

## ADVERTISED PLAN

### **77-83 Sutton Street, North Melbourne** Green Travel Plan



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4 April 2023

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# 1 INTRODUCTION

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onemilegrid has been requested by Fusion Project Management to prepare a Green Travel Plan for the proposed mixed-use development at 77-83 Sutton Street, North Melbourne.

As part of the Planning Permit (P653/2021) issued on 6 August 2021 for the development, Department of Transport have included a condition relating to the preparation of a Green Travel Plan as follows:

*Before the occupation of the development or any part of the development, a Green Travel Plan must be submitted to and approved by the Head, Transport for Victoria and the Responsible Authority. When approved, the Green Travel plan will be endorsed and will form part of this permit. The Green Travel Plan must include, but not be limited to, the following:*

- (a) The objectives must be linked to measurable targets, actions and performance indicators;*
- (b) A description of the existing active private and public transport context;*
- (c) Initiatives that would encourage [residents/employees/visitors/customers/students] of the development to utilise active private and public transport and other measures that would assist in reducing the amount of private vehicle traffic generated by the site;*
- (d) Timescale and costs for each action;*
- (e) The funding and management responsibilities, including identifying a person(s) responsible for the implementation of actions; and*
- (f) A monitoring and review plan requiring annual review for at least five years.*
- (g) Resident/employee/ welcome packs (eg: provision of Myki card)*
- (h) The promotion of various public transport smartphone applications, such as the Public Transport Victoria app and/or train or tram tracker;*
- (i) Tram, train and bus timetables be installed in prominent locations in lifts and public areas (on noticeboards, etc)*
- (j) The installation of signs in prominent locations advising of the location of existing and proposed car-share schemes, bicycle parking facilities for residents and visitor, tram stops, taxi ranks, railway stations, bus stops and bicycle paths;*
- (k) Signage and wayfinding information for bicycle facilities and pedestrians pursuant to Australian Standard AS2890.3;*
- (l) Ensure that access to the on-site parking is restricted and controlled;*
- (m) Establishment of a car-pooling database for residents*

These items are addressed as part of the following Green Travel Plan.

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## 2 DEVELOPMENT PROPOSAL

### 2.1 General

It is proposed to develop the site for the purposes of a mixed-use development, comprising apartments, two food and drink premises, a coworking space and communal amenities.

The development schedule for the proposed mixed-use development is shown below in Table 1.

**Table 1 Proposed Development**

<i>Use</i>	<i>Component</i>	<i>No./Area</i>
Dwellings	1-Bedroom Apartment	78
	2-Bedroom Apartment	127
	3-Bedroom Apartment	9
	<b>Total</b>	<b>214</b>
Food and Drink Premises	Food and Drink Premises	130 m <sup>2</sup>
	Micro Cafe	25 m <sup>2</sup>
Office	Coworking Space	141 m <sup>2</sup>

Communal amenities proposed include a gymnasium, private dining room, games room and various communal open space areas. These will be accessible only to residents of the development, and are ancillary to the primary use.

### 2.2 Access

The site is proposed to provide a number of access points across the site. Vehicle access to the parking area and basement will be provided by a crossover to Sutton Street, located in the northeast corner of the site. The accessway will allow for two-way vehicle movements and have a footpath running adjacent.

It is proposed to provide a laneway along the western and southern boundaries to provide for pedestrian and cyclist connectivity as indicated as part of the Macaulay Structure Plan. The laneways will connect to surrounding development in the future, providing increased permeability in the area.

Pedestrian access to the site will primarily be provided from the lobby access from the laneway at the Sutton Street frontage. Access to the food and drink premises will also be provided from the laneway. An additional entrance for residents will be located at the southwest corner of the building.

Cyclist access will be facilitated primarily through the southern lobby access via the laneway with cyclists also able to access the parking compound through the car parking area.

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## 2.3 Parking

### 2.3.1 Bicycle Parking

A total of 145 bicycle parking spaces are proposed across the development with 129 spaces located in secure bike store on the ground floor and 16 spaces at horizontal rails along the north-south laneway and Sutton Street frontage. Resident, staff and residential visitor parking can be accommodated within the proposed ground floor bicycle store.

