

10 February 2022

Ref: CDGS21/665

The Hon. Robert Borsak, MLC
Chair, Legislative Council Select Committee
Greater Sydney Parklands Bill 2021

Venus NSW Green Travel Plan

Dear Mr Borsak

As requested during the recent hearing on the Greater Sydney Parklands Trust Bill, please find attached a draft Green Travel Plan (GTP) for the SFS Redevelopment. It is for information only and was provided to Transport for NSW for review and endorsement on 18 November 2021.

In accordance with the Conditions of Consent, "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 stadium".

The GTP has regard to the objective in the Moore Park Master Plan 2040, for the progressive removal of on-grass parking from Moore Park East. The proposed Precinct Village and Car park development facilitates the complete removal of all on-grass car parking on the northern portion of Moore Park East (EP2). Proposed draft conditions have been submitted to the Department of Planning and Environment for consideration to condition the use of EP2 once the car park is operational. The GTP aligns with this initiative.

Regarding on-grass parking on the southern portion of Moore Park East (EP3), no draft conditions or date for removal has been provided. The progressive removal of on-grass parking on EP3 is pending the successful uptake of transport and parking alternatives as per the Moore Park Master Plan 2040 and development application Modification 7 for SSD 9835. The GTP aligns with the progressive removal of on-grass parking on EP3.

Yours sincerely

KERRIE MATHER
Chief Executive Officer

Sydney Football Stadium Redevelopment

Green Travel Plan

9 February 2022

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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. |

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.

This 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. The Moore Park Precinct Transport Action Plan has been endorsed.

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 |
|--|------------------|
| <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> | |
| 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 |

| Condition D14 requirement | Report reference |
|---|------------------|
| 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 |
| 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: <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 |

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 multilevel car park to complement the SFS and adjoining Moore Park and Centennial Parklands (SSD 9835 Modification 7). The modification will facilitate the progressive removal of on-grass parking consistent with the Moore Park Masterplan 2040.

The Precinct Village and Car Park project proposes to increase the number of parking spaces in MP1 from 540 (as approved under SD 9835) to 1,500. The proposal will however facilitate the immediate removal of the northern portion of the EP2 (Upper Kippax) on-grass parking area within Moore Park opposite the MP1 Car Park. For clarity, EP2 South (Lower Kippax) will be removed once the Precinct Village and Car park is fully operational.

The development will also enable on-grass parking in EP3 (Showground) to be progressively removed by Greater Sydney Parklands in consultation with VNSW, TfNSW and the Moore Park Event Operations Group (MEOG) pending the successful development and implementation of precinct-wide transport initiatives.

The Precinct Village and Car Park project is relevant to this Green Travel Plan in that it will enable improved pedestrian connections to the SFS as well as providing additional bicycle parking in the Precinct. These measures align with the objectives of the GTP by promoting access by non-car modes of travel.

1.2 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.

1.3 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.

1.4 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 Sydney CBD and South East Light Rail.



Figure 1 SFS site location

1.5 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

1.6 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.

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3 Sustainable Transport Infrastructure

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).

