

SSD-99319962 173-183 Rickard Road, Leppington Green Travel Plan



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Prepared for:
**Leppington (1) 88
Development Pty Ltd**

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1. Background

1.1 Introduction

This Green Travel Plan (GTP) has been prepared by *Varga Traffic Planning* on behalf of *Leppington (1) 88 Development Pty Ltd* (the Applicant) in support of the State Significant Development Application (SSDA) (SSD-96812459) and concurrent Rezoning Proposal for the construction of a shop-top housing development at 173-183 Rickard Road, Leppington (the site).

This GTP has been prepared to inform future residents, employees (staff) and visitors of the abovementioned mixed-use development of the alternative transport options available within the vicinity of the site.

The site lies within the *Leppington Town Centre* and is situated approximately 100m south of Leppington Railway Station. The site has excellent public transport connectivity as well as convenient access to shops and services planned within the precinct. This will inevitably reduce reliance on private car usage and to encourage increased usage of public transport services.

The proposed development involves the construction of Leppington Civic Centre, a new mixed-use development comprising residential apartments and a hotel above a supermarket/retail component.

This GTP has been prepared to support the proposed development and sets out measures to promote sustainable travel choices for residents, staff and visitors of the proposed mixed-use development.

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

This Green Travel Plan has been prepared within the context of key NSW Government and Local Council strategic planning documents.

These documents provide the strategic direction for sustainable transport, mode shift, active travel, and integrated land-use planning across the Hills Shire and North West Metro Line Corridor.

2.1 NSW Government Strategic Directions

A summary of NSW State Government relevant planning policies and their objectives is set out in the table below.

Table 2.1: NSW State Government Strategic Directions

Policy/Strategy	Key Aims/Objectives/Goals
Greater Sydney Region Plan: A Metropolis of Three Cities – Connecting People (March 2018)	The Greater Sydney Region Plan, <i>A Metropolis of Three Cities</i> sets a 40-year vision and establishes a 20-year plan to manage growth and change for Greater Sydney in the context of social, economic, and environmental matters. The plan aims to align land use, transport and infrastructure planning to reshape Greater Sydney to achieve the vision of three cities where most residents live within 30 minutes of their jobs, education and health facilities, services and great places. The Plan outlines ten directions as well as supporting objectives as a starting point for delivering integrated planning that achieves this vision. Key transport related objectives are summarised as follows: • Infrastructure supports the three cities • Infrastructure aligns with forecast growth • Infrastructure adapts to meet future needs • Infrastructure use is optimised • Integrated land use and transport creates walkable and 30-minute cities • The Eastern, GPOP and Western Economic Corridors are better connected and more competitive • Freight and logistics network is competitive and efficient • Regional connectivity is enhanced The site is located in close proximity to sustainable forms of transport, with Leppington Railway Station as well as a number of bus services within 400m of the subject site.

	This means future residents, staff and visitors of the development can have easy access to the alternative forms of transport with a number of services located within their doorstep.
Western City District Plan (March 2018)	The Western City District Plan is a 20-year plan to manage growth in the context of economic, social, and environmental matters to achieve the 40-year vision for Greater Sydney. It contains the planning priorities and actions for implementing the Greater Sydney Region Plan, <i>a Metropolis of Three Cities</i>, at a district level and is a bridge between regional and local planning. The Western City District covers the Blue Mountains, Camden, Campbelltown, Fairfield, Hawkesbury, Liverpool, Penrith, and Wollondilly local government areas. The District Plan informs local strategic planning statements and local environmental plans, the assessment of planning proposals as well as community strategic plans and policies, which assists Councils to plan for and support growth and change, and align their local planning strategies to place-based outcomes.
Connecting NSW Strategy (October 2025)	The connecting NSW Strategy outlines how Transport for NSW will contribute to the success and wellbeing of communities in NSW, guiding how and where Transport invests resources to make moving around NSW safe, easy, and accessible for all. The strategy and plans are informed by four key Transport Outcomes: • Connecting people safely and reliably • Communities and places are sustainable, healthy and resilient • Enabling a prosperous and inclusive NSW • Thriving people doing meaningful work The Connecting NSW Strategy identifies six core priorities to help guide to reaching the above outcomes: • Towards Zero Trauma: Aspire to eliminate deaths and serious injuries across the entire NSW transport network and ensure the safety and peace of mind of communities across NSW • Restore Reliability & Build Resilience: Enhance transport access and connectivity by minimising disruptions, restoring reliability, ensuring safety and strengthening the network to keep communities and supply chains moving • Transition to Net Zero Emissions: Cut transport emissions through mode shift, EV uptake, zero-emission fleets and cleaner freight • Reduce Transport Disadvantage: Improve access and affordability for regional, outer-suburban and vulnerable communities • Reimagine Road Space to Drive Mode Shift: Shift trips from cars to public and active transport by allocating road space and improving alternatives • Enable Whole-of-Government Outcomes: Support the Government's key priorities, including the delivery of more housing, energy transition and Closing the Gap

Active Transport Strategy 2022 (September 2025)	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. 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.
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2.2 Local Council Strategic Directions

Camden Council has prepared the *Local Strategic Planning Statement* as a framework to plan, encourage and implement a transport system that helps people to get around easily and businesses to prosper whilst minimising their impact on the environment.

