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Green Travel Plan

Proposed Mixed Use Development

Northcote Village

Prepared for
T&P Northcote Development Pty Ltd

August 2026

G27176G-01B

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AS/NZS ISO 45001-2018 Occupational Health & Safety Management Systems
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Appendix A Bicycle Parking Locations

1. Introduction

Traffix Group has been engaged by T&P Northcote Development Pty Ltd to prepare a Green Travel Plan for the Proposed Mixed Use Development at Northcote Village.

This GTP is a management tool designed to reduce the reliance on motor vehicles, minimise the negative impacts of transport on the environment, manage car parking demands associated with the development, improve opportunities for those without access to a car and maximise the benefits associated with 'green travel' i.e. health and financial benefits.

This plan sets out a range of actions to be implemented by the Developer, Owners Corporation and Tenants to encourage sustainable travel choices and reduce car dependency by prospective residents, staff, visitors and customers and outlines an implementation program as well as the requirements for monitoring and review of the plan.

It is based on plans dated June 2026.

2. Objectives and Methodology

The objectives of this GTP are to:

- promote travel alternatives such as public transport, cycling, and walking;
- reduce car dependency and greenhouse gas emissions;
- manage car parking demands;
- improve information and opportunities for those without access to a car; and
- benefit the community by minimising the traffic impacts of the development.

The methodology adopted in developing the GTP is as follows:

- review existing documentation and transport conditions;
- establish a management strategy;
- identify appropriate GTP actions for the site; and
- develop an implementation plan and monitoring regime.

The Owners Corporation/Commercial Building Manager(s) will be responsible for the implementation of the GTP and the annual reporting of Travel Demand Patterns to the relevant stakeholders.

3. The Development

3.1. The Proposed Redevelopment

Application plans have been prepared by Wardle.

They detail a staged redevelopment of the site for the purposes of a mixed-use precinct comprising a new full line supermarket, a number of retail tenancies and food and drink premises and three new residential towers.

The proposal seeks to integrate the new retail tenancies with the existing Northcote Plaza mall, whilst also providing a new public realm frontage to the Council Car Park to the east.

The car spaces located on-title at the west of the site (formerly the proposed Office Tower) are proposed to be developed as a Public Open Space offering, with new landscaping and public realm provisions.

3.2. Staging

The proposal is to be delivered in 2 stages.

Stage 1 will include the delivery of the new supermarket and associated loading, basement car park, and podium parking serving the eastern residential towers. In addition, the new podium residential parking access to Separation Street (and streetscape upgrades) with the retail loading and basement parking accessed from the Council car park.

Stage 2 will be the remaining western portion of the site, which will include for a residential tower, with podium car parking, accessed from a shared access via Stage 1.

3.3. Development Schedule

A summary of the proposed floor areas and development schedule is provided in Table 1.

Table 1: Proposed Development Schedule

Use		Stage 1	Stage 2	Total
Supermarket		4,498 m^2	-	4,498 m^2
General Retail/Shop		1,017 m^2	81 m^2	1,098 m^2
Total Commercial		***5,515 m^2***	***81 m^2***	***5,596 m^2***
Residential	Studio	38 no.	26 no.	64 no.
	1 Bedroom	152 no.	94 no.	246 no.
	2 Bedroom	228 no.	90 no.	318 no.
	3 Bedroom	34 no.	8 no.	42 no.
	Total	***452 no.***	***218 no.***	***670 no.***

3.4. Access

3.4.1. General

A summary of the proposed access arrangements is provided in Figure 1.

Discussions of access for each mode is provided in the following sections.

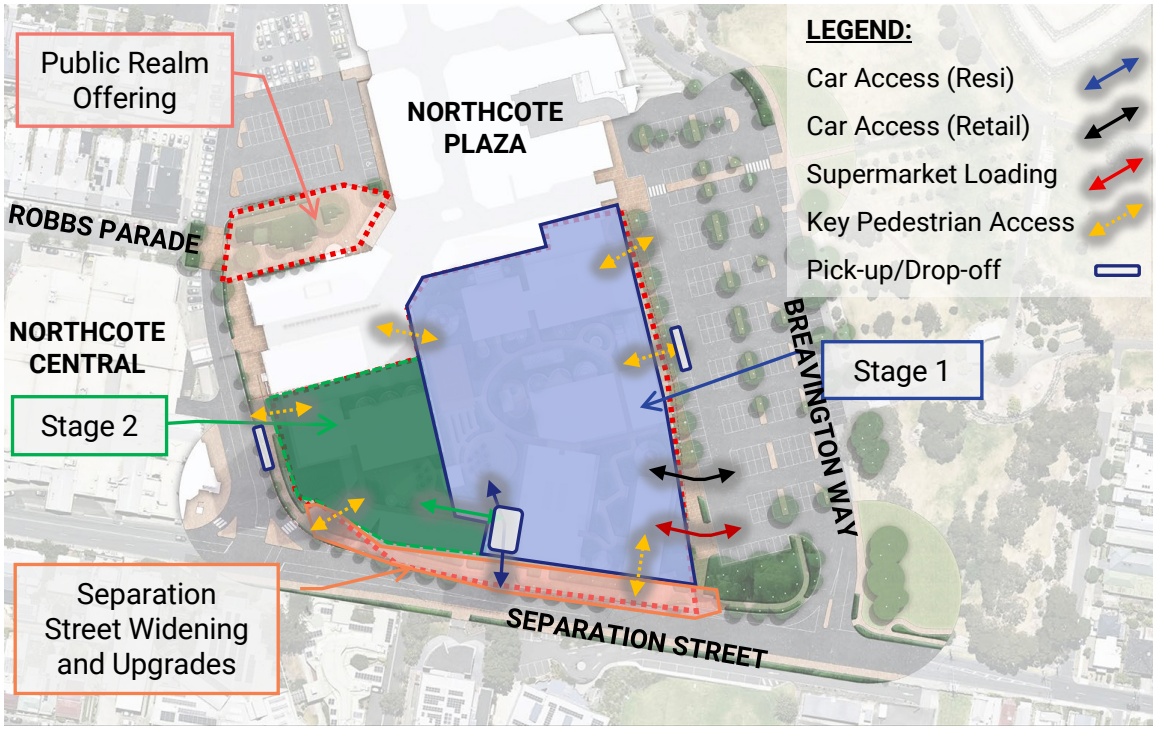


Figure 1: Proposed Development & Staging & Access

3.4.2. Vehicle Access

All existing shopping centre access will be retained.

Access to the retail basement car park will be provided via a new two-way access via the Council car park to the east of the site.

Residents of the development will access their podium parking levels via a new access proposed along Separation Street. This access will be delivered in Stage 1, and will also facilitate the future Stage 2 access.

