

# Gosford City Campus Development

University of Newcastle

Green Travel Plan

December 2022

**SECA**solution 

Gosford City Campus Development  
305 Mann Street, Gosford

## Green Travel Plan

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## 1 Purpose of Report and Study Objectives

### 1.1 Background

Seca Solution Pty Ltd has been commissioned by Lyons on behalf of the University of Newcastle to prepare a Green Travel Plan for Stage 1 of the proposed Gosford City Campus Development (GCCD) located on the corner of Mann Street and Beane Street in the Gosford CBD. The Gosford City Campus Development Green Travel Plan has been prepared to meet the SEARS requirements of the Department of Planning although at the time of writing the project was not yet be finalised nor approved. This Green Travel Plan has therefore been prepared to demonstrate the supporting measures appropriate for the project and will be subject to review prior to occupation.

A Green Travel Plan is seen as a way of supporting active travel, making it easier for employees (and students) to get to and from the workplace and to reduce dependence on private vehicles and parking space.

“A travel plan typically includes support for walking, cycling, public transport and car sharing reinforced with promotion and incentive and the management of workplace parking.”

Premier's Council for Active Living New South Wales (PCAL)

Active Workplaces are identified by the PCAL as a means by which workplace health and wellbeing can be promoted and supported. Investing in workplace health promotion (such as physical activity programs) has the potential to increase economic return for employers through enhanced worker productivity, reduced absenteeism and improved corporate image. (PANORG (2009) *Evidence module: Workplace physical activity and nutrition interventions.*)

The PCAL outlines Travel Plans as a “business management tool designed to address an organisation's travel needs and impacts. It can deliver efficiencies, savings and benefits to an organisation, its operation and its employees. A Green Travel Plan can include promotion of ‘sustainable’ travel choices such as walking, cycling, using public transport and car-sharing, as well as reducing the need to travel by encouraging the use of video-conferencing and remote working. This will be reinforced with promotion and incentives and by the management of workplace parking.”

#### 1.1.1 Spheres of Influence

The areas which may be influenced by the implementation of a travel plan include:

- Reduction in parking demand, its associated cost of provision and in turn the cost to employees for parking usage
- Reduction in private motor vehicle travel by individuals, the reduced impact on the road network and associated environmental costs and costs to the employee
- Increased walking, cycling and public transport use and its resulting increase in physical exercise and health benefits
- Parking policy, covering parking pricing and supply

### 1.2 Scope of Report

The plan has been developed in conjunction with the University of Newcastle representatives to support a 6 Greenstar rating for the future development. The various tasks identified and completed have included:

1. Review of the sustainability goals of the University and consideration for the travel needs for proposed end users including staff, students and the general community, to assist in developing an appropriate set of active travel options. This included confirmation that the University supports a hybrid work arrangement with staff able to work away from the campus up to 2 days per week, giving a 40% reduction in personal travel requirements accordingly.
2. Review of the Transport and Parking Assessment and the mode targets established for the project.

3. Consideration of the planned use for the site and consultation with the team to understand what facilities can be provided to support the mode targets.
4. A review was undertaken of the transport options available to the site including public transport, pedestrian and cycling links in accessing Gosford city centre.
5. Opportunities for Smart Travel in the CBD have been considered. This includes the University carpooling App (Liftango) to assist staff, students and campus attendees who choose to travel together. Encouraging the use of such technology will improve the efficiency of travel and encourage non-singular car driving.
6. An action plan has been developed suitable for implementation to encourage the use of alternate travel options both arriving to and travelling from the site as well as travelling between the Gosford Hospital and Ourimbah Campus. This includes measures to encourage positive travel options when travelling to and from as well as between the study centres.
7. This action plan will enable the production of:
  - a. Active Travel Guide – an online suite of documents suitable for inclusion in new staff welcome packs, staff induction discussions, student induction information to promote active travel to GCCD outlining general public transport options and access to appropriate tools and Apps to support such travel. This shall include details of the bike hub and bike storage, walking groups, express shuttle, carpooling Apps and other measures promoting non-single car driving to the campus as appropriate at the time of occupancy.
  - b. Actions to provide suitable online promotion of active travel to staff and students through the University web presence including tools such as trip planner.
  - c. Other actions to promote mode change eg ride to work day, new bike rider support groups.
8. The final Workplace Travel Plan shall be a summary of the findings including the Action Plan suitable for implementation by the management team to meet the requirements of the authorities and providing forward planning for GCCD. It would be finalised in conjunction with the occupation certificate for the campus.

