel Plan (GTP), your informative guide to all things travel-related, specifically sustainable travel.

As the development aims to support building occupants and their guests to move away from private vehicle usage, this guide exists as a resource with information about alternative sustainable transport options that can be adopted.

Information for Tenants

You are perfectly located to access the surrounding public transport network and a host of nearby bicycle friendly travel routes. Given the high number of carshare and ride sharing options available, you don't have to rely on your private vehicle as the primary mode of travel to/from work or work activities such as meetings.

In the following pages, you will find useful information on where to catch public transport, safe routes to ride your bicycle or e-scooter, and some handy places you can walk.

Information for Building Management

Section 8 of the GTP establishes a number of targets that seek to encourage staff to adopt transport modes that result in the least impact on the environment, particularly active transport modes such as walking and cycling. A group will be set up to monitor the progress towards these targets and to keep the travel plan up to date.

The Green Travel Plan is based on the plans prepared by MA+Co Architects, dated 14/12/2023.

1.2. Purpose of the Green Travel Plan

Transport is the second largest producer of greenhouse gas emissions in Victoria after stationary energy production with the emissions of over 19 million tonnes of carbon dioxide (CO₂) per annum. As a consequence, both State and Local government authorities (such as the City of Yarra) are implementing policies to reduce the impact of vehicle travel on the environment by (amongst other measures) encouraging more sustainable modes of transport.

By way of example, the State Government has prepared a range of broad-level policy documents, such as Plan Melbourne, which set out similar goals and objectives aimed at improving and encouraging existing transport infrastructure within the State, and ultimately reducing the reliance on private motor vehicles, as they represent the most space intensive and carbon emitting form of transport per person moved.

This Green Travel Plan 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) in lieu of single-occupancy car trips.

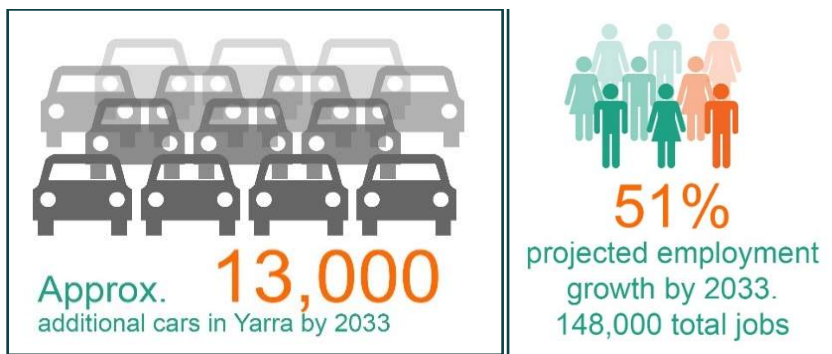
2. The Future of Yarra:

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The City of Yarra is becoming an increasingly desirable place to live and work. The close proximity to the Melbourne CBD, great access to services and multiple public transport connections are expected to draw an extra 29,000 residents to the municipality in the next 15 years¹, bringing in an extra 13,000 vehicles if current ownership rates stay the same.

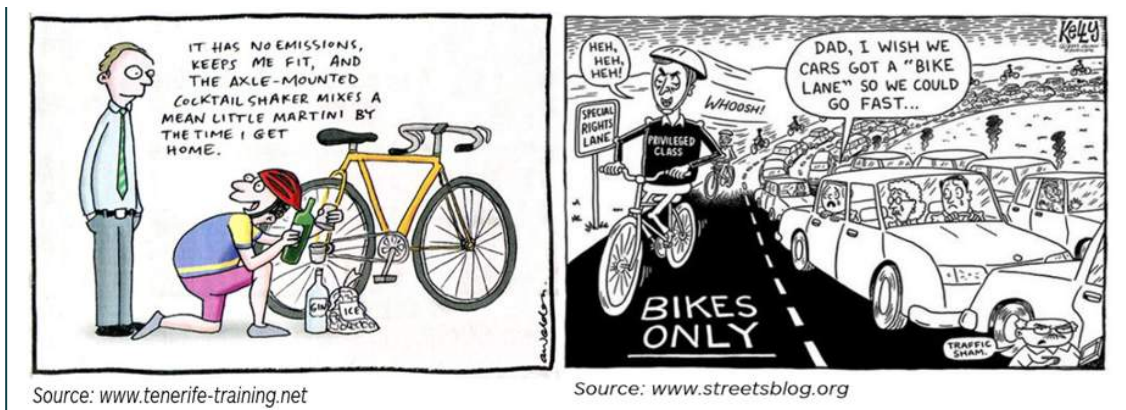
Figure 2.1: Additional Cars in the City Yarra and the City of Yarra Employment Growth



Additionally, employment in the City of Yarra is expected to continue to grow significantly. Total employment is projected to increase from 98,000 jobs in 2016 to 148,000 in 2033, an estimated increase of around 50,000 jobs.

The environmental, social and economic costs associated with the increased numbers of cars on the roads are significant. Recent studies show that approximately 3,000 Australians die prematurely each year from outdoor air pollution², and traffic congestion is a major contributor to that pollution.

Traffic congestion creates high noise levels and prolonged delays, creating environments that are unpleasant to be in. This makes working and living in the area very frustrating.



¹ <https://www.yarracity.vic.gov.au/news/2018/03/26/planning-for-yarras-future>

² <https://www.theguardian.com/environment/southern-crossroads/2014/may/28/air-pollution-australia-greg-hunt>

The motivation to shift people away from driving towards other modes of transport is very evident. Everyone would like our cities to be faster, smarter and greener – and the continued reliance on private cars is not the answer.

