

# GREEN TRAVEL PLAN REPORT

## MIXED DEVELOPMENT

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**DATE: 16 JUNE 2020**

**MIXED DEVELOPMENT**  
**18 & 20 COTTRELL STREET, WERRIBEE, VIC 3030**  
**BCA CLIMATE ZONE 6**  
**LOCAL COUNCIL: WYNDHAM CITY COUNCIL**

**REPORT COMMISSIONED BY:**  
**TM DESIGN GROUP**

**PRINCIPAL ASSESSOR: ERKAN MUNUR**

**BDAV MEMBER**

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## 1 INTRODUCTION

PLEASE NOTE: The plan/s that are being provided to you may not reflect what is ultimately approved by Council however they are the most recent version as at the date shown below:

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Odin Solutions has been engaged by TM Design Group to prepare a Green Travel Plan for the proposed mixed use development located on 18 & 20 Cottrell Street, Werribee.

This Green Travel Plan (GTP) will provide a management tool designed to reduce the reliance on motor vehicles, minimise the negative impacts of transport on the environment, manage car parking demands, improve opportunities for those without access to a car and maximise the benefits associated with 'green travel', e.g. financial and health benefits.

This plan sets out a range of actions to be implemented by the Developer/Owners to encourage sustainable travel choices and reduce car dependency by occupants, identifies 'green travel' targets, and outlines an implementation program as well as monitoring and review requirements of the plan.

### 1.1 Aim

The objectives of this GTP are to:

- promote travel alternatives such as public transport, cycling, and walking;
- reduce car dependencies and lower greenhouse 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 managing corporation will be responsible for the implementation of the GTP.

## 2 BACKGROUND

The subject site is located on Cottrell Street, Werribee.

The site is located within an Activity Centre Zone – Schedule 1 (ACZ1). The site is located in the vicinity of a mixture of residential and commercial uses.

Significant nearby land uses are detailed below:

- **Werribee Railway Station**, located approximately 350m walking distance south of the site;
- **Werribee Medical & Dental Centre**, located approximately 450m walking distance south of the site;
- **Werribee Shopping Strips**, located approximately 600m walking distance south of the site;
- **St Andrew's Primary School**, located approximately 800m walking distance west of the site; and

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18/20 Cottrell Street, Werribee: Proposed Mixed use Development

- **Werribee Community & Education Centre**, located approximately 800m walking distance south of the site.

## 3 PROPOSAL

The proposal is for a multi-storey mixed use development on the site. The table below summarises the development.

**Table 1: Development Summary**

DEVELOPMENT SUMMARY		
Use	No.	Allocated Car Parking Rate
Residential		
2 Bedroom Apartment	9	Min. 1 car space dwelling
3 Bedroom Townhouse	5	Min. 1 car space per townhouse

## CAR PARKING

A total of 19 car spaces are provided as part of the development, including 14 car spaces allocated for each resident and 5 car spaces within the car park associated for the commercial tenants use.

Vehicle access to the allocated carpark and townhouse garages is via a 6.0m wide crossover to Cottrell Street, located near the site's south-eastern property boundary.

## 4 INFORMATION FOR RESIDENTS AND OFFICE STAFF

A suggestion with the applicant will be to provide residents and office staff with the GTP and its associated information for use.

### 4.1 PUBLIC TRANSPORT

The site is located with the Principal Public Transport Network Area (PPTN), and as such it is well served by public transport with access to a variety of services within walking distance from the site. The extent of the public transport services ensures that residents, residential visitors, office staff and customers without on-site car parking will be able to readily utilise public transport in preference to private car when commuting to and from the development.

The public transport network surrounding the site is shown in Figures 1 & 2. The key facilities located within the nearby area are detailed in the following table.

