

Green Travel Plan

State Significant Development Application at Oakdale East Industrial Estate
(SSD-37486043)

7/06/2022

Ref: 1546r02v04 GTP_OEE Concept Plan, Precinct 1 Expansion & Precinct 3



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Contents

1	Introduction	1
1.1	Context	1
1.2	Background	1
1.3	Goals	3
1.4	Objectives	3
2	Site Audit	5
2.1	Introduction	5
2.2	Development Site	5
2.3	Public & Active Transport Opportunities	9
2.4	Train Services	14
2.5	Active Transport	14
2.6	On Demand Services	16
2.7	Existing Travel Patterns	16
3	Development, Scope & Implementation of the Plan	18
3.1	Introduction	18
3.2	Responsibility	18
3.3	Future GTP Scope	18
3.4	Implementation	18
3.5	Site Operation	19
3.6	Consultation	19
3.7	Travel Mode Targets	19
4	Measures and Action Strategies	21
4.1	Measures	21
4.2	Strategies	21
4.3	Responsible Stakeholder Bodies	21
4.4	Communications Strategy	29
5	Monitoring Strategy	30
5.1	Plan Maintenance	30
5.2	Monitoring	30
6	Summary and Conclusion	31
6.1	Key Findings	31
6.2	Conclusion	31

Contents Continued

Figures

Figure 1: Movement Hierarchy	4
Figure 2: Site Context Plan	6
Figure 3: Proposed SSD Site Plan for Precinct 3	7
Figure 4: Proposed SSD Site Plan for the Precinct 1 Expansion	7
Figure 5: Provision of Bicycle Parking Spaces (for the Precinct 1 Expansion)	9
Figure 6: Public Transport Services & Cycling Routes	10
Figure 7: BWSEA Passenger Catchment Area	12
Figure 8: BWSEA Public Transport Structure	13
Figure 9: Existing Footpath Provision at Estate Road 01	14
Figure 10: Existing Mode Share	17

Tables

Table 1 Proposal Yield	8
Table 2 Preliminary 2026 Mode Share Targets	20
Table 3: Proposed GTP Action Strategies	22

APPENDICES

Appendix A. Cycling in Fairfield

Appendix B. Travel Access Guide

Appendix C. Sample Questionnaire

1 Introduction

1.1 Context

Ason Group has been engaged by Goodman Property Services (Aust) Pty Ltd to prepare a Green Travel Plan (GTP) to support the State Significant Development (SSD-37486043) Application for the Precinct 1 expansion and Precinct 3 of the Oakdale East Industrial Estate (the Site). The Site is located at 2-10 Wallgrove Road, Horsley Park, within the Fairfield Local Government Area (LGA).

This GTP has also been prepared to address the following requirement by Transport for New South Wales (TfNSW) within the *Request for SEARs – Oakdale East Industrial Estate* letter (SSD-37486043) dated 1 March 2022:

- “j. details of sustainable travel initiatives for the development”

The Oakdale East Industrial Estate is located within the broader Oakdale Industrial Estate, which is zoned IN1 *General Industrial*. The Site is also subject to the controls of the State Environmental Planning Policy (Western Sydney Employment Area) 2009 (SEPP WSEA).

The land which forms the Estate is largely made up of industrial developments at present. Consequently, the existing Site itself is therefore not well connected by travel modes other than the private vehicle. However, there has been recent changes (that include an extension of a bus route into the Oakdale West Estate) that would help integrate public and active transport network into the Site in future and if deemed acceptable. Furthermore, as the Site develops, integrated public and active transport network will also help service the Site in the upcoming future.

1.2 Background

1.2.1 Project history

This application seeks approval for a Concept Plan across Goodman's Oakdale East Industrial Estate (“Estate”) and approval for Stage 2 of works at the Estate. The site is located within the Fairfield Local Government Area and is legally described as Lot 102 and Lot 103 in DP1268366. Stage 1 of the works were completed in September 2021 and included Precinct 1 building and infrastructure works as indicated on the proposed Estate Masterplan. The Concept Plan is proposed to set the development controls for the Estate which will override the Development Control Plan (“DCP”) that is currently with Department of Planning and Environment (DPE) for consideration. This DCP has been lodged with DPE to support the Rehabilitation Development Application that is currently with Fairfield City Council for consideration. The Rehabilitation Development Application seeks approval for works only to Precinct 1 expansion, Precincts 2, 3 and 4 and includes the following (this application excludes works to Precinct 5):

- Cut and fill works to provide bulk pad levels;
- Provision of Estate stormwater infrastructure including completion of detention basins and swales;
- Removal of 2.58 ha of vegetation;
- Demolition of the Brick Factory and rehabilitation of the surrounding land;
- Installation of 1 x retaining wall on the eastern portion of Precinct 3; and
- Consideration for Aboriginal Heritage and Geotech assessments.

The proposed Concept Plan approval seeks approval for:

- The proposed Estate masterplan allowing development of 303,330m² of GLA;
- 24/7 hours of operation;
- Building Height of 43m for Precinct 3 (excluding roof-top plant and solar) and 15m (excluding roof-top plant and solar) to the remainder of the Estate;
- Estate subdivision;
- Estate wide planning controls as shown in the EIS
- Construction hours 7 am to 6 pm Monday to Friday, 8 am to 1 pm Saturday
- Geotech and Aboriginal heritage considerations for Precinct 5

The Stage 2 works considered under this application include the following:

- Cut and fill works to Precinct 5 only to provide bulk pad level;
- Completion of lead-in infrastructure works including intersection upgrades at Millner Ave / Old Wallgrove Road and Lenore Drive / Old Wallgrove Road
- Clearing of 2.28 ha of vegetation
- Completion of the internal road network (excl. the proposed private driveway providing access to Precinct 5 but including all other roads shown on the proposed masterplan);
- Reticulation of services infrastructure to provide serviced development pads to all precincts;
- Completion of retaining walls across the entire Estate;
- Completion of Building works to Precinct 1 expansion and Precinct 3 including any ancillary on lot infrastructure and detailed civil works required;

1.2.2 Policy Direction

Fairfield City 2040 A Land Use Vision Local Strategic Planning Statement

The *Fairfield Local Strategic Planning Statement* (LSPS) provides the strategy for the Fairfield community's economic, social and environmental land use needs, over the next 20 years as it seeks to build upon the existing strengths of the City.

The Fairfield LSPS highlights that infrastructure provision is essential to supporting the community's forecast growth over the next 20 years as well as achieving a cornerstone of the Greater Sydney Region Plan of a 30-minute city.

Objectives and strategies therein which are relevant to this development and indeed Green Travel Plan (GTP) include the following:

- Investigation of innovative and adaptive technologies;
- Building towards a 30-minute City by addressing deficiency of east-west public transport corridors;
- Collaboration between Council and Western Sydney Parklands Trust to provide bicycle and pedestrian links;
- The facilitation of pedestrian and cycle movements such as footpaths and cycleways, pedestrian crossings and connections; and
- Major transformative infrastructure including the Southern Link Road.

Many of these strategies are regional initiatives outside the scope of this Proposal in isolation. However, leveraging off this infrastructure is a key opportunity.

Future Transport Strategy 2056

The *Future Transport Strategy* is an update of the *2012 Long Term Transport Master Plan for NSW*. It is a 40-year strategy, supported by plans for regional NSW and for Greater Sydney and the first transport plan in Australia to harness technology to improve customer and network outcomes starting with a long-term vision for our communities.

Key to the strategy is the supporting of a productive economy and liveable communities through the provision of agile transport planning and sustainable transport solutions.

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 timeframes for implementation) to define the direction and purpose of the future site-specific Plans;
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 plan, including financial and human resource requirements, roles and responsibilities for relevant employees involved in the implementation of the future site-specific Plans; and
4. Suggest a methodology and monitoring/review program to measure the effectiveness of the objectives and mode share targets of the future, 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 GTP will be to:

- 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.

Having regard for the above, this GTP seeks to adopt the movement hierarchy shown in **Figure 1**, with priority given to 'active transport' such as walking and cycling.