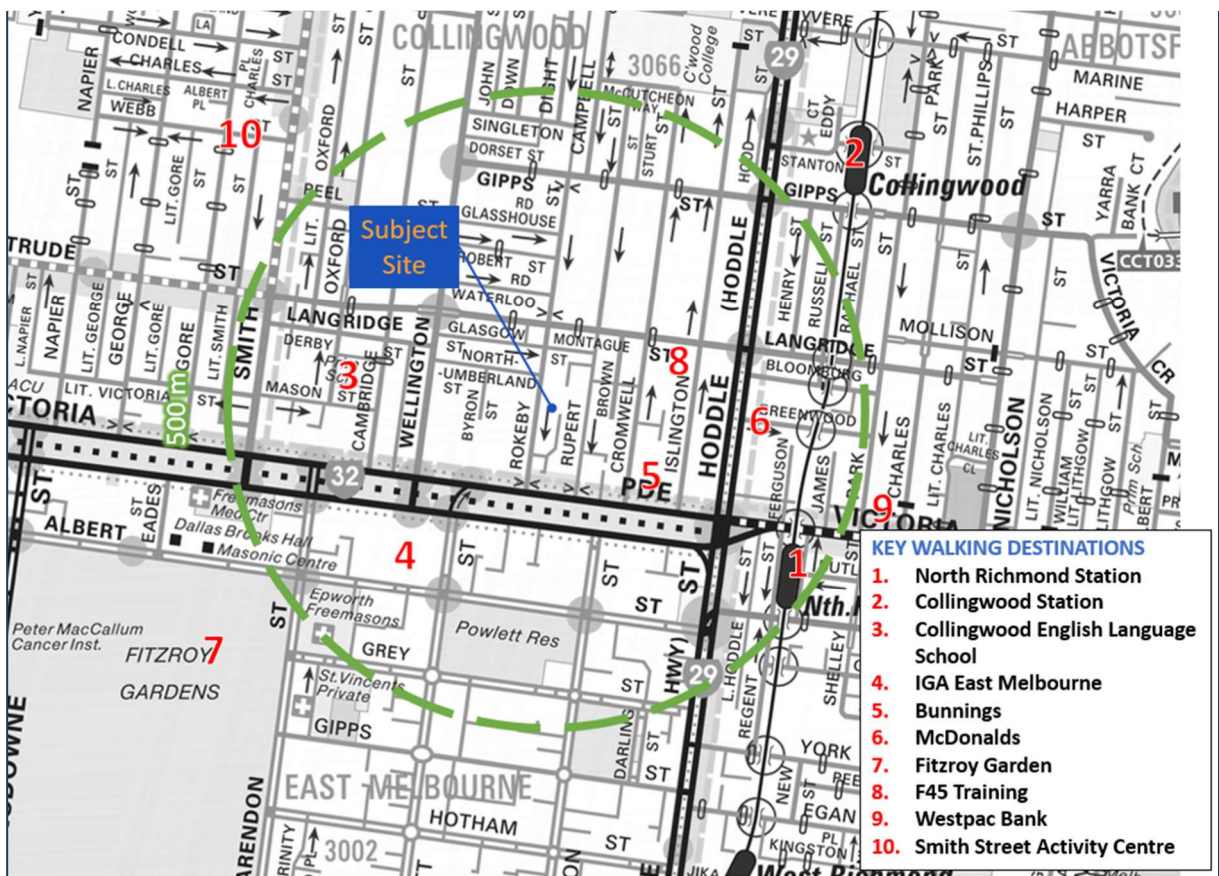
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Key Destinations:

Your new workplace at 32-38 & 40-50 Rokeby Street is located within a short walking distance of many services and destinations, including the North Richmond Railway Station and surrounding key shops and services. Here you can find banks, supermarkets, clothing stores, a post office, cafes and restaurants to name a few.

Figure 2.2 provides an overview of some of the places available within convenient walking distance of the site.

Figure 2.2: Some Key Destinations Within Walking Distance



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3. Public Transport:

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The building is ideally located within the Principal Public Transport Network (PPTN) and is surrounded by high quality public transport services. Train, tram and bus services operate within close proximity to the site, with a summary of these services provided in Table 3.1 and illustrated in Figure 3.1.

Table 3.1: Public Transport Services

Service	Route Number	Route Description	Nearest Stop	Approx. Walking Distance
Train	Hurstbridge and Mernda Lines		North Richmond Railway Station	650 metres (8 minutes)
Tram	12	Victoria Gardens to St Kilda	Wellington Street / Victoria Parade	350 metres (4 minutes)
	109	Box Hill to Port Melbourne		
	86	Bundoora RMIT to Waterfront City Docklands	Gertrude Street / Smith Street	550 metres (7 minutes)
Bus	246	Ivanhoe Shopping Centre to Upper Heidelberg Road	Hoddle Street / Langridge Street	450 metres (6 minutes)
	302/303/304	City to Box Hill to Doncaster Shopping Centre		
	305	City to The Pines SC		
	309	City to Donvale		
	318	City to Deep Creek		
	350	City to Latrobe University		
	905	City to the Pines SC (SMART)		
	906	City to Warrandyte (SMART)		
	907	City to Mitcham (SMART)		
	908	City to The Pines SC (SMART)		

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Figure 3.1: Public Transport Map



Source: ptv.vic.gov.au

Purchasing a Myki

Myki cards can be purchased from a number of retailers, including all 7-Eleven stores, Myki machines at selected stations and tram stops, premium station ticket offices, on the bus, and online.

If you have an android smartphone, you can now integrate your Myki through the Google Pay app. You have the ability to see your balance, top up on the go and touch on and off with your phone. For more information visit the link below.