The LSPS implements the strategic direction of The Greater Sydney Region Plan and Western City District Plan at the local level by setting clear local priorities for the jobs, homes, services and parks that the Camden community will require over the next 20 years.

As such, Council will work with various stakeholders and partners, including other levels of government and their affiliated agencies, local businesses and industry, educational institutions, community groups, and other service providers.

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

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

A summary of relevant local government planning policies and their objectives are summarised in the table below.

Table 2.2: Camden Council Strategic Directions

Policy/Strategy	Key Aims/Objectives/Goals
Camden Community Strategic Plan 2025-2040 (June 2025)	The Camden <i>Community Strategic Plan</i> (CSP) sets out the community's long-term vision, identifying key priorities and aspirations for the next 10+ years and sets out the strategies and actions needed to achieve those goals, ensuring a shared direction for the future. The CSP outlines 5 Key Directions that reflect the community vision: • Welcoming: Building a strong and cohesive community that promotes diversity and enhances quality of life • Liveable: Creating sustainable and connected spaces and places where people can live, work and thrive • Prosperous: Advancing local learning, economic opportunities, and job creation • Balanced: Enhancing our heritage and natural environment through sustainable stewardship • Leading: Providing strong civic leadership, strengthening partnerships, and advocating for long-term success The CSP also outlines guiding principles, as well as objectives and strategies that support each Key Direction.
Camden Local Strategic Planning Statement (April 2020)	The Camden <i>Local Strategic Planning Statement</i> (LSPS) is Council's 20-year planning vision, emphasising land use, transport and sustainability objectives to demonstrate how Camden will evolve to meet the community needs over the next 20 years. The LSPS implements the strategic direction of The Greater Sydney Region Plan and Western City District Plan at the local level by setting clear local priorities for the jobs, homes, services and parks that the Camden community will require over the next 20 years. The LSPS sets short, medium and long-term actions linked to the local priorities, to deliver on the community's future vision. The LSPS outlines planning priorities under four key themes which mirror the four themes of the Sydney Region Plan and the District Plan: • Collaboration • Liveability • Productivity • Sustainability These four themes will be implemented through 21 local priorities. The LSPS' transport related planning priorities under these themes are summarised as follows: • Aligning infrastructure delivery with growth • Connecting Camden through integrated transport solutions • Planning for the delivery of the North South Rail and South West Rail Link Extension • Increasing the quantity and diversity of local jobs, and improving access to jobs across the Western City District • Strengthening the Strategic Centres of Narellan and Leppington The planning priorities will be delivered through strategies to guide land use decisions and actions to be undertaken by Council

2.3 Leppington Town Centre Planning Proposal

In 2021-2022, Liverpool City Council and Camden Council jointly submitted planning proposals (PP-2023-284) to the Department to amend the Leppington Town Centre planning controls. The proposals responded to significant changes since the original rezoning in 2013, including development of the Western Sydney Airport and Aerotropolis, and potential rail extensions from Leppington Town Centre.

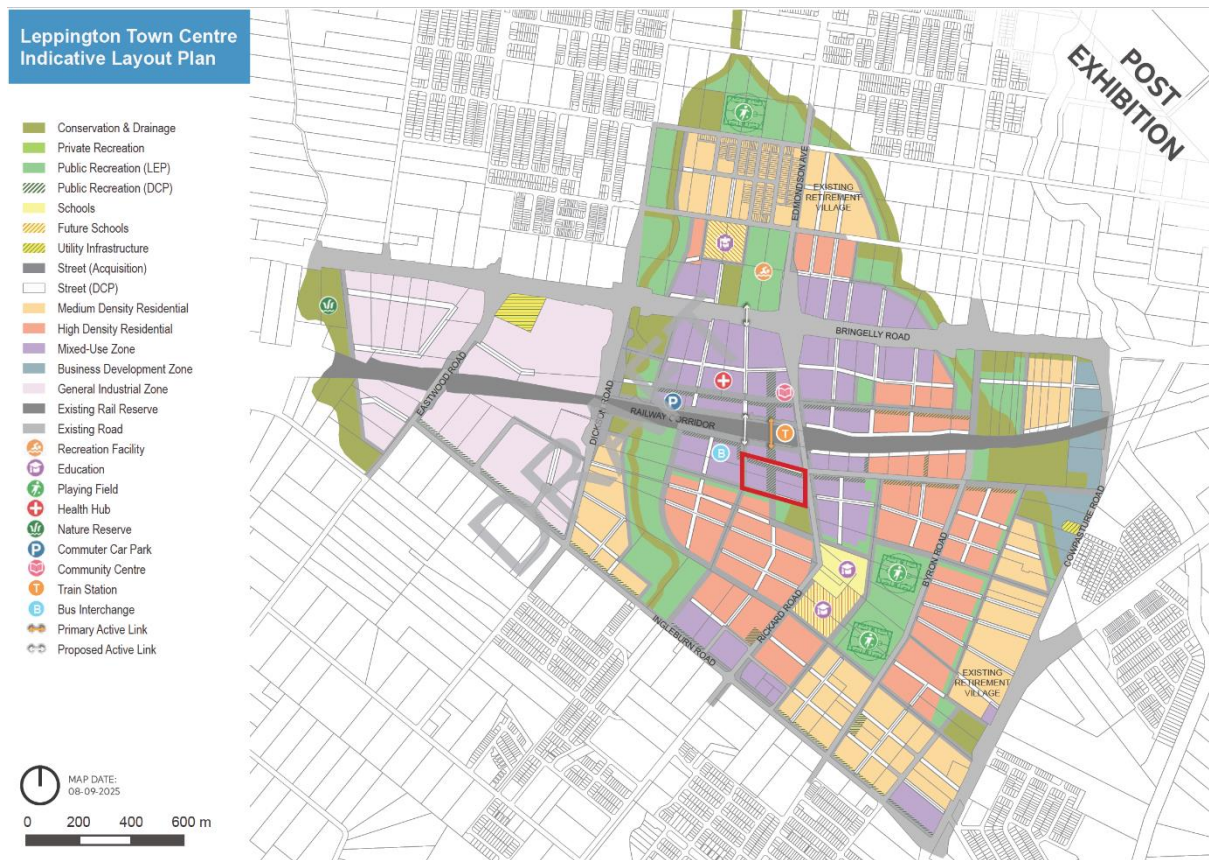
A draft *Leppington Town Centre Development Control Plan* (draft *LTC DCP*) was submitted as part of the PP-2023-284.

