Green Travel Plan

176 Johnston Street & 300 Napier Street, Fitzroy

SUSTAINABLE DEVELOPMENT CONSULTANTS
CREATE A BETTER PLACE TO LIVE.
Proposed Retail & Office Development
176 Johnston Street & 300 Napier Street,
Fitzroy

Green Travel Plan

October 2019

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<th>Date of Issue</th>
<th>Description</th>
<th>Author</th>
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1. Introduction

The impacts associated with transport are often ignored when considering the environmental effect of one’s lifestyle. Increasing dependency on private motor vehicles negatively impacts local and global air and water quality, as well as generating significant noise pollution. Single occupant motor vehicles also release a substantial volume of greenhouse gas and other pollutants into the atmosphere. Moreover, reliance on private motor vehicles also adds to increased levels of road congestion, which in turn results in delayed travel times, commuter stress and further wear and tear on roads.

There are many alternative ways, collectively known as Green Travel Alternatives, to transport people, besides relying on single occupant private motor vehicles. Green Travel refers to the use of transport modes that enable people to journey between places, whilst reducing their impact on the environment.

The aim of this Green Travel Plan is to minimise single occupant car travel by fostering and encouraging a culture of alternatives, including use of public transport, walking and cycling, particularly for staff and visitors to the development. Without these strategies being implemented, individuals are more likely to experience many hours stuck in congestion and high vehicle running costs.

1.1 Proposed Development

The proposed development is located at 176 Johnston Street & 300 Napier Street, Fitzroy, less than 4km north-east of the Melbourne CBD. The site is currently occupied by two single storey building.

The proposed development is a four-storey building which, in total, will contain 1 retail space on the ground floor and 8 offices. The development will not have a car park.
A development summary is as follows:

<table>
<thead>
<tr>
<th>Total site area</th>
<th>433 m²</th>
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</thead>
</table>

A total of 9 tenancies:
- 1 retail space on ground floor
- 5 3-storey office with roof terrace access from ground floor
- 3 office spaces on first, second and third floor.

A total of 26 bicycle spaces will be provided:
- 2 bike racks will be provided at ground level for each 3-story office (Office T.01-T.05; a total of 10 secure bike racks), and
- The development will commit to provide financial contribution to council for 16 bicycle spaces located in front of the development along Napier Street: 8 spaces for Retail T.06 and Office T.07-T.09 and 8 for visitors and shoppers.
- No car parking spaces provided onsite.

1.2 Objectives of this Green Travel Plan

This Green Travel Plan seeks to achieve the following specific objectives:

a. To promote green travel options to staff within the building to try and achieve 50% of staff utilising Green Travel Alternatives.
b. To establish and maintain current public transport and other transport information at all times.
c. To provide and maintain secure bicycle facilities on an on-going basis.
d. Full staff awareness of availability of public transport fares and on-line delivery services.
e. Annual evaluation of the Green Travel Plan (including its effectiveness) for at least five years.
f. Full review of Green Travel Plan and update every 5 years post occupancy.

Sections 2 to 4 outline the Green Travel methods proposed by this document and Section 5 will focus on the implementation of these initiatives.
2. Promotion of Public Transport

Public transport options for the development will be promoted in the development. Staff will be made aware of these transport options, through the welcome pack / Building Users Guide.

2.1 Public Transport Services

The development site has access to some of Melbourne's Public Transport services which will allow visitors and staff to access the site without using their personal cars. A train station, 3 different tram routes and 6 different bus routes are well within walking distance from the development and provides access to the Melbourne city centre.

2.1.1 TRAM SERVICES

The following tram routes are available within a walking distance from the development:

- 86: Bundoora RMIT – Waterfront City Docklands (closest stop on Smith Street, 300m)
- 11: West Preston – Victoria Harbour Docklands (closest stop on Brunswick Street, 230m)
- 96: East Brunswick – St Kilda Beach (closest stop on Nicholson Street, 550m)

2.1.2 BUS ROUTES

The following bus routes are available within a walking distance from the development:

- 200: City (Queen Street) – Bulleen (closest stop on Johnston Street, 50m)
- 207: City (Queen Street) – Doncaster SC (closest stop on Johnston Street, 50m)
- 966: City – Box Hill (night bus; closest stop on Johnston Street, 170m)
- 546: Heidelberg Station – Melbourne University – Queen Victoria Market (closest stop on Alexandra Parade, 700m)
- 250: City (Queen Street) – La Trobe University (closest stop on Rathdowne Street, 950m)
- 251: City (Queen Street) – Northland SC (closest stop on Rathdowne Street, 950m)

These bus routes will provide access to surrounding suburbs and to additional train stations and bus routes.

