

**ADVERTISED COPY**



## GREEN TRAVEL PLAN

PROPOSED RESIDENTIAL AND CAFÉ DEVELOPMENT

256-262 HUNTINGDALE ROAD, HUNTINGDALE

6 APRIL 2023

256-262 HUNTINGDALE ROAD, HUNTINGDALE

CLIENT: Eternal Huntingdale Pty Ltd

**OBT JOB NUMBER: 23170**



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## 1 INTRODUCTION

O'Brien Traffic has been engaged by Eternal Huntingdale Pty Ltd to produce a Green Travel Plan (GTP) for a proposed residential and café development at 256-262 Huntingdale Road, Huntingdale.

The purpose of this GTP is to encourage the use of sustainable and active transport by residents, staff, and visitors to the development. To this end, the GTP includes information on the public transport services available within convenient walking distance of the site, as well as bicycle facilities.

Performance requirements of the GTP include a commitment to its regular review and the nomination of an on-site representative responsible for its continued operation.

## 2 AIM

A Green Travel Plan (GTP) includes a package of targets and actions aimed at reducing dependence on private car trips and encouraging the users of a site to adopt more sustainable transport options for travel to and from the site.

This plan aims to encourage residents, visitors and staff to make use of public and active transport options in the area when they travel to and from the subject site. This plan is designed to encourage walking, cycling and public transport trips as sustainable alternatives to private car trips.

It is hoped that within the first year of adoption of the plan, 100% of users of the site would travel using more sustainable modes of travel. This plan is to be updated no less frequently than every five (5) years after the site commences operation.

## 3 PROPOSAL

It is proposed to construct a mixed-use 4-storey building on the subject site. A café and a total of 60 dwellings are proposed comprising:

- 13 x one-bedroom dwellings; and
- 47 x two-bedroom dwellings.
- Ground floor 40 m<sup>2</sup> café

Vehicle access to the basement car park is provided via a 6.6m wide ramp crossover to Ross Street.

The proposal includes a total of 16 bicycle parking spaces in the basement for residents and 6 bicycle parking spaces at the Huntingdale Road pedestrian entrance for visitors.

Additionally, it is proposed to construct 10 townhouses on the subject site comprising:

- 8 x three-bedroom dwellings; and
- 2 x four-bedroom dwellings.

Vehicle access to the town houses is provided via a shared accessway, with a 3.5m wide crossover to Berkeley Street and 3.5m wide crossover to Ross Street.

As part of the development, the developer will purchase a vehicle that will operate as a share car. The share car would be stored in an allocated parking space within the multi-use building basement and would be for the exclusive use of the four townhouses that provide one parking space (access to the basement will be provided for these residents). The share car would be managed and maintained by the future Owners Corporation.

### 3.1 LOCATION AND LAND USE

The subject site is located on the eastern side of Huntingdale Road between Berkeley Street and Ross Street, Huntingdale. The location of the subject site and surrounding area is shown in **Figure 1**. A recent aerial photograph is shown in **Figure 2**.

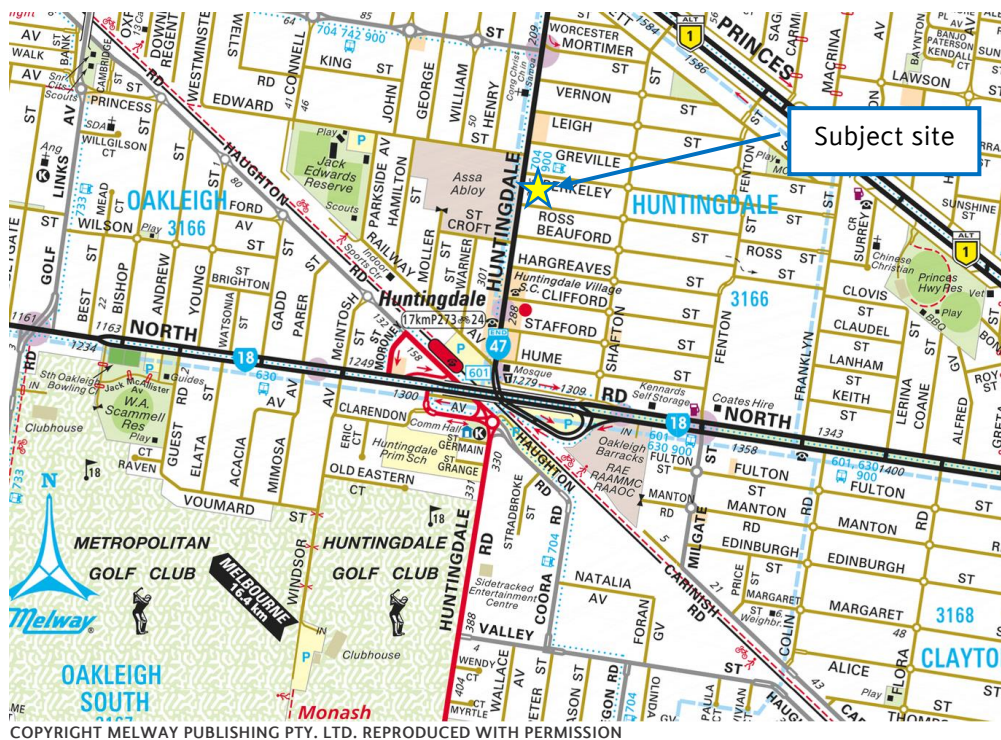


FIGURE 1: LOCATION OF SUBJECT SITE



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FIGURE 2: AERIAL PHOTO OF SUBJECT SITE

The site, which is zoned *Residential Growth Zone (RGZ5)*, has a frontage of approximately 66 metres to Huntingdale Road, approximately 60 metres to Berkeley Street and approximately 65 metres to Ross Street comprising an area of approximately 4,129 square metres

Pedestrian access into the multi-story apartment building is proposed via Huntingdale Road, cyclist access is proposed via the basement ramp to Ross Street.