A total of 51 bicycle spaces are proposed at horizontal on-ground bicycle racks including 35 within the bicycle storage area and the 16 spaces along the laneway and Sutton Street frontage.

Shower/changeroom and end-of-trip facilities are also provided on the ground floor of the development, with 2 shower/changerooms provided in total.

### 2.3.2 Car Parking

Car parking is proposed across two basement levels and a portion of the ground level containing spaces for 195 cars, including one accessible space. It is proposed to allocate these spaces as shown in Table 2.

**Table 2 Car Parking Allocations**

<i>Use</i>	<i>Component</i>	<i>Allocation</i>
Dwellings	1-Bedroom Apartment	45
	2-Bedroom Apartment	127
	3-Bedroom Apartment	18
Food and Drink Premises	Food and Drink Premises	4
	Micro Cafe	1
Office	Coworking Space	0
<b>Total</b>		<b>195</b>

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## 3 GREEN TRAVEL PLAN

A Green Travel Plan is a suite of initiatives and services employed to encourage travel mode behaviour change and to promote 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 Melbourne indicates that approximately 30% of work trips within the LGA are by car drivers. Consequently, the objective of this Green Travel Plan will be to increase the proportion of sustainable transport mode use by 5% from the municipality average, to continue supporting the shift from trips made by private vehicle.

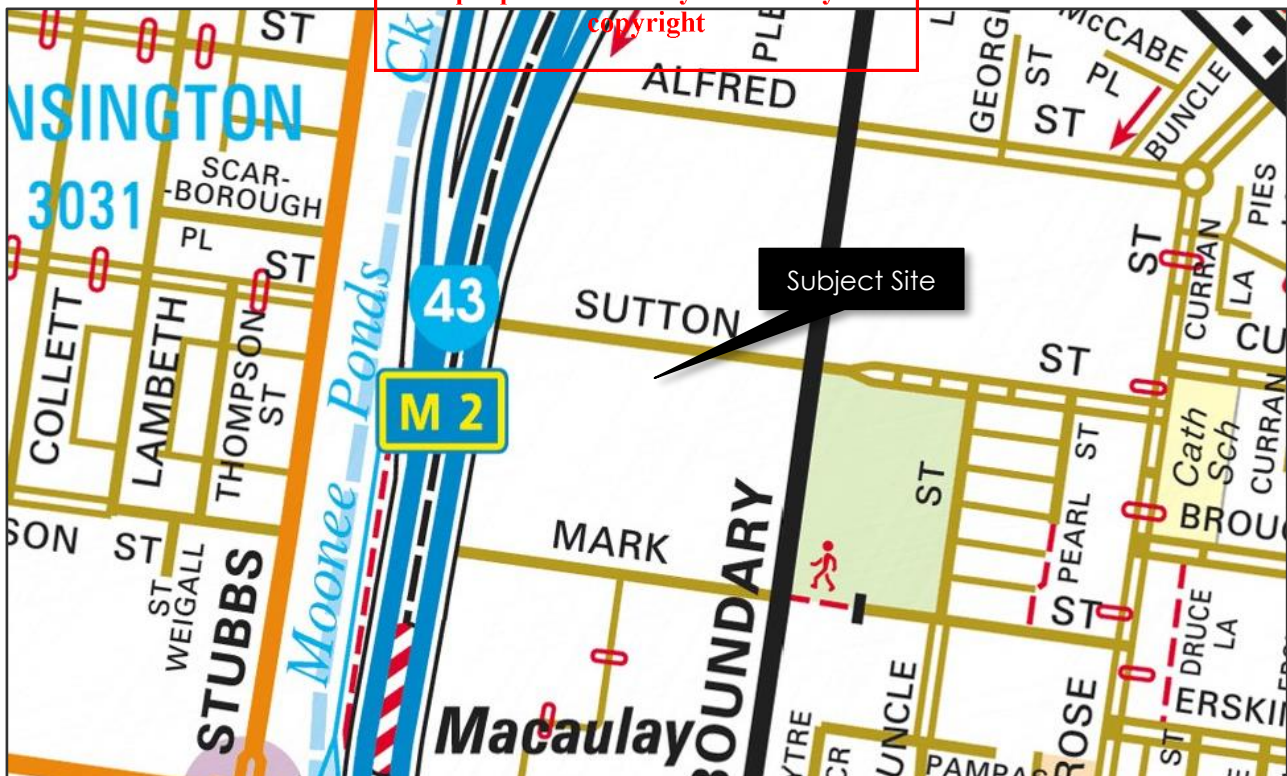
## 4 SITE LOCATION & SUSTAINABLE TRANSPORT