2.1.3 TRAIN STATIONS

The following train lines are available within a walking distance from the development:

- Hurstbridge and Mernda Line both via Victoria Park Railway Station

Hurstbridge Line provide frequent access to the north-eastern suburbs as well as the city. Mernda Line provide frequent access to the northern suburbs and the city as well.
Figure 3- PTV Local Area Map indicating public transport options surrounding 176 Johnston Street & 300 Napier Street.
3. Alternative Modes of Transport

Non-motorised forms of travel will be promoted throughout the facility using a range of prompts. This will be achieved through the preparation of Welcome Packs, Building User Guides and Information Boards, which will encourage staff and visitors to use non-motorised means of travel.

3.1 Cycling

Cycling is one of the healthiest and most sustainable forms of Green Travel. Cycling is usually much faster than walking, and when traffic is heavy, it can be much quicker to travel by bike than by car or public transport.

City of Yarra offers some fantastic off-road cycling routes as well as a great network of on-road bicycle paths. A range of informal bike routes, on-road bike lanes and off-road shared paths surrounding the development will provide convenient and safe routes for cycling.

The development itself is located on the corner of Napier Street, which is a major on street cycling route running north – south through the City of Yarra. Specialist bike and pedestrian traffic signals are located out the front of the development on Johnston Street for traffic along this route. Therefore, encouraging occupants to make use of this existing infrastructure and the local routes for transit is key to Green Travel success.

For more information regarding bicycle routes, please refer to the Bike routes and Maps available at the City of Yarra website:

To encourage cyclists to ride to and from the development, the design incorporates a total of 26 bicycle spaces:
2 bike racks will be provided at ground level for each 3-story office (Office T.01-T.05; a total of 10 secure bike racks), and

The development will commit to provide financial contribution to council for 16 bicycle spaces located in front of the development along Napier Street: 8 spaces for Retail T.06 and Office T.07–T.09 and 8 for visitors and shoppers.

Each of the retail and single level offices are provided with independent accessible bathroom with shower. This can be used by staff wishing to ride to work for changing.

It is strongly recommended to all tenants who take up the multi-level office tenancies that a small change room facility be provided for staff who wish to cycle to work. This is especially important given the lack of car parking provided. Infrastructure such as hot and cold water points, along with drainage will be provided to these tenancies in a convenient location for the installation of the shower and change facility by future tenants. This will be encouraged within the Building Users Guide and the Tenant Fitout Guide.

3.2 Walking

The site is accessible via the established network of footpaths throughout Fitzroy, and linkages to the surrounding areas and regional trails. There are numerous parks and reserves within a close walking distance from the development. Staff and visitors will have the opportunity to take a stroll and exercise.

Additional information regarding facilities in the local area and walking groups can be found at:

- The Victoria Walks Website: [http://www.victoriawalks.org.au/](http://www.victoriawalks.org.au/)

3.2.1 WALK SCORE

To emphasise this aspect, the site's location has been assessed using the “WalkScore” location performance tool. This tool takes into account the number of facilities within close proximity, and, public transit based on distance and type of nearby transit lines. Numerical scores of between 0 and 100 for the following 2 aspects are provided:

- Walk Score: 0 being heavily car dependent with access to community facilities that are located some distance away, and 100 reflecting a location that is easily accessible to abundant facilities by foot.
- Transit Score: 0 being the location only provides minimal transit while 100 reflecting a location that is well served by public transport.
The proposed development achieves a Walk score of 100 out of 100 – "Walker's Paradise" and a Transit Score of 91 out of 100 – "Rider's Paradise", which indicate that the building occupants can complete daily errands without requiring a car and the site is well served by world-class public transportation.

176 Johnston Street
Fitzroy, Melbourne, 3065
Commute to Downtown Melbourne

Walk Score
100
Walker's Paradise
Daily errands do not require a car.

Transit Score
91
Rider's Paradise
World-class public transportation.

Figure 6: Walkscore map for 176 Johnston Street, Fitzroy (Source: walkscore.com)

3.3 Carpooling
Private carpooling arrangements between staff members will be encouraged to reduce the impact of traffic in the area as well as local parking. This will assist in reducing the traffic movements near the site and parking in surrounding streets, which in turn also assist in reducing congestion and vehicle emissions.

