



Framework Sustainable Travel Plan

Glenfield Industrial Precinct - Stage 1

2/07/2025

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Contents

1	Introduction	1
1.1	Context	1
1.2	Background	1
1.3	Goals	4
1.4	Objectives	4
2	Site Audit	5
2.1	Introduction	5
2.2	Development Site	5
2.3	Public & Active Transport Opportunities	9
2.4	On Demand Services	13
2.5	Existing Travel Patterns	13
3	Development, Scope & Implementation of the Plan	16
3.1	Introduction	16
3.2	Responsibility	16
3.3	Future FSTP Scope	16
3.4	Implementation	16
3.5	Consultation	17
3.6	Travel Mode Targets	17
4	Measures and Action Strategies	19
4.1	Measures	19
4.2	Strategies	19
4.3	Communications Strategy	24
5	Monitoring Strategy	25
5.1	Plan Maintenance	25
5.2	Monitoring	25

Contents Continued

Figures

Figure 1: 2056 Badgerys Creek Mode Share Targets (Source: AECOM Report)	2
Figure 2: Precinct Plan Objective MFO5 Travel Mode Share Targets	3
Figure 3: Site Context	6
Figure 4: Road Network	7
Figure 5: Stage 1 Site Plan	8
Figure 6: Public Transport Network	9
Figure 7: Available Train Connection	11
Figure 8: Glenfield Cycle Connections (TfNSW Cycleway Finder)	12
Figure 9: Destination Zone: 115244521	14

Tables

Table 1: Bus Service & Frequency	10
Table 2: Train Service & Frequency	11
Table 3: Existing Mode Share for JTW at 115244521	14
Table 4: Preliminary 2030 Mode Share Targets	18
Table 5: Proposed FSTP Action Strategies	20

APPENDICES

- Appendix A. Travel Access Guide**
- Appendix B. Sample Questionnaire**

1 Introduction

1.1 Context

Ason Group has been engaged by J.C. & F.W. Kennett Pty Ltd to prepare a Framework Sustainable Travel Plan (FSTP) in support of the State Significant Development Application (SSDA) for Stage 1 of the Glenfield Industrial Precinct (the Proposal). The Site is located at 2 Cambridge Avenue, Glenfield, within the Campbelltown Local Government Area.

This FSTP has been prepared to guide sustainable travel outcomes for the Glenfield Industrial Precinct – Stage 1 release and forms part of the transport planning package accompanying the SSDA. It outlines a strategic framework that will support the preparation of a future site-specific Green Travel Plan at the detailed design stage.

Given the industrial nature of the development and limited availability of high-frequency public transport services in the immediate vicinity, private vehicle access is expected to dominate mode share initially. However, this FSTP has been developed to align with broader State objectives to encourage mode shift through infrastructure, behavioural change, and long-term precinct planning.

1.2 Background

The Glenfield Industrial Precinct is situated along a strategic freight and employment corridor in Sydney's south-west, adjacent to the Main South Rail Line and in proximity to key arterials including Cambridge Avenue, Glenfield Road, and the Hume Highway. While the site currently lacks direct access to mass transit or high-quality pedestrian infrastructure, it benefits from long-term urban renewal planning and excellent freight connectivity.

As the site will be developed for industrial purposes, comparable mode share benchmarks have been drawn from other large-scale employment precincts, such as the Western Sydney Employment Area (WSEA) and the Aerotropolis Agribusiness and Badgerys Creek Precincts. These areas have similarly constrained public transport access and support logistics-based land uses.

The AECOM Western Sydney Aerotropolis – Transport Planning and Modelling Stage 2 Report (2020) provides a useful precedent for setting indicative mode share targets in industrial employment precincts. The report recommends that Travel Plans include:

- Baseline travel data on the existing modal share;
- Targets;
- Action plan to achieve targets;
- Commitment to on-going review of the Travel Plan; and
- A monitoring and review strategy.

Of particular relevance to this FSTP, are the mode share targets set by the AECOM Report for each of the Aerotropolis precincts, the most comparable precinct to the Glenfield Industrial Precinct being the Badgerys Creek and Agribusiness Precincts. Of the 5 Aerotropolis Precincts covered, Badgerys Creek and Agribusiness have the lowest sustainable mode share targets (by 2056) of 20% and 18% respectively (the Badgerys Creek Precinct is shown by Figure 1).

This reflects the planned land uses, which are anticipated to support warehousing and logistic uses. Notably, the Agribusiness precinct will not be served by rail, but a number of bus services are planned. The

figure below reproduces the mode share detailed by the AECOM Report for the Agribusiness Precinct for 2056.