### 4.1 Site Location

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The subject site is located on the southern side of Sutton Street to the west of Boundary Road as shown in Figure 1. The site is addressed as 77-83 Sutton Street, North Melbourne.

Figure 1 Site Location



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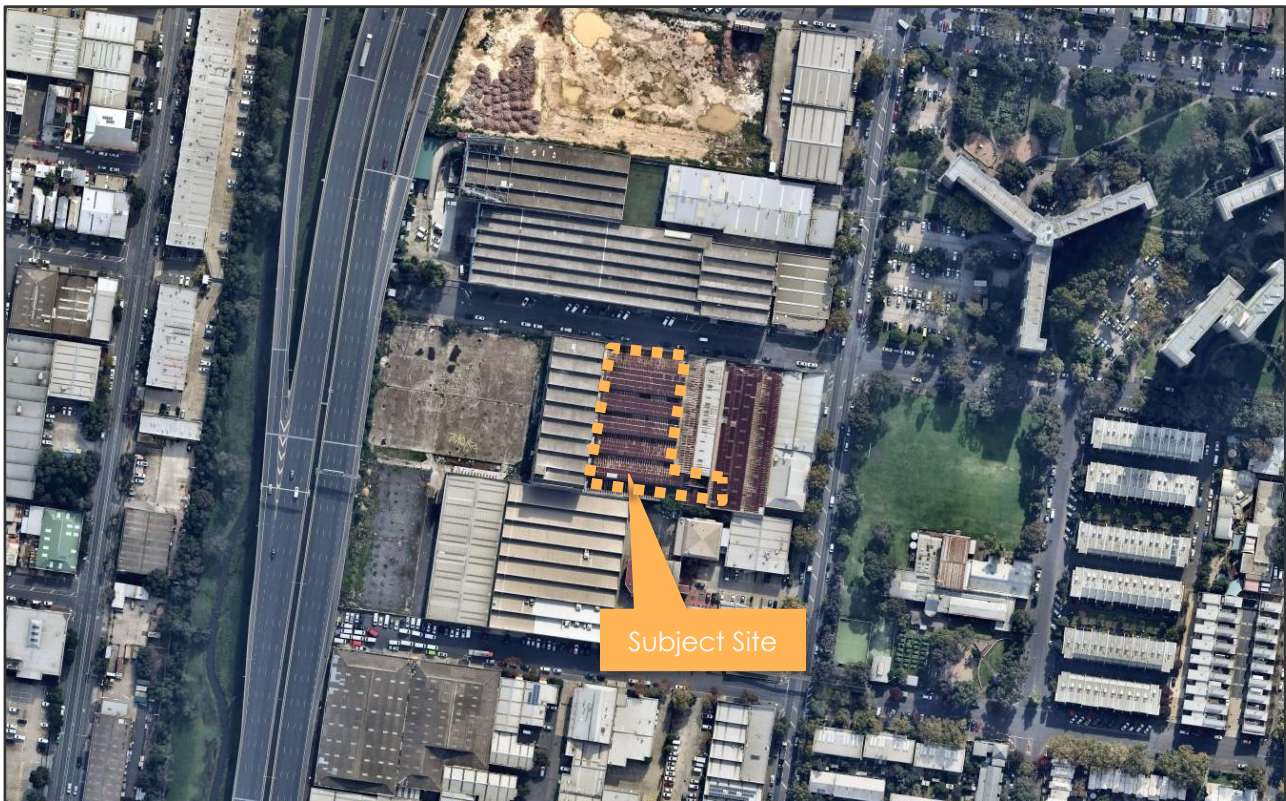
The site is currently occupied by a warehouse development with an approximate area of 3,340m<sup>2</sup>. The site is irregular in shape with a frontage of 43 metres to Sutton Street and a depth of 74 metres. The south eastern corner of the site protrudes to the east approximately 19 metres with a depth of 16 metres.