### 1.3 Issues and Objectives of the Active Travel Plan

The Parking and Transport Assessment prepared by Seca Solution (November 2022) detailed opportunities for active travel to support the parking strategy associated with the new campus. This strategy is based on measures to support travel to the campus by both staff and students by ways other than by single-driver vehicles.

The purpose of this plan is to inform the University of the status of transport opportunities to access Stage 1 of the new campus and to provide an action plan that can be implemented to support active transport.

#### 1.4 Planning Context

In developing this study the following has been considered:

Workplace Travel Plans	Premiers Council for Active Living NSW
Guide to Traffic Management Park 11: Parking	Austrroads Inc 2016
Austrroads Guides to cycling (various)	Austrroads
Guide to Road Design Part 6A: Pedestrian and Cycling Paths	Austrroads Inc 2009
NSW Planning Guidelines for Walking and Cycling	

#### 1.5 Methodology

The methodology applied to the development of this plan focussed on the following key questions:

1. What travel options are available in the local area?
2. What are the travel needs of the future staff and students, including inter-campus travel between Gosford CBD and Gosford Hospital and Ourimbah Campus?
3. How can campus attendees be supported and encouraged to utilise active travel measures over single car use?

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## 2 Existing Transport Services and Facilities

### 2.1 Site Location

Located at the northern end of the Gosford City Centre, the design seeks to activate the Mann Street and Beane Street frontages as well as providing a vehicle access to Hills Street to the east of the site.

The subject site is surrounded by commercial and mixed-use development to the north and east along with residential development to the east. West of the site is the heavy rail line (Central Coast Newcastle Line) with the Gosford Hospital site to the west of this. South of the site is the main retail centre of Gosford as well as the Gosford railway station and bus interchange.

The location of the site is shown below in Figure 2-1.



Figure 2-1 Site Location (Source: Nearmaps)

### 2.2 Parking

#### 2.2.1 On-street Parking Provision

Parking is generally available along the streets fronting the site with 1 or 2 hour parking restrictions Monday to Friday and Saturday mornings.

Parking controls on Beane Street include a No Parking zone except for buses.

### 2.2.2 Off-Street Parking Provision

Off-street parking is available to the public in the Gosford City Car Park at 1 Baker Street. This multi-deck carpark with 650 places is open Monday to Friday 6am to 8pm and Saturday 7.30am-3pm. It is also open to provide for local events at the Industree Group Stadium (Central Coast Stadium).

Off Street parking is provided for commuters at the Gosford Station carpark (1050 spaces) with public parking for shoppers within the city centre.

It is noted that historically many established developments throughout the City have not provided off-street parking and have been reliant upon public transport, public parking stations or on-street parking.

### 2.2.3 Park and Ride – Gosford Shuttle

The Gosford Shuttle, for use by staff and students, provides a shuttle service between the Ourimbah Campus and the Central Coast Clinical School (Gosford Hospital). The shuttle bus service operates Monday to Friday 7:30am - 10:30am and 3:30pm - 6:30pm between the two campuses enabling staff and students to either Park and Ride or to commute between the campuses as required throughout the day. There is no cost for this shuttle service with the parking managed in a manner consistent with the existing campus parking policy.

## 2.3 Train Travel

### 2.3.1 Range of services

Gosford is serviced by both intercity and regional train services provided by CityRail on the Central Coast Newcastle Line.

The Central Coast Newcastle Line connects the city with the northern parts of the Central Coast (Tuggerah, Wyong etc), the western side of Lake Macquarie through to Newcastle and south to Hornsby and Sydney.

### 2.3.2 Frequency of services

Train services run every hour during the morning and afternoon peak periods to Newcastle and more frequently to Sydney.

### 2.3.3 Connection to GCCD

The campus is within 250 metres walk of the Gosford railway station along Mann Street which forms the frontage to the campus. There is a pedestrian refuge on Mann Street as well as an overhead pedestrian bridge to provide access to the bus interchange.

## 2.4 Bus Travel

### 2.4.1 Range of services

There is an extensive range of bus services and routes operating through the Gosford CBD as shown below, utilising bus stops at the interchange or along Mann Street in the vicinity of the subject site Figure 2-3.

### 2.4.2 Frequency of services

As the hub for most bus services through the Central Coast, the CBD provides access to a wide range of bus services with high frequency reflecting its importance as a major transport interchange. Bus services are provided by a mixture of Busways, Red Bus Services and Coastaliner.



