

Sydney Football Stadium Redevelopment

Green Travel Plan

18 July 2022

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DOCUMENT HISTORY

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1 Introduction

This Green Travel Plan (GTP) has been prepared to support the future operations of the Sydney Football Stadium (SFS). The GTP has been developed to meet the statutory requirements of Condition D14 of State Significant Development (SSD) 9835 relating to the Sydney Football Stadium Redevelopment.

1.1 Sydney Football Stadium Redevelopment

On 6 December 2018, the then Minister for Planning approved Stage 1 of Sydney Football Stadium (SFS) comprising a concept approval and concurrent early works package (SSD 9249) to facilitate redevelopment of the Sydney Football Stadium. The concept approval established the maximum building envelope, design and operational parameters for a new stadium with up to 45,000 seats for patrons and allowing for 55,000 patrons in concert mode. The concurrent Stage 1 works, which were completed on 28 February 2020, facilitated the demolition of the former SFS and associated buildings.

Stage 2 of the Sydney Football Stadium (SFS) Redevelopment (SSD 9835) was approved by the Minister for Planning and Public Spaces on 6 December 2019. Stage 2 provides for:

- construction of the stadium, including:
 - 45,000 seats (additional 10,000 - person capacity in the playing field in concert mode) in four tiers including general admission areas, members seating and corporate / premium seating;
 - roof cover over all permanent seats and a rectangular playing pitch;
 - a mezzanine level with staff and operational areas;
 - internal pedestrian circulation zones, media facilities and other administration areas on the seating levels;
 - a basement level (at the level of the playing pitch) accommodating pedestrian and vehicular circulation zones, 50 car parking spaces, facilities for teams and officials, media and broadcasting areas, storage and internal loading areas;
 - food and drink kiosks, corporate and media facilities; and
 - four signage zones.
- construction and establishment of the public domain within the site, including:
 - hard and soft landscaping works;
 - publicly accessible event and operational areas;
 - public art; and
 - provision of pedestrian and cycling facilities.

- wayfinding signage and lighting design within the site;
- reinstatement of the existing Moore Park Carpark 1 (MP1) upon completion of construction works with 540 at-grade car parking spaces and vehicular connection to the new stadium basement level;
- operation and use of the new stadium and the public domain areas within the site for a range of sporting and entertainment events; and
- extension and augmentation of utilities and infrastructure.

To date, SSD 9835 has been modified on six previous occasions as summarised in Table 1.

Table 1 Modifications to SSD 9835

Modification	Approved	Description
Modification 1	3 April 2020	Amend Conditions B14 and B15 to enable the condition to be satisfied in accordance with the principles and framework prescribed by the <i>Contaminated Land Management Act 1997</i> .
Modification 2	14 December 2020	Reinstate fitness facilities that were previously available within the former SFS.
Modification 3	7 December 2020	Alter the approved mezzanine slabs at the eastern and western stands and relocate the approved administration facilities. design amendments to the south western glazed façade. inclusion of an additional stadium signage condition.
Modification 4	22 April 2021	Relocate the photovoltaic (PV) cells from the stadium's roof to Level 5 (above the eastern and western plant rooms) and a reduction in the amount of kilowatts peak (kWp) generated.
Modification 5	8 June 2021	Minor modification to correct plan revisions and dates.
Modification 6	29 September 2021	Fit-out, use and operation of the eastern mezzanine of the stadium for the purpose of a dedicated training and administration facility for the Sydney Roosters NRL football club, known as the Sydney Roosters Centre of Excellence.
Modification 7	July 2022	A village community space, event plaza and multi-level car park to complement the SFS and adjoining Moore Park and Centennial Parklands.

1.1.1 SSD 9835 assessment

Extensive traffic and transport analysis was undertaken for the future Sydney Football Stadium as part of the Stage 1 and Stage 2 DA processes.

Previous analyses considered measures to improve transport arrangements for people attending events in the Moore Park Precinct, including:

- Pick up / drop off arrangements for taxis and ride-share vehicles;
- Coach parking arrangements;
- Pedestrian routes;
- Public transport usage; and
- Traffic movements and car parking.

This GTP builds on the work undertaken as part of the transport assessment supporting SSD 9835, taking into consideration changes in the transport environment since the project approval (e.g. introduction of light rail) as well ensuring the proposed measures align with TfNSW's broader Moore Park Precinct Transport Action Plan.

The Moore Park Precinct Transport Action Plan has been developed to achieve operational improvements to traffic and transport in the Moore Park precinct. The Action Plan focuses on transport actions, such as intersection changes, bus and light rail service changes and measures to improve traffic and pedestrian flow in the vicinity of the Moore Park precinct. MEOG¹ has been consulted in reference to the draft Action Plan and the Moore Park Precinct Transport Action Plan has since been endorsed by the Transport Minister in April 2022.

1.1.2 Condition D14 – Green Travel Plan

Pursuant to Condition D14 (reproduced below), a GTP is required to be prepared.

Table 2 Condition D14 requirements

Condition D14 requirement	Report reference
<p><i>The Applicant must update the Green Travel Plan (GTP) contained within Appendix B of the Sydney Football Stadium Redevelopment Transport Assessment for Stage 2 Development Application prepared by Arup dated 31 May 2019. The plan must</i></p>	

¹ The Moore Park Event Operations Group (MEOG) is chaired and coordinated by Transport for NSW. MEOG member agencies include TfNSW (Sydney Trains, TMC, State Transit Authority), Venues NSW, NSW Police; Australian Turf Club (ATC); Randwick Council; City of Sydney Council; Fox Studios; Entertainment Quarter; Hordern Pavilion, Greater Sydney Parklands and the NSW Taxi Council;. MEOG develops operational plans to ensure the delivery of safe and successful events in the Moore Park sporting and entertainment Precinct and provides a forum for member agencies to work with event organisers on the effective traffic and parking operations in the precinct and its surrounds.

Condition D14 requirement	Report reference
be prepared in consultation with the Sydney Coordination Office and Transport Management Centre within TfNSW, Roads and Maritime Services, NSW Police, City of Sydney Council, SCSGT and Centennial Park and Moore Park Trust	2.1
align with the of the broader Moore Park Traffic and Transport Management Plan as made available by TfNSW	2.1, 2.4
include objectives and modes share targets within the Applicant's jurisdiction (i.e. site and land use specific, measurable and achievable and timeframes for implementation) to define the direction and purpose of the GTP	4.1, 4.3
include specific tools and actions, within the Applicant's jurisdiction, to help achieve the objectives and mode share targets	5
include measures to promote and support the implementation of the plan as it relates to the stadium development	5
describes initiatives to facilitate an integrated ticketing strategy across event types	5
<p>analyse the available data from stakeholders within the Moore Park Precinct and relevant authorities which identifies the travel behaviours of stadium users to review the effectiveness of the program and to measure the effectiveness of the objectives and mode share targets of the GTP, including:</p> <ul style="list-style-type: none"> - travel surveys that identify travel behaviour of users of the development; - public transport data; - parking / pedestrian counts; and - demand for bicycle facilities. 	6.2, 0

1.1.3 Precinct Village and Car Park Project

In September 2021, Venues NSW (VNSW) announced a proposal to introduce a village community space, event plaza and multi-level car park to complement the SFS and adjoining Moore Park and Centennial Parklands (SSD 9835 Modification 7) known as the 'Precinct Village and Car Park' project.

Following the SFS opening and at a time that best aligns with the projected events schedule, Venues NSW proposes to proceed with the staged construction of the Precinct Village and Car Park.

The stages include:

- Stage 0 - the reinstatement of the 540 at-grade car parking spaces on the MP1 Car Park ready for operations for opening of the Stadium (as per the current consent for SSD 9835).
- Stage 1 - construction of the multi-level carpark west and the Precinct Village west including the food and beverage offering. Up to 1,270 spaces will be provided at the completion of this stage.
- Stage 2 - construction of the multi-level carpark east, tennis courts and associated amenities. Up to 1,500 spaces will be provided at the completion of stage 2 (inclusive of those spaces delivered under stage 1).

1.2 Greater Sydney Parklands Trust Bill

The Greater Sydney Parklands Trust Bill was developed in draft in 2021 and passed through the NSW Parliament on 29 March 2022. The Greater Sydney Parklands Trust Act has been assented on 13 April 2022 and is scheduled to be enacted on 1 July 2022. This Act will govern overall planning for the Moore Park Precinct including existing and future restrictions to event on-grass car parking. The restrictions on car parking in Moore Park East as detailed in the Act are as follows:

- Immediate prohibition of car parking on Upper Kippax, which is now in place for all events in the Moore Park Precinct;
- Cessation of car parking on Lower Kippax from 31 December 2023; and
- Cessation of car parking on Showground (EP3) from 31 December 2025.

1.3 Purpose and objectives of the Green Travel Plan

A GTP is a package of measures aimed at promoting and encouraging sustainable travel and reducing reliance on the private car. The GTP for the SFS will assist in reducing car reliance by promoting alternative, sustainable modes of travel. The GTP aims to encourage and support the broader use of sustainable travel options by the community in carrying out their daily activities. GTPs can provide both:

- Measures which discourage or disincentivise car use;
- Measures which support, encourage or incentivise sustainable travel (including public transport), reduce the need to travel or make travel more efficient.

Sustainable travel options include active transport (including travel by foot, bicycle and other non-motorised vehicles) and public transport.

The GTP focuses on minimising the impact of events on the local and wider transport network and encourages those accessing SFS to do so by sustainable modes of transport, thereby reducing car dependency for spectators and staff travelling to the site.

The key objectives of the GTP are to:

- Achieve a high modal share for public transport, cycling and walking journeys for staff, patrons and visitors of the Precinct;
- Reduce private vehicle dependency as a means of access to the SFS;
- Ensure adequate facilities are provided at the Site to enable users to travel by sustainable transport modes; and
- Raise awareness of, and actively encourage the use of, sustainable transport amongst users.

1.4 Green Travel Plan approval requirements

As required under Condition D14, the GTP must be endorsed by the Coordinator General, Transport Coordination, within TfNSW, at least 6 months, or as otherwise agreed with the Coordinator General, prior to the commencement of operation of the SFS.

1.5 Land to which this plan applies

This GTP applies to the SFS Site, which is located at 40-44 Driver Avenue, Moore Park within the City of Sydney Local Government Area (LGA), and is legally described as Lot 11, Part Lot 10 and Part Lot 12 in DP 1255013. The Site is located on the eastern edge of the city, approximately 3km from the Sydney CBD, and forms part of a larger entertainment and recreation precinct shared with Centennial and Moore Parks, Fox Studios, and the Entertainment Quarter. It is located in the northern corner of the precinct and is bounded by Moore Park Road to the north, Paddington Lane to the east, the existing Sydney Cricket Ground stadium to the south and Driver Avenue to the west. The site is located immediately to the south of the suburb of Paddington, with the suburbs of Centennial Park to the east and Surry Hills to the west. The Site is connected to Sydney's transport network through existing bus routes and benefits from a dedicated stop on the recently completed Light Rail.



Figure 1 SFS site location

1.6 Document structure

This GTP is structured as follows:

- Part 1.0 – Introduction
- Part 2.0 – Developing the green travel plan
- Part 3.0 – Sustainable Transport Infrastructure
- Part 4.0 – Green Travel Plan Objectives and Targets
- Part 5.0 – Green Travel Plan Measures
- Part 6.0 – Monitoring and Implementation of the Green Travel Plan
- Part 7.0 – Summary

1.7 Supporting documents

Concurrent with the development of this GTP, a number of other operational transport management plans have been developed to support the redeveloped Sydney Football Stadium. These supporting plans have been prepared to satisfy the relevant conditions of consent of SSD 9835 and contain similar content to that presented in this GTP. For this reason the four plans have been developed concurrently so to ensure that the transport solutions developed consider the Moore Park event precinct holistically and ensure all relevant items are considered in an integrated manner. The supporting operational transport management plans are as follows:

- (i) Event Traffic and Transport Management Plan (Condition D16 of SSD 9835) – this document
 - Develop suite of measures which ensures that traffic and transport during events are safely and efficiently operated
- (ii) Passenger Pick Up and Drop Off Facilities Plan (Condition D18 of SSD 9835)
 - Provide details of proposed drop off / pick up facilities during events for taxis, ride-share, coaches and kiss & ride vehicles.
- (iii) Event Car Park Management Plan (Condition D50 of SSD 9835)
 - Car parking plan for events which considers the progressive phasing out of on-grass parking as per the Moore Park Masterplan 2040

2 Developing the Green Travel Plan

2.1 Stakeholder consultation

The GTP has been developed over a period of more than 12 months and is the culmination of an extensive process of technical studies and investigations, and stakeholder consultation.

The views and responses of organisations and community members were received through a variety of channels at critical stages in the development of the GTP. Consultation with the community began in 2017 with the public exhibition of the Stage 1 Concept Application (SSD 9249) and subsequent public exhibition of the Stage 2 SSD (SSD 9835). Over the course of 2021, Venues NSW and its consultant team engaged with organisations and community members via a series of meetings, workshops and other engagement activities. The feedback received during these activities was used to inform the development of the GTP.

The stakeholder consultation requirements prescribed by Condition D14 in relation to this GTP plan, including their roles and responsibilities, is detailed in Table 3.

Table 3 Summary of stakeholder consultation process

Stakeholder	Description			
	Preparation	Consultation	Endorsement	Information*
Infrastructure NSW	✓			
Venues NSW	✓			
Greater Sydney Parklands		✓		✓
Transport for NSW		✓	✓	✓
NSW Police		✓		✓
Department of Planning, Industry and Environment				✓
City of Sydney Council		✓		✓
SFS Community Consultative Committee		✓		✓
University of Technology, Sydney		✓		
Fox Studios		✓		
Kirra Child Care Centre				✓

Stakeholder	Description			
	Preparation	Consultation	Endorsement	Information*
Adjoining landowners/occupiers (including sporting codes)		✓		

* Following endorsement by Transport for NSW

2.2 Continuing engagement and opportunities to participate

The engagement process has been, and will continue to be, a core part of the GTP implementation. All stakeholders will be kept informed of the progress of the GTP and there will be opportunities to participate in future stages of planning and to comment on aspects of implementation, as appropriate.

2.3 Data sources

The GTP has been informed by a range of data sources and technical investigations completed over a four year period dating back to the development of the Stage 1 and Stage 2 SSD applications supporting the SFS Redevelopment. The analyses have been used to guide and inform the development of the GTP, but also importantly to act as a benchmark to monitor its success of the plan moving forwards.

The data utilised to inform the GTP is summarised in Table 4 below.

Table 4 Data used to inform development of the plan

Type	Summary	Years data is available	Source
Post event patron surveys	Patrons are sent an email after the event has concluded asking them a number of questions about their event day experience, one of which is what mode of transport they utilised to arrive to Moore Park	2021	Ticketing provider and Venues NSW
Event day interview surveys	Patrons are interviewed on their arrival to events in Moore Park regarding their mode of travel	2018, 2021	Arup, JMT Consulting
Event day parking data	For all events in Moore Park Venues NSW collects parking data (number of parked cars) at the three major event car parking areas.	2016 – 2021 inclusive	Venues NSW

Type	Summary	Years data is available	Source
Pedestrian movement data	Pedestrian counts review the number of people arriving and departing the stadium from different directions, particularly west towards Surry Hills	2018, 2021	Arup, JMT Consulting
Light rail patronage	TfNSW provide estimates of the number of people using light rail between Central and Moore Park on event days	2020-2021	Transport for NSW

2.4 Reference documents

This GTP has been informed by a number of key traffic and transport documents prepared for the Moore Park precinct as summarised below.