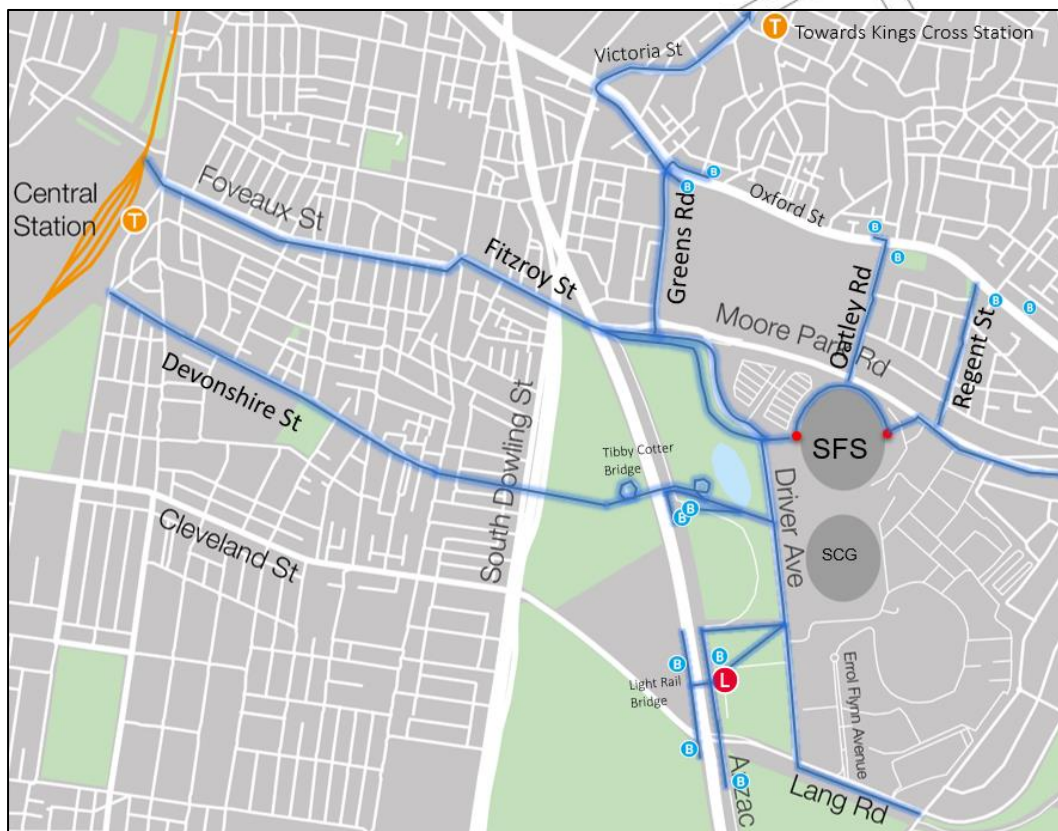


Figure 2 Key pedestrian routes to the SFS

The Precinct Village and Car Park project (see section 1.1.3) 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 3 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 MP1 car parking area previously presented a major barrier to pedestrian movements, particularly for people accessing the SFS via Moore Park Road. The Precinct Village removes this barrier by creating an open, permeable environment that provides for equitable pedestrian access from a variety of directions. 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.