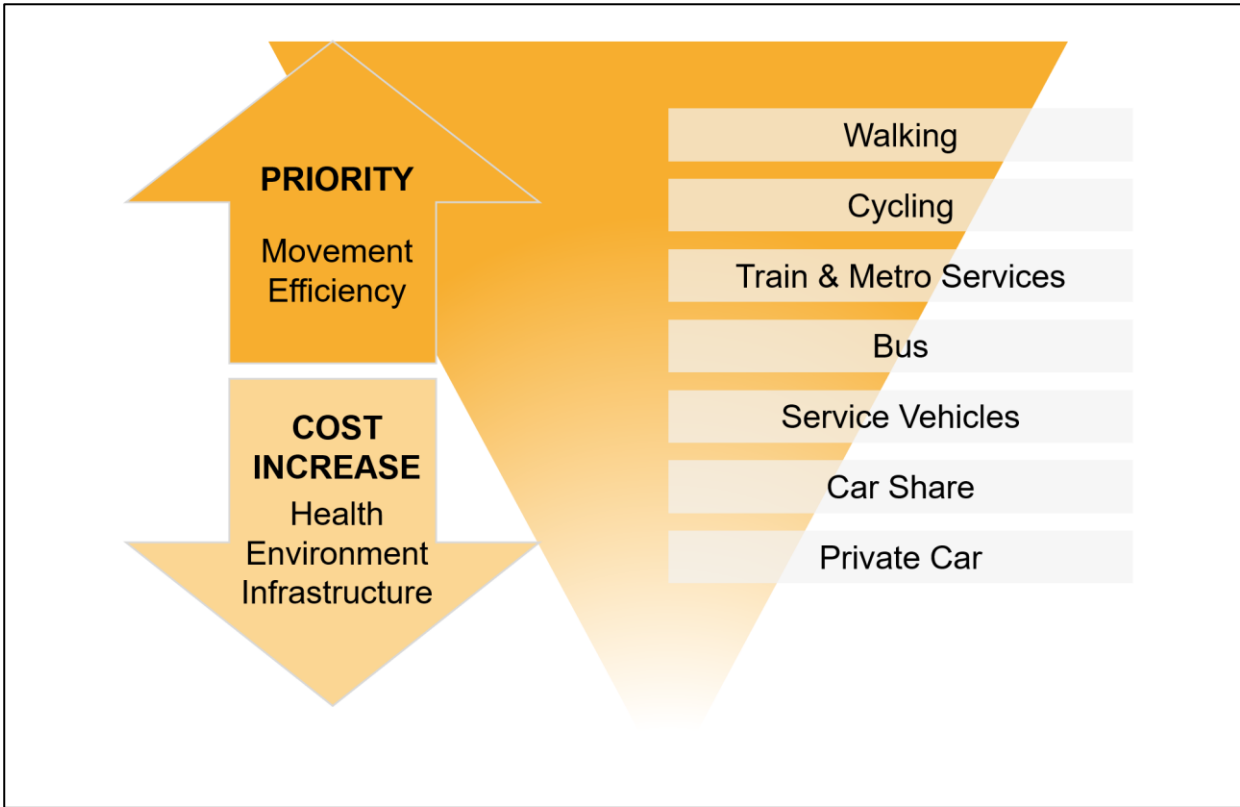


Figure 1: Movement Hierarchy

2 Site Audit

2.1 Introduction

Future audit of the Site is required to determine the implemented facilities in the area and review available transport choices. This section will need to be updated prior to implementation of any site-specific Plan, and at appropriate times, as the Site develops. 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 located on the eastern side of Old Wallgrove Road and the northern side of Burley Road. The surrounding developments predominantly comprise of industrial facilities used for warehousing, distribution and various extractive industries.

A Site context plan is presented in **Figure 2** which provides an appreciation of the Site and the existing road network condition, which includes:

- **M7 Motorway** – an arterial road that is a high-capacity road link of state significance and was built to accommodate future traffic growth in the Western Sydney region. It provides a key north-south link between the M2 Motorway to the north and the M5 Motorway to the south as part of the Sydney orbital road network. A major interchange between the M7 Motorway and M4 Western Motorway is located approximately 3.5km north of the Site, which connects the Sydney CBD and western Sydney suburbs. The M7 Motorway provides 4 lanes (2 lanes per direction, divided carriageway) and has a posted speed limit of 100km/h.
- **Wallgrove Road** – an arterial road that runs in a north-south direction parallel to the M7 Motorway east of the Site. It provides a link between the Great Western Highway to the north and Elizabeth Drive to the south, as well as a connection to the M7 Motorway, some 2.5k north-west of the Site. North of Russell Road, Wallgrove Road generally provides 4 lanes (2 lanes per direction), while south of Russell Road generally provides 2 lanes (1 lane per direction). Wallgrove Road in the vicinity of the Site has a posted speed limit of 60km/h.
- **Lenore Drive** – a sub-arterial route providing an east-west connection between Old Wallgrove Road to the east and Mamre Road to the west. Lenore Drive provides 4 lanes (2 lanes per direction) along a divided carriageway with a shared path along the northern side of the road and has a posted speed limit of 80km/h.
- **Old Wallgrove Road** – a local collector route providing an east-west and north-south connection between Wallgrove Road to the east and Lenore Drive to the west. Old Wallgrove Road provides 4 lanes (2 lanes per direction) along a divided carriageway with a shared path along the western side of the road and has a posted speed limit of 60km/h.
- **Milner Avenue** – a local road providing east-west connection between Old Wallgrove Road to the east and Otellia Road to the west. Millner Avenue provides 4 lanes (2 lanes per direction) along a divided carriageway with footpaths along both sides.

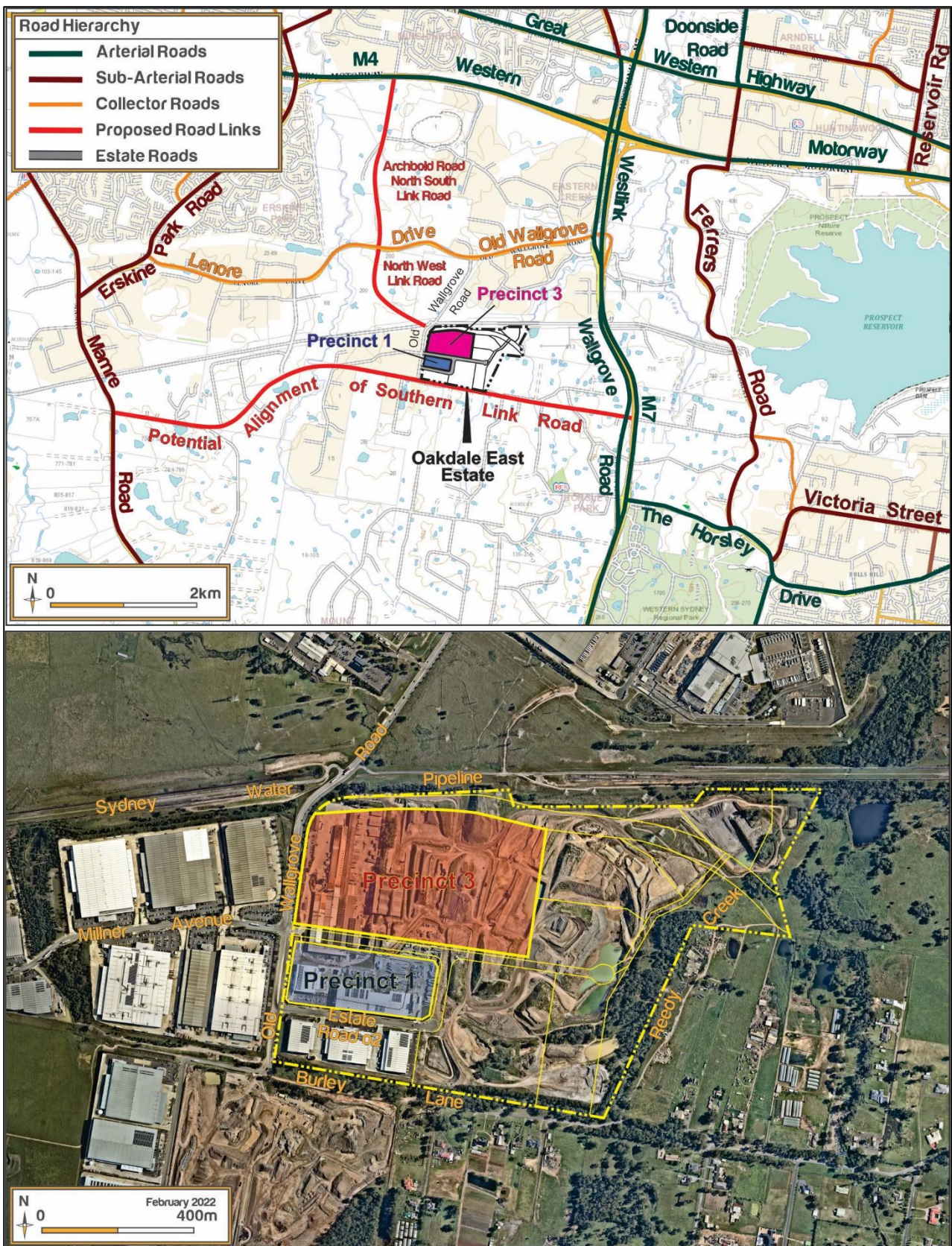


Figure 2: Site Context Plan

2.2.2 Proposed Development

A reduced scale of the SSD plan is provided in **Figure 3** and **Figure 4** for context.