- Moore Park Masterplan 2040 (Centennial Parklands, April 2017)
- Sydney Football Stadium Stage 1 Development Application, Transport Assessment (Arup, June 2018)
- Sydney Football Stadium Stage 1 Development Application, Response to Submissions (Arup, October 2018)
- Sydney Football Stadium Stage 2 Development Application, Transport Assessment (Arup, 2019)
- Sydney Football Stadium Stage 2 Development Application, Response to Submissions (JMT Consulting, October 2018)
- Moore Park Traffic Control Plans (Event Services International, September 2020)
- Moore Park Traffic and Transport Management Plan (Transport for NSW, July 2021)
- Precinct Village and Car Park Transport Impact Assessment (JMT Consulting, October 2021)

2.5 Event categories

The operational transport plans have considered a range of different event categories, which align with those nominated in the Moore Park Precinct Transport Action Plan developed by TfNSW. The categories are:

- Event category A+ (>40,000 people including major concerts and double header events);
- Event category A (30,000 – 40,000 people);
- Event category B (20,000 – 30,000 people);
- Event category C (10,000 – 20,000 people); and
- Event category D (less than 10,000 people);

The extent of interventions and overlay required to support a safe and efficient transport network generally increases in line with the nominated event categories. It is important to note however that in planning for certain events it may be recommended that the event category changes based on event specific factors such as event start/finish time, code / teams involved and other events that may be occurring at the same time.

3 Overview of Transport Conditions

3.1 Pedestrian network

There is an extensive network of pedestrian routes which connect the SFS to its surroundings. This network supports walking as a transport mode to access the SFS, whether it is the whole trip or the final leg of a journey by another transport mode. The key routes are illustrated in Figure 2 below.

A popular way of travelling to the SFS is walking from Central Station through Surry Hills. Pedestrians use several streets in Surry Hills to get to the SFS including:

- Foveaux Street and Fitzroy Street (~1.5km walk);
- Cooper Street and Arthur Street (~1.8km walk);
- Devonshire Street and Parkham Street (~ 1.8km walk); and
- Elizabeth Street and Cleveland Street (~2.4km walk).

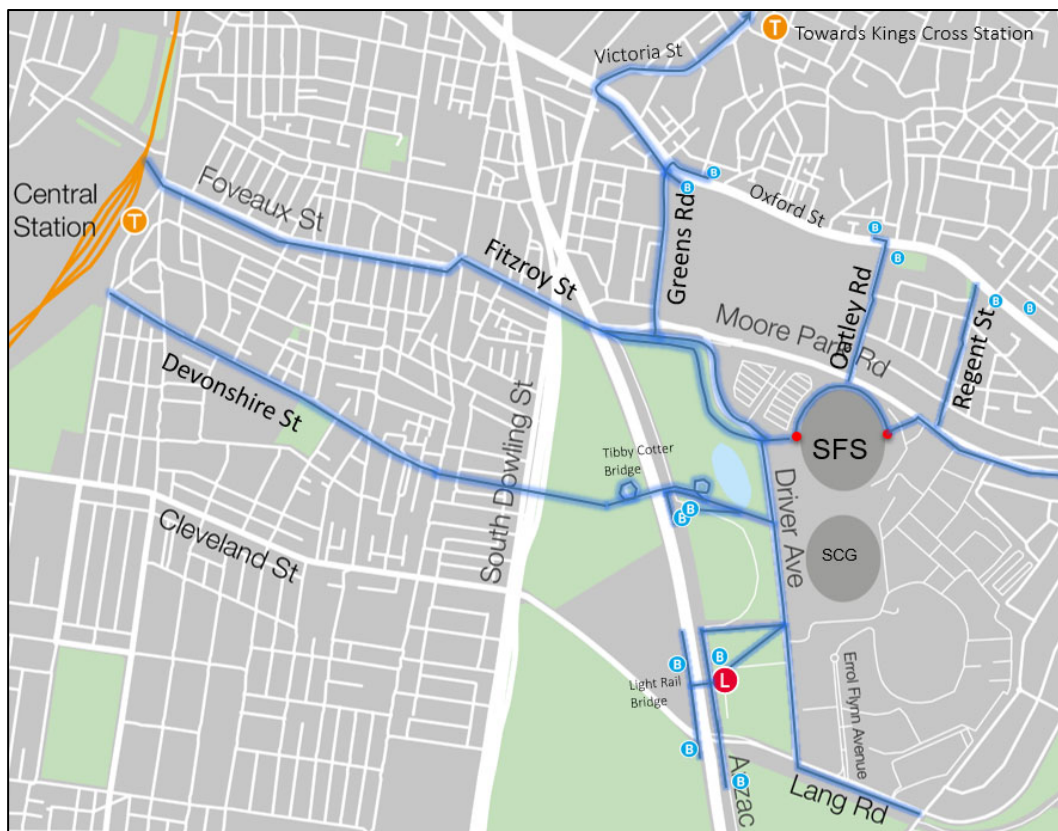


Figure 2 Key pedestrian routes to the SFS

Pedestrians will be able to access the SFS from a number of directions as indicated in Figure 4 below. Direct, level connections will be provided via a combination of at grade access points from Moore Park Road / Driver Avenue, the public domain and from the SFS concourse area (blue lines). From the car park, pedestrian access will be provided via stairs and lifts (both marked as pink boxes).

Pedestrians arriving from the light rail stop or Albert 'Tibby' Cotter Bridge to the south can access the SFS concourse area through the main western staircase which will be open to the public at all times of the day. This will allow for high quality linkages between the Precinct Village and the broader Moore Park area, including the EQ and Centennial Parklands.

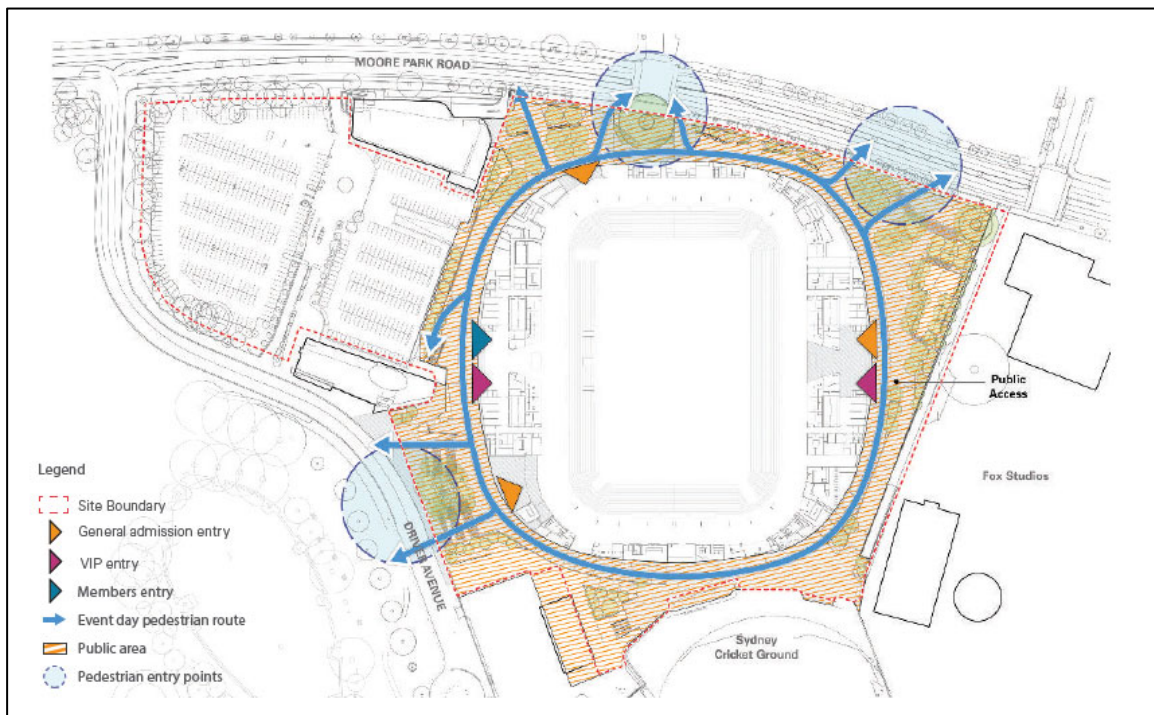


Figure 3 Pedestrian access arrangements (prior to completion of Precinct Village)

The Precinct Village and Car Park project, when completed, (see section 0) will significantly improve pedestrian circulation and permeability in the Precinct once completed. Pedestrians will be able to access the Precinct Village from a number of directions as indicated in Figure 4 below. Direct, level connections will be provided via a combination of at grade access points from Moore Park Road / Driver Avenue, the public domain and from the SFS concourse area. This will allow the general public to walk into and through the Precinct Village from surrounding public areas.

Pedestrians arriving from the light rail stop or Tibby Cotter Bridge to the south can access the Precinct Village directly from Driver Avenue or via the SFS concourse area through the main western staircase which will be open to the public at all times of the day. This will provide high quality linkages between the Precinct Village and the broader Moore Park area, including the EQ and Centennial Parklands.

The improved pedestrian circulation and permeability offered by the Precinct Village and Car Park project will assist in supporting active transport to and from the SFS, in line with the objectives of this GTP.

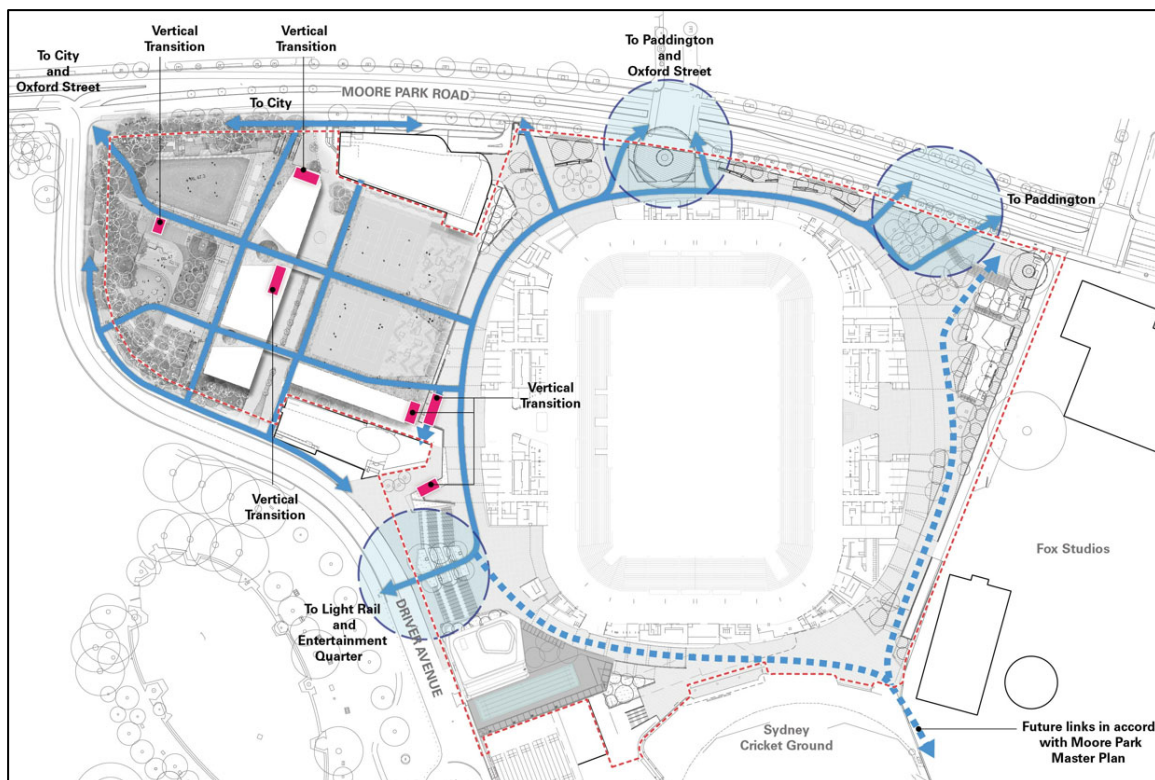


Figure 4 Future pedestrian circulation arrangements (post completion of Precinct Village)

3.2 Pedestrian flows

The figures below shows the pedestrian volumes travelling from Moore Park towards Central Station in the one hour immediately prior to and following the conclusion events at the neighbouring Sydney Cricket Ground (SCG) in April and May 2021. It highlights that the majority of pedestrians, particularly post event, travel towards Central Station via the Albert ‘Tibby’ Cotter Bridge and down Devonshire Street, which has been identified by TfNSW as the preferred walking route to and from Central Station. Prior to the completion of the light rail Foveaux Street was the preferred walking route to and from Central Station due to the light rail construction works on Devonshire Street.



Figure 5 Existing pedestrian flows (25 April 2021)



Figure 6 Existing pedestrian flows (16 May 2021)

3.3 Vehicle occupancy

Previous surveys undertaken in 2018 recorded the number of people travelling in private vehicles to events at the SFS. Results are summarised in Figure 7 and show that:

- 10% of vehicles travelling to the SFS had only one passenger
- 90% of vehicles had two or more passengers
- 26% of vehicles four or more passengers
- The average vehicle occupancy was 2.70 people per vehicle.

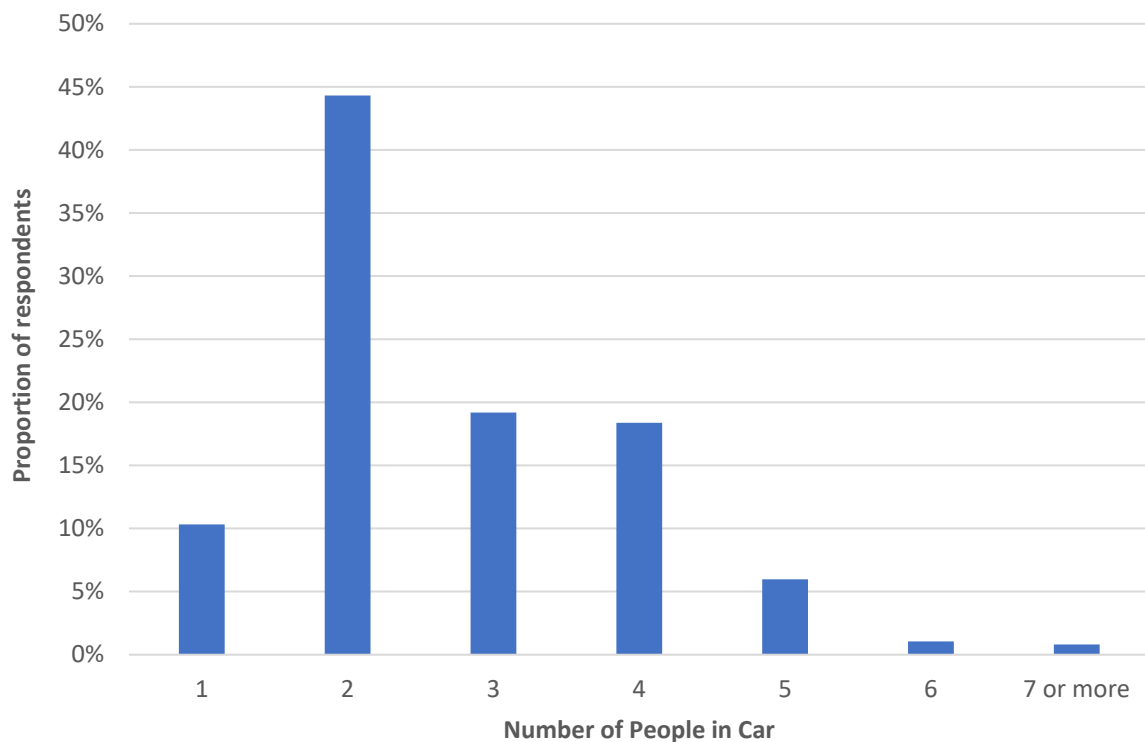


Figure 7 Vehicle occupancy

An objective of the Green Travel Plan is to reduce the proportion of single-occupant car travel to the site. Average car occupancy can be used as a way of measuring the success of the GTP as it is monitored over time.

