

asongroup



Framework Green Travel Plan

Compass 2 Warehouse & Distribution Centre
Lot 1 Eastern Creek Drive, Eastern Creek

10/02/2022
P1570r01



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1 Introduction

1.1 Context

This Framework Green Travel Plan (GTP) has been developed to support the application in relation to State Significant Development (SSD) 30927029. The SSD relates to a proposed industrial development known as Compass 2 Warehouse & Distribution Centre, located on Lot 1 Eastern creek Drive, Eastern Creek (the Site), within the Blacktown City Council (LGA).

1.2 Background

The Site forms part of the Eastern Creek Precinct (ECP) and is situated some 14km from the broader Western Sydney Aerotropolis. While the ECP and Western Sydney Aerotropolis are subject to different controls, (being the *State Environmental Planning Policy (Western Sydney Employment Area) 2009*; and the *State Environmental Planning Policy (Western Sydney Aerotropolis) 2020* respectively), the background studies provide some more up to date 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), of which the exhibition period has recently been completed. 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 GTP, are the mode share targets set by the AECOM Report for each of the Aerotropolis precincts, the most comparable precinct to the Site 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. These targets are long-term target, with an intent to be ambitious but achievable based on the policy framework, actions, initiatives, infrastructure and services defined through the precinct planning process. On this basis, the targets of the Badgerys Creek Precinct have informed the targets for this GTP.

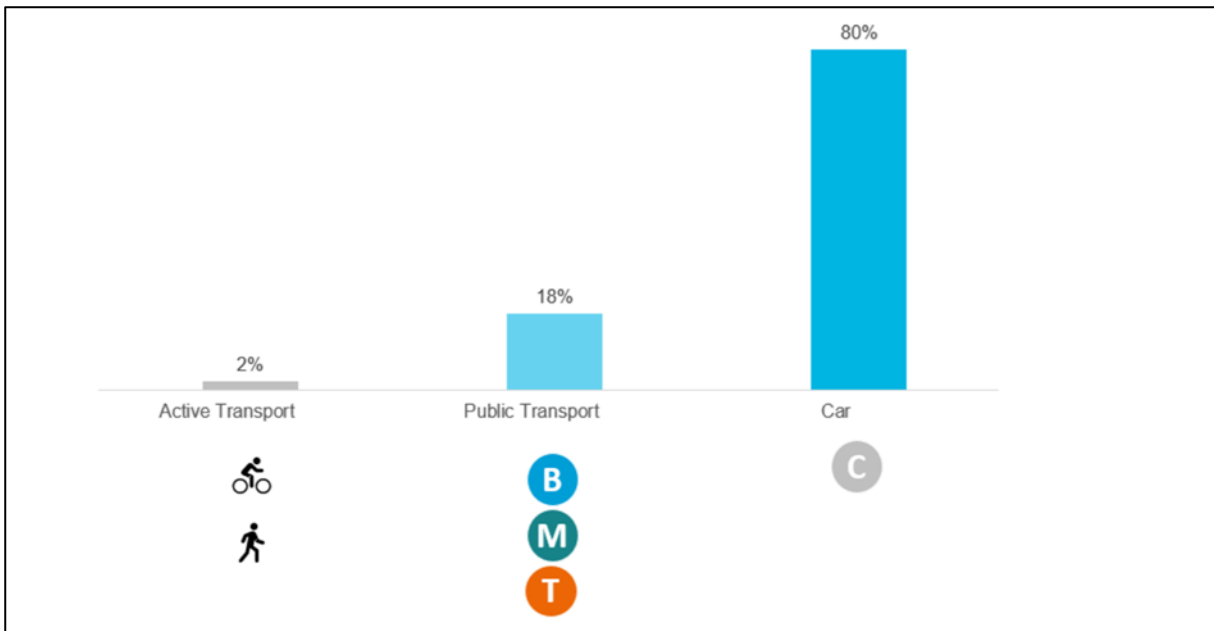


Figure 1: 2056 Badgerys Creek Mode Share Targets

Source: AECOM Report

1.3 Goals

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

1. 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 GTP;
2. Suggest specific tools and actions to help achieve the objectives and mode share targets;
3. Suggest measures to promote and support the implementation of the GTP, including financial and human resource requirements, roles and responsibilities for relevant employees involved in the implementation of the future GTP;
4. Suggest a methodology and monitoring/review program to measure the effectiveness of the objectives and mode share targets of the future GTP, including the frequency of monitoring and the requirement for travel surveys to identify travel behaviours at appropriate times.