<https://www.ptv.vic.gov.au/tickets/myki/mobile-myki/>

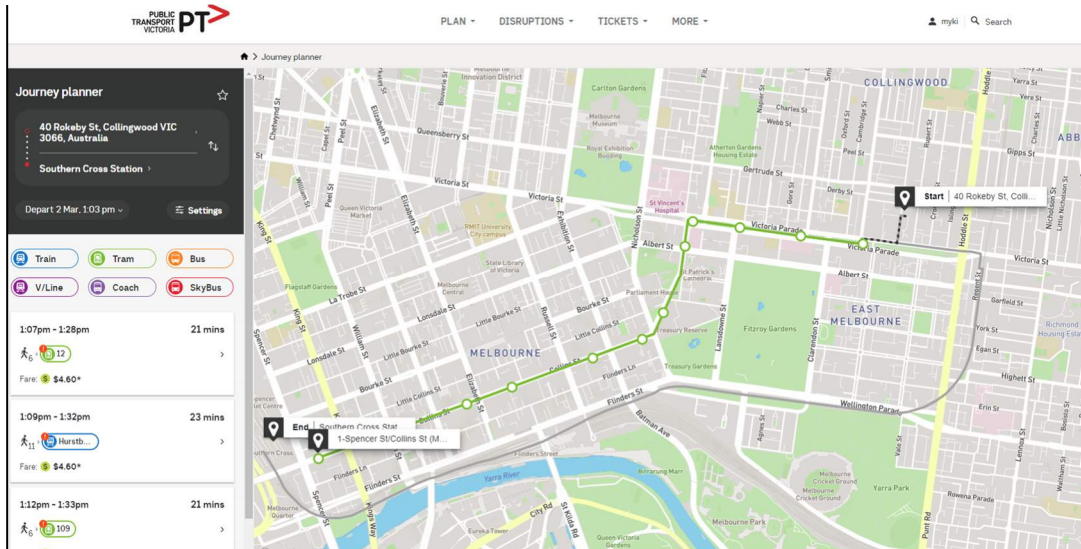
Plan Your Journey

See <https://ptv.vic.gov.au/journey> to plan your public transport journey. Simply enter your origin and destination and either your departure or arrival time and you're on your way!

See Figure 3.2 for an example of how the journey planner works.

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Figure 3.2: PTV Website Journey Planner



Source: ptv.vic.gov.au

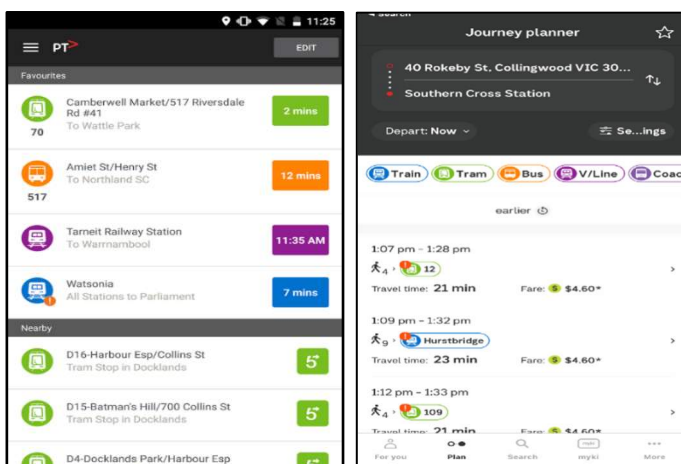
There is also a free app you can download from this location: <https://www.ptv.vic.gov.au/getting-around/mobile-apps/>

Some of the features of the app include:

- Real time train, tram and bus information shown in countdown mode.
- Real time platform information for metropolitan trains including any cancellation information.
- Detailed station facility information.
- Integration with your address book to plan a journey with your contacts.
- Location of myki retail outlets.
- Ability to call PTV directly from the app.

Figure 3.3 shows the mobile application interface, including the home page and the journey planner feature. Note that all features require an internet connection.

Figure 3.3: PTV Mobile Application Home Page and Journey Planner



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Source: ptv.vic.gov.au

4. Cycling:

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4.1. Getting to the Office

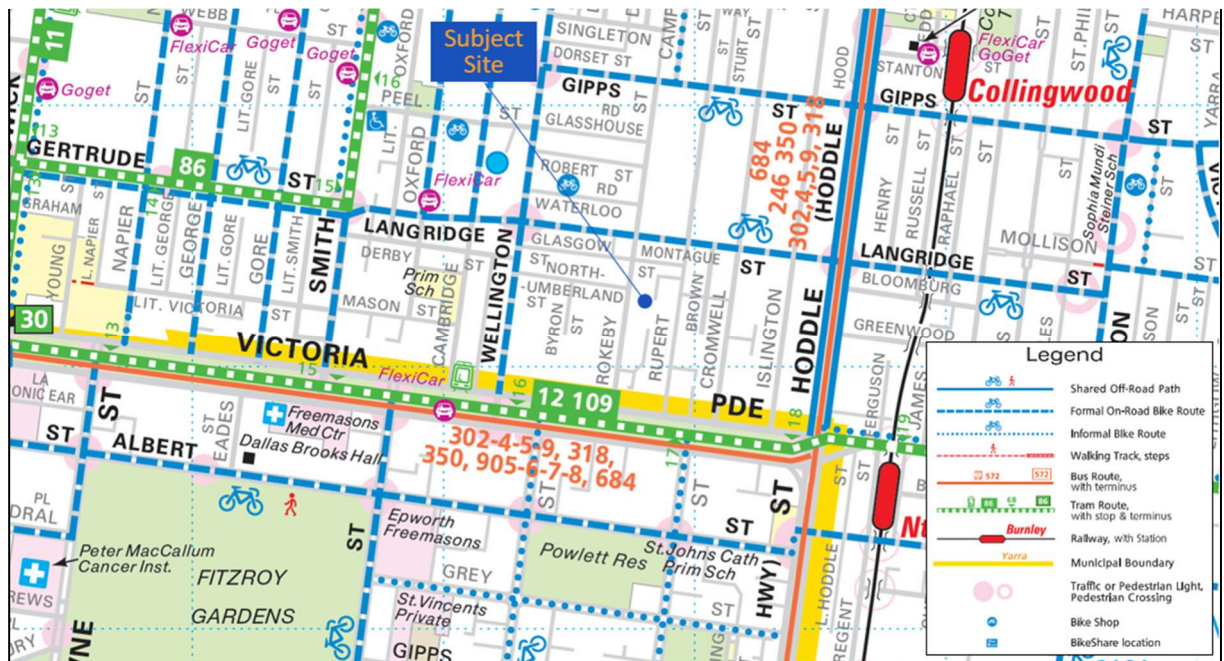
There is significant bicycle infrastructure in the vicinity of the site, including bicycle routes (on-street bicycle lanes and shared pathways) and bicycle parking throughout Collingwood and the CBD.

The key bicycle routes in the vicinity of the site are summarised below:

- Langridge Street has on-road bicycle lanes;
- Wellington Street has on-road bicycle lanes;
- Nicholson Street has on-road bicycle lanes;
- Victoria Street has on-road bicycle lanes;
- Hoddle Street has off-road shared path north of Victoria Parade.