In December 2024, the DPHI identified Leppington Town Centre as a State Assessed Rezoning Proposal (SARP), in line with their State Significant Rezoning Policy. This means the Department is responsible for finalising the planning proposals. It is understood that the Department is working towards finalising all technical and supporting studies by mid-2026, including the previously submitted draft *LTC DCP*.

The draft *LTC DCP* details the redevelopment objectives of the area and envisages a range of uses, including new and expanded schools, new community facilities, parks, plazas, better roads, fast buses and trains. The draft *DCP* also indicates the following transport and access objectives:

- Rickard Road/Edmonson Avenue will be the main transit boulevard providing key public transport, pedestrian and cyclist route to and from Leppington Railway Station
- Perimeter Roads (including Byron Road and Bringelly Road) are the main vehicular routes to ensure Rickard Road, Edmonson Avenue and the centre of Leppington Town Centre are focused on public transport, active transport and pedestrians
- Town Centre Streets are active and pedestrian friendly, with capacity for buses to circulate on bus capable streets. Town Centre Streets have active ground floor frontages
- Shared Lanes cater for pedestrians, support compatible secondary active frontages for safety and amenity (e.g. small laneway shops and secondary building entries), and provide direct vehicle access to internal car parks and loading bays.

The post-exhibition precinct *Indicative Layout Plan* is reproduced below.



3. Existing & Future Sustainable Transport

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

3.1 Public Transport Services

The site is located within the *Leppington Town Centre Precinct* and is within close proximity to a broad range of public transport services.

The site is located approximately 100m walking distance south of Leppington Railway Station. Leppington Railway Station operates on the T2 Inner West & Leppington Line operating between Leppington to City, and the T5 Cumberland Line operating between Leppington to Richmond, as shown in **Figure 3.1** on the following page.

The typical journey time to/from Central Station is approximately 76 minutes, with a frequency of approximately 5 minutes during peak hours, reducing to 10-15 minutes at all other times.

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

- a number of services to Liverpool CBD, Narellan Town Centre, Oran Park Town Centre, and other employment centres and educational establishments
- regular local bus services which connect to several key locations including Westfield Liverpool, Willowdale Shopping Centre, 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** on the following page.

In summary there are approximately 243 bus services per day traversing the road network within the vicinity of the site on weekdays, reducing to approximately 145 bus services per day on Saturdays and approximately 145 bus services per day on Sundays and Public Holidays.