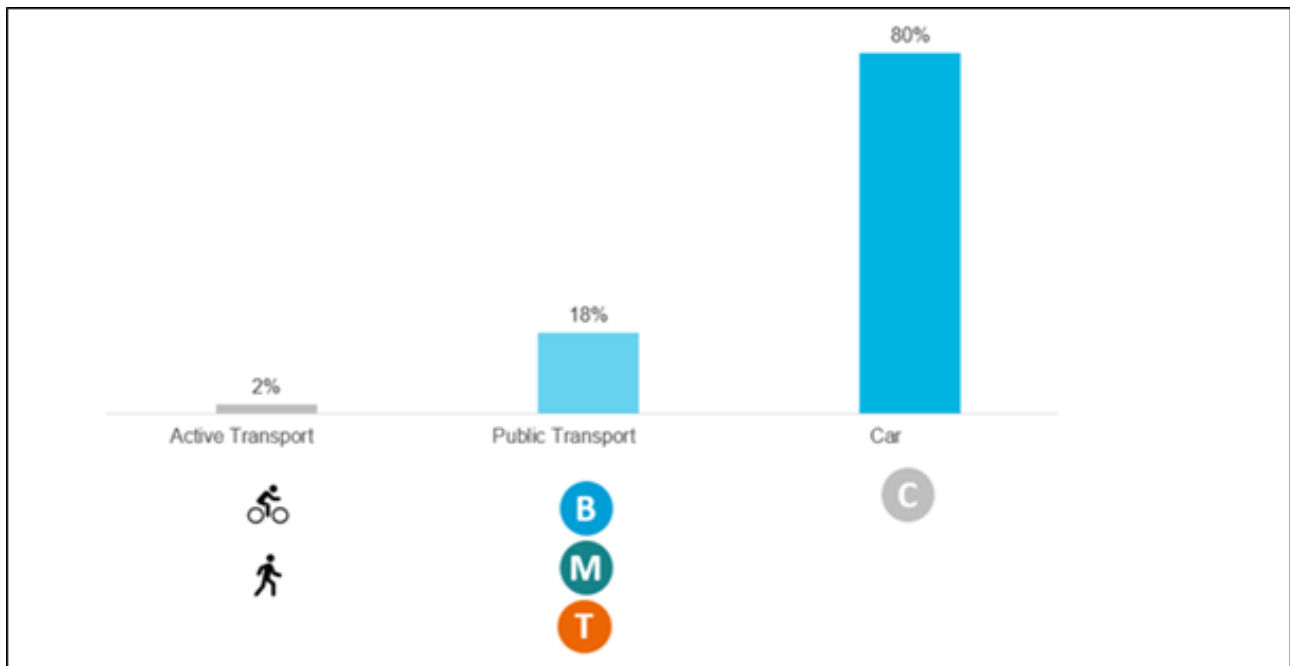


Figure 1: 2056 Badgerys Creek Mode Share Targets (Source: AECOM Report)

The finalised Western Sydney Aerotropolis Precinct Plan 2022 (Precinct Plan) details the same targets, as shown by Figure 2.

It is expected that these mode shares are reflective of the anticipated public and active transport links planned. Given the similarities between the Glenfield Industrial Precinct and the land uses of these Aerotropolis Precincts, the mode share from the Precinct Plan have informed the targets of this FSTP.

Precinct	Target mode share		
	Active transport	Public transport	Private Vehicle
2026			
Aerotropolis Core	4%	20%	76%
Northern Gateway	3%	16%	81%
Agribusiness	2%	16%	82%
Badgerys Creek	2%	18%	80%
Aerotropolis wide (average)	3%	18%	79%
2036			
Aerotropolis Core	6%	34%	60%
Northern Gateway	5%	31%	64%
Agribusiness	2%	16%	82%
Badgerys Creek	2%	18%	80%
Aerotropolis wide (average)	5%	30%	65%
2056			
Aerotropolis Core	9%	52%	39%
Northern Gateway	7%	43%	50%
Agribusiness	2%	16%	82%
Badgerys Creek	2%	18%	80%
Aerotropolis wide (average)	7%	43%	50%

Figure 2: Precinct Plan Objective MFO5 Travel Mode Share Targets

1.3 Goals

This FSTP has specifically been prepared to achieve the following key goals:

- a. Identify objectives and modes share targets (i.e., site and land use specific, measurable and achievable and timeframes for implementation) to define the direction and purpose of the future site-specific Plans;
- b. Suggest specific tools and actions to help achieve the objectives and mode share targets;
- c. 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;
- d. Suggest a methodology and monitoring/review program to measure the effectiveness of the objectives and mode share targets of the future FSTP including the frequency of monitoring and the requirement for travel surveys to identify travel behaviours at appropriate times.

1.4 Objectives

Underpinning this FSTP 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 FSTP will be to:

- Reduce the environmental footprint of the Site;
- 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.

2 Site Audit

2.1 Introduction

An audit of the Site is required to determine the existing facilities in the area and review existing transport choices. This section will need to be updated prior to implementation of any site-specific Plan, and at appropriate times, as the MRP develops. The audit should consider the following:

- Site conditions;
- 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 Stage 1 Site, legally described as Lot 14 in DP 1256895, forms part of the broader Glenfield Industrial Precinct Estate, located to the north of Cambridge Avenue, Glenfield within the Campbelltown City Council (Council) Local Government Area (LGA). It is zoned for primarily industrial uses under the Industry SEPP and has historically been used for waste disposal.

A Site Plan showing the site and its relation to the road network (and LGA boundary) is provided in **Figure 3**.