The site currently has access to Sutton Street via two single width crossovers, each facilitating one-way movements.

Land use in the immediate vicinity is mixed, including a range of residential and commercial uses. Additionally, the site is located within the strategically defined Macaulay Structure Plan which guides the future use and development of the area.

An aerial view of the subject site in the context of its surrounds is provided in Figure 2.

**Figure 2 Site Context (28 April 2020)**



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## 4.2 Sustainable Transport

### 4.2.1 General

An extract of the TravelSmart Map for the City of Melbourne is shown in Figure 3, highlighting the public transport, bicycle and pedestrian facilities in the area.

The site has excellent access to sustainable transport modes, with train, tram and bus services easily accessible from the site, and excellent access to formal and informal cycling routes.

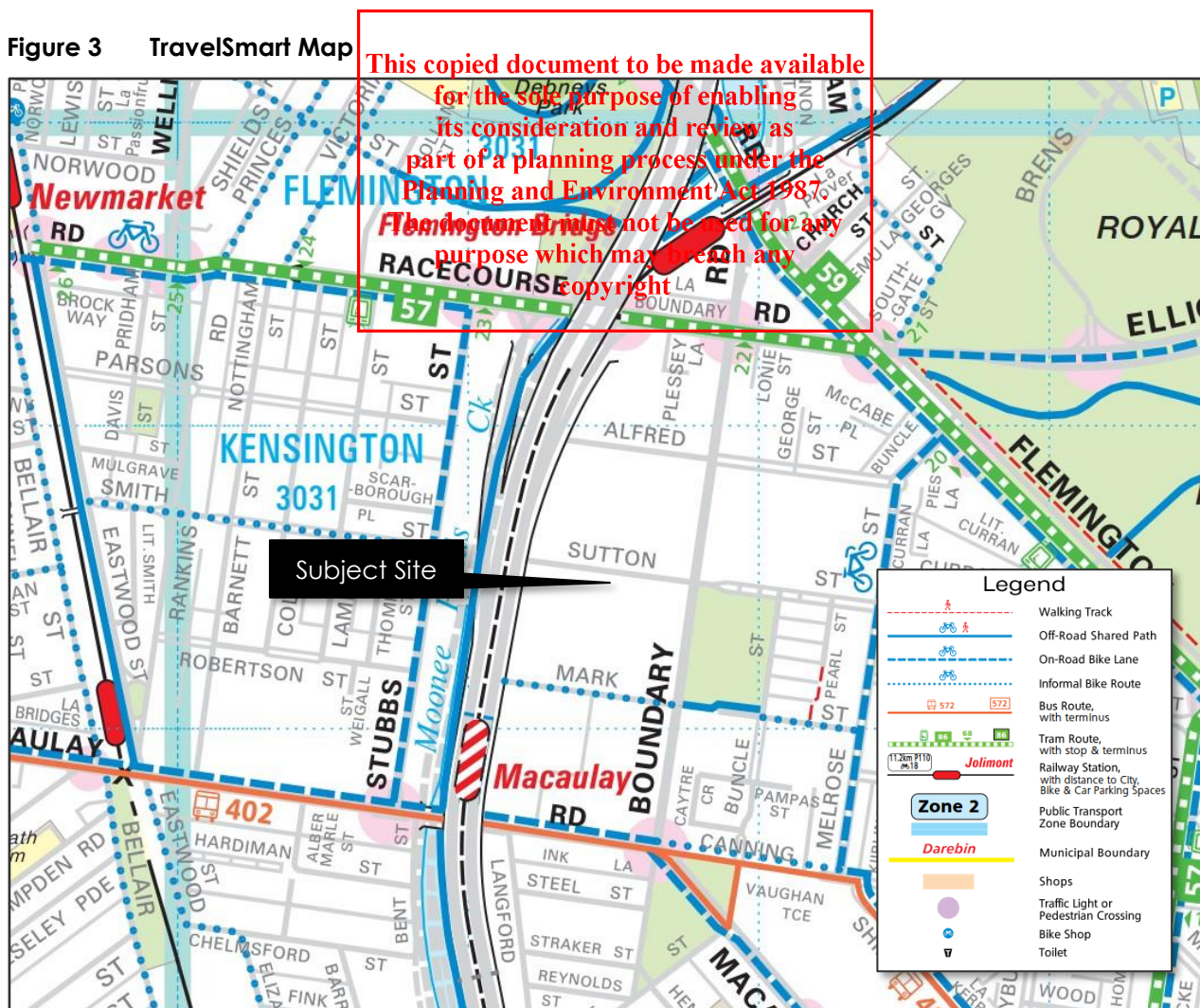
Macaulay Railway Station is located approximately 350 metres to the south and Flemington Bridge Railway Station is located approximately 430 metres north from the site, offering excellent access to the Upfield train line as well as access to the Melbourne CBD. The Arden Metro Tunnel Station will also be constructed to the south of the site adjacent to Queensberry Street.