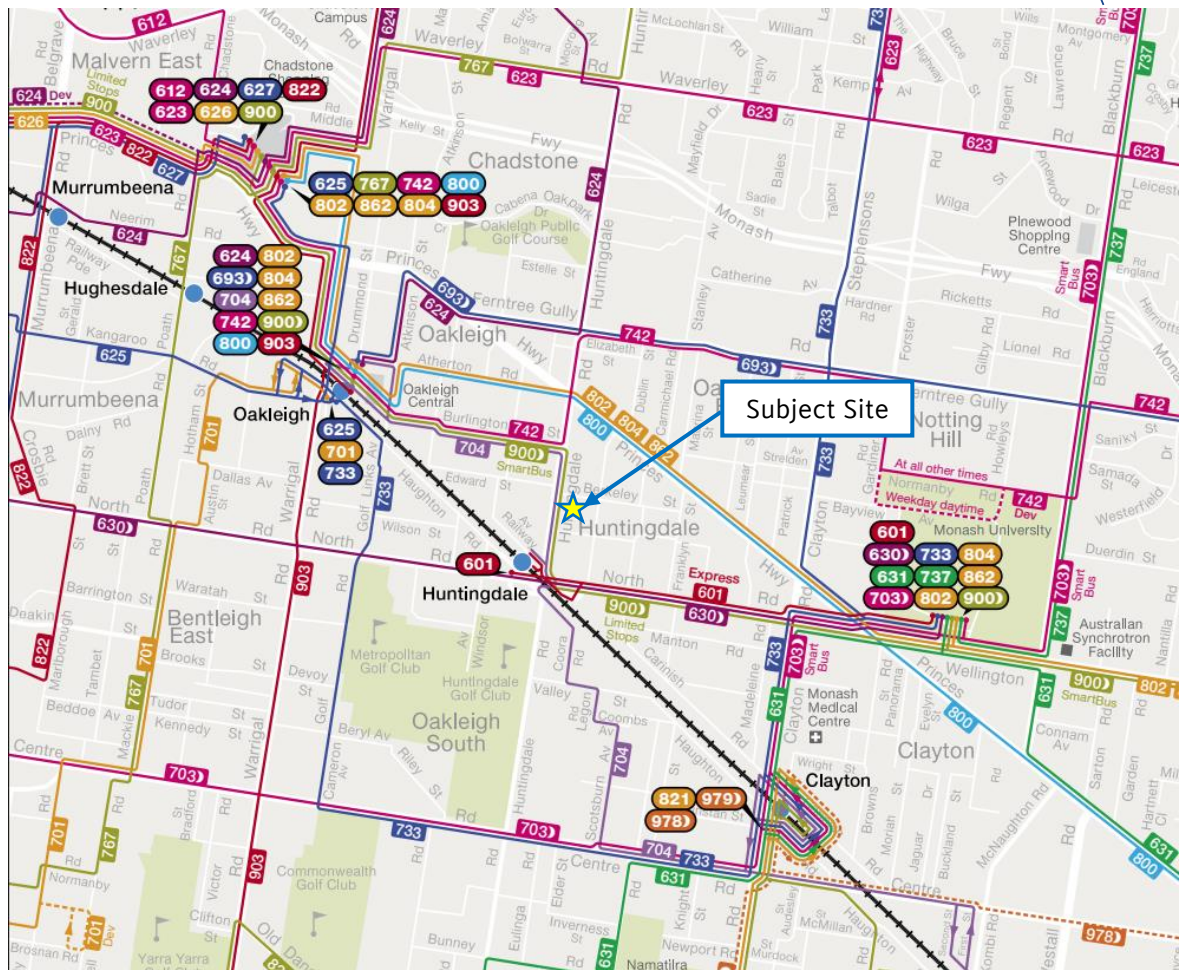
Pedestrian and cyclist access into the 10-townhouses is proposed via the accessway linking Berkeley and Ross Streets.

## 4 SUSTAINABLE TRANSPORT OPTIONS

A range of sustainable and active transport options are available to residents, staff, and visitors of the proposed development.

### 4.1 PUBLIC TRANSPORT

The subject site lies within the Principal Public Transport Network (PPTN) area and is well served by a number of train lines and bus routes. The public transport services in the vicinity of the subject site are shown in **Figure 3**. The key public transport facilities located within the nearby area are detailed in **Table 1** and **Table 2**.