Additional information on public transport facilities and service times can be found from Transport Victoria (ph.: 1800 800 007, <http://ptv.vic.gov.au/>)

## Green Travel Plan

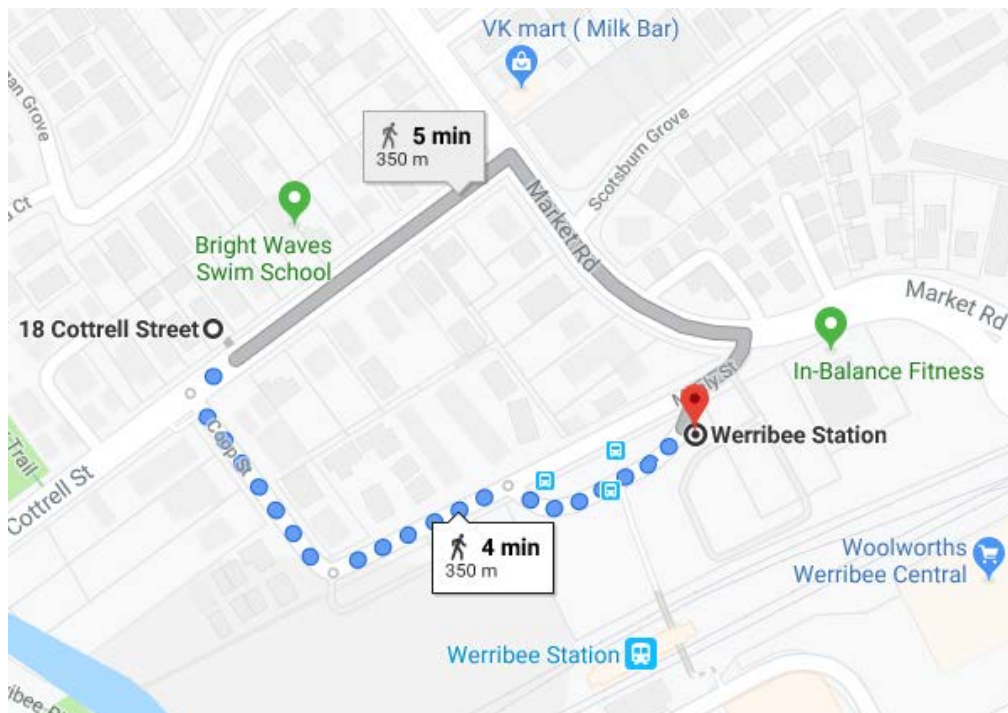
18/20 Cottrell Street, Werribee: Proposed Mixed use Development

**Table 2: Summary of Public Transport Services**

SUMMARY OF PUBLIC TRANSPORT SERVICES		
Service	Between	Via
<b>Werribee Railway Station 350m walking distance south of the Subject Site (Figure 1)</b>		
Werribee Railway Station	Sunbury, Tarneit, Williamstown & CBD	North Melbourne, Newport & Footscray
<b>Werribee Station/ Manly Street Bus Stop – 350m walking distance south of the Subject Site (Figure 1)</b>		
Bus Route 161	Hoppers Crossing & Werribee Station	Werribee
Bus Route 443	Werribee & Werribee Station	Werribee Central
Bus Route 439	Werribee Station & Werribee South	Werribee Park Mansion
Bus Route 945 (Night Bus)	Wyndham Vale & City	Footscray & Yarraville
<b>Wedge St Bus Stop – 450m walking distance east of the Subject Site</b>		
Bus Route 191	Hoppers Crossing & Manor Lakes	Greaves St

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**Figure 1: Site Distance to Werribee Station/ Manly Street Bus Stop**

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Figure 2: Site Distance to Wedge Street Bus Stop

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## 4.2 BICYCLE INFRASTRUCTURE & WALKING

### BICYCLE INFRASTRUCTURE

The site has access to bicycle infrastructure with on-road and informal bicycle lanes surrounding the site, as shown in the excerpt from Wyndham City Bike Maps shown in figure 3.

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Figure 3: Wyndham City Bike Map

#### Legend

- Shared
- On-Road
- Bike Only
- Wyndham Boundary

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### PEDESTRIAN ACCESS

The subject site scores 66 out of the possible 100 using the 'Walk Score'. This is a measure of the level of accessibility to everyday services by walking. The score is classified as 'Somewhat Walkable', some errands can be accomplished on foot.

The site is located within the Werribee Activity Zone. The Werribee Activity Zone provides the everyday services with comfortable walking distance of the site:

- A large variety of shops;
- Medical centres;
- Places of education;
- Recreational facilities;
- Supermarkets; and
- Community centres.

Accordingly, the site has access to many nearby destinations via a short bicycle ride or walk rather than via private car.

