



# Morgan Street Redevelopment Green Travel Plan

22 September 2023

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# Contents

<b>1.</b>	<b>Introduction</b>	<b>1</b>
1.1	Objectives	1
1.2	Limitations / Terms	1
1.3	Site Location	2
<b>2.</b>	<b>Green Travel Plan Targets</b>	<b>2</b>
<b>3.</b>	<b>Public transport</b>	<b>3</b>
3.1	Bus Routes	5
3.1.1	Bus Route 1 – North Shore Train Station – Deakin University Waurn Ponds	5
3.1.3	Bus Route 20 – Geelong Station – Corio Shopping Centre	6
3.1.4	Bus Route 22 – Geelong Train Station – North Shore Train Station	7
3.2	Plan your trip	8
<b>4.</b>	<b>Cycling</b>	<b>8</b>
4.1	Off street cycling paths	8
4.1.1	Cowies Creek Trail	8
4.1.2	Ted Wilson Trail	8
4.1.3	The Bay Trail	8
4.1.4	Karndoor-Kapa Track (Norlane-Corio Loop)	8
4.2	On Street Cycling	8
4.3	Bicycle Facilities	9
4.4	Bicycle User Group	9
4.5	Bike repairs and servicing	14
<b>5.</b>	<b>Walking</b>	<b>15</b>
5.1	Pedestrian Path Network	15
<b>6.</b>	<b>Taxi and Ride-share Services</b>	<b>15</b>
<b>7.</b>	<b>Car Parking Facilities</b>	<b>16</b>
7.1	EV Charging	16
<b>8.</b>	<b>End of Trip Facilities</b>	<b>16</b>
8.1	Car-Pooling	16
8.2	Intranet Site	16
8.3	Building Welcome Pack	17
<b>9.</b>	<b>Actions</b>	<b>18</b>
9.1	Monitoring	18
9.2	General Actions	18
9.3	Walking and Cycling Actions	18
9.4	Public Transport Actions	19
9.5	Updates to the Green Travel Plan	19

## Table index

Table 1	Green Travel Plan – Measurable Targets	3
Table 2	Bus lines servicing area around Wathaurong Aboriginal Co-operative	4
Table 3	Taxi and ride-share services in Geelong	15
Table 4	Green Travel Plan Actions	18
Table 5	Walking and Cycling Actions	18
Table 6	Public Transport Actions	19

## Figure index

Figure 1	Development Site Location	2
Figure 2	Bus stops near Wathaurong Aboriginal Co-operative	3
Figure 3	Bus Route 1 – North Shore Train Station – Deakin University Waurm Ponds	5
Figure 4	Bus Route 20 – Geelong Station – Corio Shopping Centre	6
Figure 5	Bus Route 22 – Geelong Train Station – North Shore Train Station	7
Figure 6	Cycling and Pedestrian paths in Norlane and Corio (Karndoor-Kapa Track)	10
Figure 7	The Ted Wilson Trail Map	11
Figure 8	The Bay Trail Map	12
Figure 9	Dedicated Bike Lanes and Bike Friendly Roads	13
Figure 10	Pedestrian path to North Shore Station	15

## Appendices

Appendix A	Questionnaire Survey Forms
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# 1. Introduction

A Green travel Plan is a suite of initiative and services employed to encourage travel mode behavioural change and to promote use of sustainable transport options such as walking, cycling, public transport or car-pooling in preference to single occupant car trips where practicable.

A Green Travel Plan provides value to future staff and visitors, informing them of the alternative transport options when accessing the site and surrounds, and provides associated health and fitness benefits when increasing their activity levels through regular walking and cycling.

Car travel typically contributes the most carbon emissions per kilometre and creates the most traffic congestion of the individual travel options. Reducing carbon emissions lowers the impacts of climate change and contributes to a more sustainable future. Active travel provides the perfect opportunity to embrace a healthier, more active lifestyle and minimise the need for a car. This Green Travel Plan is a dynamic document that is designed as a guide to active and sustainable travel to and from the Wathaurong Aboriginal Co-operative (WAC) at 62 Morgan Street, North Geelong.

This document contains useful information on public transport stops, safe cycling routes, and other ways to minimise car travel.

## 1.1 Objectives

The objectives of this Green Travel plan are to:

- Promote the use of walking and cycling
- Encourage the use of public transport
- Detail sustainable transport alternatives
- Minimise the number of private vehicle trips to and from the site
- Reduce pressures on neighbourhoods through reduced congestion and on-street parking
- Improve opportunities for those without access to a car
- Reduce fuel costs and the reliance on fossil fuels

## 1.2 Limitations / Terms

*This report: has been prepared by GHD for Wathaurong Aboriginal Co-operative and may only be used and relied on by Wathaurong Aboriginal Co-operative for the purpose agreed between GHD and Wathaurong Aboriginal Co-operative.*

*GHD otherwise disclaims responsibility to any person other than Wathaurong Aboriginal Co-operative arising in connection with this report. GHD also excludes implied warranties and conditions, to the extent legally permissible.*

*The services undertaken by GHD in connection with preparing this report were limited to those specifically detailed in the report and are subject to the scope limitations set out in the report.*

*The opinions, conclusions and any recommendations in this report are based on conditions encountered and information reviewed at the date of preparation of the report. GHD has no responsibility or obligation to update this report to account for events or changes occurring subsequent to the date that the report was prepared.*

## 1.3 Site Location

The subject site location is 62 Morgan Street, North Geelong, as shown in figure 1 below. Land use in the immediate vicinity is generally industrial.



Figure 1 Development Site Location

## 2. Green Travel Plan Targets

The WAC has committed to implement a number of green travel initiatives to encourage sustainable transport, the responsibility of which is to be managed by the dedicated active community co-ordinator who will become the Green Travel Plan Champion.

In order to manage, inform, and measure uptake, Table 1 below sets out the measurable organisational targets. These are to be reviewed annually and reassessed in conjunction with Section 9 – Action Plan in this document.