SOURCE: PUBLIC TRANSPORT VICTORIA (PTV) WEBSITE

FIGURE 3: PUBLIC TRANSPORT SERVICES

STATION	LOCATION	RAILWAY LINE	ROUTE DESCRIPTION
Huntingdale	550m walking distance south of the subject site	Cranbourne and Pakenham metro lines	To/from CBD

TABLE 1: RAIL TRANSPORT SERVICES

SERVICE/ROUTE NUMBER	BUS STOP LOCATION	ROUTE DESCRIPTION
Bus Route 704	Directly in front of the development on Huntingdale Road	Oakleigh Station – Westall Station via Clayton
Bus Route 900 SMARTBUS Service	250m walking distance north of the subject site on Huntingdale Road	Stud Park SC (Rowville) – Caulfield via Monash University and Chadstone
Bus Route 742	400m walking distance northwest of the subject site on Burlington Street/ Huntingdale Road intersection	Ringwood – Chadstone SC via Vermont South and Glen Waverley and Oakleigh
Bus Route 601	550m walking distance south of the subject site, at Huntingdale Station	Huntingdale – Monash University (Clayton)

Bus Route 630	550m walking distance south of the subject site, at Huntingdale Station	Elwood - Monash University (Clayton)
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TABLE 2: BUS TRANSPORT SERVICES

Details of the bus routes are provided in **Appendix A**.

Residents and café staff 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)

## 4.2 BICYCLE NETWORK

The subject site is located within the Principal Bicycle Network as shown in **Figure 4**.

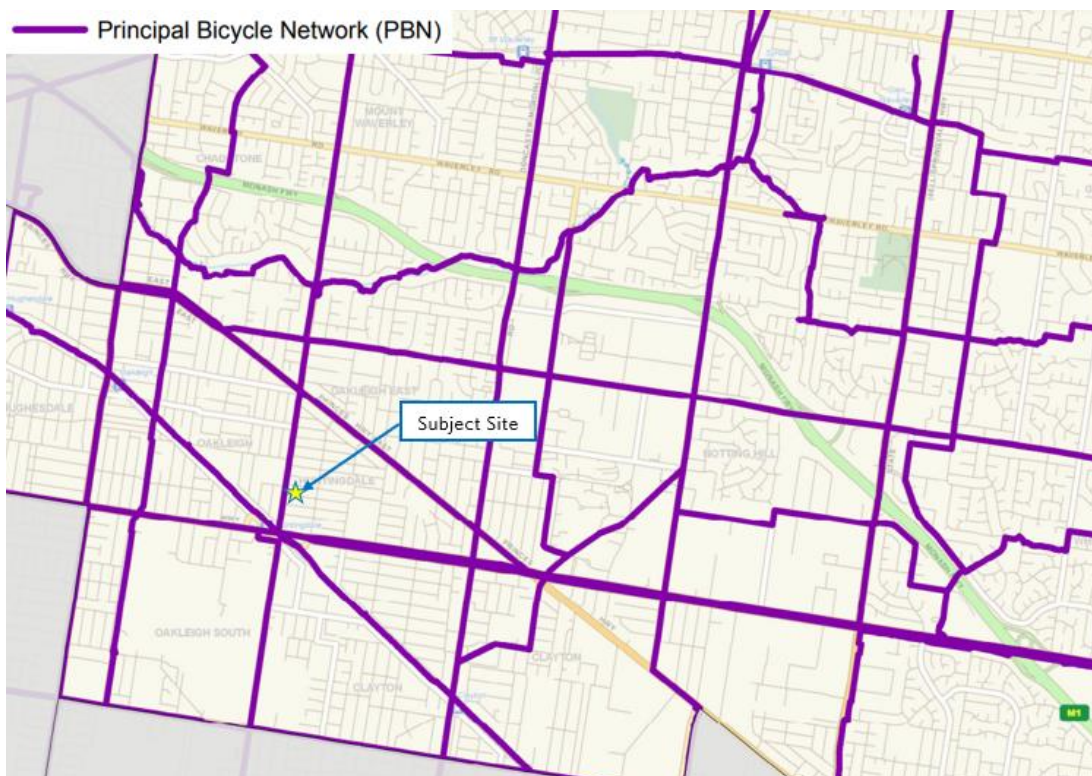
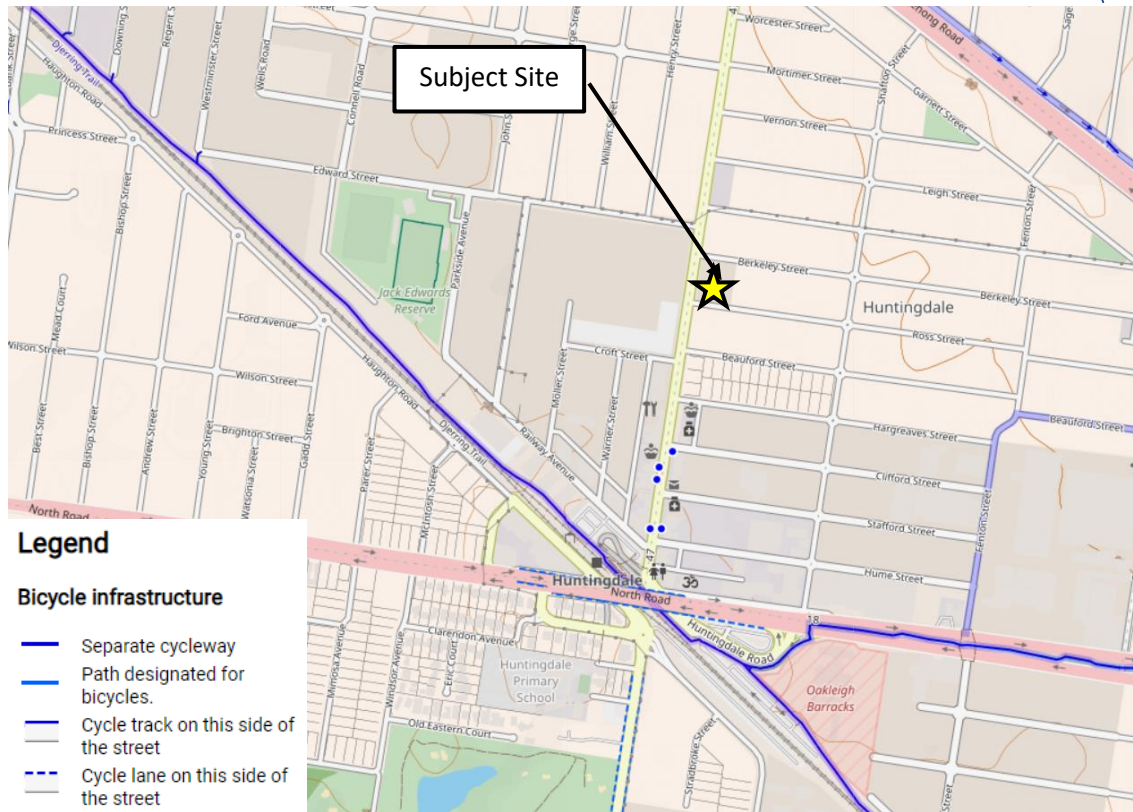


