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## **Framework Sustainable Travel Plan**

Lot E - 200 Aldington Road, Kemps Creek NSW

3/07/2025

P1292r13

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## Document Control

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# 1 Introduction

## 1.1 Context

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Ason Group has been engaged by Stockland Fife Kemps Creek Pty Ltd (SFKC) to prepare a Framework Sustainable Travel Plan (FSTP) to support the State Significant Development (SSD-85510213) Application for the development at Lot E (the Proposal) of the 200 Aldington Road Industrial Estate, Kemps Creek (the Site). The Site is located within the Penrith Local Government Area (LGA).

Furthermore, it is important to note that this FSTP has been prepared to address the following requirement within the Mamre Road Precinct DCP 2021, Section 3.4.1, Control 1:

- *“Development applications shall be accompanied by a Traffic and Transport Report. The Traffic and Transport Report shall include a Green Travel Plan and Travel Access Guide”*

The Site is located to the east of Aldington Road and lies within the Mamre Road Precinct (MRP). The Department of Planning and Environment (DPE) rezoned the MRP, in June 2020. As such, the Site is primarily zoned IN1 General Industrial.

The MRP Structure Plan was finalised in June 2020, followed by the release and finalisation of the MRP Development Control Plan (MRP DCP) on 19 November 2021.

The land which forms the MRP is largely made up of rural residential properties, as well as small scale agricultural industry businesses, at present. Consequently, the Site itself is therefore not well connected by travel modes other than the private vehicle. However, the MRP DCP outlines a number of objectives to ensure that, as the MRP develops, an integrated public and active transport network also develops to service future development such as the subject Site.

The purpose of this document is therefore to complement the intent of the DCP, by outlining the overarching requirements for a future Sustainable / Green Travel Plan package for the Site. This FSTP will inform the future Plan, expected to be implemented as part of a Condition of Consent relating to any detailed development approval.

## 1.2 Background

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MRP forms one of the initial precincts of the broader Western Sydney Aerotropolis. However, as the land has already been rezoned and incorporated into the controls of the Western Sydney Employment Area (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 Aerotropolis Precinct Plan. 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; and
- A 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 and Agribusiness Precincts. Of the 5 Aerotropolis Precincts covered, Badgerys Creek and Agribusiness have the lowest sustainable mode share targets (by 2056) of 20% and 18% respectively (the Badgerys Creek Precinct is shown by Figure 1).

This reflects the planned land uses, which are anticipated to support warehousing and logistic uses. Notably, the Agribusiness precinct will not be served by rail, but a number of bus services are planned. The figure below reproduces the mode share detailed by the AECOM Report for the Agribusiness Precinct for 2056.