The plans include a number of pick-up/drop-off areas as described below:

- Stage 1 will provide an internal porte cochere area, accessed from Separation Street, providing internal access and drop of parking for residents/visitors and food delivery services. This access will also serve the podium parking areas for Stages 1 and 2.
- At the eastern side of the site, modifications to the Council car park interface will improve the streetscape interface, and this will include angled parking as well as an indented parking area for pick up drop-off.

- At the western site (Stage 2), it is proposed to retain the existing drop off parking area from the Common Road, but modified to improve and presentation to the redevelopment.

3.4.3. Pedestrian & Cyclist Access

Because of the topography of the site, the site has multiple "ground level" access points.

Key pedestrian access will be provided via the existing Northcote Plaza shopping centre internal mall. Pedestrian crossing and public realm upgrades will improve the linkage to/from Robbs Parade and High Street.

The Separation Street footpath along the southern side of the site will be widened to provide for improved pedestrian amenity and accessibility along the site boundary.

Residential lobbies fronting Separation Street and some individual dwellings with direct abuttal to Separation Street will take direct access and provide activation to the street.

A new footpath will be provided along the eastern side of the site (abutting the Council car park) connecting Separation Street and the new east-west retail plaza. Abutting retail tenancies and residential lobbies will access and activate the new pathway.

Parts of the existing footpath along the western common road will also be improved for pedestrian amenity and accessibility along the site boundary.

Bicycle parking for residents and staff will be in secure stores within basement, ground and podium areas strategically located near to the relevant cores/access points.

Bicycle parking for visitors will be facilitated through the open space areas at each of the main entry points to the new development. This will allow cyclists to ride up to the site boundary and each access point, dismount and then access bike parking.

There is also additional visitor bikes allocated in the basement, over and above the minimum statutory requirements. These will be accessible from the adjacent lift lobbies.

3.5. Parking Provisions & Allocations

3.5.1. Car Parking

The proposal intends to provide 536 car parking spaces on-site split across both stages.

Car parking is provided within one basement level for retail use and podium parking for residents, and is to be allocated as:

- 180 spaces in the retail/publicly accessible area on basement 1 (Stage 1) including:
  - 4 DDA accessible spaces,
  - 6 'direct to boot' parking bays, and
  - 170 spaces for public use by the supermarket and retail users (including 1 small car bay).
- 245 residential car spaces allocated to the dwellings in Stage 1, including 2 car share spaces, 16 tandem bays, and

- 111 residential car spaces allocated to dwellings in Stage 2, including 1 car share space.

The proposal will include 10 spaces as Electric Car Charging spaces. These spaces will be dedicated as shared spaces for visitors, staff and residents to utilise. There will be 4 located in the Basement 1 commercial car park, 4 spaces within the Stage 1 residential car park, and 2 located within the Stage 2 residential car park.

Having regard to the existing parking provisions within Lot 100 (47 spaces) and Lot 102 (44 spaces), and the loss of three spaces for the future pedestrian connection to Robbs Parade this is an increase of 442 car spaces on-site (536 basement less 94 existing relocated).

Depending on the ultimate design of the public realm interface, there is likely to be a reduction in the external parking within the Council car park. This is discussed in the following sections and will be subject to the ultimate agreed design with Council.

3.5.2. Bicycle Parking

The proposal includes the provision of 795 bicycle spaces throughout the site which will be comprised of:

- 689 spaces for residents of the apartments (1 space per apartment)
- 28 spaces for staff of the retail tenancies (1 space per 200m^2),
- 78 spaces for visitors available mixed within the public realm and at ground floor (1 space per 10 apartments, plus 1 space per 500m^2 retail floor area).

The proposal also includes End of Trip facilities with 3 shower changerooms provided.

3.5.3. Motorcycle Parking

The application will include 12 motorcycle parking spaces for residents.

3.5.4. Removed External Car Parking

The proposal includes works to the external public realm. These works will upgrade footpaths and pedestrian connections and landscaping.

It will also result in the removal of some existing car parking within the common property car parking areas within the Council Car Park to the east. We are advised that the loss of parking in the Council car park will be in the order of 15 spaces.

That said, it could be considered that this parking will essentially be replaced within the publicly accessible basement car parking area, is a net increase in retail/publicly available car parking for the shopping centre.

3.5.5. Parking Summary

A summary of the parking provisions is provided in Table 2.

Table 2: Proposed Parking Provisions

Use			Stage 1	Stage 2	Total
Car Parking	Publicly Available Retail/ Supermarket	Standard	170 spaces (including 4 EV)	0 spaces	170 spaces (including 4 EV)
		Click & Collect	6 spaces	0 spaces	6 spaces
		DDA	4 spaces	0 spaces	4 spaces
		Subtotal	***180 spaces***	***0 spaces***	***180 spaces***
	Residents	Standard	245 spaces (including 4 EV)	111 spaces (including 2 EV)	358 spaces (including 6 EV)
		Car Share	Inc. 1 space	Inc. 1 space	Inc. 2 spaces
		Subtotal	***245 spaces***	***111 spaces***	***356 spaces***
Bike Parking	Resident		459 spaces	230 spaces	689 spaces
	Staff		28 spaces	-	28 spaces
	Visitor		56 spaces	22 spaces	78 spaces
	Subtotal		***543 spaces***	***252 spaces***	***795 spaces***
Motorcycle Parking			8 spaces	4 spaces	12 spaces

3.6. Loading & Waste Collection

An on-site loading dock is proposed at lower ground level with access via Separation Street. The loading dock will serve supermarket deliveries and waste collection via vehicles up to a 14.5m semi-trailer.

A further two loading bays are provided within the retail basement car park which will service loading and waste collection for the remaining retail tenancies. These bays have been designed for vehicles up to a 6.4-metre-long Small Rigid Vehicle (SRV).

Residential loading is generally related to residents moving in and out and is anticipated to occur relatively infrequently and can be managed from smaller vans and passenger cars.

Nominated loading areas are shown in Residential Podium parking areas.

Waste collection for residents will occur via private collection utilising a 6.4-metre mini Hino vehicle, which will circulate through the podium parking and collect waste from outside the dedicated waste rooms.

4. Sustainable Transport Opportunities

4.1. Information for Residents & Staff

The provision of information is essential to ensuring that residents, staff and visitors are aware of the opportunities that they may have to access the site in a form other than a private car.

This is important, particularly for those residents with multiple cars, in establishing non car-based travel behaviours in the early stages of occupation.

Accordingly, and following discussion with the applicant, we understand that to implement the GTP and provide residents with associated information, resident welcome packs will be distributed to all new tenants.

A notice board is to be provided within one (or more) of the public areas (i.e. entry lobby and/or lifts), which will provide basic Green Travel information (maps/timetables).

The Owners' Corporation/ may also choose to include relevant information (including a copy of this plan) electronically via the Owners' Corporation intranet or webpage.

