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The success and realisation of the proposed initiatives will be dependent upon the commitment of the design team, the development of the initiatives through the life of the design and also the implementation into the operation of the building. Without this undertaking the proposed targets may not be achieved.
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Revision A  
Revision Date: 31/08/2011
Plan Overview

The Green Travel Plan for the site at 545 Station Street in Box Hill has been developed to encourage adoption of more sustainable forms of transport as opposed to personal vehicle use. The existing site opportunities (e.g. proximity to public transport services) have been used to develop the sustainability initiatives (e.g. free Myki program and ‘Car Club’) that the project is committing to. The desired outcomes include reduced ownership and use of personal vehicles, with public transport as the primary mode of travel alongside a high number of pedestrian and cyclist movements for shorter trips.

The diagram below provides a visual overview of site’s the Green Travel Plan. Details on the site opportunities and project initiatives are provided in detail in Sections 2 to 4.
1 Introduction

1.1 Scope

This Green Travel Plan has been produced as part of the planning submission for the proposed development at 545 Station Street in Box Hill to outline the strategies and actions the development is taking to encourage the use of more sustainable modes of transport for building occupants.

It should be noted that the purpose of this Plan is to outline the sustainable transport strategies the developer is implementing in the design and management of the building. Whilst information in this report may be useful for residents, staff or customers using the building, they are not the primary audience.

However, as part of the environmental commitments outlined in the ESD Management Plan, a Sustainable Travel Plan (separate to this Green Travel Plan) will be developed particularly for building occupants to provide easily and quickly accessible information on public transport and other sustainable options in the area.

1.2 Aims

The overall aim of the strategies in this Plan is to reduce the number of single-occupancy car trips and promote alternative options such as walking and cycling for shorter trips and public transport or car pooling for longer trips. The benefits of this include:

- Reduced greenhouse gas emissions
- Improved resident health from reduced exposure to vehicle fumes
- Reduced contribution to photochemical smog
- Relieving stress on local road networks (congestion, parking availability etc.)
- Encouraging a reduced personal dependence on finite fossil fuel resources
- Less local noise
2 Site Location and Land Use

2.1 The Site

The site is located at 545 Station Street, Box Hill on the corner of Station Street and Carrington Road and is adjacent to the Box Hill bus and train stations as well as a number of retail and food service areas (as shown in Figure 2.1).

Figure 2.1: Location of site relative to adjacent facilities

The site is a 30 minute drive from the Melbourne CBD and is within the Box Hill Central Business Area, a ‘node’ suburb of Melbourne’s east. A number of local facilities and amenities are within walking and cycling distance, as discussed in Section 2.2.

The development will be located on an existing site that is currently used as a car park and will be connected to the adjacent Box Hill Centro retail centre. Land use in the local area is mixed-use and includes offices, retail, food service, education, healthcare and public transport hubs. This area provides the above services to residents within the following suburbs:

- Box Hill
- Box Hill North
- Box Hill South
- Surrey Hills
- Mont Albert
- Blackburn

Based on its proximity to Box Hill train station and other public transport services, the area also serves parts of Doncaster, Forest Hill and Burwood.
2.2 Local Amenities and Facilities

There are many areas surrounding the site that may be of interest to building occupants. The major facilities and amenities within walking and cycling distance that may be relevant occupants include:

- Box Hill Centro including multiple retail, supermarket and food service areas (directly adjacent)
- Box Hill bus station (adjacent – 1 minute walk)
- Box Hill railway station (adjacent – 1 minute walk)
- Box Hill Institute of TAFE – Whitehorse Campus (300m – 4 minute walk)
- Box Hill Gardens including sporting facilities (600m – 8 minute walk)
- Box Hill Library (600m – 8 minute walk)
- Box Hill Hospital (1km – 15 minute walk)
- Surrey Park including ovals, recreation and aquatic centre (1km – 15 minute walk)
- Multiple schools (e.g. St Francis Xavier’s Primary and Our Lady of Sion College)
3 Existing Sustainable Transport Options

A number of existing services around the site have been considered when developing the sustainable transport commitments of the project. An overview of available services is provided in the Whitehorse TravelSmart map (see Appendix). Brief descriptions of the existing options serving the site are provided below.