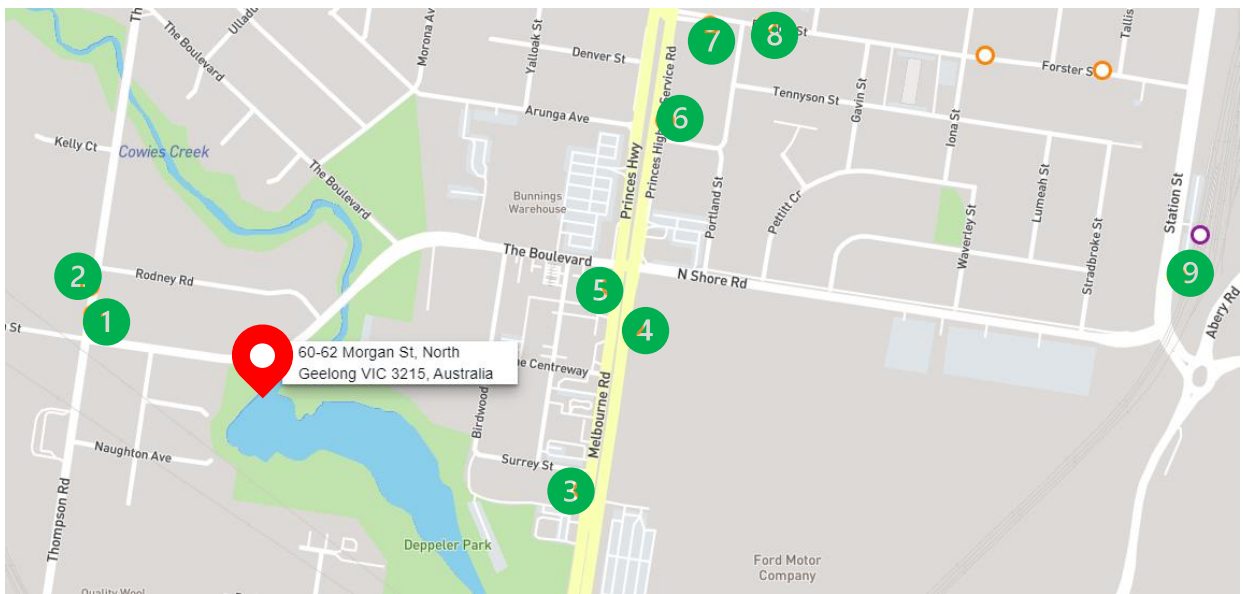
**Table 1** Green Travel Plan – Measurable Targets

Activity	Target
Increase number of staff using green transport options for their commute to work	20 % of staff using active travel
Minimise private vehicle trips to and from site	50% car parking occupied
Share digital or hard copy Green Travel Plan with staff and visitors	Copies distributed to all staff, 50% of visitors in year 1

### 3. Public transport

62 Morgan Street, North Geelong, has very good access to public transport, with North Shore Train station nearby and numerous bus services operating in close proximity.

A summary of bus stops located in the vicinity of WAC is provided in Figure 2. Detail of the buses that service these routes is detailed in Table 2.



**Figure 2** Bus stops near Wathaurong Aboriginal Co-operative

(Source : [www.ptv.vic.gov.au](http://www.ptv.vic.gov.au))

**Table 2** Bus lines servicing area around Wathaurong Aboriginal Co-operative

	<b>Location</b>	<b>Distance from WAC</b>	<b>Bus number</b>	<b>Travel Route</b>
1	Cnr Morgan Street and Thompson Road	301m	1	North Shore Station ↔ Deakin University via Geelong City See Figure 3
2	Cnr Rodney Road and Thompson Road	327m	1	North Shore Station ↔ Deakin University via Geelong City See Figure 3
3	Surrey Street and Princes Hwy	514m	20	Geelong Station ↔ Corio Shopping Centre See Figure 4
4	North Shore Road and Princes Hwy	586m	20	Geelong Station ↔ Corio Shopping Centre See Figure 3
5	The Boulevard and Princes Hwy	567m	20	Geelong Station ↔ Corio Shopping Centre See Figure 4
6	Hopetoun Street and Princes Hwy	761m	20	Geelong Station ↔ Corio Shopping Centre See Figure 4
7	Princes Highway and Forster Street	909m	22	Geelong Station ↔ North Shore Station via Anakie Road See Figure 5
8	Portland Street and Forster Street	979m	22	Geelong Station ↔ North Shore Station via Anakie Road See Figure 5
9	North Shore Railway Station	1.7km	20	Geelong Station ↔ Corio Shopping Centre See Figure 5

### 3.1 Bus Routes

The bus routes shown in Table 2 are shown in more detail on the following pages.