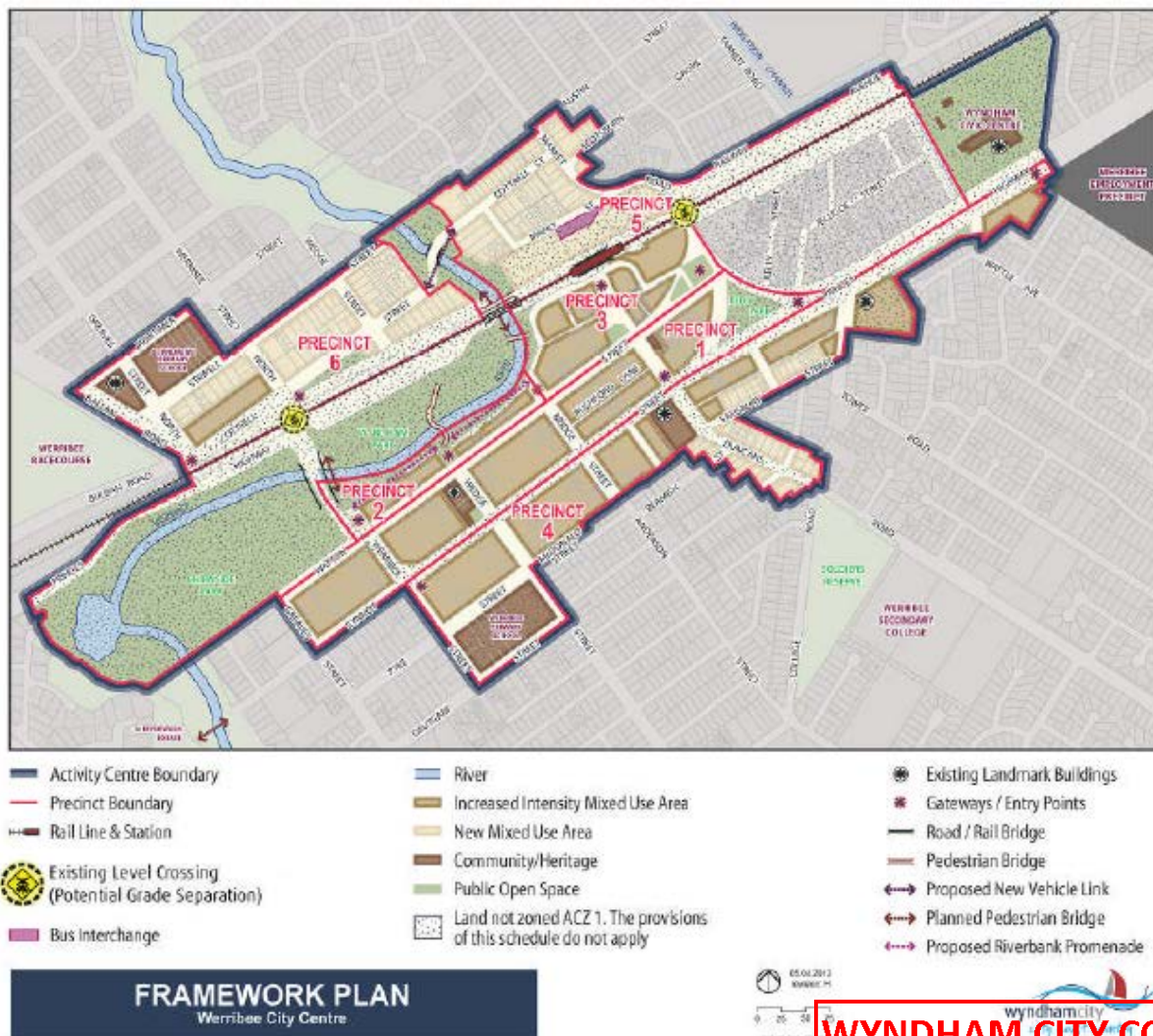


Figure 4: Framework Plan



## 5 TARGETS

It is important to note that when setting targets for the proposed development, consideration should be given to the existing travel patterns for people living and working within the nearby area.

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Given the level of public transport access to the development, including Werribee Train Station, the proposed development is adequately supported by public transport to serve residents and may generate parking at a lower rate than a similar site in less accessible suburban locations.

### 5.1 RESIDENT TARGETS

The development provides 19% of the one and two-bedroom apartments without a parking allocation for residents. The residents in the one and two-bedroom apartments without parking be reliant on alternative transport modes for all trips as their opportunity to own and park a private vehicle in close proximity to the site is low. Furthermore, residents of all dwellings will not be eligible for resident parking permits. It is expected that the dwellings will promote local living (i.e. live, work and undertake daily activities within the local area).