3.4 Cycling

The Moore Park Precinct sits within an extensive network of regional and local cycling routes including:

- A 'pop up' bi-directional cycleway on Moore Park Road (see Figure 8) and Fitzroy Street which separates cyclists from passing traffic.
- Bi-directional separated cycleway along Bourke Street.
- An off-road shared path along Anzac Parade which provides a key connection to the precinct from both the Sydney CBD and the south-east.
- An off-road shared path on the southern side of Lang Road, providing a connection into Centennial Park.
- An off-road shared path on the southern side of Cleveland Street, which provides a connection across South Dowling Street into Surry Hills and Redfern.
- An off-road shared path on the southern side of Fitzroy Street, providing a connection from Surry Hills.
- An on-road cycle lane on Greens Road, providing a connection from the SFS through to Paddington and Darlinghurst.
- Future planned separated cycleway along Oxford Street.
- On-road cycleway on Lang Road.
- An extensive cycle network within Centennial Park providing sub-regional connections.



Figure 8 Moore Park Road 'pop up' cycleway

This network of cycleways servicing the Precinct is illustrated in Figure 9.

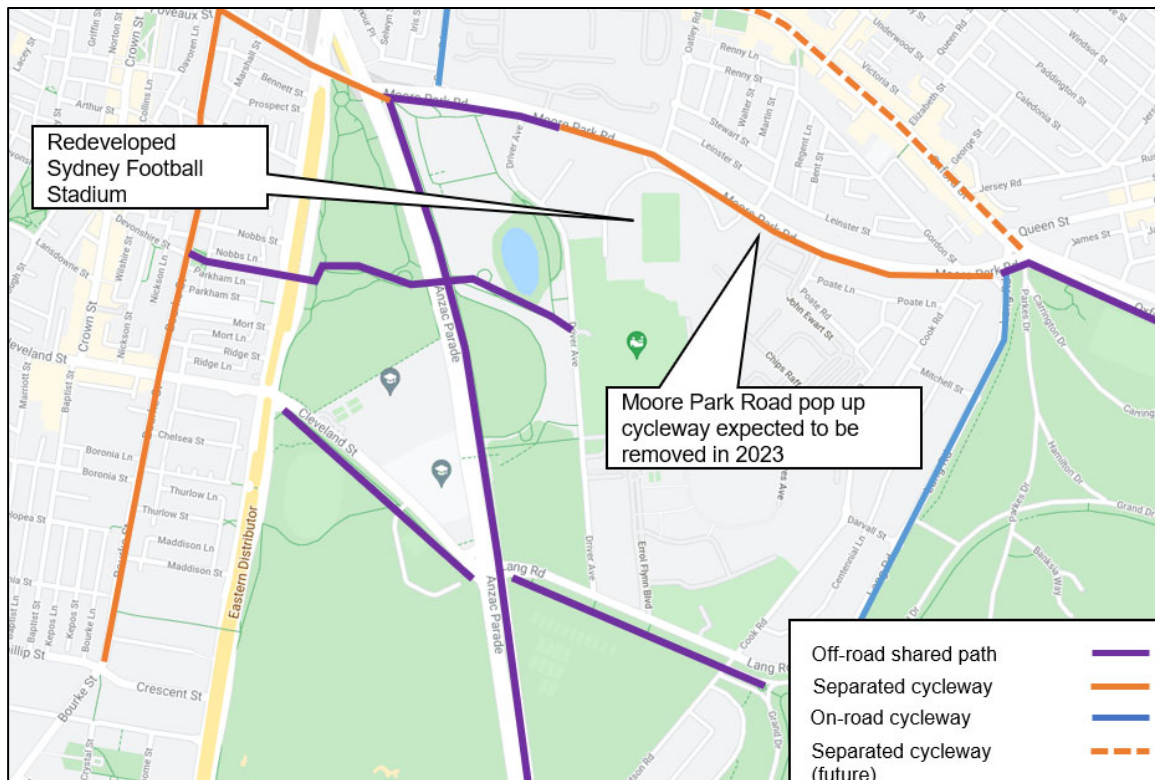


Figure 9 Existing cycleway network

There are a number of bicycle parking facilities in Moore Park in close proximity to the SFS (see example in Figure 10), with approximately 60 spaces currently provided.



Figure 10 Existing bicycle parking

3.5 Public transport

3.5.1 Rail

Central Station is the closest station to the Moore Park Precinct, with the primary pedestrian link via the Tibby Cotter Bridge and Devonshire Street as previously described in section 3.2. The walk between Central Station and the SFS is 1.8km in length and takes between 20 and 25 minutes.

3.5.2 Buses

Bus stops along Anzac Parade are serviced by bus routes travelling between the Sydney CBD, Surry Hills and the eastern suburbs. Many of these routes are serviced by the busway that runs adjacent to Anzac Parade, with the following routes travelling near the SFS:

- 333
- 339
- 352
- 440
- 373
- 396
- 355
- 374

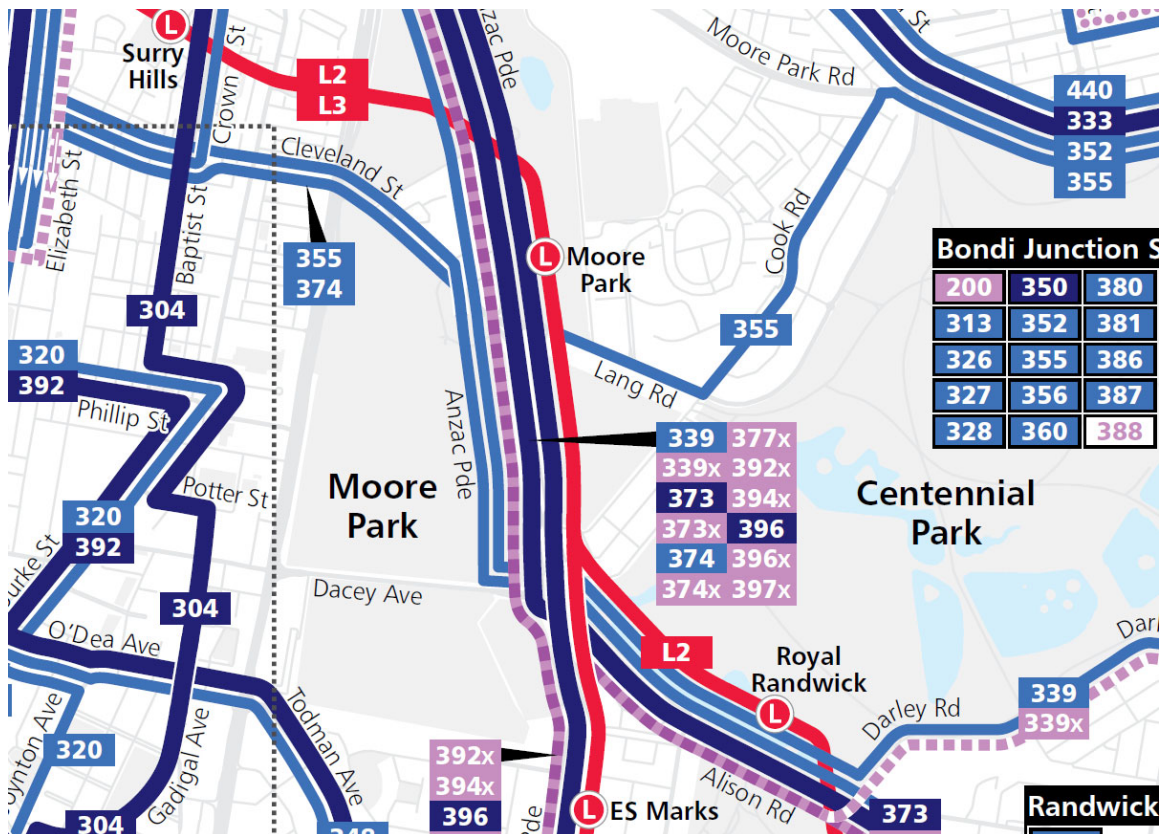


Figure 11 Bus routes in the vicinity of the SFS

Bus stops along Oxford Street are serviced by bus routes travelling between the CBD, Chatswood, Marrickville, Rozelle and Bondi Junction. These typically run at frequencies of between 5 and 30 minutes on weekdays and every 8-30 minutes on weekends.

In addition to regular bus services, a special event bus loop exists which complements light rail services on event days. Services operate directly between Central Station and Moore Park, providing additional public transport capacity for patrons attending events in the Precinct.



Figure 12 Moore Park special event bus loop

3.5.3 Light rail

The opening of the CBD and South East Light Rail in 2019 significantly improved public transport accessibility and further increased the attractiveness of public transport as a means of access to the SFS. The Moore Park light rail stop is located on the eastern side of Anzac Parade approximately 100m north of Lang Road.

Services operate every four to ten minutes outside of events and every two to four minutes during events. Up to 24 services per hour can operate between Central Station and Moore Park during events, providing capacity for nearly 11,000 people per hour. An additional 12 services per hour operate between Randwick/Kingsford and Moore Park which can accommodate a further 5,400 people per hour. TfNSW as part of the Moore Park Precinct Transport Action Plan are investigating the potential to operate additional services towards Kingsford and Randwick on event days to service future satellite car parking areas, with an additional 4-6 services per hour during events being considered.

The area is managed during events to facilitate the efficient movement of people on and off the platforms.



Figure 13 Moore Park light rail stop

3.6 Traffic volumes

Vehicle intersection counts were undertaken at key locations around the former SFS (Allianz Stadium) for a four-hour period between 5:00pm-9:00pm on the 24th, 25th and 26th February 2018; which are representative of rugby union game day, soccer game day and a non-event day respectively. The following figures show a comparison between movements for each day highlighting the movements towards the stadium pre-game and movements away from the stadium post-game.

Figure 14 and Figure 15 compare vehicle volumes a non-event day peak hour and the hour prior to kick off on an event day at the northern and southern end of Driver Avenue. There is more than double the amount of vehicle movements across the hour in an event day scenario and it should be noted Driver Avenue is closed as a thoroughfare before, during and after events. This comparison highlights that the main use of Driver Avenue is to access car parking and for drop off on event days.

Figure 16 and Figure 17 are the vehicle volumes at the surrounding intersections during the hour before the event. The key movements are shown highlighting the demand towards the stadium before the event and away from the stadium after the event. Figure 18 and Figure 19 show the same key movements highlighted during the peak hour on a non-event day. This comparison shows that the volumes of vehicles arriving to the stadium prior to a game is comparative to the volumes experienced during a weekday PM peak. Higher volumes are seen however along Lang Road.

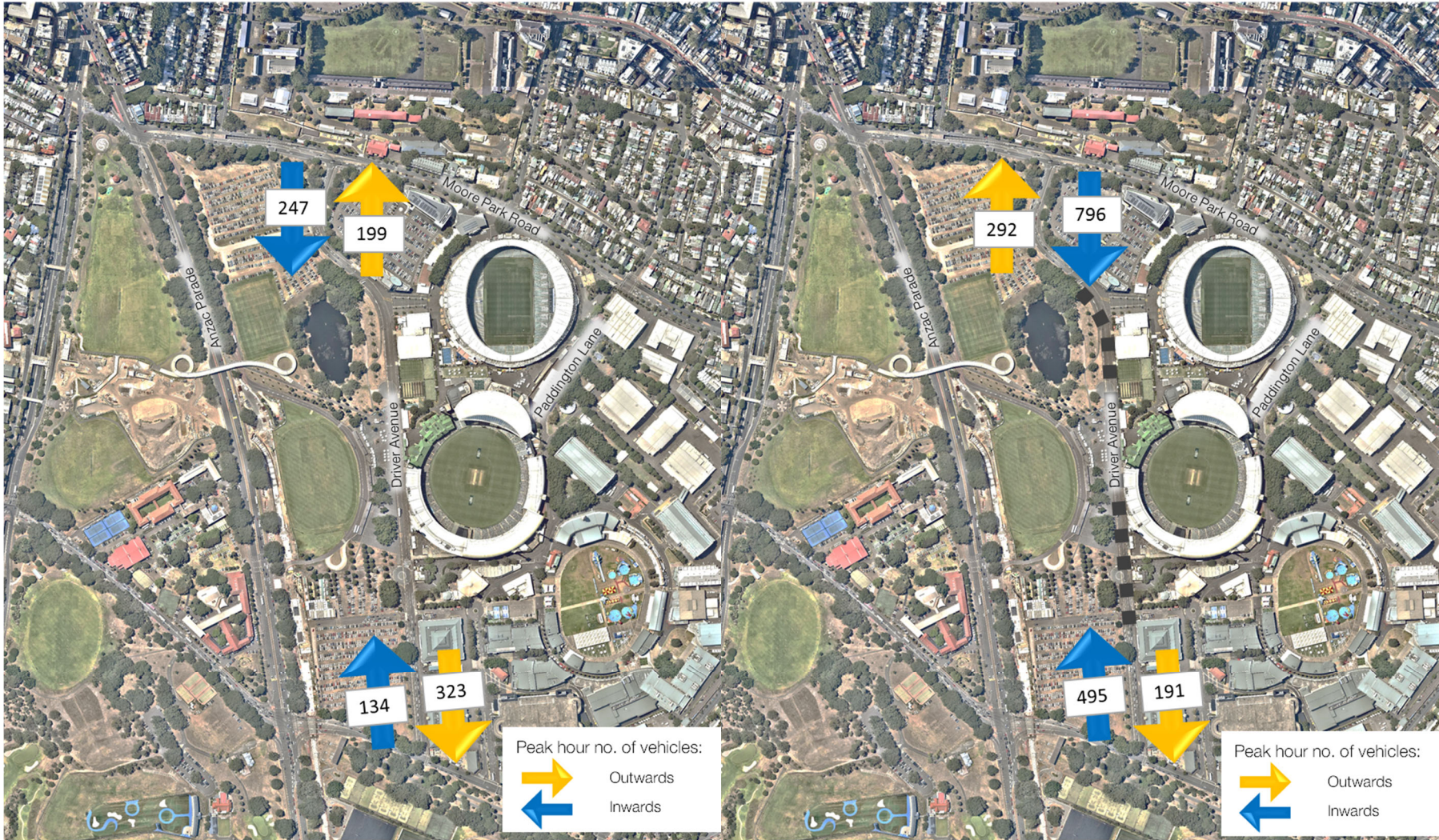


Figure 14 Vehicles using Driver Avenue on a non-event day

Figure 15 Vehicles using Driver Avenue on event day



Figure 16 Intersection vehicle volumes in hour prior to event

Figure 17 Intersection vehicle volumes in hour post event



Figure 18 Non event day PM peak hour traffic flows (inbound)

Figure 19 Non event day PM peak hour traffic flows (outbound)

4 Green Travel Plan Objectives and Targets

4.1 Green Travel Plan objectives

The GTP aims to encourage and support the broader use of sustainable travel options by the community in carrying out their daily activities. It focuses on minimising the impact of events on the local and wider transport network and encourages those accessing SFS to do so by sustainable modes of transport, thereby reducing car dependency for spectators and staff travelling to the site.

The key objectives of the GTP are to:

- Achieve a high modal share for public transport, cycling and walking journeys for staff, patrons and visitors of the Precinct;
- Reduce private vehicle dependency as a means of access to the SFS;
- Ensure adequate facilities are provided at the Site to enable users to travel by sustainable transport modes; and
- Raise awareness of, and actively encourage the use of, sustainable transport amongst users.

The GTP for the Sydney Football Stadium responds to these objectives by:

- Promoting alternatives to the car and encouraging increased public transport, walking and cycling usage;
- Reducing the environmental impacts associated with vehicle movements by raising travel awareness and encouraging travel by more sustainable transport modes, to reduce private car usage;
- Connecting the Site to the surrounding community by the strong promotion of walking and cycling, thus minimising the impact on the adjacent road network; and
- Promoting public transport connections in the area including bus and light rail services.