#### 3.1.1 Bus Route 1 – North Shore Train Station – Deakin University Waurm Ponds

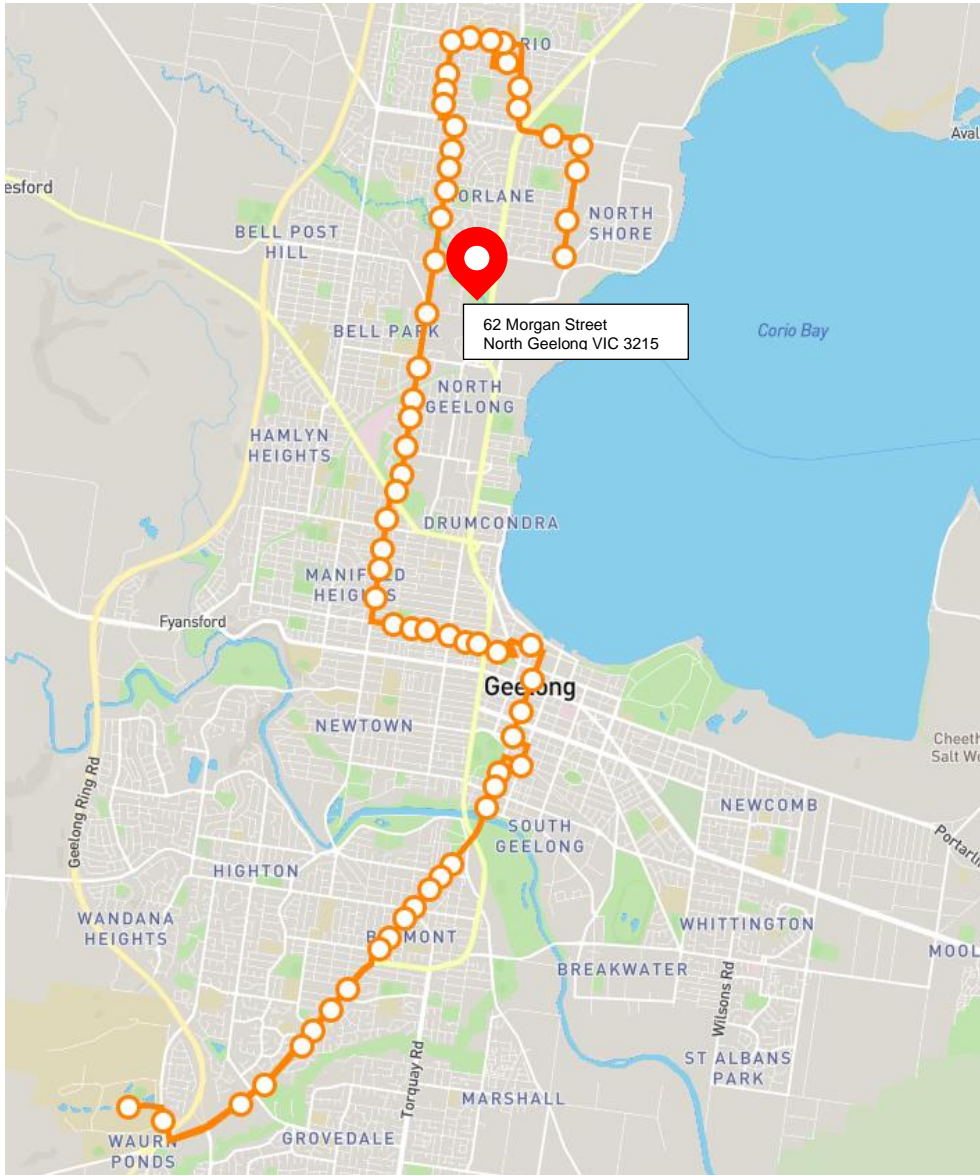


Figure 3 Bus Route 1 – North Shore Train Station – Deakin University Waurm Ponds

### 3.1.3 Bus Route 20 – Geelong Station – Corio Shopping Centre

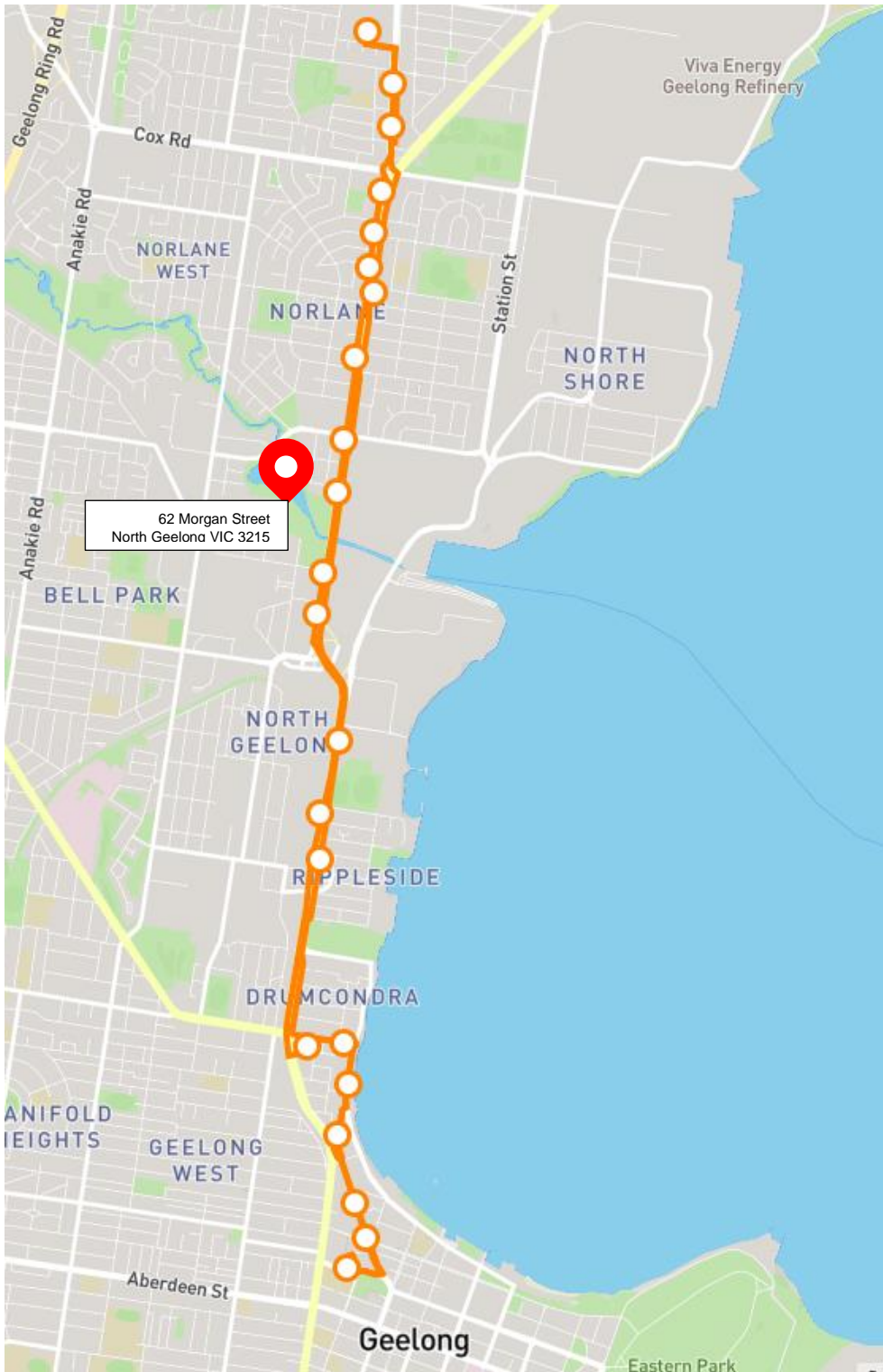


Figure 4 Bus Route 20 – Geelong Station – Corio Shopping Centre

### 3.1.4 Bus Route 22 – Geelong Train Station – North Shore Train Station

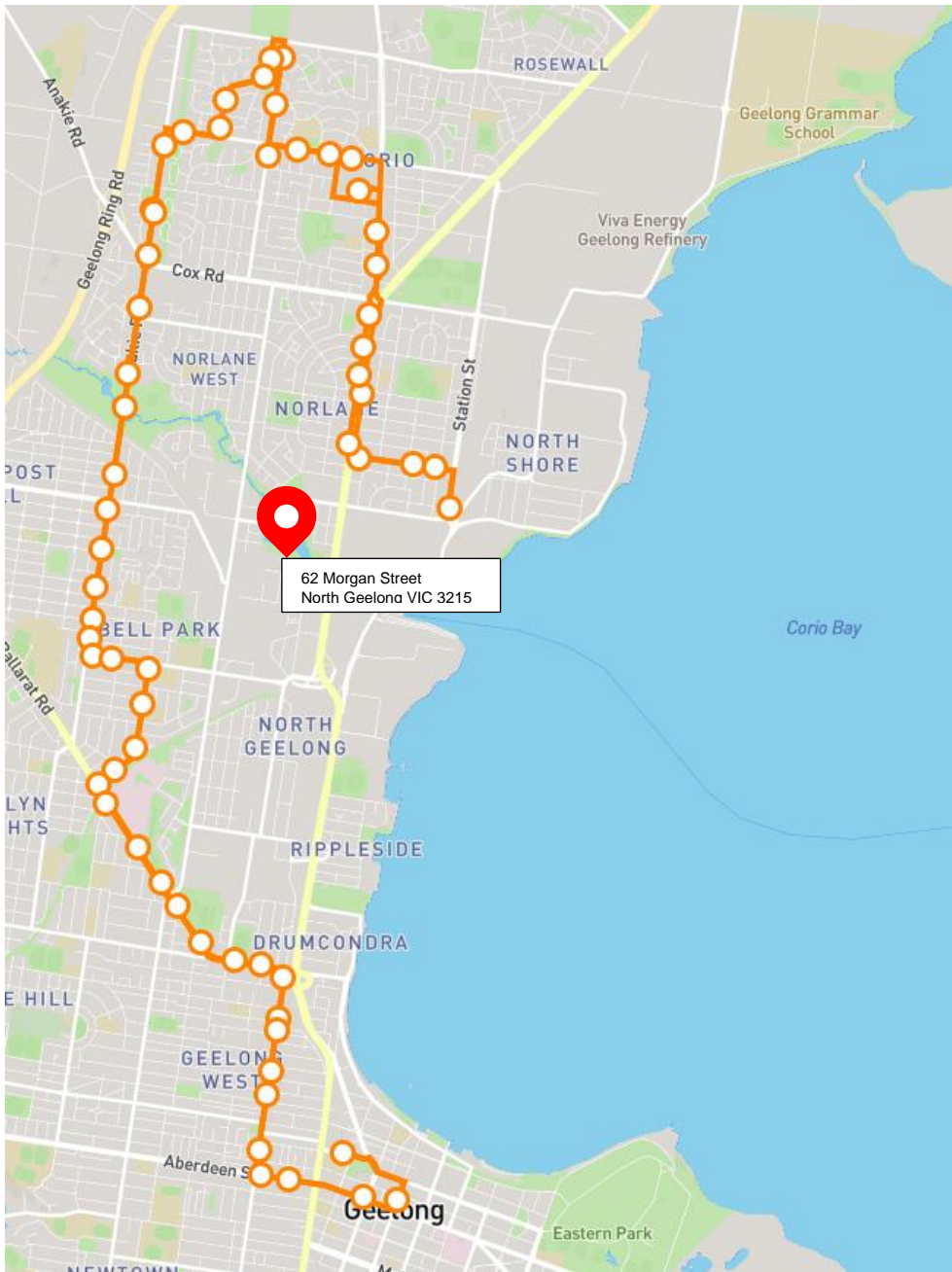


Figure 5 Bus Route 22 – Geelong Train Station – North Shore Train Station

## 3.2 Plan your trip

The **Public Transport Victoria Journey planner** provides detailed public transport information and maps across Victoria. Enter the journey origin and destination and the planner will calculate the most direct route with details of all transport modes and travel times.

<https://www.ptv.vic.gov.au/journey>.

Additionally, PTV have a free mobile app that provides the same journey planner option.

## 4. Cycling

There is a range of bicycle infrastructure in the vicinity of 62 Morgan Street, including bicycle routes, bike repairs and servicing, and bike parking.

Further information on cycling safely around Geelong can be found on the council's website.

**Cycling - City of Greater Geelong ([geelongaustralia.com.au](http://geelongaustralia.com.au))**

### 4.1 Off street cycling paths

From the south, the Ted Wilson Trail and the Bay trail link with the with Cowies Creek trail to form the Karndoor-Kapa Track, which provides bike access from the north, as described below.

#### 4.1.1 Cowies Creek Trail

The 3.2 kilometres Cowies Creek Trail connects the Wathaurong Aboriginal Cooperative with the Ted Wilson Trail, near the intersection of Anakie Road. See Figure 6.

#### 4.1.2 Ted Wilson Trail

A shared 8 kilometres multi-use path with great views and very popular with cyclists. The trail can be taken from either direction and accessed from various points between Rosewall and Hamlyn Heights. See Figure 7.

#### 4.1.3 The Bay Trail

The Bay Trail follows the foreshore of Corio Bay from Rippleside Park in Drumcondra to Eastern Beach. See Figure 8.

#### 4.1.4 Karndoor-Kapa Track (Norlane-Corio Loop)

The 18 km Karndoor-Kapa track comprises three cycling trails in Norlane and Corio:

- Ted Wilson Trail - 8 kilometres
- Bay Trail - 6.7 kilometres
- Cowies Creek Trail - 3.2 kilometres

Parts of the track are off road and are shared walking and cycling tracks See Figure 6.

### 4.2 On Street Cycling

Figure 9 shows an image from google maps which highlights the dedicated bike lanes and bike friendly roads around Geelong.

## 4.3 Bicycle Facilities

Government policy currently aims to encourage the use of bicycles as a mode of transportation to reduce the dependency on private vehicles. The provision of easily accessible bicycle facilities on site is expected to increase the number of trips made by bicycle.

The development proposes secure bicycle parking for staff in a secure area on the ground floor adjacent to the vehicle entry with eight wall-mounted and four floor-mounted racks.

A minimum of 12 visitor racks are to be provided close to entry points to encourage visitors to access the facilities by bicycle. This will be delivered via the installation of six footpath mounted hoops, accommodating two bikes each. These footpath mounted hoops will be installed in two locations; three hoops north of the bus parking bays, and three hoops south of the pedestrian crossing near the entry bridge.

## 4.4 Bicycle User Group

Bicycle User Groups (BUGs) are groups of people who identify as bike riders, particularly those who ride for their commute. WAC has committed to establish a BUG for staff who may choose to participate. Typically, BUGs may:

- Run and participate in events such as Ride2Work Day
- Organise a social after work bike ride to encourage staff to get on a bike, this may include dinner or drinks as an incentive
- Produce a newsletter / intranet site with information on bicycle facilities, events and shops in the area
- Establish bike buddy schemes, pairing new riders with experienced riders who share similar routes
- Advocate for improvements to on and off-site bicycle facilities
- Run workshops to share tips, answer questions and start discussions
- Negotiate financial incentives for staff who ride to work with the tenant management, this may include:
  - Allowing staff to salary sacrifice the purchase of a bicycle
  - Covering the cost of bicycle insurance or servicing



Figure 6 Cycling and Pedestrian paths in Norlane and Corio (Karndoor-Kapa Track)

