



Reference: 20.456r04v03

9 March 2021

TAFE NSW
C/- Cadence Australia Pty Ltd
10 Mallett Street
Camperdown NSW 2050

Attention: Mr Sam Gibson

**Re: TAFE NSW Construction Centre of Excellence
Nepean Kingswood Campus – 2-44 O'Connell Street, Kingswood
Preliminary Green Travel Plan**

Dear Sam,

We refer to the proposed expansion of the subject TAFE NSW development located at 2-44 O'Connell Street, Kingswood. The Planning Secretary's Environmental Assessment Requirements (SEARs), states:

"Details of travel demand management measures to minimise the impact on general traffic and bus operations, including details of a location-specific sustainable travel plan (Green Travel Plan and specific Workplace travel plan) and the provision of facilities to increase the non-car mode share for travel to and from the site."

Accordingly, a Green Travel Plan (GTP) has been prepared for the development, which evaluates the sustainable transport credentials of the development and accounts for the accessibility of the site with respect to active/public transport facilities. This GTP incorporates a Transport Access Guide (TAG) for information purposes only and which could potentially be distributed to staff, students and visitors of Nepean TAFE.

This GTP is subject to review once the targets outlined in the green star rating have been provided. As such, it is recommended that this GTP, TAG and associated targets be revisited at a later stage, once the green star rating document is available for review.



) Background

Overview

A Green Travel Plan provides a site-specific set of measures and initiatives to promote sustainable transport options such as walking, cycling, carpooling and public transport and to encourage people to reduce their dependency on private vehicles. This creates a number of social, economic, environmental and health benefits.

- Promoting the use of sustainable transport modes by increasing awareness of routes and facilities;
- Creating a positive image of the TAFE as innovative and environmentally conscious; and
- Encouraging healthier travel options for staff, students and visitors of the TAFE, such as walking and cycling to promote a healthier lifestyle.

A GTP nominally requires the nomination of an individual or a team to oversee its implementation, as well as to be reviewed and updated annually to reflect the site operation, any changes to the public transport network and the achievable modal-split targets for the site.

Site and Location

The subject site is located within the TAFE NSW Nepean Kingswood campus at 2-44 O'Connell Street, Kingswood (Lot 1 in DP866081). More specifically, it is situated along the eastern boundary of the campus, north of 'Building T' and adjacent 'Building BA' of the Western Sydney University (WSU) Werrington South campus.

The site is rectangular in configuration with a total site area of approximately 2.1 hectares. It has a northern boundary to recreational area and southern boundary to Building T of the TAFE that measure approximately 100 metres. The remaining eastern and western boundaries measure approximately 210 metres to the internal road/Building BA of WSU and recreational area of the TAFE, respectively.

Vehicular access to the wider TAFE site is currently provided via the following vehicular crossings which provide access to two separate carparking areas:

- Gate 1 Access: O'Connell Street (northern access); and
- Gate 2 Access: O'Connell Street (southern access).

A Location Plan is presented in **Figure 1**, with a Site Plan presented in **Figure 2** below.

