40 The Retreat, Bringelly
Green Travel Plan

Prepared for:

SCG Developments

14 June 2024

The Transport Planning Partnership

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Green Travel Plan

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1 Introduction

1.1 Project Description

This Green Travel Plan (GTP) has been prepared by The Transport Planning Partnership (TTPP), on behalf of SCG Developments Group, to accompany a detailed State Significant Development Application (SSD-65729209) for the proposed mixed-use building at the subject site. This report aims to promote public transport and active transport use and assist in the management of the future travel demand following occupation of the development.

This SSD-65729209 seeks consent for the detailed design and delivery (including construction and use) of a new mixed-use residential development, to be developed in two (2) stages.

The Stage 1 of the proposed development includes the following:

- Overall site clearing and preparation works, including demolition of all existing development on the Site;
- The redevelopment of the northern portion of the Site, comprising:
  - Temporary site access by an internal road to the northern portion of the Site from The Retreat
  - Temporary bin enclosure adjacent the temporary access road
  - Excavation works and construction of a shared two (2) storey basement with capacity for 311 parking spaces
  - Construction of three (3) individual mixed-use buildings, comprising:
    - Residential – 254 units
    - Retail (Shops) – 212 m^2
  - Associated landscaping, communal open space and embellishment works
  - Delivery and augmentation of services.

The Stage 2 of the proposed development pertains to the southern portion of the site and includes the following:

- Removal of the Stage 1 temporary access from The Retreat
- Connection and access of the Stage 1 basement to the Collector road on the western boundary
- Excavation works and construction of a shared three (3) storey, with capacity for 336 parking spaces
- Site and basement access from the future collector road along the western boundary
- Construction of three (3) individual mixed use buildings, comprising:

- Residential – 279 units,
- Retail (Shops) – 211 m^2
- Non-residential amenities - 365 m^2

- Associated landscaping, communal open space and embellishment works
- Delivery and augmentation of services.

A detailed description of the proposed development is detailed in Section 3.0 of the Environmental Impact Statement (EIS) prepared by Ethos Urban.

This report has also been prepared to address the relevant issued Secretary's Environmental Assessment Requirements (SEARs), pertaining to traffic, transport and accessibility, as set out in Table 1.1.

Table 1.1: SEARs Compliance Table

SEAR #9 (Traffic, Transport and Accessibility)	Section which the item is addressed in
Provide a transport and accessibility impact assessment, which includes	
• An analysis of the existing transport network, including the road hierarchy and any pedestrian, bicycle or public transport infrastructure, current daily and peak hour vehicle movements, and existing performance levels	Section 3 Existing traffic volume and performance level are addressed in a separate **Transport Impact Assessment**
• Details of the proposed development, including pedestrian and vehicular access arrangements (including swept path analysis of the largest vehicle and height clearances), parking arrangements and rates (including bicycle, end-of-trip facilities and bus/coach facilities), drop-off/pick-up-zone(s) and bus bays (if applicable), and provisions for servicing and loading/unloading.	Addressed in a separate **Transport Impact Assessment**
• Analysis of the impacts of the proposed development during construction and operation (including justification for the methodology used), including predicted modal split, a forecast of additional daily and peak hour multimodal network flows as a result of the development (using industry standard modelling) and peak movements during events (if relevant), identification of potential traffic impacts on road capacity, intersection performance and road safety (including pedestrian and cyclist conflict) and any cumulative impact from surrounding approved developments.	Addressed in a separate **Transport Impact Assessment and Construction Traffic Management Plan**
• Measures to mitigate any traffic impacts, including details of any new or upgraded infrastructure to achieve acceptable performance and safety, and the timing, viability and mechanisms of delivery (including proposed arrangements with local councils or government agencies) of any infrastructure improvements in accordance with relevant standards.	Addressed in a separate **Transport Impact Assessment**
• Measures to promote sustainable travel choices for employees, guests and visitors, such as connections into existing walking and cycling networks, minimising car parking provision, encouraging car share and public transport, providing adequate bicycle parking and high quality end-of-trip facilities, and implementing a Green Travel Plan.	Section 5

Provide a Construction Traffic Management Plan detailing predicted construction vehicle routes, access and parking arrangements, coordination with other construction occurring in the area, and how impacts on existing traffic, pedestrian and bicycle networks would be managed and mitigated.	Addressed in a separate **Construction Traffic Management Plan**

1.2 Purpose of GTP

The purpose of a GTP is to detail a strategy for managing travel demand that embraces the principles of sustainable transport. In its simplest form, this GTP encourages use of transport modes that have low environmental impacts, such as active transport modes including walking, cycling, public transport, and better management of car use.

Active transport presents a number of interrelated benefits including:

- improved personal health benefits
- reduced traffic congestion, noise and air pollution caused by motor vehicles
- greater social connections within communities, and
- cost savings to the economy and individual.