3.1 Pedestrian and Cyclist Network

Extensive public pathways and cycle paths exist around the Box Hill Municipality, with services such as Box Hill TAFE, Box Hill Hospital and a many retail areas within walking distance (see Section 2.2 for more detail on nearby services).

A pedestrian study was undertaken at the corner of Carrington Road and Station Street (the southeast corner of the site) to quantify pedestrian movements and walking times to surrounding facilities. This study is detailed in the Traffic Engineering Assessment report, whilst a summary of walking times to surrounding areas from the report is shown in Figure 3.1.

Figure 3.1: Walk time contours from the site (minutes)

The TravelSmart map for the area (provided in Appendix), also shows the walking and cycling tracks present in the area. Most cyclist tracks are shared with vehicles, which a higher risk to cyclists than grade separated tracks and may impact the uptake of cycling.

The Melbourne Bike Share program currently does not have a bike share station in Box Hill, nor is one proposed in the near future. This highlights the potential need for bicycle storage facilities within the project.
3.2 Rail Services

The Box Hill train station is located a short walking distance from the site and is served by the Belgrave and Lilydale metropolitan train lines. These trains allow for direct passage to major stations in the city, Richmond, Hawthorn, Camberwell and Ringwood.

Connective services to and from these lines are available at Camberwell, Richmond and City Stations.

3.3 Bus Services

The Box Hill Bus Station is a central hub for services and is located adjacent to the development site. This station has 14 bays and provides 23 services to surrounding areas including Melbourne CBD, Kew, Altona, Mordialloc, Templestowe, Doncaster, Monash University, Knox and many others.

3.4 Tram Services

Two tram lines operate along Whitehorse Road approximately 200 metres from the development site. Trams 42 and 109 operate from Box Hill to/from Victoria Harbour Docklands and Port Melbourne.
4 Sustainable Transport Initiatives

A number of sustainable transport initiatives are being incorporated into the design and management of the building to complement the existing transport options (noted in Section 3) and provide an holistic strategy to positively influence occupant behaviour.

The overall site strategy for transport is based around two main ‘streams’: reducing car ownership with public transport as the primary mode for distance trips, and pedestrian/cyclist provisions for shorter trips. A visual overview of the Plan is shown in Figure 4.1.

Figure 4.1: Visual representation of Green Travel strategy for the site

The major project initiatives within the plan are detailed below. It should be noted that in each case, the initiatives outlined below are not ‘soft targets’; rather, the design and management teams have committed to their implementation should the project proceed.

4.1 Free Myki Initiative

The site location provides very good access to public transport, being only a short walking distance to the Box Hill Train and Bus Stations as well as two tram routes only 200 metres away. As such, the building’s design and management teams are focused on encouraging residents to avoid car use and adopt public transport as their primary mode.

To promote this behaviour, a commitment has been made to provide all apartments (around 275no.) with a voucher for $50 of credit each month to add to their Myki card for the first 12 months of occupancy.
By providing a voucher that residents use to personally top-up their cards (rather than automatically topping them up), the residents receive a monthly reminder of the available service and are personally engaged in the process. It also allows them to divide the allowance up between multiple residents within the same apartment, or transfer the vouchers to neighbours who may have a greater need for public transport (e.g. a family with children).

By providing monthly top-ups as opposed to one yearly Myki pass, the system allows new tenants to take up the offer if the first tenant was to move out within the initial 12 months of their lease.

This initiative aims to establish public transport as a viable option from the beginning of tenancy / ownership, which discourages the adoption of personal vehicle usage from the outset. It is then anticipated that after the 12 month period of establishment, residents will continue to use public transport based on their knowledge of the system and travel ‘habits’ that were developed during the first 12 months of occupancy.

4.2 Bicycle Facilities

The Victorian Planning Provisions (VPP) outlines minimum requirements for bicycle parking, which are broken down between residential and retail areas. For residential areas, the VPP sets out minimum requirements for bicycle storage based on the number of apartments, whilst retail requires a number of spaces based on floor area.

The project is committed to improving on these minimum requirements to encourage more people to cycle to and from the premises. By providing additional space than what is required and locating it in an area that is easily visible and conveniently located, the project is promoting awareness and uptake of cycling.