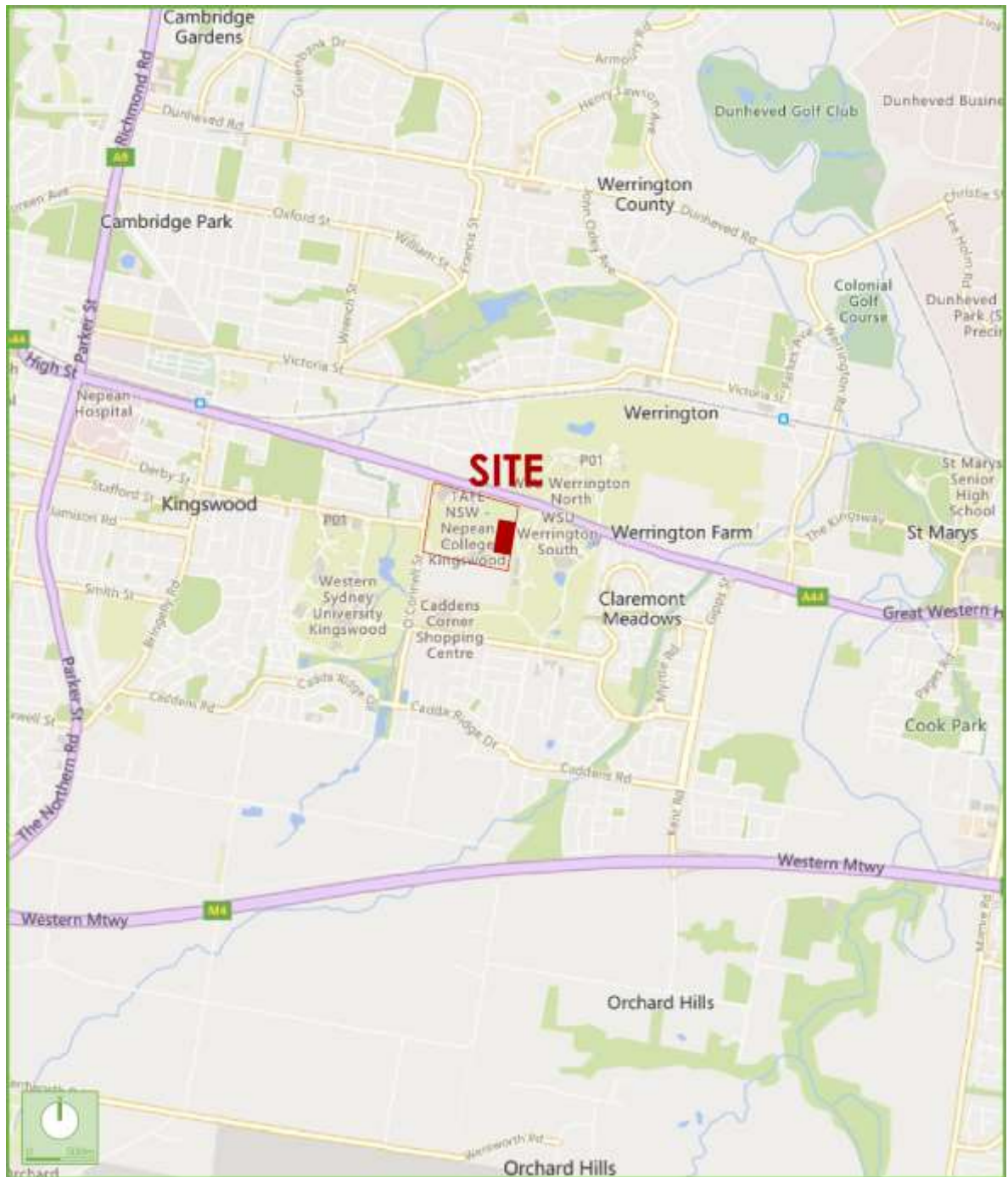


Figure 1: Location Plan



Figure 2: Site Plan



) Description of Development

Construction of a new Construction Centre of Excellence Building within the northeast corner of the existing TAFE NSW Nepean Kingswood Campus site located at 2-44 O'Connell Street, Kingswood. The development is proposed to be staged over 10 years comprising the following components:

- Proposed Development 2023 (over and above existing):
 - 1,780 additional student enrolments per year;
 - 187 additional students onsite at any given time; and
 - 22 additional staff onsite at any given time.
- Proposed Development 2030 (over and above existing):
 - 3,500 additional student enrolments per year;
 - 441 additional students onsite at any given time;
 - 39 additional staff onsite at any given time; and
 - Internal shared path connecting the Construction Centre of Excellence Building.
- New carpark and loading area immediately south of the proposed Construction Centre of Excellence Building.
- New shared path connecting the existing TAFE buildings to the west of the site with the proposed Construction Centre of Excellence Building.

) Sustainable Transport Options

The area surrounding the subject site is well developed with established road and pedestrian footpath networks connecting the site with nearby public transport infrastructure and neighbouring residential development as described below.

Pedestrian and Bicycle Facilities

The TAFE proposes to retain the following accesses to the site as follows:

- 1 x main pedestrian and vehicular access via O'Connell Street (northern access)
- 1 x vehicular access via O'Connell Street (southern access)

A new shared path is proposed connecting the new Construction Centre of Excellence Building in the eastern sector of the site with the existing TAFE building in the western sector of the site, thereby encouraging more sustainable modes of transport.