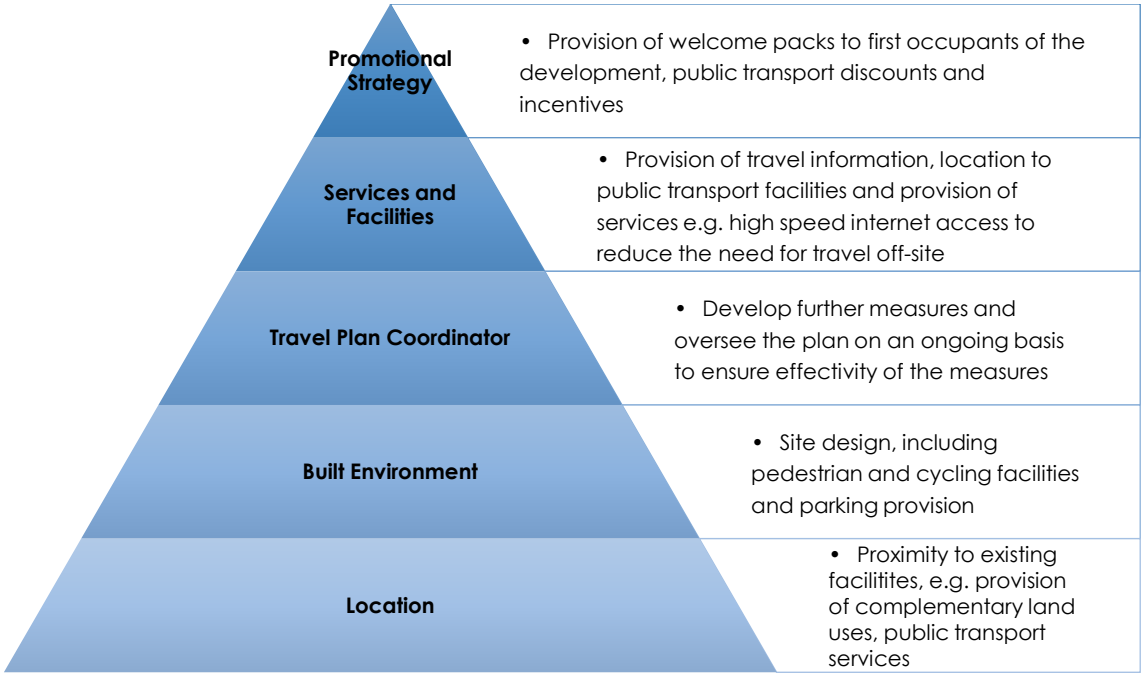
To ensure that the GTP meets its intended objectives, a review of 'best practice' guidelines such as the City of Sydney '*Guide to Travel Plans*', '*The Essential Guide to Travel Planning'* prepared by the United Kingdom Department of Transport and Transport for NSW's *'Integrated Public Transport Service Planning Guidelines'* has been undertaken.

1.3 Travel Plan Pyramid

The GTP will need to be tailored to the proposed development site to ensure appropriate measures are in place for the different land uses to promote a modal shift away from car usage.

The key elements of the GTP are shown in the Travel Plan Pyramid in Figure 1.1.

Figure 1.1: Travel Plan Pyramid



All elements in the Travel Plan Pyramid are critical to the success of the GTP, however, Figure 1.1 illustrates that the key foundations to ensure the success of a GTP are:

- **Location** – proximity to public transport services and proximity to mixed land uses, e.g. shops and services, such that walking, or cycling becomes the natural choices, and
- **Built Environment** – provision of high-quality pedestrian and cycling facilities, end-of-trip facilities and reduced car parking provision to encourage sustainable transport choices.

1.4 Drivers of the Travel Plan

There are a number of social, environmental and economic drivers for developing and implementing a GTP for developments as detailed below.

1.4.1 Car Parking

Car parks utilise valuable land resources and impact amenity. If the area continues to grow and there is no modal shift towards non-car transport modes, the car parking demand could increase significantly. As such, the provision of car parking must reflect the site's proximity to public transport to influence a modal shift to more sustainable transport modes.

The site is located within the Western Sydney Aerotropolis Precinct and within 800 metres from the future Aerotropolis Metro Station. Therefore, lower car parking requirements are applicable for the site under the Western Sydney Aerotropolis Development Control Plan

(DCP 2022). In this case, it is proposed to comply with these DCP parking requirements, including the provision of Electric Vehicle Charging (EV) Bays.

1.4.2 Environmental Impacts

The transport sector (road, rail, air and ship) is Australia's third largest source of greenhouse gas emissions (GHG), accounting for 18 per cent of emissions in Australia in 2015 (Climate Council of Australia, 2016). Mitigating this impact is a key driver of the GTP. Within Australia, the transport sector has the highest rate of growth of GHG emissions per year having risen by 51 per cent since 1990 with private vehicles responsible for almost half of transport emissions. In comparison, travel modes such as walking and cycling have the lowest emissions while public transportation has significantly lower impact than the private vehicles.

1.4.3 Health Benefits

The use of sustainable transport modes can have wide-ranging health benefits due to a corresponding reduction in greenhouse gas emissions and increase in physical activity from walking and cycling. The shift from private cars to sustainable transport "can yield much greater immediate health "co-benefits" than improving fuel and vehicle efficiencies" (World Health Organisation, 2011). The potential benefits can include reduced respiratory diseases from better air quality, prevention of heart disease, some cancers, type 2 diabetes and some obesity-related risks.

1.4.4 Social Equity

Transport has a fundamental role in supporting social equity, that is the equitable distribution of services, amenities and opportunities. The provision of sustainable transport modes can provide a more affordable alternative to car use. As such, it offers better mobility for women, children, young people, the aged, persons with disabilities and the poor, who have less access to private vehicles, thereby enhancing social equity.

1.4.5 Site Attraction

Provision of high-quality transport facilities (public transport, cycling and walking infrastructure) has a significant impact on the accessibility and enhance the attractiveness of a site. Negative experiences and costs associated with travel can reduce the competitiveness of a site. High quality and efficient transport systems are key to attracting and retaining commercial tenancies and workers. Support for active transport modes is also highly desired by staff members, as it improves health and productivity. The proposed design shall integrate with future facilities to provide a permeable network for all road users.

