

2 Fishburn Crescent, Castle Hill (Lot 1 in DP 1316896) Green Travel Plan



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1. Background

1.1 Introduction

This Green Travel Plan (GTP) has been prepared on behalf of *Arada Pty Ltd*, to inform future residents and visitors of the subject residential development of the alternative transport options available within the vicinity of the site.

This GTP has been prepared to address part of Requirement 10 set out in the SEARs (SSD-83112728), which reads:

“proposals to promote sustainable travel choices for employees, residents, 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”

The site is located within the *Showground Station Precinct* diagonally opposite the *Hills Showground* Metro Station, and has excellent public transport connectivity as well as convenient access to shops and services.

The proposed works involves the demolition of the existing structures on the site to facilitate the construction of a new residential apartment building.

This Green Travel Plan (GTP) has been prepared to support the proposed development and sets out measures to promote sustainable travel choices for residents and visitors of the proposed residential development.

The information in this GTP can be disseminated to future residents via building management, strata meetings and to staff in employment information packs, tenancy agreements, and stall email/noticeboards.

1.2 Green Travel Plan Objectives

The purpose of the Green Travel Plan is to set site-specific actions and influence the travel behaviour of the end users prior to it being occupied. A number of objectives are introduced to manage travel demands, and are listed as follows:

- Reducing dependence on private cars
- Improving pedestrian and cycling facilities
- Promoting public transport and car sharing
- Reducing congestion in the local area

This Green Travel Plan encourages the use of transport modes that have a lower environmental impact, for example sustainable transport modes including walking, cycling, public transport and better management of car use.

The use of sustainable modes of transport will provide a range of public benefits including:

- improved personal health
- improved community connectivity
- reduced traffic congestion
- reduced competition for car parking
- reduced noise and air pollution
- potential cost savings.

This Green Travel Plan therefore aims to provide a package of coordinated strategies and actions to facilitate a shift towards sustainable modes of transport and reduce private vehicle trips.

To ensure that the Green Travel Plan meets its intended objectives, it has incorporated guidelines set-out within City of Sydney Council's, *'Guide to Travel Plans'*.

From the above review, the essential elements applicable to this GTP include:

- **Site audit and data collection:** A desktop audit has been undertaken in order to identify and document the existing issues and opportunities relevant to the site and its accessibility, particularly by sustainable forms of transport. Opportunities to improve amenity, incentivise non private vehicle usage and remove barriers to the use of these sustainable transport modes are then dealt with under the site-specific measures later detailed in this report.
- **Actions:** This GTP provides a strategy to facilitate a shift towards sustainable forms of transport and reduce private vehicle travel by providing restricted car parking provision, with a large number of alternative sustainable options available.
- **Promoting and marketing:** an information/welcome package will be provided upon occupation of the residency/tenancy, with a Transport Access Guide (TAG) included, informing the end users of the available sustainable forms of transport located in the vicinity of the site.
- **Commitment of resources:** Cycling to/from the site would be promoted with secure off-street bicycle parking facilities available within the development, located in an easily accessible area. The security and caretakers of the development would inform the end users of these facilities and ensure proper maintenance of the area to encourage further use.
- **Governance Support:** The development of relationships between the Proponent and various stakeholders (such as Council and TfNSW) will assist in delivering improved transport options.

2. Existing Transport Planning Context

2.1 Strategic Directions

The Hills Shire Council has prepared an *Integrated Transport & Land Use Strategy (2019)* to establish the basis for strategic planning of the traffic, transport and movement network to 2036. The overall aim is to deliver a cohesive transport network that meets the needs of the existing and future population by providing a framework for how growth will be managed to 2036.

To achieve the aspiration of a 30-minute City as defined in the *Greater Sydney Region Plan* it is critical to integrate transport, infrastructure and land-use planning.

The *Integrated Transport and Land Use Strategy* complements the *Hills Future Community Strategic Plan* and will contribute to the themes of building a vibrant community and prosperous economy, shaping growth and delivering and maintaining infrastructure.

The Strategy is framed around five key planning priorities contained in the *Local Strategic Planning Statement (LSPS)* that respond to priorities and actions in the Central City District Plan. These strategic priority measures are summarised in the table below.

<p>Renew & Create Great Places</p>	<p>Plan for convenient, connected & accessible public transport</p>	<p>Manage travel behaviour to promote sustainable choices</p>	<p>Expand and improve our active transport network</p>	<p>Plan for a safe and efficient regional road network</p>
<p>LSPS Priority 9</p>	<p>LSPS Priority 11</p>	<p>LSPS Priority 12</p>	<p>LSPS Priority 13</p>	<p>LSPS Priority 14</p>
<p>District Plan Priorities C6 & C15</p>	<p>District Plan Priorities C1 & C9</p>	<p>District Plan Priorities C1 & C9</p>	<p>District Plan Priorities C1 & C9</p>	<p>District Plan Priorities C1 & C9</p>

These priorities will be delivered directly through Council led education, encouragement, enforcement and engineering initiatives as well as advocacy to NSW Government transport planners and managers; TfNSW, RMS, NSW Police, etc.

In this regard, the above responsibilities for the provision of transport planning in The Hills Shire is shared between Council and the State Government.

The shared responsibility for transport means that in delivering the strategy, Council has direct responsibility for some transport actions and policies, whilst in other instances it contains advocacy actions for issues beyond Council’s jurisdiction.

As such, a summary of other relevant planning policy and their objectives are also summarised in the table below.