Figure 3.1: Sydney Trains Network

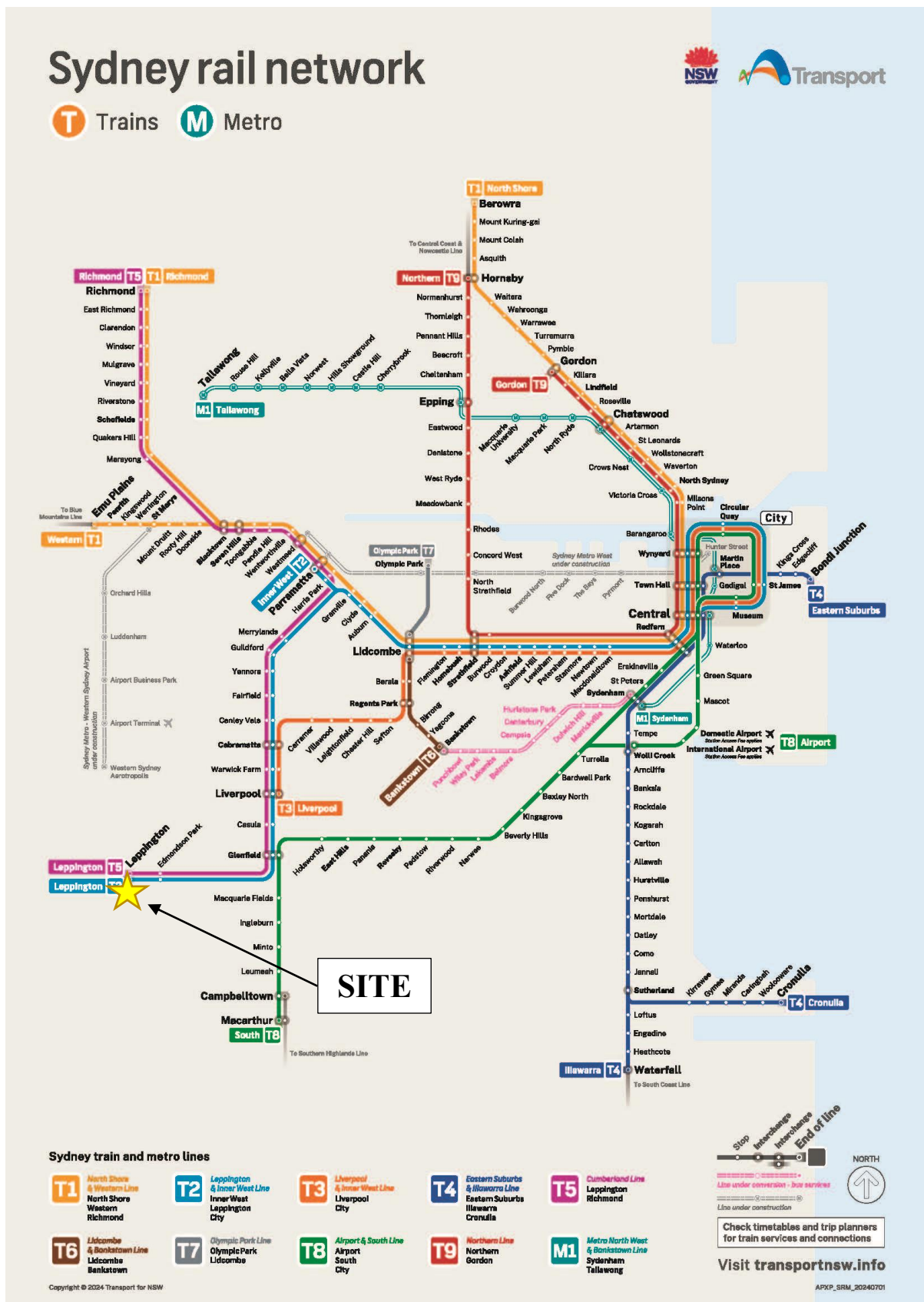


Table 3.1: Existing Bus Services

Bus Routes and Frequencies							
Route No.	Route	Weekdays		Saturday		Sunday	
		IN	OUT	IN	OUT	IN	OUT
841	Leppington to Narellan via Gregory Hills	47	47	30	30	30	30
855	Rutleigh Park to Liverpool via Austral & Leppington Station	5	7	2	3	3	4
856	Bringelly to Liverpool	5	7	4	4	4	4
858	Oran Park to Leppington	32	33	16	16	16	16
861	Denham Court to Carnes Hill via Austral	25	25	15	15	14	14
N31	Leppington to Liverpool (Night Service)	5	5	5	5	5	5
TOTAL		119	124	72	73	72	73

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

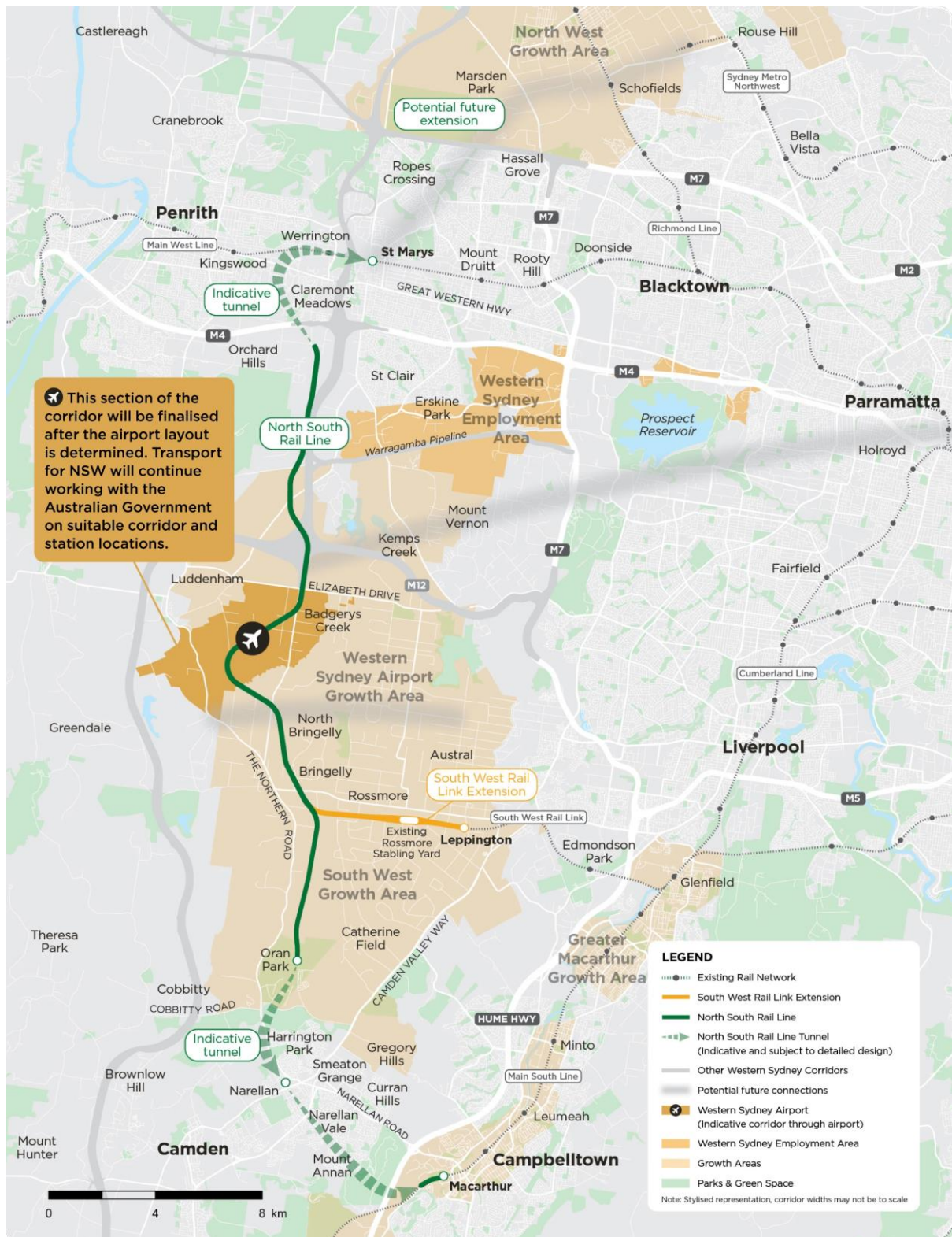
Bus and train timetables can be found via the Transport Info website, <https://transportnsw.info>.