1.5 Transport Objectives

The following objectives have been identified in order to achieve the vision of the GTP:

Objective 1: Facilitate a modal shift towards more sustainable transport modes

- Improve access, safety, amenity and convenience of sustainable transport modes for travel to/from the site
- Incentivise sustainable transport modes and establish a culture of active and public transport use
- Improve awareness and knowledge of transport options available in the area.

Objective 2: Reduce car ownership and promote car share use

- Improve awareness and access to car share facilities available within the area
- Incentivise car share use as an alternative to owning a car.

Objective 3: Reduce the need to travel off-site

- Provide complementary uses on-site to reduce travel requirements for residents
- Encourage social interactions amongst residents to create a vibrant community on-site.

2 Existing Transport Policy Context

2.1 Summary of Key Policy Directions

The review of existing relevant policies clearly illustrates a number of themes that should inform the approach to ongoing management of transport demand, and investment in the transport network. These themes include:

- Provision of high-quality local transport infrastructure, improved bike paths and networks, and improving accessibly and connectivity
- Address car parking issues in key locations, including residential and business districts, and encouraging active transport
- Create connected, liveable communities where people can walk, cycle and use public transport to promote healthier, active communities.

A summary of the relevant policy framework documents is provided in Table 2.1.

Table 2.1: Summary of Policy Framework

Policy/Strategy	Key Aims/Objectives/Goals
Liverpool City Council	
Connected Liverpool 2050	The plan focuses on creating a vibrant place for people that is community focused, walkable, public transport-oriented, sustainable, resilient and connected to its landscape. A place that celebrates local diversity and history, and is connected to other Sydney centres. A jobs-rich city that harnesses health, research, education, innovation and growth opportunities to establish an inclusive and fair place for all. In summary the four key themes, the planning priorities are based on include: - connectivity - liveability - productivity - sustainability
Fifteenth Avenue Smart Transit Corridor Design Framework	This design framework document outlines Liverpool City Council's vision to deliver a place-led transit corridor between Liverpool city centre and the Western Sydney International (Nancy-Bird Walton) Airport (WSIA). The Fifteenth Avenue Smart Transit (FAST) corridor will support significant growth, improve regional transport connectivity and be guided by the existing landscape and character of South West Sydney. The framework explores six distinctive character areas along the FAST corridor which can be protected and enhanced. Drawing on Council and Government policy as well as guidance from the NSW Government Architect, this framework document adopts a 'vision and validate' approach.
NSW State Government	
Future Transport Strategy 2056	The Strategy aims to increase the mode share of public transport services and reduce the use of single occupant vehicles. The proposal will look to reduce private vehicle travel and aligning with the objectives of the Strategy.
Greater Sydney Region Plan: A Metropolis of Three Cities – Connecting People	The site is well located to contribute towards creating a 30-minute city. Bus stops within walking distance means people/prospective residents can easily access the site via public transport modes. The site thus aligns with the objects of the Plan in creating good access between jobs and public transport facilities to contribute towards a 30-minute city.

Policy/Strategy	Key Aims/Objectives/Goals
Sydney's Cycling Future, Cycling for Everyday Transport (NSW State Government, 2013)	Sydney's Cycling Future's key strategy is to improve cycling infrastructure. The Three Pillars of Sydney's Cycling Future include: • investing in separated cycleways • providing connected bicycle networks to major centres and transport interchanges promoting better use of our existing network; and, • engaging with our partners across government, councils, developers and bicycle users.
Western Sydney Aerotropolis Precinct Plan (2023)	The Plan outlines objectives and guide for developments across the Aerotropolis, including land use zoning and other provisions. It covers five main precincts, namely: • Aerotropolis Core • Badgerys Creek • Wianamatta-South Creek • Northern Gateway • Agribusiness (excluding Luddenham Village) Transport strategies of the Plan are set out under Movement Framework, with an aim to develop a cohesive transport framework across all transport modes. The objectives associated with the transport strategies comprise the following: • Use the Transport Network to move people and goods safely and efficiently and create connections between places. • Integrate land and prioritise public transport to support the 30-minute city and meet current and future demand. • Create a road network for private vehicles and freight which can provide efficient links and integration to the broader regional network while also supporting local accessibility in centres and between places. • Provide safe, direct and interconnected pedestrian and cycling links to a variety of destinations and transport nodes. • Encourage active transport through cycle and pedestrian network integrated with the road network and the Blue-Green Infrastructure Framework.

3 Existing Transport Context

3.1 Existing Public Transport Facilities

The closest bus stop is located on Kelvin Park Drive 1km walking distance (21-minute walk) from the site. It is serviced by the bus route 856 (Bringelly to Liverpool) six times each day i.e., 3 morning services and 3 evening services.