FIGURE 4: PRINCIPAL BICYCLE NETWORK - MONASH

The bicycle network in the vicinity of the subject site is shown in **Figure 5**.

The site is well serviced by bicycle infrastructure with off-road paths, and on-road and informal bicycle routes directly linking the site to many nearby land uses around nearby suburbs.





SOURCE: CYCLOSM.ORG

FIGURE 5: BICYCLE NETWORK

Djerring Trail is located less than 550 m to the south of the site accessible via Huntingdale Road. This shared path can be used to access Melbourne CBD via Gardeners Creek Trail and Capital City Trail.

Roads providing formal bicycle facilities near the site include Atherton Road, Arkinson Street and the North Road shared path.

#### 4.3 PEDESTRIAN ACCESSIBILITY

Footpaths are provided on both sides of all streets in the road network surrounding the subject site. The available footpaths provide convenient pedestrian access to all the aforementioned public transport services in the vicinity.

In addition, the terrain of the surrounding road network is relatively flat and thus provides good accessibility for travellers with limited mobility.

**Walkscore** is an online tool ([www.walkscore.com](http://www.walkscore.com)) that provides an indicative assessment of the walkability of addresses, based on nearby amenities and the ability to undertake daily errands without the use of a car.

The Walk Score of 256-262 Huntingdale Road, Huntingdale is in the high range. The site was awarded a Walk Score of 86 and a Transit Score of 77. This is on a scale from zero to 100 and translates to a rating of ‘Very Walkable’ and ‘Excellent Transit’ on the Walk Score scale.

It is important to note that these scores are calculated by an unpublished algorithm and are biased toward residential sites, but they are nevertheless informative and are provided together with detail to support the outputs.

#### 4.4 CAR SHARE

The developer will purchase a vehicle that will operate as a share car. The share car would be stored in an allocated parking space within the multi-use building basement and would be for the exclusive use of the four townhouses that provide one parking space (access to the basement will be provided for these residents). The share car would be managed and maintained by the future Owners Corporation.

Car share pods are not located within convenient walking distance of the subject site, however the closest car share pods are shown in **Table 3**.

SERVICE/PROVIDER	LOCATION	CONTACT DETAILS
GoGet	Monash University near Scenic Boulevard, 3.5km south east of the site	1300 769 389 <a href="https://www.goget.com.au/">https://www.goget.com.au/</a>
Flexicar	Monash University near Bayview Avenue, 2.9km north east of the site	1300 36 37 80 <a href="http://www.flexicar.com.au/">http://www.flexicar.com.au/</a>

TABLE 3: CAR SHARE LOCATIONS

Car share services enable the use of a car without the need to own and store one. They are available to residents, businesses and visitors to the area, on a membership basis. The two providers shown allow car bookings through a smartphone app, website or phone service. Access to the cars is controlled using a smart card in the case of GoGet. Each car is parked in a specific on-street space when not in use and must be returned to its space at the end of a booking.

#### 4.5 TAXI SERVICES / UBER

Taxi services operating in the vicinity of the site are shown in **Table 4**.

SERVICE/PROVIDER	WHEELCHAIR ACCESSIBLE	CONTACT DETAILS
Silver Service taxi	Yes	13 50 00 <a href="https://silvertop.com.au/">https://silvertop.com.au/</a>
13 CABS	Yes	13 22 27 <a href="https://www.13cabs.com.au/">https://www.13cabs.com.au/</a>
Uber	Generally no	<a href="http://www.uber.com">www.uber.com</a>

TABLE 4: TAXI SERVICES

Taxi services can be accessed 24 hours a day 7 days a week, either through unbooked service at a tank rank or hailing a taxi down on the street, or a booked service in advance via an app, phone call or internet.

Uber can be accessed 24 hours a day, 7 days a week via the Uber app.