Bus Services

The subject site is within optimal walking distance (400 metres) of several bus services operating along O'Connell Street and the Great Western Highway. These bus services are presented in **Figure 3**, with the service frequencies during peak periods outlined in **Table 1** below.



Table 1: Bus Routes and Service Frequencies

Bus No.	Route	Service Frequency	
		Weekdays	Saturdays
770	Mount Druitt to Penrith via St Marys	Every 20-30 minutes	Every 60 minutes
775	Mount Druitt to Penrith via Erskine Park	Every 30 minutes	Every 60 minutes
776	Mount Druitt to Penrith via St Clair	Every 20-30 minutes	Every 60 minutes
835	WSU to Prairiewood	Every 30 minutes	-

Furthermore, these above bus services provide regular services to Penrith, St Marys and Mount Druitt railway stations, which provide railway services along the following lines:

- T1 – North Shore and Western Line
- T5 – Cumberland Line
- BML – Blue Mountains Line
- Regional – Western NSW Line

Detailed information concerning service frequencies for all services throughout the week may be obtained via the Transport for NSW website at: <https://transportnsw.info>.



Figure 3: Public Bus Routes



Metro Services

It is likely that St Mary's Train Station will be extended under the South West Rail Link Extension to connect the existing passenger rail line from St Mary's to the Aerotropolis which is now part of the Sydney Metro Greater West – Nancy Bird Walton International Airport project.

In future, students and staff who may live in other suburbs can take advantage of the metro service to get to the site and services will be frequent (approximately every 5-10 minutes, in line with other Sydney Metro projects). This is presented in Figure 4 below.



Figure 4: Metro Services

Shuttle Bus

The existing WSU campus provides a private shuttle bus service for existing WSU students and staff between Kingswood Railway Station and the WSU Werrington and Kingswood campus. A proposal is in place to provide a shared shuttle bus service for WSU and TAFE students and staff with regular services between Kingswood Station in the west and the TAFE/WSU in the east. The shuttle bus would pick up and drop off students via the existing internal roadway access via the WSU vehicular access to Great Western Highway. The pick-up and drop off area are to be DDA compliant thereby ensuring ease of access to mobility impaired passengers.

The indicative proposed shuttle bus route and internal pick up and drop off location is shown in **Figure 5** below.