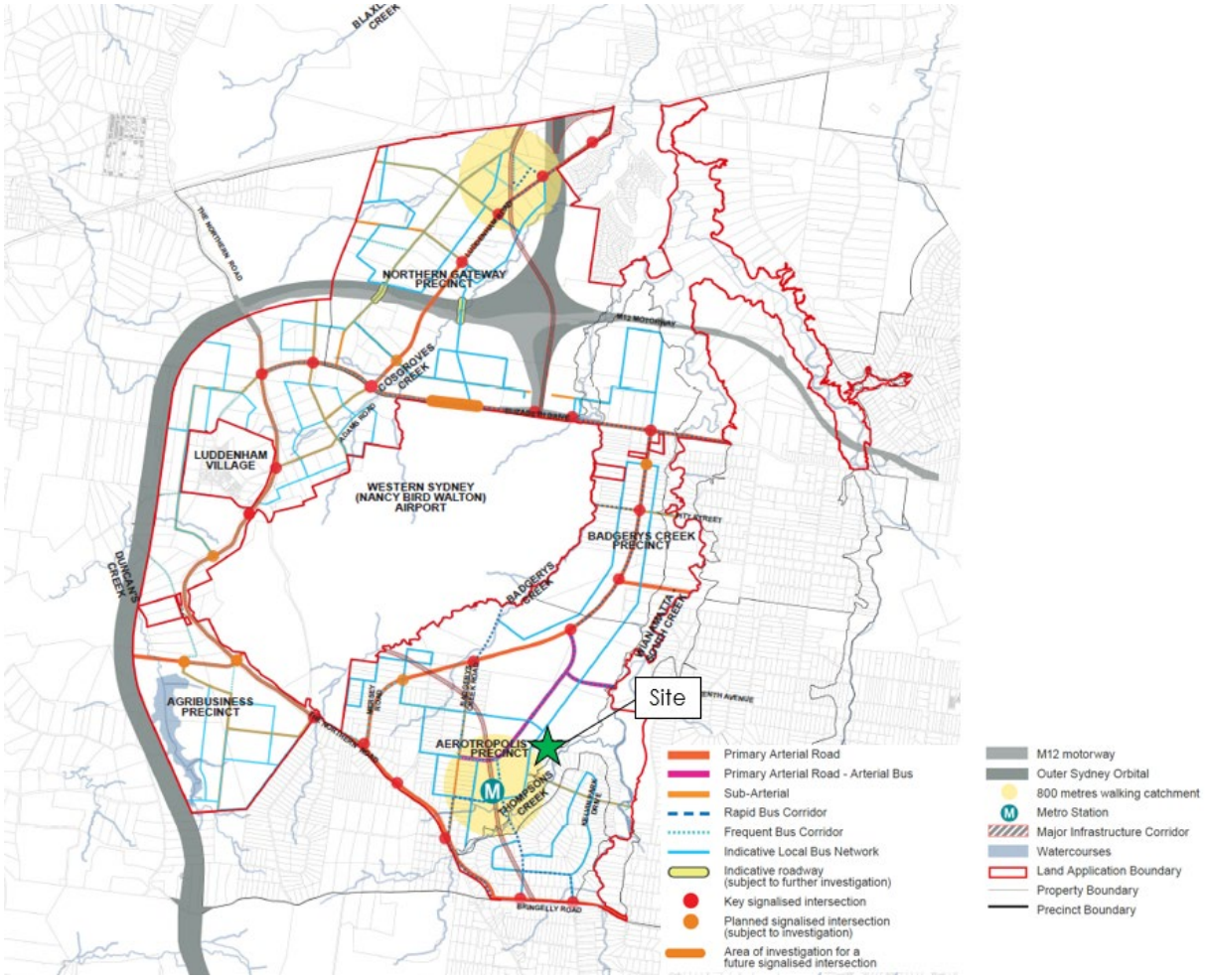
The bus route travels through Leppington train station and Liverpool train station. Leppington Station is serviced by the routes T2 (Inner West & Leppington Line) and T5 (Cumberland Line). Liverpool Station is serviced by the T2, T3 (Bankstown) and T5 lines.

3.1.1 Future Public Transport

The future transport network as per the Western Sydney Aerotropolis Precinct Plan is shown in Figure 3.1. It is proposed to improve bus connections with a rapid bus corridor and further local bus network links.

The Aerotropolis Metro Station is currently under construction and is located on the eastern side of Badgerys Creek Road (within an 800m radius from the site), and forms part of the Western Sydney Airport Line. Once operational, this station will be serviced by trains every 5 minutes during the peak period and every 10 minutes during the off-peak period.

Figure 3.1: Future Transport Network



3.2 Pedestrian and Cyclist Infrastructure

Limited pedestrian and cycle facilities are provided within the immediate vicinity of the site.

No pedestrian footpaths are provided along The Retreat.

In addition to this, no dedicated signage or line marking are provided to indicate any cycleways within the immediate vicinity of the site. However, the nearest cycle route is located to the south of site along Bringelly Road, in accordance with the Transport for NSW cycleway finder map.

The existing cycle routes within the immediate vicinity of the site are shown in Figure 3.2.