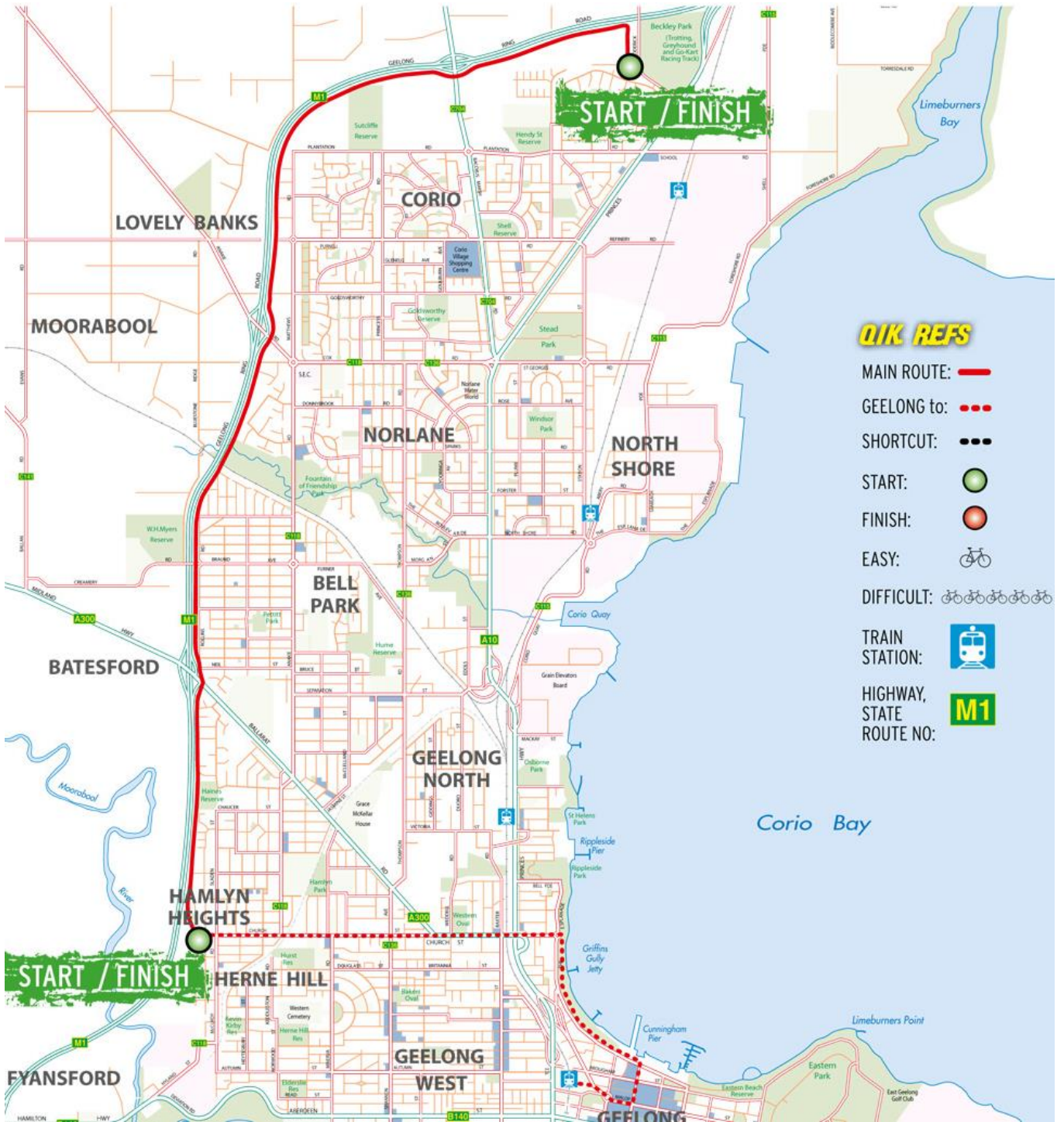


Figure 7 The Ted Wilson Trail Map

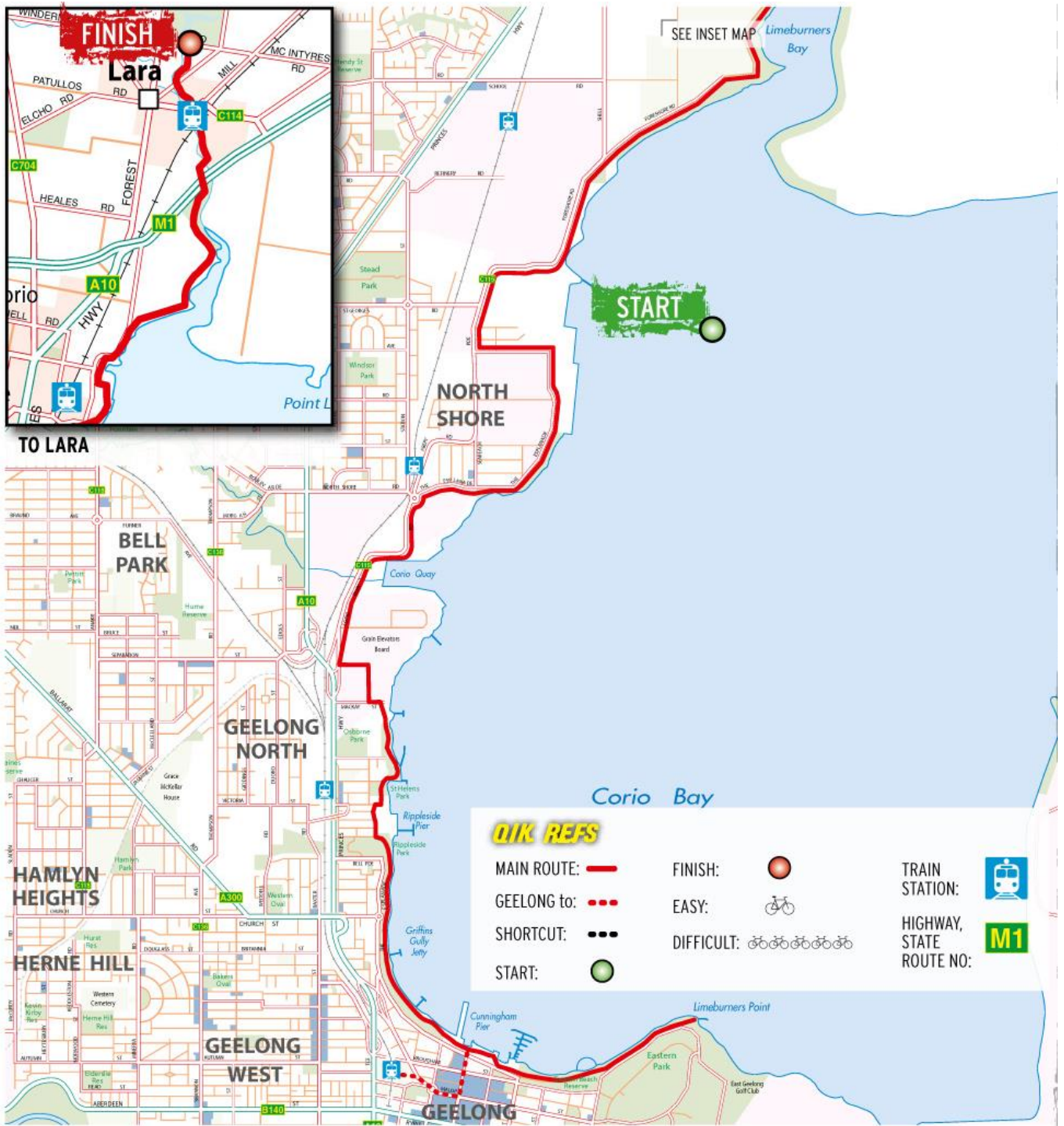


Figure 8 The Bay Trail Map

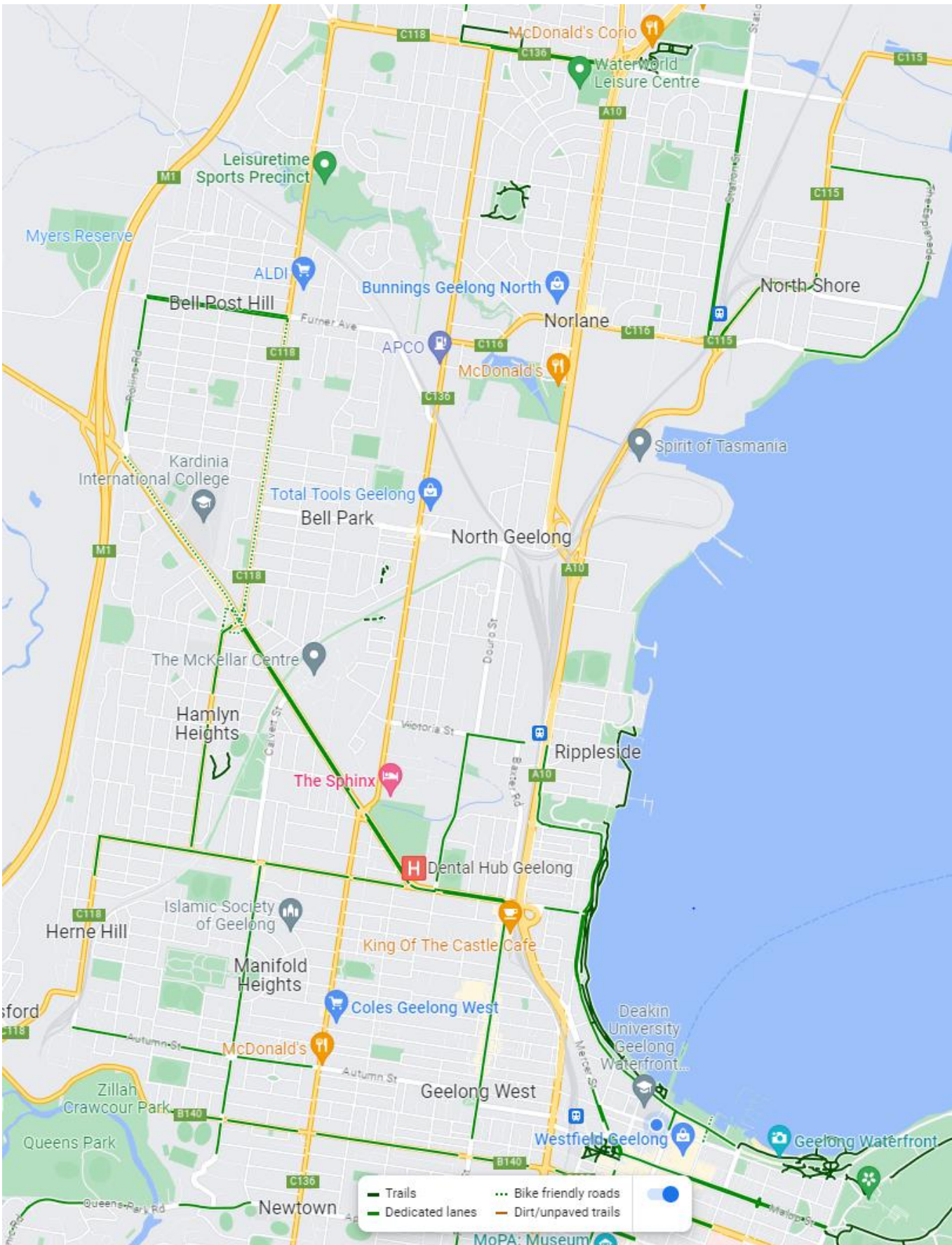
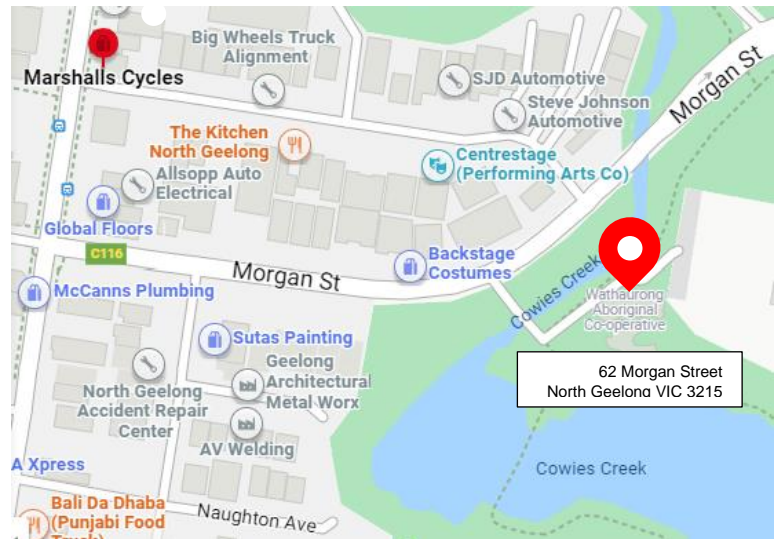


Figure 9 Dedicated Bike Lanes and Bike Friendly Roads

## 4.5 Bike repairs and servicing

The closest bicycle servicing and repair shop is:

Marshalls Cycles  
394 Thompson Road  
North Geelong VIC 3215



# 5. Walking

## 5.1 Pedestrian Path Network

Pedestrians access connects to the public transport network from the north of the site via the shared bike lanes and public footpath running adjacent to Morgan Street. Figure 10 below shows the pedestrian footpath connection to North Shore Station.