The use of alternative transport for existing residents in the nearby area is highlighted by a comparison of the ABS 'journey to work' data for the 2016 Census between the Werribee Suburb, City of Wyndham and the Melbourne metropolitan average.

The data is summarised in Table 3 and highlights that 'car as driver' represent significant travel modes for work trips for persons residing within the local area. The data identifies that that existing residents within the Melbourne Metropolitan area have a higher utilisation of public transport and active transport in comparison to the Werribee suburb average.

**Table 3: Journey to Work Data (based on place of residence) – 2016 Census**

JOURNEY TO WORK DATA - RESIDENCE			
% Mode of Travel for 'journey to work' trips	Live within Werribee Suburb	Live within Wyndham LGA	Live within Melbourne Metropolitan
Car as driver	73%	70%	10%
Public Transport	13.5%	17%	40%
Active Transport	1.5%	1%	38%
Other Mode (car, passenger, motorcycle, taxi etc.)	0.5%	0.5%	0.5%
Other Data (worked at home, did not go to work etc.)	10.5%	11%	11%
Mode not stated	1%	0.5%	0.5%

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This data highlights a higher reliance on private cars by local residents compared to the Melbourne Metropolitan Division, which is supported by the high level of public transport access and ability to walk to places of work and everyday services in this location.

Figure 5 below gives an indication of the large number of commuters, some 100,000 commuters travel daily from West to Inner Melbourne. A large portion has the realistic possibility to use the public transport available to ease congestion of roads and freeways to and from work locations.

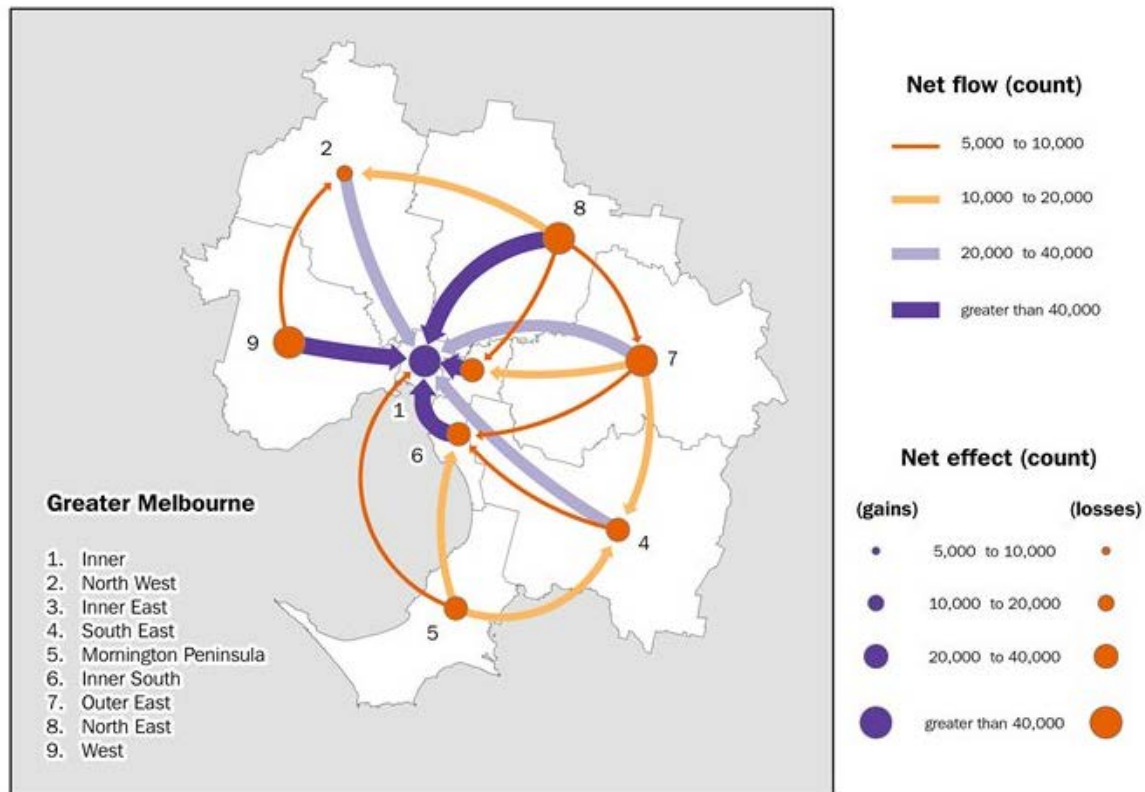


Figure 5: Net Flow and Net Effect for SA4s in Greater Melbourne, 2016

Whilst the existing mode of travel data suggests that any development at the subject site is likely to achieve low utilisation of public transport it is suggested that documentation such as this 'Green Travel Plan' can set higher targets.