The above infrastructure connects to the wider bicycle network, providing further connections across Melbourne. The bicycle infrastructure in direct proximity to the site is shown in Figure 4.1.

Figure 4.1: Bicycle Infrastructure in the Vicinity of the Site



Source: <https://www.yarracity.vic.gov.au/>

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4.2. Parking Your Bicycle

There are plenty of racks provided for you to park your bicycle, with a total of 169 bicycle parking spaces provided on-site. These spaces consist of the following:

- 60 spaces on the Ground Floor, with 44 spaces for visitors and 16 spaces for staff.
- 144 spaces on Basement 1.
- 30 spaces on Basement 2.

The location of the bicycle parking spaces is shown in Figure 4.2, Figure 4.3 and Figure 4.4.

Figure 4.2: Bicycle Parking Spaces on Basement Level 1

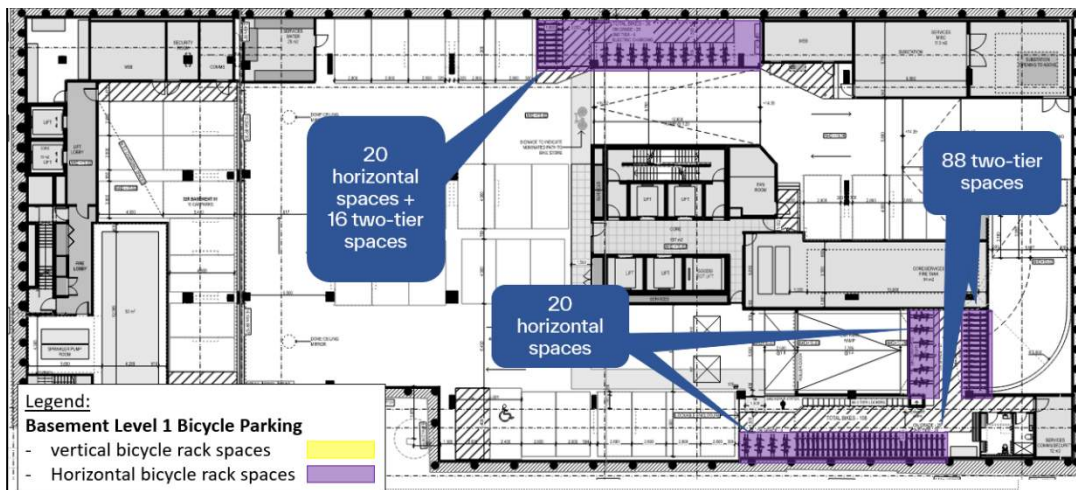
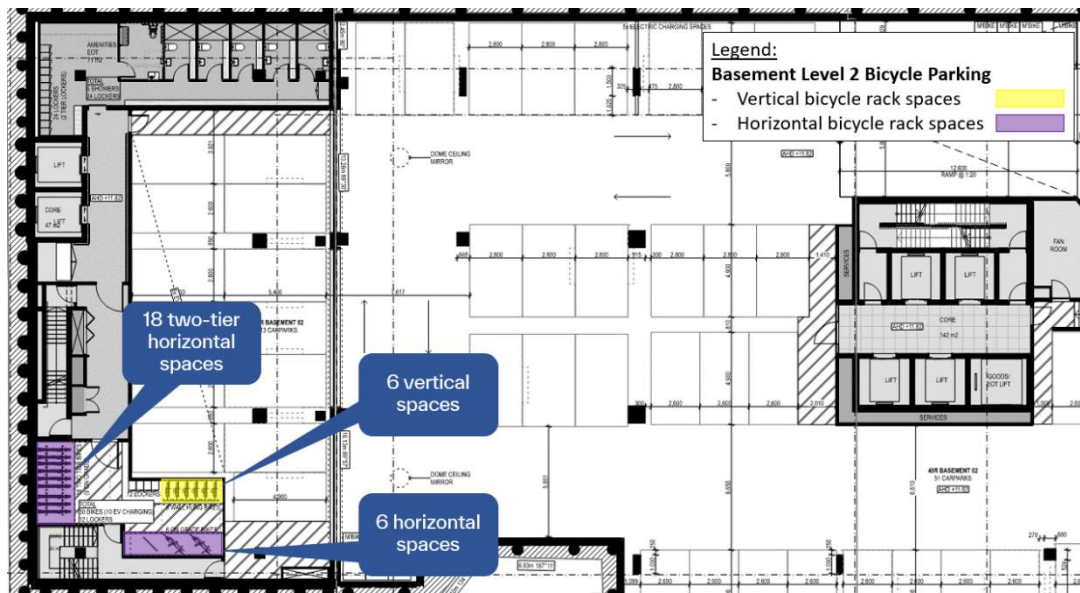
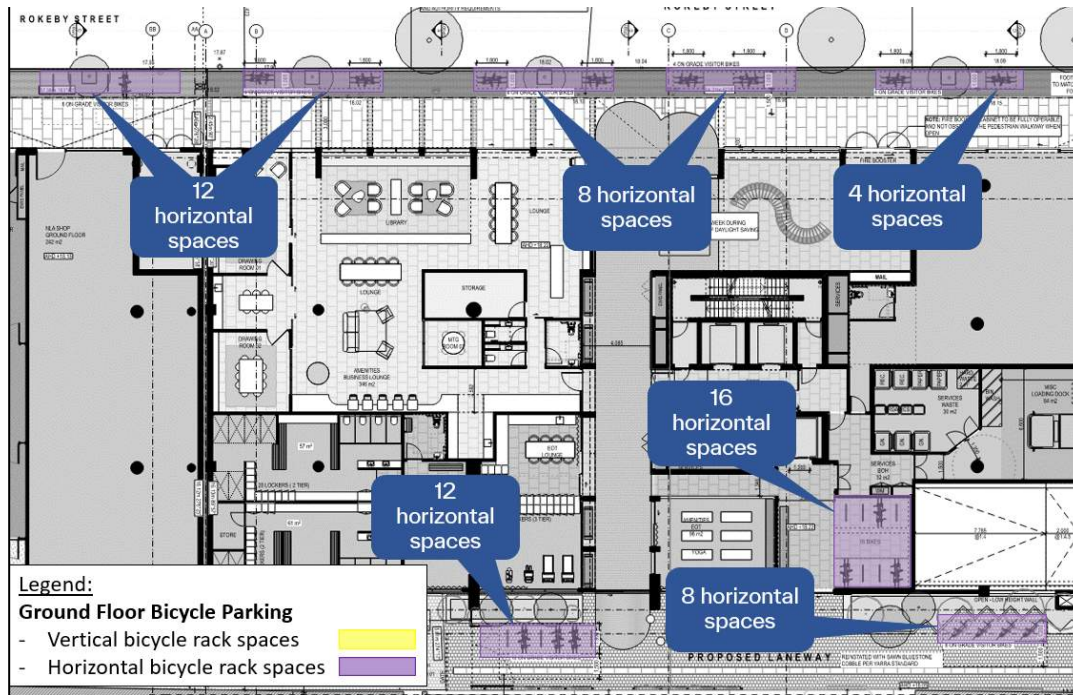