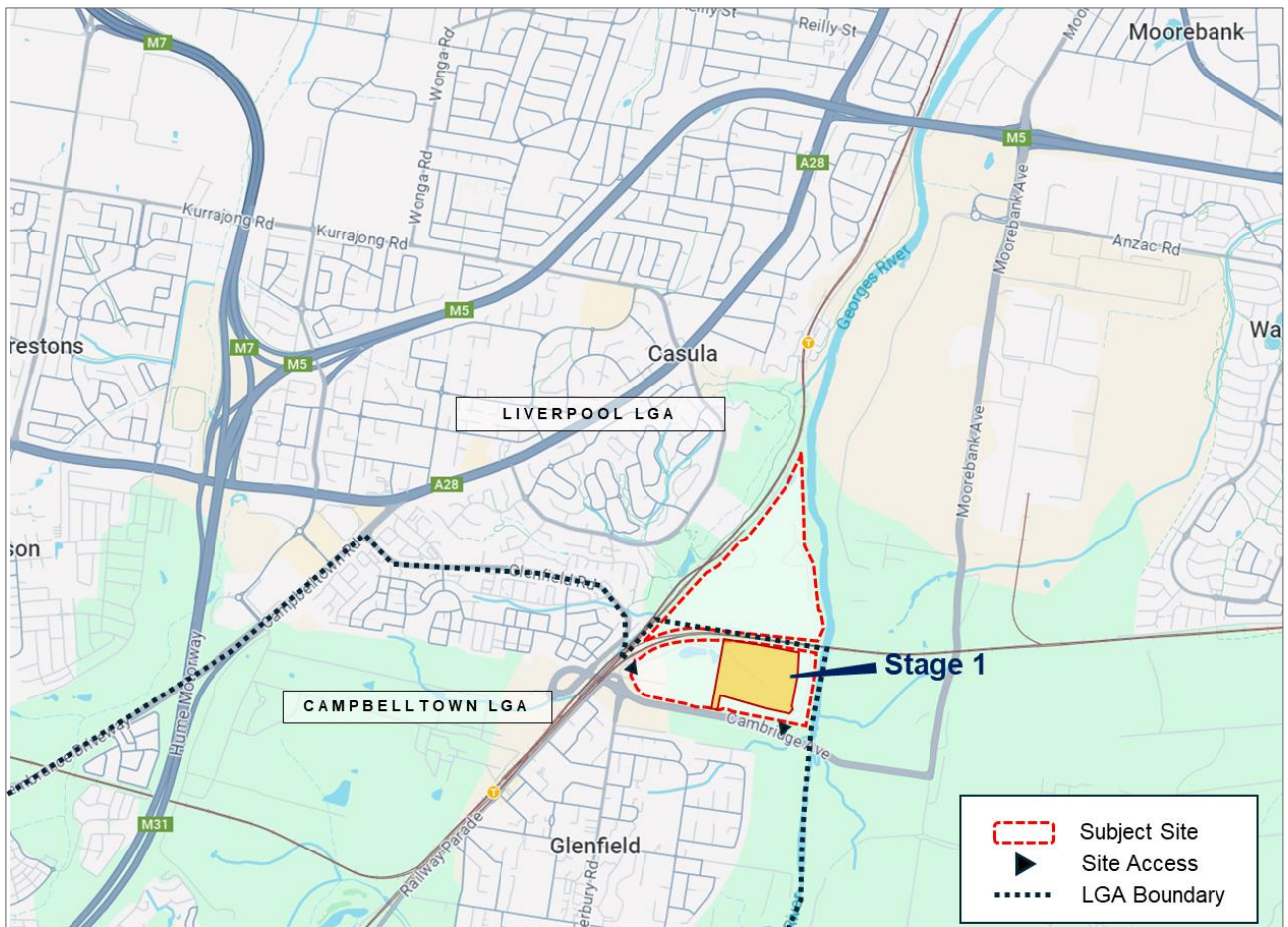


Figure 3: Site Context

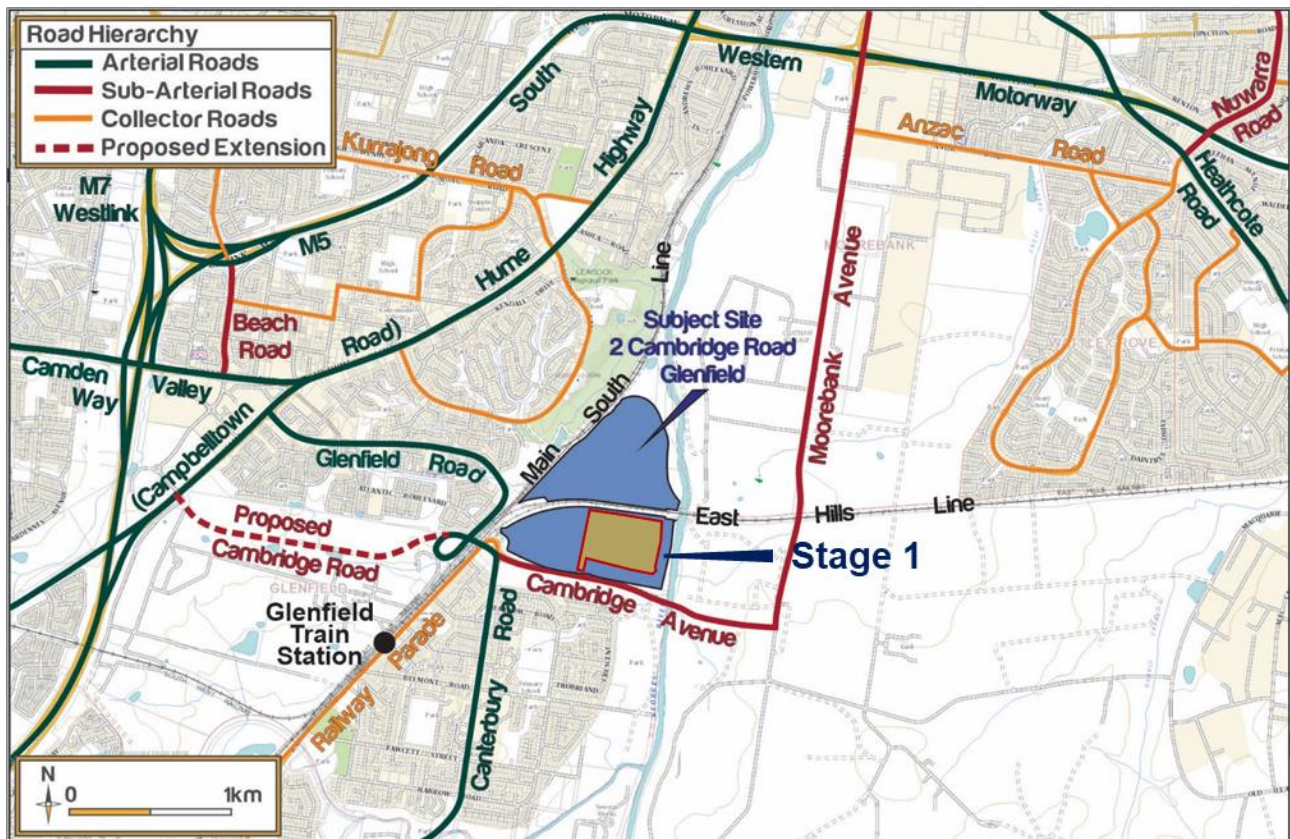


Figure 4: Road Network

2.2.2 Proposed Development

broader strategic redevelopment of 2 Cambridge Avenue, Glenfield. Stage 1 includes the delivery of two large-format industrial warehouse buildings with ancillary office space and a café component, supported by associated car parking, loading bays, and internal access roads.

The combined Gross Floor Area (GFA) for Stage 1 is 72,940 m², with the following warehouse components and car parking provisions:

- Warehouse 1, inclusive of:
 - 34,760 m² Warehouse GFA (excluding 3,440 m² Loading Area)
 - 1,000 m² Office GFA
 - 65 m² Dock Office GFA
 - Provision of 144 car parking spaces, including accessible spaces and provision of Electric Vehicle bays.
- Warehouse 2, inclusive of:
 - 35,750 m² Warehouse GFA (excluding 3,550 m² Loading Area)
 - 1,000 m² Office GFA
 - 65 m² Dock Office GFA
 - 300 m² Café GFA
 - Provision of 193 car parking spaces, including accessible spaces and provision of Electric Vehicle bays.

The Stage 1 Site Plan presented below.