Higher targets are set for this development as follows:

- Residents – 60% of commuter trips are undertaken by sustainable modes, i.e. all modes others than single occupant motor vehicle, including:
  - Model share of trips by public transport of at least 40%
  - Model share of trips by bicycle of at least 10%, and
  - Modal share of trips by walking of at least 10%.
- Residents – 35% of all other trips (i.e. non employment based travel) are undertaken by sustainable modes, i.e. all modes other than single occupant motor vehicle.

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The targets identified above ensure that private car usage for this development is below the existing mode share for residents of Werribee.

In relation to visitors, it is expected that given the site's proximity to public transport services, utilisation of alternative transport modes will be higher by visitors than other less accessible locations.

In order to establish modal splits, the Owners Corporation of the development will need to distribute a questionnaire survey to residents of the development once the development is complete and the majority of the dwellings are occupied. The questionnaire survey should include questions to determine travel patterns and mode splits, distances travelled to/from the site and the origin/destination of trips, as well as seeking feedback on and suggestions for initiatives aimed to reduce reliance on motor vehicles.

An example questionnaire survey which could be distributed to residents for completion is attached at Appendix A.

It is noted that if the proposed targets are not being met by the end of the first 12 month survey period, options to be considered by the Owners Corporation may include but are not limited to:

- Re-issue dwellings with a 'welcome pack' providing public transport information and other details regarding sustainable lifestyles
- Provide bicycle parking (if deemed required by questionnaire surveys), and
- Promote the green travel initiatives included in the green travel plan.

## 5.2 STAFF TARGETS

When setting targets for office staff of the proposed development, consideration should be given to the existing travel patterns for people working within the nearby area.

The following table reviews the relevant ABS 'journey to work' data for the 2016 Census. This table identifies that alternative transport represents a significant travel mode for persons working within the Werribee Statistical Area Level 2.

We have also compared office staff 'journey to work' data for the following work locations for comparative purposes:

- Wyndham LGA, and
- Melbourne Metropolitan Statistical Area.

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## Green Travel Plan

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**Table 4: Journey to Work Data – 2016 Census**

JOURNEY TO WORK DATA – OFFICE STAFF			
% Mode of Travel for 'journey to work' trips	Work within Werribee SA2	Work within Wyndham LGA	Work within Melbourne Metropolitan
Car as driver	75%	68.5%	19%
Public Transport	3.5%	4%	62.5%
Active Transport	3%	3.5%	8%
Other Mode (car, passenger, motorcycle, taxi etc.)	0.5%	1%	0.5%
Other Data (worked at home, did not go to work etc.)	17%	22%	9%
Mode not stated	1%	1%	1%

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The journey to work data highlights a high reliance on private use by existing employees within the Werribee SA2 area.

On the basis of the above, the office staff target is determined as:

- 7% of commuter trips by office staff are undertaken by sustainable modes, i.e. all modes other than single occupant motor vehicles.

The target identified above ensures that private car usage by office staff is well above the existing mode share of employees within the Werribee SA2 and Melbourne Metropolitan. Individual rates for various mode shares are not considered warranted as office staff will be in the best position to choose which alternative transport mode that best suits them (i.e. walking, cycling, public transport, etc.).

The reduced rate of on-site car parking for the development will assist in encouraging office staff to utilise alternative transport modes as unrestricted or long-term parking is not available in the vicinity of the site.

The Owners Corporation/Commercial Operator of the development will need to distribute a questionnaire survey to office staff of the development once the development is complete and all tenancies are occupied. An example questionnaire survey which could be distributed to tenancies is attached at Appendix B.

It is noted that if the proposed targets are not being met by the end of the first 12 month survey period, the Owners Corporation will take steps to improve the active and public transport travel mode share, including:

- Provide bicycle parking (if deemed required by questionnaire surveys), and
- Promote the green travel initiatives included in the green travel plan.