Figure 4.3: Bicycle Parking Spaces on Basement Level 2



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Figure 4.4: Bicycle Parking Spaces on Ground Level



4.3. Servicing Your Bicycle

A bicycle repair station is conveniently located within the secure bicycle room at Basement Level 1. If you require some step-by-step guides for general bicycle maintenance and repair, see some of the resources provided below:

- <https://www.sheldonbrown.com/> - Articles and bicycle technical information to help with all your maintenance and repair needs.
- <http://bicycletutor.com/guide/> - Video instruction manuals for bicycle maintenance and repair
- <http://www.madegood.org/bikes/repairs/> - Video instruction manuals for bicycle maintenance and repair

If you are not sure how to service your bicycle but want to learn, try the Bikeshed at CERES.

Membership is only \$10 per year, \$5 for students and concession card holders and \$15 for the family. There are knowledgeable volunteers on hand to teach you how to fix a bicycle, they have all the tools and if you don't have a bicycle they will happily help you to fix one of their recycled bicycle which can be purchased for a very reasonable price. <http://www.thebikeshed.org.au/>



OR, if you need to get your bicycle to a professional, try one of the following:

- My Ride, 192 Wellington Street, Collingwood ph. 94191995
- Spokes Abbotsford, 96 Nicholson Street, Abbotsford ph. 9417 5657
- Tokyobike, 5 Peel Street, Collingwood ph. 94172845
- Studds Bikes, 110 Bridge Road Richmond ph. 94292702

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4.4. End of Trip Facilities

End of trip facilities are provided on Ground Floor and Basement Level 2. The Ground Floor end of trip facilities can be accessed via the central pedestrian access from the bluestone laneway as shown in Figure 4.5.

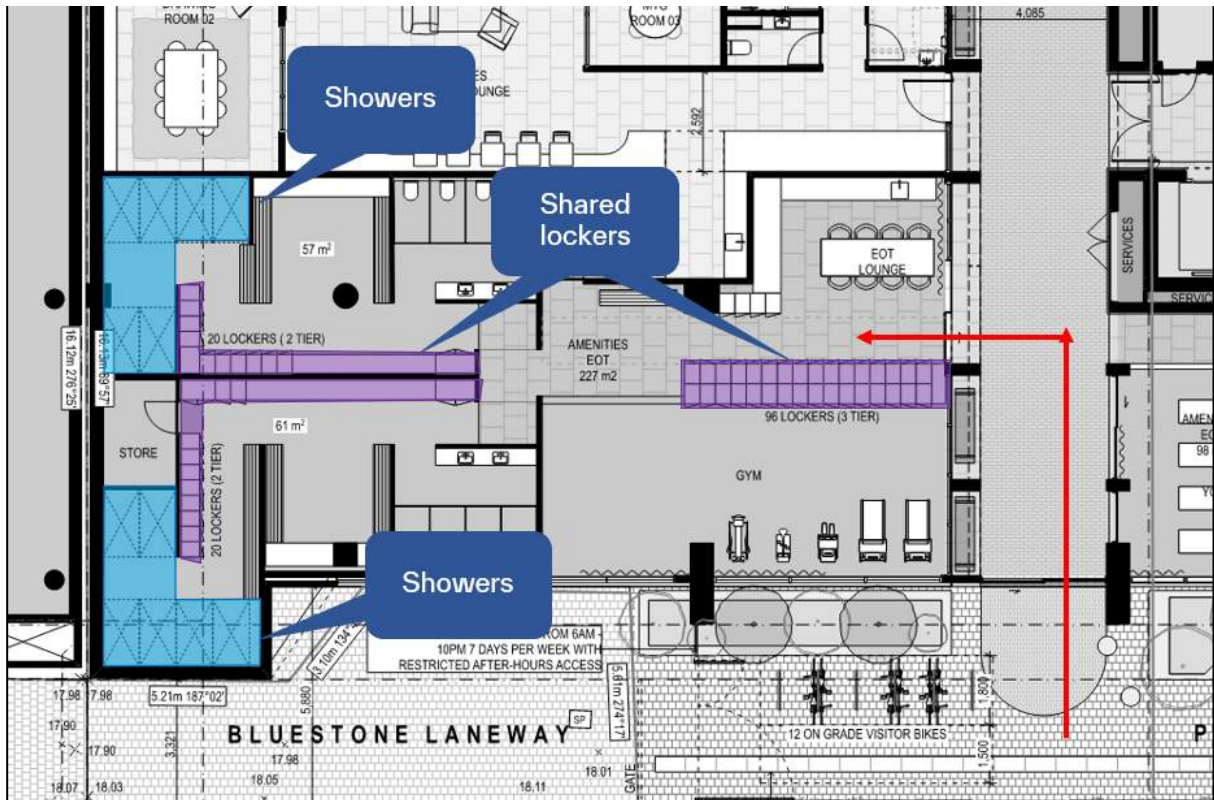
The Basement Level 2 can be accessed via the lifts from the Ground Floor, shown in Figure 4.6.

End of trip facilities consist of the following:

- 18 showers (including 1 DDA); and
- 232 lockers divided between the changerooms.