## 5 TARGETS

The 2021 Census notes the following percentages of people using various transport modes to travel to work who live in Huntingdale:

### Public Transport

<i>Train:</i>	7%
<i>Bus:</i>	1.5%
<i>Taxi / Ride Share:</i>	1%

### Active Transport

<i>Walking:</i>	3%
<i>Cycling:</i>	2%

### Motor vehicle

<i>Car as driver:</i>	78%
<i>Car, as passenger:</i>	5%
<i>Truck:</i>	1%

**Other:** 1.5%

**Total 100%**

Using these figures as a baseline, this Green Travel Plan aims to minimise the number of single-occupant car journeys to and from the site by its residents, staff and visitors.

Noting that 19.5% of people in Huntingdale currently use transport modes other than single-occupant car trips to travel to work, the initial target is that **25%** of residents will consistently travel to / from the site by walking, cycling, car-pooling, car-sharing, drop-off/pick-up and/or public transport within the first year of the development opening.

New targets will be set in subsequent years following a review of the level of success of this current target.

## 6 ACTIONS

Uptake of the sustainable transport options listed in Section 4 will be maximised if management takes ownership of the Green Travel Plan and promotes its adoption among the residents, staff and visitors.

The actions set out in **Table 3** are designed to encourage staff and visitors to make more sustainable travel decisions.

ACTION	TIMELINE	BY WHOM
Slightly reduce the provision of on-site parking to discourage future residents from bringing a car (or additional car) to the development.	During the design process	Applicant
<p>The following information is to be on show and freely available for residents, staff and visitors to view and, where applicable, take away with them.</p> <ul style="list-style-type: none"> <li>• Frequencies of public transport services should be included as part of the material.</li> <li>• Maps indicating the location of the site in relation to Huntingdale railway station and bus routes. Material is to refer to the PTV website (<a href="http://www.ptv.vic.gov.au">www.ptv.vic.gov.au</a>) and the PTV smartphone app.</li> <li>• Promotional material from Bicycle Network Victoria.</li> <li>• Any promotional material provided by Monash City Council regarding nearby pedestrian and bicycle facilities.</li> <li>• Contact information for car-share services, and directions to car-share parking locations in the vicinity of the site.</li> </ul>	Ongoing	Management
<p>Provide each new resident and café staff member with a 'welcome pack' including:</p> <ul style="list-style-type: none"> <li>• maps of the local area, indicating train and bus stop locations, and bicycle and walking routes through surrounding areas;</li> <li>• details of the PTV app and how to download it, and phone contact details for PTV's customer service centre (1800 800 007);</li> <li>• a Myki card with \$50 of Myki Money pre-loaded; and</li> <li>• details of nearby bicycle shops and/or service workshops.</li> </ul>	Ongoing	Management
Provide a bicycle toolkit located near the bicycle parking area. The toolkit should include a minimum of a bike pump, puncture repair equipment, spanners, Allen keys etc.	Ongoing	Management
Promotion of sustainable travel events for residents and cafe staff such as Ride to Work Day and National Walk to Work Day.	Ongoing	Management
Reminders of initiatives provided in this Green Travel Plan discussed at Body Corporate meetings.	Ongoing	Management
Provide and maintain an on-site share car.	Ongoing	Management

TABLE 3: GREEN TRAVEL PLAN ACTIONS

The costs associated with promotion actions and the bicycle tool kit are likely to be in the order of \$4,500 + GST.

The costs associated with the purchase of a share car may be in the order of \$30,000 – \$50,000. The ongoing maintenance, insurance and registration costs of the share car would be expected to be up to \$5,000 per year.

The preparation and monitoring of 'welcome packs' for residents and cafe staff are likely to be delegated to administrative staff and the promotion of sustainable travel likely to require little physical, consumable media.

## 7 MONITORING AND REPORTING

Different methods will be needed to ascertain the travel patterns of residents, staff and visitors. The surveys described below are intended for deployment to residents and staff, while management may need to devise a method of surveying visitors.

### 7.1 INITIAL SURVEYS

Management is to provide copies of the questionnaire in **Appendix A**, or an equivalent questionnaire to each new resident within one month of occupancy, and to the staff of the cafe on commencement of work. The initial survey intends to capture the travel intentions of residents and staff before they experience the initiatives of the GTP. The survey may be delivered by any practical method, including email, online survey or in print.

The data from these surveys will establish base travel behaviour, which is necessary to ensure the targets are measurable.

Identification of visitor travel modes can be achieved through a visitor registration form. It will be the task of management to decide on a practical method of ascertaining the travel mode by which each visitor, has travelled to the site.

### 7.2 ANNUAL SURVEYS & REPORTING

Every 12 months (for the first three years post-development), Management is to provide the questionnaire in **Appendix C** to each resident and staff member. Accumulated data from visitors will also be collated. This will establish travel behaviour trends among residents, visitors and staff and whether the Green Travel Plan targets have been met.

The data collected from the initial and annual surveys is to be compiled in a brief report prepared by Management.