3.2 South West Rail Link Extension

In June 2020, the NSW State Government confirmed the corridor for the South West Rail Line. The South West Rail Link extension will extend from Leppington Station to the Western Sydney Aerotropolis, to connect with the North South Rail Link corridor (now Western Sydney Airport line).

The future North South Rail Line and South West Rail Link Extension infrastructure would connect residents in the emerging suburbs of the South West Growth Areas with jobs and services in the new Western Economic Corridor, Western Sydney Airport, Western Sydney Aerotropolis, Liverpool, Greater Penrith, Campbelltown-Macarthur and Western Sydney Employment Area.

A plan showing the recommended corridor for the South West Rail Link Extension is shown on **Figure 3.2** on the following page:

Figure 3.2: North South Rail Line and South West Rail Link Extension

The corridor land has been protected and rezoned for future use, however, there are currently no immediate plans for the construction of the transport infrastructure.

3.3 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 occur 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. Pooling allows additional riders to join the trip as bookings are made, so you don’t need to coordinate locations and times with people you don’t know.

3.4 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 all roads in the vicinity of the site to encourage walking as an active form of transport, providing connection to Leppington Railway Station. In particular, raised pedestrian zebra crossings are also in the vicinity of Leppington Railway Station.

Sealed footpaths are proposed to be provided on all future roads within the *Leppington Town Centre Precinct*, including along all four site frontages, thereby providing safe means of pedestrian access to/from the site.

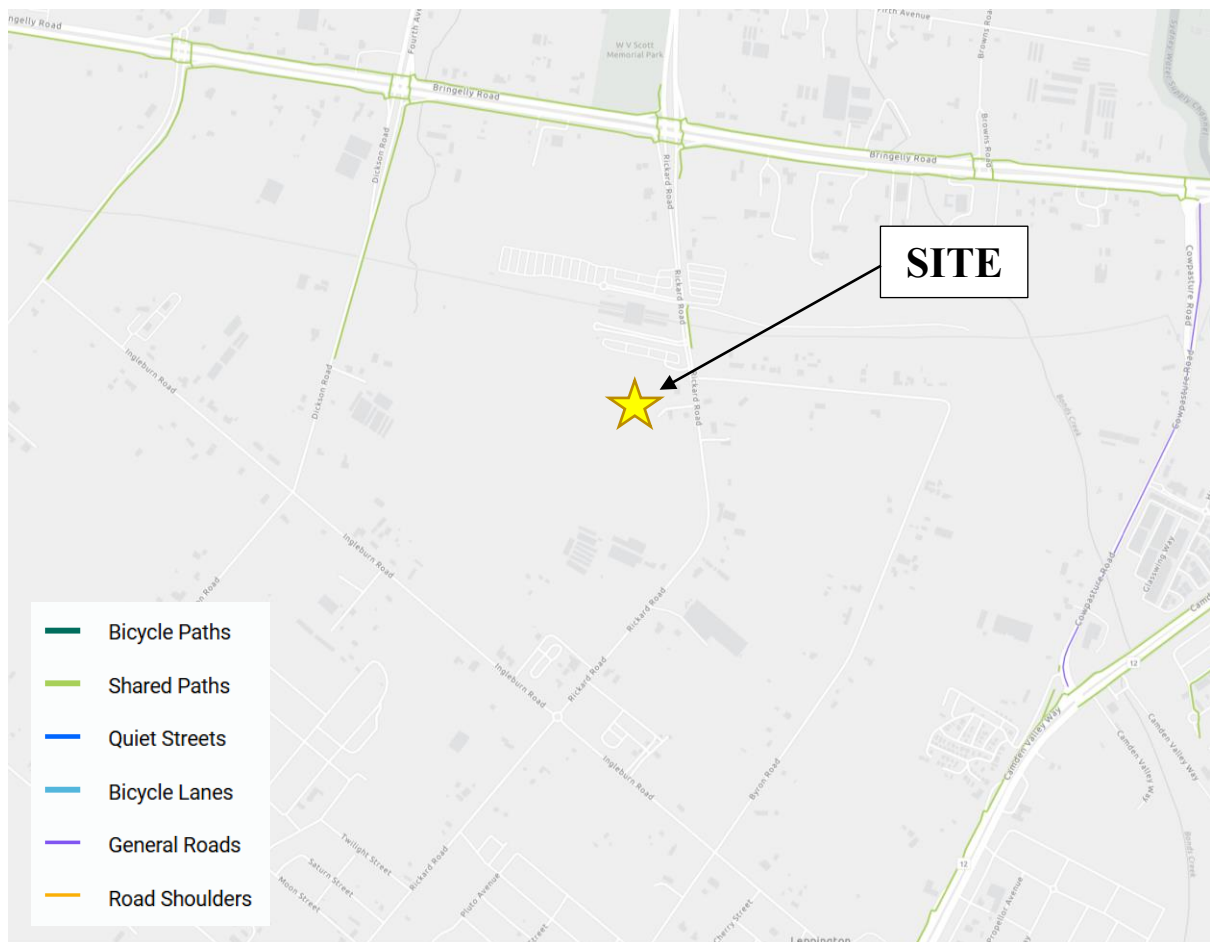
As part of the development, a north-south through-site link is provided dissecting the centre of the site, between the 2 new buildings. The through-site link will be restricted to pedestrian access *only*, thereby enhancing connectivity and urban activation of the development area.