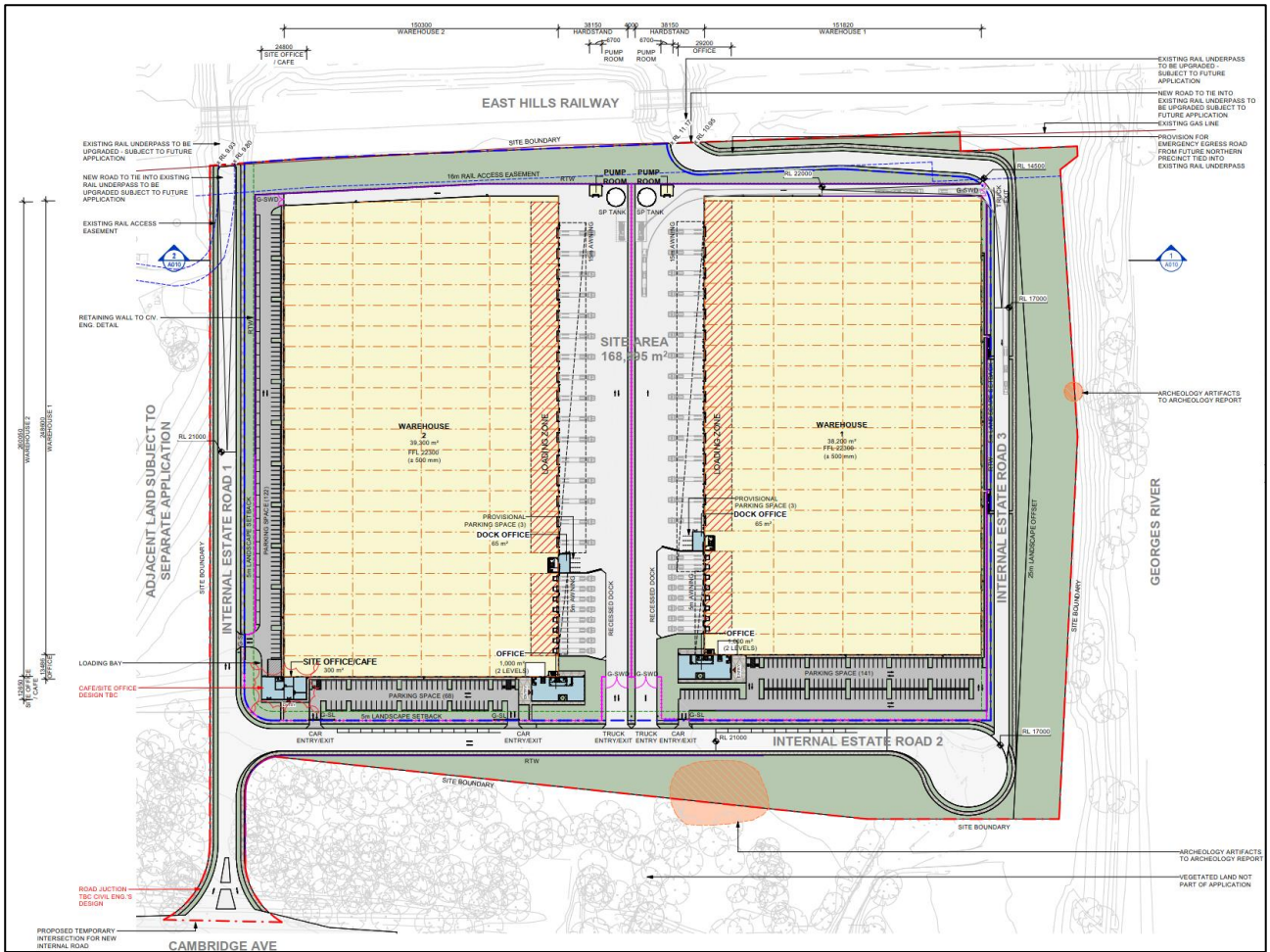


Figure 5: Stage 1 Site Plan

2.3 Public & Active Transport Opportunities

Figure 6 provides an overview of the public and transport networks in the vicinity of the Site.