The report is to include:

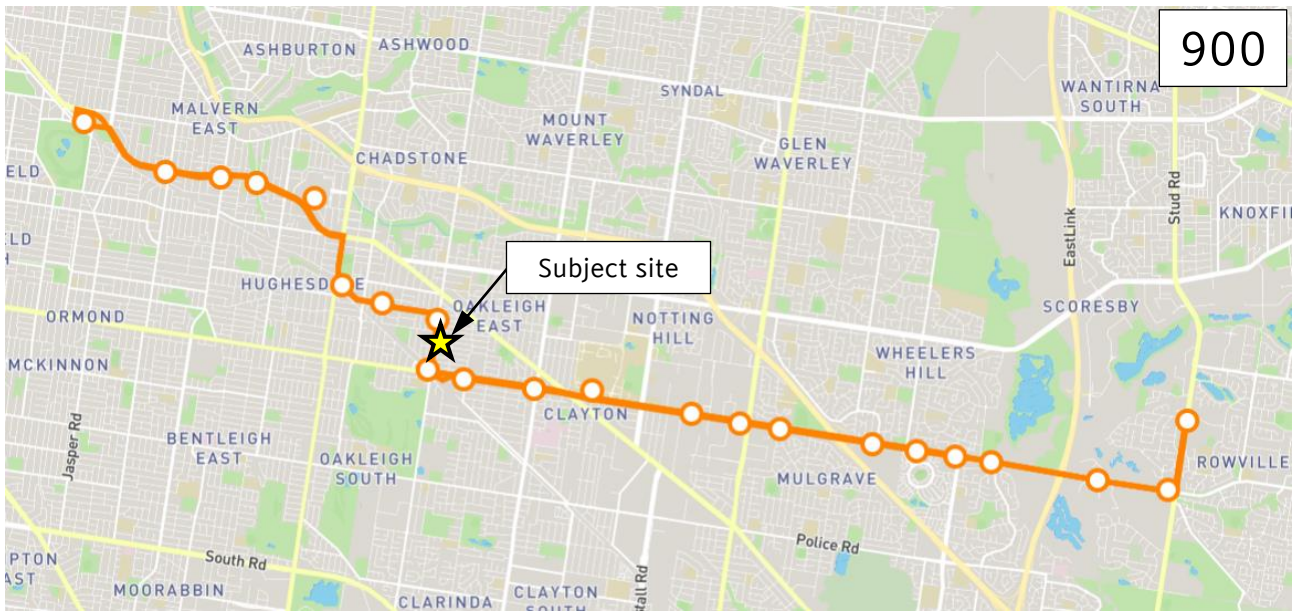
- a summation of the initial survey data;
- a summation of the annual survey data;
- calculation of the overall modal splits for residents, staff and visitors, and how this compares with the targets outlined in Section 5;
- what actions have been implemented from this plan;
- what actions have yet to be implemented and when they will be; and
- any new actions that will be adopted for the forthcoming year.

