

## Framework Sustainable Travel Plan

200 Aldington Road Industrial Estate

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# 1 Introduction

## 1.1 Context

This Framework Sustainable Travel Plan (FSTP) has been developed to support the State Significant Development Application (SSDA) in relation to a proposed industrial development at 200 Aldington Road, Kemps Creek (the Site) (SSD-10479). The Site sits within (what has been termed) the Mamre Road Precinct (the MR Precinct / MRP) and is located east of Aldington Road, within the Penrith Local Government Area (LGA).

The Department of Planning, Industry and Environment (DPIE) rezoned the MR Precinct, including the Site, in June 2020 under the *State Environmental Planning Policy (Western Sydney Employment Area) 2009* (WSEA SEPP). The Site is now primarily zoned IN1 General Industrial with a small portion of land zoned E2 Environmental Conservation.

The proposed development relates to a Concept Masterplan, providing for a total of 375,755m<sup>2</sup> of industrial Gross Floor Area (GFA). Detailed approval is also sought for Stage 1 of the Concept Masterplan. The Proposal generally provides for:

- A Concept Masterplan for the Site comprising 13 industrial buildings, internal road network layout, building locations, 1,700 car parking spaces, and servicing areas, with the following gross floor areas (GFA):
  - Warehouse: 375,555m<sup>2</sup>;
  - Office: 18,200m<sup>2</sup>;
  - Café: 200m<sup>2</sup>.

The MR Precinct Draft Development Control Plan (Draft DCP) has recently been exhibited and DPIE are currently reviewing the submissions prior to its finalisation. While the land which forms the MR Precinct is currently largely made up of rural residential properties, as well as small scale agricultural industry businesses, the Site itself is therefore not well connected by travel modes other than the private vehicle.

The Draft DCP consequently provides a number of objectives to ensure that, as the MRP develops, an integrated public and active transport network also develops.

While not specifically required by the Draft DCP, the purpose of this FSTP is therefore to complement the intent of the future DCP, by outlining the overarching requirements for a future Sustainable / Green Travel Plan package for the Site. This FSTP will inform the future site-specific Plans, expected to be implemented as part of a Condition of Consent relating to any detailed development approval.

It should be recognised that, due to the nature of the industrial development where existing trends see almost all staff travel by car, the change in travel behaviour will be more difficult to achieve, when considered against a commercial development in a well-connected location. This is reflected in this FSTP, with the key consideration in its preparation being to reduce single occupancy vehicle and encouraging the use of more sustainable means where possible.

## 1.2 Background

The MRP forms one of the initial precincts of the Western Sydney Aerotropolis. However, as the land has already been rezoned and incorporated into the controls of the WSEA SEPP, it is not covered by the *State Environmental Planning Policy (Western Sydney Aerotropolis) 2020* or the background policy which establishes the strategic direction for the Aerotropolis.

Nevertheless, the background studies provide some context with regards to travel demand management, specifically the following report:

- AECOM *Western Sydney Aerotropolis Transport Planning and Modelling Stage 2 Report*, October 2020 (AECOM Report).

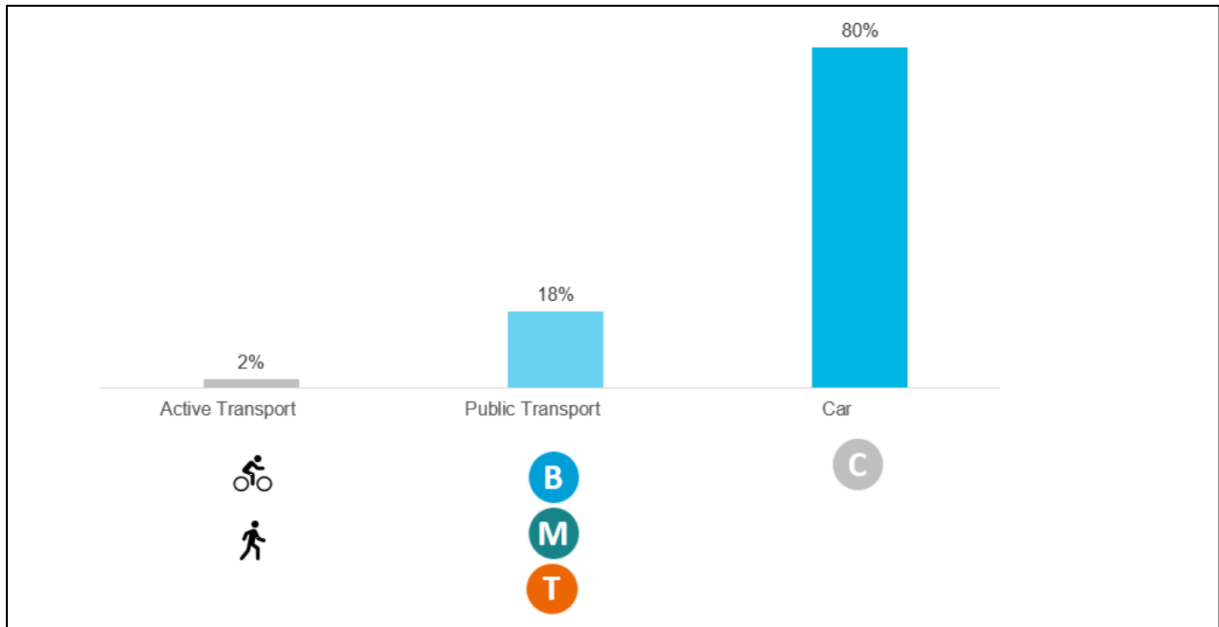
The AECOM Report is one of the technical reports supporting the delivery of the Draft Aerotropolis Precinct Plan (November 2020), which is currently on exhibition. One of the key “enablers” detailed in the AECOM Report includes *the implementation of transport policies and strategies which foster a mode shift to sustainable transport* and recommends the inclusion of Travel Plans for new development applications within the future Aerotropolis Development Control Plan.

As detailed in the AECOM report Travel Plans should include the following:

- Baseline travel data on the existing modal share.
- Targets.
- Action plan to achieve targets.
- Commitment to on-going review of the Travel Plan.
- Monitoring and review strategy.

Of particular relevance to this FSTP, are the mode share targets set by the AECOM Report for each of the Aerotropolis precincts, the most comparable precinct to the MRP being the Badgerys Creek Precinct. Of the 5 Aerotropolis Precincts covered, Badgerys Creek has the lowest mode share target (by 2056) of 20% (as shown by **Figure 1**).

This reflects the planned land uses, which are anticipated to support warehousing and logistics, as noted by the AECOM Report. This is a long-term target, which is ambitious but achievable based on the *policy framework, actions, initiatives, infrastructure and services defined through the precinct planning process*. These targets have been given consideration in setting targets for this FSTP.



**Figure 1: 2056 Badgerys Creek Mode Share Targets**

Source: AECOM Report

## 1.3 Goals & Objectives

### 1.3.1 Goals

This FSTP has specifically been prepared to achieve the following key goals:

- Identify objectives and modes share targets (i.e., site and land use specific, measurable and achievable and timeframes for implementation) to define the direction and purpose of the future site-specific Plans;
- Suggest specific tools and actions to help achieve the objectives and mode share targets;
- Suggest measures to promote and support the implementation of the plan, including financial and human resource requirements, roles and responsibilities for relevant employees involved in the implementation of the future site-specific Plans;
- Suggest a methodology and monitoring/review program to measure the effectiveness of the objectives and mode share targets of the future STP, including the frequency of monitoring and the requirement for travel surveys to identify travel behaviours at appropriate times.

### 1.3.2 Objectives

Underpinning this FSTP comprises a package of measures which could be adopted and designed to address the specific travel needs of the Site. In this regard, the overall intention is to encourage and facilitate the use of alternative and sustainable modes of transport and to reduce single-occupancy car travel for journeys to and from the Site.

The primary objectives of the FSTP will be to:

- Reduce the environmental footprint of the Estate.
- Set future staff travel mode share targets.
- Improve access, amenity, convenience, and safety of sustainable transport modes to/from the Site.
- Promote the use of 'active transport' modes such as walking and cycling, particularly for short-medium distance journeys.
- Reduce reliance on the use of private vehicles for all journeys.
- Encourage a healthier, happier and more active & public transport use culture.