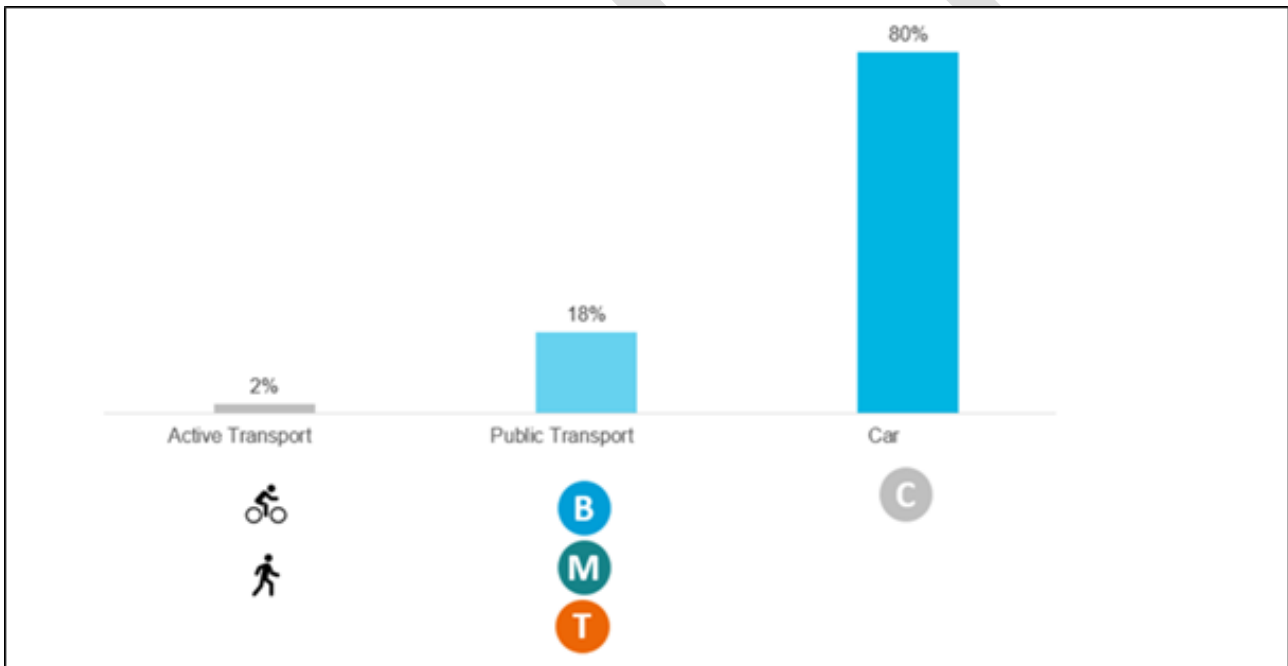


Figure 1: 2056 Badgerys Creek Mode Share Targets (Source: AECOM Report)

Further to the above, the finalised Western Sydney Aerotropolis Precinct Plan 2022 (Precinct Plan) details the same targets, as shown by Figure 2.

It is expected that these mode shares are reflective of the anticipated public and active transport links planned. Given the similarities between the MRP and the land uses of these Aerotropolis Precincts, the mode share from the Precinct Plan have informed the targets of this FSTP.

Precinct	Target mode share		
	Active transport	Public transport	Private Vehicle
<b>2026</b>			
Aerotropolis Core	4%	20%	76%
Northern Gateway	3%	16%	81%
Agribusiness	2%	16%	82%
Badgerys Creek	2%	18%	80%
<b>Aerotropolis wide (average)</b>	<b>3%</b>	<b>18%</b>	<b>79%</b>
<b>2036</b>			
Aerotropolis Core	6%	34%	60%
Northern Gateway	5%	31%	64%
Agribusiness	2%	16%	82%
Badgerys Creek	2%	18%	80%
<b>Aerotropolis wide (average)</b>	<b>5%</b>	<b>30%</b>	<b>65%</b>
<b>2056</b>			
Aerotropolis Core	9%	52%	39%
Northern Gateway	7%	43%	50%
Agribusiness	2%	16%	82%
Badgerys Creek	2%	18%	80%
<b>Aerotropolis wide (average)</b>	<b>7%</b>	<b>43%</b>	<b>50%</b>

Figure 2: Precinct Plan Objective MFO5 Travel Mode Share Targets

## 1.3 Goals

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

- a. 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;
- b. Suggest specific tools and actions to help achieve the objectives and mode share targets;
- c. 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;
- d. Suggest a methodology and monitoring/review program to measure the effectiveness of the objectives and mode share targets of the future FSTP including the frequency of monitoring and the requirement for travel surveys to identify travel behaviours at appropriate times.

## 1.4 Objectives

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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 Site;
- 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; and
- Encourage a healthier, happier and more active & public transport use culture.

# 2 Site Audit

## 2.1 Introduction

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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 develops. The audit should consider the following:

- Site conditions;
- 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

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### 2.2.1 Location & Description

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The Proposal is located within 200 Aldington Road Industrial Estate, Kemps Creek. The Estate has an area of approximately 72 hectares (ha) and approximately 950m of direct frontage to Mamre Road. It has a proposed intersection providing vehicular access via Mamre Road to the M4 Motorway and Great Western Highway to the north and the Elizabeth Drive to the south.

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 subject site, Lot E, is located towards the centre of the Estate, to the west of the future north-south industrial collector (Road 02) required by the MRP DCP.

The Site is shown in its sub-regional context in **Figure 3** as well as the broader MRP Structure Plan area in which the Site lies.