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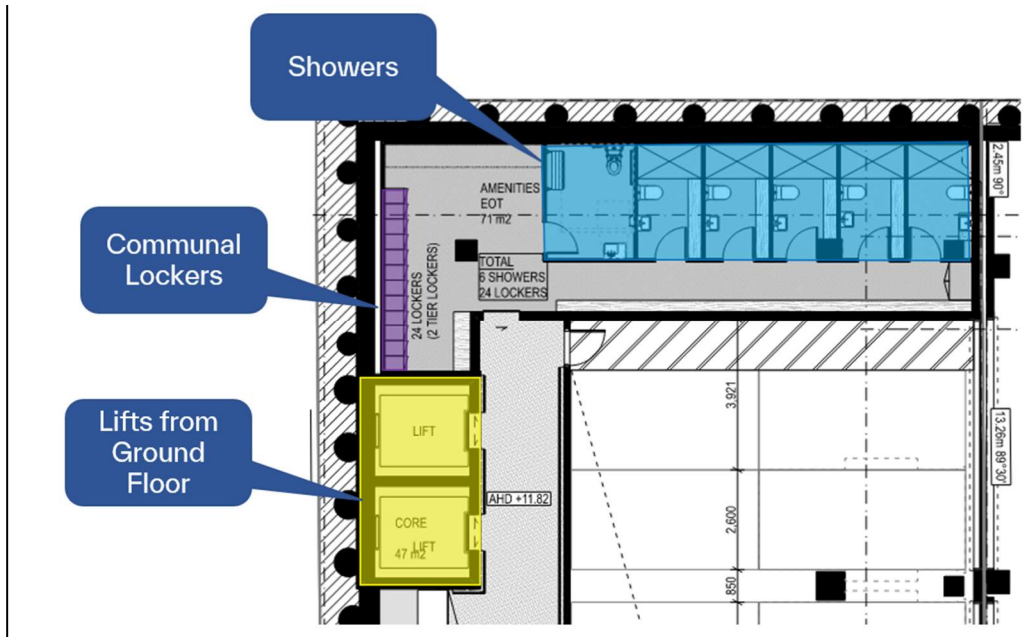
Figure 4.5: End of Trip Facilities - Ground Floor



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Figure 4.6: End of Trip – Basement Level 2



4.5. Cycling Groups

If you want to get more involved in the cycling community, there are several cycling groups that you can join. These groups provide a great insight into the world of cycling, as well as meeting a lot of new people and having fun. Information about some of these groups are provided below.

Melbourne Cycling on Meetup

The online meetup resource is a great way to find different clubs in Melbourne for any type of interest.

One of these is Melbourne Cycling which focuses on organizing bike rides several times a week around Melbourne and beyond. All you need to do is create an account and reserve your place on rides that you would like to join.

For more information visit: www.meetup.com/melbournecycling/

4.6. Cycling Initiatives

Ride2Work Day

One initiative that is being supported across Melbourne is Ride2Work day, an annual event run by Bicycle Network Victoria. We hope that all of the commercial tenants can get involved in this initiative and encourage their staff members to choose cycling over other less sustainable options. This provides an opportunity to experience a different mode of transport with the additional perks of events surrounding the day. It also encourages the health benefits that arise from physical activity.

For more information in how you can join in on Ride2Work day, visit:

<https://www.bicyclenetwork.com.au/rides-and-events/ride2work/>

The website also includes great tips for new cyclists including product reviews, road rules, how to perform bike maintenance, maps and inspiration to name a few.

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5. Electric Vehicles:

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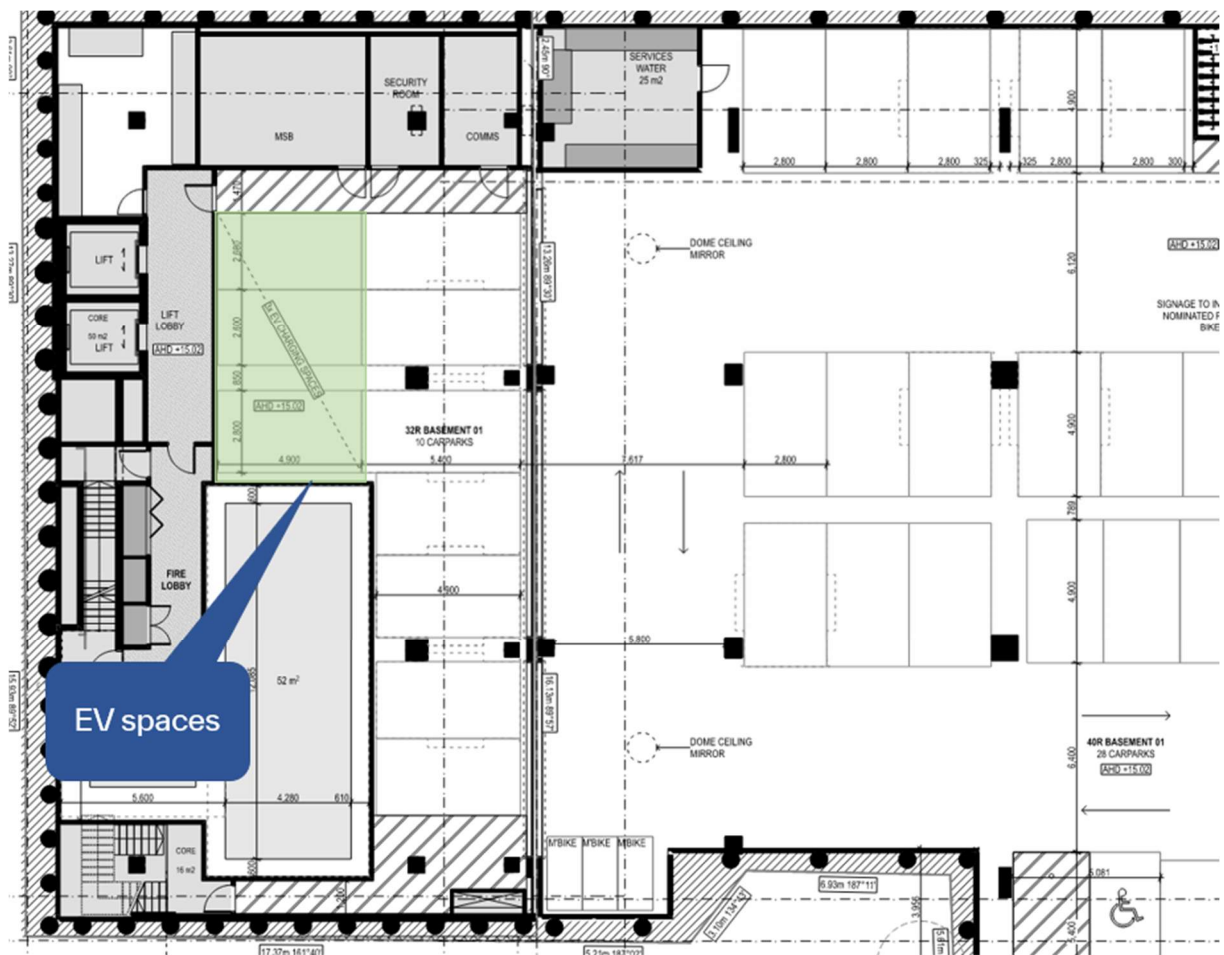
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5.1. Electric Vehicle Charging Ports