## 2 Site Audit

### 2.1 Introduction

An audit of the Site is required to determine the existing facilities in the area and review existing transport choices. This section will need to be updated prior to implementation of any site-specific Plan, and at appropriate times as the MRP developed, during period of review. The audit should consider the following:

- Site conditions, once the Site is complete;
- Public transport services in the area, including proximity to the Site, frequency of services and accessibility;
- Bicycle and pedestrian facilities, including accessibility, connectivity and safety; and
- Mode-split data for the Site and local area.

### 2.2 Development Site

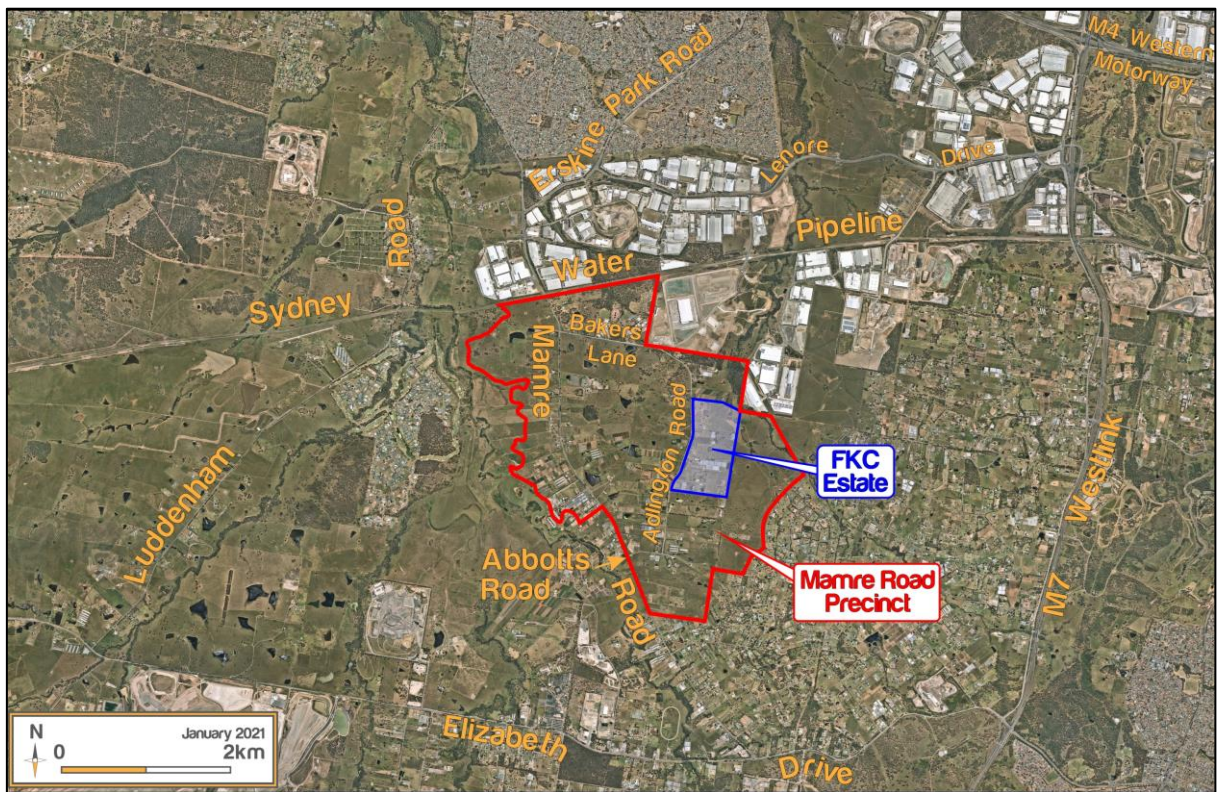
#### 2.2.1 Location & Description

The Site is comprised of 7 separate allotments with a total area of approximately 72 Hectares (ha). It is located approximately 5km north-west of the future Western Sydney International (Nancy-Bird Walton) Airport (WSA), 13km south-east of the Penrith CBD and 40km west of the Sydney CBD.

The Site is shown in its sub-regional context in **Figure 2** as well as the broader MR Precinct Structure Plan area in which the Site lies.

It currently provides for a number of rural residential properties, as well as for small scale agricultural industries businesses. The properties along the length of Aldington Road can be categorised on this manner.





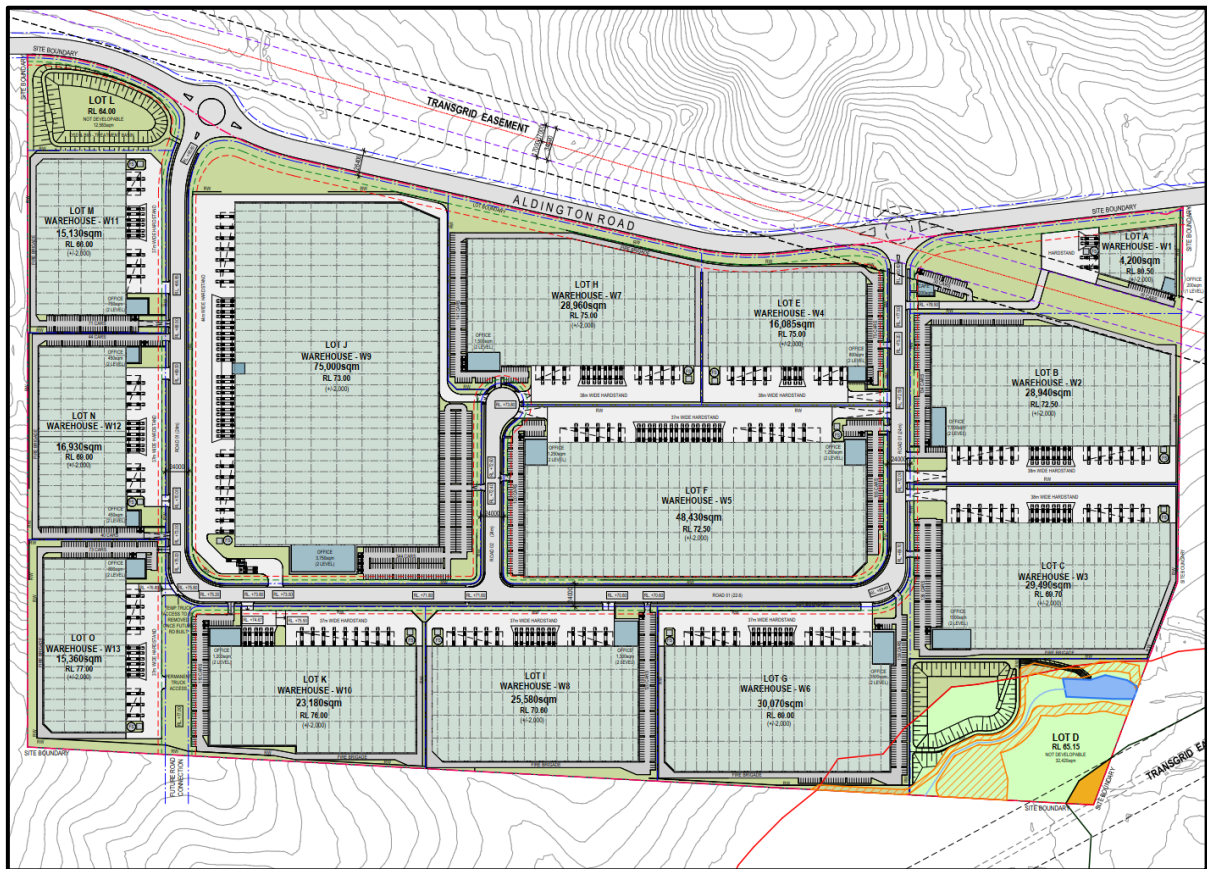
**Figure 2: Site Location**

## 2.3 Proposed Development

In summary, the application relates to the construction of an industrial estate containing 13 warehouse buildings with associated hardstand and parking to include the following:

- Masterplan with an indicative total building area of 375,755m<sup>2</sup>, comprising:
  - A total of 357,355m<sup>2</sup> industrial GFA,
  - A total of 18,200m<sup>2</sup> of ancillary office GFA and 200m<sup>2</sup> café GFA,
  - 13 individual development lots for warehouse buildings with associated hardstand areas;
  - Internal road layouts and road connections to Aldington Road;
  - Provision for 1700 car parking spaces; and
  - Associated site landscaping.
- A detailed Consent for site preparation, earthworks and infrastructure works (i.e. Stage 1 works) on the Site, including construction of a warehouse building with a total of 50,930m<sup>2</sup> of GFA.