NSW State Government

Policy/Strategy	Key Aims/Objectives/Goals
<i>Future Transport Strategy: Our vision for transport in NSW</i>	<p>The Future Transport Strategy sets the strategic directions for Transport to achieve world-leading mobility for customers, communities, businesses and our people. It is a part of a suite of government strategies, policies and plans that integrate and guide land use and transport planning across NSW.</p> <p>The Future Transport Strategy works to deliver Transport’s three high-level outcomes. These are:</p> <ul style="list-style-type: none"> • Connecting our customers’ whole lives with multimodal customer journeys that are seamless, personalised and enabled by data and technology • Successful places for communities where transport enhances amenity, liveability and economic success • Enabling economic activity by powering NSW’s future \$1.4 trillion economy and enabling economic activity across the state <p>This strategy provides the framework that informs network plans, service plans and policy decisions to achieve the outcomes.</p>
<i>Greater Sydney Services and Infrastructure Plan</i>	<p>The Greater Sydney Services and Infrastructure Plan is Transport’s 40-year plan for transport in Sydney. It defines how Transport for NSW will develop its public transport, roads, and freight networks to create vibrant, liveable places and communities.</p> <p>Building on the state-wide transport outcomes identified in the Future Transport Strategy 2056, the Plan establishes the specific outcomes transport customers in Greater Sydney can expect and identifies the policy, service and infrastructure initiatives to initiate these.</p>

	<p>The focus is to enable people and goods to move safely, efficiently and reliably around Greater Sydney, including having access to their nearest centre within 30 minutes by public transport, 7 days a week. The transport system will also support the liveability, productivity and sustainability of places on our transport networks.</p> <p>The vision for Greater Sydney as a metropolis of three cities is designed to support the growth of Sydney by enabling people to have more convenient access to jobs and services across the region.</p> <p>The site is located in close proximity to sustainable forms of transports, with a bus network and train services readily available at Hills Showground Railway Station.</p> <p>This means future residents and visitors of the development can have easy access to the alternative forms of transport with a number of services located within their doorstep.</p>
<p><i>The Central City District Plan</i></p>	<p>The vision for the Central City District is to help residents have quicker and easier access to a wider range of jobs, housing types and activities as part of the transformation of their District.</p> <p>The vision will improve the District’s lifestyle and environmental assets. The plan covers Blacktown, Cumberland, Parramatta and The Hills Local Government Areas and is a 20-year plan to manage growth in the context of economic, social and environmental matters to achieve the 40-year vision of Greater Sydney.</p> <p>The site is located in to the Hills Showground Railway Station. The Hills Showground Railway Station will provide the opportunity to transform the existing area into a transit-oriented, more vibrant and diversified centre with a mix of residential uses and supporting services as well as enabling faster and more reliable business-to-business connections to other centres such as Chatswood and the Sydney CBD.</p>
<p><i>North West Rail Link Corridor Strategy</i></p>	<p>The North West Rail Link (NWRL – now the Metro North West Line) Corridor Strategy was prepared in 2013 to identify future visions for precincts surrounding NWRL stations and establish frameworks for managing future land use changes. This strategy enables infrastructure agencies to identify, prioritise and co-ordinate the delivery of infrastructure upgrades in accordance with each precinct’s long-term growth potential, providing increased transparency about the area’s growth infrastructure pipeline.</p>
<p><i>Sydney Metro Northwest Pedestrian-Cycle Network & Facilities Strategy (TfNSW)</i></p>	<p>The purpose of the Strategy is to assist TfNSW and Sydney Metro in delivering on the stated transport hierarchy for the project, prioritising pedestrians and cyclists in the transport planning for the new stations including the Hills Showground Station. One of TfNSW’s objectives is to plan for a transport system that meets the needs and expectations of the public including encouraging sustainable transport modes that support alternatives to car use.</p>

<i>Active Transport Strategy</i>	<p>The purpose of the Active Transport Strategy is to outline a comprehensive plan aimed at doubling active transport trips over the next 20 years. This Active Transport Strategy draws on the Future Transport Strategy and its vision for walking, bike riding and personal mobility.</p> <p>The Active Transport Strategy aims to promote walking and bike riding as preferred modes of transport for short trips and viable options for longer trips. It focuses on enabling 15-minute neighbourhoods, delivering connected cycling networks, providing safer precincts and active travel.</p> <p>The site aligns with the objectives of the plan by providing a number of bicycle parking facilities located across the basement level of the development.</p>
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Local Government

Policy/Strategy	Key Aims/Objectives/Goals
<i>Hills Future 2036 Local Strategic Planning Statement</i>	The Local Strategic Planning Statement (LSPS) communicates the long-term land use strategy for The Hills Shire between 2016 and 2036. The Strategy sets out planning priorities and corresponding actions to be delivered over the next 5 years that will provide for housing, jobs, parks and services for our growing population.
<i>The Hills Corridor Strategy</i>	The Hills Corridor Strategy identifies the Metro North West Line as a significant transport project that enhances the liveability of The Hills Shire. The objectives of The Hills Strategy align with ‘A Plan for Growing Sydney’ and provides a detailed response to how the citywide vision can be effectively delivered at the local level.
<i>Showground Station Precinct DCP (Part D Section 19)</i>	<p>The DCP developed to guide the future development of the Showground Station Precinct by identifying the vision, development principles, key elements and indicative structure for the future development of the precinct. It seeks to ensure the orderly, efficient and environmentally sustainable development of the precinct to achieve high quality urban design outcomes.</p> <p>The DCP has been developed with consideration to the Apartment Design Guide, which sets minimum requirements for compliance and builds on these same principles to facilitate the delivery of a distinct local character that aligns with Council’s vision for the Showground Station Precinct. To achieve the vision, future development within the Precinct must address the following key principles and strategic priorities of Council:</p> <ul style="list-style-type: none"> • Transit oriented development involves the creation of compact, walkable, mixed-use communities around public transport nodes • The need to locate high density housing in centres with good access to services, community facilities and transport is well recognised and will support the on-going operation of the Metro North West Line. Centres should provide a mixture of residential, retail and commercial activities that are centred around transport.

3. Existing Sustainable Transport

The existing public transport services available in the vicinity of the site are illustrated on the attached Transport Access Guide.