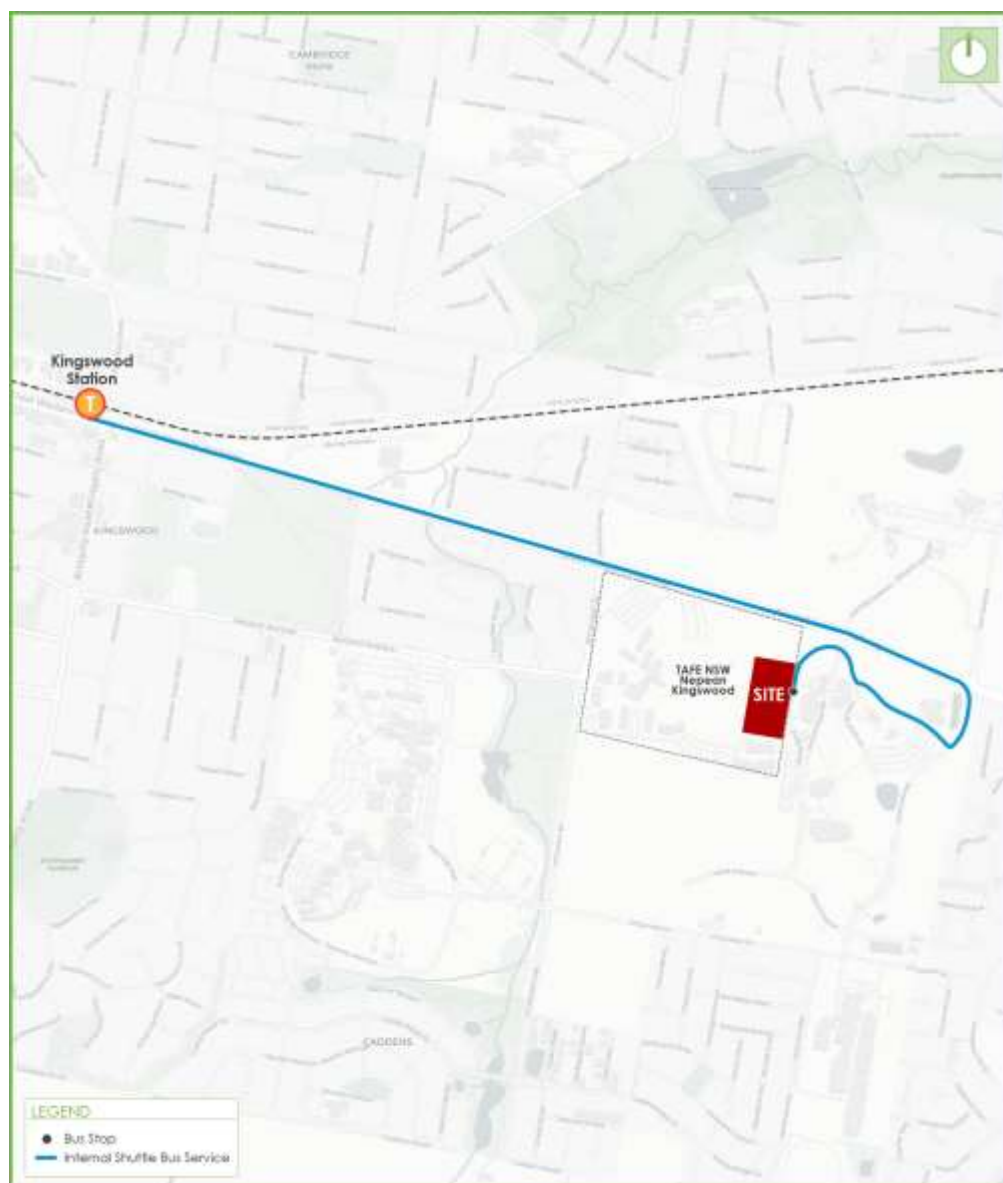


Figure 5: Shuttle Bus Route



) Existing Travel Modes

Existing travel modal splits are based on interview questionnaire survey responses which were distributed to existing staff and students been summarised in **Table 2** as follows:

Table 2: Surveyed Travel Modal Splits

Travel Mode	Travel Percentage
Car Driver ¹	84%
Car Passenger ²	6%
Train	4%
Bus	4%
Bicycle	2%
Walk	0%
Train & Shuttle Bus	0%

¹ Car driver includes motorcyclists.

² Includes car passenger dropped off and car passenger's carpooling with other students or staff members.

It can be seen from **Table 2** above that the vast majority of staff and students (84%) drove and parked whilst only 10% of arrivals were by other modes of transport (public transport, cycle or walk).

) Proposed Travel Modes

The long-term targets for staff and students are summarised in **Table 3** below.

Table 3: Long-Term Travel Mode Targets for Staff and Students

Travel Mode	Travel Percentage for Staff	
	Existing	Long-Term Targets
Car Driver ¹	84%	71%
Car Passenger	6%	8%
Train	4%	6%
Bus	4%	6%
Bicycle	2%	4%
Walk	0%	0%
Train & Shuttle Bus	0%	5%

It can be seen from **Table 3** that staff and students will have an envisaged long-term target of 71% car driver, with 6% using the train and shuttle service with 8% carpooling and a 4% increase in active travel (cycle and walk).

These targets are considered achievable, subject to the implementation of the shared WSU shuttle service between scheduled to provide shared shuttle services between TAFE/WSU campuses and Kingswood Station. As such, a 13% reduction for car drivers are envisaged for students and staff.



These targets are considered appropriate given the future provision of shuttle services, upgrades to internal cycle infrastructure, thereby improving connectivity between the subject site and nearby public transport infrastructure. In addition, these targets are consistent to that of from the Australian Bureau of Statistics 2016 Census for method of travel to work.