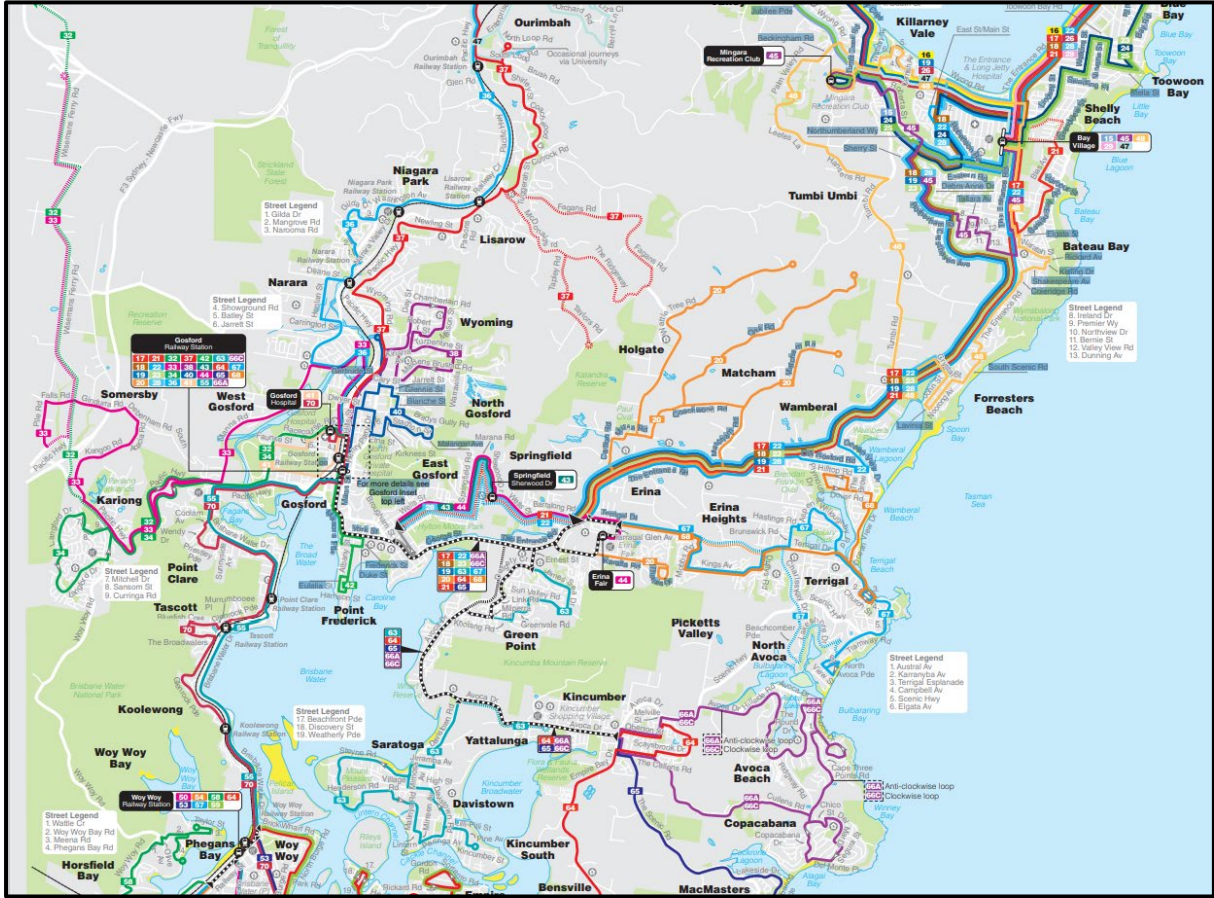


Figure 2-2 Network map showing extent of services operating from the Gosford CBD

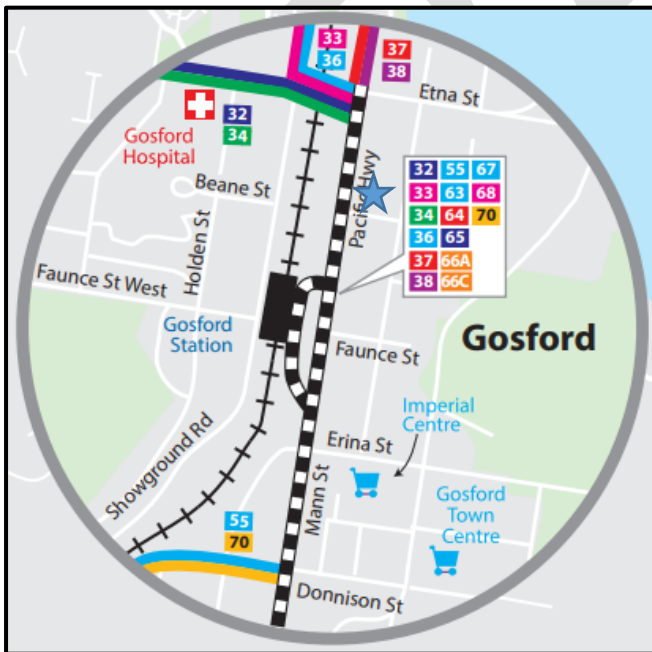


Figure 2-3 Busways transport services operating from the Gosford CBD (★ - subject site)

# Gosford Station Public Transport Map



<b>B</b>	<b>Stand A</b> Stop no. 225047	28 The Entrance North	33 Somersby	66A Gosford via Avoca Beach
	17 The Entrance North	<b>Stand C</b> Stop no. 225045	33/4 Gosford via Somersby Industrial Estate	66C Gosford via Copeland
	17X The Entrance	40 Gosford via North Gosford	34 Gosford via Kirrong	<b>Stand K</b> Stop no. 225050
	18 The Entrance	43 Springfield	34/2 Mangrove Mountain	63 Gosford via Saratoga
	19 Wyong	44 Erlina	<b>Stand G</b> Stop no. 225041	<b>Stand L</b> Stop no. 225051
	21 The Entrance North	<b>Stand D</b> Stop no. 225044	55 Ettalong Beach	20 Gosford via Matchan
	22 The Entrance	38 Gosford via Wyong	70 Ettalong Beach	42 Gosford via Point Frederick
	23 The Entrance	<b>Stand E</b> Stop no. 225043	<b>Stand H</b> Stop no. 225048	<b>Stand M</b> Stop no. 225052
	28 The Entrance North	36 Tuggerah	67 Gosford via North Avoca	41 Gosford via West Gosford
	<b>Stand B</b> Stop no. 225046	37 Tuggerah	68 Gosford via Womboral	<b>Stand N</b> Stop no. 2250628 Arrivals only
17 The Entrance North	<b>Stand F</b> Stop no. 225042	<b>Stand J</b> Stop no. 225049		
17X The Entrance	32 Spencer	64 Woy Woy		