Figure 3.2: Local Cycle Network

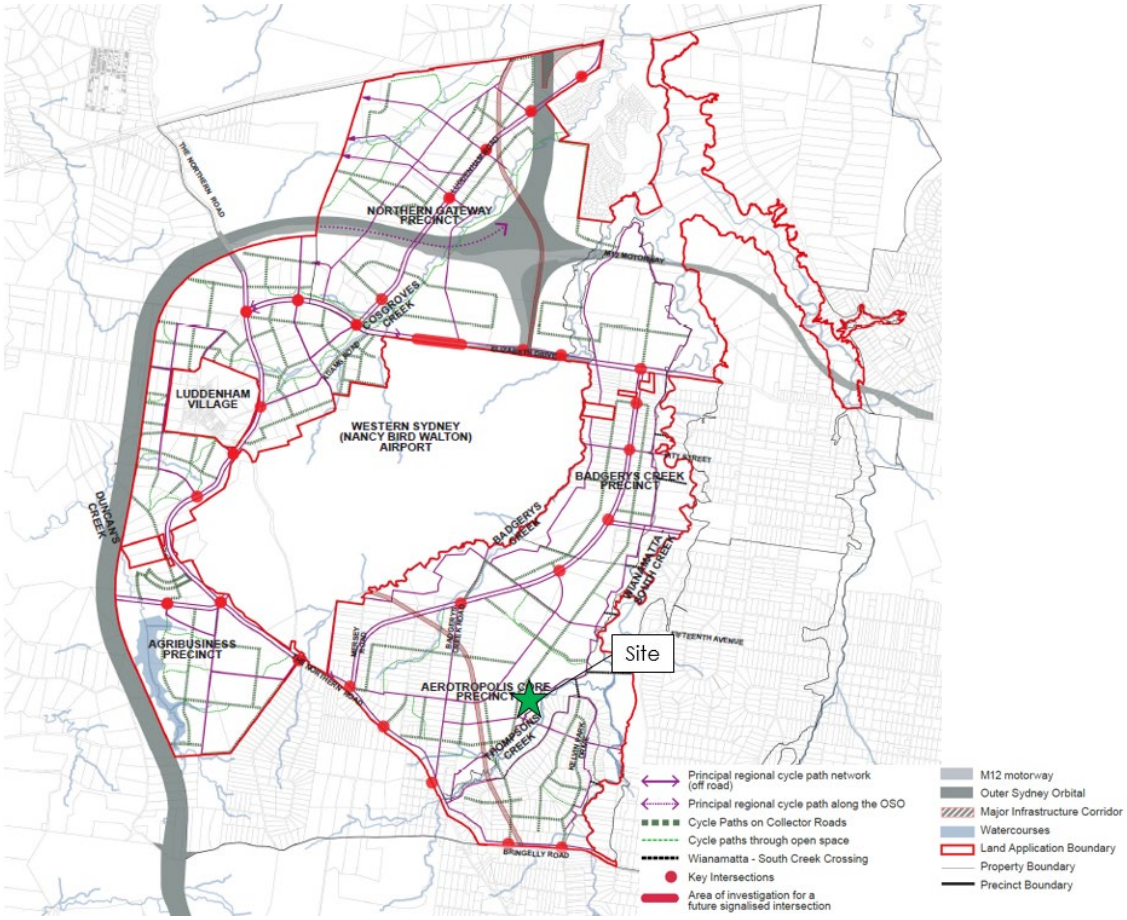
Source: Transport for NSW, Cycleway Finder Map

3.2.1 Future Active Transport Network

The future active transport network as per the Western Sydney Aerotropolis Precinct Plan is shown in Figure 3.3.

There are many proposed cycleways surrounding the site.

Figure 3.3: Future Active Transport Network



3.3 Existing Modal Share

The 2021 Census data from Australian Bureau of Statistics (ABS) has been obtained to understand the existing method of travel to work patterns of residents living in Bringelly. The existing mode share of residents is shown in Table 3.1

Table 3.1: Existing Mode Share of Residents Living in Bringelly

Method of Travel	Existing Mode Share
Car	83%
Truck	9%
Walked Only	5%
Train	2%
Bus	1%

The data indicates that car is the primary mode of travel (83%) followed by truck (9%), walking only (5%), train (2%) and bus (1%). The introduction of the future metro station and the improvements to the bus network is expected to increase public transport uptake in the future.

4 GTP Objectives and Targets

4.1 Objectives

The following have been identified as the key objectives of this GTP:

- promote sustainable travel and establish a culture of active and public transport use
- continue to encourage non-car based modes by providing on-site bicycle parking facilities
- engage the residents in the development of the GTP to promote and gain support for the GTP measures, and
- improve access and mobility and enhance the sense of place.

4.2 Mode Share Targets

The success of the GTP is measured by setting modal share targets and identifying the measures and actions that have the greatest impact.

The Western Sydney Aerotropolis Precinct Plan (Precinct Plan) outlines the modal split target between active transport, public transport, and private vehicle for the year 2026, 2036 and 2056. The modal split targets are broken down for each precinct located within the Western Sydney Aerotropolis Precinct. The mode share target for Aerotropolis Core Precinct (of which the subject site is located within) and the average target mode share across all Aerotropolis precincts for the year 2026, 2036, and 2056 are set out in Table 4.1.

Table 4.1: Mode Split Target (Western Sydney Aerotropolis Precinct Plan – 2023)

Target Mode Share		Active Transport	Public Transport	Private Vehicle
2026	Aerotropolis Core	4%	20%	75%
	Aerotropolis wide (average of 4 precincts)	3%	18%	79%
2036	Aerotropolis Core	6%	34%	60%
	Aerotropolis wide (average of 4 precincts)	5%	30%	65%
2056	Aerotropolis Core	9%	52%	39%
	Aerotropolis wide (average of 4 precincts)	7%	43%	50%

Generally, the mode share target for GTPs have a 5-year timeframe. Therefore, the mode split target documented in this Plan pertains to the target set out for the year 2029, which falls between the year 2026 and 2036 targets explored in the Precinct Plan.

It is noted that the 2021 public transport uptake within the area of the subject site is relatively low (at 3% between train and bus). When comparing this with the mode share target set out in the Precinct Plan (20% for the year 2036 and 34% for the year 2036), it is equivalent to an increase of 17% and 31% in public transport uptake. These levels of shift in travel mode share are high.