1.4 Objectives

Underpinning this GTP 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 future GTP will be to:

- Reduce the environmental footprint of Compass 2 Warehouse & Distribution Centre.
- 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 future Plan, and should be updated regularly, to ensure that it remains as up to date as possible. The audit considers the following:

- 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 a single Lot (refer to **Table 1**) and is located at Lot 1 Eastern Creek Road, Eastern Creek.

The Site is shown in its sub-regional context in **Figure 2**.

TABLE 1: SITE DESCRIPTION

Address	Title	Area (Ha)
Lot 1	Lot 1 / DP 1274322	4.81

The Site currently has an access point onto Eastern Creek Drive. An additional vehicular access will also be provided by way of Honeycomb Drive once the development is delivered. Eastern Creek Drive connects to Old Wallgrove Road, to the south of the Site. From Old Wallgrove Road, access is available east to the Westlink M7 Motorway, and Wallgrove Road; subsequently leading to the M4 motorway and Great Western Highway to the north.

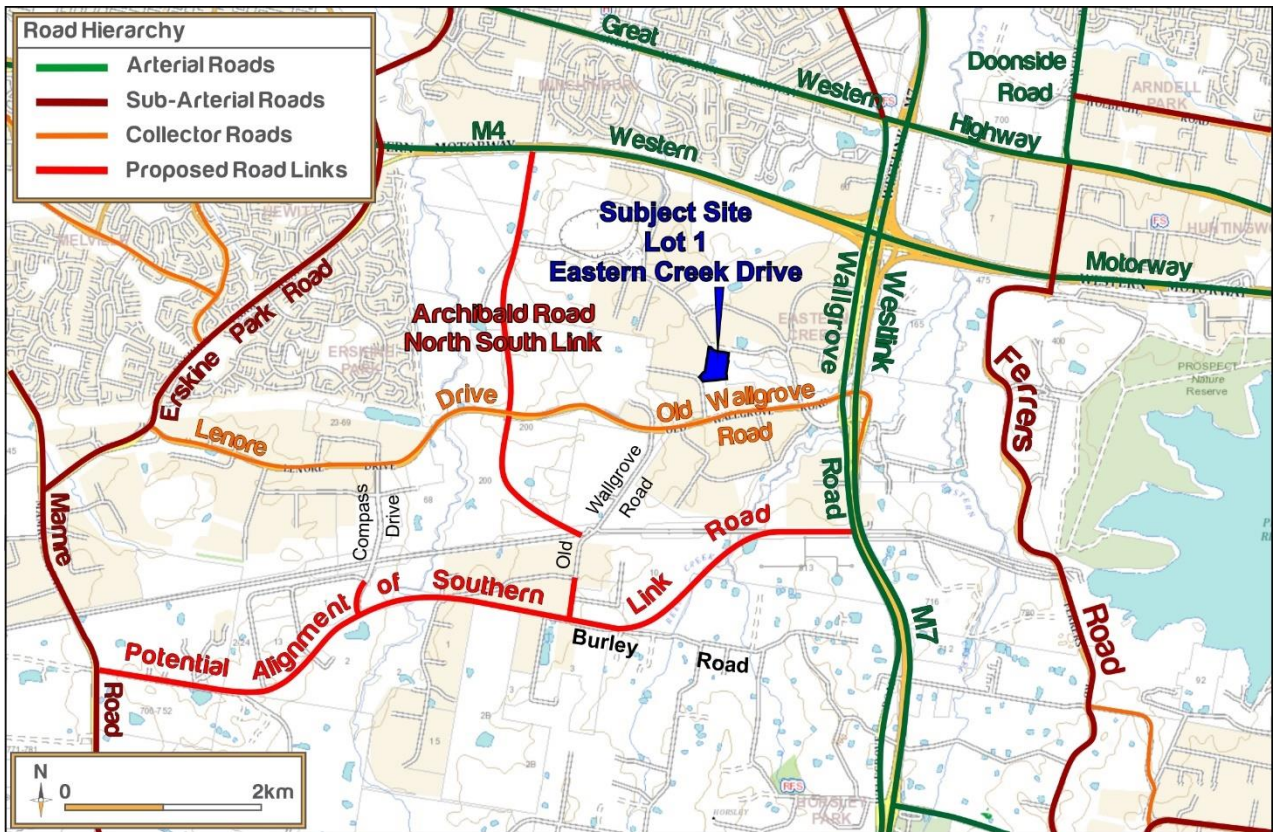


Figure 2: Site Context and Road Hierarchy

2.2.2 Proposed Development

In summary, the application relates to the construction and 24/7 operation of a warehouse and distribution centre at Lot 1 Eastern Creek Drive, Eastern Creek, comprising:

- Minor earthworks involving cut and fill works;
- Site preparation works and servicing;
- Warehouse, main office, ancillary office, dock office, loading docks, carparking, forklift charging room;
- External hardstands and landscaping.

The SSD Proposal is reproduced at a reduce scale in **Figure 3**. It provides for bicycle parking and the relevant End of Trip Facilities in compliance with the required standards, as well as providing for Electric Vehicle charging bays.

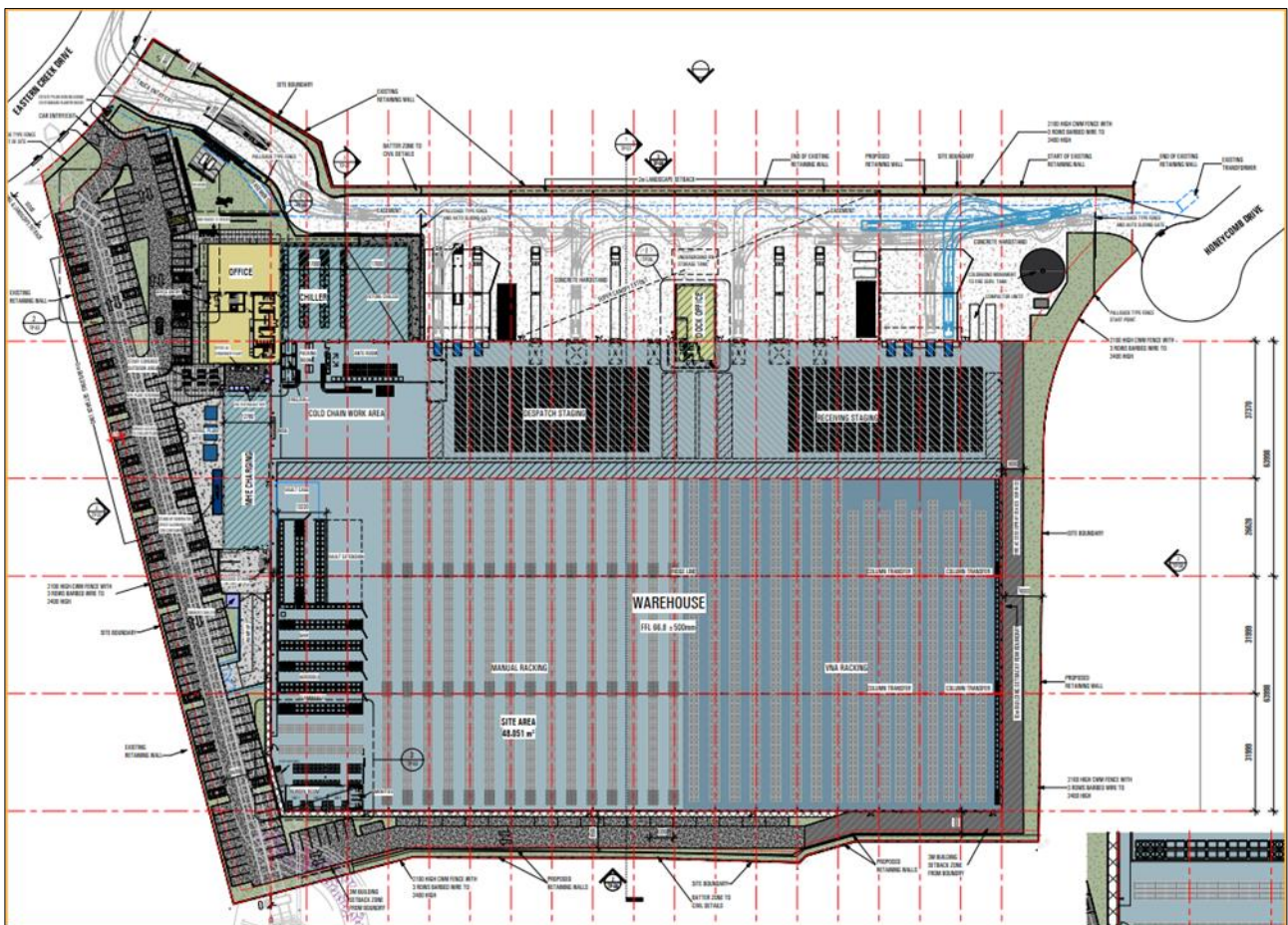


Figure 3: SSD Proposal

2.3 Existing Public & Active Transport

2.3.1 Introduction

The Site is limited with the current public transport service offering, as shown in **Figure 4**. A summary of existing public transport services is provided below.

2.3.2 Bus Services

TfNSW Guidelines state that bus services influence the travel mode choices of sites within 400m (approximately 5 minutes' walk) of a bus stop.

Accordingly, the Site is serviced by a number of bus stops, as shown by Figure 4. These bus stops are within walkable accessibility by bus services operating along Old Wallgrove Road.

Details of each service that stops within 400m walking distance are presented in **Table 2**. The table provides details around each route number, route description and service frequencies during the morning, evening and off-peak periods. It is to be updated as part of the review process of the implemented GTP.

TABLE 2: BUS SERVICES

Route No.	Route Name	Stops	Frequency
723	Mt Druitt to Blacktown	Mt Druitt, Rooty Hill, Eastern Creek, Minchinbury, Huntingwood, Arndell Park, Blacktown	AM Peak: 15-20 minutes PM Peak: 20 minutes Off Peak: 60 minutes
738	Mt Druitt Station to Rooty Hill	Mt Druitt, Rooty Hill, Eastern Creek, Horsley Park, Minchinbury, Rooty Hill	AM Peak: 20 minutes PM Peak: 20 minutes Off Peak: 30 minutes
835	Western Sydney University to Prairiewood	Penrith, St Marys, St Clair, Eastern Creek, Horsley Park, Bossley Park	AM Peak: 30 minutes PM Peak: 30 minutes Off Peak: 30 minutes