18 The Entrance		65 Wagstaffe		
19 Wyong				
21 The Entrance North				
22 The Entrance				
23 The Entrance				

### Going to the beach?

22 Stand A and B	<b>Terrigal Beach</b>
23 Stand A and B	67 Stand H
	68 Stand H
	<b>The Entrance Beach</b>
	21 Stand A and B
	22 Stand A and B
	23 Stand A and B
<b>Avoca Beach</b>	<b>Ettalong Beach</b>
66A Stand J	55 Stand G
66C Stand J	70 Stand G
	<b>Toowoona Bay Beach</b>
	23 Stand A and B
<b>Foresters Beach</b>	<b>Wamberal Beach</b>
19 Stand A and B	68 Stand H
21 Stand A and B	

Photo courtesy of [www.visitnsw.com.au](http://www.visitnsw.com.au)

For more information  
[transportnsw.info](http://transportnsw.info)



Figure 2-4 Transport services operating from the Gosford Station

### 2.4.3 Bus Service providers

#### **Busways**

Email: [infoline@busways.com.au](mailto:infoline@busways.com.au)

Website: [www.busways.com.au](http://www.busways.com.au)

#### **Red Bus Services**

682A Coleridge Rd, Bateau Bay NSW 2261

Phone: [4332 8655](tel:43328655)

Website: [www.redbus.com.au](http://www.redbus.com.au)

#### **Coastliner**

157 Sparks Road, Warnervale 2259

Phone: 4392 3050

Website: [www.coastliner.com.au](http://www.coastliner.com.au)

### 2.4.4 Bus Facilities

The Gosford interchange with extensive bus facilities including seats and shelters is located along Mann Street to the south of the site. There is also a bus stop on both sides of Mann Street north of the site.