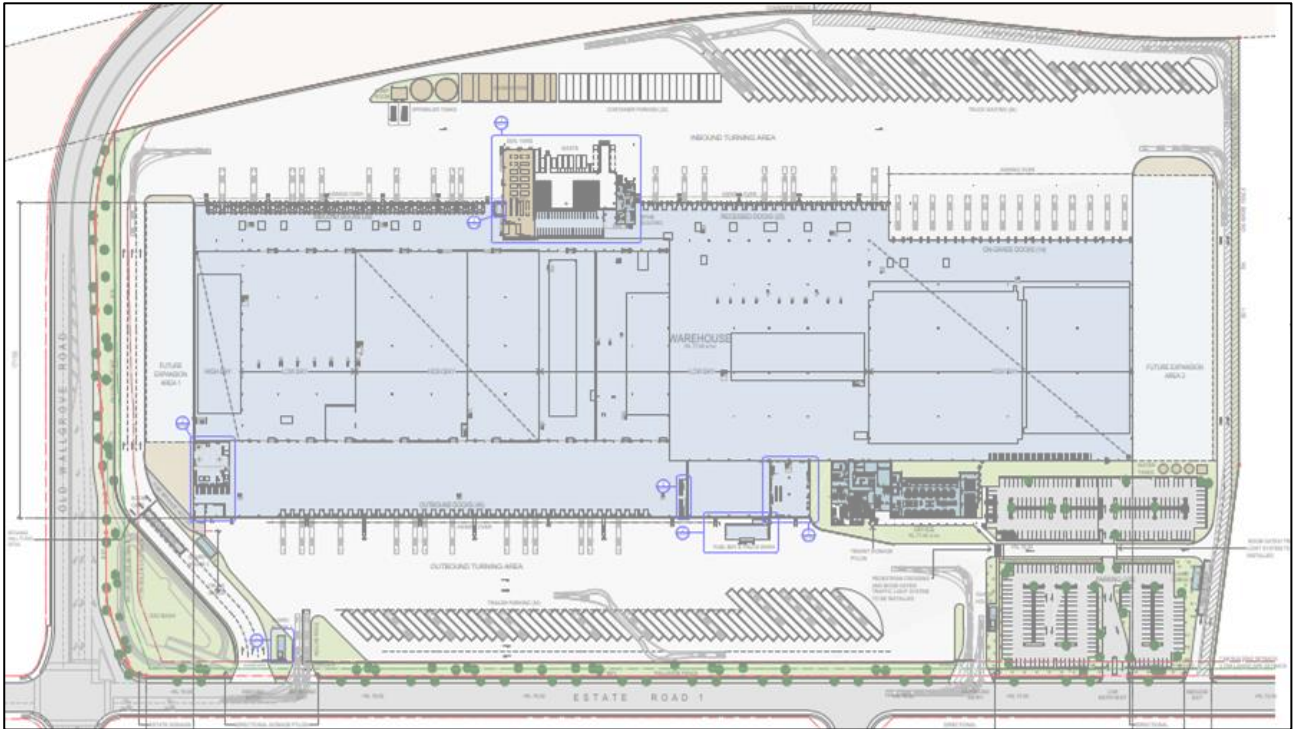


Figure 3: Proposed SSD Site Plan for Precinct 3

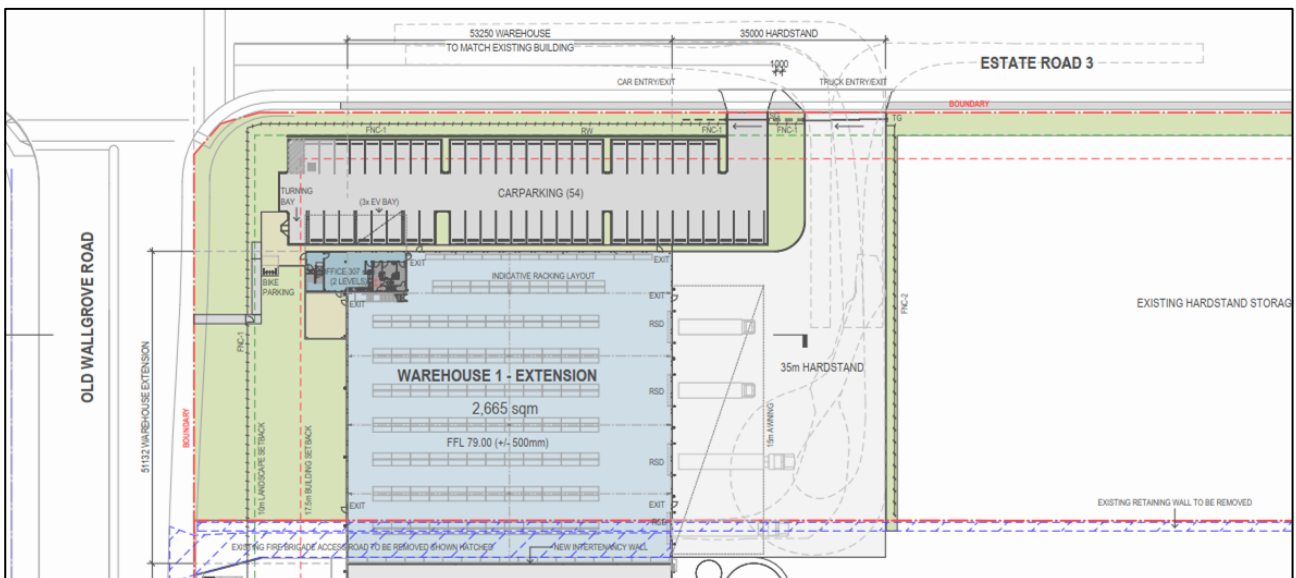


Figure 4: Proposed SSD Site Plan for the Precinct 1 Expansion

The Proposal includes the following components (shown within **Table 1**).

TABLE 1 PROPOSAL YIELD

Component	Precinct 1	Precinct 3
Warehouse GLA (m²)	2,815	84,826 (+10,009 expansion)
Office GLA (m²)	307	1,975
Total GLA	3,122	96,810
New Loading Dock Provision	4 ¹	104 ³
New Trailer Parking Provision	-	96
New Car Parking Provision (Spaces)	54 ²	328 ⁴
New Bicycle Parking Provision	6	0 ⁵
New Electric Vehicle Charging Stations	3	0 ⁶
New End of Trip Facilities	2 lockers, 4 (2 male and 2 female) showers and 2 change rooms (1 male and 1 female) will be provided within the office / amenities area.	130 lockers and 8 change rooms (4 male and 4 female) have been provided. 8 showers (4 male and 4 female) will be provided within the office / amenities area.

Note: 1) This provision includes 4 Roller Shutter Doors (RSDs).
2) This provision includes 1 accessible space.
3) This provision includes 92 recessed docks and 12 RSDs.
4) This provision includes 6 accessible spaces.
5) 12 bicycle spaces can be provided prior to the Construction Certificate (CC) phase of the project.
6) Electric Vehicle Charging bays can be provided prior to the CC phase of the project.

Figure 5 indicates the location of the proposed bicycle spaces for the Precinct 1 expansion.

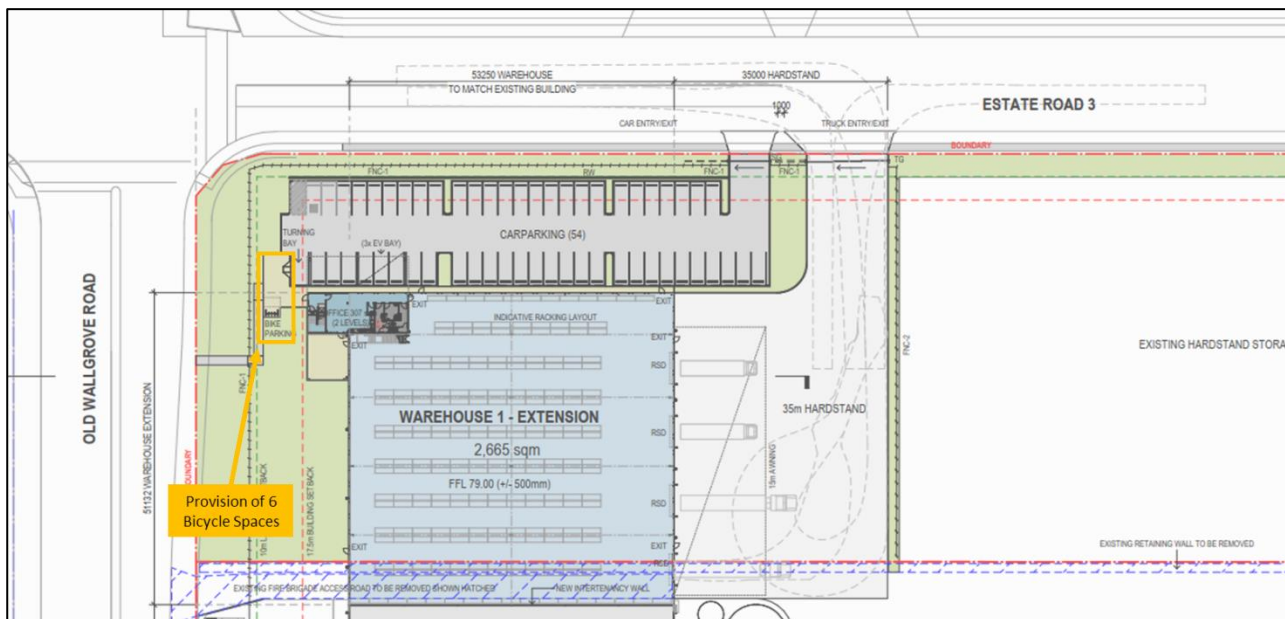


Figure 5: Provision of Bicycle Parking Spaces (for the Precinct 1 Expansion)

2.3 Public & Active Transport Opportunities

2.3.1 Existing Bus Services

While existing bus services within the vicinity of the OEE are shown in **Figure 6**, it is evident that the existing OEE is not directly serviced by public transport services at this time. Notwithstanding, the opportunities for future connections have been identified and are discussed further below.