A reduced version of the (prepared by SBA Architects) Concept Masterplan is shown in **Figure 3**.



**Figure 3: Proposed Concept Masterplan**

## 2.4 Public & Active Transport Opportunities

### 2.4.1 Introduction

The Site is limited with the current public transport service offering, as shown in **Figure 3**. Therefore, for this Site Audit, the public & active transport opportunities have been identified, noting that there are a number of projects and plans which relate to the strategic development of the MRP and more broadly the Western Sydney Employment Area (WSEA) and Broader Western Sydney Employment Area (BWSEA).

One such project is the Mamre Road Upgrade Project, which will see Mamre Road upgraded between the M4 Motorway and Kerrs Road (south of the Site, and north of Elizabeth Drive). The upgrade specifically provides for new bus stops along its entire route, with bus jump lanes at intersections also included in the strategic design.

This section will need to be updated prior to the finalisation of any future STP, and accordingly as part of the review process, as the wider area develops.



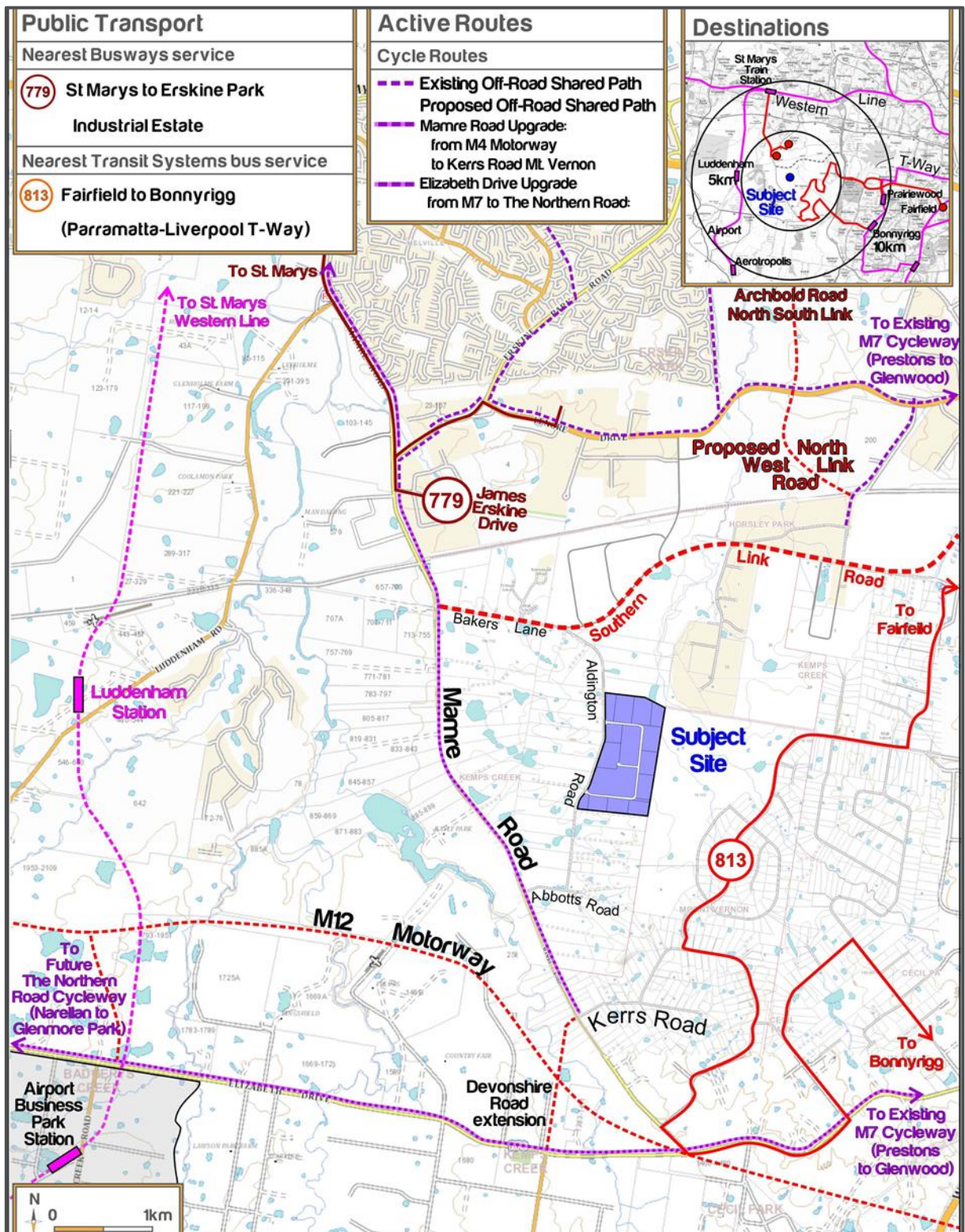


Figure 4: Public & Active Transport Network

## 2.4.2 Bus Services

The planning of bus services in Sydney is governed by the *NSW Service Planning Guidelines*, which aim to establish Strategic Transport Corridors and a hierarchy of bus route types that:

- Link to regional centres (such as Penrith and Mt Druitt);
- Pass through patronage generators such as district centres, TAFE colleges, hospitals and universities;
- Connect with other transport modes (trains, ferries and other buses);
- Are multifunctional (serving journeys to work, education, shopping and recreation);
- Are direct and frequent; and
- Meet the network planning principles.

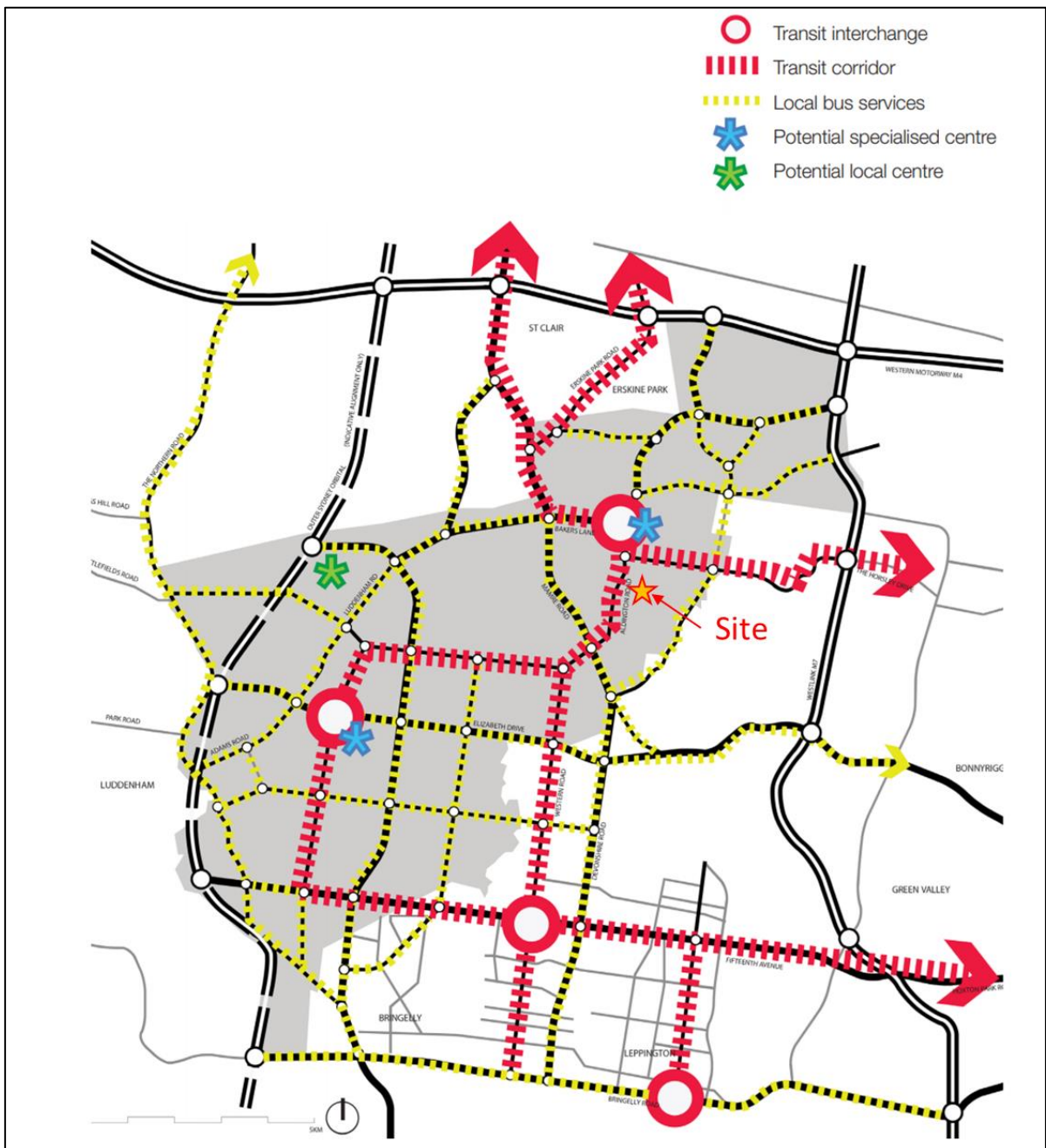
It is also the case that the establishment of public transport services as early as possible in the development stages of the MR Precinct is important to achieve a culture of public transport use from the outset. To make public transport a viable choice in the study area, the services will ideally:

- Integrate with existing bus services in the area;
- Connect to regional centres of Penrith, Mt Druitt and Blacktown; and
- In the long term, connect to areas such as Leppington in the South West Growth Centre, Prairiewood and the Liverpool to Parramatta T-Way.

While the internal MR Precinct road network is still be finalised as part of the Draft DCP, it is clear from the intent of the objectives contained within the Draft DCP that a connected bus network will be provided. As per the Draft DCP, as all internal roads will accommodate heavy vehicles, they would also be capable of accommodating bus services. Therefore, there are significant opportunities to provide sub-regional services along Mamre Road and Aldington Road, as well as services within the MR Precinct itself to maximise the number of sites that lie within 400m of a viable bus service.

Noting that TfNSW Guidelines state that bus services influence the travel mode choices of sites within 400m (approximately 5 minutes' walk) of a bus stop, access to bus services will be a key factor in influencing travel behaviour.

Key bus routes identified in the BWSEA Structure Plan are shown in **Figure 5**.



**Figure 5: BWSEA Public Transport Structure**

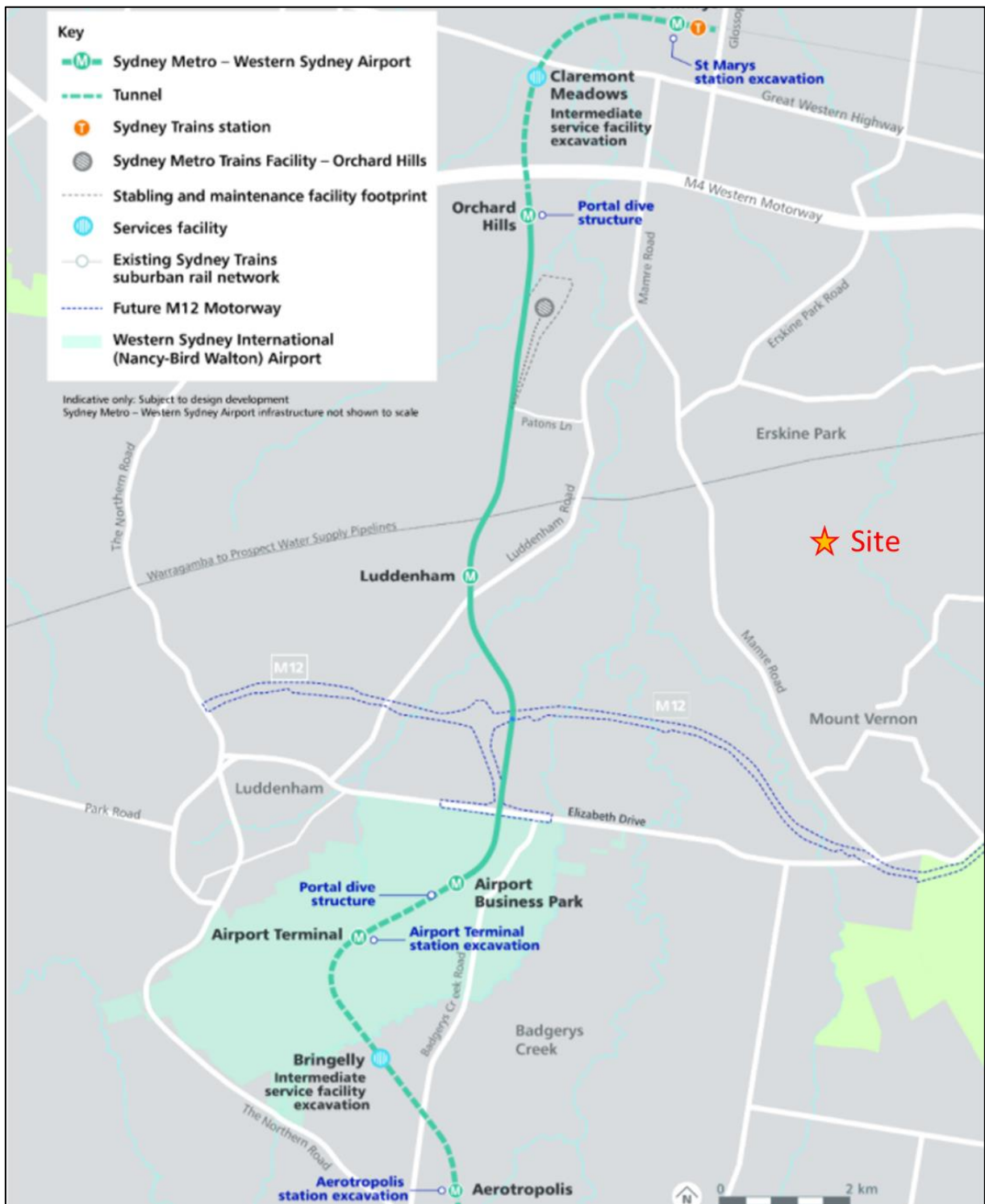
Source: BWSEA Structure Plan

### 2.4.3 Train Services – Metro Western Sydney Airport

The closest train station to the Site is currently some 14km away. However, the Metro Western Sydney Airport will provide 23km of new railway to link residential areas with jobs hubs and the rest of Sydney's public transport network.



The alignment of the Metro is shown by **Figure 6**. While the closest station to the Site will likely be Luddenham Station, located some 4km (as the crow flies) to the west of the Site, it will undoubtedly improve public transport accessibility to the wider area. This provides an opportunity for bus services to combine with the Metro to improve connectivity to/from the residential areas to the north of the Site.