3.1 Existing Public Transport Services

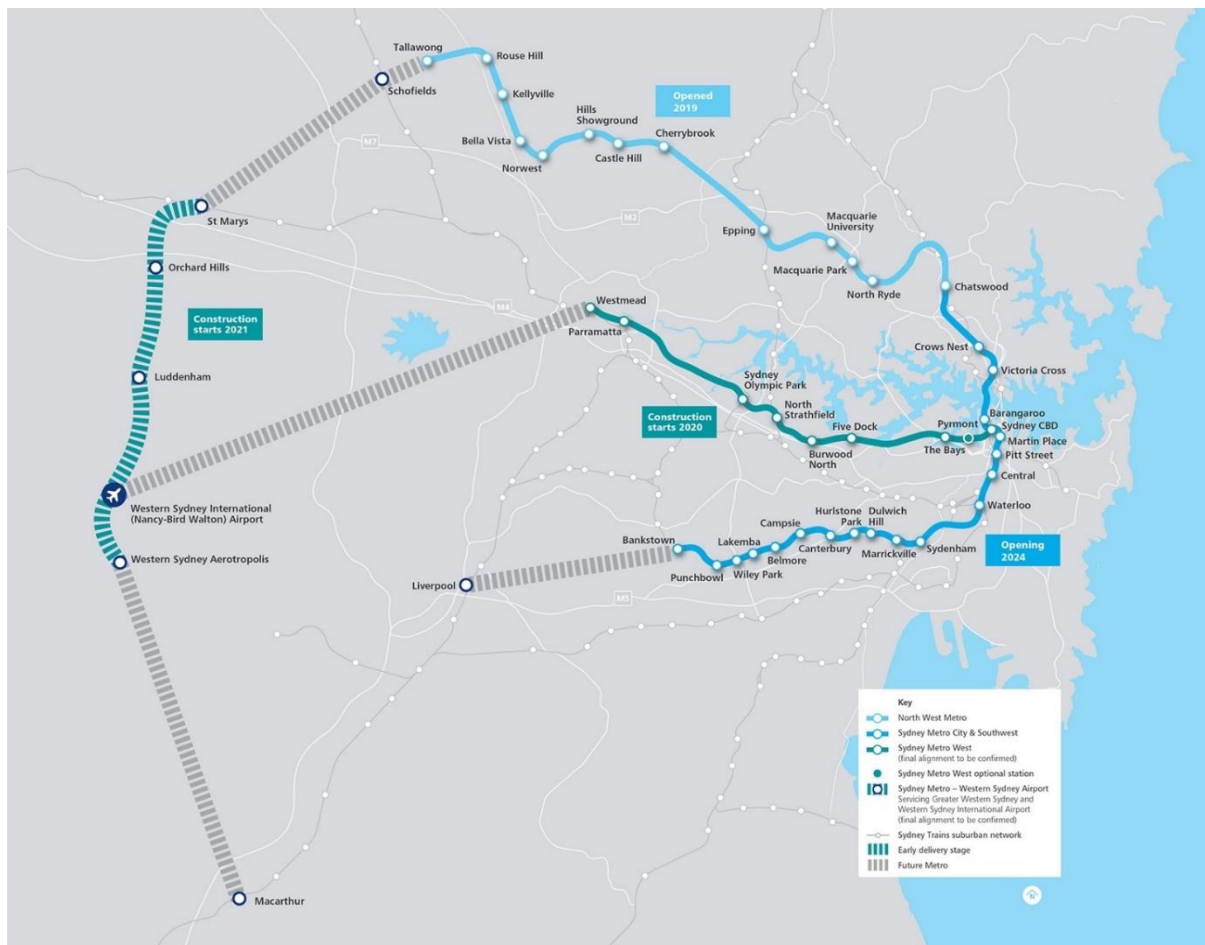
The subject site is located within the *Showground Station Precinct* and is within close proximity to a broad range of public transport services.

The site is located approximately 200m walking distance east of Hills Showground Railway Station. Hills Showground Railway Station operates on the M1 Metro North West & Bankstown Line operating between Sydenham to Tallawong. The typical journey time to/from Central Station is approximately 39 minutes, with a frequency of 4 minutes during peak periods, reducing to 10 minutes during off-peak periods.

In particular to note, Hills Showground Station forms part of the Sydney Metro network. The Sydney Metro network will ultimately comprise 31 metro stations and more than 66 kilometres of new metro rail running from Sydney's booming North West region under Sydney Harbour, through new underground stations in the CBD, and beyond to the south west to Bankstown, as shown in **Figure 3.1** below.

Metro is a new generation of world-class fast, safe, and reliable trains easily connecting customers to where they want to go. The metro will have high frequency 'turn-up-and-go' services, with a frequency of 4 minutes during peak periods. Technology will keep customers connected at all stages of their journey, including smart phone travel apps and real-time journey information at metro stations and on-board trains.

Figure 3.1: Sydney Metro Map



There is also an extensive range of bus services which operate in the vicinity of the site, which include:

- a number of services to Parramatta CBD, Norwest Business Park, and other employment centres and educational establishments
- multiple bus routes which permit interchange with the suburban railway network, including Rouse Hill, Parramatta, Kellyville, Pennant Hills, Castle Hill, Westmead, Blacktown, and Epping Railway Stations
- regular local bus services which connect to several key locations including Westfield Parramatta, Castle Towers, Kellyville Village, and throughout the local area

The location of the bus stops in the vicinity of the site are illustrated on the attached Transport Access Guide, with the typical servicing frequencies summarised in **Table 3.1** below.