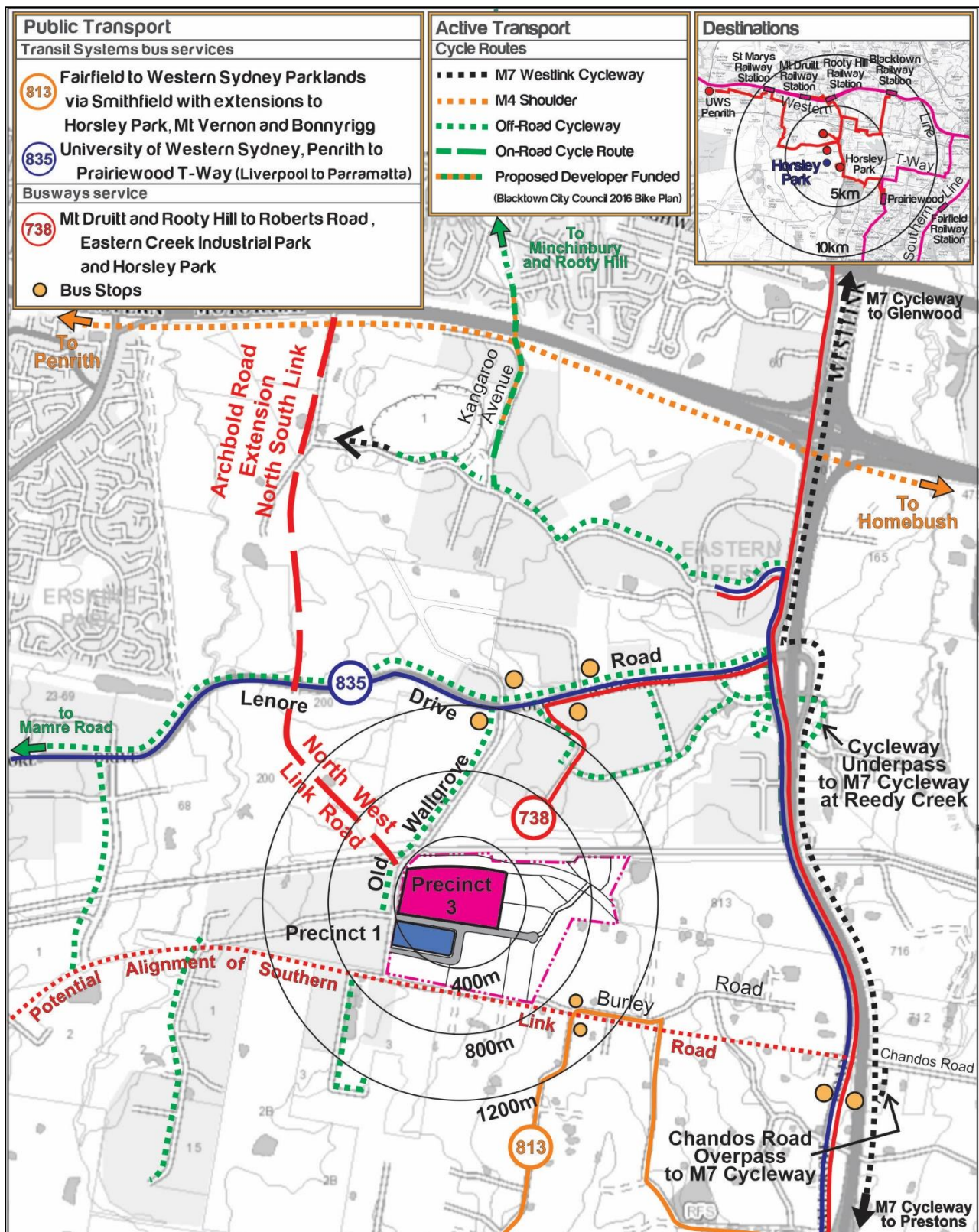


Figure 6: Public Transport Services & Cycling Routes

2.3.2 Future Bus Services Opportunities

There are substantial opportunities to provide improvements to public transport connectivity within WSEA (likely via Lenore Drive and Old Wallgrove Road further to a connection with the SLR) and additional provisions for 'localised' services as employment numbers increase and additional road infrastructure becomes available.

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.

The establishment of public transport services as early as possible in the development stages of the area is important to ensure that a culture of public transport use is achieved from the outset. To make public transport a viable choice in the study area, the services should ideally:

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

Furthermore, it should be noted that the current bus route 738 extends partially into Old Wallgrove Road from the east. As we understand, there have been discussions between TfNSW and Goodman regarding the extension of the Rooty Hill Bus service through to Oakdale Central, South and East. It is understood that TfNSW are in the process of commencing these services to Oakdale Central and South in the next few months and the process is currently going through traffic committee approvals for the bus stops.

Notwithstanding, the 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.

With reference to Broader Western Sydney Employment Area – Structure Plan¹, multiple transit corridors along the existing roadways, including Horsley Drive, are proposed to promote transit and local bus services connection to nearby railway services including St Mary's and Mount Druitt stations. As the Site is located within 800m radius of proposed transit corridor along Horsley Drive (**Figure 7**), there are significant opportunities for possible connection between existing bus routes and future services along the transit corridor.

Key bus routes along transit corridors identified in the BWSEA Structure Plan are shown in **Figure 8**. It is acknowledged that these routes will require updates following finalisation of the Site and network planning for the Aerotropolis Precincts.

¹ BWSEA – Structure Plan - <https://www.planning.nsw.gov.au/-/media/Files/DPE/Reports/broader-western-sydney-employment-area-structure-plan-transport-planning-preliminary-analysis-report-exhib-draft-2013-06.pdf?la=en>