3.5 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 3.3: Existing Cycleways



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>

Cycleways are proposed to be provided along major cycle routes within the *Leppington Town Centre Precinct*, enhancing the active transport options and connectivity for the development area.

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 residents/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.

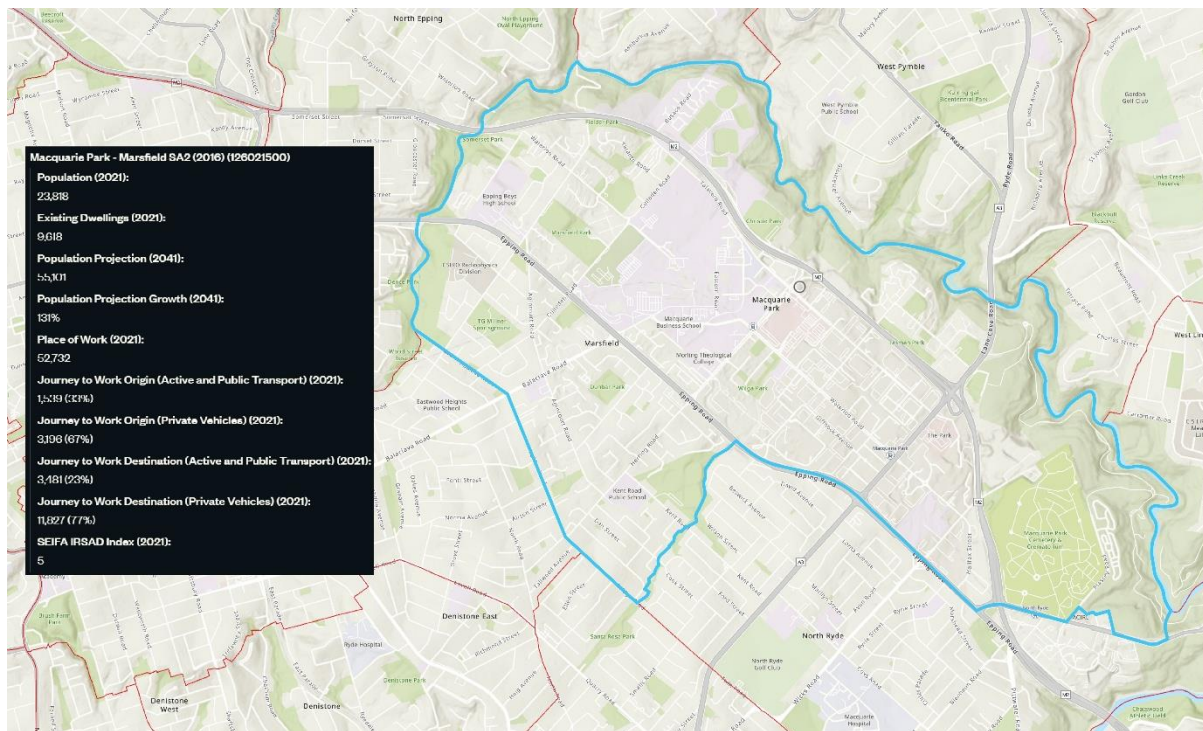
4.2 Existing Transport Modal Split

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

The existing transport modal split for residents living in the SA2 area and commuters travelling to the SA2 area have been reproduced in **Figure 4.1** on the following pages.