**Figure 6: Metro Western Sydney Airport Alignment**

#### 2.4.4 Bicycle Network

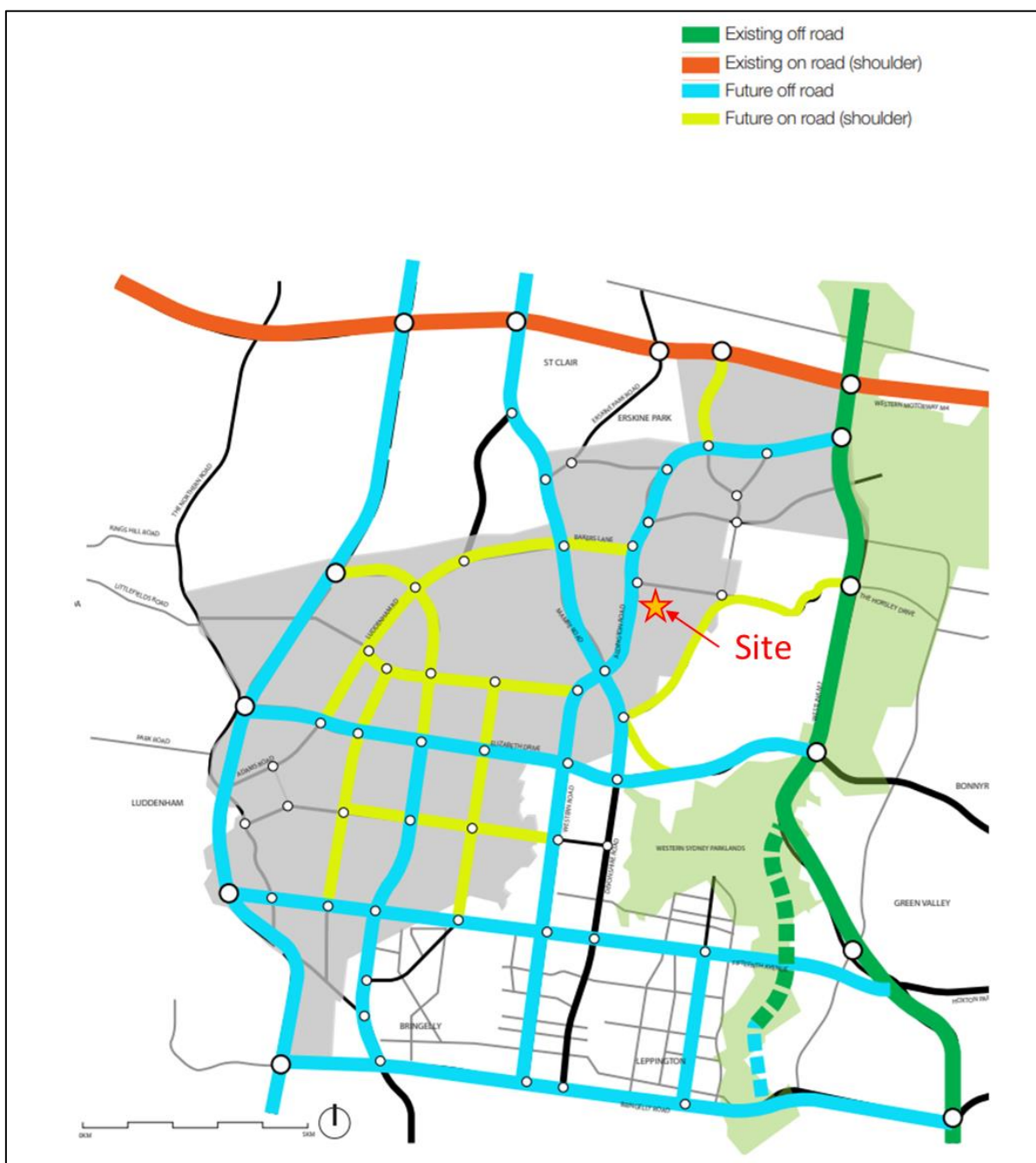
At present, shared paths (pedestrian and cycle) are provided along Erskine Park Road and sections of Mamre Road to the north of the Site, but there is little cycling (or pedestrian) infrastructure in Mamre Road (or Aldington Road) between Distribution Drive to the north and Elizabeth Drive to the south.

The BWSEA Structure Plan provides a detailed outline of future active transport objectives and strategies, acknowledging that the provision of such will be essential to encourage the use of active transport from the outset. In this regard, the BWSEA provides the following key objectives:

- *Provide quality pedestrian and cycling environments around transit corridors and facilities.*
- *Understand the key walking and cycling needs in the region and the need for the separation of pedestrians and cyclists from motor vehicle traffic.*
- *Recognise that all trips involve walking at either the beginning or end of the journey, resulting in the need for connections between parking and public transport areas and destinations.*
- *Recognise that walking and cycling paths can form key routes between destinations.*
- *Understand that walking and cycling trips perform a variety of functions, not only travel from an origin to a destination, but such trips are also undertaken for recreation and/or health benefits, which can be influenced by the amenity of the route.*

Key active transport routes identified in the BWSEA Structure Plan are shown in **Figure 5**, noting again that the Mamre Road Upgrade Project will provide shared paths along at least one side of the road for its entire length.

Finally, Section 3.4 of the Draft DCP requires all roads *to incorporate a footpath of 1.5m on one side (minimum) and shared path of 2.5m (minimum) on the opposing side of the road*. Therefore, it is anticipated that the bicycle network would be significantly improved as the MRP develops.



**Figure 7: BWSEA Cycle Routes**

Source: BWSEA Structure Plan

#### 2.4.5 Pedestrian Connectivity

Due to the current largely undeveloped nature of the land immediately surrounding the Site, pedestrian infrastructure is currently non-existent. Key pedestrian desire lines in the vicinity of the Site would be triggered by connections to future public transport infrastructure, noting the nature of the area being largely industrial and therefore not representing key destinations and attractions for people to walk to.



In this regard, it is noted that the upgraded Mamre Road will include shared cycle and pedestrian pathways along its length. Further, the Draft DCP requires internal roads to provide a footpath of 1.5m on one side (minimum) and shared path of 2.5m (minimum) on the opposing side of the road.

## 2.5 On Demand Services

### 2.5.1 Car Share

Car sharing has emerged as a cost effective, flexible alternative to private vehicle ownership. Provision of car share in the area could facilitate intermittent work trips that may need to be made by car such that staff can commute by other modes.

One of the prominent providers of car sharing in NSW is GoGet. GoGet provides a car share service allowing members to book cars for private use. Each vehicle has a home location which is referred to as a 'pod'. These are typically located in a parking lot or on-street and generally in a highly populated urban neighbourhood.

As a future industrial area, it is not anticipated that car shares such as GoGet would be particularly successful. Nonetheless, given the benefits to reducing the need for a private vehicle, it will be worth considering its appropriateness as the area develops.

## 2.6 Existing Travel Patterns

### 2.6.1 Journey to Work Data Analysis

Journey-to-Work (JTW) data from the Australian Bureau of Statistics (ABS) 2016 Census and specifically aggregated Destination Zones (DZ) has been referenced to understand the baseline travel characteristics of the Site. This data informs the initial targets and should be refined and updated as part of the monitoring process.

A summary of key travel modes for those travelling to the locality for work have been reviewed with regard for the surrounding Destination Zone 115184210, within the Horsley Park – Kemps Creek statistical area.

The travel modes are presented in **Table 1** below.

**Table 1: Travel Mode Summary (Journey to Work)**

Travel Mode	Mode Share of Employees
Car as driver	92%
Train	0%
Bus	2%
Walked only	1%
Car as passenger	3%
Motorbike/Scooter	0%
Bicycle	0%
Taxi	1%
Other Modes	1%

With reference to Table 1, it is evident that the private vehicle (car) is the overwhelming preferred mode of choice for commuters travelling to work in in the area. The data indicates that 95% travel to work by car with 92% as the driver and 3% as passenger i.e. Car-pooling.

## 3 Development, Scope, and Implementation of the Plan

### 3.1 Introduction

This section sets out in broad terms how the FSTP will be developed into site-specific STPs and the scope of the FSTP.

### 3.2 Responsibility

The responsibility for the future Travel Plans will lie with site management and should form part of organisational policies. Future STPs should include a statement on company policy in relation to travel, and should be endorsed by senior management.

### 3.3 FSTP Scope

The future STP address the following types of travel generated by the development:

- Commuter journeys by staff;
- Visitor journeys;
- Business travel; and
- Site related deliveries from contractors etc.

The future STPs are expected to have most effect on commuter journeys by staff. While the operator will aim to encourage sustainable travel by visitors, ultimately staff travel is easier to influence.

The aim is to develop practical measures that are effective in reducing car use for all journeys to the Site.

### 3.4 Implementation

A Travel Plan Coordinator (TPC) should be appointed to act as the primary point of contact for enquiries relating to the progress of the future Plans. It is recommended that a consistent TPC be appointed for the Estate so as to achieve a coordinated approach across the Site. However, as the individual sites will be responsible for implementing their own STPs, this will be at the discretion of site management. The TPC will manage all aspects of the STP, including the co-ordination and joint working practices between those on-site.