It is recommended that this includes a copy of the TravelSMART map in the vicinity of the subject site and any other relevant bicycle and walking maps. An excerpt of the TravelSMART map for the Darebin City Council is shown at Figure 2 below, and identifies the currently available bicycle and pedestrian infrastructure in the vicinity of the site. A description of these facilities and opportunities for the site to take advantage of them is provided in the following sections.

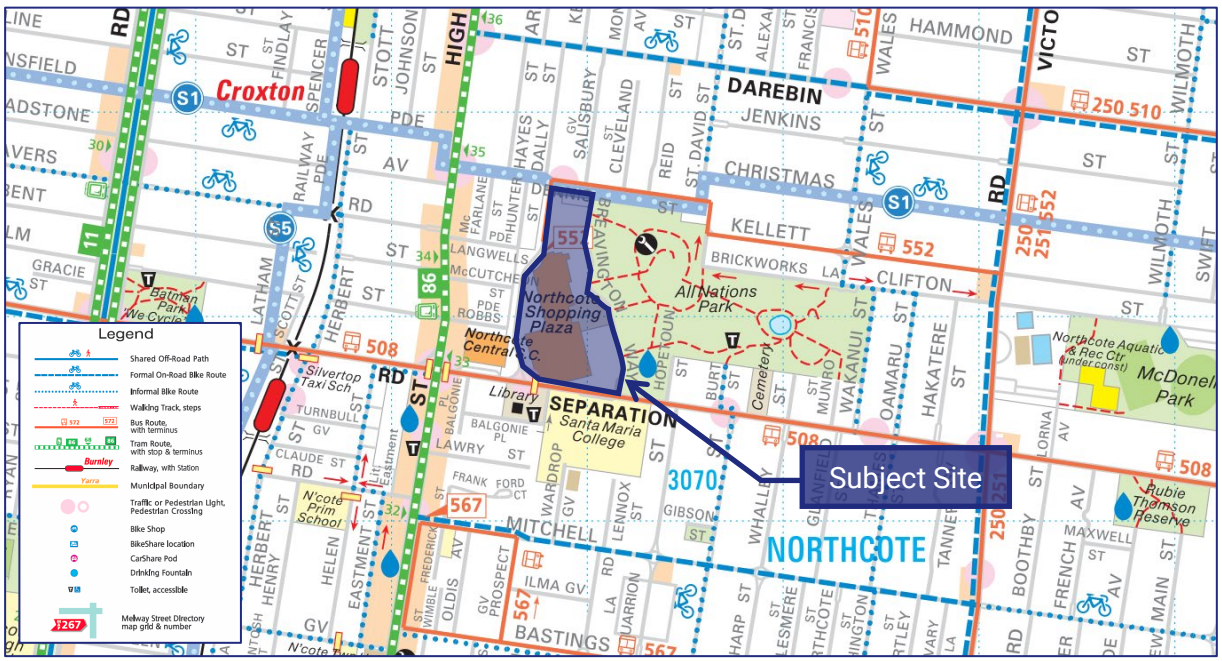


Figure 2: Excerpt of Darebin TravelSMART Map

4.2. Reduced Car Parking Provisions

The site has a maximum requirement to provide at most 1,473 car parking spaces. However, the application plans propose a significant reduction in parking with only 536 car spaces.

The reduced provision of on-site car parking will actively encourage residents, staff and visitors to utilise alternative transport modes to access the site as they may not be allocated an on-site car parking space.

Similarly, the shared use of on-site parking for visitors of each of the different uses and provision of a number of mixed uses as part of the proposed development will inherently allow visitors and customers of the site to take advantage of shared trips where multiple uses can be accessed in the same trip, thereby reducing the number of motor vehicle trips to the site.

4.3. Walking & Accessibility

The site is well located to promote walking to everyday services, being situated within the Northcote Activity Centre and forming part of an existing (and proposed to be improved) Shopping Centre.

The proposal includes significant improvements to pedestrian accessibility and amenity surrounding the site to take advantage of the existing infrastructure in the area.

Accordingly, the site currently scores a Walk Score of 96, which means that it is a “Walker’s Paradise” and that daily errands do not require a car.

A site’s walk score is calculated based on the walking distance to local amenities, such as supermarkets, schools, parks, public transport, etc.

Whilst residents may require a car for larger shopping trips, the majority of their daily convenience shopping trips and recreational trips can be completed in the proximate area.

4.4. Taxi & Ride Share Accessibility

The site is accessible by taxi, UBER and other ride share services which can provide mobility for residents, employees, customers/guests when they require transport to/from off-site locations. Residents and staff should be provided with information regarding these services.

The development will provide an internal porte cochere area, accessed from Separation Street providing short term pick-up and drop off parking for taxi and ride share services.

4.5. Public Transport Accessibility

4.5.1. Access to Services

The site is well served by public transport with train, tram and bus services accessible within walking distance. The available services in the vicinity of the site include:

- Train services on the Mernda line accessible from Northcote Railway Station, 550 metres to the west of the site.

- Tram Route 86 operates between Bundoora RMIT and Waterfront City Docklands, with stops provided within approximately 200 metres to the west of the site on High Street.
- Bus Route 508 operates between Alphington and Moonee Ponds, with stops provided along the site boundary on Separation Street.
- Bus Route 552 operates between North East Reservoir and Northcote Shopping Plaza, with stops provided in the site at the northern boundary.

Figure 3 shows the Public Transport Victoria (PTV) map of the City of Darebin in the context of the subject site, whilst Figure 4 illustrates the site location in this context, including 400 metre and 800 metre radii to demonstrate how easily the site can access these services.

The proposal includes convenient pedestrian linkages across the site and to existing pedestrian infrastructure on Separation Street and Robbs Parade that will link with existing tram and bus stops.

The relocation of the bus stop at the site frontage will conveniently link with the future plaza through the redeveloped site allowing convenient and immediate access to public transport services.