In summary there are approximately 694 bus services per day traversing the road network within the vicinity of the site on weekdays, reducing to approximately 398 bus services per day on Saturdays and approximately 294 bus services per day on Sundays and Public Holidays, as set out in the table below:

Table 3.1: Existing Bus Services

Bus Routes and Frequencies							
Route No.	Route	Weekdays		Saturday		Sunday	
		IN	OUT	IN	OUT	IN	OUT
601	Rouse Hill Station to Parramatta via Hills Showground	65	64	29	28	28	27
604	Dural to Parramatta via Castle Hill	31	29	14	14	0	0
626	Kellyville to Pennant Hills via Cherrybrook	35	33	30	30	14	13
632	Rouse Hill Station to Pennant Hills via Norwest & Castle Hill	35	35	16	16	16	16
633	Rouse Hill to Pennant Hills via Kellyville & Castle Hill	42	47	34	35	31	33
651	Rouse Hill Station to Epping via Castle Hill	27	30	16	17	14	14
660	Castlewood to Parramatta via Norwest	35	34	17	17	14	14
662	Castle Hill to Parramatta via Bella Vista & North West Twy	37	33	12	12	11	11
730	Castle Hill to Blacktown via Norwest & Glenwood	37	38	27	27	13	15
N92	Tallawong to City Town Hall (Night Service)	3	4	3	4	4	6
TOTAL		347	347	198	200	145	149

On the above basis, it is reasonable to conclude the site has excellent connectivity to public transport and is ideally located to encourage the greater use of sustainable transport options by residents and visitors.

Bus and train timetables can be found via the Transport Info website, <https://transportnsw.info>.

3.2 Rideshare and Taxi Apps – Uber, DiDi, Ola, Ingogo and more

Tap to ride (Ridesharing) services is another convenient, affordable and sustainable alternative form of transport which is becoming increasingly popular with a number of competitors in Australia. Taxi companies have also released similar apps to match the convenience that ridesharing services provide.

Trips are happening around the clock and across the week, but there are certain times that are busier than others, which include the typical weekday commuter peak periods. Ridesharing services allow linked trips to occur for drivers and end-of-trip users along the same route to be booked.

Ridesharing services also allow carpooling to occur – i.e. Uber Pool – which enables booking of a ‘shared ride’ with clientele heading in the same general direction, allowing a cheaper ride service. The Pooling adds other riders as they book, so you don’t need to coordinate locations and times with people you don’t know.

3.3 Pedestrian Infrastructure

Walking is the most sustainable form of transport and has a significant part to play in the transport system, promoting physical activity, reducing congestion, and providing accessibility to various destinations.

Footpaths are generally provided on both sides of all roads in the vicinity of the site to encourage walking as an active form of transport and to keep local residents and businesses connected.

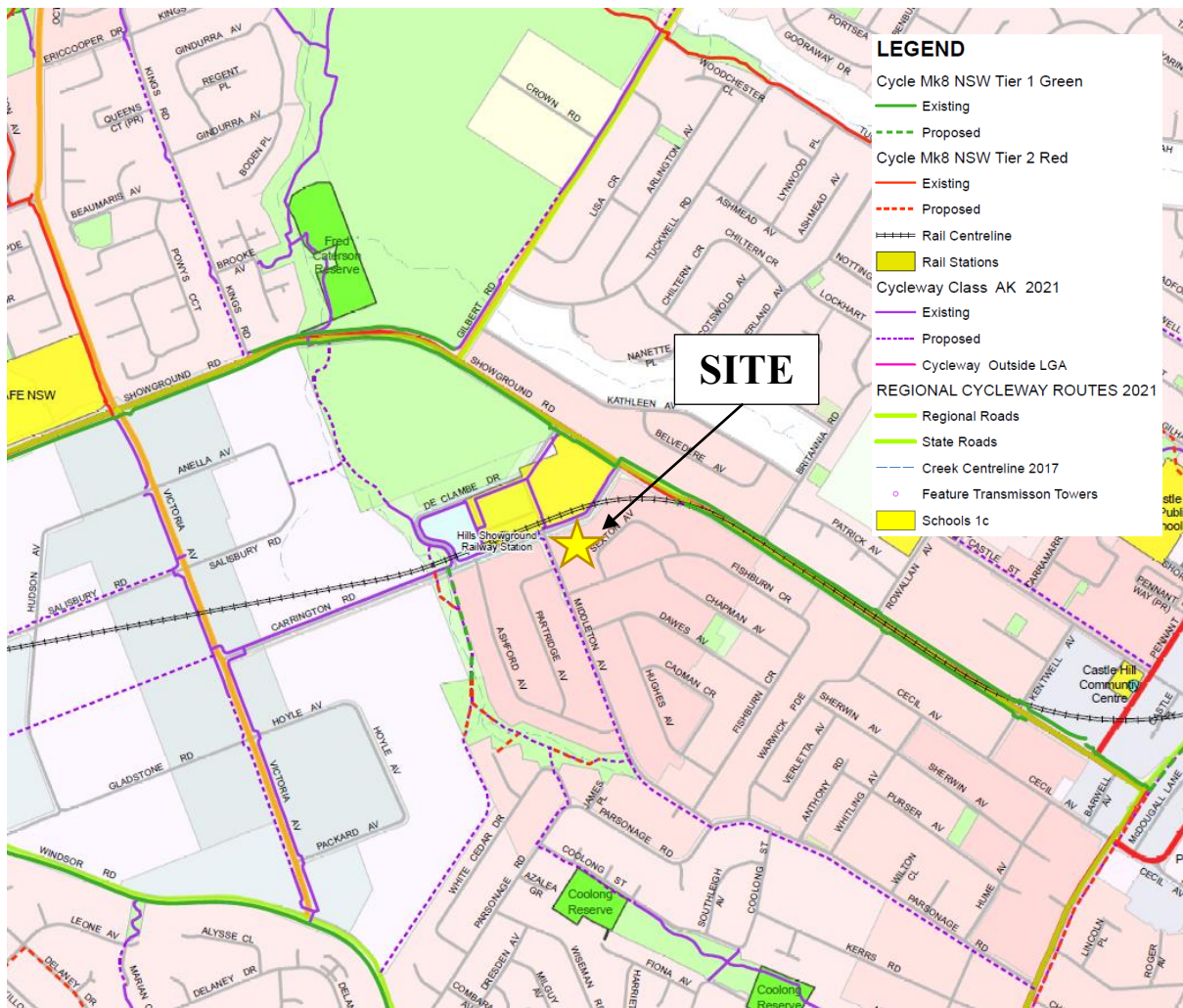
In particular, sealed footpaths are provided on both sides of Carrington Road, providing direct access to/from the site to key locations in the surrounding areas, including Hills Showground Railway Station, without the need to take large detours.