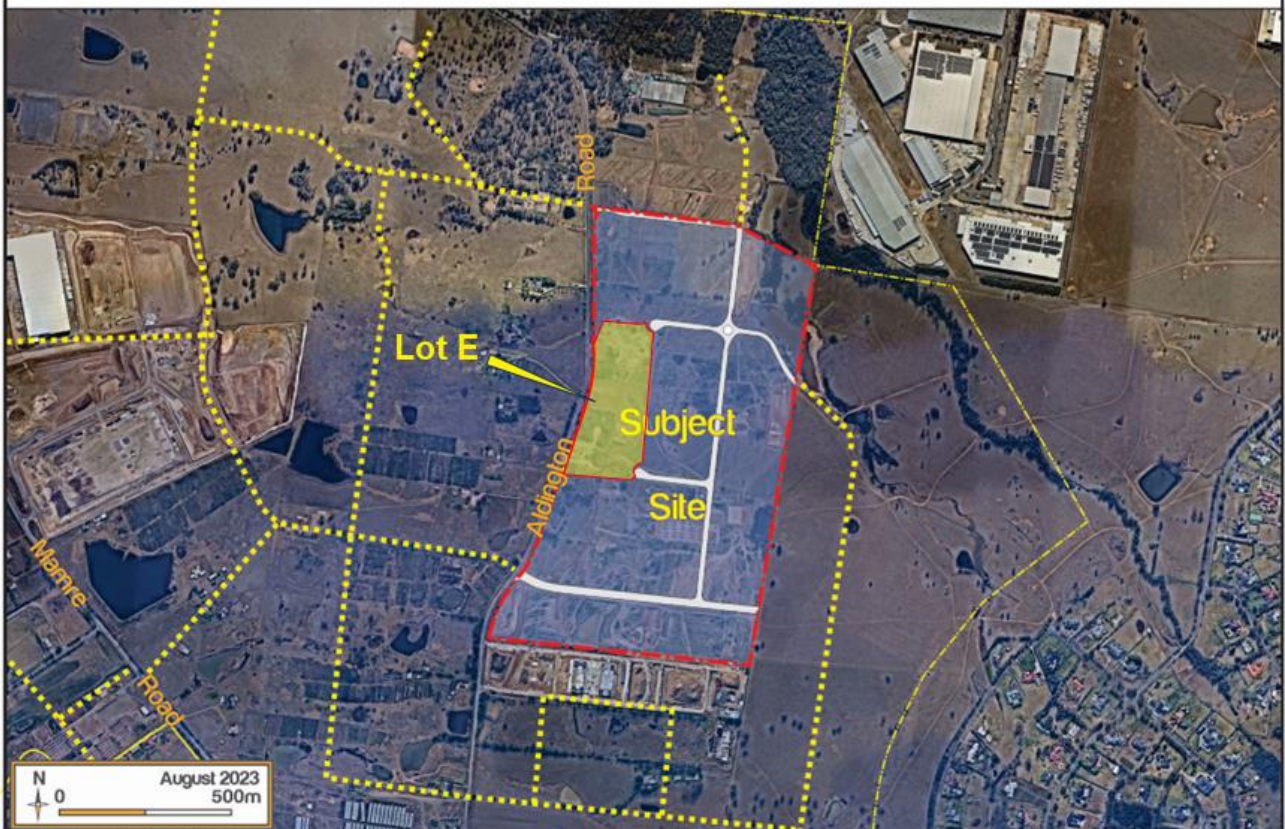
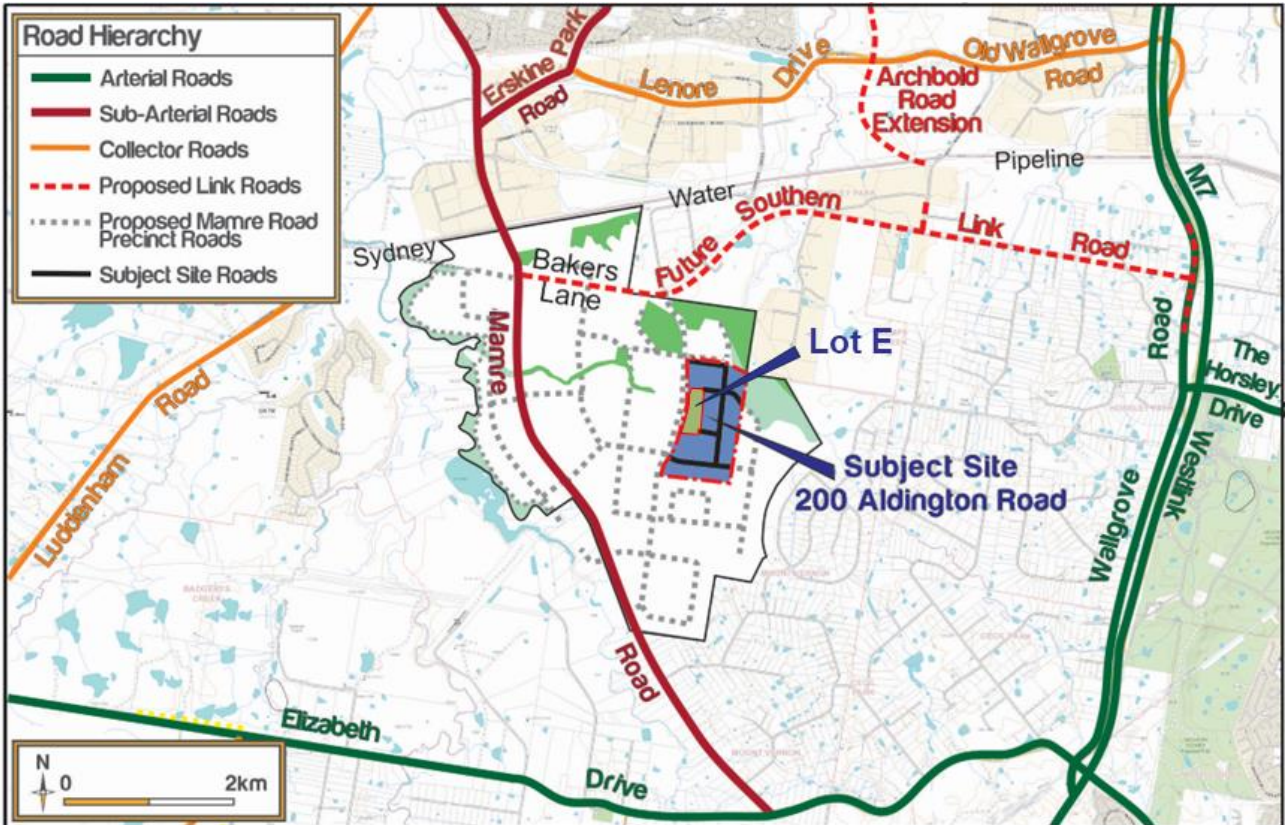


