

Technical Advisory Note

Project	2A Gregory Place	Project Number	SCT_00631
Client	2A Gregory Place Pty Ltd		
Document Name	Green Travel Plan		
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1.0 Introduction

SCT Consulting has been engaged by 2A Gregory Place Pty Ltd (the proponent) to prepare a transport and accessibility impact assessment (TAIA) to support an updated state significant development application (SSDA) for a proposed build-to-rent (BTR) residential development at 2A Gregory Place, Harris Park, in the City of Parramatta local government area.

As part of the TAIA and as requested by the Secretary’s Environmental Assessment Requirements (SEARs), a Green Travel Plan (GTP) is required to accompany the assessment to promote sustainable travel choices for residents and visitors which will result in better environmental and health outcomes and mitigate the impact of climate change.

A GTP is a set of initiatives that seek to encourage people to travel by sustainable transport modes, which include public transport, walking, cycling, and other micromobility devices. This is often known as Travel Demand Management (TDM) where policies, objectives, measures, and targets are applied to influence travel behaviour.

2.0 Site context

The development site is located south of Hassall Street and around 1km east of the Parramatta CBD. The area around the site may be characterised as a predominantly low-density residential neighbourhood and open space, with a church and school south of Clay Cliff Creek. The existing context around the site is shown in **Figure 2-1**.

The walking infrastructure around the site is extensive. Footpaths and pedestrian crossings are provided along the majority of the roads surrounding the site. Walking infrastructure is available throughout key walking routes between the site and Parramatta Station, the Parramatta CBD, and the future Tramway Avenue Stop.

Presently, the bicycle network in the vicinity of the site is considerably limited with most of the network comprising mixed-traffic cycling routes along general roads. While separate paths are present, the path alignments do not provide direct links towards any major destinations or transport hubs and are likely to serve recreational purposes rather than commuting.

However, the Parramatta Bike Plan 2024 proposes a separate cycleway along Alfred Street that would link Parramatta River and Parramatta Road as well as the future Tramway Avenue Stop. Shared paths and painted cycleways along Hassall Street will also improve the safety of cyclists accessing Parramatta Station and the Parramatta CBD. The delivery of the Parramatta Bike Plan 2024 will be crucial in capitalising on the development location to encourage cycling as an alternative mode of transport.

Figure 2-1 Existing context around the site



Source: SIX Maps (2024) / Annotated by SCT Consulting

The area around the site is well-served by public transport services with options including trains, buses, and the future Parramatta Light Rail and Sydney Metro West. The public transport routes in the vicinity of the site are shown in **Figure 2-2**.

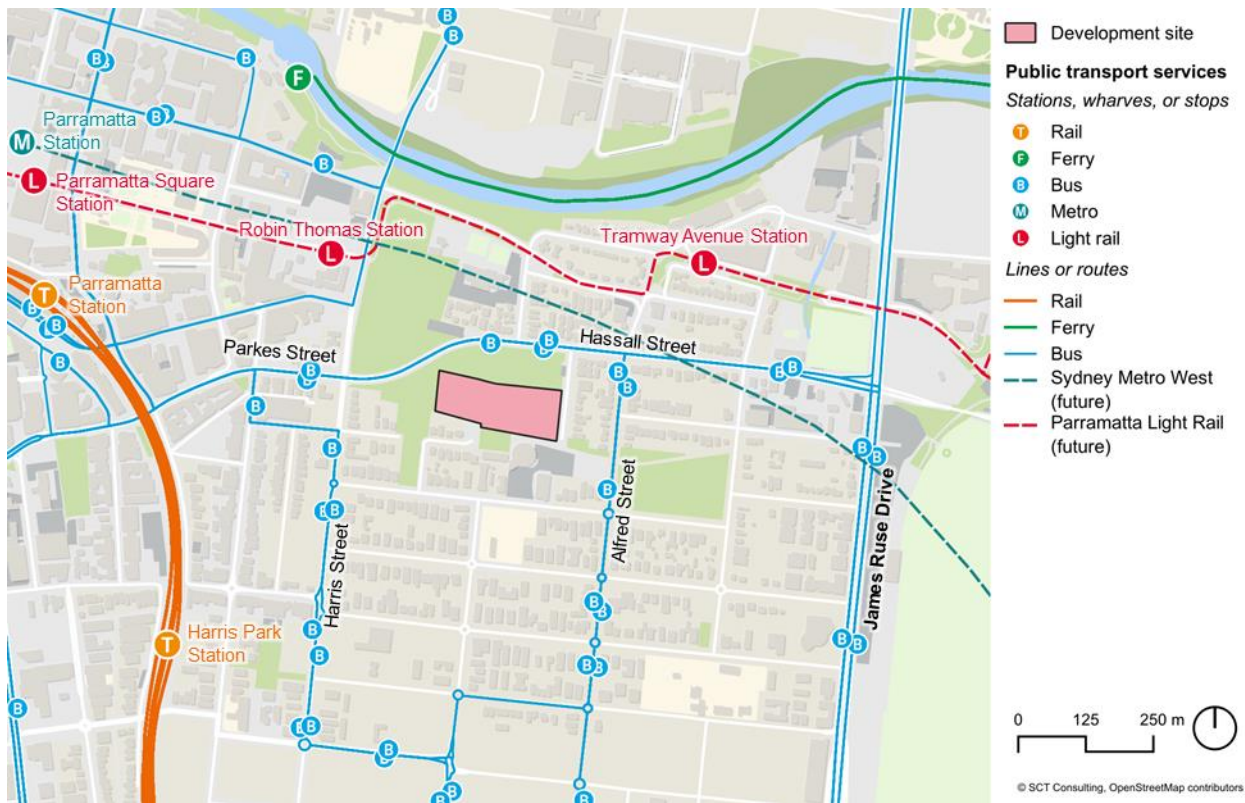
The nearest bus stops are located on Hassall Street to the west of the site. The stops are served by bus routes 909 and 920 between Parramatta and Bankstown via Auburn and Lidcombe, respectively. Buses towards both destinations operate at a frequency of approximately 10 to 11 minutes during both morning and evening peak hours.

