

Zeliha Cansiz

To: Sydney Traffic Engineers
Subject: RE: Green Travel Plan Review: ACU STEM Traffic and Parking Strategy Development
SYD24-01520

From: Zeliha Cansiz
Sent: Thursday, December 19, 2024 11:47 AM
To: Sydney Traffic Engineers <info@trafficengineers.sydney>
Subject: FW: Green Travel Plan Review: ACU STEM Traffic and Parking Strategy Development SYD24-01520
Importance: High

Hi Alex,

Please see comments below from our travel demand team regarding the GTP.

Comment: TfNSW Travel Demand Management (TDM) team have reviewed the Green Travel Plan Review: ACU STEM Traffic and Parking Strategy Development and provide the following recommendations:

Mode Share targets: The TDM Team thanks the applicant for providing a mode share target table, **Table 6.1 Target Mode Share** but would request some clarity and additional information on this table:

- The current driver mode share is 43% and public transport is 45%. However **Table 6.1** advises the current driver mode share of 62% driver mode share that is “required”. The Team would ask why there is some inconsistency with the percentages, and what is meant by mode share that is “required”. The objective of the GTP is to increase sustainable transport mode shares and decrease driver mode share to and from the site.
- The percentages for driver mode shares throughout some of the stages are somewhat confusing and need some clarification.
- We would advise we will need mode share targets to be allocated into short and long term (in years, up to 5 years).
- There should be mode share targets for both staff, and for students. Given the existing public and active transport, options available including increasing shuttle services, buses, cycling and walking paths (and the Metro in the future), the Team would expect higher mode shares for sustainable transport included in these tables.
- The TIA also refers to the GTP proposing to decrease private car use by 25% by 2040 but this is not consistent with **Table 6.1 Target Mode Shares**. Could this be explained?
- Mode shares for any event days for sustainable transport should also be included here.

Taking into consideration our bullet points above we would ask the applicant to provide a revised **Table 6.1** with the above recommendations.

General: It would be useful to reference the Active Transport Strategy also (<https://www.future.transport.nsw.gov.au/future-transport-plans/active-transport-strategy>) as well as Future Transport Strategy (p17).

Parking: The TDM Team recommend for future stages of the development that parking spaces are decreased. The objective of the GTP is to encourage sustainable transport modes for staff and students and increased parking is an incentive for more students and staff to drive to and from the development.

Car parking Management: The TDM team recommend that management of the staff parking is considered including prioritising parking for those on a needs basis, for example that priority parking spaces are to be reserved, and well located, for those who carpool. This should be placed in the Travel Access Guide (TAG) below.

Bicycle Parking: TfNSW understands there are 13 bike parking spaces proposed. TfNSW recommends that these bicycle parking spaces are increased for this site, so there is sufficient provision to encourage cycling as a mode – both for staff, students and visitors due to the number of existing bike paths. The TDM Team advise a good supply of quality End of trip (EoT) facilities will encourage more walking and cycling mode shares. These EoT should be promoted in the Travel Access Guide (TAG) as advised below. Some further guidance on bicycle parking and end of trip facilities can be found in the [cycleway design toolkit](#). The TDM Team would also like to know how many showers, lockers, change rooms would be provided.

Implementation Plan: The TDM Team would ask that an Implementation Plan with committed actions ready for implementation from Day 1 of occupancy and post occupancy is included in the GTP. This includes employing a Travel Plan Coordinator (TPC) to carry out these actions throughout the lifecycle of the development (see below advice on governance). This table should also have confirmed set times and dates for doing the actions, and who is responsible, to ensure efficacy of the GTP.

Travel Access Guide (TAG): TfNSW asks for a separate TAG as an appendix in the GTP. TfNSW asks that the TAG caters to everyone who is using the proposed development site including students, staff and visitors. The TAG will need to be updated regularly (we usually recommend once a year). The aim of the TAG is to reduce single occupancy car use, and encourage sustainable transport journeys to and from the site using public and active transport.

Therefore we would recommend that the TAG:

- Provides additional information about service routes and timetables for buses to and from the nearest station. This also includes train services.
- Promotes End of Trip facilities (EoT) such as showers, lockers and change rooms and bicycle parking.
- Promotes any relevant initiatives from the Implementation Plan.
- Once future upgrades in public and active transport come online these should be updated in the TAG.
- For further helpful information – please check this link - [Travel Demand Management | nsw](#) we have also included a TAG in this email.

Monitoring and measuring the GTP: TfNSW appreciates the Campus Travel Monitoring Survey or CTMS included in the GTP, but requests that annual travel surveys (listed below) be undertaken with a focus to establish travel patterns including mode share of trips to and from the site. These surveys should be undertaken every year and when future transport upgrades take place, to assist monitor and measure the increase in public transport use.

Travel Survey: TfNSW TDM Team appreciate the GTP has a CTMS completed in Semester 1, 2024. For the purposes of this GTP, we would ask that a proposed survey be included that can be distributed 3 months post-occupancy (and be included in the Implementation Plan above). We would ask the survey include all of our points above (Monitoring and measuring the GTP) and here. Staff and student and parent travel surveys should include questions to ask obtain residential postcodes to help inform strategies that help to reduce them driving to and from the site. For further information please visit our website - [Travel Demand Management | nsw](#)

Governance of GTP: TfNSW recommends you appoint a Travel Plan Coordinator (TPC) for the life of the development who will be ready to manage the GTP from Day 1 of occupancy. TfNSW recommends the applicant considers having other staff involved with this role (such as staff using the building), as it requires implementation of all initiatives and monitoring and evaluation responsibilities. We would advise that you will need to determine a strategy if the TPCs change over the course of the life cycle of the development so that the new TPCs can effectively take over the ongoing responsibilities for the GTP, making it clear to the coordinators that there are requirements to try and achieve sustainable transport mode shares for the site, as a condition of the development, for its lifecycle.

Funding the GTP: The GTP will need to be appropriately funded and otherwise resourced, by the applicant, for a period of at least 5 years, or via an appropriate appointed entity. This will include ongoing travel demand initiatives in the Implementation Plan that will require resourcing. This is in recognition that any travel demand management interventions will need to be significant in scale to be effective. The applicant is advised that TfNSW would not be funding any initiatives such as the ACU Shuttle Bus.

Submission: The applicant is asked to provide an updated GTP with enough time to review prior to occupancy.

Kind regards,

Zeliha Cansiz

Development Assessment Officer

Transport Planning

Planning, Integration and Passenger Division

Transport for NSW

M 0460 427 977 **E** zeliha.cansiz@transport.nsw.gov.au

transport.nsw.gov.au

Level 8, 4 Parramatta Square,

12 Darcy Street

Parramatta NSW 2150



**Transport
for NSW**



I acknowledge the Aboriginal people of the country on which I work, their traditions, culture and a shared history and identity. I also pay my respects to Elders past and present and recognise the continued connection to country.

Please consider the environment before printing this email.