Figure 3: Public Transport Victoria (PTV) Map - City of Darebin

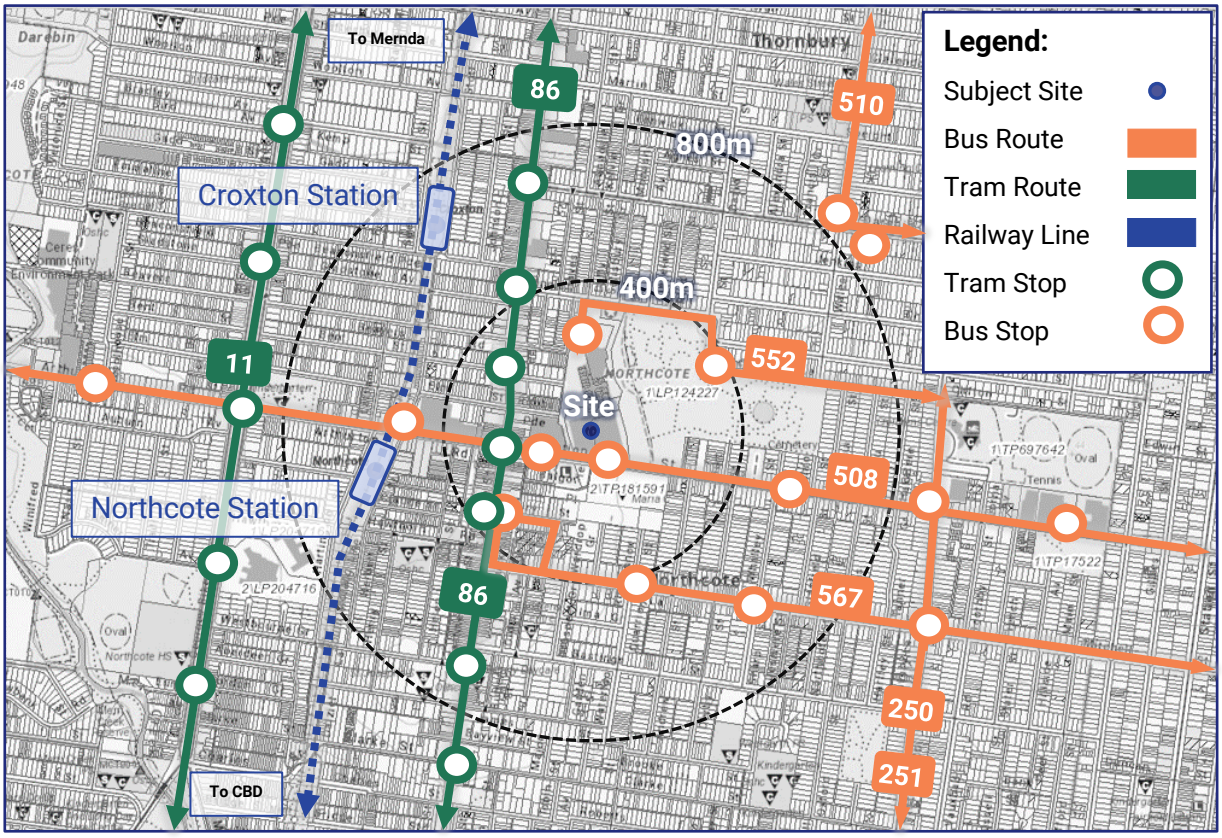


Figure 4: Public Transport Services in the Vicinity of the Site

4.5.2. Journey Planning

Staff and residents should be encouraged to utilise the "PTV Journey Planner" available online at the PTV website and via Smartphone Applications.

Additional information on public transport facilities and service times can be obtained from Public Transport Victoria (Ph: 1800 800 007, ptv.vic.gov.au).

4.6. Bicycle Network Accessibility

The City of Darebin is a very bicycle friendly municipality and the suburb of Northcote provides for access to multiple on and off-road bike lanes, paths and routes in proximity to the site.

The subject site has access to bicycle infrastructure with on-road bicycle lanes and informal bicycle routes on many roads in the immediate vicinity of the subject site, including Dennis Street, Darebin Road and Arthurton Road. An off-road shared path is also provided on St. Georges Road, west of the site.

The proposal includes a generous provision of bicycle parking on-site with convenient cyclist / pedestrian access. This will actively encourage the use of bicycle for future residents and employees.

An excerpt from the Transport Victoria Bicycle Infrastructure Network is provided at FIGURE, illustrating the surrounding bicycle priority network.

The provision of on-site bicycle parking will actively encourage residents, staff visitors/customers to access the site using a bicycle, thereby reducing motor-vehicle trips.

The site should also consider the provision of a bike repair facility and with suitable repair and bike servicing tools and kits.

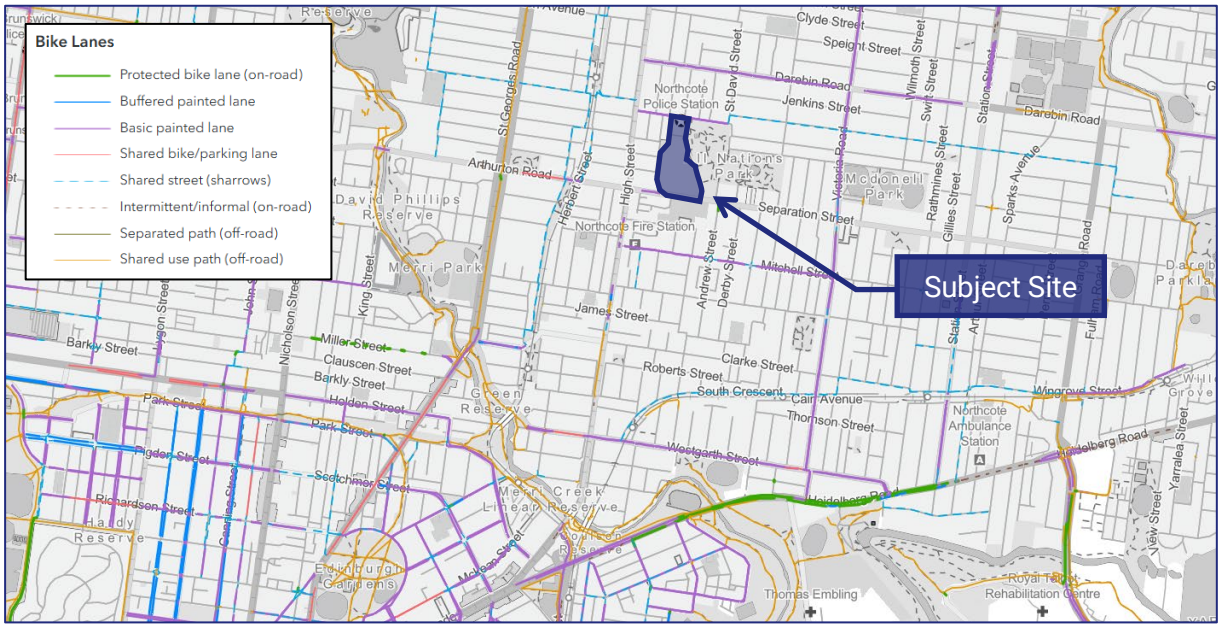


Figure 5: Transport Victoria - Bicycle Infrastructure Network

4.7. Car Pooling

The Resident Owners Corporation should consider encouraging car pooling for residents, to actively reduce the number of single occupant car trips. This could be managed through the Owners Corporation or via an online subscription to an existing online car pooling website (such as coseats.com or shareurride.com.au).

4.8. Car Share

Car sharing schemes have been operating in Melbourne since 2003 with a number of inner metropolitan Councils actively supporting their use by allocating public spaces throughout their municipalities for the purposes of accommodating 'car share' cars[1].

The City of Darebin supports 'car sharing' schemes by allocating spaces within private developments and Council operated off-street car parks for the purposes of accommodating 'car share' cars operated by Flexicar, Go Get and GreenShareCar.