The TPC will promote participation in and commitment to the future STP from site tenants and will work in partnership with all stakeholders to deliver the strategies and actions.

The TPC should be appointed before the Site becomes occupied, or within 1 month of the site becoming occupied. Contact details for the TPC should be provided in the implemented Plan.

The main duties of the TPC are envisaged to be:

- Overseeing final development and implementation of the STP.
- Internal liaison to promote awareness of the STP amongst businesses and staff within the Estate.
- Liaison with outside bodies, such as Penrith City Council (Council) and local bus operators, as required regarding the operation of the STP.
- Providing updated travel information to staff and visitors, as necessary.
- Monitoring, review and (if necessary) updates to the STP.

### 3.5 Consultation

It is essential that any parties that may play a part in the future of STP's and their actions are aware and have an opportunity to discuss. This would enable equitable input and feedback as well maximising their overall efficacy. For this reason, a coordinated approach to STPs across the Estate should be implemented (subject to individual tenant participation) to assist in the consultation with the relevant parties, which could include the following:

- Council Traffic & Transport Department and Traffic Committee
- Local Bus Operators
- Transport for New South Wales

Other organisations may be added to this list as the Plans evolve.

## 4 Travel Mode Targets

### 4.1 Introduction

Based on the existing travel mode splits identified in Section 2.6, the Site and the surrounding areas are considered to have a low dependency on public and active transport. This is reflective of the current nature of the area, which accommodates rural residential properties and agricultural businesses.

However, noting the future land use of the Site as industrial in nature, it is expected that the JTW data accurately reflects the current trends for travel to places of work at industrial sites. The RMS *Guide to Traffic Generating Developments – Updated Traffic Surveys* itself provides details in relation to the principal mode of travel used by staff at the Erskine Park and Eastern Creek warehouses surveyed by TfNSW. These surveys indicate that 90% of all workers would travel via private vehicles with 8% travelling as passengers.

This section therefore sets out the targets for the reduction in car journeys associated with the Site, with consideration to the future land use in the area. Targets are the means of measuring the achievement of the objectives. They need to be clear, directly linked to the objectives, monitored and reviewed.

Questionnaire surveys will be conducted in the future that will form the updated travel mode baseline to further develop site-specific targets. The first surveys will be undertaken shortly after occupation. These surveys will be repeated at a suitable time to assess the effectiveness of the implemented Travel Plan; the targets are to be reviewed to align with the most up-to-date information.

The implemented STPs are to be in place for the lifetime of the development. The initial timeframe in which targets need to be monitored and reviewed will be reviewed every 1-2 years, for a minimum of 5 years.

### 4.2 Mode Share Targets

It is essential that Mode Share targets be achievable with consideration for the public transport, walking and cycling opportunities available within proximity to the Site. Targets should also be factoring in what future transport options could reasonably be used to access the Site, and also the nature of the development itself.

As per Section 1.2, the AECOM Report provides a mode share target for public & active transport of 20% and by car of 80% by 2056 for the nearby Badgerys Creek Precinct. Sites within the MRP should reflect a similar target. While at least maintaining the existing carpooling mode share of 3% (Table 1), this represents a decrease in travel by car (as a driver) by 15% by 2056.

Further, it should be recognised that during the earlier stages in development of the MRP, it would be anticipated that change in travel behaviour will be slower than in other areas, while the public and active transport networks are still being integrated.

The targets should therefore be revisited and updated after the opening of the relevant development as part of the monitoring process. The preliminary targets are nominated in Table 2, which represents a 5-year target to coincide with the minimum 5 years of monitoring and review.

**Table 2: Preliminary 2026 Mode Share Targets**

Travel Mode	Mode Share of Existing Employees	Proposed Targets	Relative Change
Vehicle driver	92%	88%	-4%
Vehicle passenger	3%	3%	+0%
Train	0%	0%	+0%
Bus	2%	4%	+2%
Walked only	1%	1%	0%
Cycling	0%	1%	+1%
Taxi	1%	1%	0%
Motorbike/Scooter	0%	1%	+1%
Other	1%	1%	0%

## 5 Measures and Action Strategies

### 5.1 Measures

The below is a range of measures which could achieve the objectives of this FSTP, many of which are drawn from guidance provided by City of Sydney. It is critical to note that these are suggested measures and are not necessarily likely to be applicable in the early stages of development in the MRP.

This section needs to be reviewed and confirmed prior to implementation of any future Plan.

- An introduction to the GTP for all staff, setting out its purpose and objectives.
- Provision of public transport travel information for staff, customers and visitors.
- Encouragement of car sharing, both amongst staff on site and in the wider context.
- Provision of car share spaces (future potential measure).
- Assisted cycle purchase schemes.
- Interest free loans to assist with cycle purchase, cycle equipment purchase etc.
- A transport section on the company website with links to local bus operator sites, to ensure that travel information is always up to date.
- The provision of Electric Vehicle Charging Stations.
- The provision of transport information for visitors to the Site.

### 5.2 Strategies

Six main strategies are identified and the actions required for each are detailed in **Table 3**. The table details specific actions that could be implemented as part of a future site-specific STP (subject to tenant requirements) and the party responsible for implementing each action.

These actions must be reviewed at regular intervals to ensure that the mode split targets are being met. By that principle, this document is classed as a living document and subject to regular review. It is important to note, that the actions should not be taken as mandatory but rather potential options that should be investigated and implemented by future inhabitants of the development.

**Table 3: Proposed STP Action Strategies**

STRATEGY	HOW IT WORKS	IMPLEMENTATION	RESOURCES / RESPONSIBILITY	TIMELINE	FUNDING
<b>1 Travel Planning and Demand Management</b>					
1.1 Green Travel Plans	<ul style="list-style-type: none"> <li>Develop a STP to provide information for Travel Access Guide (TAG) (See Appendix A)</li> <li>Management of STPs.</li> <li>Promotion of STPs.</li> </ul>	<p>Provide information resources and implement a range of additional initiatives to reward and encourage those who travel actively to help develop a healthy, active culture and meet travel targets.</p> <p>Continued support of the person/organisation in charge of managing the STP. This would happen with the appointment of a Travel Plan Coordinator.</p> <ul style="list-style-type: none"> <li>Undertake a STP event annually.</li> <li>Promote the following initiatives via bulletins, web pages, social media: <ul style="list-style-type: none"> <li>Travel Survey Results; and</li> <li>Progress and update of STP.</li> </ul> </li> </ul> <p>Retain a current copy of the TAG to be relevant, useable, and accessible. TAG should be displayed in communal areas.</p>	<p>Building Manager to be responsible for overall implementation of final STP and providing annual reporting on STP outcomes to Council.</p> <p>Company/Staff/Visitors to develop Company specific travel plan based on Final STP prior to the commencement of a new lease/sale of property.</p> <p>Company/Staff/Visitors shall be responsible for ongoing implementation of Company assigned actions and participation in annual monitoring and reporting process to Council</p>	Upon completion of the development and ongoing annual STP events	Company
1.2 Travel Information Points	<ul style="list-style-type: none"> <li>Promotion of STPs</li> <li>Provision of travel and transport information options</li> </ul>	<p>Establish locations such as travel information points where staff and visitors and others can access travel information via interactive platforms. These can be similar to wayfinding kiosks provided at public transport stations, shopping centres etc.</p> <p>Information could include walking and cycling routes, bicycle parking, public transport availability, routes, real-time timetables, and shared vehicles.</p>	Company	Subject to employer preference.	Company
1.3 Flexible Working hours	Allow employees the flexibility to commute outside peak periods to	Manage staff rosters where possible.	Company	Subject to employer preference. Action to be	Company