) **Strategies and Transport Initiatives**

Transport Access Guide (TAG)

To assist in promoting the use of alternative travel modes, a Transport Access Guide (TAG) could be prepared for the development, which would include details of public transport services within the vicinity of the site. Accordingly, a TAG has been prepared and provided in Attachment 1 for information purposes only, noting that the TAG would be required to be updated once additional public transport services, TAFE buses and walking/cycling routes are completed and confirmed in the surrounding area.

The provision of this information would therefore assist staff, students and visitors of Nepean TAFE to make informed decisions on how to travel to and from the site based on the available services connecting to or near their place of residence.

Bicycle Facilities

The Penrith City Council DCP defers to the Planning Guidelines for Walking and Cycling' (NSW Government 2004) to determine minimum bicycle parking requirements. The Planning Guidelines provide the following bicycle parking rate for tertiary education establishments, universities and TAFE's:

-) Staff: 3-5% of staff,
-) Students: 5-10% of fulltime students.
-) Visitors: 5-10% of staff.

At this stage the number of fulltime student enrolments is unknown. However, application of the above bicycle parking rates to the maximum number of students and staff onsite at any one time for the 2030 development scenario (441 additional students and 39 additional staff) results in the requirement for approximately 26-48 bicycle spaces (2 x staff spaces, 22-44 student spaces and 2 visitor spaces).

Application of the long-term bicycle travel mode target for staff and students (4%) to the 2030 development scenario staff and student population results in a requirement for 19 bicycle parking spaces.

Therefore, provision of 26 bicycle parking spaces is considered adequate to satisfy Council's DCP requirement and long-term bicycle travel mode targets for staff and students. In response, a minimum of 26 bicycle parking spaces and end of trip facilities are to be provided on the lower ground floor. These future bicycle facilities are to be detailed at CC Stage.

Shuttle Buses

A shared shuttle bus service with WSU will provide frequent services to Kingswood Station and will assist in encouraging staff and students to utilise bus travel to and from the TAFE. These shuttle bus services would utilise the existing internal road network within WSU, with service routes and frequencies to be included within a future GTP and TAG upon confirmation.



Car Pool Schemes

The TAFE will implement a carpool scheme for staff and students involving a physical on-site notice board and a web-based notice board via Facebook or another similar form of social media. These message boards will provide a way for staff and students to coordinate travel and schedules with their respective colleagues and classmates, where practical.

Accordingly, these notice boards will assist in encouraging an alternate mode of transportation to and from the TAFE with the main objective of reducing personal vehicle trips for both staff and students.

Electric Vehicle Charging Spaces

The Future Transport 2056 and Netzero Plan Stage 1 2020-2030 provides a target for NSW Government agencies to have at least 10% of fleet vehicles fully electric by 2023 in response to the forecast increased demand and general uptake of electric vehicles over the next decade. Application of this rate to the 16 proposed parking spaces would result in a requirement for at least two (2) spaces to be provided as electric charge bays, as a general guide. It should be noted that the provision of electric charging parking spaces can be revised up or down in response to future demand, as considered appropriate.

) **Green Travel Plan Maintenance**

A monitoring and review process for the Green Travel Plan will be required to be set out once TAFE operations commence to ensure the GTP and TAG reflect any changes or updates to the available public transport network related to the TAFE. A Travel Plan Coordinator would in turn be nominated and designated with the responsibility of maintaining the GTP. This coordinator would also revisit the proposed targets to refine and update the proposed modal-split for staff and students travelling to the TAFE.

Regular review of the success measures outlined in this plan should be undertaken intermittently to determine whether alternative or supplementary measures are necessary. It is recommended that a survey of staff and students be conducted annually by the Travel Plan Coordinator to monitor the progress of these long-term targets, noting that these targets are primarily indicative and will require on-going evaluation and fine-tuning.

) **Summary**

In summary, it is considered that the Green Travel Plan prepared for the Nepean TAFE NSW Campus satisfactorily addresses all objectives in the short term and will be updated to reflect staged completions for the TAFE and improvements in public infrastructure and transport services.



We trust the above is of assistance and please contact the undersigned should you have any queries or require any further information regarding the above.

Yours faithfully,

Traffix

Vince Doan
Executive Engineer

Encl: Attachment 1 – Transport Access Guide

ATTACHMENT 1

Transport Access Guide