Figure 3: Site Location

## 2.2.2 Proposed Development

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This application seeks approval for the construction and operation of two large-format warehouse and distribution facilities on Lot E, forming Stage 4 of the broader industrial estate at 200 Aldington Road, Kemps Creek. The proposal is lodged as a State Significant Development Application (SSD-85510213) and is accompanied by Modification 6 (MOD 6) to the Concept Master Plan approval (SSD-10479), which provides for delivery of Lot E under the established estate-wide planning framework.

Lot E comprises two warehouse buildings:

- Warehouse 4A, proposed as a speculative warehouse facility, designed to accommodate a range of potential industrial tenants; and
- Warehouse 4B, designed as a temperature-controlled warehouse, including provisions for chilled, frozen, and ambient storage.

The combined site area for Lot E is 67,348 m<sup>2</sup>, with the following Gross Floor Areas (GFA) and parking provisions:

- Lot 4A, inclusive of:
  - 17,218m<sup>2</sup> Warehouse GFA (excluding 1,188m<sup>2</sup> Loading Area)
  - 900m<sup>2</sup> Office GFA
  - 64m<sup>2</sup> Dock Office GFA
  - 77 car parking spaces (including 2 accessible spaces)
- Lot 4B, inclusive of:
  - 17,624m<sup>2</sup> Warehouse GFA (excluding 2,312m<sup>2</sup> Loading Area)
  - 725m<sup>2</sup> Office GFA
  - 80m<sup>2</sup> Dock Office GFA
  - 80 car parking spaces (including 2 accessible spaces)

An extract of the Lot E site plan is presented below.