STRATEGY	HOW IT WORKS	IMPLEMENTATION	RESOURCES / RESPONSIBILITY	TIMELINE	FUNDING
	reduce overall congestion and travel time.			considered by employers / Visitors as part of an Employer specific STP to be developed and forwarded to Council prior to building occupation.	
1.4 Teleworking	Provide the option to work remotely (where possible) to reduce the number of vehicles travelling to the development and encourage teleconferencing rather than travelling to meetings.	Manage staff rosters and develop work-from-home policies and procedures, where possible.	Company	Subject to employer preference. Action to be considered by employers / visitors	Company
<b>2 Promoting Public Transport</b>					
2.1 Opal Card Loan Schemes	Company may consider subsidising staff Opal Cards to increase public transport usage.  Alternatively, staff can pay for their own Opal Cards through their salary, spreading the cost over the year to make it more affordable.	Subject to owner / User negotiations and incentives.	Company / TPC	Subject to employer. Can be implemented at building occupation	Company
2.2 Maximise Bus Service Frequency	Meet or exceed Transport NSW bus planning guidelines.	Decrease headway where possible, especially during peak periods. Report back to Transport for NSW on perception of bus service adequacy	TfNSW	Developer to hold on-going discussions with TfNSW after each annual review of STP and report on relevant findings	TfNSW
2.3 Provide bus stops with shelter facilities	Upgrade bus stops to provide for improved waiting areas for commuters, the majority of which would likely be workers associated with the development.	Propose or recommend improvements to the bus stops along Wallgrove Road to TfNSW as part of wider works noting that the stops would be servicing more commuters following development.	Council	Subject to discretion of TfNSW. Advisable to be prior to the opening of the development	Council

STRATEGY	HOW IT WORKS	IMPLEMENTATION	RESOURCES / RESPONSIBILITY	TIMELINE	FUNDING
2.4 Public Transport for work travel	The company and the TPC can promote public transport as one of the main preferences for work travel. This should be supported by all users and visitors to development having access to Opal Cards.	Subject to owner / User negotiations and incentives.	TPC	Subject to employer. Can be implemented at building occupation	Company
2.5 Internal shuttle service	Company could offer a shuttle service initiative that would transport a group of staff members to / from work either to home or Railway Station.	<p>Provision of bus shuttle service running between the development and either nearby homes or Railway Station. Company on the site would arrange for a bus shuttle service that would travel between the development / site and the homes / Station at a dedicated time/interval.</p> <p>Persons signing onto the program or service would be accountable for turning up at the appropriate times so as to not delay the service. This should be promoted as part of the STP and on communal locations such as main website or notice boards.</p>	Company	Ongoing in the workplace. Updates can be made to organisation as appropriate	Company
<b>3 Promoting Carpooling</b>					
3.1 Open Car Sharing	Where anyone in a defined geographical area can join a ride sharing scheme. This involves no input from the employer and is likely to be on the onus of staff to schedule.	This can usually be accomplished by having notice boards in business premises which are a good place for employees to find colleagues looking to share journeys. Utilise car share spaces provided and actively promote on site to staff and visitors.	Staff	Ongoing in the workplace	Fuel costs can be arranged and split equitably by those involved
3.2 Closed Car Sharing	The company / department sets up an in-house car-matching scheme	The company / department sets up an in-house car-matching scheme and gets staff to participate. A points system can be setup to encourage	Company, TPC	Ongoing in the workplace. Updates can be made to organisation as appropriate	Company

STRATEGY	HOW IT WORKS	IMPLEMENTATION	RESOURCES / RESPONSIBILITY	TIMELINE	FUNDING
		friendly competition between staff and overall reduce carbon footprint from single car usage. Utilise car share spaces provided and actively promote on site to staff and visitors. Reward regular car sharers by providing gifts such as free car washes.			
3.3 Third-party Car Sharing Program	Companies such as Liftshare are an online service that facilitates journey sharing between individual users, as well as providing separate services for businesses, organisations and events.	They allows users to search for and post details online of journeys; by car, bike, taxi or walking, for which they wish to find someone else with which to share the journey with.  Users can search for people who have entered similar journeys and contact them, wait to be contacted by someone searching for a journey of their own.	Staff	Ongoing in the workplace	Staff
3.4 Carpool week	Arrange for a dedicated carpool campaign week to promote the benefits of carpooling.	One week of the year where a carpool theme is emphasised around the workplace including promotion such as a launch event. Intention is to show that carpooling is a real alternative to travel to work. Provide prize incentive as part of competition to promote raise awareness.	Company	One week per calendar year	Company
<b>4 Promoting Cycling</b>					
4.1 Create a Bicycle Users Group (BUG)	BUGs are local groups of like-minded bike riders who get together generally for social riding in their area. For the purposes of the workplace, this can be adapted as a way of creating as social and healthy aspect of travelling to work.	The BUGs can set up amongst employees and arranged with the help of TPC. An online group such as an email thread, Teams Chat group would be the main channel where participants can communicate and organise rides, suggest areas for improvement. A designated leader would be appointed and ideally affiliated with Bicycle NSW who would	Bicycle NSW	Ongoing in the workplace	Bicycle NSW

STRATEGY	HOW IT WORKS	IMPLEMENTATION	RESOURCES / RESPONSIBILITY	TIMELINE	FUNDING
		manage queries and support in enabling a comfortable riding experience for all wishing to partake.			
4.2 Providing & Maintaining End of Trip Facilities	Providing facilities such as showers, change rooms, lockers.	Bicycle parking spaces will be provided for staff. Access to other facilities such as showers will also be made.  Developer to provide bicycle parking spaces in the parking area together with male and female lockers, male and female showers and an accessible shower as per Building Plans.	Developer	To be provided at sports complex completion	Company
4.3 Promote Bicycle Initiatives	Promotion of bicycle initiatives – NSW bicycle week, Ride to Work etc.	Promote and encourage cycling in the precinct and should actively participate in recognised NSW government bicycle initiatives such as bicycle week and cycle to workday.	TPC	To be promoted annually	Developer
4.4 Advertise Bicycle Routes	Promotion of bike lanes	Prepare site specific maps with guidance on the most optimal way of travelling to/from site by bicycle	TPC	To be promoted and provided at communal areas such as key information kiosks within facility	Company
<b>5 Promoting Walking</b>					
5.1 Providing End of Journey Facilities	Provision of sufficient end of trip facilities such as showers, change rooms, lockers etc to maximise pedestrian activity throughout the site and the wider precinct.	Provide pedestrian facilities and amenities in close proximity in the Site and at the bus stops Developer to provide male and female lockers, male and female showers and an accessible shower as per Building Plans.	Developer	To be provided at completion of development	Company
5.2 Walking routes	Incentivise travelling by foot by highlighting possible routes particularly those to nearest bus stops	Prepare site specific maps highlighting pedestrian desire lines and optimal routes to provide guidance to pedestrians to key public transport and car sharing locations.	Company	To be promoted and provided at communal areas such as key information kiosks within facility	Company

STRATEGY	HOW IT WORKS	IMPLEMENTATION	RESOURCES / RESPONSIBILITY	TIMELINE	FUNDING
5.3 Promote walking initiatives	Promotion of walking initiatives: walk to game / training day, pedometers / step challenge / gamification of walking / reward programs based on steps to elevate pedestrian activity throughout site and to / from public transport points.	Promote and encourage walking in the complex and should actively participate in recognised NSW government initiatives such as walk to workday and pedometer / step challenges.  Friendly challenge competitions can be organised to incentivise and encourage increased walking activity amongst users and visitors to the facilities.	Company, TPC	To be implemented monthly or as appropriate throughout the calendar year.	Company
<b>7 Influencing Travel Behaviour</b>					
7.1 Provision of Sustainable Travel Packs to employees and visitors	Introduces employees and visitors alike to the STP and provides information on walking and cycling routes, and travel by bus & train, timetables, and access routes.	To be distributed to staff, visitors, and neighbouring properties. Contact details as to who is responsible for the STP will also be provided. This would include a TAG.	Company, TPC	Travel Packs to be provided upon occupancy of building to employees.	Company

## 5.3 Communications Strategy

### 5.3.1 Welcome Packs

New staff shall be provided with a 'welcome pack' as part of the on-site induction process which includes a STP Pamphlet and other information in relation to sustainable transport choices. This pack shall include a copy of the STP and a Travel Access guide (TAG) as provided in **Appendix A**, as well as general information regarding the health and social benefits of active transport and advice on where to seek further information.