At the time of the journey-to-work (JTW) data being collected in 2021, approximately 4,900 trip data were included in the survey for Leppington – Catherine Field residents living within the area, and approximately 2,000 trip data for commuters travelling to 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 4.1** on the following pages.

Figure 4.1: Summary of persons residing in and commuting to Leppington – Catherine Field (SA2)**Table 4.1: Existing Transport Modal Split (2021 Census Data)**

MODE OF TRANSPORT	Residents Residing in SA2 Area		Commuters Travelling to the SA2 Area	
	Number of Trips	% of Total Trips	Number of Trips	% of Total Trips
Vehicle Driver	2,531	51%	1,110	57%
Vehicle Passenger	155	3%	135	7%
Taxi/Ride Share	3	<1%	3	<1%
Truck	120	2%	71	4%
Motorbike/Scooter	13	<1%	0	0%
Train	175	4%	34	2%
Bus	9	<1%	15	1%
Bicycle	0	0%	0	0%
Walk Only	38	1%	29	1%
Worked at Home	1,848	38%	550	28%
Other	26	1%	13	1%
TOTAL	4,918	100%	1,960	100%

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

It is noted that the transport modal split for the site, which is located adjacent Leppington 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, Leppington – Catherine Field.

Table 4.1 above indicates that 51% of commuters living within the SA2 area drives to work and approximately 4% 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 above data.

Furthermore, the distortion of commuting patterns obtained from the 2021 Census has also resulted in an increase of the population to ‘work at home’ of approximately 38% living within the SA2 area. In this instance, the shift to working from home will be difficult to reverse, with many employees now focusing on a hybrid work model for their company.

4.3 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 essential 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.

It is clear that the 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 staff, residents and visitors.

In this regard, it is noted that the proposed development is in the *Leppington Town Centre Precinct* and within easy walking distance of Leppington Railway Station, such that a large number of residents and workers are expected to utilise the train to get to work and will consequently have a *lower* car modal split.

In addition, the *Leppington Town Centre Precinct* are envisaged to transform into an attractive and well-connected neighbourhood that achieves housing targets supported by necessary infrastructure.

The neighbourhood will have a reduced car parking provision, as well as new pedestrian and bicycle infrastructure, encouraging short trips to be made by active transport options rather than by car. The neighbourhood will also be supported by community facilities as well as retail developments, thereby allowing future residents to walk to essential shops and services.

The neighbourhood will align with NSW Government's broader goal of creating 15-minute neighbourhoods, where most daily needs can be met within a comfortable 15-minute walk or bike ride from home.

On the above basis, the target modal share for the site will not favour cars as a mode of transport. The targets identified in this GTP are set out in **Table 4.2** below, which envisages a modal shift ranging between 11% to 41% towards sustainable or active transport, with a reduction in private vehicle trips.

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

Table 4.2: Target Transport Modal Split

MODE OF TRANSPORT	Residents Residing in SA2 Area		Commuters Travelling to the SA2 Area	
	Existing Modal Split	Target Modal Split	Existing Modal Split	Target Modal Split
Vehicle Driver	51%	40% (-11%)	57%	40% (-17%)
Vehicle Passenger	3%	4% (+1%)	7%	8% (+1%)
Taxi/Ride Share	<1%	1% (+1%)	<1%	1% (+1%)
Truck	2%	2%	4%	4%
Motorbike/Scooter	<1%	<1%	0%	0%
Train	4%	15% (+11%)	2%	15% (+13%)
Bus	<1%	5% (+5%)	1%	5% (+4%)
Bicycle	0%	3% (+3%)	0%	3% (+3%)
Walk Only	1%	4% (+3%)	1%	4% (+3%)
Worked at Home	38%	25% (-13%)	28%	20% (-8%)
Other	1%	<1%	1%	<1%
TOTAL	100%	100%	100%	100%

4.4 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 set out in **Table 4.3** should be regularly monitored and updated as required to reflect current transport conditions.

Table 4.3: 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.	Employer's Responsibility
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.	Building Management

		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.	
1.3 Flexible working (including Hybrid work) hours	Encourage greater public transport usage	Allowing staff the flexibility to commute outside peak periods and/or hybrid working conditions to reduce overall congestion and travel time.	Employer's Responsibility
1.4 Residential Travel Pass	Encourage greater public transport usage	Provide free Opal Travel Cards to residents with \$10 balance for the initial occupation of the dwellings so that residents will be encouraged to make public transport their mode choice from the day they move into their new dwelling	Building Management
2. Managing Car Use			
2.1 Car Pooling Programmes	Encourage reduced private car usages	Establish a car-pooling program to help future residents/employees find someone to car pool with in their daily commute.	Building Management
2.2 Online Meetings and Working from home	Encourage reduced need to travel to work and private car usages	Allowing staff, the flexibility to work from home and hold meetings at home to reduce overall congestion and travel time.	Employer's Responsibility
3. Promoting Cycling and Walking			
3.1 Cycling & Walking Groups	Encourage cycling and walking.	Establish walking & cycling groups for staff and residents, with associated online forums.	Travel Plan Coordinator
3.2 Ride to Work Day	Encourage cycling and walking	Regularly promoting ride/walk to work days	Travel Plan Coordinator
4. Other Incentives			
4.1 Travel Access Guide	Provide up to date and easy to access information on existing transport options	Provide Travel Access Guide to staff and residents as part of induction package and regularly review / update to ensure information is up to date.	Travel Plan Coordinator
4.2 Newsletter	Provide up to date information for sustainable travel initiatives	Provide a regular newsletter to all residents and staff members bringing the latest news on sustainable travel initiatives in the area	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 4.2** and 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