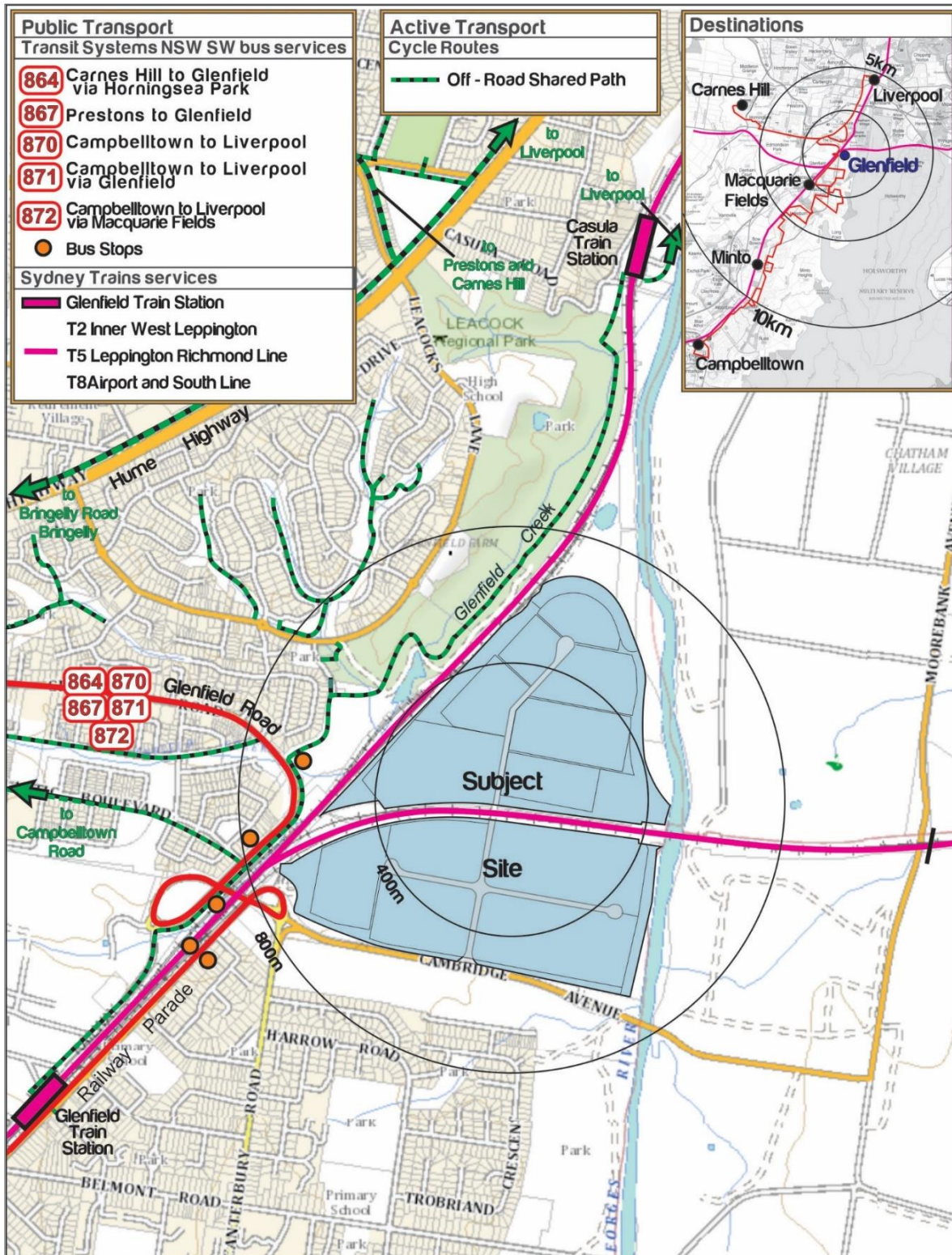


Figure 6: Public Transport Network

2.3.1 Bus Services

TfNSW Guidelines state that bus services influence the travel mode choices of sites within 400 metres (approximately 5 minutes' walk) of a bus stop. As shown in Figure 6, the majority of the Site is not within 400 metres of a bus stop.

The southwest portion of the Site is within 400 metres. Notwithstanding, severance issues arising from railway corridors would preclude the majority of the site being within accepted walking distance of these bus stops.

The following details the bus services that operate at these bus stops.

TABLE 1: BUS SERVICE & FREQUENCY

Bus Route No.	Route Description	Number of services		
		AM (8am – 9am)	Midday (12pm – 1pm)	PM (5pm – 6pm)
864	Glenfield to Carnes Hill via Horningsea Park	0	0	2
	Carnes Hill to Glenfield via Horningsea Park	0	0	0
867	Glenfield to Prestons	0	0	3
	Prestons to Glenfield	0	0	0
870	Liverpool to Campbelltown via Glenfield	1	1	2
	Campbelltown to Liverpool via Glenfield	2	1	2
871	Liverpool to Campbelltown	1	1	0
	Campbelltown to Liverpool	0	1	0
872	Liverpool to Campbelltown via Macquarie Fields	2	2	2
	Campbelltown to Liverpool via Macquarie Fields	2	2	2

Note: Services valid from 26 May 2025

Given the low bus frequency and indirect access, it is expected that bus travel will not form a significant proportion of mode share for Stage 1.

2.3.2 Train Services

Although Glenfield Station provides frequent rail services, accessibility from the Site is constrained by severance issues. The station is located approximately 1.5 kilometres to the east, but there is no direct pedestrian or cycle connection across the rail corridor. As a result, travel to the station typically relies on indirect bus routes (Routes 870, 871 and 872) or circuitous walking paths, limiting the station's practical utility for staff and visitors.

Glenfield Station is served by the T2 Inner West & Leppington Line, T5 Cumberland Line, and T8 Airport & South Line. Service frequencies are summarised below.

TABLE 2: TRAIN SERVICE & FREQUENCY

Line	Destination	Number of services		
		AM (8am – 9am)	Midday (12pm – 1pm)	PM (5pm – 6pm)
T2 Inner West & Leppington	To City	2	4	4
	From City	1	4	0
T5 Cumberland Line	To Parramatta	3	2	2
	From Parramatta	2	2	2
T8 Airport & South Line	To City	7	4	4
	From City	4	4	10

The connections to the broader network are shown below in **Figure 7**.



Figure 7: Available Train Connection

Despite the station's proximity and service frequency, access to Glenfield Station from the Site is constrained. There is currently no direct or convenient pedestrian access due to existing topography and poor active transport connectivity. Pedestrian and cyclist routes require multiple road crossings, including busy intersections, and available footpaths are indirect or non-existent in parts. These constraints reduce the practicality of walking as a primary access mode to rail services, particularly for employees or visitors commuting to and from the Site.

2.3.3 Cycle Routes

There is limited formal cycling infrastructure in the immediate vicinity of the Site. As shown in the below figure, shared paths are available along parts of Glenfield Road, including connections across the adjacent rail corridor. However, Cambridge Avenue currently does not include any dedicated cyclist infrastructure, and no formal on-road or off-road cycle facilities are provided along the Site's frontage.

It is noted that Cambridge Avenue is identified for future upgrade by TfNSW, and while the final design is not yet confirmed, it is anticipated that the upgrade would include improved active transport infrastructure. This may involve shared user paths or separated facilities for cyclists and pedestrians, consistent with best-practice corridor upgrade principles and TfNSW's Movement and Place framework. The future inclusion of these facilities would support improved cycling connectivity between Glenfield, Moorebank Avenue, and the broader industrial precinct network.

The Stage 1 development does not rely on active transport access, but the proposed layout does not preclude future connection to upgraded active transport infrastructure.