### 2.4.5 Connection to GCCD

Footpaths are available along both sides of Mann Street connecting to the various bus stops. To the north the signalised intersection of Mann Street and Etna Street includes pedestrian crossing phases to allow for the safe crossing to the north bound bus stop. To the south there is a pedestrian refuge on Mann Street as well as an overhead pedestrian bridge to provide access to the bus interchange.

## 2.5 Taxi and Uber Services

Central Coast Taxis operate in the area 24 hours a day. Taxis can be booked by phoning 131 008. Online booking is also available as well as a Cab App.

Uber and similar ride share services are also available in Gosford.

## 2.6 Trip Planning

TfNSW provides a range of services to assist in planning bus and train travel throughout Gosford and the Central Coast.

Information can be sought online <https://transportnsw.info/trip/#/> but also by calling 131 500 and selecting option 2.

The online planner provides the commuter with a mobile friendly option with real time data. This means that one can determine which service is scheduled and when it will arrive. It also includes service alerts to advise when services are delayed. Next departure information and being able to use an interactive map all improve the public transport option for commuters.

There are a number of apps promoted for mobile devices and available through app stores.

<http://www.transportnsw.info/en/travelling-with-us/keep-updated/apps/real-time-transport.page?#services>

These apps allow commuters to track their service in real-time:

- Where a train and bus is now
- Train service updates such as cancellations and delays
- If selected train stations have a lift or escalator
- The closest bus stops and routes
- Estimated bus arrival times

## 2.7 Pedestrians

There is a well-developed network of footpaths in the locality, allowing for good connectivity to local attractions throughout the Gosford city centre.

## 2.8 Cycling

Whilst there are some shared pathways and identified cycling routes in the Central Coast LGA, there are also gaps in connections. Whilst quite streets allow for suitable riding options, the topography can create barriers for some riders. The uptake of e-bike and e-scooters is however overcoming this for many riders.

The Central Coast Bike Plan 2019-2029 has identified a series of prioritised routes including a focus on transport hubs which may over time see ongoing upgrades to the network surrounding Gosford.

Bike Storage is available at Gosford Station as well as other stations along the local route. The bike shed spaces are free whilst the lockers incur a charge.

### Gosford Station (Burns Cres), Gosford

**Shed spaces at this location**

Total Spaces: 38

- Horizontal Rack Spaces: 8
- Wall Mounted Low Spaces: 14
- Wall Mounted High Spaces: 16

Located 50m from main entrance of Gosford Train Station, Burns Crescent.

Link Opal Card

**Lockers at this location**

Total lockers: 8

Located on Burns Cres at bus shelter and approx 45m from station

Currently available: 6

Hire Locker

The RMS web site has a Cycleway Finder tool which enable cyclists to nominate their location and they will be provided various routes within the vicinity. The route information then includes degree of difficulty, lighting, conditions etc.

[Cycleway Finder \(nsw.gov.au\)](https://www.nsw.gov.au/cycleway-finder)

### 3 Future Travel Demands

The GCCD campus has been designed with the future needs of the staff, student and Innovation Centre cohort in mind. As Gosford is redeveloped it is anticipated that future accommodation suitable for staff and student demands will evolve within Gosford.

#### 3.1 Staff and Student Travel

Taking into consideration the concept for the campus the University aspires for all students to use public transport, walk (being accommodated within the CBD or surrounds or based already at the hospital) or to cycle.

Public Transport will provide the most practical active transport opportunity given the proximity of the site to train services and the bus interchange. Staff and students, whether travelling from within surrounding suburbs or from the broader areas of northern Sydney, Lake Macquarie and Newcastle will be able to rely upon convenient regular travel services given the significance of Gosford as a major public transport hub.

On this basis 55% of all attendees may travel by train and bus services to access the site.

Hybrid working arrangements established by the University allow staff to work away from the campus 40% of the time and the popularity of online course attendance sees students attending campus less, particularly if there is only one class on a particular day.

Given the proximity to Gosford Hospital and the Central Coast Clinical School it is anticipated that the new campus will extend on this presence with a high number of students and staff travelling between the two. The hospital is within 550m walking distance of the subject site, reflected in the 30% of students and staff who may walk between the two or walk to the campus being based within 2 kilometres of the campus.

The proposed travel modes for staff and students are detailed below in Table 3-1.