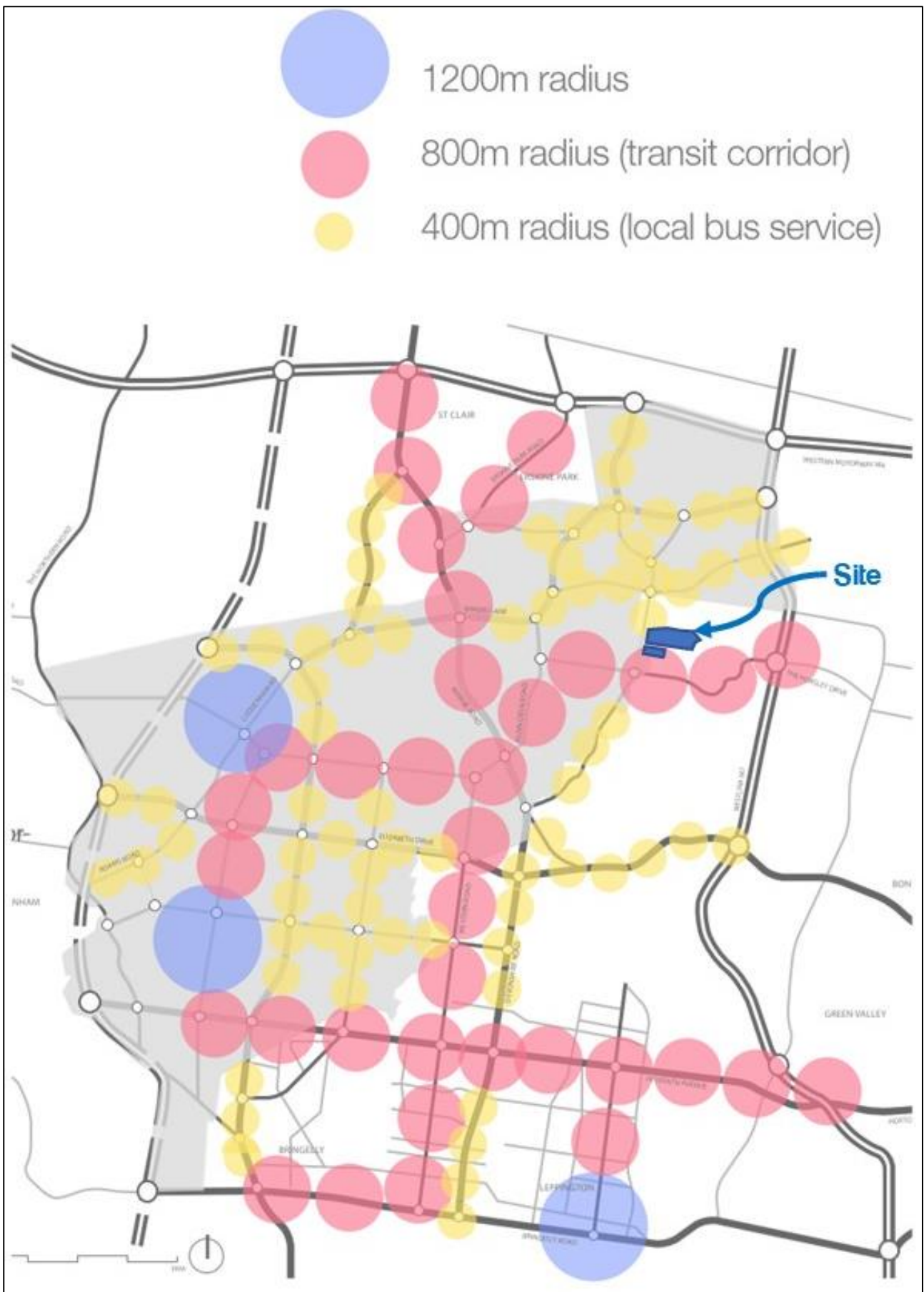


Figure 7: BWSEA Passenger Catchment Area

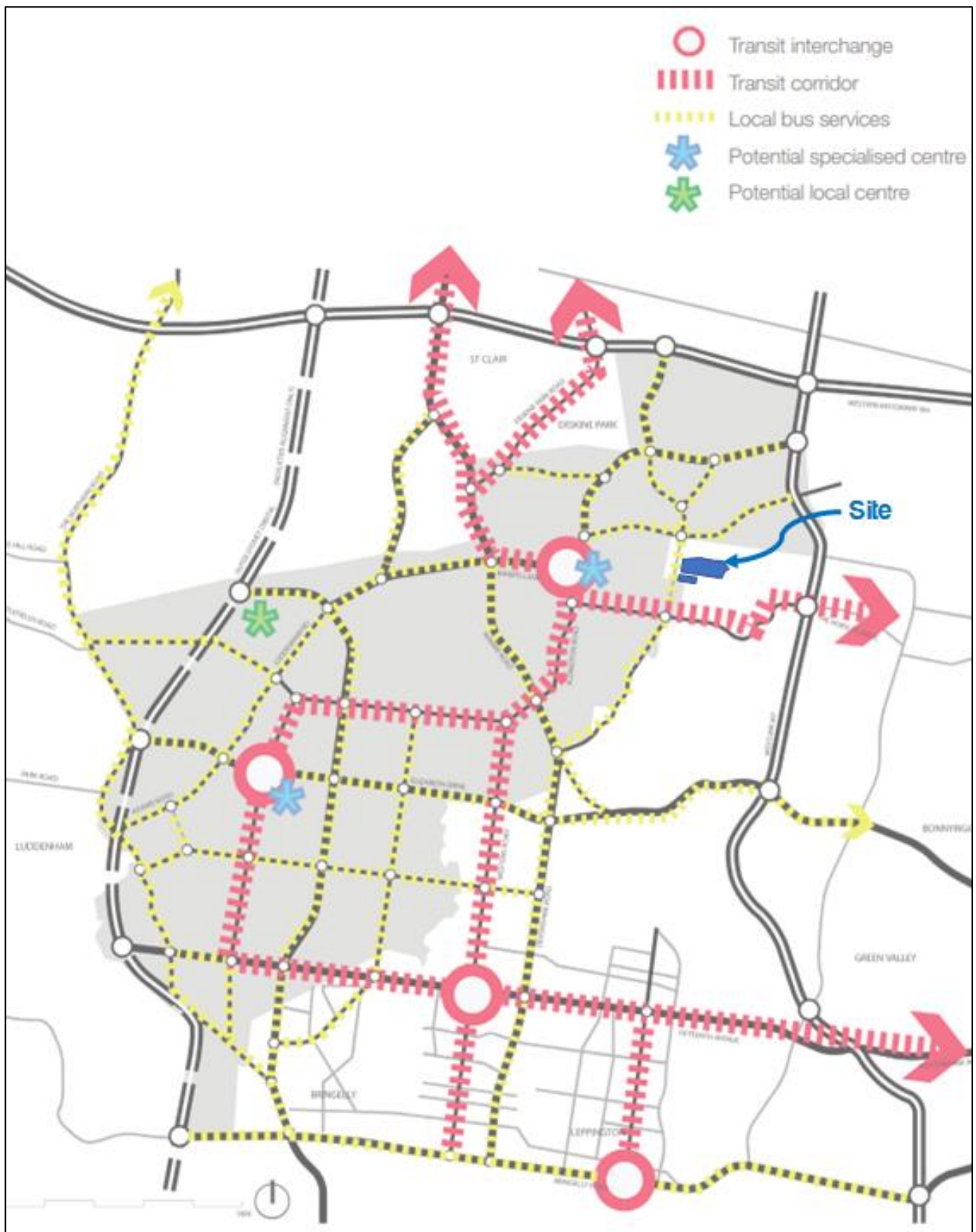


Figure 8: BWSEA Public Transport Structure

2.4 Train Services

TfNSW Guidelines state that train services influence the travel mode choices of areas within 800 metres distance (approximately 10 minutes' walk) of a train station. In this regard, the Site lacks walking accessibility to train services with the closest railway station being the Rooty Hill Station at approximately 5.5 km to the north.

It should be noted that the current bus route 738 extends partially into Old Wallgrove Road from the east. There have been discussions between TfNSW and Goodman regarding the extension of the Rooty Hill Bus service through to Oakdale Central, South and East.

There is one train route which services Rooty Hill Railway Station being the T1 – City to Emu Plains or Richmond line. T1 train services from the Rooty Hill Railway Station have a frequency of 10-15 minutes during the peak hours and 15-20 minutes during the off-peak hours.

2.5 Active Transport

2.5.1 Pedestrian Connectivity

Lenore Drive has specifically been designed to provide appropriate pedestrian infrastructure, linking to the east and the west.

As shown in **Figure 6**, there is a shared path on the western side of Old Wallgrove Road that connects to Lenore Drive. Furthermore, Old Wallgrove Road and Lenore Drive provide active transport coverage which will ideally connect to the Estate. Estate Road 01 currently provides footpaths on both sides (as shown in **Figure 9**).



Figure 9: Existing Footpath Provision at Estate Road 01

The existing signalised intersection of Old Wallgrove Road / Milner Avenue also provides for pedestrian crossing facilities on three approaches.

2.5.2 Bicycle Network

The existing cycle network in the vicinity of the Site is also shown in **Figure 6**. The area within the locality of the Site is well serviced with cycle routes – both on-road and off-road. Notable cycle routes include the route along the M7 Westlink to the east of the Site.

Other off-road cycle routes are those to the north of the Site which include Lenore Drive and Old Wallgrove Road. Furthermore, upgrades to Old Wallgrove Road, completed in 2017, have included off-road shared cycle/pedestrian pathways and pedestrian only footpaths.

Fairfield City – Bicycle Strategy

Fairfield City Council has approximately 80-90 km of bicycle paths². The Council has recently developed a bicycle plan to improve the cycling infrastructure and meet the future demands of cyclists in the community in June 2021.

Fairfield City Bike Plan 2021³ has been developed to address over 50 submissions from the wider community through an interactive online map, Social Pinpoint. The plan analyses existing cycling issues and outlines provision of relevant bicycle infrastructure and improvements for missing links in the existing bicycle network.

The key objectives of the Bike Plan include the following:

- Identify feasibility of future cycle routes using key trip generators and recreational opportunities to improve bicycle access within Fairfield;
- Identify existing locations of cycling infrastructure and determine where future amenity and bicycle-friendly facilities are required to create safe and convenient cycling environments; and
- Provision of educational programs and awareness to support a significant switch from cars to bicycles as an equal first choice mode of transport and thereby reducing car-induced traffic congestion.

In the context of the Site, the Bike Plan outlines as one of its top 10 priorities, a shared path from the M7 to the Horsley Park Shops. Council have noted this for consideration as part of a Future Delivery Program.

Discover Fairfield and Liverpool by Bike

Discover Fairfield and Liverpool by Bike (attached in **Appendix A**) is a detailed bicycle route map prepared by Fairfield City Council. The map highlights routes throughout the Fairfield LGA distinguishing between on-road (low to moderate traffic) and off-road routes, with the route along the M7 Westlink identified as off-road.

² Source: <https://www.fairfieldcity.nsw.gov.au/Services/Sports-Parks-Recreation/Cycling>

³ Source: https://www.fairfieldcity.nsw.gov.au/files/assets/public/documents/plan_build/att-a-latest-ffc-bike-plan-final-29.06.2021.pdf

2.6 On Demand Services

2.6.1 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, 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 suggested to consider schemes such as provision of car share priority parking spaces, to actively encourage car sharing amongst staff.

2.7 Existing Travel Patterns

2.7.1 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.

The existing travel patterns adopted for people traveling to the Horsley Park study area has been obtained from the 2016 Census and presented in **Figure 10**.