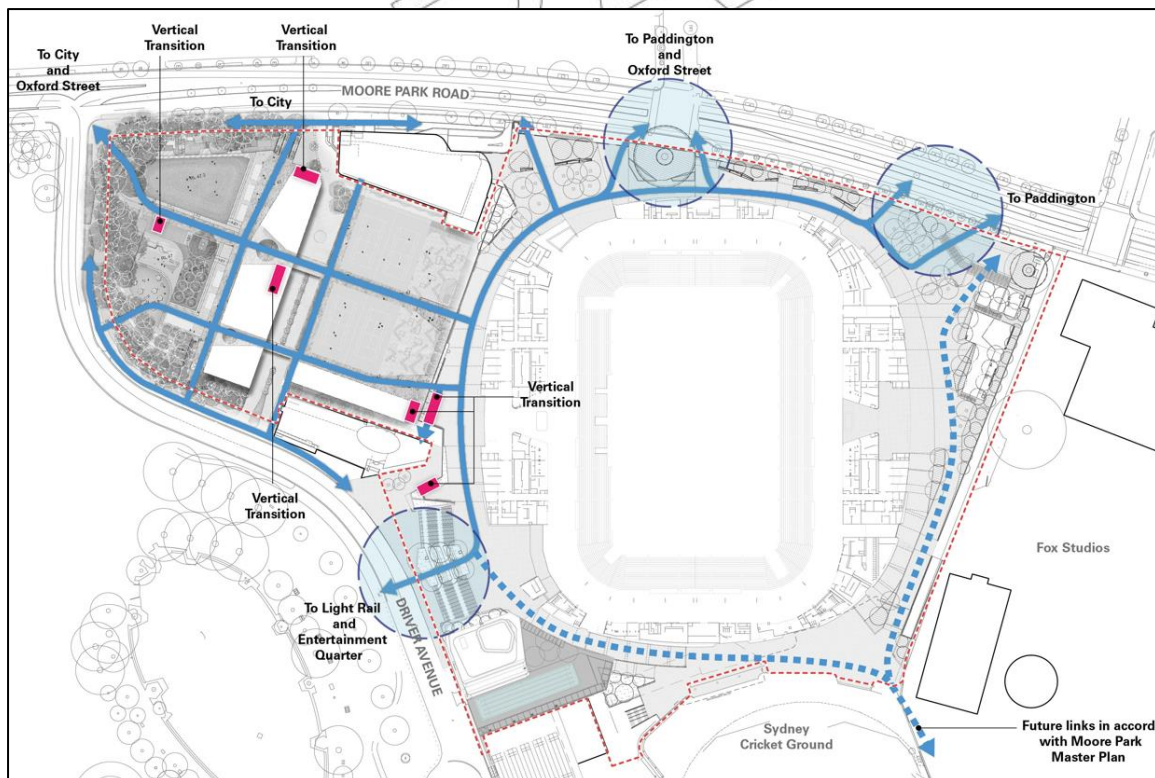


Figure 3 Future pedestrian circulation arrangements

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 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 4 Existing pedestrian flows (25 April 2021)



Figure 5 Existing pedestrian flows (16 May 2021)

3.3 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 6) 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 6 Moore Park Road 'pop up' cycleway

This network of cycleways servicing the Precinct is illustrated in Figure 7.

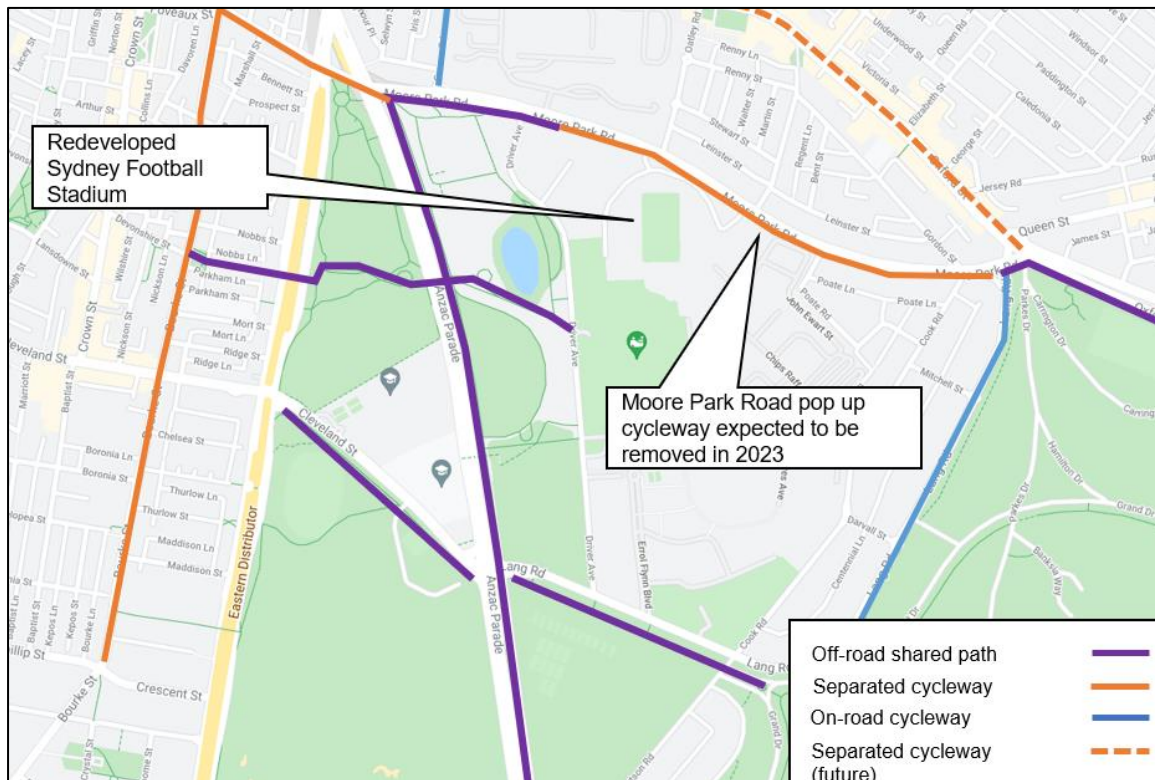


Figure 7 Existing cycleway network

There are a number of bicycle parking facilities in Moore Park in close proximity to the SFS (see example in Figure 8), with approximately 60 spaces currently provided.