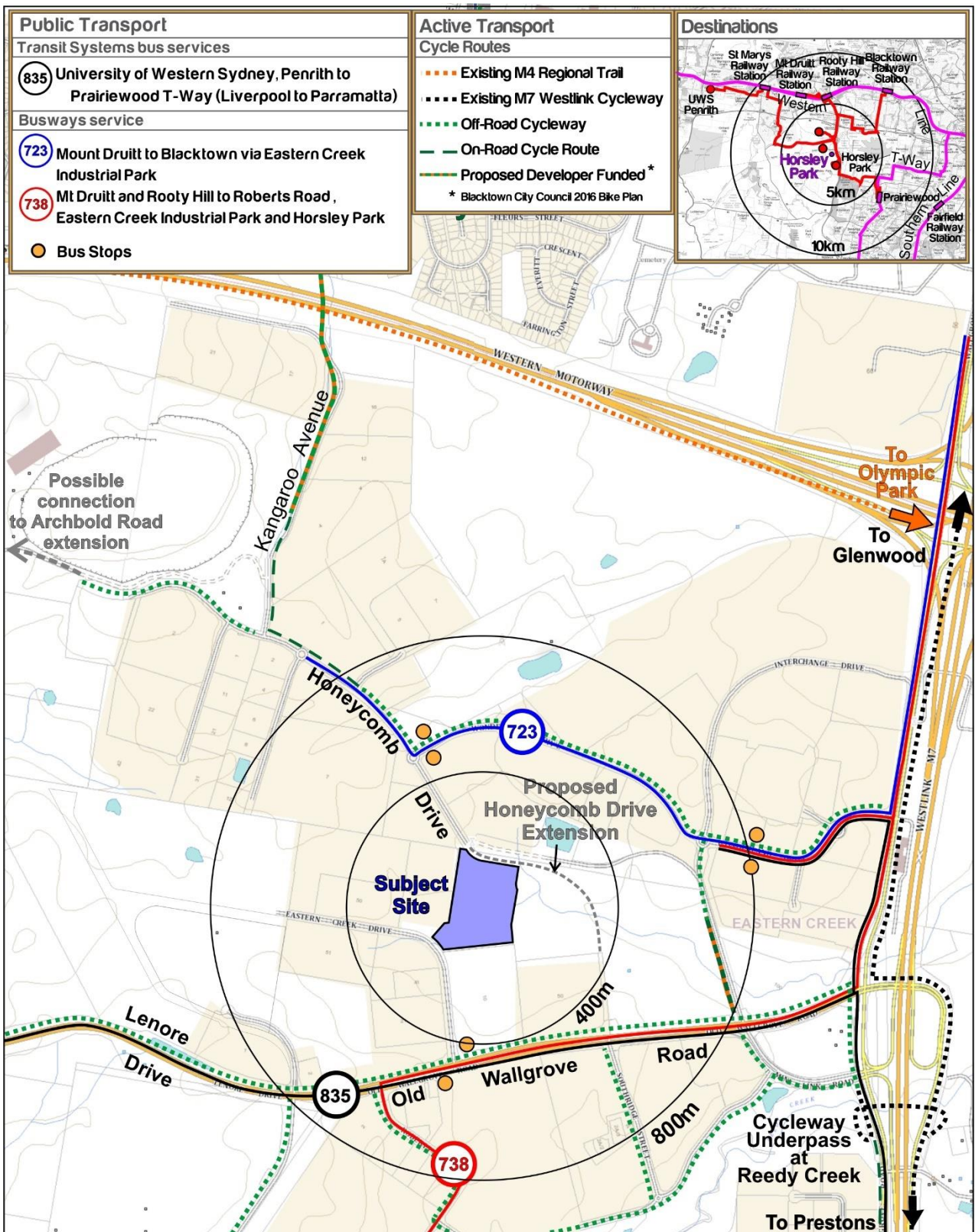


Figure 4: Public & Active Transport Network

2.3.3 Train Services

With regard for accessibility to the existing rail network, the Site is not situated within walking distance of a train station. However, with reference to Figure 4, Rooty Hill station serves as the closest in proximity to the Site, some 7km away with buses 723 and 738 (Table 6) providing access.

Serviceably details are provided in **Table 3** below.

TABLE 3: TRAIN FREQUENCIES			
Station - Line	To City	From City	Total
<i>Rooty Hill Station - via Main Western line</i>			
Morning Peak Hour (8-9AM)	4	4	8
Off Peak Hour	4	4	8
Afternoon Peak Hour (5-6PM)	4	6	10

2.3.4 Active Transport

Pedestrian infrastructure is not available on either side of Eastern Creek Drive, as such liaising with Council to provide footpaths to increase active transport could be included as a GTP measure. There are however shared paths along the northern side of Old Wallgrove Road; these shared paths connect with the Westlink M7 Shared Path, that extend along the western side of the Westlink M7 Motorway. In addition, the cycle lanes on the M4 cater for regional bicycle travel.

To the southern side of Old Wallgrove Road, footpaths are provided which are connected by a signalised crossing at the intersection with Eastern Creek Drive. Signalised pedestrian crossings are also provided at the slip lanes on Eastern Creek Drive.

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.

Prior to the commencement of car share providers, 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) 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 through the use of travel survey data of the operational development.

A summary of key travel modes for those travelling to the locality for work have been reviewed with regard for the surrounding Destination Zone 116031318, within the Prospect Reservoir – Eastern Creek SA2 level statistical area.

The travel modes are presented in **Table 4**.

TABLE 4: TRAVEL MODE SUMMARY (JOURNEY TO WORK)	
Travel Mode	Mode Share of Employees
Car as driver	90%
Train	2%
Bus	1%
Walked only	0%
Car as passenger	6%
Motorbike/Scooter	1%
Bicycle	0%
Taxi	0%
Other Modes	0%

With reference to Table 4, 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 90% as the driver and 6% as passenger i.e. car-pooling.

3 Development, Scope & Implementation

3.1 Introduction

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

3.2 Responsibility

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

3.3 GTP Scope

The future GTP 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 etc.

The future GTPs 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 Co-ordinator (TPC) will be appointed by management and would act as the primary point of contact for enquiries relating to the progress of the GTP. The TPC will manage all aspects of the future GTP, including the co-ordination and joint working practices between those on-site.