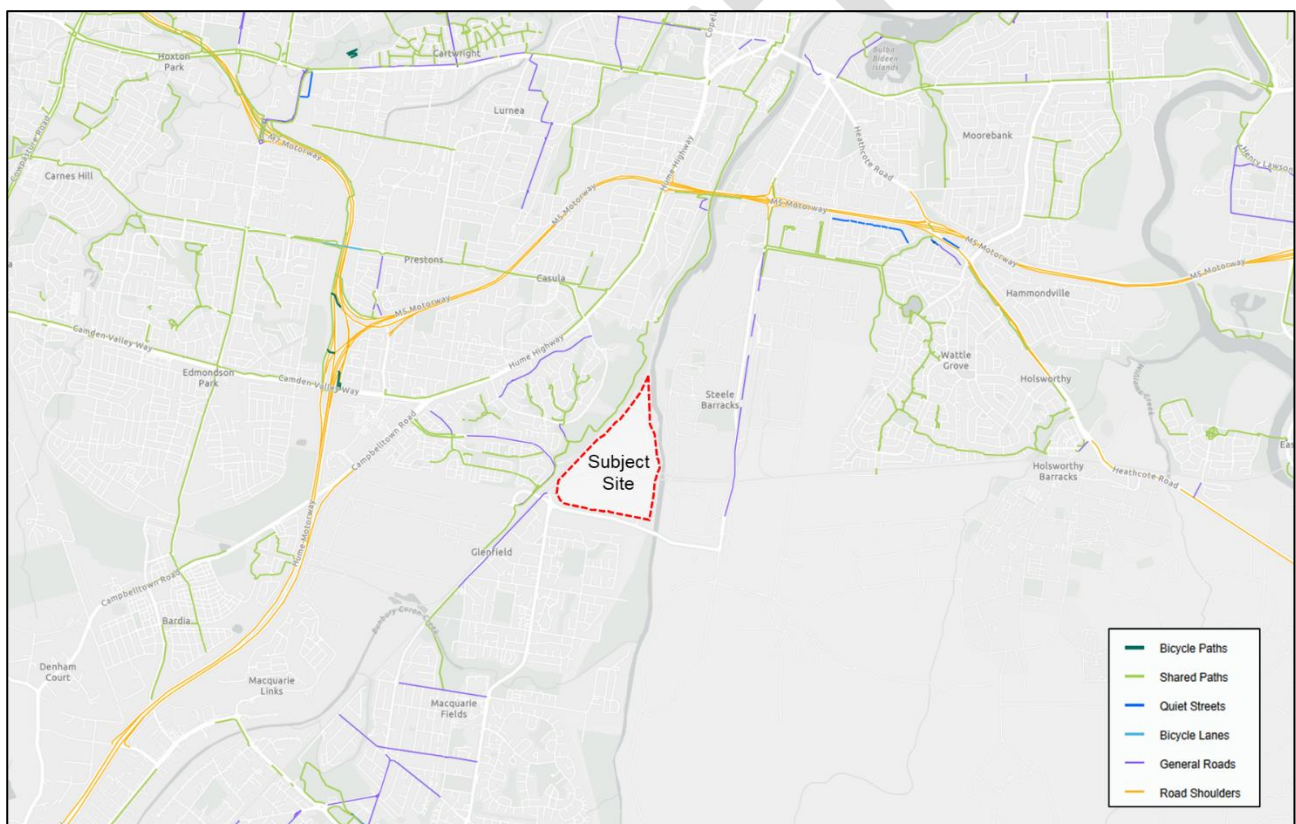


Figure 8: Glenfield Cycle Connections (TfNSW Cycleway Finder)

2.3.4 Pedestrian Accessibility

Pedestrian infrastructure around the Site is currently limited. While footpaths are provided in surrounding residential areas and along parts of Glenfield Road, Cambridge Avenue currently lacks formal pedestrian infrastructure along the Site frontage. This limits walkability and restricts safe pedestrian movement to and

As with cycling infrastructure, the planned Cambridge Avenue upgrade is expected to incorporate formal pedestrian pathways or shared facilities, supporting improved walkability and direct pedestrian access to future development on the Site and nearby public transport services.

Pedestrian access within Stage 1 will primarily serve on-site circulation. Broader walkability improvements are expected to be delivered through the Cambridge Avenue upgrade or later precinct stages.

2.4 On Demand Services

2.4.1 Car Share

Car sharing provides a cost-effective and flexible alternative to private vehicle ownership, particularly for users who do not require a car for daily travel. The availability of car share vehicles near the Site could support staff who normally commute by public or active transport but may occasionally need access to a car during the workday.

While the Glenfield Industrial Precinct is a standalone employment site, its proximity to surrounding residential areas and Glenfield Station may offer opportunities for car share to be supported over time — particularly as the wider precinct grows and demand increases.

Dedicated car share parking bays could be considered as part of future detailed development, particularly if demand is demonstrated through staff travel surveys or if providers such as GoGet express commercial interest in the area. In the interim, employers within the Site may consider encouraging informal car pooling or reserving preferred spaces for shared vehicle use by staff as a transitional measure.

2.5 Existing Travel Patterns

2.5.1 Journey to Work Data Analysis

To gain a broader understanding of existing travel behaviours relevant to the proposed development, Journey to Work (JTW) data from the 2021 Census, published by the Australian Bureau of Statistics (ABS), has been reviewed.

While the site is located within Destination Zones (DZs) 117040001 and 117040002, these zones predominantly comprise low-density residential neighbourhoods, which are not reflective of the employment type or travel patterns associated with the proposed Glenfield Industrial Precinct. In contrast, the travel behaviour of residents in these zones is typically influenced by access to nearby schools, shops, and public transport, rather than freight logistics and shift-based employment.

As such, DZ 115244521 — which includes a concentration of industrial land uses, large format warehousing, and the Moorebank Intermodal Terminal (MIT) — has been selected as a more appropriate reference. This destination zone better reflects the expected worker profile of the Glenfield Industrial Precinct, including a high proportion of freight and warehouse-related jobs, reliance on private vehicles, and non-standard working hours.

The DZ context is shown in **Figure 9**, and the corresponding mode share breakdown from the 2021 Census is provided in **Table 7**.