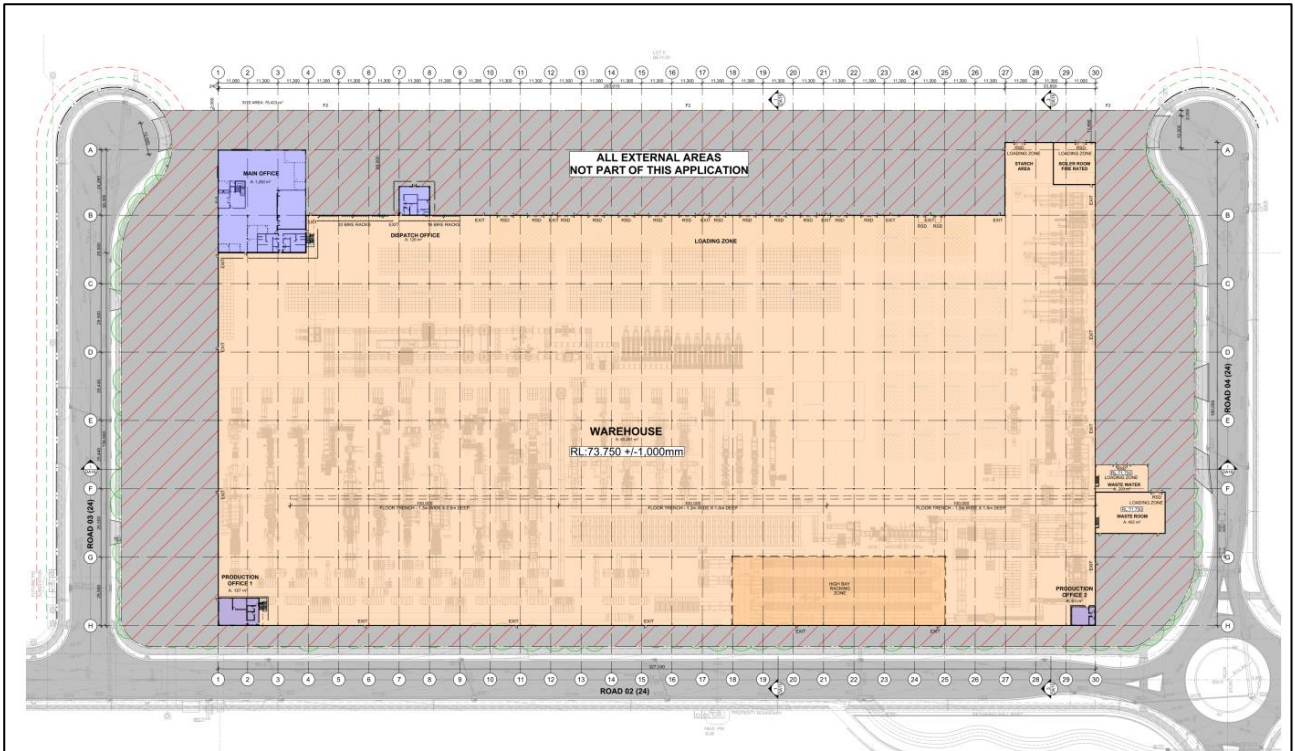


Figure 4: Proposed Masterplan

## 2.3 Public & Active Transport Opportunities

### 2.3.1 Introduction

It is evident that the Site is not directly serviced by public transport at this time (**Figure 5**); notwithstanding, opportunities for future connections have been identified, noting again that the MR Upgrade specifically provides for new bus stops along its entire route.

Establishment of public transport services as early as possible in the development stages of the MRP 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.

However, it should be noted that as this stage there is no immediate priority for the MRP to be serviced by new bus services. Due to the availability of new bus and drivers, additional services are being prioritised in other growth areas within the Aerotropolis.

It is noted that the 779-bus route has recently been extended from a route that terminated at James Erskine Drive to connect with the Amazon Fulfilment Centre on Emporium Avenue. This route provides a key connection to the St Mary's railway station and to the broader transport network. If a connection to Compass Drive is delivered (via the SLR) then this could present an opportunity to extend this service further.

Further to the bus connectivity, it is noted that the closest train station to the Site is currently some 10km away. However, the Metro Western Sydney Airport will provide 23km of new railway between St Marys and the new Aerotropolis (Bradfield) to link residential areas with jobs hubs and the rest of Sydney's public transport network.

The Sydney Metro – Western Sydney Airport line is progressing as planned and is scheduled to commence operations in 2026, aligning with the opening of the Western Sydney International (Nancy-Bird Walton) Airport.

Luddenham Station, approximately 4 km west of the site, will enhance public transport accessibility in the area. This development presents a significant opportunity to integrate bus services with the Metro, thereby improving connectivity to and from residential areas north of the site.