The TPC will promote participation in and commitment to the GTP from those on the Site and will work in partnership with all stakeholders to deliver the GTP strategies and actions.

The TPC should be appointed before the Site becomes occupied, or within 1 month of the site becoming occupied. Details for the TPC role and responsibilities associated with the GTP are provided below. The main duties of the TPC are envisaged to be:

- Overseeing final development and implementation of the GTP.
- Internal liaison to promote awareness of the GTP amongst staff within the Site.
- Liaison with outside bodies, such as Blacktown City Council (Council) and local bus operators, as required regarding the operation of the GTP.

- Providing updated travel information to staff and visitors, as necessary.
- Monitoring, review and (if necessary) updates to the GTP.

3.5 Consultation

It is essential that any parties that may play a part in the future GTP's and its actions are aware and have an opportunity to discuss. This would enable equitable input and feedback as well maximising the overall efficacy of the GTP. For this reason, consultation with the following individuals and organisations are recommended:

- 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 Plan evolves.

3.6 Travel Mode Targets

3.6.1 Introduction

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, which is largely industrial developments (or other large scale agribusinesses / residential developments).

As such, it is expected that the JTW data accurately reflects the current trends for travel to places of work at industrial sites. For example, the TfNSW *Guide to Traffic Generating Developments – Updated Traffic Surveys* (2013) itself provides details in relation to the principal mode of travel used by staff at Erskine Park and Eastern Creek warehouses, as found by surveys undertaken 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 GTP; the targets are to be reviewed to align with the most up-to-date information.

The implemented GTP is 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 Eastern Creek should reflect a similar target. While at least maintaining the existing carpooling mode share of 6% (Table 4), this represents a decrease in travel by car (as a driver) of 7% by 2026.

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 5**, which represents a 5-year target to coincide with the minimum 5 years of monitoring and review. Noting the lack of direct train connectivity to the Site, the preliminary targets seek to maintain the existing share for this particular mode.

TABLE 5: PRELIMINARY 2026 MODE SHARE TARGETS

Travel Mode	Mode Share of Employees	Proposed Targets	Relative Change
Car as driver	90%	83%	-7%
Train	2%	2%	-
Bus	1%	5%	+4%
Walked only	0%	1%	+1%
Car as passenger	6%	7%	+1%
Motorbike/Scooter	1%	1%	-
Bicycle	0%	1%	+1%
Taxi	0%	0%	-
Other Modes	0%	0%	-

4 Measures and Action Strategies

4.1 Measures

The below is a range of measures which could achieve the objectives of this GTP.

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) 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

Seven main strategies are identified and the actions required for each are detailed in **Table 6**. The table details specific actions that could be implemented as part of the future GTP (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 6: PROPOSED GTP ACTION STRATEGIES

STRATEGY	HOW IT WORKS	RESOURCES / RESPONSIBILITY	TIMELINE	FUNDING
1 Travel Planning and Demand Management				
1.1 Green / Sustainable Travel Plans	<ul style="list-style-type: none"> Develop a GTP to provide information for Travel Access Guide (TAG) (See Appendix A) Management of GTPs. Promotion of GTPs. 	<p>Building Manager to be responsible for overall implementation of final GTP and providing annual reporting on GTP outcomes to Council.</p> <p>Tenant to develop Company specific travel plan based on Final GTP 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 GTP events	Tenant / Business Owner
1.2 Travel Information Points	<ul style="list-style-type: none"> Establish locations such as travel information points where staff and visitors and others can access travel information via interactive platforms. Promotion of GTPs Provision of travel and transport information options 	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	Tenant / Business Owner

STRATEGY	HOW IT WORKS	RESOURCES / RESPONSIBILITY	TIMELINE	FUNDING
			specific GTP 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.	Tenant / Business Owner	Subject to employer preference. Action to be considered by employers / visitors	Tenant / Business Owner
2 Promoting Public Transport				
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"> Meet or exceed Transport NSW bus planning guidelines. Decrease headway where possible, especially during peak periods. Report back to TfNSW on perception of bus service adequacy. 	TfNSW	Developer to hold on-going discussions with TfNSW after each annual review of GTP 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