Key intersections in the Hills Showground Precinct have signalised pedestrian crossings. This includes Carrington Road where it intersects with Showground Road, Andalusian Way and Middleton Avenue, and Doran Drive.

3.4 Bicycle Routes

Travelling by bicycle is environmentally friendly and promotes physical activity, whilst also offering significant savings on transportation costs compared to driving. The existing cycleways in the immediate vicinity of the site is shown in **Figure 3.3** below.

Figure 3.2: Existing and Proposed Cycleways



The full bicycle map for the local area developed by The Hills Shire Council is provided in **Appendix B**.

Transport for NSW also provides an online Cycleway Finder to work out bicycling routes, and provides information such as surface material, length, width, and suburb.

The Cycleway Finder can be accessed via the following link: [Cycleway Finder](#)

There is also a smart phone app “*Bike Citizens - Bicycle GPS*” available for download, designed to help cyclists in urban areas and provides the following features:

- **Routing Profile** - the route navigation feature can adapt to suit personal needs and cyclists are able to choose between leisurely, fast or convenient route.
- **Bicycle Type** - the route navigation feature takes the cyclists type of bicycle into account. For example, if a person is riding a road bike, roads with tram tracks or cobblestones are avoided.
- **Gradient Profile** - *Bike Citizens* always highlights the route with the most suitable gradient. More or less tolerance will be allowed depending on the routing profile.
- **Surfaces** - the cycling app searches for the most suitable route in accordance with the type of bicycle that is selected and avoids surface features such as cobblestones or unsurfaced routes.
- **Offline Map Material** – once the map material has been downloaded, cyclists do not need an internet connection to use the navigation tool. This means that the phone battery will last longer and avoiding potential high roaming charges.

The *Bike Citizens* app can be downloaded via the following links:

- Link to App Store: <https://itunes.apple.com/app/bikecityguide/id517332958>
- Link to Google Play: <https://play.google.com/store/apps/details?id=org.bikecityguide>

3.5 Existing Transport Modal Split

2021 Census data from Australian Bureau of Statistics (ABS) has been obtained to understand the existing method of travel to for residents living within the Statistical Area (SA2), Castle Hill – Central.

The existing transport modal split for residents living in the SA2 area has been reproduced in **Figure 3.4** below.

At the time of the journey-to-work (JTW) data being collected in 2021, approximately 3,200 trip data were included in the survey for Castle Hill – Central residents living within the area.

Furthermore, a breakdown of the existing transport modal split of commuters living within the SA2 area is obtained from the 2021 Census – Employment, Income and Education data from the Australian Bureau of Statistics is summarised in **Table 3.2** on the following pages.

It is noted that the transport modal split for the site, which is located in immediate walking distance of Hills Showground Railway Station as well as close to an extensive range of bus services, would invariably have a higher rail/bus modal share than a site located on the outskirts of the SA2 area, Castle Hill – Showground.

Figure 3.3: Summary of persons residing in Castle Hill – Showground (SA2)

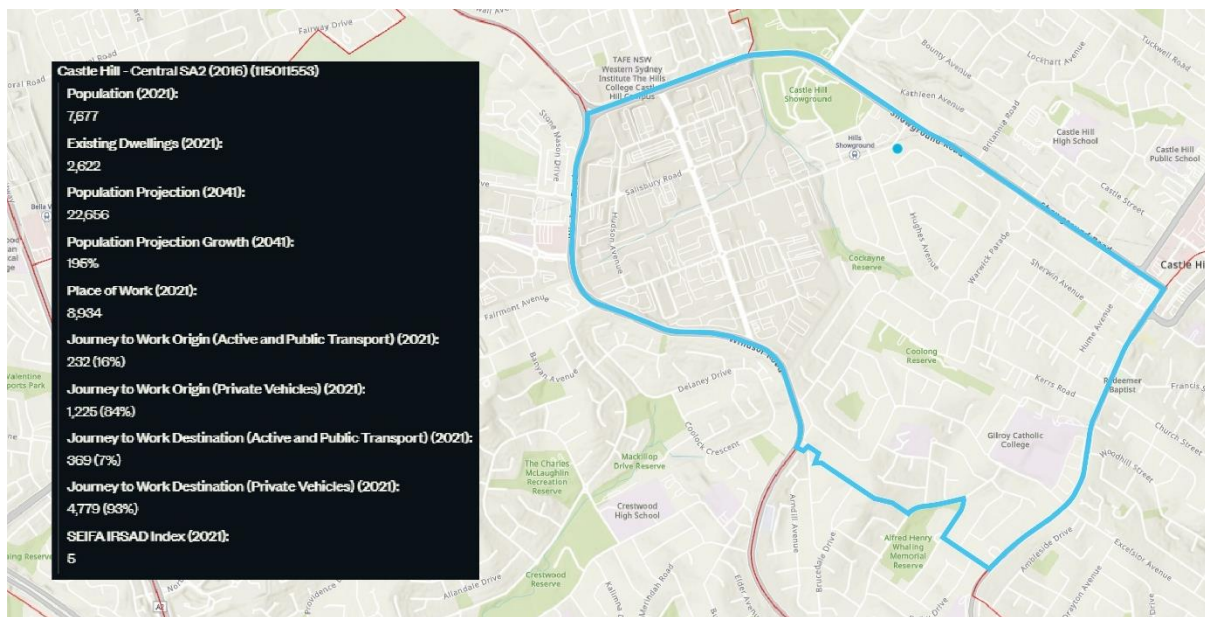


Table 3.2 on the following page indicates that 36% of commuters living within the SA2 area drives to work and approximately 5% utilise train/rail or bus services. Comparatively, 2021 Census Data shows that 40% of workers in the Greater Sydney region drives to work and 6% utilise train/rail or bus services.