Figure 8 Existing bicycle parking

3.4 Public transport

3.4.1 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.

3.4.2 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

Bus stops along Oxford Street are serviced by bus routes travelling between the CBD, Chatswood, Marrickville, Rozelle and Bondi Junction. These routes are illustrated in Figure 9 , and typically run at frequencies of between 5 and 30 minutes on weekdays and every 8-30 minutes on weekends.

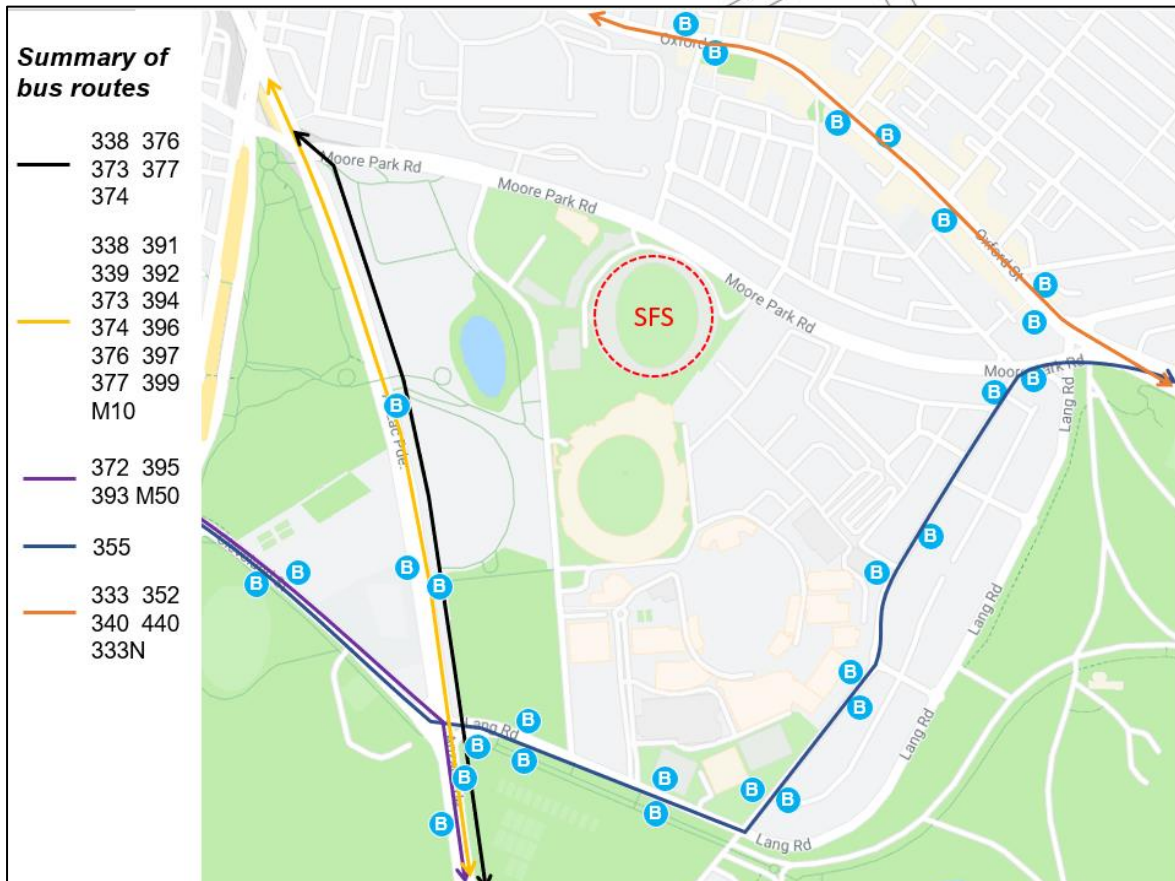


Figure 9 Existing bus routes

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 10 Moore Park special event bus loop

3.4.3 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 11 Moore Park light rail stop

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 12 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.