4.2 Existing travel behaviours

4.2.1 Journey to work mode share

Journey to work data has been sourced from the Australian Bureau of Statistics 2016 census which provides an indication of how people travel to work in the Moore Park Precinct.

Table 5 below presents a summary of the existing mode share of trips to the Precinct. The results indicate that private car is the most common mode of transport to the area, with public transport comprising nearly one quarter of all trips. It should be noted that as data was collected in 2016 this does not incorporate the recently opened CBD and South East Light Rail service which

has significantly improved transport in the Precinct. It is expected that public transport mode share would have increased from that noted in the table below.

Walking also makes up a significant portion of total trips to the Precinct, with many workers using the well-established network of pedestrian footpaths linking with the Entertainment Quarter.

Table 5 Existing journey to work mode share

Transport mode	% of trips
Car - as driver	60.4%
Bus	11.3%
Walked only	11.7%
Train	11.6%
Bicycle	2.3%
Car - as passenger	2.0%
Motorbike	0.7%
Total	100.0%

Source: Australian Bureau of Statistics

Figure 20 illustrates the home location of incoming workers into Moore Park, indicating the vast majority do so from surrounding suburbs such as Waterloo, Randwick, Redfern and Chippendale. Over 80% of employees in Moore Park, based on 2016 Journey to Work data, live within a 5km radius of the SFS. This indicates there are strong opportunities to encourage a mode shift towards public transport, walking and cycling given the relatively short travel distances.

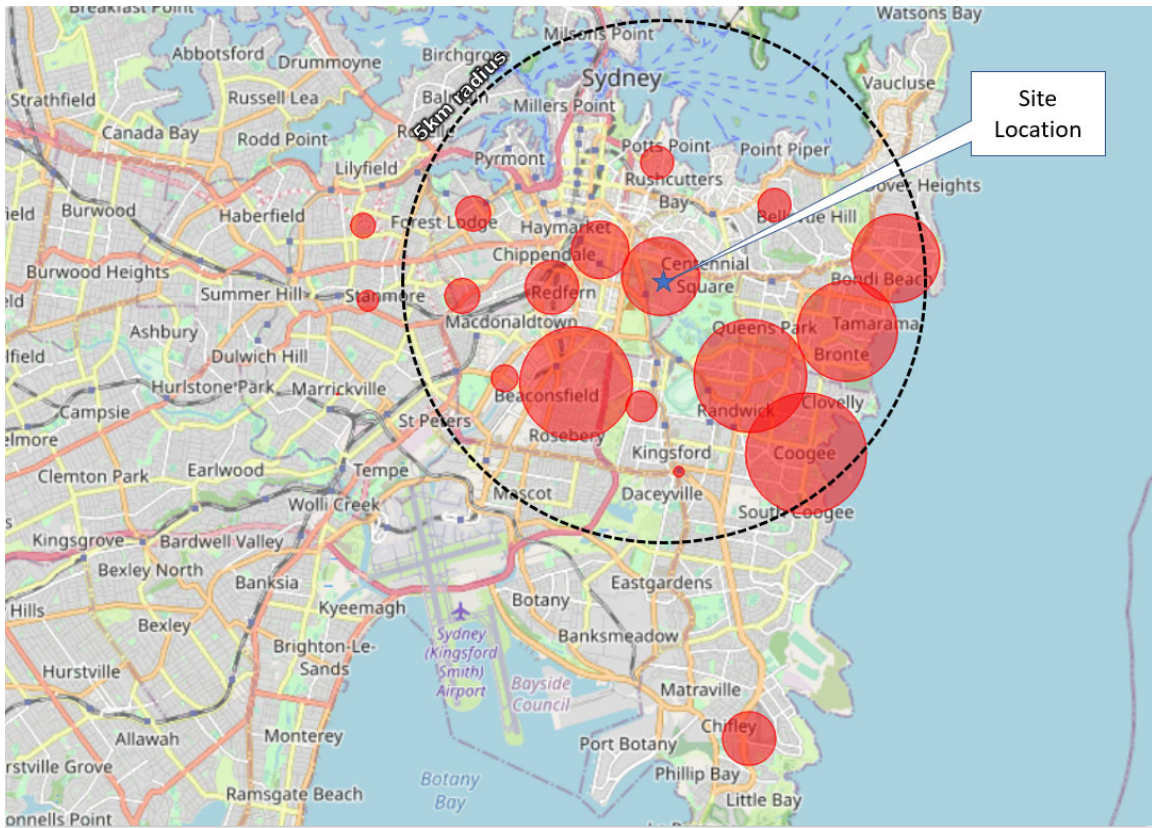


Figure 20 Home location of incoming workers to Moore Park
Circle sizes represent number of workers traveling to Moore Park

4.2.2 Event mode share

Based on the findings of the data collection undertaken in 2021 for various events held at the SCG as previously detailed in Section 2.3, the typical existing mode share for an event in the Precinct is outlined in Figure 21 below. The transport mode share for events can vary based on a number of factors, including the type of event, event attendance, start time, weather, opposition team location etc. Patrons will actively shift their mode and time of travel based on these factors.

The existing event day travel mode share analysis indicates that:

- Public transport currently accounts for just under half of all trips to the Precinct, with light rail accommodating over 1 in 5 journeys;
- Approximately 12% of trips to the Precinct on event days are made by walking and cycling, including those walking from Central Station. Cycling currently accounts for a relatively small proportion of trips.
- Point to point transport (taxi, Uber or general drop off) is a popular mode of transport - over 14% of patrons arrive via this method.

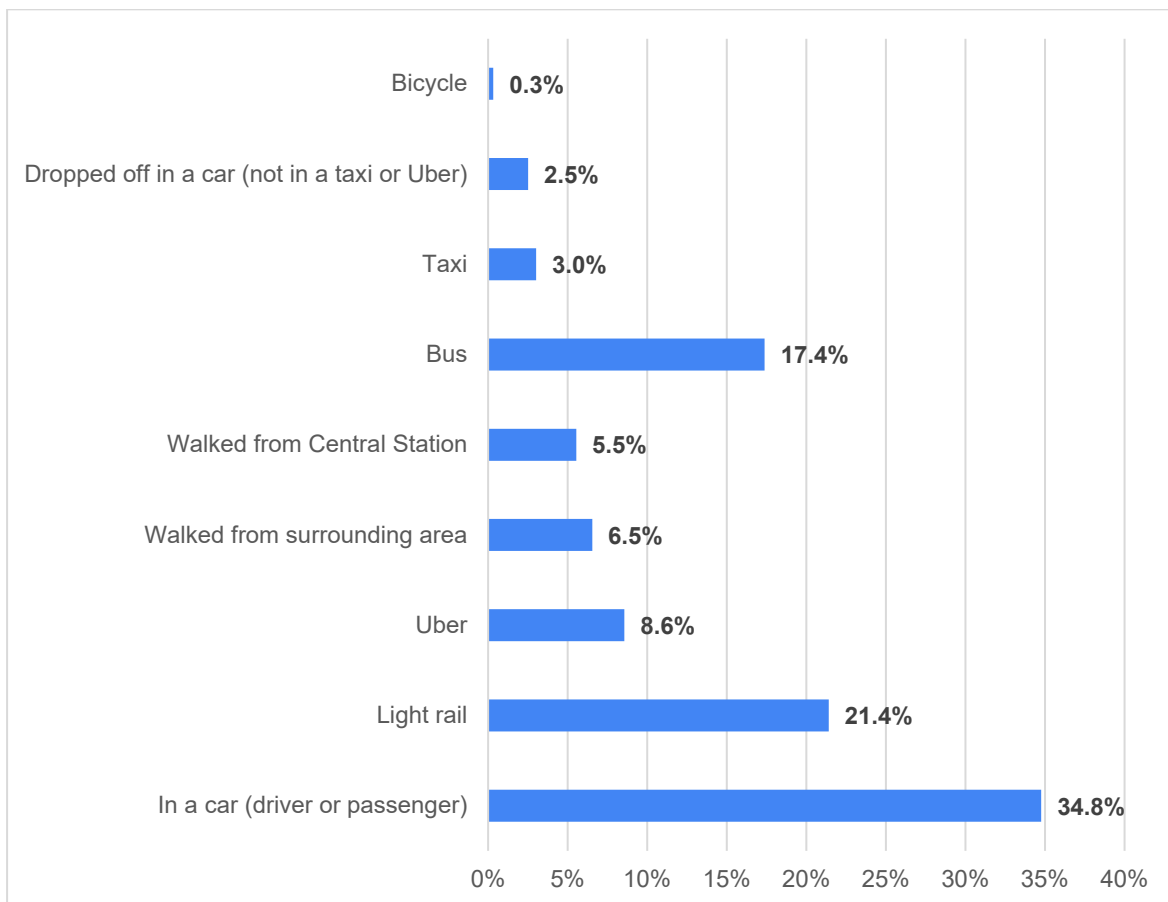


Figure 21 Existing mode share for events in Moore Park

A high level overview of the distance from the SFS to key public transport nodes supporting travel to and from events in the Precinct is provided in Figure 22.

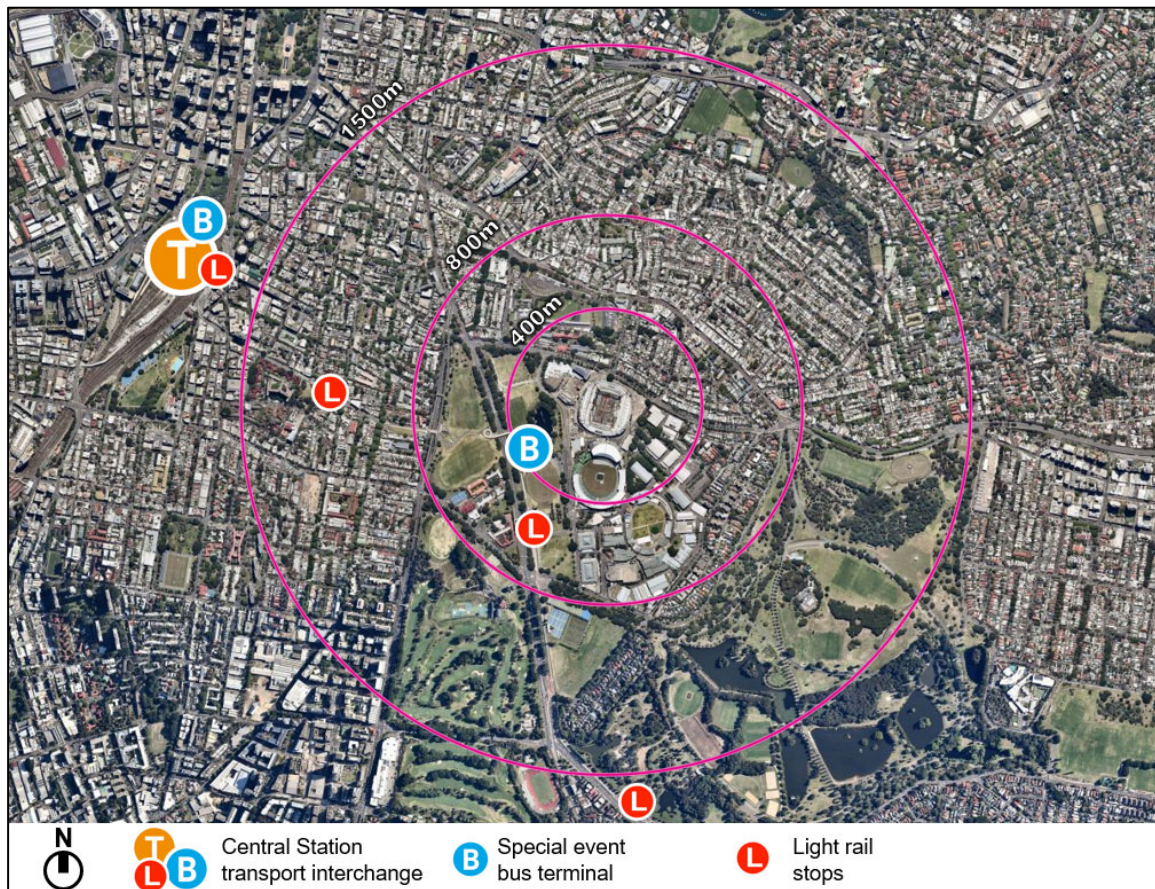


Figure 22 Distances from public transport stops

4.3 Mode share targets

Based on the GTP measures described in Section 5 of this document, as well as through the implementation of precinct wide transport initiatives as outlined in the supporting operational transport plans, target mode shares have been set for future events at the SFS. These targets consider a mode shift away from private vehicle towards public and active transport methods which align with the objectives of this GTP.

Mode share targets for non-event day (journey to work) travel are summarised in Table 6 below, with mode share targets for event day travel presented in Figure 23 (for large events) and Figure 24 (for smaller events) on the following page. A mode shift away from private vehicle of up to 5% (for event patrons) and 10% for Precinct staff (non-event travel) is targeted which will be taken up by sustainable modes of travel. This mode shift is considered realistic for both user groups given the existing travel behaviours as well as the implementation of future transport initiatives as identified in the TfNSW Moore Park Precinct Transport Action Plan.

A lower mode shift of 5% has been adopted for event patron travel given that:

- Car travel by patrons to events is already relatively low at approximately 35% compared with 60% for non-event travel by staff; and
- The ability for patrons currently driving to the Precinct to shift modes is limited in that a high proportion of these people will always be reliant on driving irrespective of the implementation of additional transport initiatives due to the following factors:
 - Patrons arriving from regions poorly served by public transport;
 - Vulnerable patrons and families who are reluctant to use public transport for accessing the venue, particularly late in the evening following the conclusion of an event; and
 - Mobility impaired patrons

It would be expected that with the delivery of the Precinct Village and Car Park project, along with roll out of precinct wide transport initiatives, these mode share targets could be achieved within a period of five years of the opening of the SFS. The target mode share for staff will be continuously monitored (see Section 6.2) and revised down based on the outcomes of the monitoring to further reduce single occupancy car use and promote active and public transport.