Tram stops are located 330 metres to the north on Racecourse Road and 450 metres to the east on Flemington Road, providing connections through to the CBD and the northwest.

Flemington Road to the east and Macaulay Road to the south provide access to the metropolitan bus network in compliment to the above train services.

In addition to the public transport above, the site has good access to cycling routes, with the Moonee Ponds Creek Trail to the site's west providing excellent north-south connectivity, and various on-road routes including Macaulay Road and Flemington Road, providing further cycling connectivity.

Figure 3 TravelSmart Map



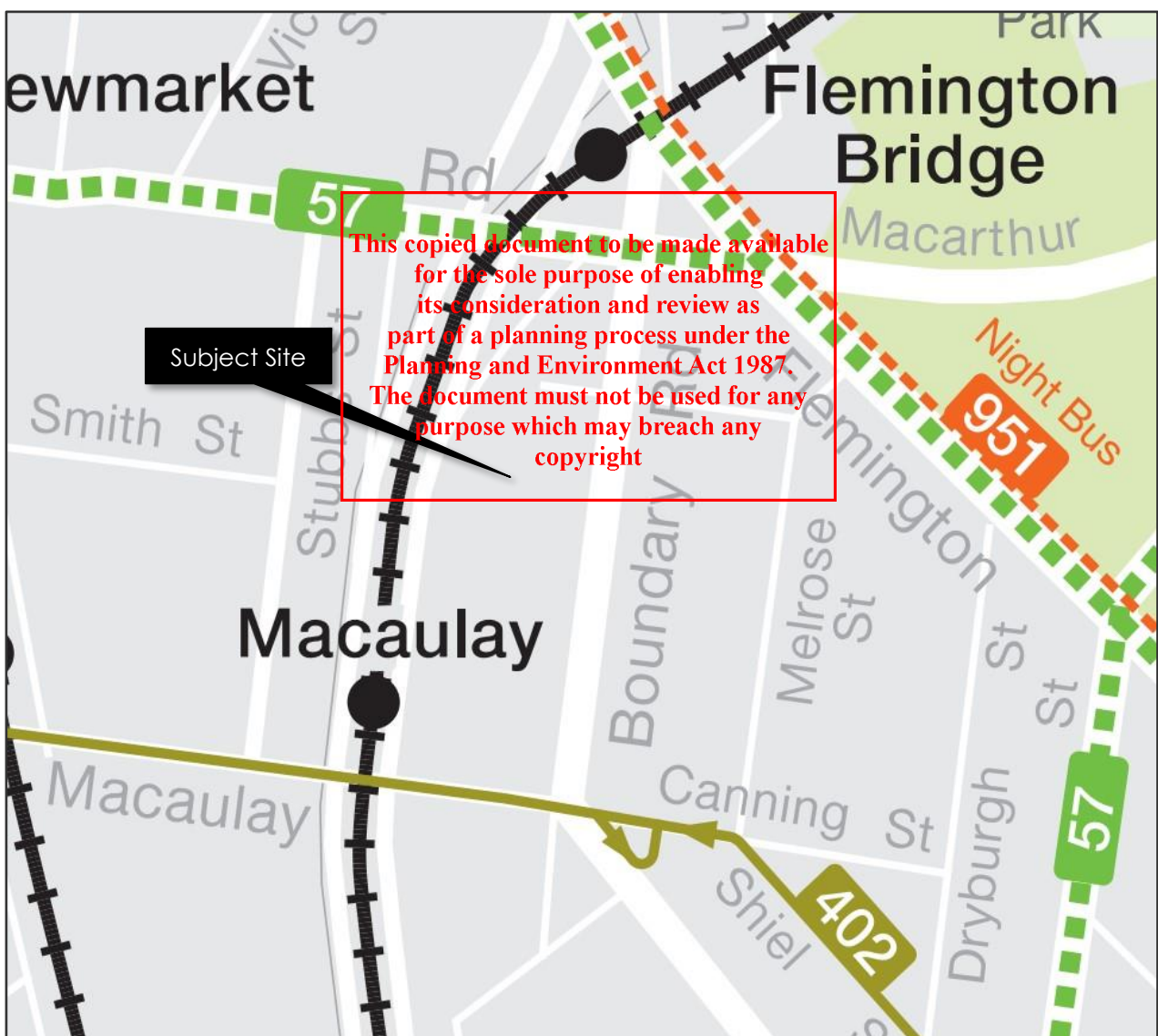
## 4.2.2 Public Transport

The full public transport provision in the vicinity of the site is shown in Figure 4 and detailed in Table 3 below.

**Table 3 Public Transport Provision**

Mode	Route No	Route Description	Nearest Stop/Station
Train		Upfield Line	Macaulay
Tram	57	West Maribyrnong - Flinders Street Station, City	Racecourse Road
	59	Airport West - Flinders Street Station, City	Flemington Road
Bus	402	Footscray Station - East Melbourne via North Melbourne	Macaulay Road
	951	Night Bus - City - - Glenroy	Flemington Road

**Figure 4 Public Transport Provision**



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## 4.3 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 84/100 and is very walkable, with most errands able to be accomplished on foot.

## 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 Bicycle Facilities

The development proposed bicycle parking in excess of the minimum statutory requirements, with secure facilities provided on the ground floor. Bicycle parking facilities are located in close proximity to the pedestrian and vehicle entrance and will be made available for residents, visitors and staff.

Furthermore, a considerable proportion of bicycle parking spaces are provided in horizontal racks, which provide opportunities for all users, including the elderly, and electric bicycle users.

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 ground level 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.