### 5.3.2 Accurate Transport Information

In addition to these 'welcome packs', a copy of the TAG (Appendix A) shall be clearly displayed in communal areas of the site including (but not limited to):

- Staff lunch room
- Lift lobby area and entrances to buildings
- Any marketing material associated with the Site, such as websites and newsletters.

## 6 Monitoring Strategy

### 6.1 Plan Maintenance

This Plan shall be subject to ongoing reviews and will be updated accordingly. Regular reviews will be undertaken by the TPC. As a minimum, a review of the GTP would occur every 1-2 years.

The key considerations when reviewing or monitoring the STP are as follows:

- Update baseline conditions to reflect any changes to the transport environment in the vicinity of the Site such as changes to bus services, new cycle routes etc.
- Track progress against target travel mode targets.
- Identify any shortfalls and develop an updated action plan to address issues.
- Ensure travel modes targets are updated (if necessary) to ensure they are realistic and remain ambitious.

### 6.2 Monitoring

So as to record the overall success, as well as the effectiveness of the individual measures, monitoring and review of the GTP is to be conducted at regular intervals. The TPC will act as the primary point of contact for all enquiries relating to the STP's progress.

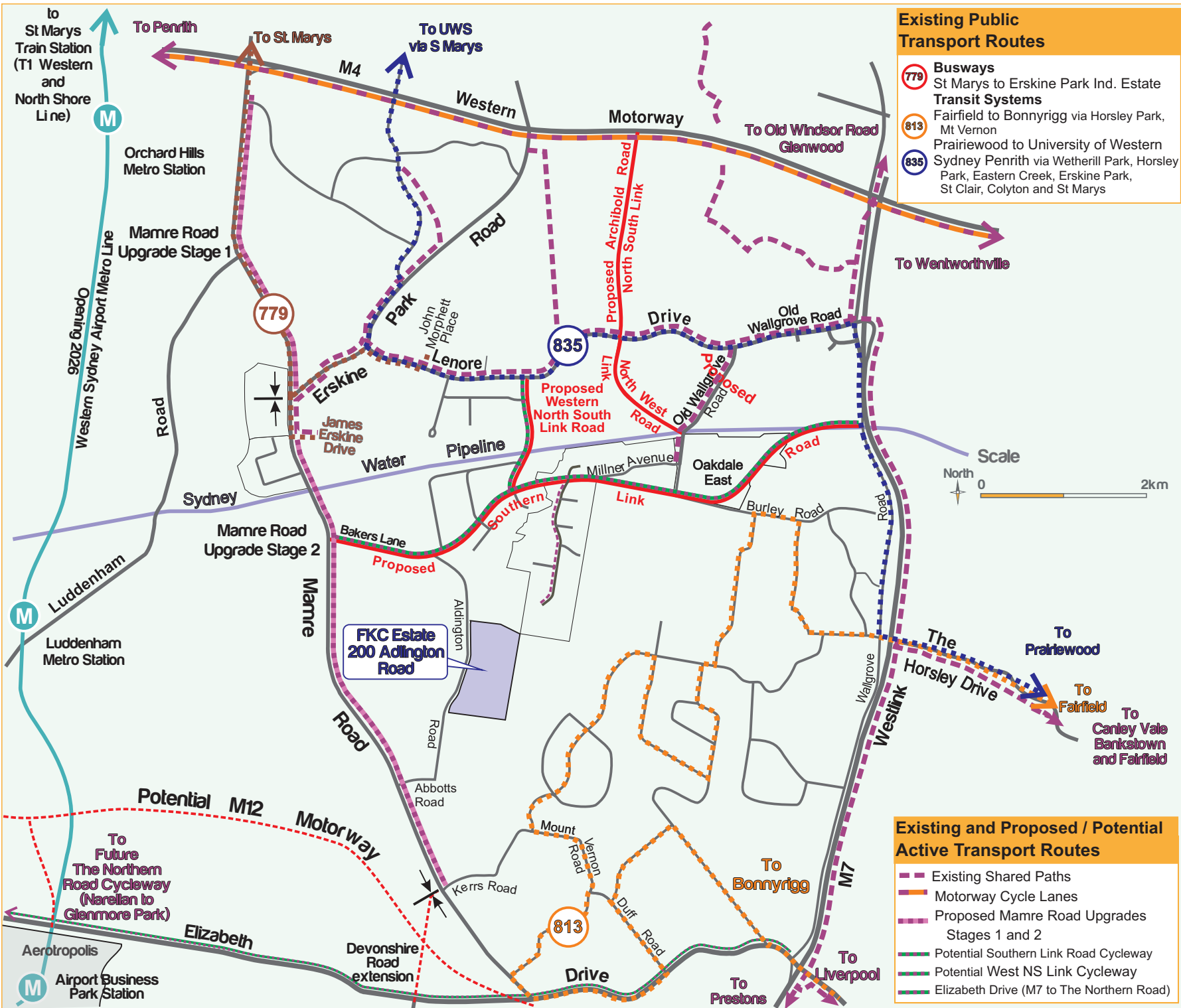
The STP will be monitored around every 1-2 years, with the first survey being carried out shortly after first occupation of the Development. Travel mode surveys would determine the proportion of persons travelling to/from the Site by each transport mode. This will be in the form of annual travel mode questionnaire surveys to be completed by all persons attending the site, as far as practicable. A sample of a typical travel mode questionnaire form is included in **Appendix B**.

If targets are not met at the end of the initial period of monitoring, the STP will be reviewed, new measures introduced and would be reassessed at the next monitoring stage.

## Appendix A

### Travel Access Guide



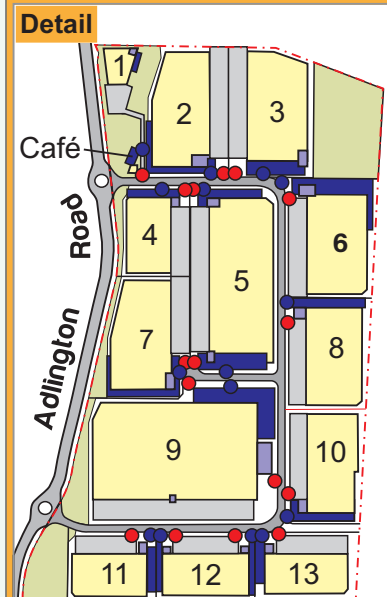


# Travel Access Guide

**FKC Estate**

200 Adlington Road

Kemps Creek  
2178



Access								
● Carpark Entry / Exit								
● Truck Entry / Exit - Hardstand								
Warehouse No. Parking Spaces								
1	30	4	75	8	120	12	44	
	19	5	113	9	344	13	73	
	2	134	6	138	10	110		
3	136	7	142	11	71			

## Appendix B

### Sample Questionnaire

## Instructions for Surveyor(s)

1. The Survey Form (over page) should be completed by EVERY PERSON attending the site on a particular day.
2. This survey should be completed SEPARATELY for EACH TRIP undertaken

## Travel Mode Questionnaire Survey Form

**Date:**

**Approximate Time:**

**Q1. Are you one of the following?**

- |  |  |
|--|--|
| <input type="checkbox"/> Warehouse staff           | <input type="checkbox"/> Casual contractor               |
| <input type="checkbox"/> Office staff              | <input type="checkbox"/> Company driver / sub-contractor |
| <input type="checkbox"/> Courier / office delivery | <input type="checkbox"/> Other (Please specify)<br>..... |

**Q2. How did you travel to / from the site today?**

- |  |  |
|--|--|
| <input type="checkbox"/> Walked only       | <input type="checkbox"/> Motorcycle / scooter            |
| <input type="checkbox"/> Bicycle only      | <input type="checkbox"/> Car (as passenger)              |
| <input type="checkbox"/> Train             | <input type="checkbox"/> Car (as driver)                 |
| <input type="checkbox"/> Bus               | <input type="checkbox"/> Other (Please specify)<br>..... |
| <input type="checkbox"/> Taxi              |  |
| <input type="checkbox"/> Car share vehicle |  |

**Q3. If you drove to the site, where did you park?**

- ☐ Not applicable – did not drive
- ☐ On-site car park
- ☐ On-site within truck hardstand
- ☐ Other (Please specify) .....

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# Appendix D

## Draft Construction Traffic Management Plan