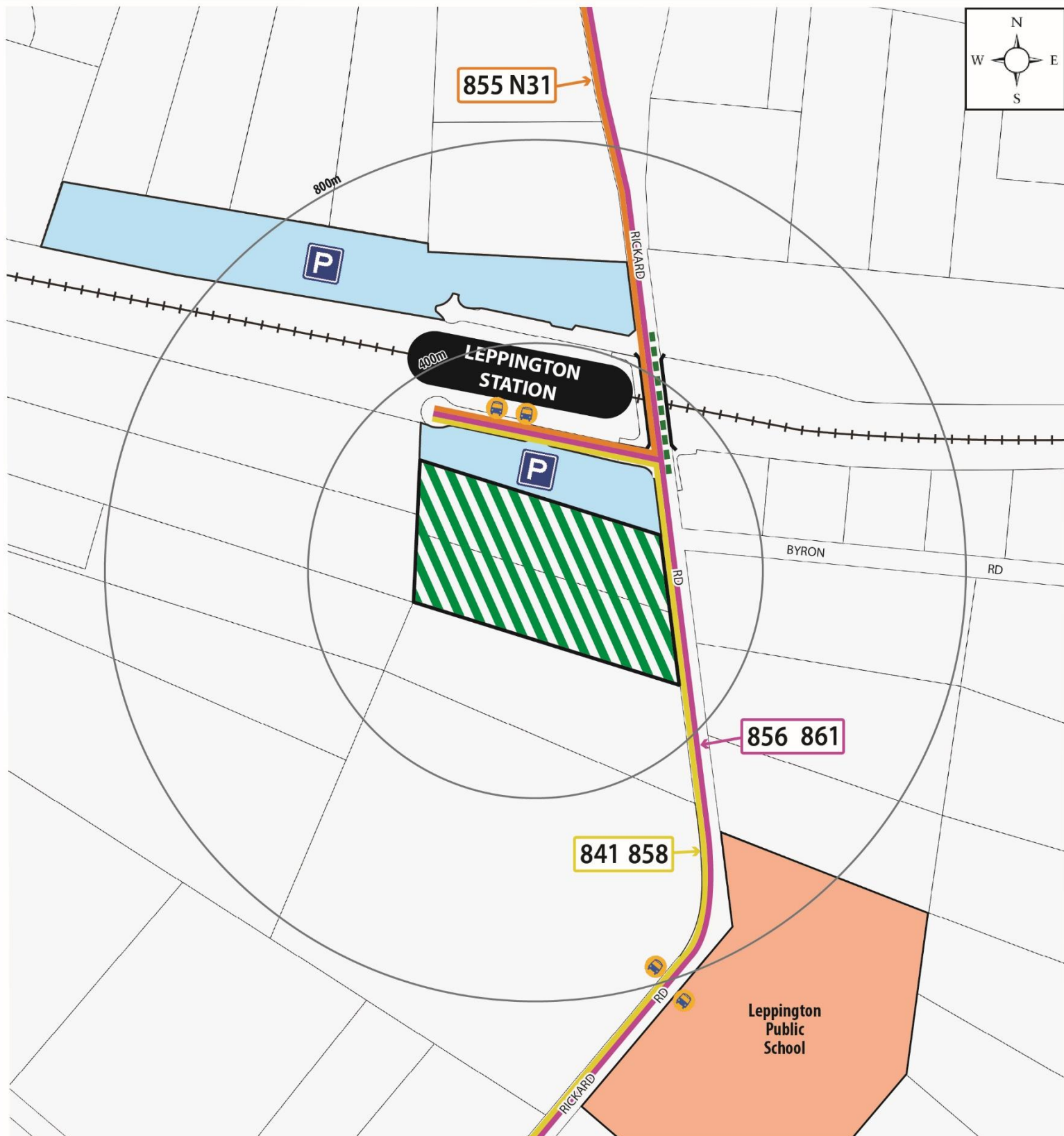
A monitoring and review process for the *Green Travel Plan* will be set out by building management to ensure that the information contained within reflects any changes to the transport conditions and building facilities.

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

A number of incentives could also be implemented to encourage change in the travel modes of staff/employees working on the site including the provision of a pre-loaded *OPAL* card for all new and existing staff in order to encourage them to switch to public transport, managed by the future commercial tenant.

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

Appendix A: Transport Access Guide



Bus Routes

- 841 Leppington to Narellan via Gregory Hills
- 855 Rutleigh Park to Liverpool via Austral & Leppington Station
- 856 Bringelly to Liverpool
- 858 Oran Park to Leppington
- 861 Denham Court to Carnes Hill via Austral
- N31 Leppington to Liverpool (Night Service)

Key

-  Subject Site
-  Shared User Path
-  Bus Stop
-  Car Park

TRANSPORT ACCESS GUIDE

173-183 Rickard Road, Leppington