Horsley Park - Kemps Creek, New South Wales

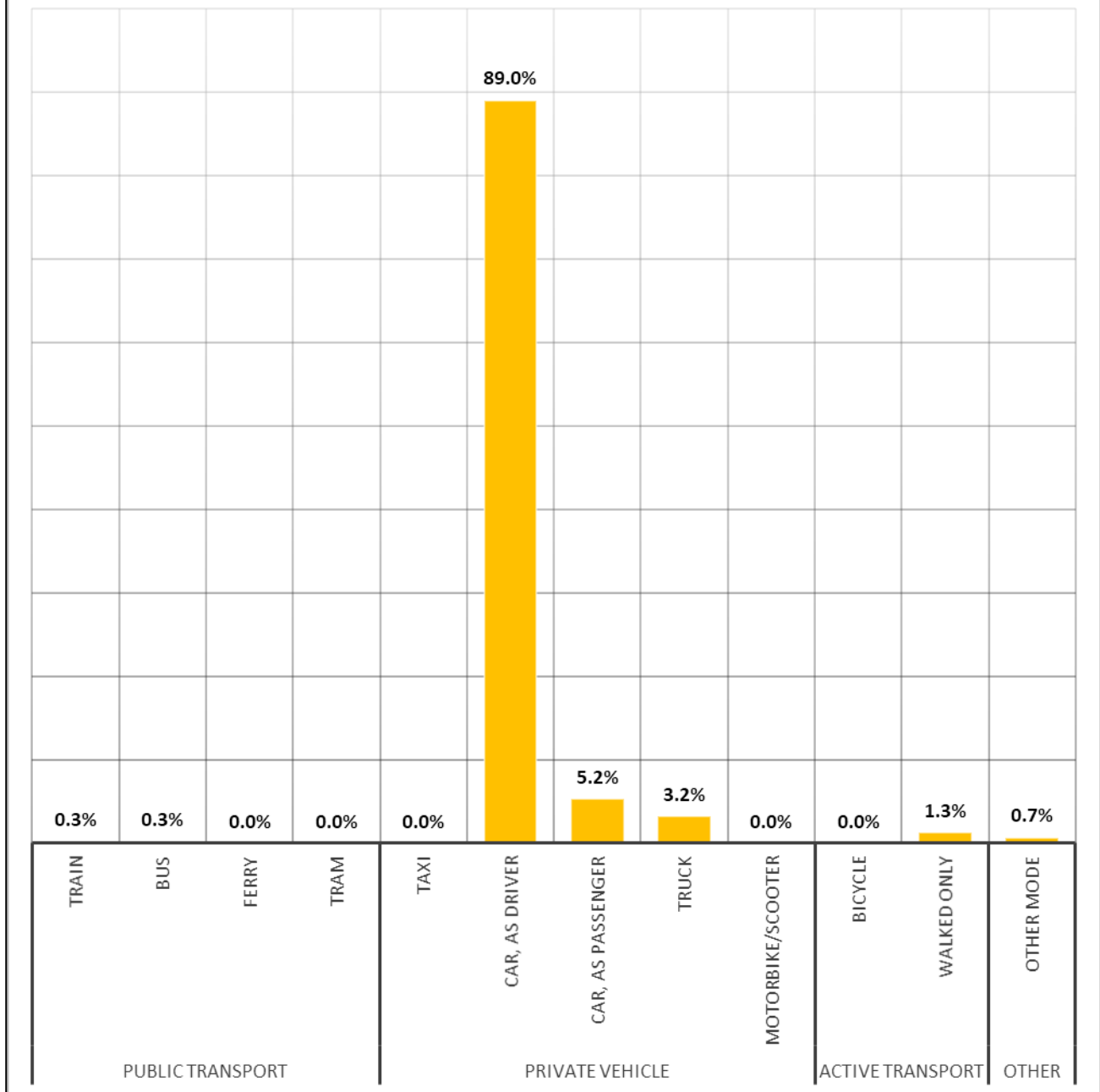


Figure 10: Existing Mode Share

With reference to **Figure 10**, private vehicle (car) is the overwhelming preferred mode of choice for commuters travelling to work in Horsley Park – Kemps Creek. The data indicates that 94% travel to work by car with 89% as the driver and 5% as passenger i.e. Car-pooling.

Other more sustainable modes of transport such as public transport and active transport are very low and there is clearly room for improvement to reduce the reliance of the private vehicle use. Closer interrogation of the data revealed that 3 people (0.3%) travelled to work by train, 3 people (0.3%) travelled to work by bus and 15 people travel to work by walking (1%).

3 Development, Scope & Implementation of the Plan

3.1 Introduction

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

3.2 Responsibility

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

3.3 Future 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.

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 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 GTPs, this will be at the discretion of Site management. The TPC will manage all aspects of the GTP, including the co-ordination and joint working practices between those on-site.

The TPC will promote participation in and commitment to the future GTP 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 GTP;
- Internal liaison to promote awareness of the GTP amongst businesses and staff within the Estate;
- Liaison with outside bodies, such as Fairfield 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; and
- Monitoring, reviewing and (if necessary) updating the GTP.

3.5 Site Operation

We anticipate that the proposal would operate as an industrial development similar to those in the surrounding precinct. Goodman has provided an indicative staff shift schedule which forecasts some staff shifts falling outside of peak periods due to the nature of work. This has informed the Action Strategies detailed in **Section 4**.

3.6 Consultation

It is essential that any parties that may play a part in the future of GTPs 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 GTPs across the Site 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.

3.7 Travel Mode Targets

3.7.1 Introduction

Based on the existing travel mode splits identified in **Section 2.7**, 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 GTP; the targets are to be reviewed to align with the most up-to-date information.

The implemented GTPs 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.

3.7.2 Mode Share Targets

It is essential that Mode Share targets should 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 current and future transport options could reasonably be used to access the Site.

As noted earlier in the GTP, the targets should be revisited and updated shortly after the opening of the development as part of the monitoring process. The preliminary Mode Share targets of the development 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	Existing Mode Share of Employees	Proposed Targets	Relative Change
Car as driver	89%	80%	-9%
Car as passenger	5%	8%	+3%
Truck	3%	3%	-
Train	~0%	2%	+2%
Bus	~0%	2%	+2%
Walked only	1%	2%	+1%
Cycling	0%	2%	+2%
Other*	1%	1%	-

4 Measures and Action Strategies

4.1 Measures

The below is a range of measures that need to be implemented if the objectives of this GTP 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 Site.

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 3**. The table details specific actions that could be implemented as part of a future site-specific 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 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 future inhabitants of the development.

4.3 Responsible Stakeholder Bodies

In developing this GTP and the strategies and actions that are proposed within it, it is recognised that the end user is already known. Consequently, it is essential that Goodman and Fairfield City Council confirm expectations regarding sustainable travel planning for the Site in order to facilitate the important process of monitoring and review.

In this regard, it should be noted, however, not all these actions should be viewed as being mandatory but rather as potential options that should be investigated and implemented as appropriate for the future occupants and end users of the Site.

TABLE 3: PROPOSED GTP ACTION STRATEGIES

STRATEGY	HOW IT WORKS	IMPLEMENTATION	RESOURCES / RESPONSIBILITY	TIMELINE	FUNDING
1 Travel Planning and Demand Management					
1.1 Green Travel Plans	<ul style="list-style-type: none"> Develop a GTP to provide information for Travel Access Guide (TAG). Refer to Appendix B. Management of GTPs. Promotion of GTPs. 	<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 GTP. This would happen with the appointment of a TPC.</p> <ul style="list-style-type: none"> Undertake a GTP event annually. Promote the following initiatives via bulletins, web pages, social media: <ul style="list-style-type: none"> Travel Survey Results; and Progress and update of GTP. <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 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 	<p>Establish locations such as travel information points where staff, 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. Information could include walking and cycling routes, bicycle parking, public transport availability,</p>	Tenant / Business Owner	Subject to employer preference.	Tenant / Business Owner

STRATEGY	HOW IT WORKS	IMPLEMENTATION	RESOURCES / RESPONSIBILITY	TIMELINE	FUNDING
		routes, real-time timetables and shared vehicles.			
1.3 Flexible Working hours	Allow employees the flexibility to commute outside peak periods to reduce overall congestion and travel time.	Manage staff rosters where possible.	Tenant / Business Owner	Subject to employer preference. Action to be considered by employers / visitors as part of an Employer specific GTP 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 teleconferencing rather than travelling to meetings.	Manage staff rosters and develop work-from-home policies and procedures, where possible.	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.	Subject to owner / User negotiations and incentives.	Tenant / Business Owner / TPC	Subject to employer. Can be implemented at building occupation	Tenant / Business Owner
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 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, the majority of which would likely be workers associated with the development.	Propose or recommend improvements to the proposed / implemented bus stops along Aldington Road / Mamre Road to TfNSW.	TfNSW	Subject to discretion of TfNSW. Advisable to be prior to the opening of the development	TfNSW