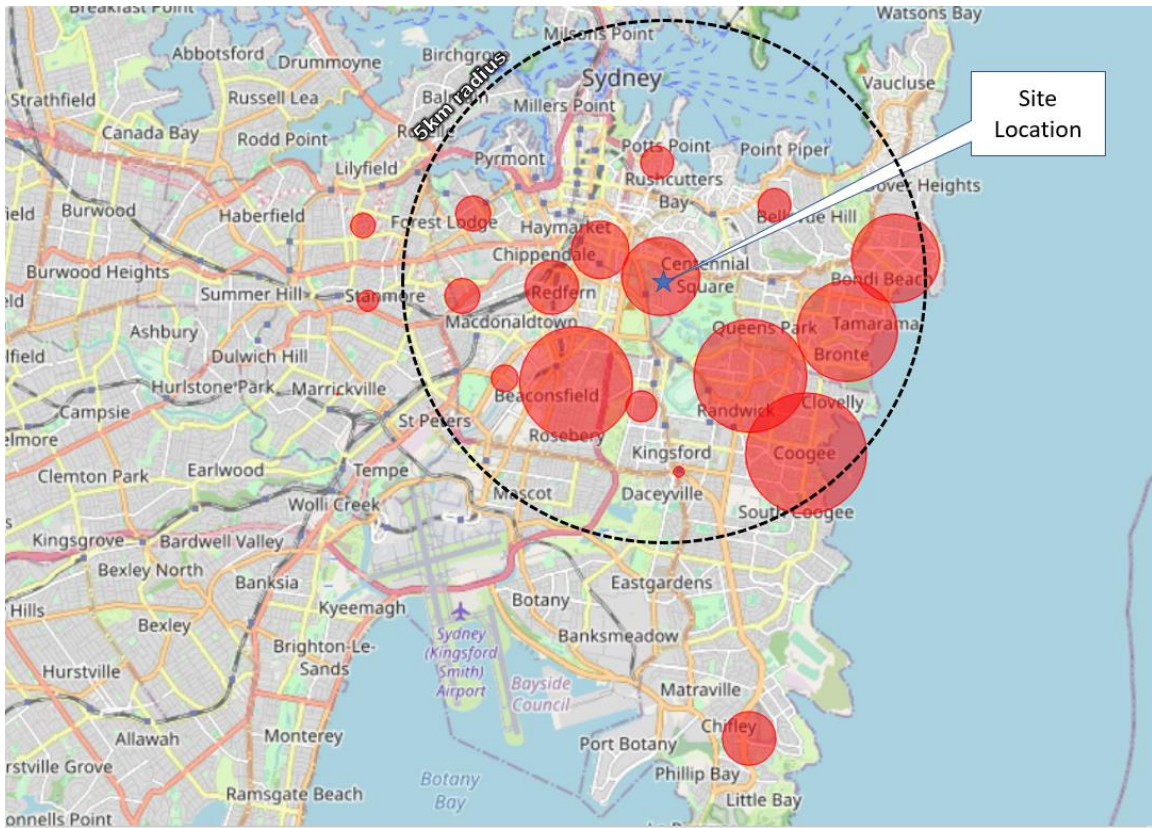


Figure 12 Home location of incoming workers to Moore Park
Circle sizes represent number of workers traveling to Moore Park

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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 13 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.