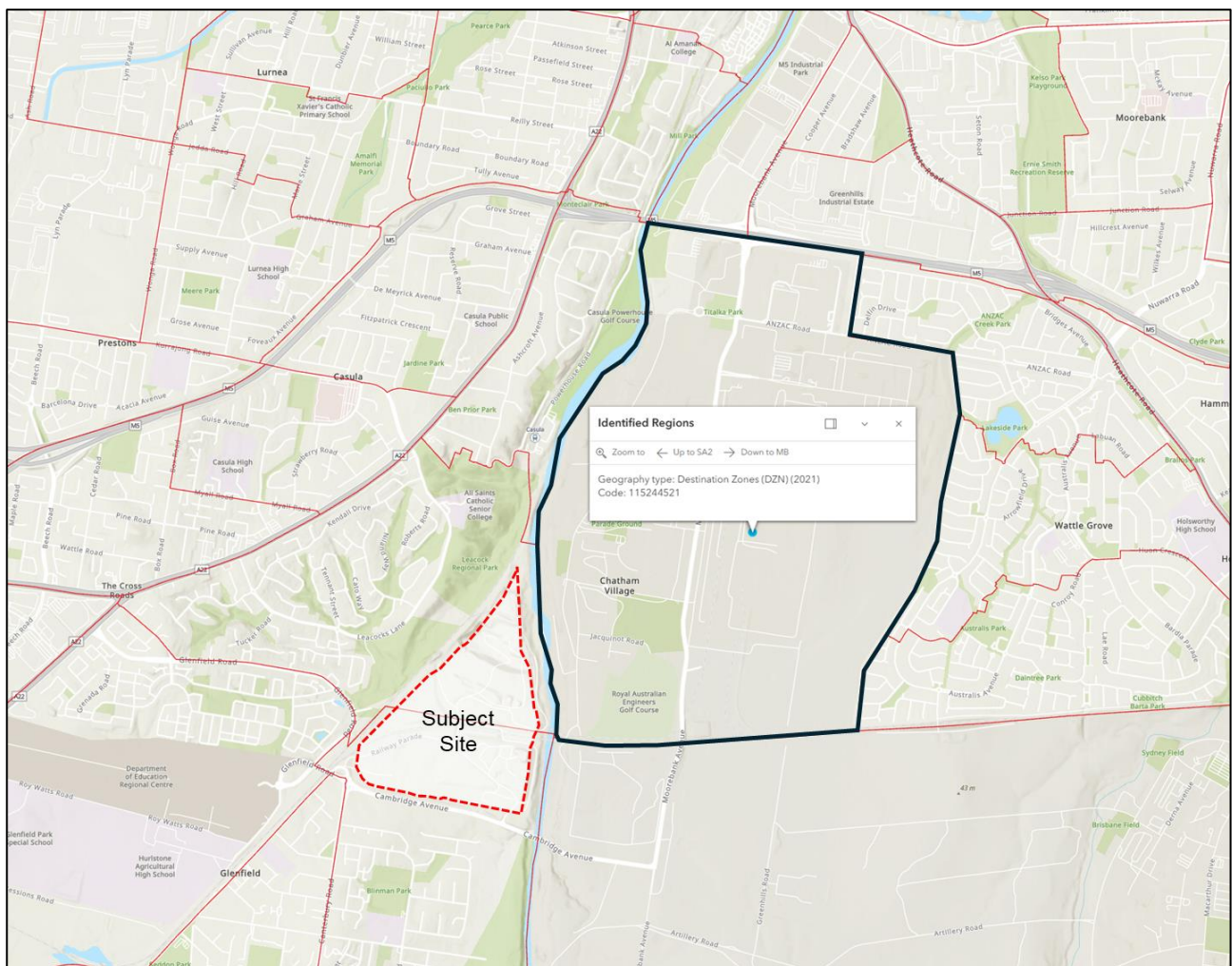


Figure 9: Destination Zone: 115244521

TABLE 3: EXISTING MODE SHARE FOR JTW AT 115244521

Travel Mode ¹	2021
Car (as driver)	89%
Car (as passenger)	4%
Train	2%
Bus	0%
Taxi / Ride Share	1%
Truck	1%
Motorbike	1%
Bicycle	1%
Other Modes	1%
Walked only	1%

Note: 1. Total mode share excludes persons which worked from home or did not go to work

It is acknowledged that the 2021 Census was conducted during the COVID-19 pandemic, which may have affected public transport usage across Greater Sydney. Nonetheless, the data clearly shows that travel to this employment area is overwhelmingly car-dominated — consistent with the freight and warehousing land uses within the zone and the nature of the surrounding road network.

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3 Development, Scope & Implementation of the Plan

3.1 Introduction

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

3.2 Responsibility

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

3.3 Future STP Scope

The future STP 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 STPs are expected to have the 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 STPs, this will be at the discretion of Site management. The TPC will manage all aspects of the STP, including the co-ordination and joint working practices between those on-site.

The TPC will promote participation in and commitment to the future FSTP from the future tenant 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 STP;
- Internal liaison to promote awareness of the STP amongst businesses and staff;
- Liaison with outside bodies, such as Penrith City Council (Council) and local bus operators, as required regarding the operation of the STP;
- Providing updated travel information to staff and visitors, as necessary; and
- Monitoring, reviewing and (if necessary) updating the STP.

3.5 Consultation

It is essential that any parties that may play a part in the future of STPs 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 STPs 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.

3.6 Travel Mode Targets

3.6.1 Introduction

Based on the existing travel mode splits identified in **Section 2.5**, 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 STP; the targets are to be reviewed to align with the most up-to-date information.

The implemented STPs 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.

3.6.2 Mode Share Targets

It is essential that mode share targets 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 future transport options could reasonably be used to access the Site, and also the nature of the development itself.

As per **Section 1.2**, the AECOM Report provides a mode share target for public & active transport of 20% and by car of 80% by 2056 for the nearby Badgerys Creek Precinct. Sites within the MRP should ideally reflect a similar target.

Further, it should be recognised that during the earlier stages in development of the MRP, it would be anticipated that change in travel behaviour will be slower than in other areas, while the public and active transport networks are still being integrated.

The targets should therefore be revisited and updated after the opening of the relevant development as part of the monitoring process. The preliminary targets are nominated in **Table 4**, which represents a 5-year target to coincide with the minimum 5 years of monitoring and review.

TABLE 4: PRELIMINARY 2030 MODE SHARE TARGETS

Travel Mode	Existing Mode Share of Employees	Proposed Targets	Relative Change
Car as driver	89%	86%	-3%
Car as passenger	4%	5%	+1%
Train	2%	3%	+1%
Bus	0%	0%	-
Walked only	1%	1%	-
Motorbike/Scooter	1%	1%	-
Bicycle	1%	1%	-
Taxi/Rideshare	1%	2%	+1%
Other Modes	1%	1%	-

4 Measures and Action Strategies

4.1 Measures

Below is a range of measures that need to be implemented if the objectives of this FSTP 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 MRP.

This section needs to be reviewed and confirmed prior to implementation of any future Plan.