These target mode share may be based on the prospective opening of the Sydney Metro Western Sydney Airport and associated rapid bus corridor and improved local bus network, which would provide additional rail and bus services within the area. According to the most recent update on the Project, the estimated completion date for the Sydney Metro project would be late 2026.

Whilst the Sydney Metro Western Sydney Airport completion timeline is relatively fixed, the provision of rapid bus services is less certain. Consequently, there is no available baseline mode share data which is reflective of the improved public transport network in the initial and later stages. Consequently, reference is made to local and international GTPs, and experts in Land Environment Court proceedings, which note that a modal shift of up to 5 per cent from an existing mode share is typically considered to be a significant achievement. However, we note that there are significant efforts to not only provide public transport but also to located residential developments close to services with in a reasonable vicinity of the site.

The site may be constructed before some of the public transport initiatives and services come on line. Consequently, we have set a realistic target for the first 5 years over which period some of the public transport initiatives and services may be operational.

On this basis, a summary of the existing and projected modal splits for each user type is provided in Table 4.2. In TTPP's view, these proposed modal split targets are considered realistic, and a significant achievement based on our previous experience at similar developments, subject to the implementation of green travel strategies and initiatives. It is accepted that the modal shift beyond this 5 year period (i.e. 2029) would intend to better align with the Aerotropolis targets.

Table 4.2: Proposed Mode Share Target

Method of Travel	Mode Share Target
Car	83% (-5%)
Truck	9%
Walked Only	5% (+2%)
Train	2% (+2%)
Bus	1% (+1%)

The above represents a modal shift of some 5% from car travel based on existing modes to/from the development over the initial 5 year period. The above modal splits are considered achievable based on the existing and proposed public transport facilities within the immediate vicinity of the site discussed in Section 3.1 and Section 3.2.

There would be opportunities to revise the mode share targets following the opening of the Sydney Metro Western Sydney Airport line, the availability of the future 2026 census data, and availability of travel survey data for the site to align more with the target mode share set out in the Precinct Plan. These datasets would provide a more accurate representation of the baseline travel mode share, reflective of the upgrade to the public transport infrastructure in the area then.

5 Method of Encouraging Sustainable Transport

To achieve the objectives of the GTP, measures will be put in place to influence the travel patterns to/ from the site, with a view to encourage more sustainable travel modes. It is noted that the measures outlined below would be more effective once the planned public transport and active transport network for the Precinct is in place. Additional measures can also be introduced in the future to take opportunities of the travel behavior and the transport infrastructure then, which the GTP would also be updated accordingly to reflect the latest measures.

5.1 Site-specific Measures

5.1.1 Public Transport

Public transport maps will be provided on noticeboards, newsletters, websites, social media to make residents more aware of the alternative transport options available in the area. The format of the map will be based upon the travel access guide.

This transport access guide will form part of a welcome pack for all residents to ensure that they are made aware of the available transport options. In addition to this, upon initial occupation, it is recommended for residents to receive an Opal card to ensure that travel patterns can be influenced from day one to establish better transport habits at the start of occupation.

5.1.2 Walking and Cycling

As mentioned in Section 3.2.1, the site will be well serviced by adequate pedestrian infrastructure, with bus services and amenities located within short walking distance from the site. A walking map showing essential amenities in the vicinity of the site will be provided on noticeboards, newsletters, websites and social media to inform residents that they need not travel far to access supermarkets, restaurants, medical centres, sports facilities, etc.

The proposed development includes provision of bicycle parking spaces located in a secured bicycle storage area.

Further to this, the Proponent should consider establishing a walking and cycling group, where all residents would be invited to walk and/or cycle together around the neighbourhood, followed by recreational activities/special events within the site.

This initiative would help promote and encourage social inclusion, as well as promote walking and cycling as the choice of travel.

5.1.3 Car Sharing

The Proposal should encourage the use of car share within the development, making on-street parking available for car share schemes.

In sites such as Harold Park in Sydney, the landowner was able to negotiate with the car share company to provide all residents within the postcode with free GoGet membership.

Information of the existing car share facilities within the immediate vicinity of the site will be made available to all residents as part of the welcome pack.

5.1.4 On-Site Measures

The provision of high-quality internet services will also be provided to enable residents to work and/or study on-site, rather than travelling off-site.

This would also be accompanied by the provision of a small café/retail shop and communal space within the site to negate the need to travel off-site.

5.2 Transport Access Guide

The information provided within the GTP will be provided to residents in the form of a package of easy-to-understand travel information known as a Travel Access Guide (TAG). This will be included in the welcome pack provided to residents.

TAGs provide customised travel information for people travelling to and from a particular site using sustainable forms of transport – walking, cycling and public transport. It provides a simple quick visual look at a location making it easy to see the relationship of the site to public transport facilities and walking and cycling routes.

Such TAGs encourage the use of non-vehicle modes of transport and can reduce associated greenhouse gas emissions and traffic congestion while improving health through active transport choices.

TAGs can take many forms from a map printed on the back of business cards or brochures. Best practice suggests that the information should be as concise, simple and site centred as possible and where possible provided on a single side/sheet. If instructions are too complex, people are likely to ignore them.

This TAG should be available for residents and visitors to see, such as at front entrances and noticeboards.

A TAG has been prepared and provided as an attachment to this GTP.

5.3 Information and Communication

Several opportunities exist to provide residents with information about nearby transport options. Connecting residents with information would help to facilitate journey planning and increase their awareness of convenient and inexpensive transport options which support change in travel behaviour.