Table 4.1 summarises the sustainable commitments that are being made with regard to bicycle parking within the development above and beyond minimum requirements. A large emphasis has been placed on residential cycle use, with more than double the storage space provided than what is required.

The aspirational targets below describe what the design is aiming to achieve, however the accomplishment of these would depend on detailed design implications. The number of residential bicycle spaces included in the design is 214, which is equivalent to 1 bicycle rack per 1.3 apartments (based on a total of 275no. apartments). This is significantly greater than the minimum commitment and provides a 290% improvement over the regulatory requirement.

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<tr>
<th>Indicator</th>
<th>Regulatory Requirement</th>
<th>Minimum Commitment</th>
<th>Aspirational Outcome</th>
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<tr>
<td>Residential Number of Bicycle storage spaces per dwelling</td>
<td>1 bicycle rack per 5 apartments.</td>
<td>1 bicycle rack per 2 apartments</td>
<td>1 bicycle rack per apartment</td>
</tr>
<tr>
<td>Retail (average for all developments) No. staff spaces per 1,000m²</td>
<td>1.5</td>
<td>1.75</td>
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<td></td>
<td>2.1</td>
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4.3 Car Club: Reducing Personal Vehicle Ownership

With the aim of achieving an overall reduction in personal car ownership and usage, the development has committed to implementing a ‘Car Club’ for residents across the site to address the issue.

Not all apartments will be provided with a dedicated parking space, with potential for approximately 80 apartments to be without a space pending more detailed design and traffic study. Residents will be given the opportunity to participate in the Car Club scheme, which will involve the provision of four communal cars that can be booked out in advance and used when required. The cars are to be available for use by Car Club residents when the residents have a transportation demand that cannot be met by public transport.

This initiative caters for residents who predominantly use public transport but have the occasional requirement for a personal vehicle. For these residents, individual ownership of a car would likely to lead to more frequent car use as the cost of public transport may not be justified against the capital cost already invested in the vehicle.

The program obviates the need for ‘casual’ car users to own a personal vehicle and encourages more regular use of public transport, which is further aided by the free Myki initiative outlined in Section 4.1.

4.4 Sustainable Travel Guide

A Sustainable Travel Guide will be developed for the building’s residents, staff and customers to provide information and recommendations on sustainable travel options to and from the development. The guide will be readily available and structured in a manner that provides concise, relevant and easily understood information for the targeted readers.

The purpose of the Sustainable Travel Guide differs from that of the Green Travel Plan (this document). The Green Travel Plan has been developed to demonstrate the sustainable transport initiatives being adopted in the design and the strategies being used by building management to encourage residents to adopt the preferred modes, whereas the Sustainable Travel Guide is targeted directly at building occupants and provides easy to understand information for the public.

Topics to be covered in the Sustainable Travel Guide:

- Access to public transport infrastructure, including:
  - Directions
  - Walking distances and times
- Services provided by local public transport, covering
  - Available train, tram and bus services
  - Routes covered by local services, including connections to other services
- Ticketing information for public transport, including:
  - Prices and coverage of zones
  - Locations of ticket purchasing machines / kiosks
  - Overview of free Myki program for residents
- Locations of local facilities and amenities within walking and cycling distance
- Overview of cyclist provisions (bicycle storage, shower and locker locations etc.)
4.5 Site Pedestrian Access Strategy

A number of key public facilities lie within walking distance to the site, as discussed in Section 2.2. As the site is located in the centre of the Box Hill central business area, pedestrian travel provides a unique opportunity not often available in developments located so far from the Melbourne CBD.

The building’s design team and management are harnessing this by committing to provide pedestrian links to key community areas and good signage in visually prominent areas. A link is currently proposed between the building and the adjacent Centro retail development, whilst signage will give directions and distances to local facilities and amenities such as the train and bus stations and Box Hill Hospital.

Signage information will be supplemented by the Sustainable Travel Guide (outlined in Section 4.4), which provides more detailed information.

A pedestrian study was undertaken at the corner of Carrington Road and Station Street (the southeast corner of the site) to quantify pedestrian movements and walking times to surrounding facilities. This study (detailed in the Traffic Engineering Assessment) will be used to inform the pedestrian design measures as well as inform the development of the Sustainable Travel Guide.
Appendix: Box Hill TravelSmart Map