STRATEGY	HOW IT WORKS	RESOURCES / RESPONSIBILITY	TIMELINE	FUNDING
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
3 Promoting Carpooling				
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
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
4 Promoting Cycling				
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 a 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 GTP monitoring process to meet any increase in demand.	Developer / Estate &/or warehouse Owner / Manager	To be provided at sports complex completion	Developer / Estate &/or warehouse Owner / Manager

STRATEGY	HOW IT WORKS	RESOURCES / RESPONSIBILITY	TIMELINE	FUNDING
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
5 Promoting Walking				
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
5.4 Provide footpaths	Lobbying of Council regarding provision of footpaths.	Council	To be provided at completion of development	Council

STRATEGY	HOW IT WORKS	RESOURCES / RESPONSIBILITY	TIMELINE	FUNDING
6 Reducing Parking				
6.1 Limited parking allocation on site	Parking availability will inherently generate vehicle trips. By restricting parking supply, you can discourage non-essential car use	Site Management	To be an ongoing consideration.	Tenant / Business Owner
7 Influencing Travel Behaviour				
7.1 Provision of Sustainable Travel Packs to employees and visitors	Introduces employees and visitors alike to the GTP 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

4.3.1 Welcome Packs

New staff shall be provided with a 'welcome pack' as part of the on-site induction process which includes a GTP Pamphlet and other information in relation to sustainable transport choices. This pack shall include copy of the GTP 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. It is recommended that an electric copy of the welcome pack be created and made available to staff.

4.3.2 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.

5 Monitoring Strategy

5.1 Plan Maintenance

The future GTP 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 GTP 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.

5.2 Monitoring

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

The GTP 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**.

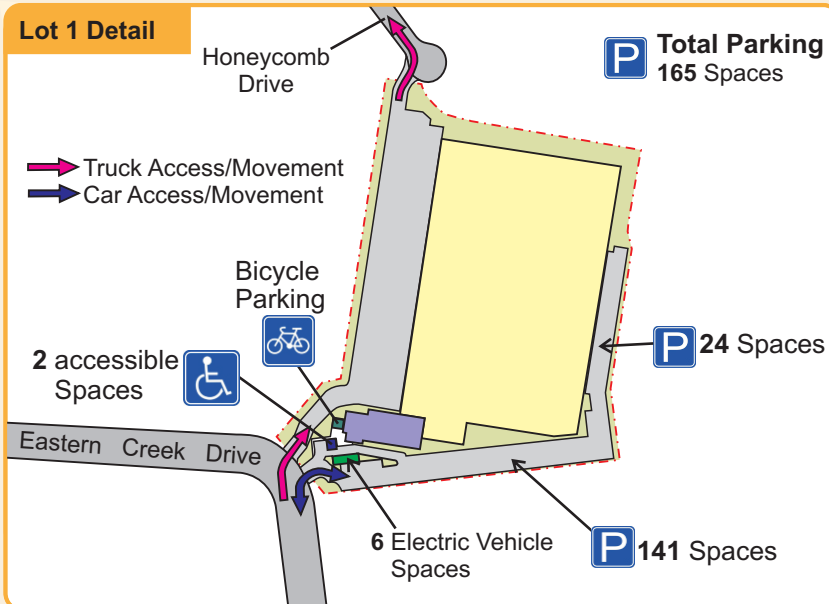
If targets are not met at the end of the initial period of monitoring, the GTP will be reviewed, new measures introduced and would be reassessed at the next monitoring stage.

Appendix A. Travel Access Guide

Appendix B. Sample Questionnaire



Lot 1 Detail



Existing Public Transport Routes

- Transit Systems**
- 835:** Sydney Penrith via Wetherill Park, Horsley Park, Eastern Creek, Erskine Park, St Clair, Colyton & St Marys
 - 723:** Mount Druitt to Blacktown via Eastern Creek Industrial Park
 - 738:** Mt Druitt and Rooty Hill to Roberts Road, Eastern Creek Industrial Park and Horsley Park
- Busways**
- Bus stops: Old Wallgrove Road / Wonderland Drive

Active Transport

- Existing M4 Regional Trail
- Existing M7 Westlink Cycleway/Connection
- Off-Road Cycleway
- On-Road Cycle Route
- Proposed Developer Funded (Blacktown City Council 2016 Bike Plan)
- Walking routes to bus stops
- Approximate distance in minutes

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)..... |

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

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