The car share scheme provides an alternative to private vehicles and encourages the use of sustainable modes of transport for the majority of trips. Car share facilities offer personal and

[1] The three main schemes supported by these Councils are Flexicar (www.flexicar.com.au), Go Get Car Share (www.goget.com.au) and Green Share Car (www.greensharecar.com.au).

commercial or business memberships, and can be more convenient for short trips as payment is generally on a per hour basis.

A number of commercially operated car share pods which are available in the vicinity of the subject site are shown in Figure 6, with the following two most closely located:

- Elm Street/High Street (GoGet) – approximately 150 metres to the west of the site
- Little Eastment Street/Arthurton Road (Flexicar) – approximately 250 metres to the west of the site

The application plans provide for three (3) car share spaces as part of the development. It is intended that these car share spaces will service those residents who may not own a private motor vehicle, but might require one for an occasional trip.

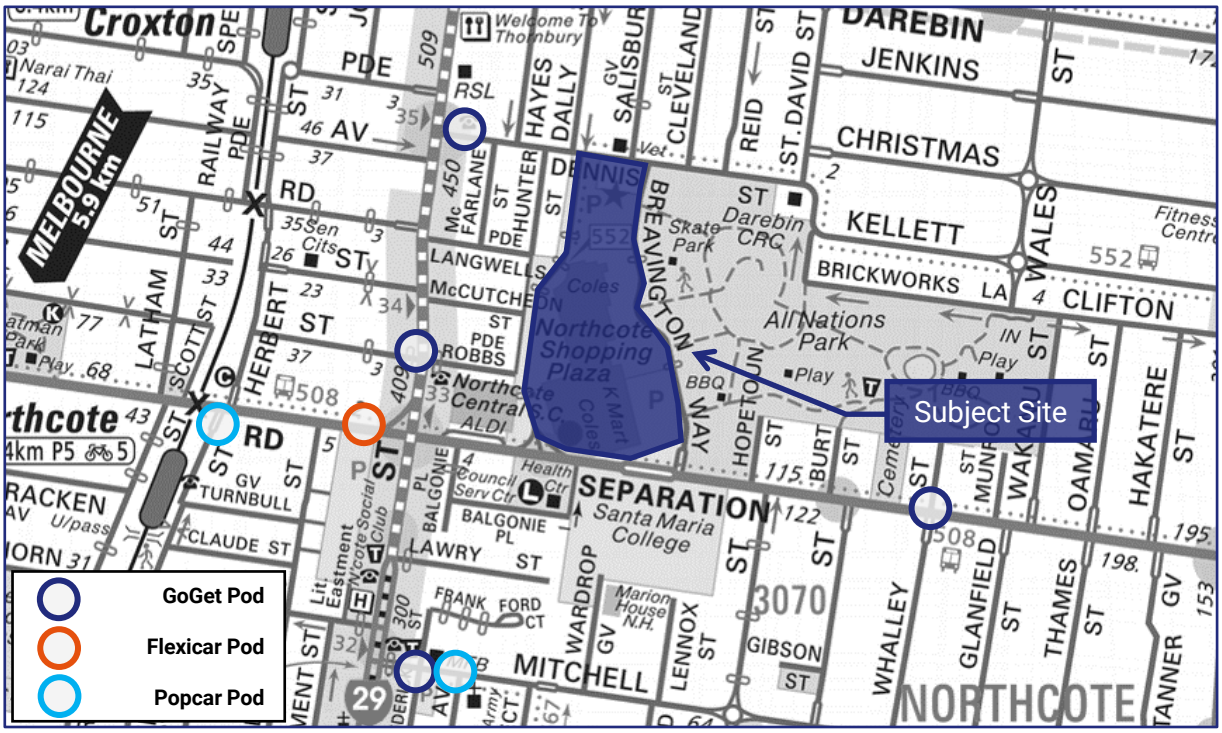


Figure 6: Proximate Car Share Pod Locations

4.9. Electric Car Charging

The proposal includes the provision of 10 car spaces with dedicated on-site electric vehicle charging provisions, inclusive of 6 EV spaces located throughout the residential car parking, and 4 EV spaces located within the commercial car park.

The provision of electric vehicle charging bays with charging infrastructure in public locations on site is in line with the sustainable transport goals set out by the City of Darebin.

It will also contribute to a reduction in Carbon Emissions by reducing the number of oil-fuel based vehicles.

5. Actions

The Green Travel Plan aims to reduce the number of single occupant vehicle trips undertaken by any residents, tenants and visitors of the proposed development.

The following actions aim to improve the overall accessibility of the site and foster sustainable travel behaviour. In general, the Owners Corporation will be responsible for the ongoing implementation of the actions identified within the Green Travel Plan.

An Owners Corporation representative/s should be nominated to 'Champion' and oversee the implementation of the Green Travel Plan and to discuss the opportunities available to the site with individual tenants and/or identify areas for improvement.

A summary of the responsible party for each action within the Green Travel Plan and the stage of implementation, has been provided at Table 3.

Table 3: Summary of the Responsible Party for Each Action within the Green Travel Plan

Action	Responsibility	Implementation
Information and Promotion		
Display information regarding alternate sustainable travel modes within a public area, i.e. notice boards in entry lobby and/or lift, or alternately provide relevant information via an Owners Corporation webpage or intranet. Minimum information required includes: - Map(s) indicating the location of the most proximate train, tram and bus stops to the facility, bicycle facilities and car share facilities (e.g. TravelSMART Map of Darebin, available from https://www.darebin.vic.gov.au/Parking-roads-and-transport/Planning-your-trip/Public-transport). - Information on public transport fares and nearby outlets selling public transport tickets. Information is available from Public Transport Victoria (Ph: 1800 800 007, ptv.vic.gov.au). - Provision of train, tram, and bus timetable information (or relevant links). - The board/webpage should display an overview of frequencies and service times, and provide relevant phone numbers and web links to Public Transport Victoria and Yarra Trams timetabling services. - Contact details for car share schemes and online carpooling websites to encourage reduced single occupant car trips. - Details for taxi, UBER and ride share schemes to facilitate access to/from the site for staff, residents, visitors and customers.	Owners Corporation	On-going