- An introduction to the FSTP 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

Six (6) main strategies are identified, and the actions required for each are detailed in Error! Reference source not found.the table below. The table details specific actions that could be implemented as part of a future site-specific FSTP 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 all future inhabitants of the development

TABLE 5: PROPOSED FSTP ACTION STRATEGIES

STRATEGY	HOW IT WORKS	RESOURCES / RESPONSIBILITY	TIMELINE	FUNDING
1 Travel Planning and Demand Management				
1.1 Green / Sustainable Travel Plans	- Develop a FSTP to provide information for Travel Access Guide (TAG) (See Appendix A) - Management of FSTPs. - Promotion of FSTPs.	Building Manager to be responsible for overall implementation of final FSTP and providing annual reporting on FSTP outcomes to Council. Tenant to develop Company specific travel plan based on Final FSTP prior to the commencement of a new lease/sale of property. Company/Staff/Visitors shall be responsible for ongoing implementation of Company assigned actions and participation in annual monitoring and reporting process to Council	Upon completion of the development and ongoing annual FSTP events	Tenant / Business Owner
1.2 Travel Information Points	- Establish locations such as travel information points where staff and visitors and others can access travel information via interactive platforms. - Promotion of FSTPs - Provision of travel and transport information options	Tenant / Business Owner	Subject to employer preference.	Tenant / Business Owner
1.3 Flexible Working hours	Allow employees the flexibility to commute outside peak periods to reduce overall congestion and travel time.	Tenant / Business Owner	Subject to employer preference. Action to be considered by employers / Visitors as part of an Employer specific FSTP 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.	Tenant / Business Owner	Subject to employer preference. Action to be considered by employers / visitors	Tenant / Business Owner

STRATEGY	HOW IT WORKS	RESOURCES / RESPONSIBILITY	TIMELINE	FUNDING
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.	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 FSTP 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 – Developer to recommend improvements to the proposed / implemented bus stops along Aldington Road to TfNSW.	TfNSW	Subject to discretion of TfNSW. Advisable to be prior to the opening of the development	TfNSW
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.	TPC	Subject to employer. Can be implemented at building occupation	Tenant / Business Owner
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.	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	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	Staff – encouraged by TPC	Ongoing in the workplace	Staff

STRATEGY	HOW IT WORKS	RESOURCES / RESPONSIBILITY	TIMELINE	FUNDING
	between individual users, as well as providing separate services for businesses, organisations and events.			
3.4 Carpool week	Arrange for a dedicated carpool campaign week to promote the benefits of carpooling.	Tenant / Business Owner	One week per calendar year	Tenant / Business Owner
4 Promoting Cycling				
4.1 Create a Bicycle Users Group (BUG)	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. As a minimum, the establishment of the BUGs should be promoted as Precinct wide initiative.	Tenant / Business Owner, TPC	Ongoing in the workplace	Tenant / Business Owner
4.2 Providing & Maintaining End of Trip Facilities	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 FSTP monitoring process to meet any increase in demand.	Developer / Estate &/or warehouse Owner / Manager	To be provided at completion	Developer / Estate &/or warehouse Owner / Manager
4.3 Promote Bicycle Initiatives	Promotion of bicycle initiatives – NSW bicycle week, Ride to Work etc.	TPC	To be promoted annually	Developer / Estate &/or warehouse Owner / Manager
4.4 Advertise Bicycle Routes	Promotion of bike lanes through the TAG.	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.	Developer	To be provided at completion of development	Tenant / Business Owner

STRATEGY	HOW IT WORKS	RESOURCES / RESPONSIBILITY	TIMELINE	FUNDING
5.2 Walking routes	Incentivise travelling by foot by highlighting possible routes particularly those to nearest bus stops	Tenant / Business Owner	To be promoted and provided at communal areas such as key information kiosks within facility	Tenant / Business Owner
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 site and to / from public transport points.	Tenant / Business Owner, TPC	To be implemented monthly or as appropriate throughout the calendar year.	Tenant / Business Owner
6 Influencing Travel Behaviour				
6.1 Provision of Sustainable Travel Packs to employees and visitors	Introduces employees and visitors alike to the FSTP and provides information on walking and cycling routes, and travel by bus & train, timetables, and access routes. This would include a TAG.	Tenant / Business Owner, TPC	Travel Packs to be provided upon occupancy of building to employees.	Tenant / Business Owner

4.3 Communications Strategy

4.3.1 Welcome Packs

New staff shall be provided with a 'welcome pack' as part of the on-site induction process which includes a STP Pamphlet and other information in relation to sustainable transport choices. This pack shall include a copy of the STP and a Travel Access guide (TAG) as provided in **Appendix A**. 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 electronic copy of the welcome pack be created and made available to staff.

4.3.2 Accurate Transport Information

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

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 STP would occur every 1-2 years.

The key considerations when reviewing or monitoring the STP 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 STP is to be conducted at regular intervals. The TPC will act as the primary point of contact for all enquiries relating to the STP's progress.

The STP will be monitored around every 1-2 years, with the first survey being carried out shortly after the first occupation of the Site. 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 B**.

If targets are not met at the end of the initial period of monitoring, the STP will be reviewed, new measures introduced and would be reassessed at the next monitoring stage.

Appendix A. Travel Access Guide

DRAFT

Appendix B. Sample Questionnaire

DRAFT

Instructions for Surveyor(s)

1. The Survey Form (over page) should be completed by EVERY PERSON attending the site on a particular day.
2. This survey should be completed SEPARATELY for EACH TRIP undertaken

DRAFT

Travel Mode Questionnaire Survey Form

Date:

Approximate Time:

Q1. Are you one of the following?

- | | |
|--|--|
| ☐ Warehouse staff | ☐ Casual contractor |
| ☐ Office staff | ☐ Company driver / sub-contractor |
| ☐ Courier / office delivery | ☐ Other (Please specify)..... |

Q2. How did you travel to / from the site today?

- | | |
|---------------------------------------|--|
| ☐ Walked only. | ☐ Car share vehicle |
| ☐ Bicycle only | ☐ Motorcycle / scooter |
| ☐ Train | ☐ Car (as passenger) |
| ☐ Bus | ☐ Car (as driver) |
| ☐ Taxi | ☐ 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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