Transport NSW info

- Bus and train routes, timetables and journey planning are provided by Transport for New South Wales through their Transport Info website: http://www.transportnsw.info/

Cycleway Finder

- The Roads and Maritime Services provides a map with detailed cycling route information to encourage people of all levels of experience to travel by bicycle:

http://www.rms.nsw.gov.au/maps/cycleway_finder

Similarly, phone apps such as TripView display Sydney public transport timetable data and shows a summary view showing current and subsequent services, as well as a full timetable viewer. This timetable data is stored on the phone, so it can be used offline.

Connecting residents via social media may provide a platform to informally pilot new programs or create travel-buddy networks and communication.

The above web links and any social media platforms may be included within the GTP/TAG.

5.4 Actions

A summary of the key strategy and framework action table is shown in Table 5.1. It should be noted that this framework action table will be updated as required. However, it is stressed that the availability of the suggested strategies upon occupation is a key factor in influencing travel patterns.

As mentioned in Section 1.5, the transport objectives are summarised below:

- Objective 1: Facilitate a modal shift towards more sustainable transport modes
- Objective 2: Reduce car ownership and promote car share use
- Objection 3: Reduce the need to travel off-site

Table 5.1: Framework Action Table

Action	Objective	Responsibility	Timeline
1. Provide secure bicycle parking and end-of-trip facilities	1	Proponent	Prior to Occupation
2. Provide public transport noticeboard at key locations within the site in the form of a travel access guide. This will also be posted on the provider's website and included as part of the welcome pack distributed to all residents on Day One	1, 2	Travel Plan Coordinator	Prior to Occupation
3. Provide high quality services and complementary uses on-site	3	Proponent	Prior to Occupation
4. Provide residents with the Sustainable Travel and Access Plan to encourage active travel	1, 2, 3	Travel Plan Coordinator	Upon Occupation
5. Provide residents with a TAG on day one during induction and post the TAG on noticeboards, front entrances, website, social media etc.	1, 2, 3	Travel Plan Coordinator	Upon Occupation
6. Establish Walking Groups and Bicycle User Groups with associated online forums	1, 2, 3	Travel Plan Coordinator	Ongoing
7. Provide regular social events to encourage social interaction to eliminate social barriers to encourage car sharing	1, 2, 3	Travel Plan Coordinator	Ongoing
8. Review the GTP to introduce additional measures or modify current measures as required	1, 2, 3	Travel Plan Coordinator	Ongoing

6 Management and Monitoring of the Plan

6.1 Management

There is no standard methodology for the implementation and management of a GTP. However, the GTP will be monitored to ensure that it is achieving the desired benefits. The mode share targets set out in Section 4.2 are used in this regard to ensure there is an overall goal in the management of the GTP.

The monitoring of the GTP would require travel surveys to be undertaken with a focus to establish travel patterns including mode share of trips to and from the Site. It is anticipated that the first set of surveys would be undertaken within six months of first occupation to obtain the baseline mode shares for the site.

The implementation of the GTP will need a formal Travel Plan Co-ordinator (TPC), who will have responsibility for developing, implementing and monitoring the GTP.

It will also be necessary to provide feedback to residents to ensure that they can see the benefits of sustainable transport.

Indeed, there are several keys to the development and implementation of a successful GTP. These include:

- **Communications** – Good communications are an essential part of the GTP. It will be necessary to explain the reason for adopting the plan to promote the benefits of sustainable transport options.
- **Commitment** – GTPs involve changing established habits or providing the impetus for people in new developments to choose a travel mode other than car use. To achieve co-operation, it is essential to promote positively the wider objectives and benefits of the plan. This commitment includes the provision of the necessary resources to implement the plan, beginning with the introduction of the 'carrots' or incentives for changing travel modes upon occupation.
- **Building Consensus** – It will be necessary to obtain broad support for the introduction of the plan from the residents.

Once the plan has been adopted, it is essential to maintain interest in the scheme. Each new initiative in the plan will need to be publicised and marketing of the project as a whole will be important.

6.2 Remedial Actions

A continuous review should take place to identify remedial actions should the modal share targets not be achieved.

Alternatively, the assigned Travel Plan Coordinator (TPC) could work with Council to see how the measures might be aligned with those identified in Council's sustainable transport strategies.