Table 6 Target journey to work mode share

Transport mode	% of total trips	
	Existing mode share	Target future mode share
Car - as driver	60.4%	48.0%
Bus / Light Rail	11.3% ²	15.3%
Walked only	11.7%	12.7%
Train	11.6%	13.0%
Bicycle	2.3%	5.0%
Car - as passenger	2.0%	5.0%
Motorbike	0.7%	1.0%
Total	100.0%	100.0%

² Based on 2016 Journey to Work Census data

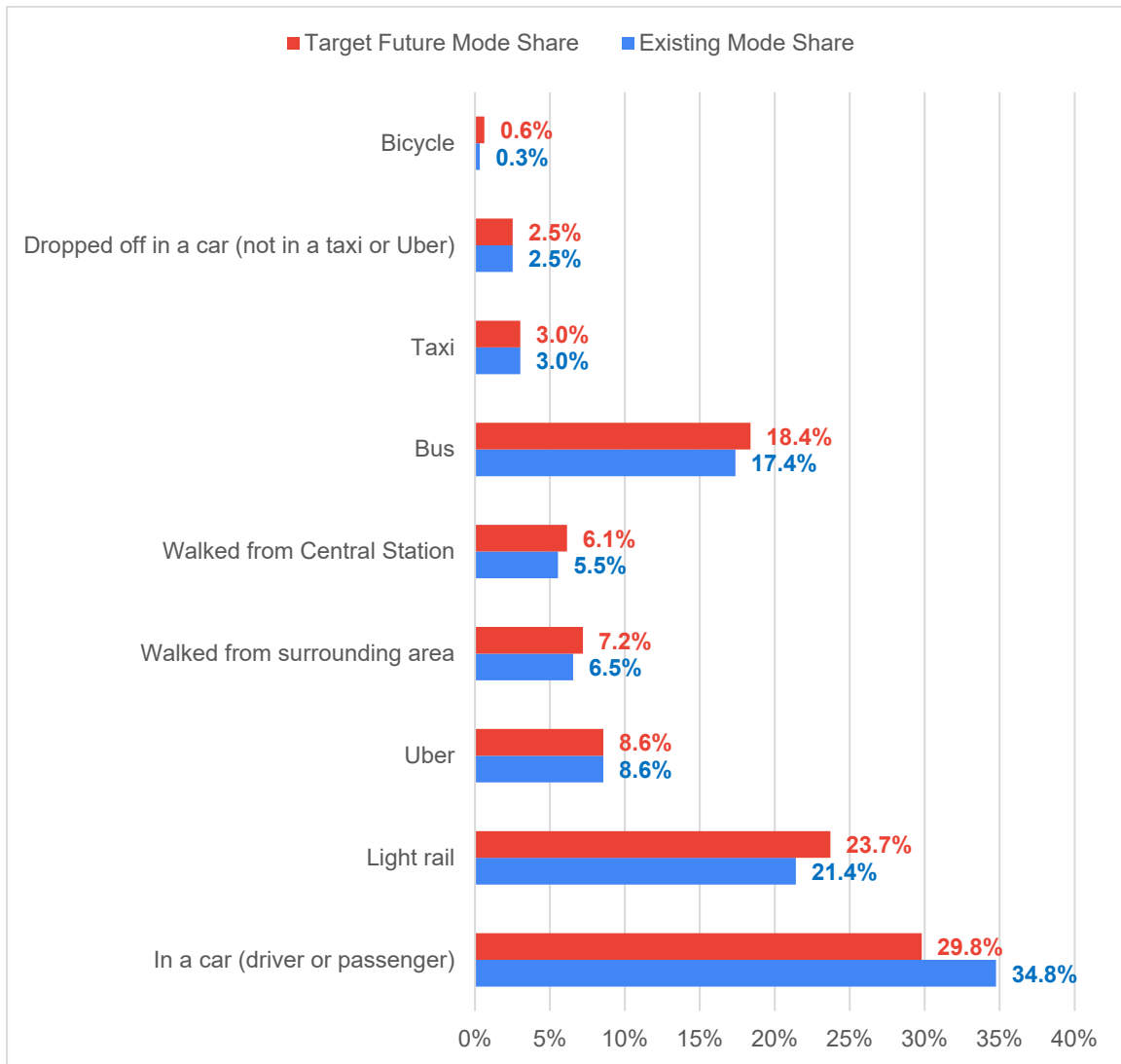


Figure 23 Target event day mode share (large events)³

³ Event day mode share based on an attendance of 45,000 people (full capacity) at the future Sydney Football Stadium

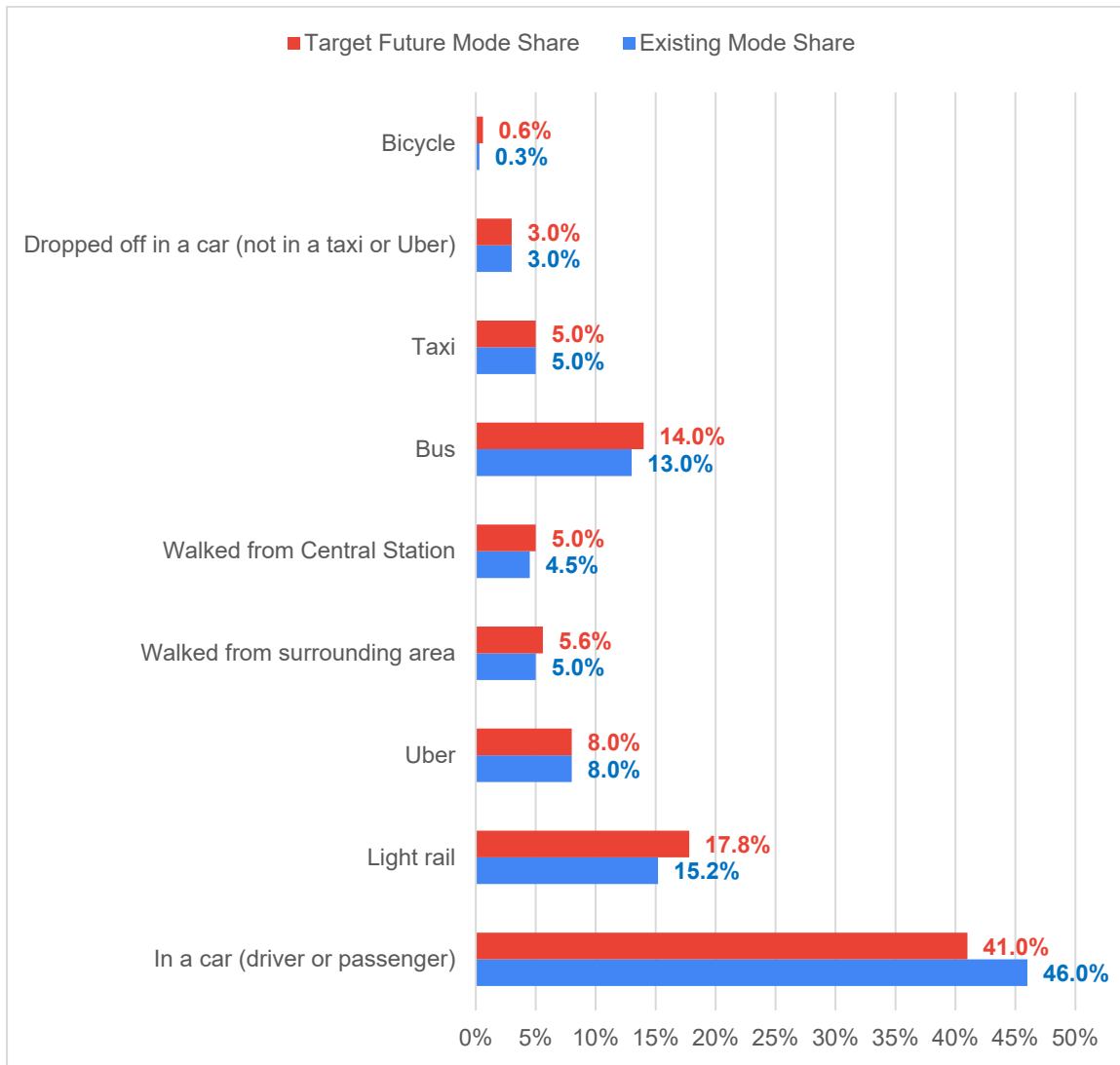


Figure 24 Target event day mode share (smaller events)⁴

⁴ Event day mode share based on an attendance of 22,500 people (half capacity) at the future Sydney Football Stadium

5 Green Travel Plan Measures

This section details measures that can be implemented to support the objectives of the GTP and achieve the mode share targets (for both staff and event patrons) set out in Section 4.3. The measures have been divided into two categories:

- (i) Infrastructure measures – physical measures to support walking and cycling; and
- (ii) Educational and promotional measures – measures intended to better communicate the opportunities and benefits of sustainable travel modes to the SFS.

Infrastructure measures

- Reduction in the overall number of event day car parking spaces in the Precinct when compared to existing and approved levels following the introduction of the Precinct Village and removal of on-grass car parking by Greater Sydney Parklands in consultation with VNSW, TfNSW and the Moore Park Events Operations Group (MEOG) pending the successful development and implementation of precinct-wide transport initiatives.
- Significantly increasing the number of bicycle parking spaces within the Precinct, with 150 bicycle parking spaces to be delivered as part of the SFS Redevelopment. A further 20 bicycle parking spaces will be provided within the public domain of the Precinct Village which will increase the total bicycle parking allocation in close proximity of the site to at least 170 spaces.
- 50 secure and undercover bicycle parking spaces for staff will be provided under the western stairs of the stadium. To complement these secure bicycle parking spaces for staff, end of trip facilities will be provided – located within the Mezzanine Level West (3 showers and 46 lockers) as well as the southern staff change facilities area (11 showers and 1,500 lockers).
- All tenancies within the SFS will provide for staff end of trip facilities such as showers, lockers and changing areas to support cycling as a mode of transport. As an example the Sydney Roosters Centre of Excellence facility (located within the eastern mezzanine of the SFS) will provide 13 showers, changing areas and over 100 lockers for their staff.
- Provision of end of trip facilities (including showers and change rooms) for SFS staff to support active travel as a mode of travel to work.
- Provision of electric vehicle charging points within the Precinct Village and Car Park.
- Improved wayfinding signage to public transport nodes and other key destinations within the SFS site boundary, including illuminated signage.
- Working with the City of Sydney, Transport for NSW and the Centennial Park and Moore Park Trust to improve wayfinding to public transport nodes and other key land uses.

- Improved pedestrian circulation within the Precinct through new pathways within the Precinct Village and Car Park development that link to the light rail and the Tibby Cotter Bridge.
- New pedestrian pathway (being delivered by GSP) around Kippax Lake to connect with the light rail stop.

Educational and promotional measures

There are a number of tools available to encourage behaviour change and communicate travel options that are available to all stadium users – including staff and visitors. These are summarised below:

- Tenants to incentivise car pooling which is an effective means of reducing travel and parking demand by increasing the number of car journeys containing more than one occupant.
- Improved travel information on the Venues NSW website. Currently there is limited information on the website about travelling to the SFS, in particular the availability of bicycle parking or recommended walking routes from public transport. The recently opened Optus Stadium in Perth provides a good example of displaying appropriate travel information, with travel by public and active transport promoted and use of private vehicles discouraged.
- Working with ticketing agencies to provide customers with travel information as they purchase their tickets online. Key information could be provided such as suitable public transport options, walking routes and bicycle parking locations.
- All event day and permanent staff members would be made aware of the GTP as part of their induction process, which will include a tour of the bicycle parking / end of trip facilities on site and available non-car travel options.
- Through existing journey planning websites SFS patrons can be provided with links to access real time travel information.
- Consider incentives (e.g. priority or discounted parking) for high occupancy vehicles using the redeveloped MP1 car park on event days – encouraging higher vehicle occupancies and reducing traffic and parking demands.
- Investigate the potential to implement a salary subsidisation scheme that facilitates bike purchase/leasing.
- For events with integrated ticketing at the SFS, ticket holders are able to travel to and from the Precinct via bus, rail or light rail at no extra cost. Currently the following major sporting partners have integrated ticketing arrangements for events at the SFS:
 - NSW Waratahs;
 - Sydney FC; and
 - Rugby Australia (for international tests).

Sporting partners are required to negotiate terms of potential integrated ticketing arrangements directly with Transport for NSW. These discussions

currently sit outside of the direct control of the Venues NSW. Venues NSW will continue to support discussions between the stadium tenants/sporting codes and Transport for NSW to facilitate the introduction of integrated ticketing for as many events as possible at the SFS. The MEOG forum, chaired by Transport for NSW which Venues NSW is a part of, will be used as an ongoing forum where discussions around integrated ticketing for events at the SFS can take place.

Transport for NSW has been consulted during the development of this GTP. During this consultation it was noted that Transport for NSW is currently in discussions with key stakeholders to encourage the implementation of integrated ticketing for all events in Moore Park including at the adjacent Sydney Cricket Ground. These discussions are ongoing.

Car parking management strategy

It is important that the car parking spaces within the adjacent Precinct Village and Car Park (when completed) are managed effectively so that staff and commuters are discouraged to utilise the car park for all day parking outside of events. Instead the objective of the public car park should be to provide for short stay parking to support the retail uses in the surrounding area and discourage all day commuter parking. Staff and contractor parking would be provided on a needs basis only, with the majority of staff to be encouraged to use sustainable travel modes to arrive and depart the precinct.

In this context a parking rates structure would be implemented to discourage long stay parking. Venues NSW will set the price point for use of the car park to detract use by staff/commuters in non-event mode to allow the car park to be utilised target users including the local community.

Car pooling is an effective means of reducing travel and parking demand by increasing the number of car journeys containing more than one occupant. Human Resources Team or a member of staff could inform staff of those who drive and the locations they drive in from in order to 'pair up' people based on their home location and travel needs (i.e. start and finish times). It may be acceptable to display a map of the general travel routes which staff use on the way to/from work to encourage carpooling. There are also various car pooling websites that could be used.

Car pooling has the potential to reduce instances of single occupant trips and therefore reduce the overall impact on the adjacent road network.

Summary of Measures

Table 7 lists individual measures, but it should be stressed that implementation of single measures or even a number of measures will not be as effective as a package of measures. The measures listed are not exhaustive and may change with time. As a living document the GTP will require periodic updating. The

parties responsible for the implementation and ongoing management of each action are also noted as per the requirements of Condition D14 of SSD 9835.

Table 7 GTP measures

Measure	Notes	Relevant Transport Mode	Responsibility	Relevant User Group	
				Staff	Event Patrons
Staff cycle advice	Advice on cycling routes and cycling matters.	Cycling/ Walking	Venues NSW	✓	
Safety training	Cycle safety training courses (provided by others) for staff to improve cycling confidence.	Cycling/ Walking	Venues NSW	✓	
Staff induction	All event day staff members to be made aware of the travel plan as part of their induction process, including a tour of end of trip facilities on site and available non-car travel options	All modes	Venues NSW	✓	
End of trip facilities	Provision of end of trip facilities for permanent staff of the SFS	Cycling/ Walking	Infrastructure NSW	✓	
Bicycle parking	On site bicycle parking for both permanent SFS staff as well as visitors to the Moore Park Precinct	Cycling/ Walking	Infrastructure NSW	✓	✓
Wayfinding	Provision of improved static wayfinding signage in the Moore Park precinct to support pedestrian and cyclist movements to/from public transport stops.	Cycling/ Walking	Infrastructure NSW	✓	✓
Real time information	Provide information on public transport journey times to the SFS via links to existing journey planning websites.	Public Transport	Venues NSW	✓	✓
Information on website	Information on public transport timetables, pedestrian and cycle routes and facilities. Advertise the parking limitations and restrictions.	All modes	Venues NSW	✓	✓
EV charging points	Provision of charging points for electric vehicles within redeveloped MP1 car park	Private vehicle	Venues NSW	✓	✓

Measure	Notes	Relevant Transport Mode	Responsibility	Relevant User Group	
				Staff	Event Patrons
Travel Plan Induction	Provide all new members of staff with details of the Travel Plan aims and objectives and information on sustainable ways to travel to work.	All modes	Venues NSW	✓	
Spectator Information	Work with ticketing agencies to provide travel information to spectators at point of ticket purchase. Travel information could be provided by email by the ticketing agency following the purchase of match day tickets	All modes	Venues NSW Transport for NSW Ticketing agencies		✓
Car parking	Reduction in the number of event day car parking spaces in the Moore Park precinct which will promote travel by sustainable modes	Parking	Greater Sydney Parklands	✓	✓
Car parking	Car park to be managed outside of events so as to discourage all day parking, with staff/contractor parking provided on a needs basis only	Parking	Venues NSW	✓	
Car pooling	Tenants to incentivise car pooling which reduces travel and parking demand.	Parking	Building tenants	✓	
High occupancy vehicles	Consider incentives (e.g. priority or discounted parking) for high occupancy vehicles using the redeveloped MP1 car park on event days	Parking	Venues NSW		✓
Integrated ticketing	Supporting TfNSW in their discussions with the sporting partners regarding the implementation of integrated ticketing for all events at the SFS	Public transport	Transport for NSW Sporting partners		✓

6 Implementation Strategy and Plan

6.1 Overview

As the Stadium operator, Venues NSW will maintain overall responsibility for the GTP to implement the identified initiatives within their direct control. The Precinct Services Manager employed by Venues NSW will be responsible for the implementation and management of the plan, including:

- Communicating the GTP to staff, patrons, visitors and stakeholders;
- Promoting awareness of the GTP and associated initiatives;
- Providing travel information for staff and visitors and acting as an example to both staff and visitors;
- Developing appropriate travel plan marketing information, and ensuring all relevant and up to date material is provided on the Venues NSW website;
- Liaising with other venues and Government agencies to develop a collaborative approach to emerging GTP initiatives;
- Evaluating the benefit of the measures to identify any changes required to the GTP; and
- Overseeing the implementation and effectiveness of the GTP.