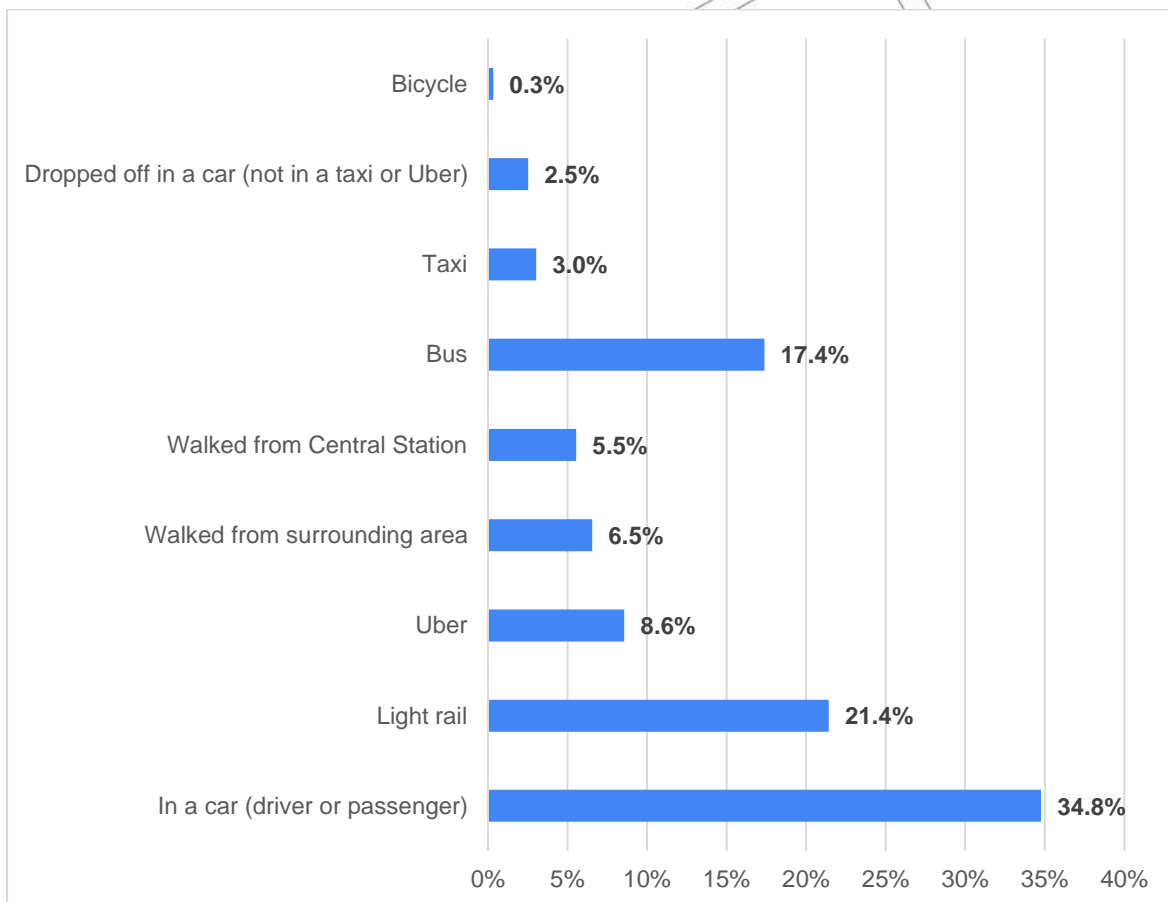


Figure 13 Existing mode share for events in Moore Park

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 14.