# APPENDIX A

## MAP OF BUS SERVICES

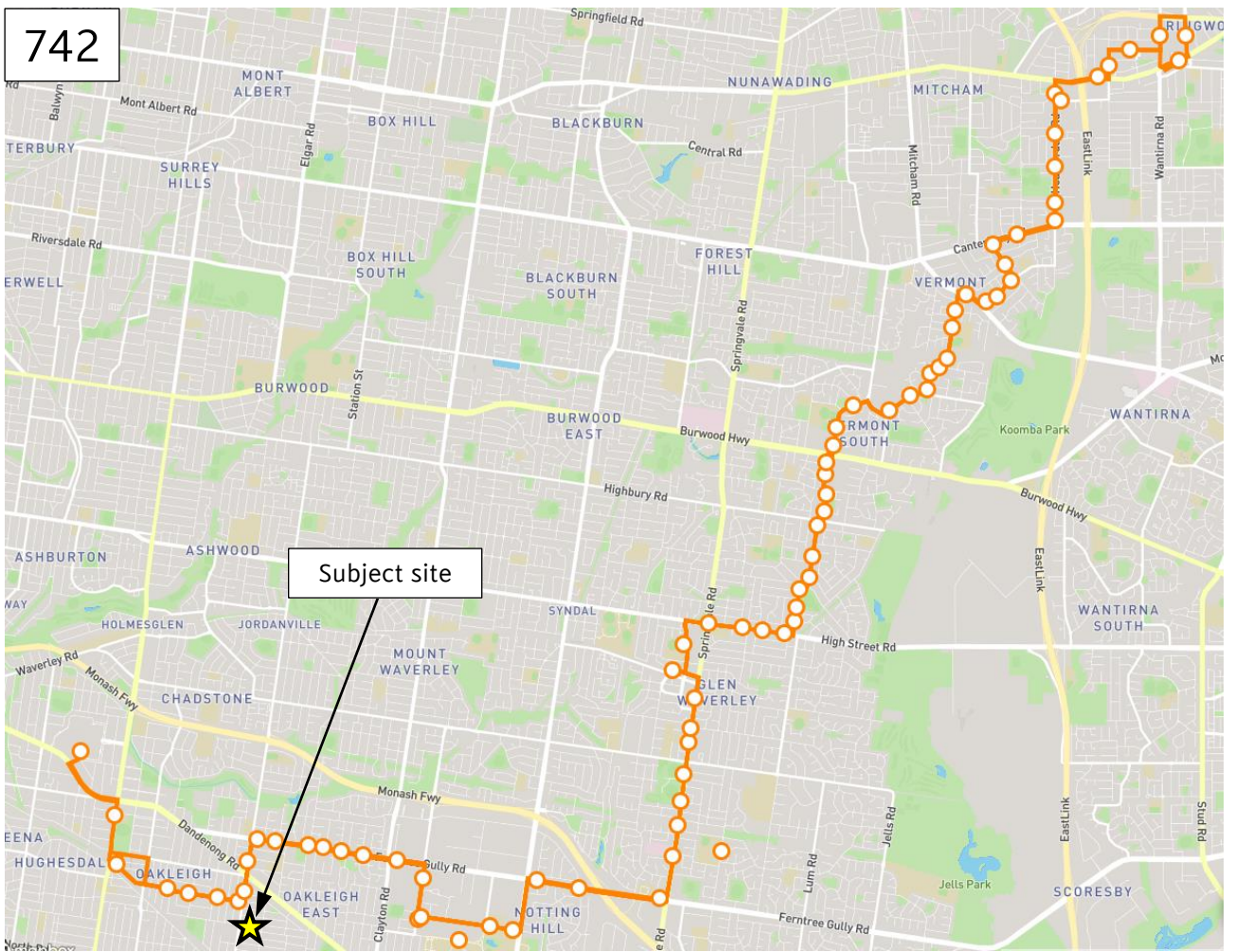






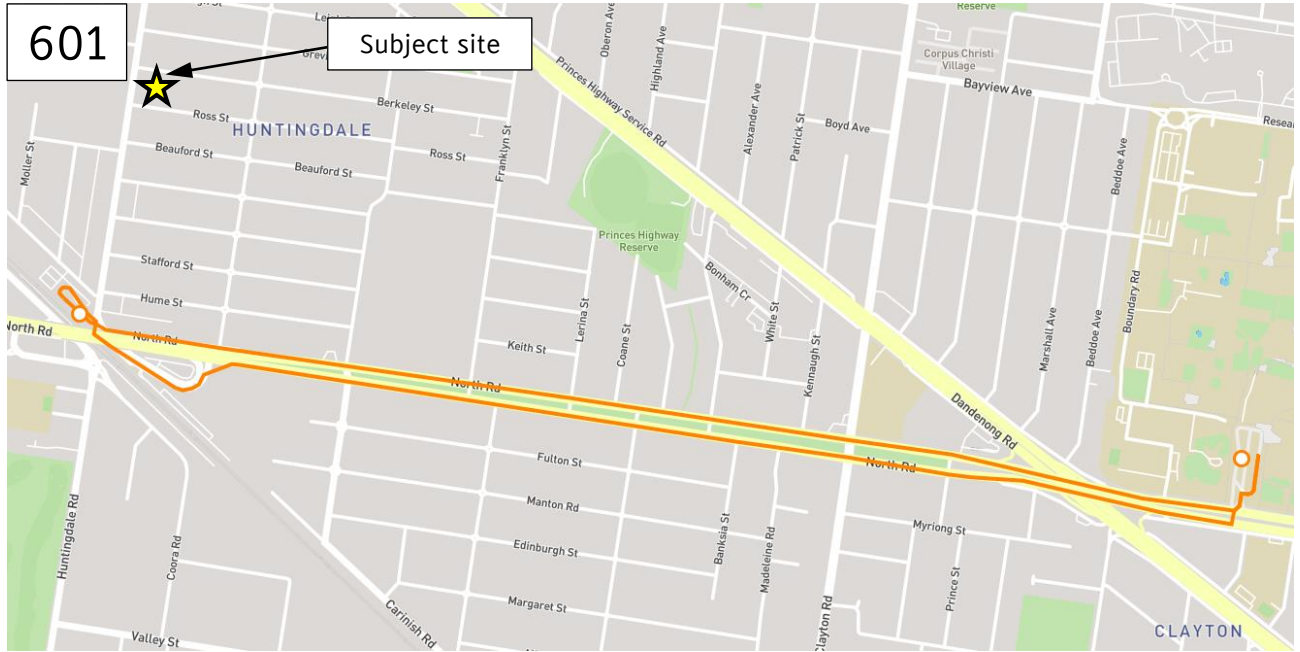
SOURCE: PTV.VIC.GOV.AU

FIGURE A2: ROUTE OF 900 BUS



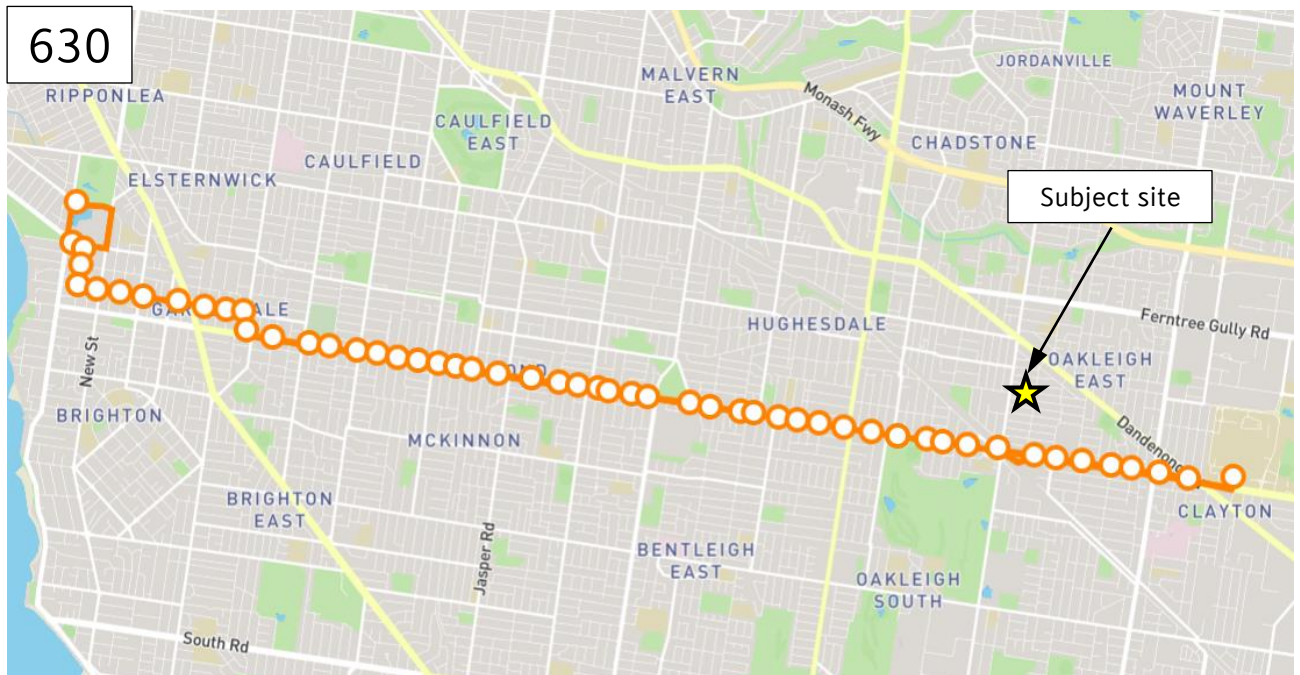
SOURCE: PTV.VIC.GOV.AU

FIGURE A3: ROUTE OF 742 BUS



SOURCE: PTV.VIC.GOV.AU

FIGURE A4: ROUTE OF 223 BUS



SOURCE: PTV.VIC.GOV.AU

FIGURE A5: ROUTE OF 630 BUS

**INITIAL RESIDENT/STAFF SURVEY**

# GREEN TRAVEL PLAN SURVEY FOR NEW RESIDENTS & STAFF

## Purpose

The purpose of this simple survey is to assist in the assessment of the effectiveness of the Green Travel Plan (GTP) for 256-262 Huntingdale Road, Huntingdale.

The results of the survey are to be used to assess whether the GTP has had any influence on reducing car usage and increasing usage of other modes of transport (i.e. walking, cycling or public transport). The data will be compiled into an annual report to be provided to City of Monash.

Please note that your personal details are required to enable evaluation of the data (as you will also be asked to undertake a similar survey once annually). Your personal details will only be used by the Management and will not be passed on to Council or any other party. Only people aged 18 and over are to complete this survey.

Name: .....

Residential Postcode (For Shop Staff Only): \_ \_ \_ \_

Date: ...../...../.....

## Questions

1. Do you hold a driver's licence?

YES

NO

2. Do you currently own a vehicle (car, ute, van, motorcycle or scooter)?

YES

NO

3. If answered YES to Question 2, is your vehicle electric powered / hybrid?

YES

NO

4. If answered NO to Question 3, would you be more willing to switch to an electric / hybrid vehicle if an on-site charging bay is provided?

YES

NO

N/A

5. How do you travel from/to 256-262 Huntingdale Rd on most days? If you use multiple modes in one trip, tick all of them.

CAR (as driver)

CAR (as passenger)

CAR-POOL

BUS

TRAIN

MOTORCYCLE / SCOOTER

BICYCLE

WALK