Wayfinding signage will be provided between site access points and the bicycle parking facilities to assist with navigation through the development. All signage will be installed in accordance with AS2890.3.

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## 5.4 Bicycle User Group

Bicycle User Groups (BUGs) are groups of people who identify as bike riders, particularly those who ride for their commute. As part of the development the Owners Corporation will establish a BUG which staff and residents may choose to participate. Typically, BUGs may:

- Run and participate in events such as Ride2Work Day;
- Organise a social after work bike ride to encourage staff to get on a bike, this may include dinner or drinks as an incentive;
- Produce a newsletter / intranet site with information on bicycle facilities, events and shops in the area;
- Establish bike buddy schemes, pairing new riders with experienced riders who share similar routes;
- Advocate for improvements to on and off-site bicycle facilities;
- Run workshops to share tips, answer questions and start discussions.

## 5.5 End-of-Trip Facilities

The Owners Corporation will ensure that the end-of-trip facilities are made available to staff who may walk, run, cycle or scooter to the site.

Male and female end-of-trip facilities are located adjacent the bicycle storage area for convenient access. The end-of-trip facilities provide the following:

- 2 showers/change rooms;
- Bicycle maintenance equipment including tools, pump, puncture repair products, and cleaning equipment.

The proposed facilities exceed the statutory requirements, with shared changing areas, toilets and basins also provided.

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## 5.6 Public Transport

To encourage public transport use, information sourced from Public Transport Victoria (PTV) will be provided through posters and leaflets. The information detailed will address local services in regard to frequency, location and linkages to other networks. These will be displayed in common areas of the building to ensure they can be accessed by all tenants.