Of critical importance, it can be observed that the journey to work Census 2021 data is skewed due to the COVID-19 pandemic. Australian cities are slowly recovering from the disruption of the pandemic and its health safety impacts from the use of public transport, as can be seen in the below data.

Table 3.2: Existing Transport Modal Split (2021 Census Data)

MODE OF TRANSPORT	Residents Residing in SA2 Area	
	Number of Trips	% of Total Trips
Vehicle Driver	1,148	36%
Vehicle Passenger	66	2%
Taxi/Ride Share	3	<1%
Train	89	3%
Bus	71	2%
Bicycle	4	<1%
Motorcycle/Scooter	4	<1%
Walk Only	62	2%
Worked at Home	1,752	54%
Other	14	<1%
TOTAL	3,213	100%

**percentages have been rounded to the nearest whole number*

Accordingly, it is clear that the Castle Hill – Central SA2 area currently underutilises the public transport services which are readily available within the area, particularly given the proximity of the site to these public transport services and should expect higher rail and bus usage by further discouraging driving as a mode of transport for residents and visitors.

In this regard, it is noted that the mixed-use residential development is located in the *Hills Showground Precinct* and within easy walking distance of Hills Showground Railway Station, such that a large number of residents are expected to utilise the train to get to work and will consequently have a *lower* car modal split.

Furthermore, the proposed development makes provision for bicycle facilities which is to be located across the basement parking area and will enhance the active transport options available to future occupants of the site.

4. Travel Mode Targets

4.1 Objectives

The following objectives are set out to achieve the vision of this Green Travel Plan to encourage a shift towards sustainable modes of transport:

- **Accessibility** – Improve access, safety, amenity and convenience of sustainable transport modes for travel to and from the site.
- **Incentives** – Provide incentives for staff when they travel to work via public transport, car pool or cycle and establish a culture of active and public transport use.
- **Restrict** – Continue to limit the convenience of car access to the site to encourage other, sustainable modes of transport.

4.2 Mode Share Targets

The purpose of the Green Travel Plan is to reduce potential private vehicle trips to the site and facilitate a shift towards sustainable modes of transport.

It is pertinent that the Green Travel Plan is regularly monitored and updated to reflect the most current transport conditions to achieve its desired effect. The success of the Green Travel Plan can be measured by setting modal targets and identifying the measures or actions that have the greatest impact.

The targets identified in this GTP are set out in **Table 4.1** on the following page, which envisages a short-term target of 24% for car modal share proposed for the site. It is noted this target is highly achievable, given the Sydney Metro is well established, with ‘turn-up-and-go’ services every 4 minutes during peak periods.

As the pedestrian and cycling infrastructure is developed over time in the Hills Showground Precinct, it is envisaged a long-term target of 16% for car modal share is achievable for the site.

This modal shift also accounts for the anticipated switch from remote work (at home) for residents living in to the SA2 area, back into the office environment.

Table 4.1: Target Transport Modal Split

MODE OF TRANSPORT	Residents Residing in SA2 Area		
	Existing Modal Split	Short Term Target Modal Split	Long Term Target Modal Split
Vehicle Driver	36%	24% (-12%)	16% (-20%)
Vehicle Passenger	2%	2%	2%
Taxi/Ride Share	<1%	1%	1%
Train	3%	28% (+25%)	30% (+27%)
Bus	2%	5% (+3%)	10% (+8%)
Bicycle	<1%	3% (+2%)	6% (+5%)
Motorcycle/Scooter	<1%	1%	1%
Walk Only	2%	3% (+1%)	9% (+7%)
Worked at Home	54%	32% (-22%)	24% (-30%)
Other	<1%	1%	1%
TOTAL	100%	100%	100%

4.3 Methods of Encouraging Sustainable Transport

A series of actions are recommended in this Green Travel Plan which forms the strategies and initiatives that can be implemented to achieve the desired transport modal split targets. It is pertinent to note that these actions should be regularly monitored and updated as required to reflect current transport conditions.

Table 4.2: Green Travel Plan Actions

Strategy	Objectives	Actions	Resources
1. Promoting Public Transport			
1.1 Travel Pass	Encourage greater public transport usage.	Consider subsidy for staff travelling via public transport, provide Opal Travel Cards to staff for any work-related travels during their shift.	Building Management

1.2 Transport information notice board	Encourage greater public transport usage.	Provision of a transport information notice board in the building foyers to assist in making employees more aware of the alternative transport options available at the site. The information to be provided includes the TAG and is to comprise detailed timetable information, estimated costs and route maps for all the bus services identified on the Transport Access Guide.	Building Management
2. Promoting Car Pooling			
2.1 Car Pooling Programmes	Encourage reduced private car usages	Encourage use of a car-pooling program to help future residents find someone to car pool with in their daily commute.	Building Management
2.2 Restricted Car Parking Provision	Restricting private car usages	Off-street car parking has been restricted by The Hills Council as part of their DCP. The initiative is part of a suite of responses to ensure that sustainable travel behaviours are encouraged for future residents and visitors of the proposed development.	The Proponent
3. Promoting Cycling and Walking			
3.1 Bicycle Parking	To promote use of Active Transport	Provide bicycle parking areas, encouraging future visitors to ride to the proposed development.	Building Management
3.2 Cycling & Walking Groups	Encourage cycling and walking.	Establish walking & cycling groups for residents, with associated online forums.	Travel Plan Coordinator
4. Other Incentives			
4.1 Travel Access Guide	Provide up to date and easy to access information on existing transport options on day one of occupation.	Provide Travel Access Guide to residents as part of induction package and regularly review / update to ensure information are up to date.	Travel Plan Coordinator

5. Monitoring and Maintenance

The *Green Travel Plan* and *Transport Access Guide* are living documents which will need to be updated on a regular basis.