OTHER (please specify)

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**ANNUAL RESIDENT/STAFF SURVEY**

# GREEN TRAVEL PLAN ANNUAL SURVEY (RESIDENTS & STAFF)

**Purpose**

The purpose of this simple survey is to assist in the assessment of the effectiveness of the Green Travel Plan (GTP) for 256-262 Huntingdale Road, Huntingdale.

The results of the survey are to be used to assess whether the GTP has had any influence on reducing car usage and increasing usage of other modes of transport (i.e. walking, cycling or public transport). The data will be compiled into an annual report to be provided to City of Monash.

Please note that your personal details are required to enable evaluation of the data (as you will also be asked to undertake a similar survey once annually). Your personal details will only be used by Management and will not be passed on to Council or any other party. Only people aged 18 and over are to complete this survey.

**Name:** .....

**Residential Postcode (For Staff Only):**     - - - -

**Date:** ...../...../.....

**Questions**

1. Do you hold a driver's licence?

YES                       NO

2. Do you currently own a private vehicle (car, ute, van, motorcycle or scooter)?

YES                       NO

3. How do you travel to work on most days? If you use multiple modes in one trip, tick all of them.

CAR (as driver)     CAR (as passenger)     CAR-POOL     BUS  
 TRAIN                 MOTORCYCLE / SCOOTER     BICYCLE     WALK  
 OTHER (please specify) \_\_\_\_\_

4. Has the Green Travel Plan influenced the type of transport you choose to use to travel to and from 256-262 Huntingdale Road, Huntingdale?

YES – I tend to car-pool, walk, cycle or use public transport to a greater extent than I otherwise would have.  
 NO – My travel behaviour has not changed.

5. If you previously owned an internal-combustion-engine vehicle, have you switched to an electric / hybrid vehicle?

YES                       NO                       N/A