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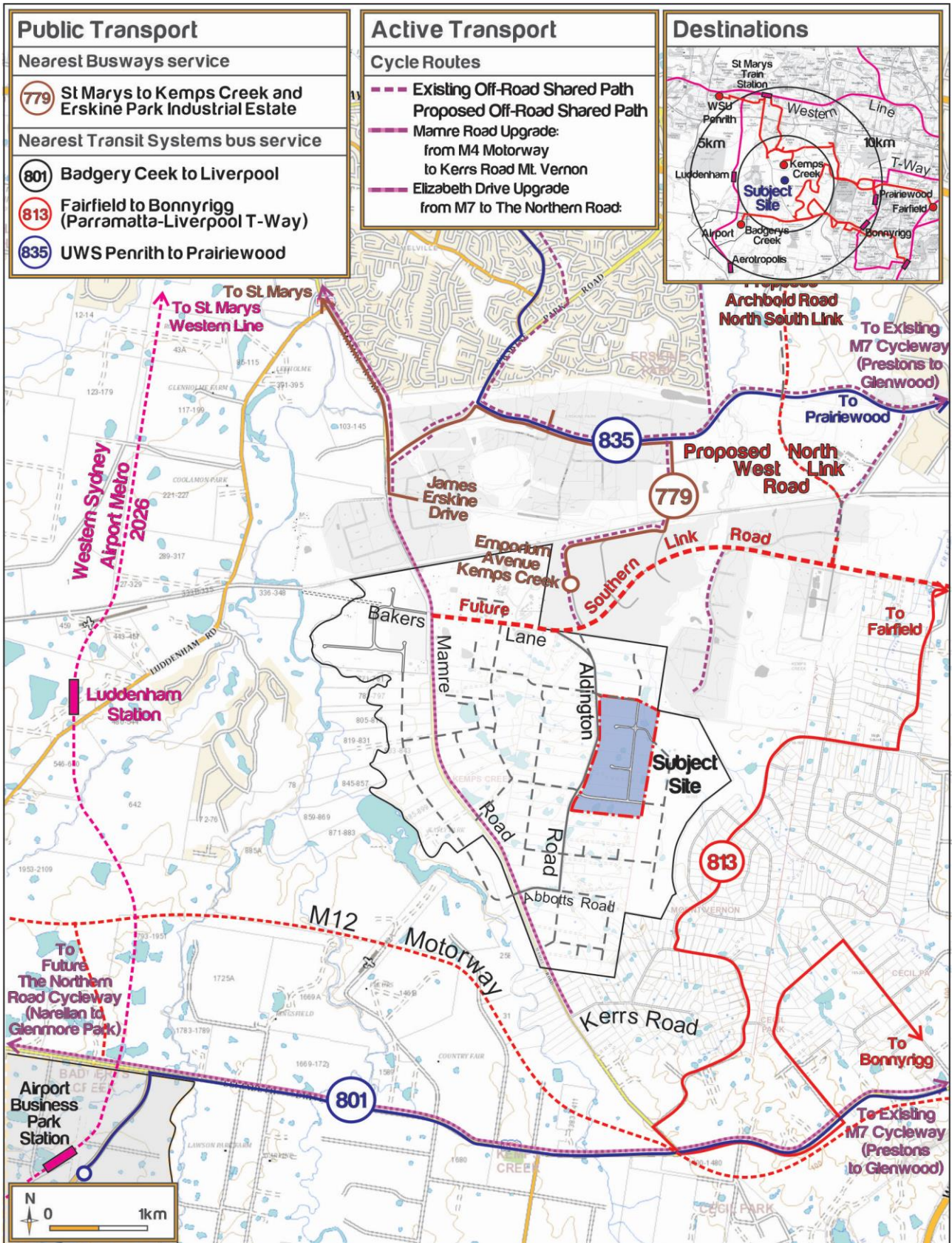


Figure 5: Public & Active Transport Network

## 2.3.2 Bicycle Network

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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 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 6, noting again that the Mamre Road upgrade Project will provide shared paths along at least one side of the road for its entire length.

Further, the MRP 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. It also requires roads to be provided with shared cycle and footpaths.

## 2.3.3 Pedestrian Connectivity

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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 MRP 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. It also requires roads to be provided with shared cycle and footpaths.



## 2.4 On Demand Services

### 2.4.1 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.

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

Prior to the commencement of car share providers such as GoGet, it is proposed to consider schemes such as provision of car share priority parking spaces, to actively encourage car sharing amongst staff.

## 2.5 Existing Travel Patterns

### 2.5.1 Journey to Work Data Analysis

Journey-to-Work (JTW) data from the Australian Bureau of Statistics (ABS) 2021 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**.

**TABLE 1: TRAVEL MODE SUMMARY (JOURNEY TO WORK)**

Travel Mode	Mode Share of Employees
Car as driver	91%
Train	1%
Bus	0%
Walked only	1%
Car as passenger	5%
Motorbike/Scooter	0%
Bicycle	0%
Taxi	0%
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 the area. The data indicates that 96% travel to work by car with 91% as the driver and 5% as passenger i.e. car-pooling.

This is reflective of the current nature of the area, which accommodates rural residential properties and agricultural businesses only. 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 TfNSW (formerly Roads and Maritime Services) Guide to Traffic Generating Developments Updated Traffic Surveys, August 2013, 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. Therefore, the existing census data is reflective of existing travel of industrial development.

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# 3 Development, Scope & Implementation of the Plan

## 3.1 Introduction

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This section sets out in broad terms how the STP will be developed and the scope of the STP.