Action	Responsibility	Implementation
Provide each apartment with a relevant Green Travel Welcome Pack. The welcome pack should include: - Train, tam and bus timetables of the key routes in the nearby area. - Map(s) indicating the location of the most proximate train, tram and bus stops to the facility, bicycle infrastructure, car share facilities and pedestrian walking paths (e.g. Travel Smart Map of Darebin, available from https://www.darebin.vic.gov.au/Parking-roads-and-transport/Planning-your-trip/Public-transport). - Map(s) indicating the location of both on-site and off-site bicycle parking facilities. - Contact details for car share schemes and online carpooling websites to encourage reduced single occupant car trips.	Owners Corporation	On-going
Promote state and national sustainable events such as Walk to Work day, Ride to Work day and World Environment day (via email and intranet). The dates for these events and for other environmental events can be found at https://www.eev.vic.edu.au/environmental-days-and-weeks	Owners Corporation	On-going
Provide directional signage on the site for nearby public transport services, taxi services, bicycle paths, and bicycle parking areas.	Builder/ Developer	Owners Corporation
Cycling		
Bicycle facilities should be secure, easily accessible and clearly visible to residents and visitors to assist in promoting this mode. The location and details of access to the bicycle parking should be detailed to residents as part of the welcome pack.	Builder/ Developer	Development Stage
Provide an on-site bicycle repair toolkit available for staff and residents within the secure bicycle parking area. Toolkit could include puncture repair equipment, bicycle pump, spanner, hex-keys etc.	Owners Corporation	On-going

Action	Responsibility	Implementation
Encourage meetings between Green Travel Champions to assist with the management and coordination of bicycle user needs. For example, the Champion may investigate or advocate for: - Group activities/rides - Additional bicycle parking (if there is a demand) through the reallocation of space within the car parking areas, including any underutilised car parking (as available).	Owners Corporation/ Tenants	Owners Corporation/ Tenants
Parking		
Parking spaces on-site should be secure and controlled. Residents need to be aware of the allocation of parking spaces.	Builder/ Developer	Development Stage
Provide electric charging spaces on-site in the resident parking areas.	Builder/ Developer	Prior to Occupation
Car Pooling		
Encourage car-pooling between residents.	Owner Corporation	On-going
Car Share Schemes		
As an added incentive to encourage the use of car share schemes the Owners Corporation could investigate/negotiate with existing operators in the area to provide discounted introductory memberships for new residents.	Owners Corporation	Prior to occupation

6. Travel Modes and Targets

6.1. Discussion

It is important to note that when setting targets for the proposed development, consideration should be given to the existing travel patterns for people working within the nearby area (or indeed the subject site).

The limited number of car parking spaces and the excellent level of public transport access in this locality, and proximity to shops and everyday services will inherently reduce car trips.

6.2. Journey to Work for Residents

6.2.1. Existing Journey to Work Data for Site and Similar Areas

A comparison of the ABS 'Journey to Work' data for the 2016[2] Census between residents living in the suburb of Northcote (in which the subject site falls within) and the City of Darebin LGA average is summarised in Table 4.

The data suggests that existing residents of the Northcote suburb have a lower reliance on private cars and a higher reliance on sustainable modes of transport (i.e. public transport, cycling, walking, etc.) in comparison to the Darebin LGA average.

Table 4: Resident Journey to Work Data - 2016 Census

% Mode of Travel for 'journey to work' trips	Residence within Northcote (2016)	Darebin LGA (2016)
Car as driver	39%	50%
Public Transport	29%	24%
Walking	3%	2%
Cycling	10%	5%
Worked at Home	5%	4%
Other[3]	14%	15%

6.2.2. Targets

It is important to set aspirational, yet practical, targets for travel mode shifts.

[2] The most recent ABS 'Journey to Work' data from the 2021 census has not been used due to irregular travel behaviours and patterns during lockdowns for the COVID-19 pandemic.
[3] 'Other' journey to work trips includes data for residents who did not go to work or did not state their travel method.

The following targets for residents are suggested based on the proposal, the identified initiatives and the future aspirations of the site.

Public Transport

Based on the proximity to multiple transport modes and other initiatives, it is suggested that a target should be set for 34% of resident commuter trips to be undertaken by public transport for residents travelling to/from work.

This is an increase of 5%.

Walk

The site is extremely walkable and provides opportunity for a significant number of trips undertaken by residents of the proposal to be walked. It is suggested that a target should be set for 5% of trips to be undertaken by residents on foot.

This is an increase of 2%.

Bicycle

The site has access to existing on-road bicycle facilities.

The proposal includes a generous provision of bicycle parking well above statutory requirements which will actively encourage the use of bicycles.

In this respect, a target of 16% for residents travelling to work should be targeted.

This is an increase of 6%.

Working From Home

With the increase of Working from Home and flexible working arrangements, an increase of 1% is proposed to allow for a 6% split.

Reduced Car, as Driver

Based on the preceding, a target to reduce the number of trips to/from the site by cars (as driver) to 25%. Since approximately half of dwellings will not be allocated a car space, this target is realistic for the proposed development.

This is a reduction of 14%.

Table 5: Target Modal Split for Residents v 2016 Census Data

% Mode of Travel for 'journey to work' trips	Current ABS	Proposed	+/-
Car as driver	39%	25%	-14%
Public Transport	29%	34%	+5%
Walking	3%	5%	+2%
Cycling	10%	16%	+6%
Worked at Home	5%	6%	+1%
Other	14%	14%	*No Change*

6.3. Journey to Work for Staff

6.3.1. Existing Journey to Work Data for Site and Similar Areas

A comparison of the ABS 'Journey to Work' data for the 2016 Census between employees working within Northcote and the broader Darebin LGA is summarised in Table 4.

Similarly with residents of Northcote, the data suggests that existing employees working within the Northcote suburb have a lower reliance on private cars and a higher reliance on sustainable modes of transport (i.e. public transport, cycling, walking, etc.) in comparison to the Darebin LGA average.

Table 6: Employee Journey to Work Data - 2016 Census

% Mode of Travel for 'journey to work' trips	Place of Work within Northcote (2016)	Darebin LGA (2016)
Car as driver	55%	67%
Public Transport	11%	8%
Walking	6%	3%
Cycling	4%	2%
Worked at Home	9%	5%
Other	15%	15%

6.3.2. Targets

The following targets for staff are suggested based on the proposal, the identified initiatives and the future aspirations of the site.

Reduced Car, as Driver

The application does not provide designated any designated staff car parking, with all commercial car parking available to the public. As such, staff may be required to seek alternative modes of travel to the site as they will not be allocated an on-site car park.

Based on the preceding, a target to reduce the number of trips to/from the site by cars (as driver) to 25%.

This is a reduction of 30%.

Public Transport

Based on the proximity to multiple transport modes and other initiatives, it is suggested that a target should be set for 30% of commuter trips to be undertaken by public transport for residents travelling to/from work.

This is an increase of 19%.

Walk

The site is located within a walking distance of a substantial residential catchment, with the proposal including some 670 additional apartments on site. It is therefore suggested that a target should be set for 7% of trips to be undertaken by staff on foot

This is an increase of 1%.

Bicycle

The proposal includes a generous provision of bicycle parking and end-of-trip facilities which will actively encourage the use of bicycles.

In this respect, a target of 13% for staff travelling to work should be targeted.

This is an increase of 9%.

Working From Home

With the increase of Working from Home and flexible working arrangements, an increase of 1% is proposed to allow for a 10% split.