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	Tenant / Business Owner
2.5 Promote train services	Rooty Hill Station is located outside of the recommended walking catchment. However, this does not mean it should not be made aware of or even promoted. Bus connectivity to the train station is available from directly outside the development.	<p>Leverage the infrastructure and availability of the travel information points as stated in Strategy 1.2 to provide key information about train services at the Rooty Hill Railway Station.</p> <p>Information to display may include the proximity such as the approximate walking distance and time taken to the next available train and associated wait times</p>	Tenant / Business Owner / TPC	To be provided at completion of development and updated ongoingly	Tenant / Business Owner
2.6 Lobby for Precinct wide shuttle service	Shuttle service initiative that would transport staff to / from the Site to the Railway Station.	<p>Provision of bus shuttle service running between the development and either nearby homes or proposed Rooty Hill Railway Station. Tenant / Business Owner 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 GTP and on communal locations such as main website or notice boards.</p>	TPC to lobby Estate Manager / Owner	Ongoing in the workplace. Updates can be made to organisation as appropriate	Estate Owner / Manager

STRATEGY	HOW IT WORKS	IMPLEMENTATION	RESOURCES / RESPONSIBILITY	TIMELINE	FUNDING
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.	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 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.	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.	They allow 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 – 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.	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.	Tenant / Business Owner	One week per calendar year	Tenant / Business Owner

STRATEGY	HOW IT WORKS	IMPLEMENTATION	RESOURCES / RESPONSIBILITY	TIMELINE	FUNDING
4 Promoting Cycling					
4.1 Create a Bicycle Users Group (BUG)	<p>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.</p> <p>As a minimum, the establishment of the BUGs should be promoted as Precinct wide initiative.</p>	<p>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 manage queries and support in enabling a comfortable riding experience for all wishing to partake.</p> <p>BUG would be made aware of the recent upgrades to cycling infrastructure in the area.</p>	Tenant / Business Owner, TPC	Ongoing in the workplace	Tenant / Business Owner
4.2 Providing & Maintaining End of Trip Facilities	<p>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.</p>	<p>Bicycle parking spaces will be provided for visitors and staff. Access to other facilities such as showers will also be made.</p> <p>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.</p> <p>Accordingly, the following bicycle rates should be considered for the Proposal:</p> <ul style="list-style-type: none"> • Staff Bicycle Parking requirement: 3-5% of staff number (for each building); and • Visitor Bicycle Parking requirement: 5-10% of 	Developer / Estate &/or warehouse Owner / Manager	To be provided at sports complex completion	Developer / Estate &/or warehouse Owner / Manager

STRATEGY	HOW IT WORKS	IMPLEMENTATION	RESOURCES / RESPONSIBILITY	TIMELINE	FUNDING
		staff number (for each building).			
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 / Estate &/or warehouse Owner / Manager
4.4 Advertise Bicycle Routes	Promotion of bike lanes through the TAG.	Prepare Site specific maps with guidance on the most optimal way of travelling to/from the Site by bicycle	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.	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	Tenant / Business Owner
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.	Tenant / Business Owner	To be promoted and provided at communal areas such as key information kiosks within facility	Tenant / Business Owner

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 the Site and to / from public transport points.	<p>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.</p> <p>Friendly challenge competitions can be organised to incentivise and encourage increased walking activity amongst users and visitors to the facilities.</p>	Tenant / Business Owner, TPC	To be implemented monthly or as appropriate throughout the calendar year.	Tenant / Business Owner
6 Restraining 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.	Limiting the number of car parking spaces either in actual terms or managing access via permit parking, paid parking or needs based parking policies, is one of the most direct and effective ways of reducing car use.	Lot by Lot Management	To be provided at completion of development	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.	To be distributed to staff, visitors, and neighbouring properties. Contact details as to who is responsible for the GTP will also be provided. This would include a TAG.	Tenant / Business Owner, TPC	Travel Packs to be provided upon occupancy of building to employees.	Tenant / Business Owner

4.4 Communications Strategy

4.4.1 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 a copy of the GTP and a Travel Access guide (TAG) as provided in **Appendix B**. 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 electric copy of the welcome pack be created and made available to staff.

4.4.2 Accurate Transport Information

In addition to these 'welcome packs', a copy of the TAG (as shown in **Appendix B**) 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.

4.4.3 Promotion and Marketing Strategy

A marketing strategy should be designed for the communication and promotion of the GTP to all Site occupiers and users. The strategy should describe the range of communication tools and promotional techniques that will be used from the outset of the development and those that will be used on an on-going or phased campaign basis.

Notice boards for employees in strategic locations around the building and posters advertising specific campaigns can also form part of strategy. Information leaflets for visitors can be found in the main reception areas. Publication of the GTP and relevant travel information of organisation's website. Each of the schemes offered in the GTP will be promoted amongst new employees that join and sent out prior to any interview.

Goodman in conjunction with Fairfield City Council will endeavour to run 3-4 major campaigns throughout the year focusing on the individual modes to ensure momentum of the GTP is retained. This could look like:

- January – Car Share Week
- April – Walk to Work Week
- July – Ride / Cycle to Work Week
- October – Public Transport

The TPC will also be tasked with working very closely with the Marketing and Communications team and promoting and advertising sustainable journey to Goodman.

5 Monitoring Strategy

5.1 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 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. 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

To record the overall success, as well as the effectiveness of the individual measures, monitoring and reviewing 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 GTP's progress.

The GTP will be monitored around every 1-2 years, with the first survey being carried out shortly after the 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 C**.

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.

6 Summary and Conclusion

Ason Group has been engaged by Goodman Property Services (Aust) Pty Ltd to prepare a GTP to support the State Significant Development (SSD-37486043) Application for the Precinct 1 expansion and Precinct 3 of the Oakdale East Industrial Estate (the Site). The Site is located at 2-10 Wallgrove Road, Horsley Park, within the Fairfield LGA.

6.1 Key Findings

The key findings of this GTP are as follows:

- Currently, there are no bus routes located within close proximity of the Site. However, the current bus route 738 extends partially into Old Wallgrove Road from the east. There have been discussions between TfNSW and Goodman regarding the extension of the Rooty Hill Bus service through to Oakdale Central, South and East. This creates significant opportunities for future connection between existing bus routes and future services along the transit corridor.
- At present, the closest train station to the Site is approximately 5.5km away. However, the existing bus stop for route 738 provides connection to the Rooty Hill Railway Station. The T1 – City to Emu Plains services the station with a frequency of 10-15 minutes during the peak hours and 15-20 minutes during the off-peak hours.
- Lenore Drive has specifically been designed to provide appropriate pedestrian and cycling infrastructure, linking to the east (to the M7 Motorway cycleway) and the west (to the existing Mamre Road cycle path, which is expected to play a key connector role in the broader framework of cycleways in the sub-region). Furthermore, there is a shared path on the western side of Old Wallgrove Road that connects to Lenore Drive. Old Wallgrove Road and Lenore Drive also provide active transport coverage which will ideally connect to the Estate. Estate Road 01 currently provides footpaths on both sides.
- The preliminary mode share target represents a 5-year target to coincide with the minimum 5 years of monitoring and review has been setup for year 2026.
 - With regards to the above, it is expected that the car (as driver) mode share be reduced by 9% while other mode shares (bus, walking, motorcycling, cycling and taxi) be increased by 2026.
- The preliminary mode share represents a 5-year target to coincide with the minimum 5 years of monitoring and review.
- **Table 3** outlined above showcases the action strategies that would be in place to achieve the preliminary 5-year target and further reduce the reliance of the private vehicle mode share.

6.2 Conclusion

In summary, there would be upgrades to the public and active transport infrastructure near the Site in the upcoming future. Furthermore, in order to achieve the preliminary targets described in the above section, it is recommended to adhere to the action strategy requirements outlined in **Table 3**. This, in turn, will help reduce reliance on the private vehicle mode share.

Appendix A. Cycling in Fairfield

Make cycling a part of your life and ensure our local communities are better connected and nicer places to live.

- ① reducing traffic congestion
- ② making the air cleaner and reducing global warming
- ③ making bike paths safer by making them busier.

Cycling can often be quicker in reaching some places than driving a car or using public transport and when you cycle you are also helping the environment.

We need to be active to be healthy and the good news is, it doesn't take much to make a difference. You can maintain your health by doing just thirty minutes of moderate exercise per day. An easy way of achieving this level of activity is to make cycling a part of your life by riding to work, TAFE, school or to other local destinations.



Bike path safety

There are many shared use paths in Fairfield and Liverpool. You can ride your bike on these paths but remember to:

- give way to pedestrians
- ride at a safe speed
- keep to the left
- avoid blocking the path
- warn those who are travelling slower than you before passing.

Whether you are walking or cycling, remember to treat all other path users with respect and courtesy.

- ⊗ Wear an approved bike helmet
- ⊗ Ensure your bike has at least one working brake and either a bell or horn
- ⊗ At night, your bike must have a steady or flashing white light at the front, and a red reflector at the rear of the bike
- ⊗ Be seen - wear bright visible clothing
- ⊗ Be predictable
- ⊗ Assertively take your space on the road
- ⊗ Watch out for opening car doors
- ⊗ Your bike is a vehicle so failing to obey road or bike rules may result in a fine.