Parramatta Station is a major rail interchange that would accommodate the longer-distance travel demand of future residents of the development. The station is a stop along several train lines. Trains between Parramatta and Town Hall Station take less than 30 minutes with a maximum frequency of five minutes during peak hours.

Tramway Avenue Stop on the future Parramatta Light Rail (L4) Westmead & Carlingford Line is also within walking distance from the site. The L4 is currently in the final stages of an extensive testing and commissioning program with passenger services expected to start in the coming months.

Parramatta Metro Station on the future Sydney Metro West is around 1.4km from the site in the Parramatta CBD. The 24km underground metro will double the rail capacity and significantly reduce the travel time between the Parramatta CBD and the Sydney CBD. The Metro is now under construction and is targeted to open in 2032.

Figure 2-2 Public transport routes around the site



Source: Transport for NSW (2024)

3.0 Mode share target

3.1 Existing mode share

The Method of Travel to Work data from the 2016 and 2021 Census were analysed to develop an understanding of the existing travel behaviour among the residents living in the Rosehill – Harris Park Statistical Area Level 2 (the SA2), where the development is located. **The** analysis shows that 58 per cent of the workers used private vehicle to travel to work, either as a driver or a passenger. This was an increase of 18 percentage points from the 2016 Census. Public transport users accounted for 23 per cent of all workers in 2021, a marked decline of 26 percentage points from five years prior. Workers who travelled to work by either walking or cycling comprised seven per cent of all workers living in the SA2, a significant increase of six percentage points.