6.3 Consultation

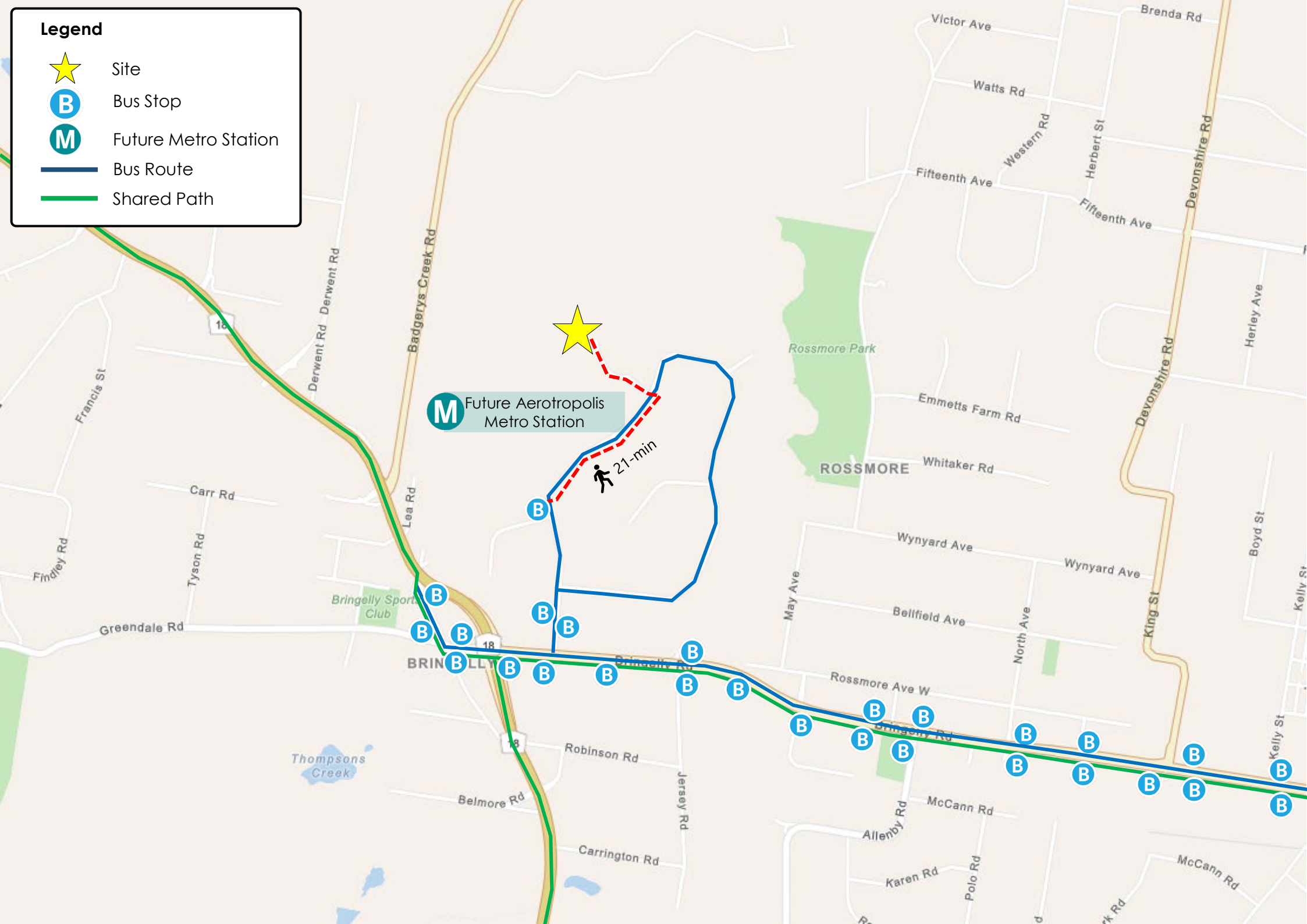
The results of the GTP will be communicated with residents via the noticeboard, newsletters, email and website.

As such, it is recommended that a summary letter is produced presenting the results of the survey within one month of undertaking travel surveys (e.g. 6-months post-occupation). The travel survey can be undertaken by the TPC. The letter/report may be also appended to the GTP.

Communication to residents may be carried out in a similar form by public display of the GTP on noticeboards. Alternatively, a news article on the matter could be included on emails to residents. Travel provisions can also be outlined in a travel access guide (TAG) to new residents.

Appendix A

Transport Access Guide (TAG)


Legend
Site
Bus Stop
Future Metro Station
Bus Route
Shared Path
Future Aerotropolis Metro Station
21-min
Victor Ave
Brenda Rd
Watts Rd
Western Rd
Herbert St
Devonshire Rd
Fifteenth Ave
Rossmore Park
Herley Ave
Emmetts Farm Rd
ROSSMORE
Whitaker Rd
Wynyard Ave
Bellfield Ave
May Ave
North Ave
King St
Boyd St
Kelly St
Rossmore Ave W
Derwent Rd
Badgerys Creek Rd
Francis St
Carr Rd
Tyson Rd
Findley Rd
Lea Rd
Bringelly Sports Club
Greendale Rd
BRINGELLY
Robinson Rd
Jersey Rd
Thompsons Creek
Belmore Rd
Carrington Rd
Allenby Rd
McCann Rd
Karen Rd
Polo Rd

Transport Access Guide

Public Bus Services

Bus stops are located on Bringelly Road and Kelvin Park Drive.

These bus stops are serviced by bus route 856 (Bringelly to Liverpool). There are three services running in the morning peak and three services in the evening peak.

For more information on the bus services, please visit:

https://transportnsw.info/travel-info/ways-to-get-around/bus#/

Cycling

Visit: https://roads-waterways.transport.nsw.gov.au/maps/cycleway_finder to view the city's cycling route map.

Bicycle parking facilities are provided on site.

Car Parking

Car parking will be provided on site.

Future Metro Train Station

The Aerotropolis Metro Station is currently under construction and is located on the eastern side of Badgerys Creek Road (within an 800m radius from the site).
This metro station would form part of the Western Sydney Airport line. Once operational, this station will be serviced by trains every 5 minutes during the peak period and every 10 minutes during the off-peak period.

This Transport Access Guide (TAG) provides information for visitors to make sustainable travel choices to and from the site.

This means less car usage, reduced carbon emissions, and a step towards a greener and healthier Sydney.

Trip Planner provides the most efficient transport routes/ public transport options. Timetable and travel alerts can be can conveniently checked on your phone, tablet or computer.

Plan your trip using:

- Sydney's Trip Planning Tool at: https://transportnsw.info/
- Google directions at: https://www.google.com/maps/dir/
- The mobile app, Trip View, which provides live train and bus timetable.

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