There are 21 electric vehicle charging spaces across the three basement levels, with the following arrangement:

- 3 spaces on Basement 1 (shown in Figure 5.1).
- 11 spaces on Basement 2 (shown in Figure 5.2).
- 7 spaces on Basement 3 (shown in Figure 5.3).

Figure 5.1: Electric Vehicle Charging Spaces – Basement 1



6. Alternatives to Driving a Vehicle:

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6.1. Car Share

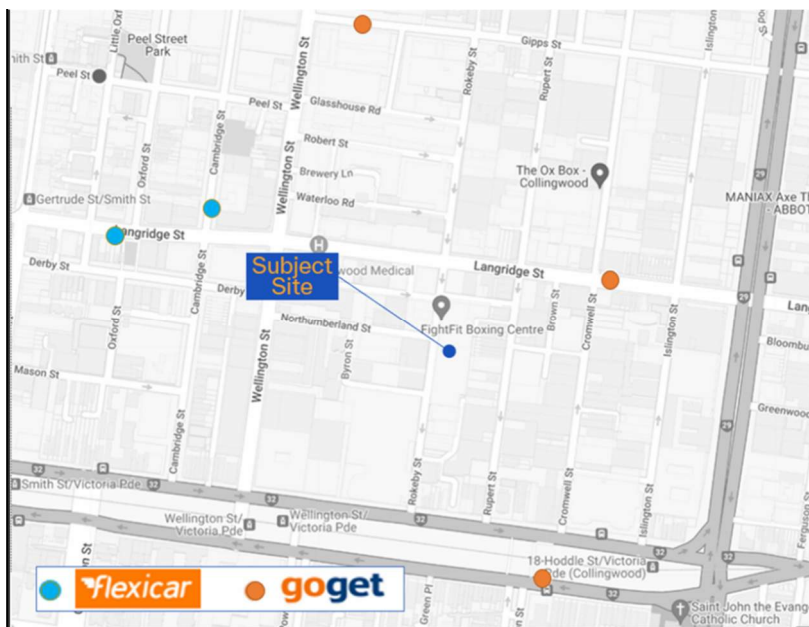
There is an abundance of car share schemes available for use in the area. Car share schemes offer a viable alternative to driving your vehicle, with members able to book vehicles on an as needs basis either online or by phone. Ideal for commuting or work-related travel.

Car share schemes are a more cost effective and more environmentally friendly alternative transport option to the private motor vehicle. Even when driving three to four times per week, the cost of using a car share (approximately \$350 per month) is far less than the costs of owning and operating a car (approximately \$650 per month)³. Car share schemes also result in less carbon emissions, with fewer vehicles being produced and less kilometres travelled per person compared to private car ownership, with car share members more likely to use car share only when necessary.

Car share operators have a number of share car pods located around Melbourne, with the subject site located in close proximity to a large number of pods operated by GoGet and Flexicar.

Locations of the car share pods in the vicinity of the site is shown in Figure 6.1, with a summary of the pods provided in Table 6.1.

Figure 6.1: Car Share Locations



³ Goget.com.au

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Table 6.1: Share Car Pod Locations

Operator	Location	Number of Cars	Approximate Walking Distance
Flexicar	Langridge Street near Little Oxford Street	1 car	400 metres (5 minutes)
	Cambridge Street near Langridge Street	1 car	600 metres (8 minutes)
GoGet	Langridge Street near Cromwell Street	1 car	270 metres (3 minutes)
	Victoria Parade near Simpson Street	1 car	400 metres (5 minutes)
	Gipps Street near Wellington Street	1 car	450 metres (6 minutes)
Total		5 cars	

Source: www.flexicar.com.au & www.goget.com.au

Business Travel

GoGet offers a business plan to make it easy for your staff to gain access to the car share network. This plan is free to join, with no commitment or membership fees. Some of the advantages include:


- Fleet reduction
- Remove KMs reimbursement to staff using their own vehicles.
- Instant scalability to meet business demand.
- Increase staff efficiency.
- Reduced costs, typically 50% cheaper than any round-trip made with taxi or rideshare.
- Large network across Australia.

For more information visit www.goget.com.au/business/







Flexicar offers business plans depending on frequency of use. For more information visit www.flexicar.com.au/rates/business.

6.2. Taxis / Rideshare

Need to catch a cab? The following services operate taxis in Melbourne:

Service	How to order
 <p>Silver Top Taxis</p>	<p>Call 8413 7202</p> <p>Wheelchair accessible taxis (WATs) are also available. Simply request a WAT when making a booking</p>

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 <p>Yellow Cabs</p>	<p>Call 13 6294</p> <p>Wheelchair accessible taxis (WATs) are also available. Simply request a WAT when making a booking</p>
 <p>13Cabs</p>	<p>Call 13 22 27</p> <p>Wheelchair accessible taxis (WATs) are also available. Simply request a WAT when making a booking</p>
 <p>Uber</p>	<p style="text-align: center;">ADVERTISED PLAN</p> <p>Get a reliable ride in minutes with the Mobile App for each service. No reservations are required</p>
 <p>DiDi</p>	
 <p>Bolt (formerly Taxify)</p>	
 <p>Ola</p>	

6.3. Uber Business

Uber Business is an efficient system that can be used for business travel. It enables work-related trips to be easily charged back to the business and/or projects. The benefits include:

- Handle all your Uber rides in one place and choose a payment method that works best for your business.
- Add people to the account and create customised policies for usage.
- Review individual trip times, locations, vehicle classes and total expenses.
- Send multiple rides simultaneously.
- Know when your riders have arrived at their destination.