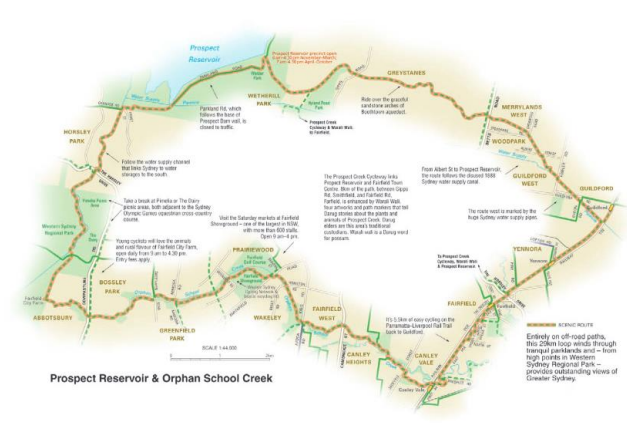
If you are new to cycling or want to improve your skills why not join a cycling group? Learn to ride, beginner and intermediate levels are available for adults aged 17 and over. Shorter family adventure courses are also available for you and your children. Contact the Health Promotion Service at Sydney South West Area Health Service on 9525 8911 for more information.

Bicycle Recycling at Fairfield Showground
If you don't already own a bike, you can join Bicycle Recycling and have long-term use of a recycled bike and new helmet. This is managed by the Western Sydney Cycling Network (WSCN). Contact Fairfield City Council on 0295 0035 00 for more information.

If you have children, there are lots of great places to go bike riding and have fun as a family. Here are some places to get you started:

Suburb	Park
Cabrarnatta	Bolivia Park
Canley Heights	Asbestos Park
Canley Heights	Peterson Park
Canley Vale	Hampden Street Reserve
Carramar	Carramod Park

Paisfield	Nelson Park
Paisfield Heights	Paisfield Heights Reserve
Leavesdale	Sirensa Park
Mount Pritchard	Stroma Street Reserve
Mount Pritchard	Four Oaks
Paisfieldwood	Greenway Street Reserve
St Johns Park	Northam Park
Yennora	Springfield Park
Yennora	Yennora Park
Lurnea	Mooroo Park
Carnegie Hill	Greenway Park
Oven Valley	Ida Kennedy Reserve
Lowerpool	Haigh Park
Wattle Grove	Wattle Grove Lake
Chipping Norton	Chipping Norton Lakes

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Bicycle NSW
Ph: 8218 5400, www.bicyclensw.org.au
Social rides calendar: www.cushman.com.au

**Cycling around Fairfield City:
Active Transport Guide**
Ph: 9725 0022, www.fairfieldcity.nsw.gov.au

Western Sydney Cycling Network (WSCN)
WSCN runs social rides and helps to run
Bicycle Recycling. Meets monthly and rides start from the
clubhouse at Fairfield Showground. Ph: 0422 933 612

LiveBUG (Liverpool Bicycle User Group)
LiveBUG runs social rides
Contact: Maree on Ph: 0438 395 690,
Maree.Stacey@smrha.nsw.gov.au

on the website: www.rta.nsw.gov.au/bicycles.htm



You can carry your bike on a train at any time, provided there is space available. You need an additional concession fare ticket if travelling during the peak hour period (6:00am to 9:00am and 3:30pm to 7:30pm) on a weekday. At other times your bike travels for free.

You can hire bicycle lockers at some railway stations including Liverpool and Merseyside and at some T-way stations including Bonnyrigg and Princeswood. Contact *Bicycle NSW* for details.



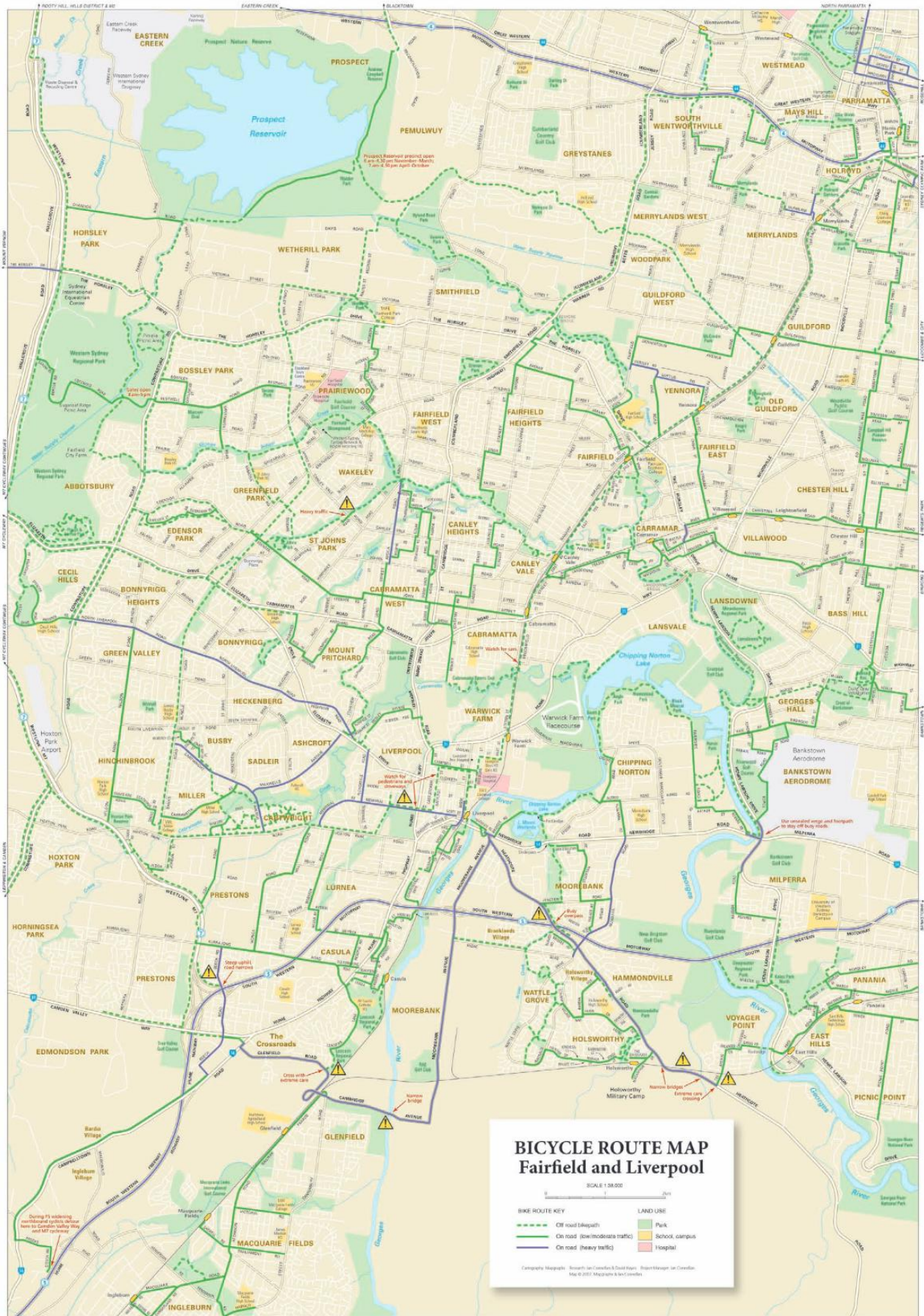
There are lots of opportunities to join social rides and classes to brush up on your cycling and bicycle maintenance skills.

For more information or for copies of this map, contact:
 SSIVAMS Health Promotion Service 9828 6911
 Fairfield City Council 9725 0022
 Liverpool City Council 1500 36 2170

This bike map has been produced by the Sydney South West Area Health Service (SSWAHS) and funded by a NSW Department of Health grant.

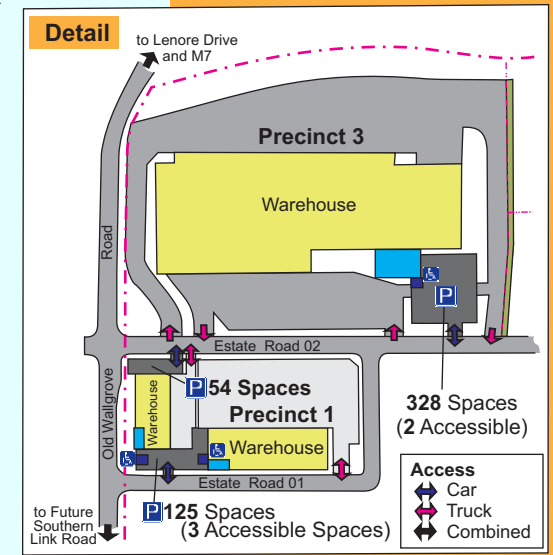
Produced by Health Promotion Service, STWANS
Maps by Will Pringle and Ian Connellan
Photographs by CADmonkey Design
Design by Sutron Art & Design

Riding a bike is a fun and healthy activity, and riding around Pittsford and Liverpool areas by bike is easy with this map. It shows you the many bike paths in the area, as well as the best back roads to access these paths.



Appendix B. Travel Access Guide

April 2022



Appendix C. Sample Questionnaire

Instructions for Surveyor(s)

5. The Survey Form (over page) should be completed by EVERY PERSON attending the site on a particular day.
6. 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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