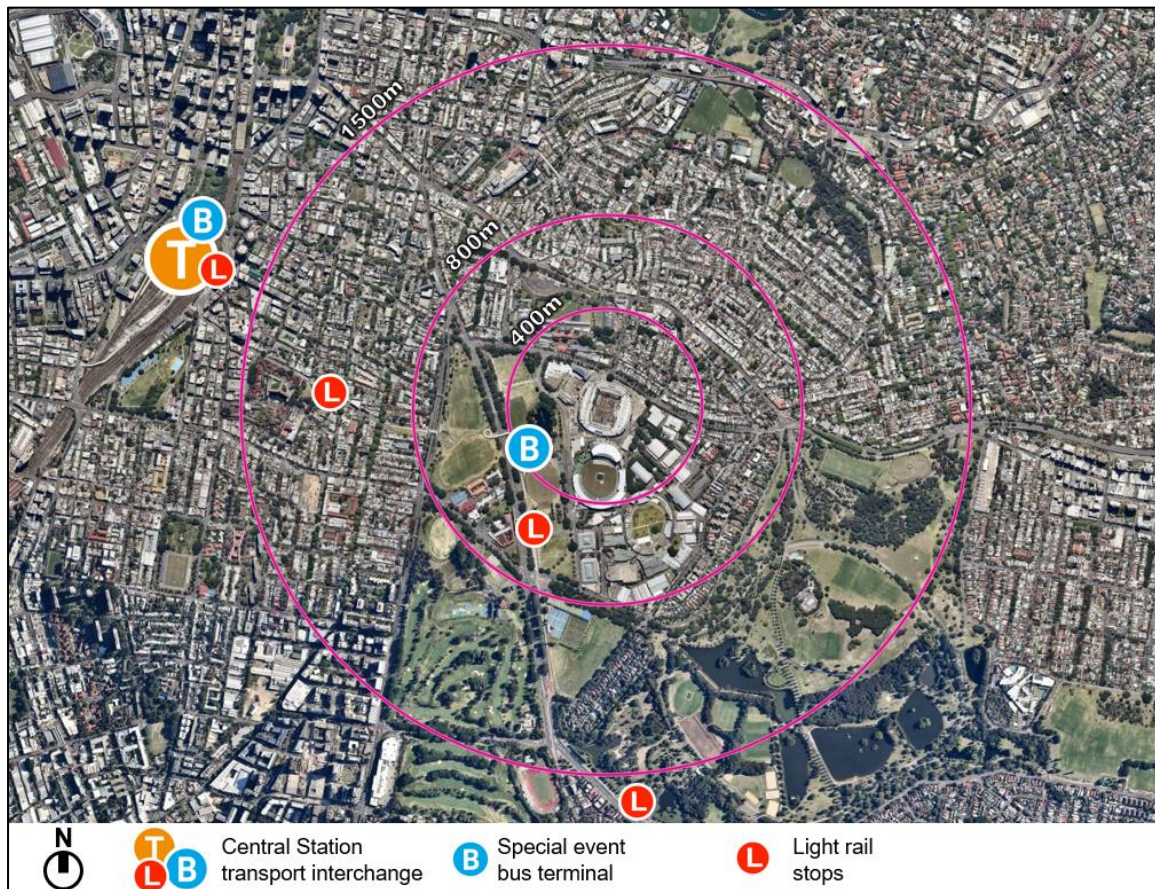


Figure 14 Distances from public transport stops

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 15 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 related 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.

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% | 50.0% |
| Bus / Light Rail | 11.3% ¹ | 15.3% |
| Walked only | 11.7% | 12.7% |
| Train | 11.6% | 13.0% |
| Bicycle | 2.3% | 5.0% |
| Car - as passenger | 2.0% | 3.0% |
| Motorbike | 0.7% | 1.0% |
| Total | 100.0% | 100.0% |