Table 3-1 Travel mode targets for GCCD

Travel mode	Target Percentage	Targeted Patrons	Assume 700 (657 students/50 staff) being 75% attendance at peak load*
Public Transport	55%	All attendees	385
Cycling	7.5%	Staff and other attendees	4
	10%	Students	65
Walking	30%	Primarily students including those based at the hospital and so walking across to the campus. Includes those resident in the surrounding area within 2 kms of the city centre	210
Driving	5%	Focused as being staff with some external demands	35

\*No reduction for hybrid working or learning

### 3.2 Inter campus Travel

The potential for some students to travel between Ourimbah and the Gosford campuses can be supported by use of the Gosford Shuttle, with students then walking across to the new site or the shuttle service may be extended to include a drop off/pick up at GCCD.

### 3.3 Innovation Centre Travel

The inclusion of an Innovation Centre within the Stage 1 building supports various start-up/business development spaces. Of these 30% are anticipated to be directly related to existing University clientele with the balance being available to the wider start-up and entrepreneur community.

The startup and innovation community have a unique demographic. Reviewing start-up programs (primarily overseas) eg Y Combinator, an elite business accelerator associated with Stanford University, shows that the average age of the entrepreneurs funded is 26 often being those people who have completed or are completing their tertiary studies. The flexibility required by Start-Ups means that the Innovation Centre space will rarely be fully utilised at any given point in time but rather people will come and go throughout a week and across a 24 hour day as necessary. The Innovation Centre will provide a convenient workplace for this cohort who can be based in Gosford and so won't need to travel by car but rather can walk, cycle, uber (or similar) or use public transport.

Of the 30% of users already associated with the University this additional work space is ancillary to their other roles within the University. As they are already based in the city, they create no additional traffic demands.

Other users of the Innovation Centre may include the broader community who will have access to space, designed to encourage community engagement. The inclusion of a café on the lower level provides for people working within the start-up space, attending the campus but also promotes engagement with people passing by, encouraging them to enter the ground floor and immerse themselves in the facility. These people will be passers-by or may be local business people or residents of the city who would use the space to meet. Apart from the employees associated with the café, who again may live in the city, this space will not generate traffic or parking demands in its own right.

## 4 Transportation Analysis

With regards to the GCCD campus the primary spheres of influence include:

- **Hybrid Working**—support staff and students choosing to work or study off site through the use of technical and online services.
- **Bus Travel** – ensure all students and staff who are open to using public transport are supported in this choice. Gosford interchange provides quality bus connections and so should provide an effective transport option for many staff and students not living with walking distance of GCCD.
- **Train Travel** – ensure that staff and student understand that it is a viable option to travel to Gosford by train with the campus being a comfortable walk from the station.
- **Inter campus Shuttle** – currently provided for staff and students who need to be able to travel conveniently between Ourimbah and Gosford Hospital this service will provide a transport option for staff and students living within the vicinity of Ourimbah to transfer to GCCD by the shuttle.
- **Park and Ride** – run in conjunction with the inter campus shuttle. This will enable staff and campus attendees to park at Ourimbah reducing pressure on CBD parking and the local road network. This facility is convenient with the shuttle bus operating in peak morning and afternoon periods.
- **Car Pooling** – reduce number of individual private car drivers by encouraging carpooling, both to and from work and the campus.
- Ensure staff who indicate that they are prepared to **walk or cycle** are supported in this choice. The provision of bike parking, showers and lockers should be promoted throughout the year.
- **Work related travel** – reduce dependence on private car travel.
- **Parking policy** – ensure it supports alternative transport options.

### 4.1 Opportunities to reduce commuter car dependency

#### 4.1.1 Current users of public transport

Staff who currently utilise public transport as part of their journey to work should be encouraged to continue to do so. These employees are already open to public transport and if there is a way to encourage them to continue to travel by public transport this should be investigated.

Ensuring staff who believe they will travel by public transport have sufficient information and support for this to be a positive experience is important. Should their first day of travel not be a positive one then their problems should ideally be dealt with as best as possible to encourage them to travel by public transport again. If this second journey is a positive one then these staff are more likely to continue to travel by public transport and become advocates for this mode of travel.

By providing easy connection to updates on public transport and traffic information staff will have confidence in relying on public transport. Adding the Transport Info Trip Planner to the GCCD website gives access to up-to-date public transport trip planning information. This supports everyone in their trip planning and promotes public transport use to all.

Representatives from TfNSW could be invited to attend campus during orientation week to educate and encourage the use of public and active transport.