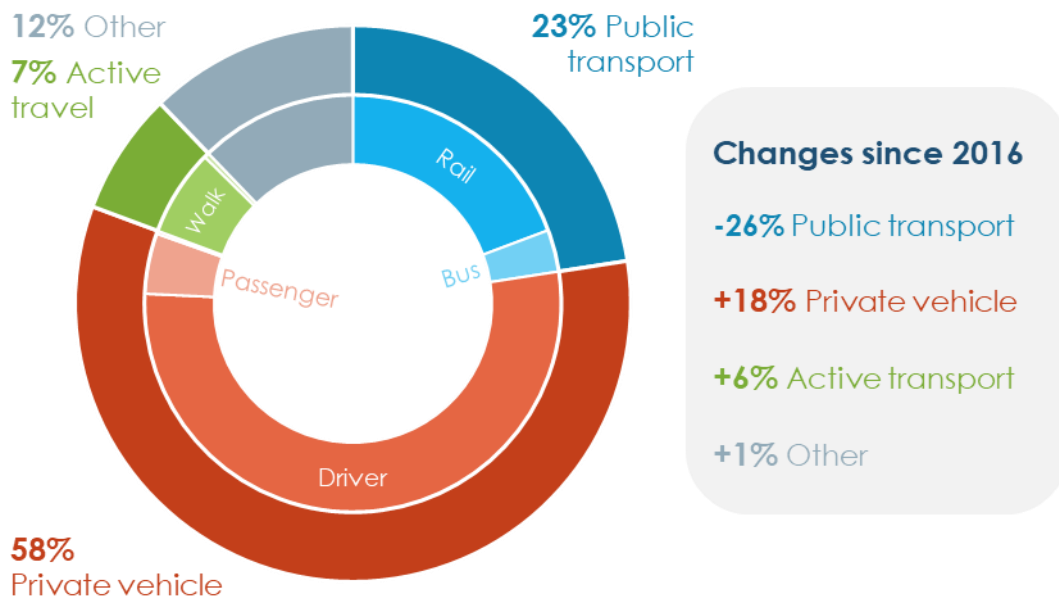
However, it is worth noting that the 2021 Census was carried out in August 2021 during a lockdown period in Sydney. As a result, a higher-than-usual proportion of workers who worked at home was recorded. The results presented above thus entirely excluded this group from the analysis.

Figure 3-1 shows the travel mode share of workers residing in the SA2.

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Figure 3-1 Travel mode share of workers residing in the Rosehill – Harris Park SA2



Source: Australian Bureau of Statistics (2016); Australian Bureau of Statistics (2021)

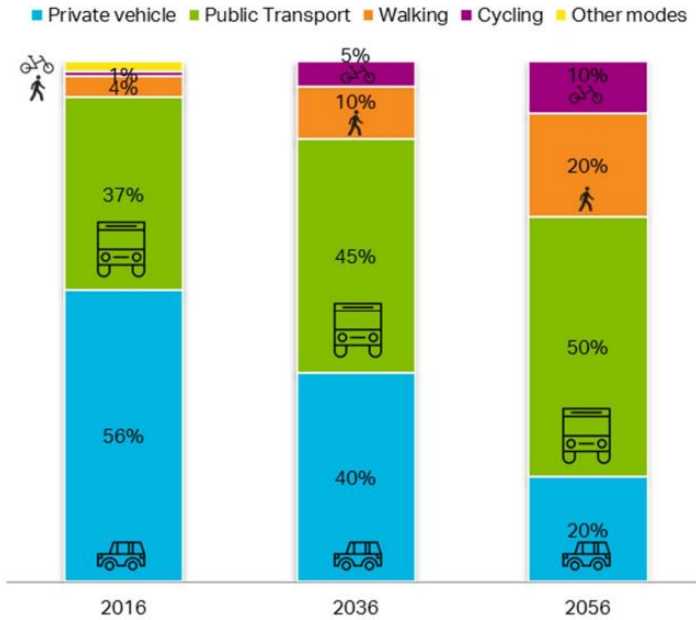
3.2 Mode share target

The Parramatta CBD Strategic Transport Study (STS; 2016) which informs the draft *Integrated Transport Plan for Parramatta CBD* (ITP; 2021) proposes mode share targets for the Parramatta CBD towards 2056 that transition along with the planned intensification of the Parramatta CBD and transport response and interventions.

While the development site is not within the Parramatta CBD, it is reasonable that the development sets a similar mode share target as the Parramatta CBD, due to its proximity to the CBD and other major transport hubs and excellent access to frequent public transport services of train, metro, light rail and buses.

As presented in **Figure 3-2**, the sustainable mode share is targeted to increase from 42 per cent in 2016 to 60 per cent in 2036 and 80 per cent in 2056 which comprises 50 per cent public transport and 30 per cent walking and cycling mode shares.

Figure 3-2 Mode share targets for the Parramatta CBD



Source: AECOM (2016)

This GTP proposes the following mode share target with considerations placed on the nature of the development, the location of the site, the availability of public transport services, and the provisions of car and bicycle parking, as summarised in **Table 1**.

This proposed target provides a benchmark for stakeholders of the development, including building management, residents, and visitors, to monitor the success of this GTP and make adjustments if required. The target will be achieved through a set of initiatives proposed in **Section 4.0** and monitored based on the principles provided in **Section 5.0**. Stakeholders should aim to achieve the mode share within five years of first building occupation.