It is noted that a number of the identified initiatives will be the responsibility of other parties such as TfNSW or building tenants.

In order to secure a successful GTP for the SFS, Venues NSW will be responsible to respond (as required and relevant to matters related to their jurisdiction) to queries from key transport agencies and stakeholders such as Transport for NSW and the City of Sydney Council and communicate actions and outcomes as required. This is documented separately in the Social Impact Monitoring Program (SIMP). This will assist in designing and operating services which best support the needs of staff and visitors, and therefore support the achievement of the mode share targets set out in this GTP.

6.2 Monitoring

The GTP will be reviewed annually to ensure that the objectives are being met. Data will be collected so the effectiveness of the operational transport plans can be continuously reviewed. A number of success indicators have been developed as summarised in Table 8 which identify how elements of the GTP will be monitored, including:

- How people travel to the precinct on both event and non-event days;
- The number of people cycling to the precinct for both for events and general work related travel; and
- Usage of public transport to access events.

Table 8 Green Travel Plan monitoring mechanisms

Indicator	Description	Success indicator	Baseline data source	How data is to be collected	Collection Frequency	Collection Frequency
Mode share - event	What mode of transport people use to arrive to Moore Park	Reduction in proportion of visitors travelling by private vehicle	2021 post event patron surveys	Via post event patron surveys	Every event	Quarterly
Mode share - non event	What mode of transport staff use to travel to Moore Park on non-event days	Reduction in proportion of visitors travelling by private vehicle	2016 Journey to Work data	Travel survey of staff	Annually	Annually
Cycling - event	Number of people cycling to events in Moore Park	Increase in take up of visitor bicycle parking in the precinct on event days	2021 observational surveys	Observational surveys conducted every year of bicycle parking facilities	Annually	Annually
Cycling - non event	Number of staff cycling to work in Moore Park and using the on-site end of trip facilities	Increase in proportion of staff using cycling as a mode of transport	2016 Journey to Work data	Travel survey of staff and observations indicating the occupancy of the on-site end of trip facility	Annually	Annually
Public transport usage	Number of people using light rail to travel to events in Moore Park	Increase in light rail usage as a proportion of total event attendees	2021 transport data provided by TfNSW	Ongoing transport data provided by TfNSW	Every event	Quarterly

In order for the Travel Plan to be effective it must be monitored on a regular basis to ensure that the objectives are being met. The monitoring measures include:

- Collecting data on employee and visitor travel patterns for trips to the gallery through travel surveys. Sample travel surveys for staff and visitors of the SFS have been developed and are provided in Appendix A and B respectively.
- Utilisation of bicycle parking and end of trip facilities – and enhance these facilities should monitoring determine that demand is exceeding supply. Additionally staff and visitor feedback on the bicycle parking and end of trip facilities should be gathered on an ongoing basis (e.g. through staff meetings) to understand any concern with the provision of bicycle facilities, with enhancements made based on the outcomes of this feedback and subsequent investigations.

6.3 Implementation strategy

An implementation strategy has been developed that includes all of the proposed actions within the GTP and how these will be monitored and evaluated. The implementation plan also includes the relevant party responsible for the individual GTP measures which ultimately aim to achieve the previously stated mode share targets. Sample travel surveys for staff and patrons are provided in Appendix A and Appendix B respectively of this document.

SYDNEY FOOTBALL STADIUM – GREEN TRAVEL PLAN IMPLEMENTATION STRATEGY						
GTP measure	Description	Outcome	How measure will be monitored	Timing for implementation	Party Responsible	Data Collection Frequency
Car parking	No increase in car parking to staff and patrons to be provided as part of development proposal.	Limit use of private vehicles as a mode of transport to the site	Travel surveys of staff and patrons	Post occupancy	Venues NSW	Annual – five years post occupancy
Transport Access Guide (TAG)	TAG to be developed and distributed to staff and patrons advising of the various sustainable transport options available.	Greater use of sustainable transport modes	<ul style="list-style-type: none"> - Travel surveys of staff and patrons - Feedback from staff and patrons 	Post occupancy	Venues NSW	Annual – five years post occupancy
Event traffic management	Promote the use of sustainable forms of transport to events at the SFS by both staff and patrons	Greater use of sustainable transport modes (particularly public transport) to events	<ul style="list-style-type: none"> - Demand for car parking on-site during events - Usage of public transport system 	Post occupancy	Venues NSW	Events with more than 200 people
Promotion of GTP to staff	Staff to be advised of GTP (including bike parking and end of trip facilities) as part of their induction process. This will include a physical copy of the Transport Access Guide (TAG).	Greater awareness by staff of travel options available to access the hotel.	Travel surveys of staff	Post occupancy	Building tenants	Annual – five years post occupancy

SYDNEY FOOTBALL STADIUM – GREEN TRAVEL PLAN IMPLEMENTATION STRATEGY						
GTP measure	Description	Outcome	How measure will be monitored	Timing for implementation	Party Responsible	Data Collection Frequency
Wayfinding	Provision of improved static wayfinding signage in the Moore Park precinct to support pedestrian and cyclist movements to/from public transport stops.	Increased number of people walking and cycling to the SFS	Travel surveys of staff and patrons	Post occupancy	Infrastructure NSW	Annual – five years post occupancy
Bicycle parking & end of trip facilities	Increase in the number of bicycle parking spaces. Bicycle parking area to be promoted to staff through their induction process, patrons via communication prior to arrival as well as through the TAG	Increase in number of staff and patrons cycling to the SFS	<ul style="list-style-type: none"> - Observations of bicycle parking area - Staff travel survey - Staff feedback 	Post occupancy	Building tenants (staff), Venues NSW (patrons)	Annual – five years post occupancy
Electric vehicle charging	Promotion of electric vehicle charging stations within the new Precinct Village and Car Park	Increased use of electric vehicles	<ul style="list-style-type: none"> - Observations of electric vehicle parking area - Staff travel survey 	Post completion of car park	Venues NSW	Ongoing
Car parking management	Car park to be managed outside of events so as to discourage all day parking, with staff/contractor parking provided on a needs basis only	Reduced instances of all day parking by staff and commuters	<ul style="list-style-type: none"> - Staff travel survey - Car park data 	Post completion of car park	Car park operator	Annual – five years post occupancy

SYDNEY FOOTBALL STADIUM – GREEN TRAVEL PLAN IMPLEMENTATION STRATEGY						
GTP measure	Description	Outcome	How measure will be monitored	Timing for implementation	Party Responsible	Data Collection Frequency
Car pooling	Building tenants to incentivise car pooling which reduces travel and parking demand.	Reduction in overall private vehicle trips	- Staff travel survey	Post occupancy	Building tenants	Annual – five years post occupancy
High occupancy vehicles	Consider incentives (e.g. priority or discounted parking) for high occupancy vehicles using the redeveloped MP1 car park on event days	Reduction in overall private vehicle trips	- Feedback from patrons and demand for spaces	Post completion of car park	Car park operator	Annual – five years post occupancy

6.4 Travel access guide

The information provided within the GTP will be provided to staff and patrons in the form of a package of easy to understand travel information known as a Transport Access Guide (TAG). This will be included on the Venues NSW website, with a link to the TAG potentially emailed to patrons following the purchase of their ticket.

TAGs provide customised travel information for people travelling to and from a particular site using sustainable forms of transport – walking, cycling and public transport. It provides a simple quick visual look at a location making it easy to see the relationship of site to train stations, light rail stations, bus stops and walking and cycling routes. Such TAGs encourage the use of non-vehicle mode transport and can reduce associated greenhouse gas emissions and traffic congestion while improving health through active transport choices.

They can take many forms from a map printed on the back of business cards or brochures. Best practice suggests that the information should be as concise, simple and site centred as possible and where possible provided on a single side/sheet. If instructions are too complex, people are likely to ignore them.

A TAG has been prepared for the site in the form of a brochure and is provided in Appendix C (for staff) and Appendix D (for patrons).

7 Summary

This GTP has been prepared to support the future operations of Sydney Football Stadium (SFS). The GTP has been developed in accordance with the requirements of Condition D14 of the development consent, with an overarching purpose of developing a set of practical measures and travel initiatives to reduce the impact of travel on the surrounding environment. The GTP focuses on minimising the impact of events on the local and wider transport network and encourages those accessing SFS to do so by sustainable modes of transport, thereby reducing car dependency for spectators and staff travelling to the site.

The GTP has identified a set of mode share targets for travel to the SFS on both event and non-event days. A mode shift away from private vehicles of 5% (for event patrons) and 10% (for event staff) is targeted, with a corresponding increase in sustainable travel. The transport network has sufficient capacity to accommodate this targeted mode shift. A suite of measures has been identified to support the objectives of the GTP and achieve the mode share targets. The measures have been divided into two categories, those being:

- (i) Infrastructure measures– physical measures to primarily support walking and cycling initiatives; and
- (ii) Educational and promotional measures – measures intended to better communicate the benefits of sustainable travel modes to the SFS.

As the Stadium operator, Venues NSW will maintain overall responsibility for the GTP. The GTP is a 'living' document, that is to be reviewed annually to ensure that the objectives are being met. As part of the review process a number of indicators will be considered including:

- How people travel to the precinct on both event and non-event days;
- The number of people cycling to the precinct for both for events and general work related travel; and
- Usage of public transport and vehicles to access events.

Appendix A: Sample Travel Survey - Staff

Hello and welcome to the travel survey for the Sydney Football Stadium! No matter whether you walk, cycle, drive or catch the bus to work – and even if you didn't come to work today – we need you to complete this!

It won't take more than 5 minutes, promise. We'll send through the results soon.

This survey will be updated annually (or when future upgrades to the transport network come online) and forms part of our wider suite of Green Travel Plan initiatives including on-site bicycle parking, flexible working arrangements and improved wayfinding. Please talk to a representative from Human Resources for further information.

1. What is your age in years?

- 18 – 24
- 25 – 34
- 35 – 44
- 45 – 54
- 55 – 64
- Over 65

2. In a typical week how many times do you travel to work to at the SFS?

- Every day
- 4 days per week
- 3 days per week
- 2 days per week
- 1 day per week
- Less than 1 day per week

3. What postcode do you typically commute to work from?

4. What is your normal shift time?

- 7am to 3pm
- 9am to 5pm
- 3pm to 11pm
- Other

5. What is your main mode of transport when travelling to and from the SFS?

- Walk or run
- Bicycle
- Bus
- Train
- Light rail
- Taxi or Rideshare (e.g. Uber)
- Ferry
- Car (as driver/sole occupancy)
- Car (as driver with passengers)
- Car (as passenger)
- Motorbike or Moped

6. Where do you park your car [if driver selected as mode of transport]?

- Precinct Village & Car Park
- Entertainment Quarter Car Park
- On Driver Avenue
- On surrounding streets

7. Significant improvements are being made across the transport network in Sydney. These changes may have an impact on your journey to work. To improve your journey, how likely is it that you will choose another mode to travel to work, e.g. switching from driving to public transport or from public transport to walking or cycling?

- Very likely
- Likely
- Neutral
- Unlikely
- Very unlikely
- Not possible

8. Do you have any general comments on how you currently travel or how you would like to travel?

Appendix B: Sample Travel Survey - Patrons

1. How did you arrive to the SFS prior to the event starting?

- Walk or run from home
- Bicycle
- Bus
- Train
- Light rail
- Ferry
- Car (as driver/sole occupancy)
- Car (as driver with passengers)
- Car (as passenger)
- Motorbike or Moped
- Train to Central and walk
- Train to central and
- Taxi
- Rideshare (e.g. Uber)

2. How did you leave to the SFS following the conclusion of the event?

- Walk or run
- Bicycle
- Bus
- Train
- Light rail
- Ferry
- Car (as driver/sole occupancy)
- Car (as driver with passengers)
- Car (as passenger)
- Motorbike or Moped
- Train to Central and walk
- Train to central and
- Taxi
- Rideshare (e.g. Uber)

3. How many people were in your travelling group?

- 1 (just yourself)
- 2
- 3
- 4
- 5
- 6
- More than 6

4. Were you aware of our Transport Access Guide (including availability of free bicycle parking) prior to your arrival?

- Yes
- No

5. Where did you park your car [if driver selected as mode of transport]?

- Precinct Village & Car Park
- Entertainment Quarter Car Park
- Event car parking area (EP2 or EP3)
- Sydney Boys / Girls High School
- Moore Park Golf Course
- Randwick Racecourse
- On surrounding streets

6. Do you have any general comments on your travel to the SFS or how you would like to travel for future stays?

Appendix C: Travel Access Guide (Event Day)



SYDNEY FOOTBALL STADIUM (SFS) – MOORE PARK



TRAVEL ACCESS GUIDE

TRAVELLING TO THE SYDNEY FOOTBALL STADIUM

Travelling to the SFS is simple and convenient via public transport. This transport access guide provides information on the various ways of accessing the SFS. Further information around transport routes is available through the Trip Planner transportnsw.info

WALKING



There are wide footpaths and signalised pedestrian crossings in the vicinity of the SFS. Good quality walking routes are available from Central Station (via Devonshire Street, approximately 20 minutes) or the Moore Park light rail stop which is less than a five minute walk from the SFS. The transport network map provided as part of this guide indicates the various walking routes available to the SFS

FERRY



Circular Quay Ferry Wharf is the closest wharf to the SFS, with direct transport connections available via light rail and bus from the ferry wharf into the Moore Park precinct.

CYCLING



The SFS sits within an extensive network of regional and local cycling routes including separated cycleway on Moore Park Road. Over 150 bicycle parking spaces are available for use of the general public which are located in close proximity to the SFS.

TRAIN



Central Station is the closest train station to the SFS. It is recommended you walk between the SFS and Central via Devonshire Street – alternately the light rail stop on Chalmers Street provides a direct connection to Moore Park.

BUS



The SFS is serviced by bus stops on Anzac Parade as well as Oxford Street – providing connections to Eastern and South-Eastern Sydney suburbs. A major event bus interchange, providing connections to Central Station and other locations, is located close to the stadium.

LIGHT RAIL



The Moore Park light rail stop is located on the eastern side of Anzac Parade, approximately 100m north of Lang Road and within a five minute walk of the SFS. Services operate every four to ten minutes outside of events and every two to four minutes during events. The light rail provides connections to Circular Quay (via the Sydney CBD) and Randwick/Kingsford

DROP OFF / PICK UP

There is a dedicated taxi rank in the Entertainment Quarter near the SFS. Event drop off is provided on Driver Avenue at both its northern and southern ends prior to the start of the event.

EVENT CAR PARKING









Event car parking is available in the redeveloped MP1 car park accessed at the northern end of Driver Avenue, the EP3 car park accessed via the southern end of Driver Avenue or in the Entertainment Quarter car park accessed via Errol Flynn Boulevard. Limited event parking is also available within Sydney Boys High School and the Moore Park Golf Club.