#### 4.1.2 Park and Ride

The Gosford Shuttle provides the opportunity for connection between Ourimbah and the city campuses and could allow drivers living in the suburbs within the vicinity of Ourimbah a viable alternative to travel to the city as a private vehicle user.

#### 4.1.3 Car Pooling

Formal carpooling programs are effectively run by organisations throughout NSW including the University of Newcastle. This can provide a practical alternative to being a single commuter driving daily. Promoting carpooling, reduces the demand for single car drivers. Liftango, a university supported car pooling app is available for use by staff and students.

#### 4.1.4 Walking and Cycling

Pedestrian access to the site will be available using the local pedestrian network throughout the city. Mann Street has wide footpaths suitable for these additional demands connecting the site to the transport interchange whilst footpaths on local streets connect with various residential areas.

Safe pedestrian connections are available along key routes with pedestrian refuges provided mid-block on Hills Street, a raised pedestrian walkway near the station and pedestrian phases on the intersection of Mann Street and Etna Street. This pedestrian infrastructure is appropriate for these additional pedestrian demands.

The proposed development will encourage cycling by its occupants with the provision of suitable bike storage and access to end of trip facilities. Ongoing reviews of the bicycle network has been detailed in the Central Coast Bike Plan and in conjunction with opportunities in association with the Central Coast Regional Transport Plan can allow for the increased demand for cycling within a 5km radius of Gosford as a major transport hub.

#### 4.1.5 Hybrid Working and Telecommuting

Telecommuting and the resulting opportunities for hybrid working reduce travel demands significantly with a 20-40% reduction in on site attendance.

#### 4.1.6 Reduce need for private vehicles for work-day travel

Although staff may perceive the need to travel for work related trips by private vehicle it is important that staff see the opportunity to utilise an alternative to their own personal vehicle, thus enabling them to travel to GCCD by alternate modes. Although there may be a preference for using their own vehicle, this preference may be based on financial and convenience reasons but doesn't necessarily consider aspects such as the impact on private vehicle insurance being used for business purposes, OHS policies and the need to carry work related equipment etc in private vehicles.

Inter campus travel between GCCD and the other University campuses may create a perceived demand for private car travel. These trips are opportunities to carpool with other members of staff if essential. The use of teleconferencing has the opportunity to reduce the demand for many face to face meetings.

A share carpool provides opportunities to reduce the dependence on single driver private vehicles for trips to other sites. This could be managed through the use of the existing fleet of staff access vehicles or could be provided through private contractors (GoGet and similar car share systems) or taxis.

#### 4.1.7 Parking Policy

The lack of parking provided for the GCCD has been a conscious effort to support the revitalisation of Gosford City Centre and to support public transport use into the city. For many the choice is determined by various factors not least of which is the cost and availability of parking. To this end the parking strategy for the campus is a crucial factor in ensuring the provision of parking is managed and that alternative travel choices are considered by all campus attendees.

The Ourimbah campus parking policy will also impact GCCD. Whilst it is more cost effective to use the Gosford Shuttle compared with the price and availability of parking in Gosford City Centre the Shuttle service will appeal and be utilised. Similarly, the management of parking supply for carpooling will also encourage use of this travel option.



#### 4.2 Long Term opportunities for improvement to car dependency

The desire for the campus to be located within the Gosford City Centre, where it can be a driver of change reconnecting the city centre with public transport and an active and vibrant city is expected to occur over a period of time. Opportunities exist for further improvements however reflect strategic changes, changes to regional infrastructure and relationships with third parties of which the University has little direct control.

It is recommended that during the initial period this plan be monitored and that the various actions be reviewed depending upon the end users for the campus. Demands for the shuttle service will require ongoing consideration to maximise its effectiveness.

Increased housing within the 2 kilometre walking distance and improvements to cycling facilities within 5 kilometres will increase opportunities for active travel and to support a shift in other forms of transport.

It is recommended that the implementation and management of this travel plan be overseen by an individual to take on the role of Transport Coordinator. This will ensure the timely role out of the policy as well as its ongoing evaluation.

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## 5 Active Travel Plan Recommendations

The Gosford CBD is supported by an historic network of good quality pedestrian pathways, generally provided along both sides of the roads. As Gosford is revitalised the ongoing development of quality pedestrian routes with adequate pathways, activity nodes, weather protection, lighting and security will occur.