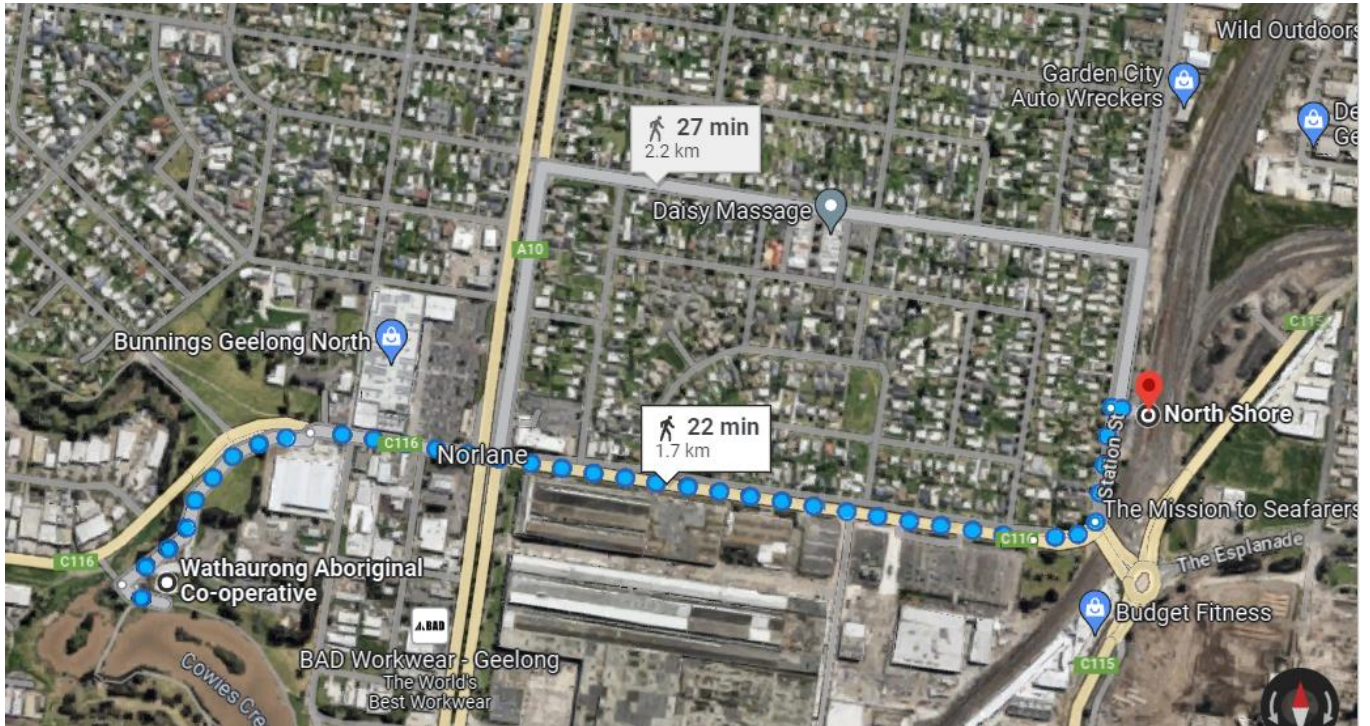


Figure 10 Pedestrian path to North Shore Station

# 6. Taxi and Ride-share Services

The following taxi and ride-share services operate in Geelong:

Table 3 Taxi and ride-share services in Geelong

Service	How to Order
Geelong Taxi Network	Phone: 131 008 Wheelchair accessible taxis available
13CABS	Phone: 132 227 Wheelchair accessible taxis available
Uber	Requires the Uber app – available to download at <a href="http://www.uber.com">www.uber.com</a> or via the AppStore

## 7. Car Parking Facilities

The proposed development considers a reduction in car parking from the statutory car parking requirements. Through a reduced supply, staff and visitors to the site are expected to contemplate alternative transportation means.

To encourage travel to work via more sustainable transportation modes, WAC may choose to:

- Allocate car parking to priority users
- Charge for an on-site parking permit / car pass
- Restrict parking permits to only a few days per week for staff who live within close proximity of the site

### 7.1 EV Charging

A provision for EV charging stations has been made in the design. EV charging will be provided at the site on 43 The Boulevard, Norlane, and additionally for staff/fleet vehicles in the enclosed car park. The infrastructure for charging facilities will be provided, with the number of charging points to increase as the uptake of EVs increases.

## 8. End of Trip Facilities

WAC will ensure that the end-of-trip facilities are made available to staff who may walk, run, cycle or scooter to the site. Shared male and female end-of-trip facilities are located adjacent to the employee bicycle storage area for convenient access. The end-of-trip facilities include:

- 1 shower / change room
- 1 DDA shower / change room
- 16 lockers

The proposed facilities exceed the statutory requirements, with shared changing areas, toilets and basins also provided.

### 8.1 Car-Pooling

Car-pooling is when two or more people share a car and travel together. It allows people to benefit from the convenience of the car, whilst alleviating the associated problems of congestions and pollution. Added benefits include reduced operating and parking costs.

Staff will be encouraged to carpool to the site with links to popular car pool matching websites provided on the WAC intranet.

Parking may be allocated in priority locations for staff who carpool to the site.

### 8.2 Intranet Site

The WAC intranet will be updated to include the following information for staff:

- Information and contact details for the Green Travel Plan Champion”
- A copy of this Green Travel Plan document
- Easy to find Maps of surrounding bicycle facilities and routes
- Information on the Bicycle User Group (BUG) and details of primary points of contact
- Public transport maps and timetables

- Information on how to use the public transport system, including how to purchase a Myki, Myki costs and top-up locations
- Links public transport and local services websites including:
  - [www.walkscore.com](http://www.walkscore.com)
  - [www.ptv.vic.gov.au](http://www.ptv.vic.gov.au)
  - [www.bicyclenetwork.com.au](http://www.bicyclenetwork.com.au)

### **8.3 Building Welcome Pack**

Prior to opening of the building, and all new staff, will be provided with a 'welcome pack', which will provide information about the green travel plan, and details of where information can be found on the intranet. A tour of the building and the site will familiarise all staff with include End of Trip facilities, bike parking, and the general site layout.

## 9. Actions

This section of the document summarises the actions which are to be undertaken and frequently reviewed by WAC. WAC are committed to the implementation of green travel and to the lowering of carbon emissions.