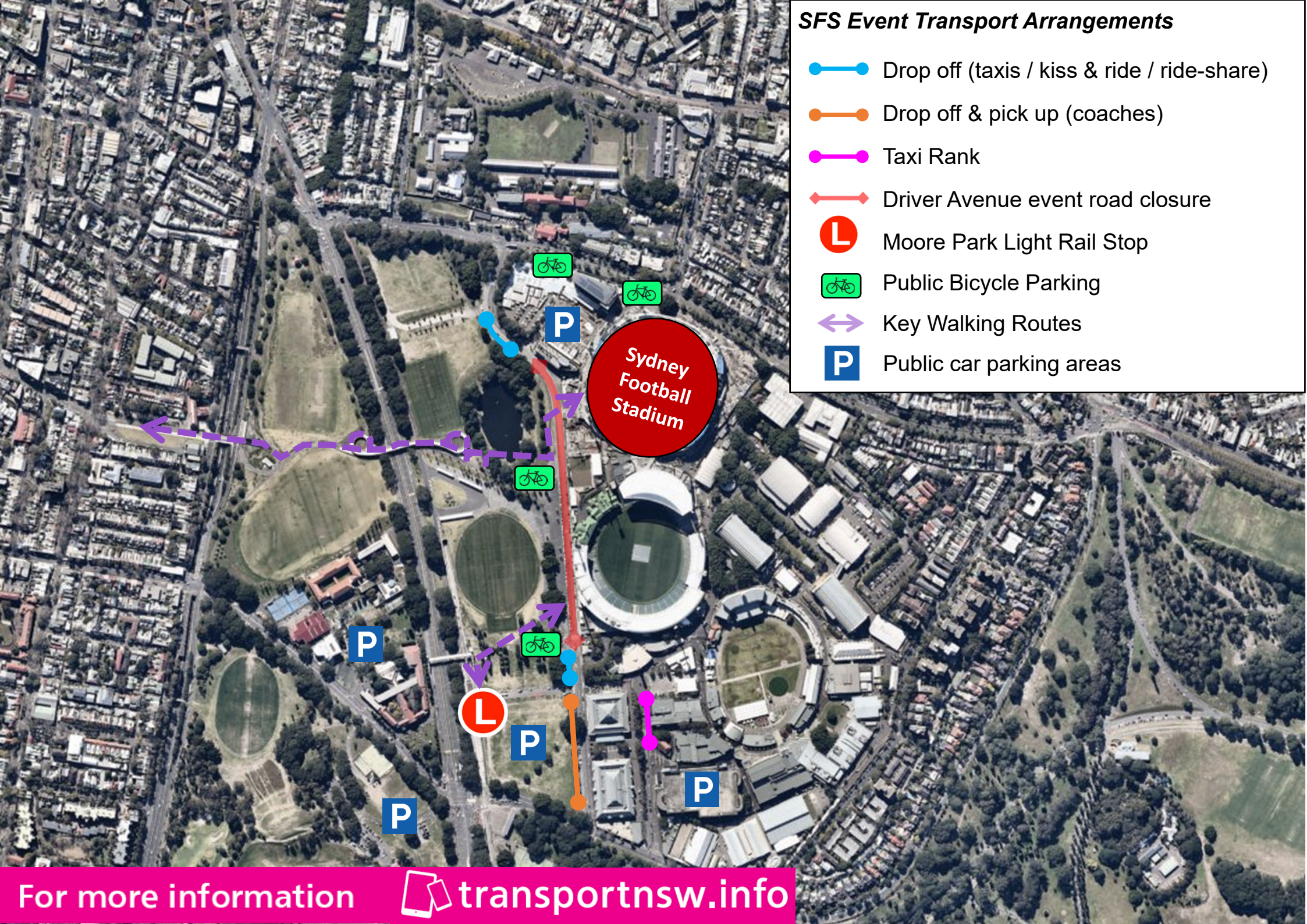
For more information



transportnsw.info

SFS Event Transport Arrangements

-  Drop off (taxis / kiss & ride / ride-share)
-  Drop off & pick up (coaches)
-  Taxi Rank
-  Driver Avenue event road closure
-  Moore Park Light Rail Stop
-  Public Bicycle Parking
-  Key Walking Routes
-  Public car parking areas



Sydney Football Stadium







Moore Park transport map

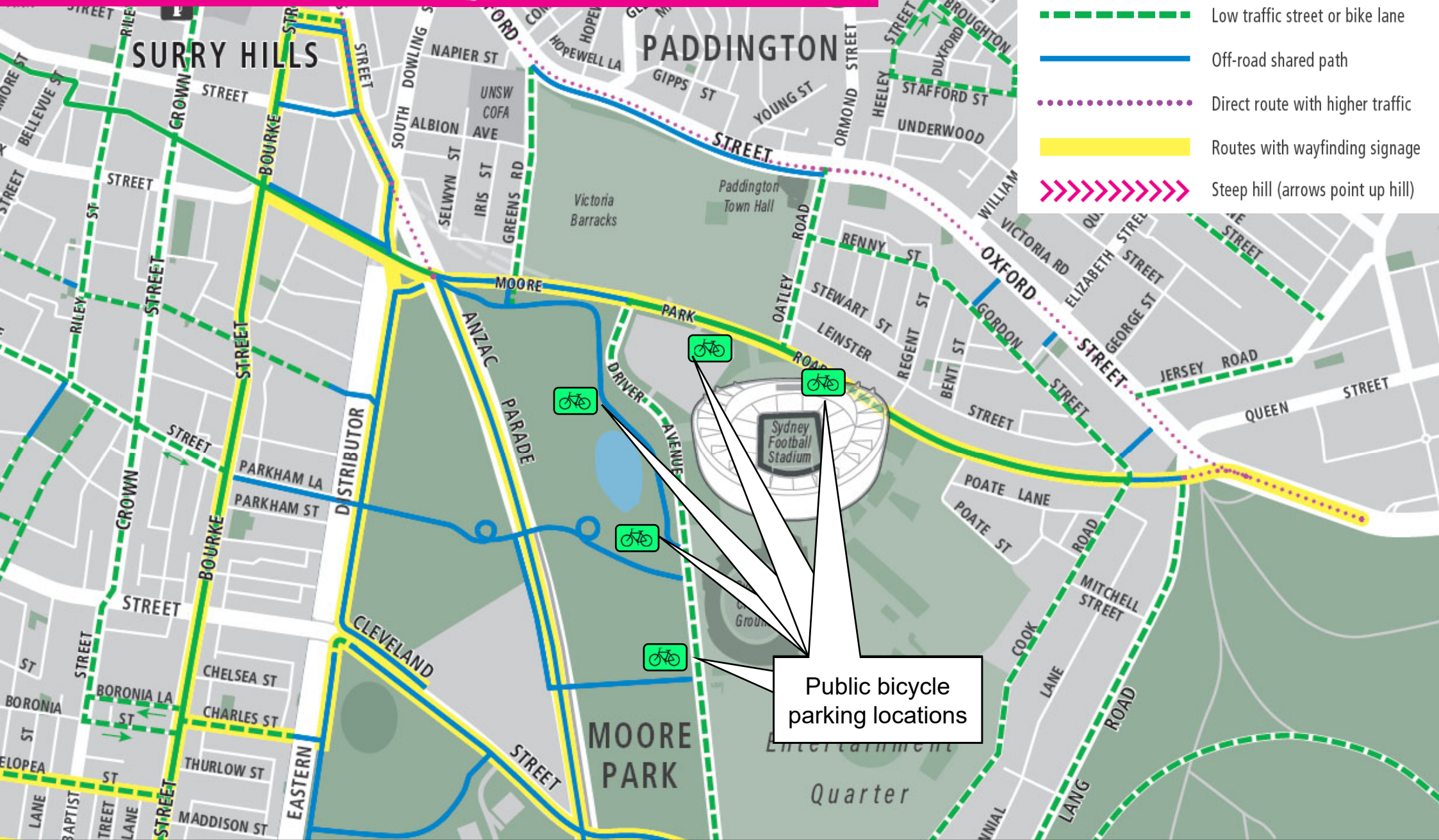


	Pedestrian walking route		Light rail		Event Shuttle bus stop
	Event day road closure		Taxi rank		Regular route bus stop
	Central Station		Drop off area		Parking

For more information

 transportnsw.info

-  Separated off-road cycleway
-  Low traffic street or bike lane
-  Off-road shared path
-  Direct route with higher traffic
-  Routes with wayfinding signage
-  Steep hill (arrows point up hill)



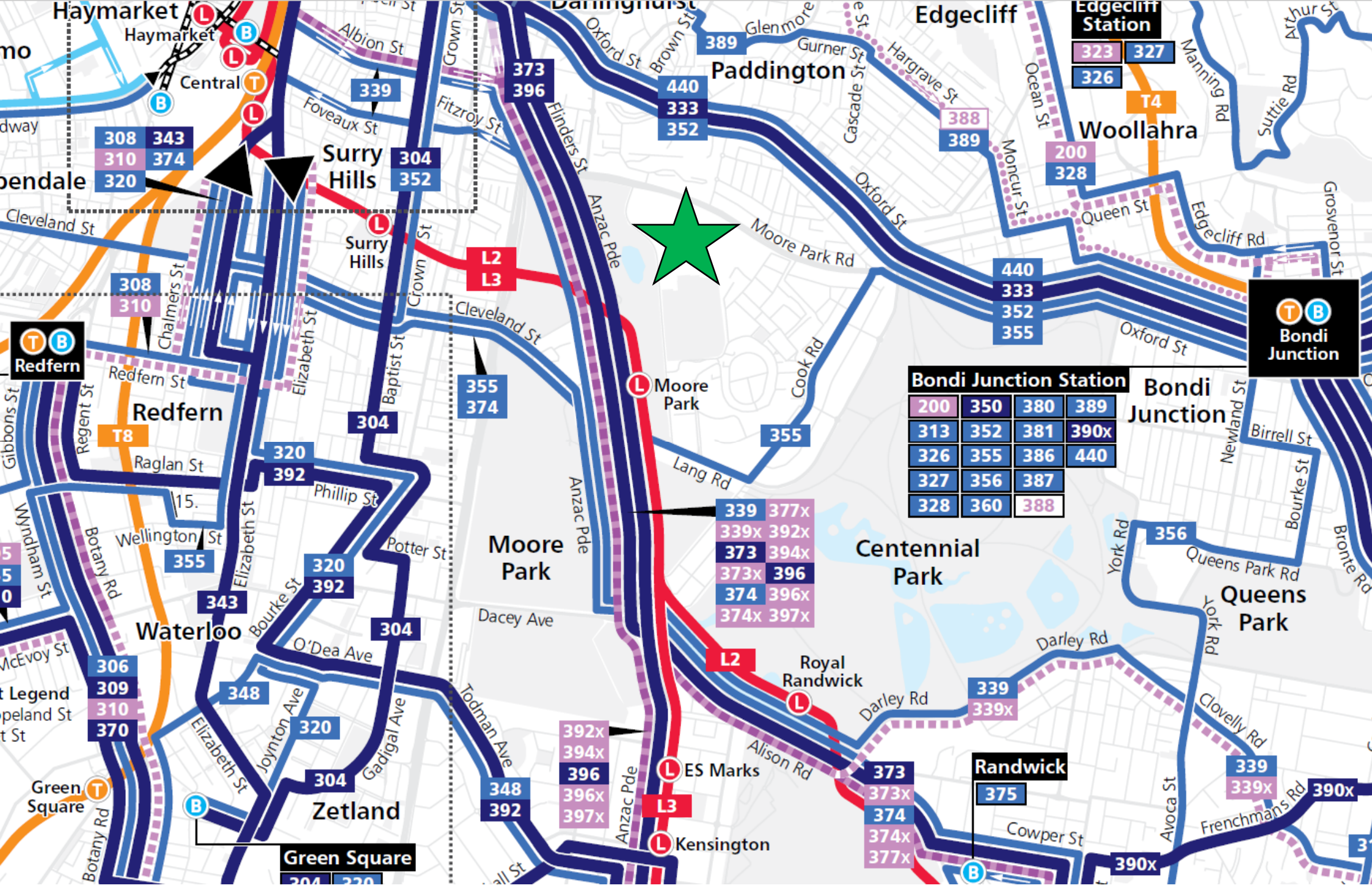
Public bicycle parking locations

CYCLING TO THE SYDNEY FOOTBALL STADIUM


Approximately 170 publicly accessible bicycle parking spaces are provided in the immediate vicinity of the SFS, fronting both Driver Avenue and Moore Park Road. Bicycle parking is free and available for use at all times of the day

Showers, lockers and change areas are provided on-site for permanent SFS staff members in the following locations:

- Mezzanine Level West (3 showers and 46 lockers)
- Southern staff change facilities area (11 showers and 1,500 lockers)



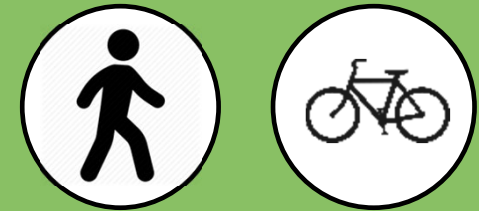
ACCESS VIA PUBLIC TRANSPORT

Sydney Football Stadium 

Appendix D: Travel Access Guide (Non-Event Day)



SYDNEY FOOTBALL STADIUM (SFS) – MOORE PARK



TRAVEL ACCESS GUIDE

TRAVELLING TO THE SYDNEY FOOTBALL STADIUM

Travelling to the SFS is simple and convenient via public transport. This transport access guide provides information on the various ways of accessing the SFS. Further information around transport routes is available through the Trip Planner transportnsw.info

WALKING



There are wide footpaths and signalised pedestrian crossings in the vicinity of the SFS. Good quality walking routes are available from Central Station (via Devonshire Street, approximately 20 minutes) or the Moore Park light rail stop which is less than a five minute walk from the SFS. The transport network map provided as part of this guide indicates the various walking routes available to the SFS

FERRY



Circular Quay Ferry Wharf is the closest wharf to the SFS, with direct transport connections available via light rail and bus from the ferry wharf into the Moore Park precinct.

CYCLING



The SFS sits within an extensive network of regional and local cycling routes including separated cycleway on Moore Park Road. Dedicated, secure bicycle parking is available for all building tenants, accessed from the western concourse via Driver Avenue. Approximately 50 bicycle parking spaces are available within this secure facility.

TRAIN



Central Station is the closest train station to the SFS. It is recommended you walk between the SFS and Central via Devonshire Street – alternately the light rail stop on Chalmers Street provides a direct connection to Moore Park.

BUS



The SFS is serviced by bus stops on Anzac Parade as well as Oxford Street – providing connections to Eastern and South-Eastern Sydney suburbs.

LIGHT RAIL



The Moore Park light rail stop is located on the eastern side of Anzac Parade, approximately 100m north of Lang Road and within a five minute walk of the SFS. Services operate every four to ten minutes outside of events and every two to four minutes during events. The light rail provides connections to Circular Quay (via the Sydney CBD) and Randwick/Kingsford

DROP OFF / PICK UP







There is a dedicated taxi rank in the Entertainment Quarter near the SFS. General drop off areas are also available on Driver Avenue and sections of Moore Park Road outside of events held at the SFS. No drop off and pick up is permitted on Anzac Parade and sections of Moore Park Road.