## 3.2 Responsibility

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The responsibility for the future Travel Plan 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 Future STP Scope

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

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

The future STPs are expected to have the 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

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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 Site so as to achieve a coordinated approach. 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 FSTP from the future tenant 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;
- 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; and
- Monitoring, reviewing and (if necessary) updating the STP.

## 3.5 Consultation

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It is essential that any parties that may play a part in the future of STPs have the opportunity to discuss further actions and solutions with one another. This would enable equitable input and feedback as well maximising their overall efficacy. For this reason, a coordinated approach to STPs 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; and
- TfNSW.

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

## 3.6 Travel Mode Targets

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### 3.6.1 Introduction

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Based on the existing travel mode splits identified in **Section 2.5**, 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.

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 STP; 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.

### 3.6.2 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 ideally reflect a similar target.

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 2029 MODE SHARE TARGETS**

Travel Mode	Existing Mode Share of Employees	Proposed Targets	Relative Change
Car as driver	92%	86%	-5%
Car as passenger	3%	5%	+2%
Train	0%	0%	-
Bus	2%	4%	+2%
Walked only	1%	1%	-
Motorbike/Scooter	0%	0%	-
Bicycle	0%	1%	-
Taxi/Rideshare	1%	2%	+1%
Other Modes	1%	1%	-

# 4 Measures and Action Strategies

## 4.1 Measures

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Below is a range of measures that need to be implemented if the objectives of this FSTP are not met. 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 FSTP 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) and / or provision of a business “pool car” while public car share operators are limited in the area.
- 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 transport information for visitors to the Site.

## 4.2 Strategies

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Six (6) main strategies are identified, and the actions required for each are detailed in the table below. The table details specific actions that could be implemented as part of a future site-specific FSTP 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 live 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 all future inhabitants of the development.

**TABLE 3: PROPOSED FSTP ACTION STRATEGIES**

STRATEGY	HOW IT WORKS	RESOURCES / RESPONSIBILITY	TIMELINE	FUNDING
<b>1 Travel Planning and Demand Management</b>				
1.1 Green / Sustainable Travel Plans	<ul style="list-style-type: none"> <li>Develop a FSTP to provide information for Travel Access Guide (TAG) (See Appendix A)</li> <li>Management of FSTPs.</li> <li>Promotion of FSTPs.</li> </ul>	<p>Building Manager to be responsible for overall implementation of final FSTP and providing annual reporting on FSTP outcomes to Council.</p> <p>Tenant to develop Company specific travel plan based on Final FSTP 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 FSTP events	Tenant / Business Owner
1.2 Travel Information Points	<ul style="list-style-type: none"> <li>Establish locations such as travel information points where staff and visitors and others can access travel information via interactive platforms.</li> <li>Promotion of FSTPs</li> <li>Provision of travel and transport information options</li> </ul>	Tenant / Business Owner	Subject to employer preference.	Tenant / Business Owner
1.3 Flexible Working hours	Allow employees the flexibility to commute outside peak periods to reduce overall congestion and travel time.	Tenant / Business Owner	Subject to employer preference. Action to be considered by employers / Visitors as part of an Employer specific FSTP to be developed and forwarded to Council prior to building occupation.	Tenant / Business Owner
1.4 Teleworking	Provide the option to work remotely (where possible) to reduce the number of vehicles travelling to the development and encourage	Tenant / Business Owner	Subject to employer preference. Action to be considered by employers / visitors	Tenant / Business Owner

STRATEGY	HOW IT WORKS	RESOURCES / RESPONSIBILITY	TIMELINE	FUNDING
	teleconferencing rather than travelling to meetings.			
<b>2 Promoting Public Transport</b>				
2.1 Opal Card Loan Schemes / Subsidising schemes for public transport travel through pre-paid credit cards	Company may consider subsidising staff public transport travel.  Alternatively, staff can pay for their own Opal Cards / pre-paid travel card through their salary, spreading the cost over the year to make it more affordable.	Tenant / Business Owner / TPC	Subject to employer. Can be implemented at building occupation	Tenant / Business Owner
2.2 Maximise Bus Service Frequency	<ul style="list-style-type: none"> <li>Meet or exceed Transport NSW bus planning guidelines.</li> <li>Decrease headway where possible, especially during peak periods.</li> <li>Report back to Transport for NSW on perception of bus service adequacy</li> </ul>	TfNSW	Developer to hold on-going discussions with TfNSW after each annual review of FSTP and report on relevant findings	TfNSW
2.3 Provide bus stops with shelter facilities	Ensuring provision of bus stops suitable for waiting areas for commuters – Developer to recommend improvements to the proposed / implemented bus stops along Aldington Road to TfNSW.	TfNSW	Subject to discretion of TfNSW. Advisable to be prior to the opening of the development	TfNSW
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.	TPC	Subject to employer. Can be implemented at building occupation	Tenant / Business Owner
2.5 Lobby for Precinct wide shuttle service	Shuttle service initiative that would transport staff to / from the MRP to the Railway Station.	TPC to lobby Estate Manager / Owner	Ongoing in the workplace. Updates can be made to organisation as appropriate	Estate Owner / Manager
<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 should be on the onus of staff to schedule.	Staff	Ongoing in the workplace	Fuel costs can be arranged and split equitably by those involved