It is important that the *Green Travel Plan* is reviewed regularly, ideally every 12 months, to monitor the progress of targets as documented in **Table 4.1** and also to ensure contact details/websites of the various alternative transport providers are up to date or if any additional providers/schemes have entered the marketplace.

The *Travel Plan Coordinator* (usually building manager) will have responsibility for the ongoing monitoring and development of the *Green Travel Plan* and the *Transport Access Guide*. The key tasks of the *Green Travel Plan* Coordinator will include:

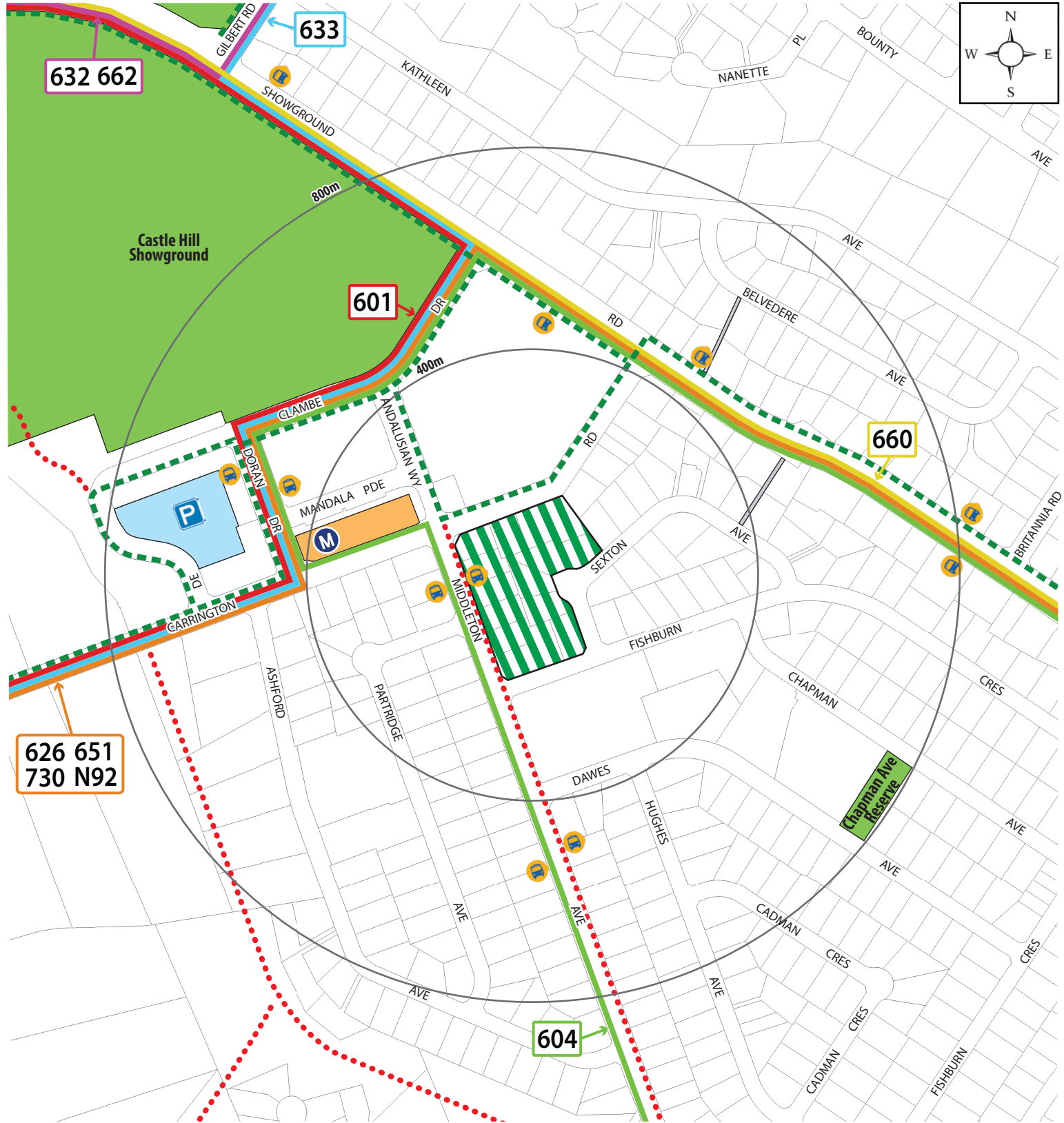
- undertake regular surveys to identify the travel modes of building occupants
- maintain and update the information provided in the *Transport Access Guide* as well as encouraging carpooling
- set new travel mode targets on an ongoing basis
- to respond to online queries through the intranet

A monitoring and review process for the *Green Travel Plan* will be set out by building management to ensure that the information contained within reflects any changes to the transport conditions and building facilities.

This Coordinator will also monitor and assess the modal-split for staff working on the site and revisit the proposed targets if necessary.

It is pertinent to note that the travel mode targets are aspirational and requires continual monitoring.