Visit www.uber.com/business/ for more information.

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7. Green Travel Planning:

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7.1. Aims of the Green Travel Plan

The following specific objectives for the development have been identified:

- Provide tenants with the information and tools to make informed decisions on their transport habits;
- Promote the use of walking and cycling modes;
- Encourage the use of public transport to/from the site;
- Increase the usage of existing car share options for business journeys;
- Make visitors to the site aware of the sustainable transport alternatives; and
- Discourage the use of private vehicles where there is suitable access to alternative, more sustainable transport options.

The overall aim of the Green Travel Plan is to limit the number of staff who would otherwise require access to their own private motor vehicle by facilitating alternatives such as public transport, cycling, walking and car sharing.

This Green Travel Plan will increase the use of walk, cycle and public transport modes for a range of trip types and provide the following benefits:

- An improved amenity and environment;
- Promote healthy forms of transport through walking and cycling trips;
- Reduce pressures on neighbourhoods through reduced congestion and on-street parking;
- Provide savings for developers through the reduced requirement for parking;
- Improve opportunities for those without access to a car;
- Reduce fuel costs and the reliance on fossil fuels; and
- Promote environmental policies.

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8. Green Travel Targets

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Method of travel to work data from the 2016 Census indicates the following travel mode splits for the suburb of Collingwood (note that 2021 Census data was surveyed during COVID lockdown).

Table 9.1: Collingwood Method of Travel to Work Data

Mode of Travel	Percentage
Car Driver	26.7%
Public Transport ⁴	27.1%
Did not go to work	7.8%
Worked at home	4.7%
Walk	19.5%
Bicycle	8.3%
Motorbike	0.6%
Car as passenger	1.6%
Other	2.0%

Using the above as base data, the following targets are set for the proposed development:

- Aim for 10% of trips by ‘car driver’. This is 16.7% points improvement on the baseline car driver trips within the suburb of South Melbourne as derived by the Census data.
- Aim for 40% of trips by either walking or cycling. This is 12.2% points more than the walking and cycling trips within the suburb of South Melbourne as derived by the Census data.
- Aim for 31.6% of trips by public transport. This is 4.5% points more than the public transport trips with the suburb of South Melbourne as derived by the Census data.
- The implementation and monitoring of the above targets is discussed further in Sections 9 & 10.

⁴ Includes train, bus and tram.

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9. Action Plan:

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9.1. Introduction

A list of actions is presented in this section of the GTP for implementation with the development. 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.

9.2. General Actions

General actions are presented in Table 9.1. These actions are considered mandatory.

Table 9.1: GTP General Actions

Action	Responsible Agent	Date to be completed
Set up a Green Travel Plan Coordinator to monitor the plan. Role to be handed over to Owners Corporation after Year 1.	Applicant	Year 1 and Ongoing
Provide a yearly report to Council on the number of staff, number of cars and bicycle spaces used as well as take up of any specific actions e.g., ride to work day etc.	GTP Coordinator	Annually
Review the effectiveness of the Green Travel Plan initiatives and update the targets and objectives of the Green Travel Plan.	GTP Coordinator	Every 5 years
Update the Green Travel Plan if any major changes occur such as updates to the bicycle or public transport network.	GTP Coordinator	As required.

9.3. Walking and Cycling Actions

The GTP active transport actions are presented in Table 9.2.

Table 9.2: GTP Active Transport Actions

Action	Responsible Agent	Date to be completed
Provide lockers, showers/change rooms for those employees who wish to cycle or walk to work.	Applicant	To be completed prior to opening.
Bicycle parking areas are installed in well secured and signed locations.	Applicant	To be completed prior to opening.

Promote sustainable transport events such as Ride to Work and Walk to Work Day.	GTP Coordinator	Annually
Provide employees with an active transport pack that identifies the walking and cycling facilities in the area.	GTP Coordinator	On occupation and ongoing
Promote the use to active transport to employees living in reasonable proximity to the subject site.	GTP Coordinator	On occupation and ongoing
Promote awareness of cost saving and environmental benefits of active transport in comparison with car ownership and travel.	GTP Coordinator	On occupation and ongoing.

9.4. Public Transport Actions

The GTP public transport actions are presented in Table 9.3.

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Table 9.3: GTP Public Transport Actions

Action	Responsible Agent	Date to be completed
Provide staff with a free Myki card pre-loaded with \$10 value instead of provision of car parks or provision of company cars.	Owners Corporation/ GTP Coordinator	On occupation
Provide new staff with a kit containing information on all public transport options including timetables, public transport maps, Public Transport Victoria information, locations of myki outlets and TravelSmart map showing walking and cycling routes.	GTP Coordinator/ Applicant	On occupation
Promote awareness of the area with maps and timetable information for all relative public transport. This can be achieved via notice board or information board within lifts.	GTP Coordinator	Ongoing
Promote awareness of cost saving and environmental benefits of public transport in comparison with car ownership and travel.	GTP Coordinator	Ongoing

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9.5. Private Vehicles

The GTP private vehicle actions are presented in Table 9.4.

Table 9.4: GTP Private Vehicle Actions

Action	Responsible Agent	Date to be Completed
Encourage carpooling between employees to reduce single occupancy car trips.	GTP Coordinator	On occupation and ongoing

10. Monitoring and Reporting:

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10.1. 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 employees travel.

10.2. Review

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

- Reviewing the travel modes splits every year for the first three years and every other year thereafter, through employee surveys.
- Setting new GTP targets where necessary.
- Reviewing the action plan elements for effectiveness, adjusting 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 depend on a wide range of factors, but predominantly rely on the commitment and desire of participants to modify their travel habits. The on-going application of an effective GTP should result in a decline in car usage as other modes increase their share of the travel load.

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