Information will also be provided on how to find and download relevant smartphone applications such as Public Transport Victoria or Tram Tracker.

Information on how to utilise the public transport system, and in particular how to purchase a Myki, the costs of a Myki, and the nearest Myki purchase and top-up locations will also be provided.

To further enhance the attractiveness of utilising public transport, staff can take part in the Myki Commuter Club, which is a program that is run in partnership with PTV and the operator. The program allows staff to save up to 10% on public transport costs, with the cost of the Myki being paid up-front by the operator, and then the employee choosing to pay for the discounted myki as a one-off cost or through salary packaging.

In the event that a very high proportion of staff are regularly driving to work, it is recommended that the operator / management subsidise Myki costs for commuters.

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## 5.7 Car Parking Facilities

The proposed development considers a significant reduction in car parking from the statutory car parking requirements. Through a reduced supply, residents, staff and visitors to the site are expected to contemplate alternative transportation means such as walking, cycling or public transport.

Access to the car park will be controlled, with residents and staff being allocated a parking space and requiring a key card or remote control to enter the parking area from Sutton Street.

## 5.8 Car-Pooling

Car-pooling is when two or more people share a car and travel together. It allows people to benefit from the convenience of the car, whilst alleviating the associated problems of congestion and pollution. Added benefits include reduced operating and parking costs.

Residents and staff will be encouraged to car pool to/from the site with links to popular car pool matching websites provided on the development intranet site.

Parking may be allocated in priority locations for residents and staff who car-pool to the site.

Car-pooling is often regarded by staff who regularly drive to work alone as the easiest and most convenient way for them to shift to a more sustainable form of transport. People may be reluctant to give up the flexibility afforded by driving and so are more willing to either drive others or travel as a passenger occasionally, rather than make a leap to a completely different transport mode.

For an employer, this can have an immediate impact upon demand for parking spaces, reducing parking generation significantly where two trips are now combined in one vehicle.

The following initiatives can be implemented to encourage car-pooling and reduce common issues:

- **Guaranteeing a Ride Home** - Staff who might consider car-pooling, often fear that they may be stranded if their driver becomes unexpectedly unavailable. For example, a driver may have to stay late for an unplanned meeting or leave early to take care of a sick child. In these instances, the site operator will offer taxi vouchers to provide a free guaranteed ride home.
- **Preferential Car Parking Spaces** – Car spaces close to the main entrance will be allocated for car-pool usage exclusively, providing an additional incentive to car-pool to the site; and
- **Car Pooling Database** – A large amount of car-pooling is organised on an informal basis between staff members or neighbours who already know each other. However, a car-pooling database can help potential car poolers from different buildings or departments to get in touch with one another. A matching system and forum will be established on the company intranet, providing an opportunity to link drivers with common origins or destinations.

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## 5.9 Building Intranet Site

An intranet site for the building will be established and maintained by the Owners Corporation, which will include the following information for residents and employees:

- Information and contact details for the Owners Corporation and the Green Travel Plan “Champion”;
- Maps of surrounding bicycle facilities and routes;
- Information on the Bicycle User Group (BUG) established for the development;
- Public transport maps and timetables;
- Information on how to use the public transport system, including how to purchase a Myki, Myki costs and top-up locations, and relevant public transport apps;
- Maps of surrounding services, including shopping locations, schools and services, with suitable non-car-based transport options (i.e., bike and walking routes, and public transport options);
- 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)

## 5.10 Resident, Tenant, and Staff Welcome Pack

All new residents, tenants and staff will be provided with a ‘welcome pack’, which will include the following:

- General information about the development;
- Information regarding the building intranet site and the information contained within, including:
  - + The Car-Pooling Database; and
  - + The Bicycle User Group intranet site, with a link to join.
- Maps of surrounding bicycle facilities and routes;
- Public transport maps and timetables;
- Maps of surrounding services, including shopping locations, schools and services, with suitable non-car-based transport options (i.e., bike and walking routes, and public transport options);
- Links to relevant Green Travel, public transport and local services websites including:
  - + The PTV “Journey Planner” website and mobile app; and
  - + The GoGet, Flexicar and Car Next Door websites.