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## 6 ACTIONS

The Green Travel Plan aims to reduce the number of residents and staff of the proposed development. The following actions aim to improve the overall accessibility of the site and foster sustainable travel behaviour.

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The owner's corporation will be responsible for the ongoing coordination and implementation of the actions identified within the Green Travel Plan.

Table 5 details the green travel actions for office staff of the proposed development and implementation responsibilities.

Table 5: Green Travel Action Plans

ACTION	RESPONSIBILITY	IMPLEMENTATION
<p><b>Information and Promotion</b></p> <p>1. Display information regarding alternative sustainable travel modes within a well traversed area within both the commercial tenancies e.g. notice boards within the reception or main office area for the office tenancies. Minimum information required includes:</p> <ul style="list-style-type: none"> <li>- Map(s) indicating the location of the most proximate train and bus stops to the facility, and bicycle facilities.</li> <li>- Information on public transport fares and nearby outlets selling public transport tickets. Information is available from Public Transport Victoria (ph.: 1800 800 007, <a href="http://ptv.gov.au/">http://ptv.gov.au/</a>)</li> <li>- Provision of train and bus timetable information</li> <li>- A community board should display an overview of frequencies and service times, and provide relevant phone numbers and web links to PTV timetabling services.</li> <li>- Promotion of the PTV mobile app which will provide access to an overview frequencies and service times.</li> </ul> <p>2. Provide new residents with the relevant Green Travel Plan information, including information on public transport and initiatives.</p> <p>A summary of the welcome pack is provided at Appendix A.</p> <p>3. Promote state and national sustainable events such as Ride to Work day, Walk to Work day and Environment Day. The dates of the days specified here vary but for 2019/2020 these dates were/are:</p> <ul style="list-style-type: none"> <li>• World Environment Day – 5<sup>th</sup> June, 2021</li> <li>• Walk to Work Day – 4<sup>th</sup> September 2020</li> <li>• Ride to Work Day - 21<sup>st</sup> October, 2020</li> </ul>	<p>Date Plans Provided: 30/09/2020</p> <p>Owners Corporation</p>	<p>On-going</p>
<p><b>Walking</b></p>		
<p>5. Provide information on walkable routes to nearest shopping facilities and public transport from residents and office space.</p>	<p>Owners Corporation</p>	<p>On-going</p>
<p><b>Cycling</b></p>		
<p>6. Provide information on cycling routes to local facilities, bike tracks to promote fitness and well-being.</p>	<p>Owners Corporation</p>	<p>On-going</p>
<p><b>Car Parking</b></p>		
<p>6. Encourage carpooling between office staff and residencies</p> <p>7. Parking spaces on-site should be secure and controlled for use. Residents will be made aware of their allocation and appropriate signage provided</p>	<p>Individual Tenancies</p> <p>Developer</p>	<p>On-going</p> <p>Development Stage</p>
<p>8. Encouraging the use of car share.</p>	<p>Owners Corporation</p>	<p>On-going</p>

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## 7 COSTS

The cost of undertaking each of the proposed actions will not be significant, with a number of actions/activities having minimum ongoing costs. All ongoing costs are to be fully met by the owner(s) of the building through the Owners Corporation fees.

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## 8 MONITORING AND REVIEW

This Green Travel Plan should be nominated 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 will be responsible for monitoring the Green Travel Plan in accordance with the monitoring program set out in Table 4 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.

The Owners Corporation will be responsible for ensuring that the Green Travel Plan is updated not less than every 5 years in order to maintain relevance and accuracy for employees and residencies.

**Table 6: Monitoring and Review Action**

MONITORING/ REVIEW ACTION	PURPOSE
Undertake a questionnaire survey of residents and office staff.	To determine the modal split of trips and determine progress and compliance of the plan.  The questionnaire survey should include questions to determine travel patterns and mode splits, distances travelled to/from the site and the origin/destination of trips, as well as seeking feedback on and suggestions for initiatives aimed to reduce reliance on motor vehicles.
Investigate implementation of end-of-trip facilities for office staff and residences.	If additional office staff/residences bicycle parking is required, end-of -trip facilities are required.
Undertake an Audit of the actions listed in /Section 6 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 plans/actions and identify any modifications and/or improvements.	To 'fine tune' the plan and ensure viability of the plan.