Appendix A: Transport Access Guide



Bus Routes

- 601 Rouse Hill Station to Parramatta via Hills Showground
- 604 Dural to Parramatta via Castle Hill
- 626 Kellyville to Pennant Hills via Cherrybrook
- 632 Rouse Hill Station to Pennant Hills via Norwest & Castle Hill
- 633 Rouse Hill to Pennant Hills via Kellyville & Castle Hill
- 651 Rouse Hill Station to Epping via Castle Hill
- 660 Castlewood to Parramatta via Norwest
- 662 Castle Hill to Parramatta via Bella Vista & North West Twy
- 730 Castle Hill to Blacktown via Norwest & Glenwood
- N92 Tallawong to City Town Hall (Night Service)

Key

- Shared User Path
- Potential Future Bicycle Route
- Bus Stop
- Metro Station Entrance
- Road Closure
- Car Park

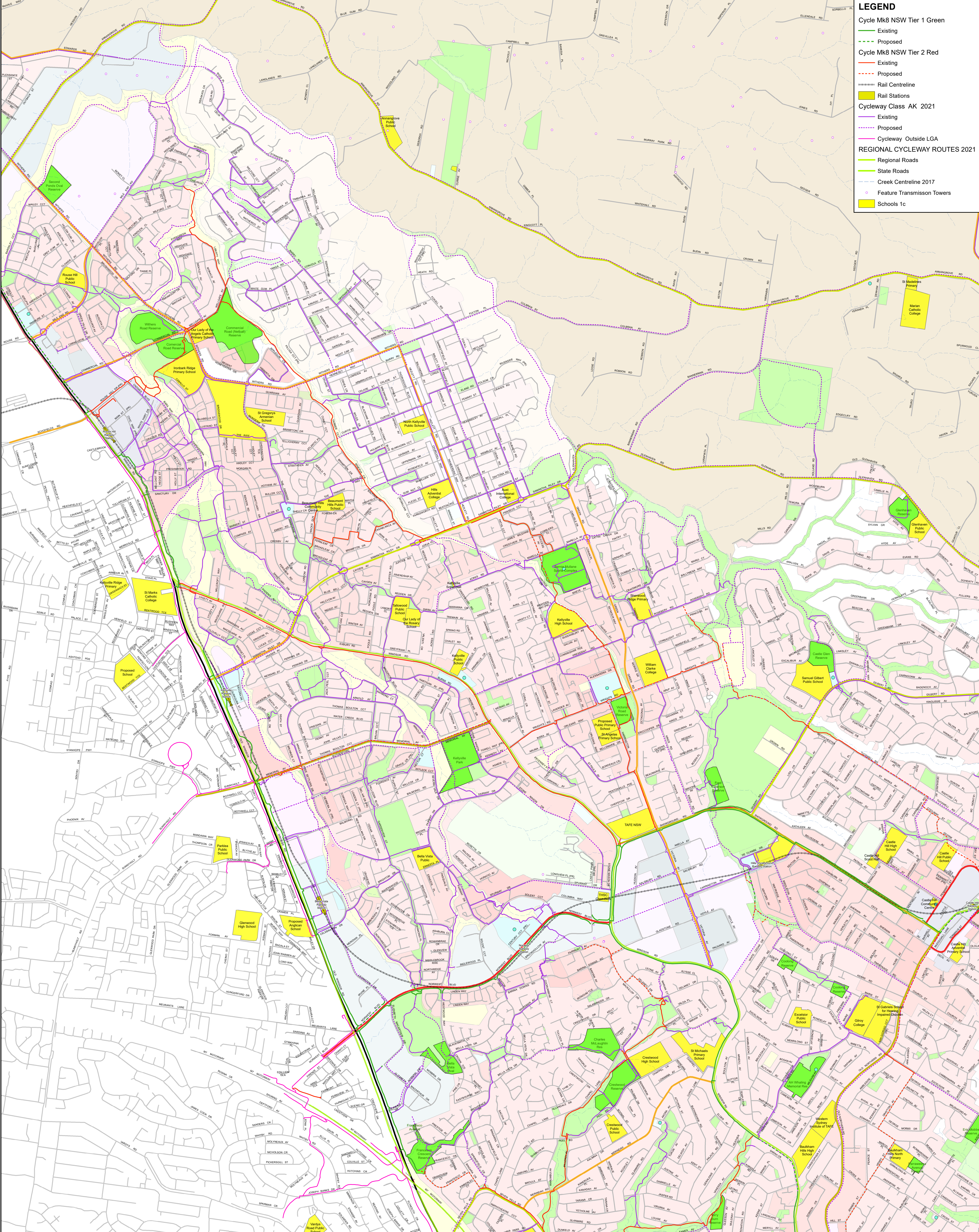
TRANSPORT ACCESS GUIDE

16-20 Carrington Road, Castle Hill

Appendix B: Cycleways – Map 1-Kellyville

LEGEND

- Cycle Mk8 NSW Tier 1 Green
 - Existing
 - Proposed
- Cycle Mk8 NSW Tier 2 Red
 - Existing
 - Proposed
- Rail Centreline
- Rail Stations
- Cycleway Class AK 2021
 - Existing
 - Proposed
- Cycleway Outside LGA
- REGIONAL CYCLEWAY ROUTES 2021
 - Regional Roads
 - State Roads
 - Creek Centreline 2017
 - Feature Transmission Towers
 - Schools 1c



THE HILLS
Sydney's Garden Shire

NSW TIER 1 & 2 NETWORK MAP 1 2021

The Hills Shire Council (THSC) does not give any guarantees concerning the accuracy, completeness or currency of its spatial and textual information held in or generated from its database. Base cadastre and contour copyright remains with NSW Spatial Services.

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Scale: 1:12,000

Updated 26 May 2022
Projection MGA GDA 94 Zone 56

NORTH
GN
MN

0 200 400 600 800 1,000 1,200 1,400 1,600
Meters

Grid Magnetic Angle 12.4 degrees (to 2020)

Map Project: V:\General_users\GIS_Requests\Angela\Vericos\Cycleways_2017-2019\Cycleways_Tier_1x2_Map_1_Kellyville_2021_Mk9h_12k_multi_75x100cm.mxd