STRATEGY	HOW IT WORKS	RESOURCES / RESPONSIBILITY	TIMELINE	FUNDING
3.2 Closed Car Sharing	The company / department sets up an in-house car-matching scheme	Company, TPC	Ongoing in the workplace. Updates can be made to organisation as appropriate	Tenant / Business Owner
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.	Staff – encouraged by TPC	Ongoing in the workplace	Staff
3.4 Carpool week	Arrange for a dedicated carpool campaign week to promote the benefits of carpooling.	Tenant / Business Owner	One week per calendar year	Tenant / Business Owner
<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.  As a minimum, the establishment of the BUGs should be promoted as Precinct wide initiative.	Tenant / Business Owner, TPC	Ongoing in the workplace	Tenant / Business Owner
4.2 Providing & Maintaining End of Trip Facilities	Providing facilities such as showers, change rooms, lockers. For the initial stages of development it is recommended to provide facilities compliant with the relevant controls, and as the Site develops further, they should be reviewed as part of the FSTP monitoring process to meet any increase in demand.	Developer / Estate &/or warehouse Owner / Manager	To be provided at completion	Developer / Estate &/or warehouse Owner / Manager
4.3 Promote Bicycle Initiatives	Promotion of bicycle initiatives – NSW bicycle week, Ride to Work etc.	TPC	To be promoted annually	Developer / Estate &/or warehouse Owner / Manager
4.4 Advertise Bicycle Routes	Promotion of bike lanes through the TAG.	TPC	To be promoted and provided at communal areas such as key information kiosks within facility	Tenant / Business Owner
<b>5 Promoting Walking</b>				

STRATEGY	HOW IT WORKS	RESOURCES / RESPONSIBILITY	TIMELINE	FUNDING
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.	Developer	To be provided at completion of development	Tenant / Business Owner
5.2 Walking routes	Incentivise travelling by foot by highlighting possible routes particularly those to nearest bus stops	Tenant / Business Owner	To be promoted and provided at communal areas such as key information kiosks within facility	Tenant / Business Owner
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.	Tenant / Business Owner, TPC	To be implemented monthly or as appropriate throughout the calendar year.	Tenant / Business Owner
<b>6 Influencing Travel Behaviour</b>				
6.1 Provision of Sustainable Travel Packs to employees and visitors	Introduces employees and visitors alike to the FSTP and provides information on walking and cycling routes, and travel by bus & train, timetables, and access routes. This would include a TAG.	Tenant / Business Owner, TPC	Travel Packs to be provided upon occupancy of building to employees.	Tenant / Business Owner

## 4.3 Communications Strategy

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### 4.3.1 Welcome Packs

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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**. Furthermore, general information regarding the health and social benefits of active transport and advice on where to seek further information shall also be provided. It is recommended that an electronic copy of the welcome pack be created and made available to staff.

### 4.3.2 Accurate Transport Information

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

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

# 5 Monitoring Strategy

## 5.1 Plan Maintenance

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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 STP 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. Furthermore, it is also important to:

- Track progress against target travel mode targets;
- Identify any shortfalls and develop an updated action plan to address issues; and
- Ensure travel modes targets are updated (if necessary) to ensure they are realistic and remain ambitious.

## 5.2 Monitoring

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To record the overall success, as well as the effectiveness of the individual measures, monitoring and reviewing the STP 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 the first occupation of the Site. 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

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# Appendix B. Sample Questionnaire

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# 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

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# Travel Mode Questionnaire Survey Form

Date:

Approximate Time:

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

- Warehouse staff
- Office staff
- Courier / office delivery
- Casual contractor
- Company driver / sub-contractor
- Other (Please specify).....

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

- Walked only.
- Bicycle only
- Train
- Bus
- Taxi
- Car share vehicle
- Motorcycle / scooter
- Car (as passenger)
- Car (as driver)
- Other (Please specify).....

**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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