Table 1 Mode share target

Mode	Mode share (%)		
	Existing (2016)	Existing (2021)	Target (Five years from occupation)
Walking, cycling, and micromobility	1	7	20
Public transport	49	23	55
Private vehicle	40	58	25

4.0 Proposed initiatives

The proposed initiatives largely focus on two areas: Providing adequate sustainable transport infrastructure and services and developing and implementing initiatives that encourage people to travel sustainably. While parking and roads enable car use, investment and thoughtful design in walking and cycling infrastructure and public transport services are needed to enable sustainable travel behaviour. Primarily, the development should:

- Limit the provision of car parking spaces
- Provide adequate, safe, and accessible walking and cycling infrastructure and bicycle parking facilities
- Promote the use of shared e-bikes and car share
- Provide adequate information on sustainable travel choices in the form of a Transport Access Guide (TAG).

In regard to the first focus area, many design approaches have been implemented in the design of the buildings, including:

- Emphasising communal green space that covers a large area of the site and may embed positive perspectives on the use of transport modes other than private vehicle
- Providing bicycle parking in accordance with the Parramatta Development Control Plan 2011 (PDCP 2011)
- Locating the bicycle parking and end-of-trip facilities in a convenient, accessible location with a minimal section where cyclists share the road space with other motor vehicles
- Providing car parking that complies with the *State Environmental Planning Policy (Housing) 2021* requirements but still lower than the minimum rates prescribed in the PDCP 2011 to limit ownership of and reliance on cars
- Reserving spaces for future car share that are publicly accessible.

Secondly, a range of initiatives have been developed to encourage the uptake of sustainable travel, as listed in **Table 2**. These initiatives should be further refined prior to the building occupation. The initiatives will also be reinforced by the development location that is well-served by public transport services with options including trains, buses, and the future Parramatta Light Rail and Sydney Metro West.

Table 2 Sustainable travel initiatives

Mode	Initiatives
Walking	<ul style="list-style-type: none"> – Provide residents with information and maps of walking routes towards key destinations and transport hubs in the vicinity of the site – Provide sufficient lighting and surveillance throughout the development and adjoining footpaths according to the Crime Prevention Through Environmental Design (CPTED) approach
Cycling and micromobility	<ul style="list-style-type: none"> – Provide charging facilities for e-micromobility devices that are adequate and easy to use – Ensure that the end-of-trip facilities are convenient, attractive, and well-maintained – Provide residents with information and maps of cycling routes towards key destinations and parking facilities in the vicinity of the site – Partner with shared e-bike operators and seek opportunities for discounts or incentives – Designate accessible and convenient areas for shared e-bike parking – Provide sufficient lighting and surveillance throughout the development and adjoining footpaths according to the Crime Prevention Through Environmental Design (CPTED) approach – Raise public awareness through free cycling lessons or free bike check-up events
Public transport	<ul style="list-style-type: none"> – Provide residents with information and maps of public transport services in the vicinity of the site which may include stop locations, routes, and estimated travel times to key destinations – Provide clear and easy-to-read signage and wayfinding towards public transport stops
Private vehicle	<ul style="list-style-type: none"> – Provide electric vehicle charging facilities in accordance with the PDCP 2011 – Partner with car share operators and seek opportunities for discounts or incentives – Locate car share spaces in a convenient and accessible location

5.0 Management and monitoring

Monitoring and evaluating the effectiveness of proposed initiatives are an important part of ensuring the success of the GTP and may indicate a need to make adjustments to the plan.

While a more detailed management and monitoring plan may be developed at a later stage depending on the arrangements of the buildings and management personnel, key high-level management and monitoring principles are recommended as follows:

- Building management should appoint a Travel Plan Coordinator who will be assigned the responsibility of implementing, managing, and monitoring the GTP.
- It is crucial to ensure that the information on walking and cycling infrastructure and public transport services is adequate and up to date. The information needs to be provided, at a minimum, as a TAG provided to all future residents. The information may also be displayed as printed posters presented frequently to future residents and visitors at locations such as concierges, lifts, and public information boards.
- Travel mode share data should be collected and monitored frequently.
- The first mode share data should be collected at six months of the first occupation to provide the baseline for the development.
- Utilisation of bicycle parking and end-of-trip facilities also provides a measure for monitoring the effectiveness of the plan.
- The status of the GTP to achieving the target mode share should be communicated to all stakeholders.
- Surveys may be carried out to seek input from future residents and visitors on new or improvements to initiatives to reduce car reliance and promote sustainable travel.

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