Table 7: Target Modal Split for Staff v 2016 Census Data

% Mode of Travel for 'journey to work' trips	Current ABS	Proposed	+/-
Car as driver	55%	25%	-30%
Public Transport	11%	30%	+19%
Walking	6%	7%	+1%
Cycling	4%	13%	+9%
Worked at Home	9%	10%	+1%
Other	15%	15%	*No Change*

7. Monitoring & Review

This Green Travel Plan should be monitored and reviewed on a regular basis to ensure that it meets its objectives and has the intended impacts on car use and transport choice.

The Owners Corporation and nominated champion will be responsible for monitoring the Green Travel Plan in accordance with the monitoring program set out in Table 8 below.

The monitoring program should be undertaken annually over a three year period, with the first review of the program being conducted 12 months after occupation of the building.

It should be monitored a minimum of 5 yearly from that point forwards.

Table 8: Monitoring and Review Program

Monitoring/Review Action	Purpose
Undertake an occupancy survey of the car and bicycle parking provided on the site.	Gauge the level of use of car and bicycle parking facilities. If the bicycle parking usage is high, and there is demand for additional bicycle parking identified, then the Owners Corporation should investigate the potential to reallocate car parking for bicycles.
Undertake an Audit of the actions listed in Section 5 of this document and compile supporting evidence of actions implemented (i.e. notices, photos, etc).	To document the progress of the plan and ensure viability of the plan.
Review the plan/actions and identify any modifications and/or improvements.	To 'fine tune' the plan and ensure viability of the plan.
Undertake a questionnaire survey of residents and staff.	To determine the modal split of trips and determine progress and compliance of the plan.