### 5.1 Transport Management Strategy

The mode split being adopted for the Campus is a result of the application of the various key Council and State strategies and the aspirational sustainable goals for the subject site. To ensure these are adopted by staff and students a Travel Demand Management Strategy will be developed that actively encourages behaviour change and a shift away from travel by private vehicle. The implementation and monitoring of this strategy shall be overseen by the University through its facility management services.

This strategy would include the following.

#### Education and awareness programs

Particularly focussing on the move to and the excitement of the new campus for students and staff. These programs can build on the existing University web site for off-campus accommodation and travel options to the City campuses. They importantly focus on the message that being a student in Gosford means you don't need a car.

Include attendance during orientation of representatives from Transport for NSW and local bus providers to promote public transport and active transport options for staff and students. Also include representatives from other transport mode providers as appropriate such as Go Get, Uber, bicycle rider groups.

Promote and develop Ride to Campus and Walk to Campus days, cycling buddies etc.

#### University travel plan

Travel Access Guides (TAGs) for students are regularly updated to allow for current travel opportunities to the University's campuses. They will be updated to provide information on access to the GCCD but also provide information on inter-campus travel to Ourimbah and other relevant transport information if appropriate.

The travel plan as part of the University web site may include information about adopting technology as a commuter, information from Transport NSW, trip planning, walking and cycling apps, bike routes and bike user groups (BUGs) as well as relevant car sharing schemes, online shopping and local grocery delivery options.

The following provides examples of actions that may be considered appropriate for the Campus and may be included in a workplace and campus travel plan.

#### Active Transport

1. Introduce the role of Transport Coordinator to oversee the implementation and management of the Green Travel Plan.
2. Maintain and update Travel Access Guides to include the Gosford Campus
3. Provide specific information for attendees at Gosford to access railways station and campus bicycle storage.
4. Educate all staff about their travel choices and provide an information pack to encourage active transport and shared travel as part of the staff induction procedure. Include accommodation, local public transport, walking and cycling information.
5. Encourage shared travel across the various Faculties, including those based at Gosford Hospital to maximise travel options.
6. Provide participants with information that makes their travel choices easy to make.

### Bicycle and Pedestrian Travel

1. Ensure that those who are intending to ride are well supported including allocation of lockers, provision of route information, secure and easy to access bike storage, end of trip facilities.
2. Promote riding and walking to Uni during orientation.
3. Promote riding buddy groups and Bike User Groups (BUGs).
4. Promote use of E-bikes for easier travel.
5. Promote specific Ride to Work/Uni days.
6. Install NSW Transport Cycling trip planners on staff and student workstations.
7. Promote the benefits of walking and cycling to all staff and student that live between 2 and 5 kms of the campus.

### Public Transport

1. Ensure students and staff who are open to travelling by public transport have sufficient information and support for this to be a positive experience. Deal with any problems that arise to assist them trying public transport travel again.
2. Add up to date travel information and trip planning to individual workstations and intranet.
3. Investigate technology implemented by Transport for NSW and incorporate into staff and student information at the time of occupancy
4. Provide information about public transport to new staff and students as part of the induction/orientation program.
5. Investigate the feasibility for staff to purchase tickets and passes through payroll deductions.
6. Ensure ticketing for public transport is readily available and staff and students are aware of how to access ticketing.

### Events

1. Develop an Event Management Plan to provide for larger events at the site
2. Investigate use of the Ourimbah Shuttle to provide for inter-campus travel for guests if appropriate. Include information on parking at Ourimbah to use the shuttle.

### Hybrid Working/Telecommuting

1. Support hybrid working for staff who do not need to attend the campus to reduce demands on private vehicle usage.
2. Encourage online meetings (Teams/Zoom etc) to avoid the need for travel for face to face attendance

### Parking Policy

1. Implement parking policy which supports the Gosford Campus Travel Mode targets.

## 5.2 Quality End of Trip Facilities for walking and cycling

The inclusion of quality end of trip facilities including access to ten showers and bike storage (53 bikes) has been incorporated into the plans for the site.

## 5.3 Monitoring and Review

A Green Travel Plan is a living document which to ensure a successful outcome needs to be monitored and the actions reviewed and modified to support changing circumstances.

Actions implemented should be monitored to ensure they are having a positive impact in achieving the goals of reducing the degree of private car usage, particularly for single drivers or a parent and individual child.

Such a review should be monitored frequently during the first year of implementation or whilst the school cohort is expanding to adjust and modify as necessary. Once the plan has been fully implemented then an annual review is appropriate.

DRAFT