## Green Travel Plan

18/20 Cottrell Street, Werribee: Proposed Mixed use Development

# APPENDIX A:

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## EXAMPLE QUESTIONNAIRE SURVEY

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## QUESTIONNAIRE SURVEY FOR RESIDENTS

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THE FOLLOWING TABLE PROVIDES AN EXAMPLE QUESTIONNAIRE SURVEY WHICH COULD BE USED BY RESIDENTS TO COLLECT MODE OF TRAVEL DATA:

APARTMENT NUMBER & RESIDENT INITIALS:											
NO. OF RESIDENTS LIVING AT ADDRESS:											
MODE OF TRAVEL DETAILS:											
RESIDENT INITIALS	TYPICAL MODE OF TRAVEL (SELECT MOST APPROPRIATE)						DOES RESIDENT HAVE A CAR LICENCE?	DOES RESIDENT HAVE A PRIVATELY OWNED VEHICLE?	DOES THE RESIDENT HAVE ACCESS TO A BICYCLE?	DOES RESIDENT REQUIRE ACCESS TO A VEHICLE DURING THE DAY (FOR WORK RELATED TRAVEL)	WHAT INFLUENCES THE RESIDENTS TRAVEL CHOICE? I.E. TRAVEL, CONVENIENCE, COST, HEALTH/FITNESS
	CAR AS DRIVER	CAR AS PASSENGER	PUBLIC TRANSPORT	WALKING	BICYCLE	OTHER (SPECIFY)					
EXAMPLE	Y						Y	N	Y	N	COST
EXAMPLE			Y				Y	Y	Y	N	CONVENIENCE

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## QUESTIONNAIRE SURVEY FOR OFFICE STAFF

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THE FOLLOWING TABLE PROVIDES AN EXAMPLE QUESTIONNAIRE SURVEY WHICH COULD BE USED BY OFFICE STAFF TO COLLECT MODE OF TRAVEL DATA.

BUSINESS NAME & TYPE:											
NO. OF EMPLOYEES ON A TYPICAL DAY:											
MODE OF TRAVEL DETAILS:											
STAFF INITIALS	TYPICAL MODE OF TRAVEL (SELECT MOST APPROPRIATE)						DOES RESIDENT HAVE A CAR LICENCE?	DOES RESIDENT HAVE A PRIVATELY OWNED VEHICLE?	DOES THE RESIDENT HAVE ACCESS TO A BICYCLE?	DOES RESIDENT REQUIRE ACCESS TO A VEHICLE DURING THE DAY (FOR WORK RELATED TRAVEL)	WHAT INFLUENCES THE RESIDENTS TRAVEL CHOICE? I.E. TRAVEL, CONVENIENCE, COST, HEALTH/FITNESS
	CAR AS DRIVER	CAR AS PASSENGER	PUBLIC TRANSPORT	WALKING	BICYCLE	OTHER (SPECIFY)					
EXAMPLE	Y						Y	Y	Y	N	COST
EXAMPLE					Y		N	N	Y	N	HEALTH/COST

## Green Travel Plan

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# APPENDIX B:

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## WELCOME PACK

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## WELCOME PACK

The following table includes a summary of the items which should be included in a welcome 'Green Travel Pack' issued to all new residents and retail tenancies of the proposed development (one pack provided per each dwelling or commercial tenancy).

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### Welcome Pack Items

Public Transport timetables for the following key public transport routes:

- Werribee Railway Station
- Bus Route 153
- Bus Route 170
- Bus Route 180
- Bus Route 181
- Bus Route 190
- Bus Route 191
- Bus Route 441
- Bus Route 945 (NightRider)

Copies of these timetables and other extensive routes in the nearby area are available from Public Transport Victoria.

A link to download the mobile PTV application will be provided for ease of access to service route timetables.

A single Myki Pass with a weekly zone 1 & 2 value for each dwelling and each office staff member in the development; upon commencement of employment as an introduction for using public transport services in the nearby area.

Tickets are available from Myki, [www.mymyki.com.au](http://www.mymyki.com.au)

Walk and bicycle maps for the Wyndham area.

Copies of maps are available from: <https://www.wyndham.vic.gov.au/services/sports-parks-recreation/find-local-sports-club-or-activity/bike-paths-walking-trails>