¹ Based on 2016 Journey to Work Census data

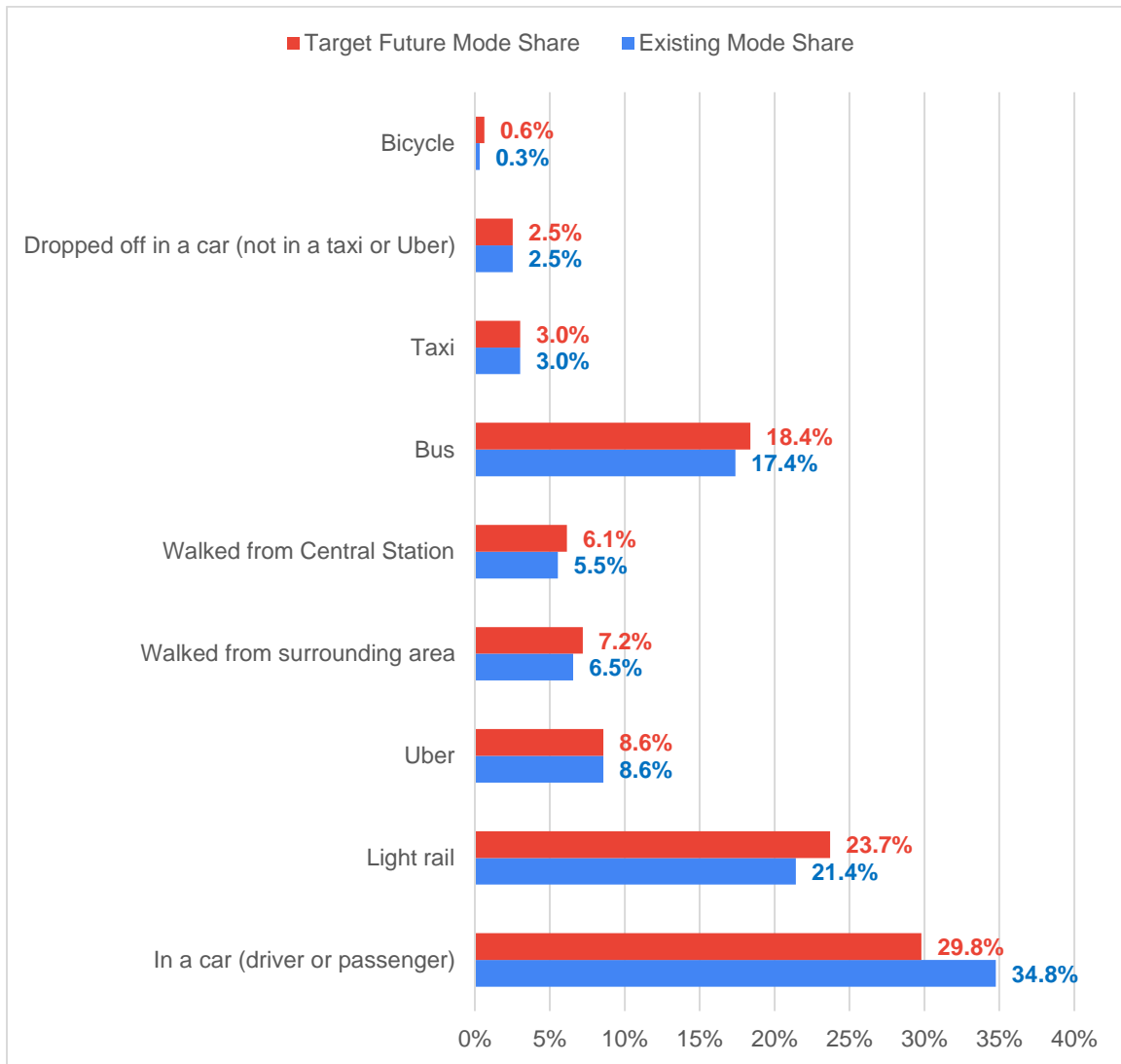


Figure 15 Target event day mode share²

² Event day mode share based on an attendance of 45,000 people (full 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 of event day car parking spaces in the Precinct when compared to existing and approved levels following the introduction of the Precinct Village. Further progressive 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.
- 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. The recently opened Optus Stadium in Perth provides an example of displaying travel information, with travel by public and active transport promoted and use of private vehicles discouraged. This is shown for illustrative purposes in Figure 16.

Getting Here

It's time for fans to start thinking about how they will travel to and from Optus Stadium using public transport – every fan needs a game plan.







| | | |
|--|---|--|
|  <p>Public Transport</p> <p>The Stadium Park includes a purpose built train and bus station to accommodate large crowds attending events at Optus Stadium.</p> |  <p>Walk or Cycle</p> <p>There are a range of public access paths to Optus Stadium and over 600 bike racks are located around the Stadium Park.</p> |  <p>ACROD Parking</p> <p>ACROD parking is available within the Stadium Park and patrons will need to register prior to each event.</p> |
|  <p>Taxi</p> <p>A dedicated taxi rank is located adjacent to Victoria Park Drive.</p> |  <p>Jetty</p> <p>The Burswood Public Jetty will be completed by mid 2018, allowing vessels to drop patrons directly to the Stadium Park.</p> |  <p>Private Vehicles</p> <p>There is no private vehicle access to Optus Stadium or the Stadium Park. Patrons are recommended to drive to their nearest train station or bus stop.</p> |

Figure 16 Example of travel information – Optus Stadium Perth

- 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 Venues NSW.

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.

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 | ✓ | |

| Measure | Notes | Relevant Transport Mode | Responsibility | Relevant User Group | |
|------------------------|---|-------------------------|---|---------------------|---------------|
| | | | | Staff | Event Patrons |
| 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 | ✓ | ✓ |
| 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 | | ✓ |

| Measure | Notes | Relevant Transport Mode | Responsibility | Relevant User Group | |
|-------------------------|---|-------------------------|--|---------------------|---------------|
| | | | | Staff | Event Patrons |
| 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 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 | | ✓ |

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6 Monitoring and Implementation of the GTP

6.1 Implementation and management

As the Stadium operator, Venues NSW will maintain overall responsibility for the GTP. A staff member of Venues NSW will be responsible for the implementation of the GTP, 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 and disseminating 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.

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

The GTP is a 'living' document, so measures excluded at this time could be considered or introduced at any time in the future. It is recognised that travel needs, and patterns will change, and new measures will become available. 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 |

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.