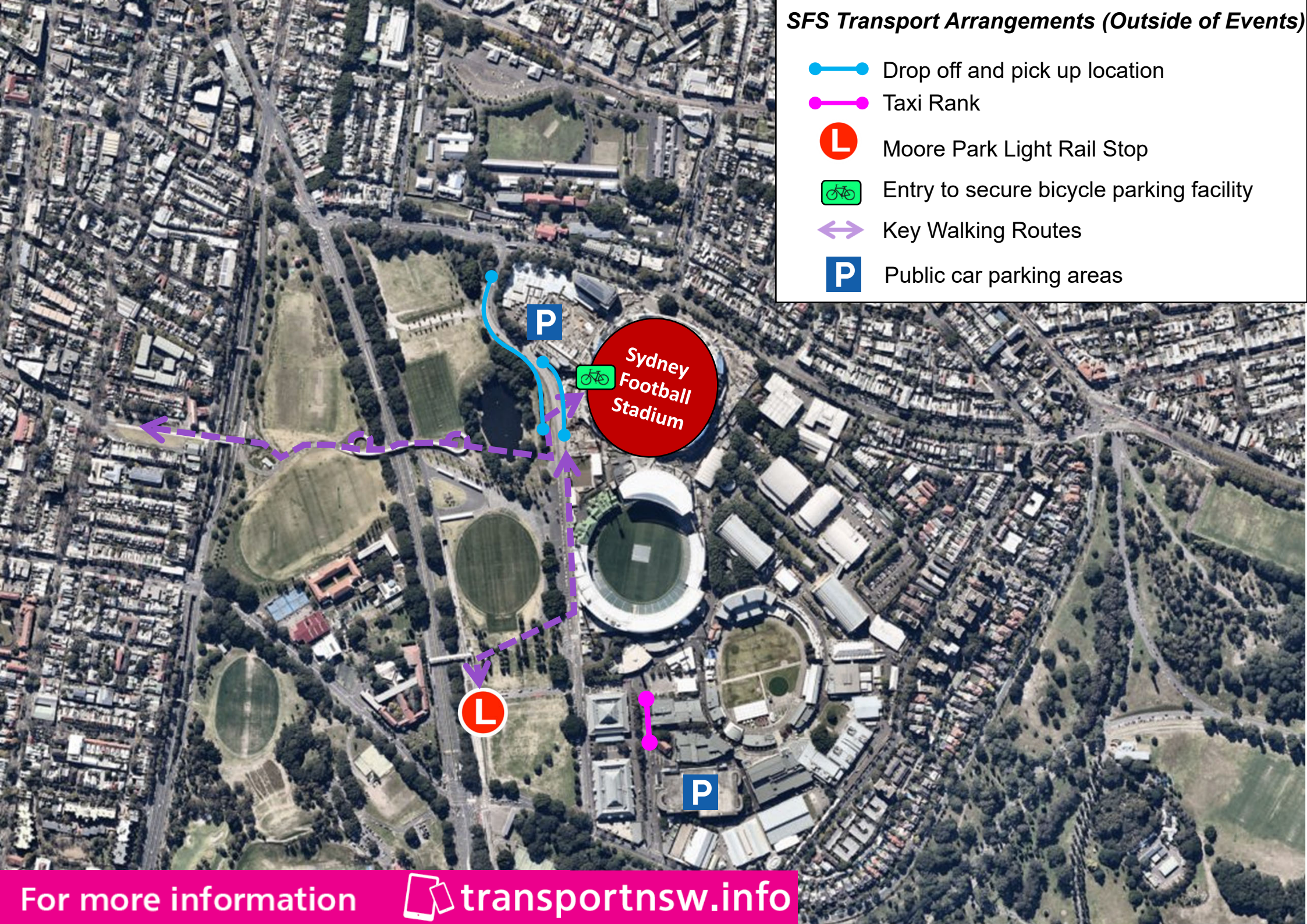
CAR PARKING

Public car parking is available in the redeveloped MP1 car park accessed at the northern end of Driver Avenue, or in the Entertainment Quarter car park accessed via Errol Flynn Boulevard.



SFS Transport Arrangements (Outside of Events)

-  Drop off and pick up location
-  Taxi Rank
-  Moore Park Light Rail Stop
-  Entry to secure bicycle parking facility
-  Key Walking Routes
-  Public car parking areas

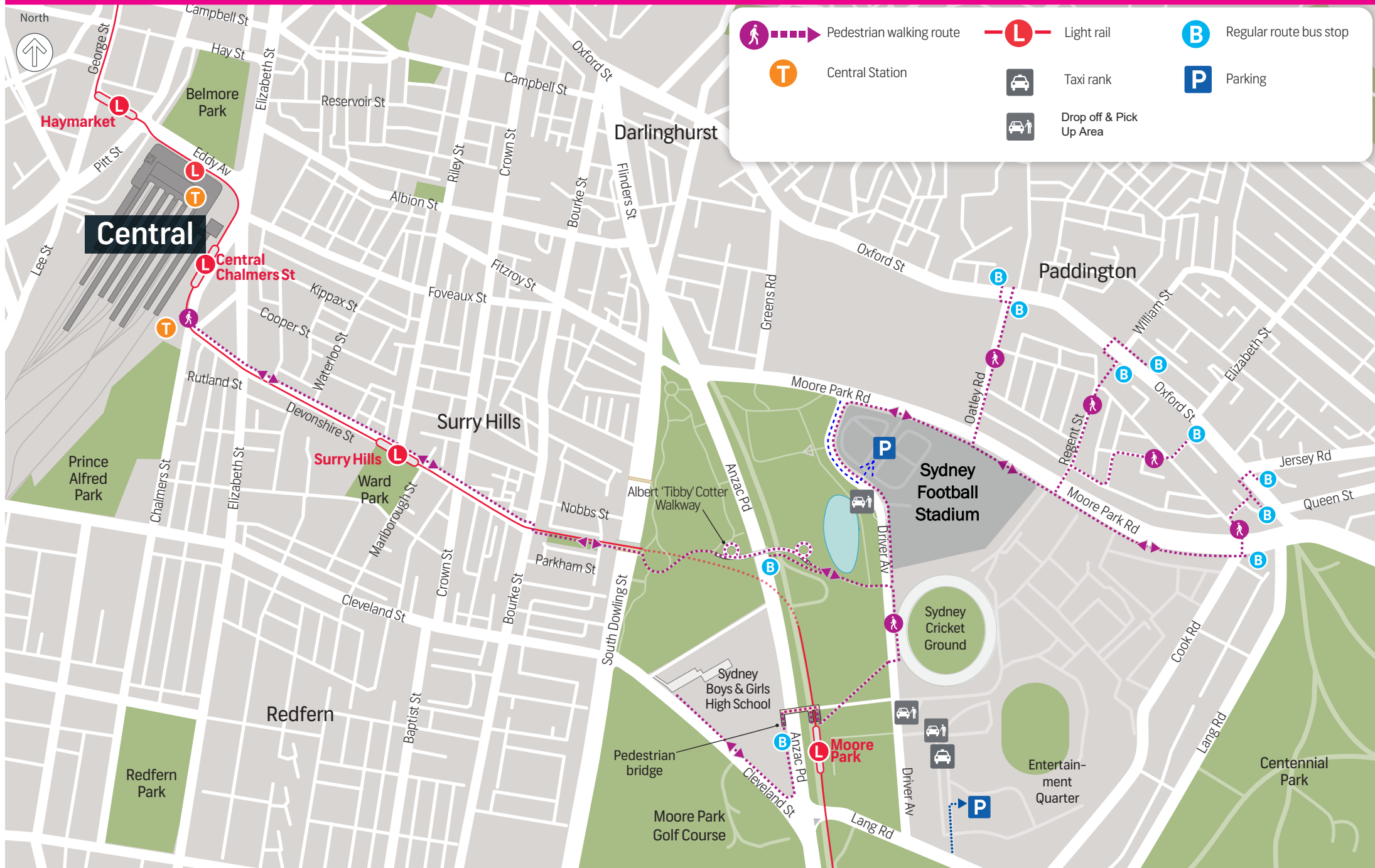


For more information



transportnsw.info







Moore Park transport map

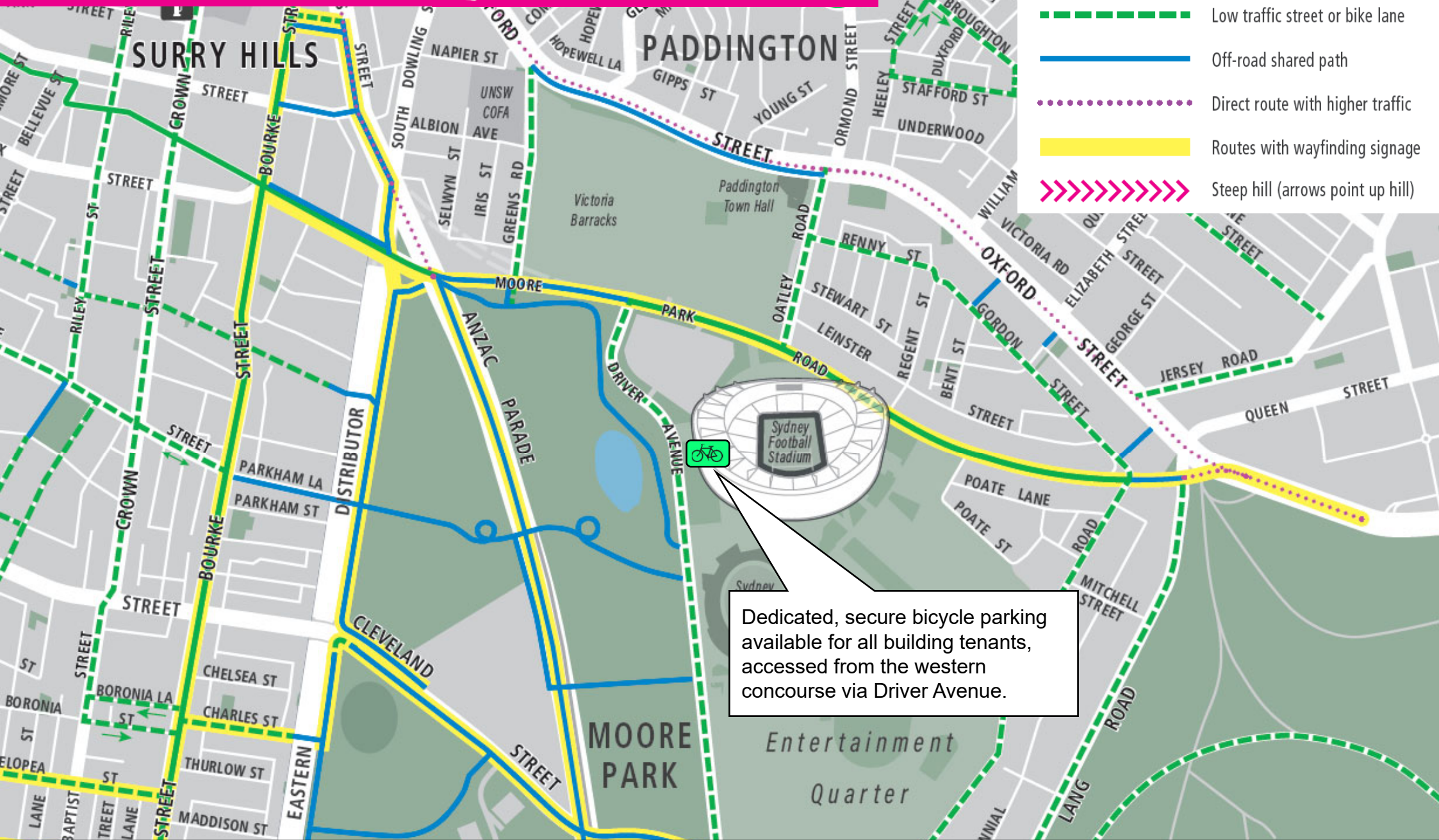


Pedestrian walking route	Light rail	Regular route bus stop
Central Station	Taxi rank	Parking
	Drop off & Pick Up Area	

For more information

 transportnsw.info

-  Separated off-road cycleway
-  Low traffic street or bike lane
-  Off-road shared path
-  Direct route with higher traffic
-  Routes with wayfinding signage
-  Steep hill (arrows point up hill)

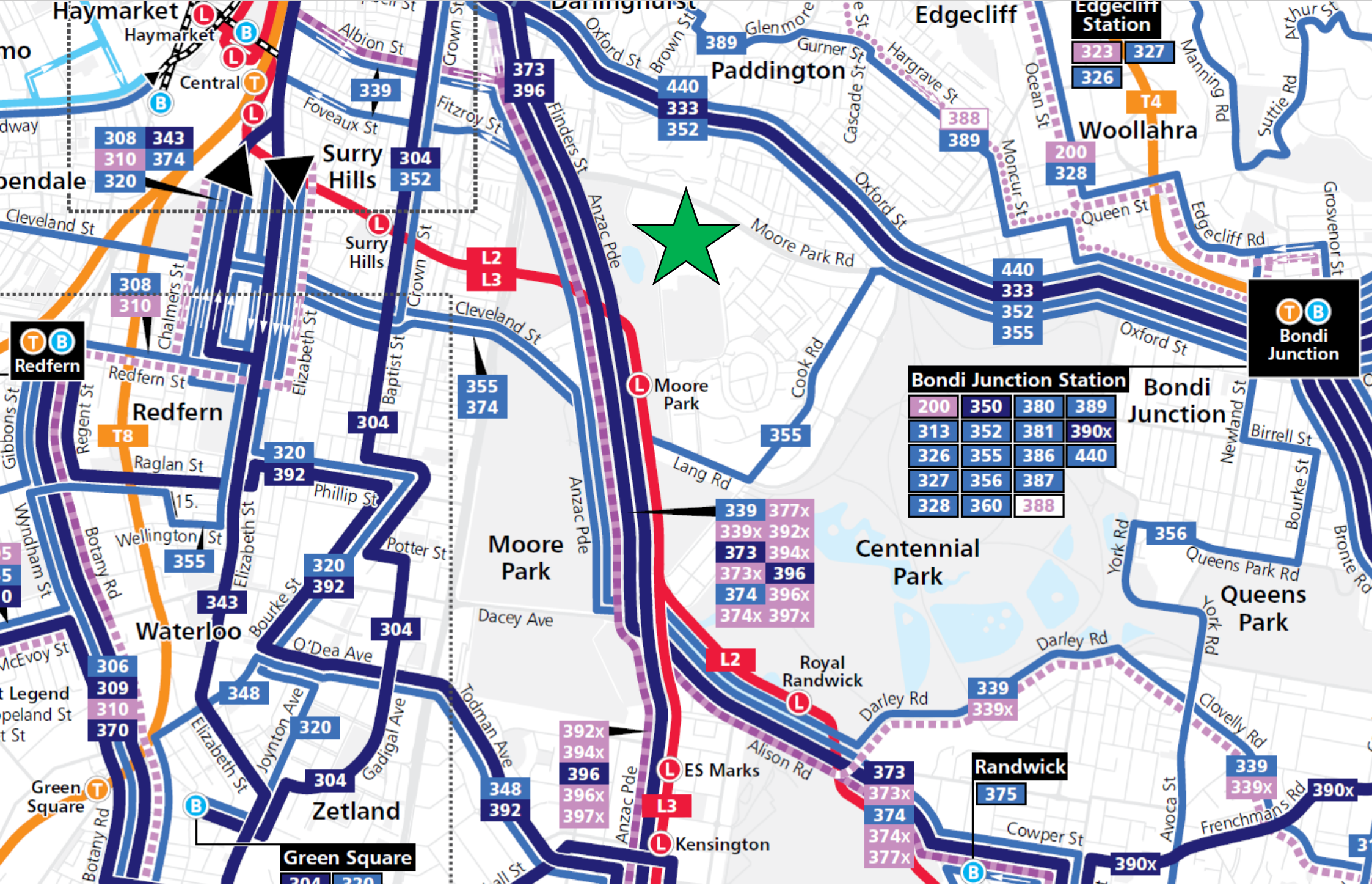


Dedicated, secure bicycle parking available for all building tenants, accessed from the western concourse via Driver Avenue.

CYCLING TO THE SYDNEY FOOTBALL STADIUM

Dedicated, secure bicycle parking available for all building tenants, accessed from the western concourse via Driver Avenue. Approximately 50 bicycle parking spaces are available within this secure facility.

- Showers, lockers and change areas are provided on-site for building staff in the following locations:
- Mezzanine Level West (3 showers and 46 lockers)
 - Southern staff change facilities area (11 showers and 1,500 lockers)



ACCESS VIA PUBLIC TRANSPORT