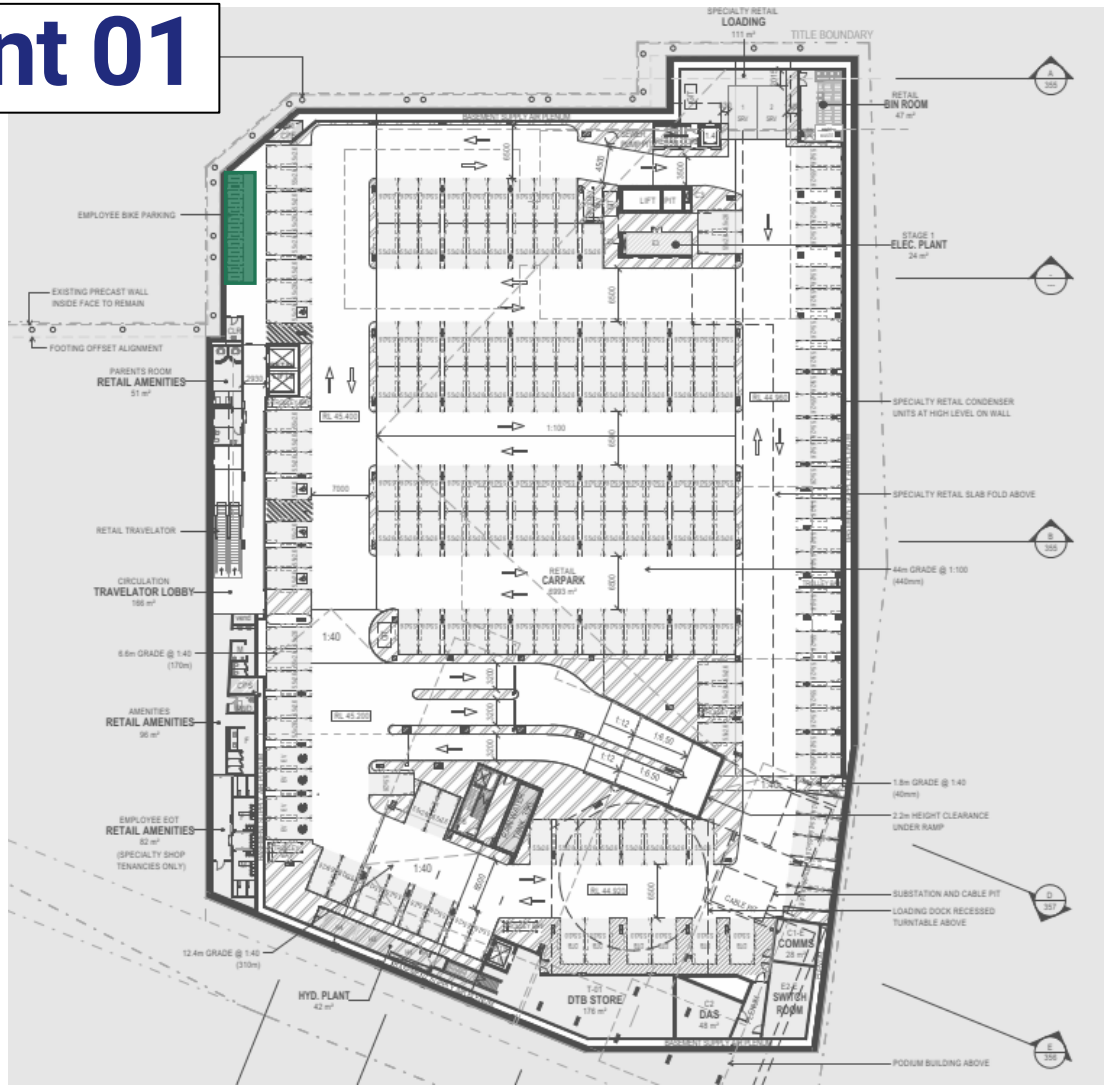
Appendix A
Bicycle Parking Locations

Traffix Group

Basement 01

Legend

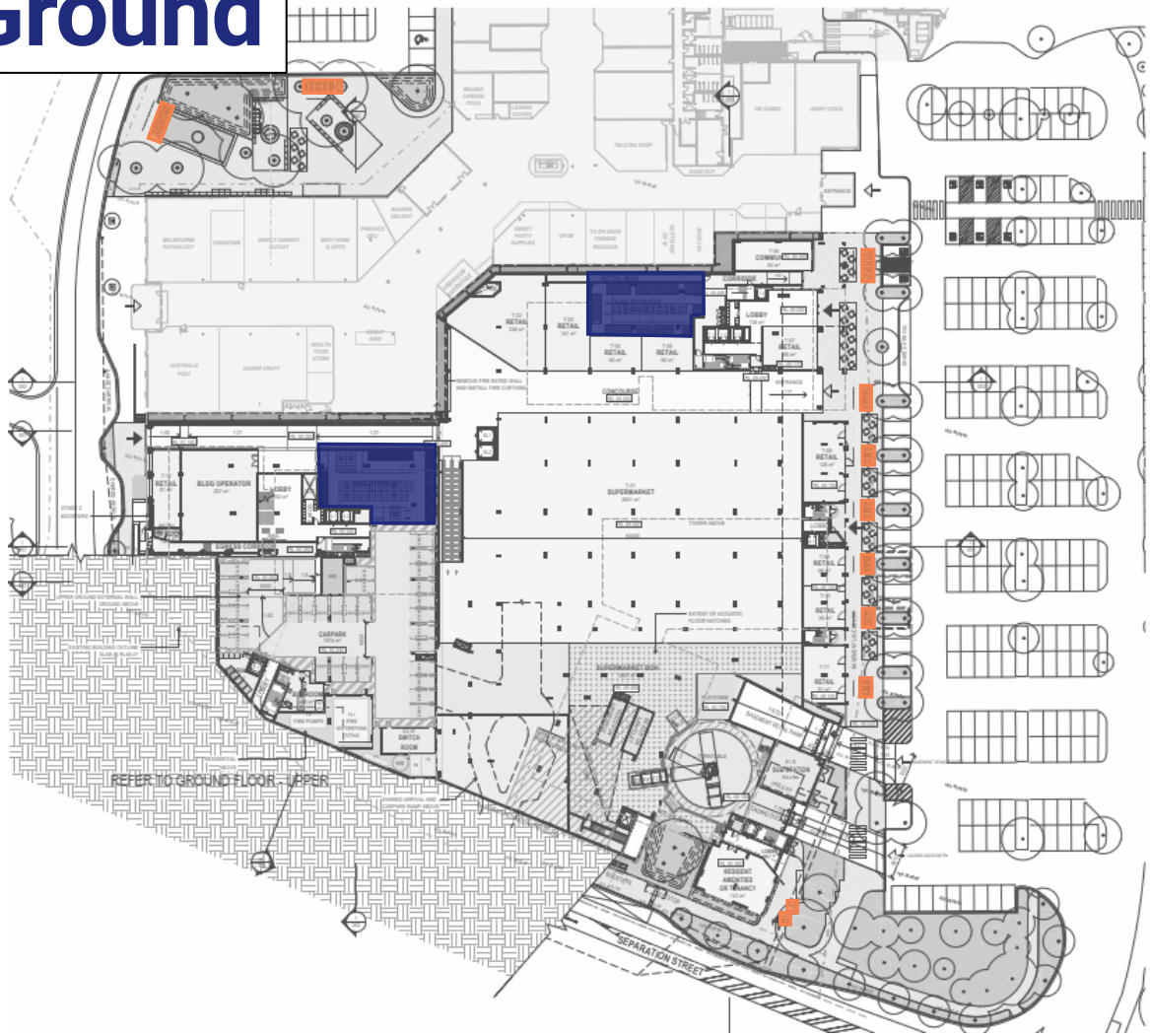
- Resident
- Staff
- Visitors



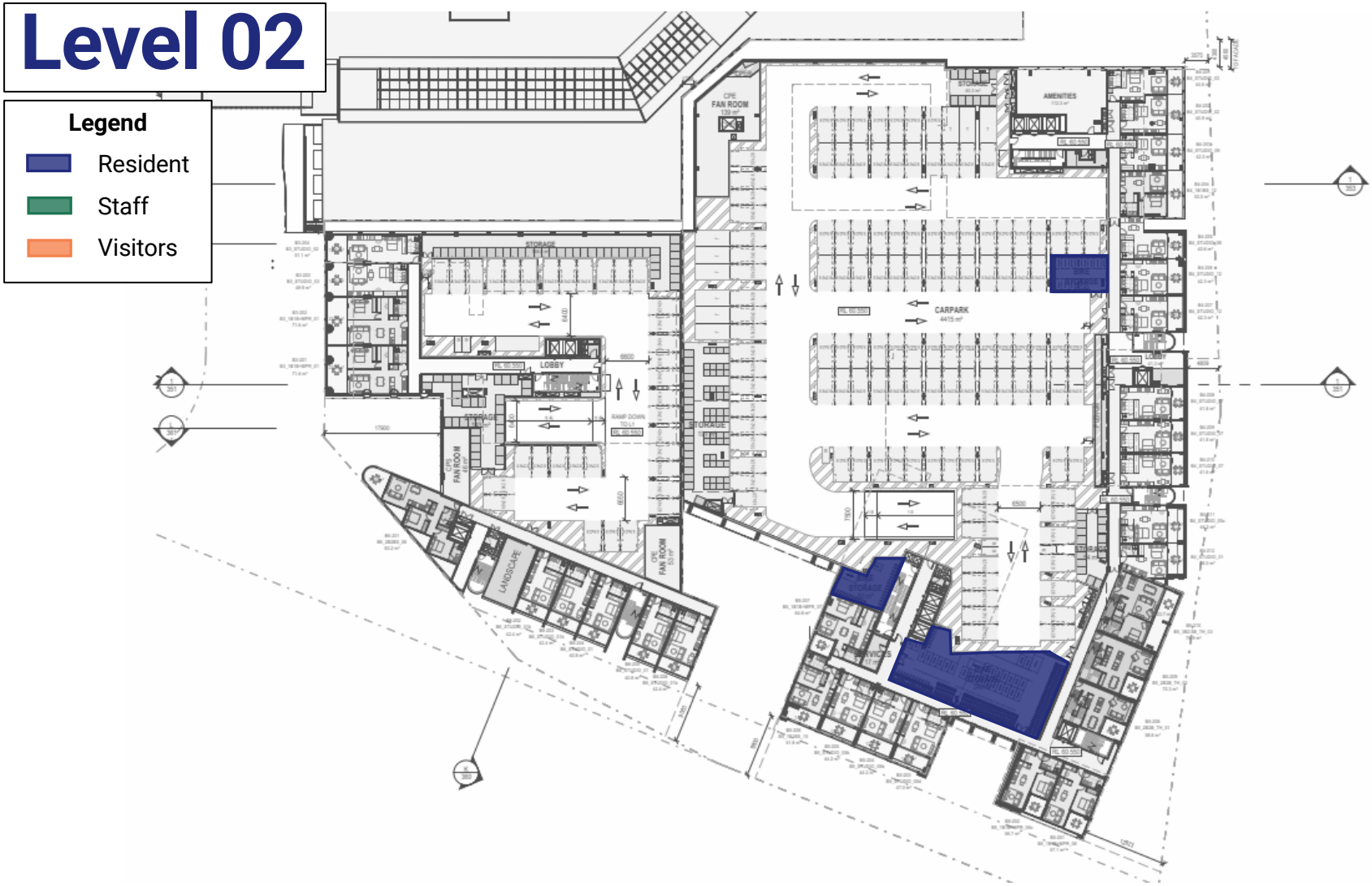
Lower Ground

Legend

- Resident
- Staff
- Visitors



Level 02


Legend
Resident
Staff
Visitors
CPE FAN ROOM
STORAGE
AMENITIES
CARPARK
LOBBY
RAMP DOWN
LANDSCAPE