## 5.11 Wayfinding

Signage and information will be provided within the lobby, providing information to residents, visitors and staff of nearby transport options, including:

- Car-share locations;
- Public transport stops including buses, trams and railway stations;
- Bicycle paths; and
- Bicycle parking and end of trip facilities.

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## 5.12 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 4 Green Travel Initiatives Implementation**

Initiative	Action	Responsibility	Timeframe	Cost*
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 levers and standard hex key, adjustable wrench	Owners Corporation	Prior to occupation	\$
	Add additional bicycle parking spaces if demand increases	Owners Corporation	Post-occupation	\$\$\$
Bicycle User Group	Elect a 'Commuter Champion' / 'Commuter Committee' to run the BUG	Green Travel Champion	At the time of occupation	\$
	Run a special event for Ride2Work Day, where staff are encouraged to ride to work, and may be given a free coffee or breakfast for participation	Commuter Champion	Annually	\$\$
	Run educational workshops on bicycle maintenance and how to commute via bicycle for beginners	Commuter Champion	Ongoing	\$\$
	Provide a free bicycle service day	Owners Corporation	Once annually	\$\$\$
	Provide bicycle insurance for staff who ride to work	Tenant Management	Ongoing	\$\$
	Allow staff to salary sacrifice the purchase of a bicycle	Tenant Management	Ongoing	-
End of Trip	Maintain the end-of-trip facilities	Owners Corporation	Ongoing	\$\$
Public Transport	Provide PTV leaflets and maps in the building lobby	Owners Corporation	Ongoing	\$

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Initiative	Action	Responsibility	Timeframe	Cost*
	Subsidise Myki costs for staff	Tenant Management	Ongoing	\$\$ – \$\$\$
Car-Pooling	Guarantee a ride home by providing cab charge cards or refunds for Ubers	Tenant Management	Ongoing	\$\$
	Preferentially provide car parking to Car Poolers	Owners Corporation	Ongoing	\$
	Set up and manage a Car-Pooling Database	Owners Corporation	Ongoing	\$
Building Intranet	Building intranet site 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 staff and residents on occupation of the proposed development. The survey will be useful to collect information on the travel characteristics of staff and 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 staff and 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 3 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 staff and 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 5 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 sample questionnaire has been prepared for each of the three stages and have been provided within Appendix A. Questionnaires may also be distributed electronically.

Following the first 12 months of assessment, the questionnaire and targets will be reviewed under the guidance of the building manager or 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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# Appendix A Questionnaire Survey Forms

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## STAGE ONE QUESTIONNAIRE – AT OCCUPANCY

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Are you a staff member or resident?

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1. What is your primary mode of travel?

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

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 type="checkbox"/> 'Share car' or similar services |
| <input type="checkbox"/> Walking          | <input type="checkbox"/> Electric Scooter Hire           |
| <input type="checkbox"/> Public Transport | <input type="checkbox"/> Car Pooling                     |
| <input type="checkbox"/> Car pooling      | <input type="checkbox"/> Other, please specify below:    |

If not, why? \_\_\_\_\_

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Thank you for participating in the survey.

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## STAGE TWO QUESTIONNAIRE – 1 YEAR POST OCCUPANCY

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Are you a staff member or resident?

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1. What is your primary mode of travel?

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

2. Has your primary mode of travel change from the previous survey?

- Yes  
 No

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"/> Share car or similar services |
| <input type="checkbox"/> Walking          | <input type="checkbox"/> Electric Scooter Hire         |
| <input type="checkbox"/> Public Transport | <input type="checkbox"/> Car Pooling                   |
| <input type="checkbox"/> Car pooling      | <input type="checkbox"/> Other, please specify below:  |

If not, why? \_\_\_\_\_

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5. 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.

## STAGE THREE QUESTIONNAIRE – 3 YEAR POST OCCUPANCY

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Are you a staff member or resident?

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1. What is your primary mode of travel?

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

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 development?

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Thank you for participating in the survey.

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## STAGE FOUR QUESTIONNAIRE - 5 YEARS ONGOING

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Are you a staff member or resident?

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1. What is your primary mode of travel?

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

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 development?

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Thank you for participating in the survey.

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