The outcome of the Green Travel Plan actions will depend on a wide range of factors but predominantly rely on the commitment and desire to change travel modes. The ongoing application of an effective Green Travel Plan should result in a continued reduction in car usage as use of other travel modes increase.

### 9.1 Monitoring

To monitor the success of these initiatives, it is proposed that a staged monitoring system be implemented, and the Green Travel Plan “Champion” be responsible for the ongoing monitoring and assessment.

It is proposed that WAC undertake monitoring in the following stages:

- Stage One – will involve a questionnaire survey of all staff. The survey will collect information on the travel characteristics of staff, to gauge interest in the various initiatives, and seek ideas for other initiatives. Stage one will set baseline travel mode percentages such that they can attempt to meet the proposed targets.
- Stage Two – will involve a questionnaire and feedback form to be filled out by staff 12 months after occupation, in order to determine what initiatives are working and which are not.
- Stage Three – will be the monitoring component of the plan which would be undertaken 2 years after occupation of the development. This questionnaire would test the success rate of the various initiatives and help rework programs to suit the needs of the new staff. At this stage, the targets identified previously will be reviewed. Stage three will continue to be completed every two years and targets reassessed.

A questionnaire has been prepared for each of the three stages and have been provided within Appendix A

### 9.2 General Actions

The following immediate actions have been identified for the 62 Morgan Street Redevelopment.

Table 4 Green Travel Plan Actions

Action	Person Responsible	Date to be completed
Capture travel data from staff and visitors and report findings annually on: <ul style="list-style-type: none"> <li>– the number of staff</li> <li>– number of visitors</li> <li>– number of bicycle spaces</li> <li>– Green travel initiatives e.g. ride to work day</li> </ul>	Green Travel Plan Champion	Annually
Update the Green Travel Plan targets and objectives.	Green Travel Plan Champion	Every 2 years

### 9.3 Walking and Cycling Actions

Table 5 Walking and Cycling Actions

Action	Person Responsible	Date to be completed
Bicycle parking areas are correctly equipped and functional.	Green Travel Plan Champion / Building Manager	Ongoing
Promote sustainable transport events such as Ride to Work and Walk to Work Day.	Green Travel Plan Champion	Annually

Action	Person Responsible	Date to be completed
Provide updated maps and information on Intranet site.	Green Travel Plan Champion	On occupation and ongoing.
Promote awareness of cost saving and environmental benefits of active transport in comparison with car ownership and travel.	Green Travel Plan Champion	On occupation and ongoing.

## 9.4 Public Transport Actions

Table 6 Public Transport Actions

Action	Person Responsible	Date to be completed
Make new staff aware of the building Green Travel Plan and provide access to the Plan (see Intranet)	Green Travel Plan Champion	Ongoing
Promote awareness of the area with maps and timetable information for all relevant public transport. This can be achieved via notice board or information board within the lobby	Green Travel Plan Champion	Ongoing
Promote awareness of cost saving and environmental benefits of public transport in comparison with car ownership and travel.	Green Travel Plan Champion	Ongoing

## 9.5 Updates to the Green Travel Plan

WAC, in particular the Green Travel Plan “Champion”, shall be responsible for the maintenance of the Green Travel Plan, which shall be updated every 2 years to ensure it is still relevant, and achieving the required results.

All costs associated with the management, maintenance and updating of the Green Travel Plan shall be borne by WAC.

# Appendices

# **Appendix A**

**Questionnaire Survey Forms**

# Stage One Questionnaire

---

**Resident / Business Name:**

---

**1. How do you normally travel to and from work?**

- |   |                                       |
|---|---------------------------------------|
| <input type="checkbox"/> Train              | <input type="checkbox"/> Walk         |
| <input type="checkbox"/> Tram               | <input type="checkbox"/> Motorbike    |
| <input type="checkbox"/> Bus                | <input type="checkbox"/> Bicycle      |
| <input type="checkbox"/> Car, as driver     | <input type="checkbox"/> Other: _____ |
| <input type="checkbox"/> Care, as passenger |                                       |

**2. Approximately how far is your commute to work?**

---

**3. If you travel by car, either as a driver or a passenger, what could be done to encourage you to use other, more sustainable modes of transport?**

---

---

**4. Would you use any of the following services (if not already noted above)?**

- |   |  |
|---|--|
| <input type="checkbox"/> Cycling          | <input type="checkbox"/> Car pooling                     |
| <input type="checkbox"/> Walking          | <input type="checkbox"/> 'Share care' or similar service |
| <input type="checkbox"/> Public transport |  |

If not, why?

---

Thank you for participating in this survey.

# Stage Two Questionnaire

---

**Resident / Business Name:**

---

**1. How do you normally travel to and from work?**

- |   |                                       |
|---|---------------------------------------|
| <input type="checkbox"/> Train              | <input type="checkbox"/> Walk         |
| <input type="checkbox"/> Tram               | <input type="checkbox"/> Motorbike    |
| <input type="checkbox"/> Bus                | <input type="checkbox"/> Bicycle      |
| <input type="checkbox"/> Car, as driver     | <input type="checkbox"/> Other: _____ |
| <input type="checkbox"/> Care, as passenger |                                       |

**2. If you generally travel to work by car, either as a driver or a passenger, what could be done to encourage you to use other, more sustainable modes of transport?**

---

---

**3. Would you use any of the following services (if not already noted above)?**

- |   |  |
|---|--|
| <input type="checkbox"/> Cycling          | <input type="checkbox"/> Car pooling                     |
| <input type="checkbox"/> Walking          | <input type="checkbox"/> 'Share care' or similar service |
| <input type="checkbox"/> Public transport |  |

If not, why?

---

**4. Has the alternative transport mode information and initiatives encouraged you to change your travel mode choice? And if not, how could the information or initiatives be improved?**

---

Thank you for participating in this survey.

# Stage Three Questionnaire

---

**Resident / Business Name:**

.....

**1. How do you normally travel to and from work?**

- |   |                                       |
|---|---------------------------------------|
| <input type="checkbox"/> Train              | <input type="checkbox"/> Walk         |
| <input type="checkbox"/> Tram               | <input type="checkbox"/> Motorbike    |
| <input type="checkbox"/> Bus                | <input type="checkbox"/> Bicycle      |
| <input type="checkbox"/> Car, as driver     | <input type="checkbox"/> Other: _____ |
| <input type="checkbox"/> Care, as passenger |                                       |

**2. Has the above travel mode choice changed since the green travel initiatives were expanded, and if so, what specifically drove that change?**

.....

.....

**3. Do you have any feedback for the sustainable transport initiatives implemented?**

.....

.....

Thank you for participating in this survey.



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