Building User Guides or Welcome Packs will promote the use of a carpooling app and websites such as:

- Carma Carpooling: www.carmacarpool.com
- Carpool One: www.carpoolone.com.au

These and other similar apps are available for smart phones or tablets.
4. Car Travel

4.1 Personal Vehicle Storage

No carparking spaces will be provided for the proposed development.

4.2 Reduced Car Parking Provision

The standard carpark provision for the 176 Johnston Street & 300 Napier Street development is 36 spaces as per Clause 52.06-5 of the City of Yarra Planning Scheme, as such, the development features a total reduction in carpark spaces which will encourage staff and visitors to carpool or commute by alternative methods of transportation.

Given the highly accessible location for staff by walking, cycling and public transport, this is considered an appropriate design response for this site.

Information regarding the multiple available options of alternative transportation will be included in the Welcome Packs and Building User Guides that will be distributed to all staff and other relevant stakeholders prior to occupation.

5. Actions & Implementation of the Green Travel Plan

For the provisions of this plan to be met, the following actions will be undertaken to implement the initiatives listed in the previous Sections.

Green Travel Plan actions, estimated costs and timescales and responsibilities are outlined as follows:

<table>
<thead>
<tr>
<th>Requirement</th>
<th>Action</th>
<th>Responsibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>a) Train, tram and bus timetables</td>
<td>Links to public transportation website and apps available for smart phones will be noted in the Welcome Packs or Building User Guide provided to the office tenants.</td>
<td></td>
</tr>
<tr>
<td>available to all staff and visitors</td>
<td>Estimation Cost: Free / minor print costs</td>
<td>Developer of the Welcome Packs</td>
</tr>
<tr>
<td></td>
<td>Timing: Prior to occupation and ongoing for new tenants</td>
<td></td>
</tr>
<tr>
<td>b) Bicycle facilities installed in</td>
<td>Bike racks and hoops will be installed. Showers and provision for change rooms to be provided within the development as necessary.</td>
<td>Builder</td>
</tr>
<tr>
<td>easily accessible locations</td>
<td>Estimation Cost: N/A (Part of construction)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Timing: Prior to occupation</td>
<td></td>
</tr>
<tr>
<td>c) Staff &amp; visitors made aware of the</td>
<td>The locations of bicycle storage areas will be highlighted in the Welcome Packs or Building User Guide</td>
<td></td>
</tr>
<tr>
<td>bicycle parking locations</td>
<td>Estimation Cost: N/A (Already included in Welcome Packs)</td>
<td>Builder / Developer</td>
</tr>
<tr>
<td></td>
<td>Timing: Prior to occupation and</td>
<td></td>
</tr>
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6. Conclusion

Commuting by a different method other than in a single occupant car even one day a week can make a big difference. As outlined in Sections 2 & 3 of this Green Travel Plan, there are a range of alternative sustainable transport options available for staff and visitors to use in their daily travels. These will assist in reducing the use of single-occupant cars and will also reduce greenhouse gas emissions substantially. Adopting these initiatives to translate into the daily routine will bring significant environmental, financial and health benefits for the occupants and visitors of the development at 176 Johnston Street & 300 Napier Street.

The Green Travel Plan will aim to increase the use of sustainable transport alternatives, it is targeted that 100% of occupants will be choosing sustainable transport methods in a three year frame - which is considered likely with the current design based on the location of the development and the provision of zero onsite car parking spaces.
Appendix A: Additional Information

For Bus, Train and Tram timetables visit:

PUBLIC TRANSPORT VICTORIA


For other sustainable transportation options, visit City of Yarra website:

CITY OF YARRA


For myki pass and fare details visit:

myki

Appendix B: Survey Example

How do you usually travel to and from work?

- Train/Tram
- Walk
- Taxi
- Bike
- Car
- Motorcycle

If you generally travel by car, what initiatives could be done to encourage you to use sustainable transport modes of travel?

Rate the importance when choosing your method of transportation to get to work?

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<th>2</th>
<th>3</th>
<th>4</th>
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<tbody>
<tr>
<td>Distance</td>
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<tr>
<td>Cost</td>
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<tr>
<td>Time</td>
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<tr>
<td>Environmental Benefits</td>
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<tr>
<td>Health</td>
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Do you have any comments or feedback of the sustainable travel plan that the development has implemented and ideas for changes to the plan or development which would increase the likelihood of you choosing a sustainable transport option?