

Green Travel Plan

Prospect Logistics Estate
Clunies Ross Street & Foundation Place, Pemulwuy

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1 Introduction

1.1 Purpose

Ason Group has been engaged by ISPT Pty Ltd to prepare a Green Travel Plan (GTP) in relation to the Prospect Industrial Estate (the Estate) at 63 & 10 Clunies Ross Street, Pemulwuy (The Site). The Site itself is situated across both Blacktown City Council (northern portion) and Cumberland Council LGA's (southern portion).

This GTP has been prepared in support of the State Significant Development application (SSD-10399) for the Estate, in response to preliminary discussions with Transport for NSW (TfNSW) officers.

Accordingly, this GTP is intended to develop a package of site-specific measures to promote and maximise the use of sustainable travel modes, including walking, cycling, public transport and car sharing. These strategies will therefore assist in less reliance on private motor vehicles for the proposed development and in turn alleviate the level of vehicular traffic associated with the development.

In this regard, this plan sets out objectives and strategies to assist the Department of Planning, Industry and Environment (DPIE), Blacktown City Council and Cumberland City Council in achieving their goals to improve sustainability.

This GTP includes a review of the existing transport choices and sets targets so that the effective implementation of the GTP can be assessed. These targets are to be realistic but ambitious enough to initiate substantive behavioural change to achieve the desired outcomes.

The GTP is expected to be coordinated with the property owners or their representatives. It shall be reviewed regularly as part of an ongoing review to ensure it remains relevant and reflective of current conditions.

1.2 Site Location

The Site is located within the industrial area to the south east of the M4 Motorway / Prospect Road interchange. A location plan presented in **Figure 1** providing an appreciation of the Site and the existing conditions.

The Site is bound existing industrial facilities to the south and west, and Clunies Ross Street to the east. As outlined above, the development is situated within an IN1 industrial zone, adjacent to a medium-density residential zone to the east.



Figure 1: Subject Site Location

1.3 Reference Material

In preparing this GTP, Ason Group has referenced the following key planning documents that are relevant to development at the Site:

- Future Transport Strategy 2056, TfNSW, March 2018.
- A Plan for Growing Sydney, Department of Planning & Environment, December 2014.
- NSW Long Term Transport Master Plan, TfNSW, December 2012
- Sydney's Walking Future, TfNSW, December 2013
- Sydney's Cycling Future, TfNSW, December 2013
- Sydney's Bus Future, TfNSW, December 2013

2 Site Audit & Data Collection

2.1 Development & Site Facilities

The Estate comprises 5 separate warehouse facilities, with 7 individual tenancies and associated hardstands and parking areas. A preliminary breakdown of the proposed Lots is provided below.

Table 1: Site Details per tenancy

Lot No.	Warehouse GFA	Office / Retail GFA	Car Parking Provided	LGA
1	18,224	1,396	125	Blacktown
2	24,071	1,787	127	Cumberland
3	12,088	1,318	95	Cumberland
4	5,349	476	101	Cumberland
5	10,401	1,109	51	Cumberland
6	8,441	1,013	50	Blacktown
7	8,927	893	15	Blacktown
Café Area	-	146	15	Blacktown
Total	88,495	6,749	562	

The Site plans are provided at a reduced scale below.

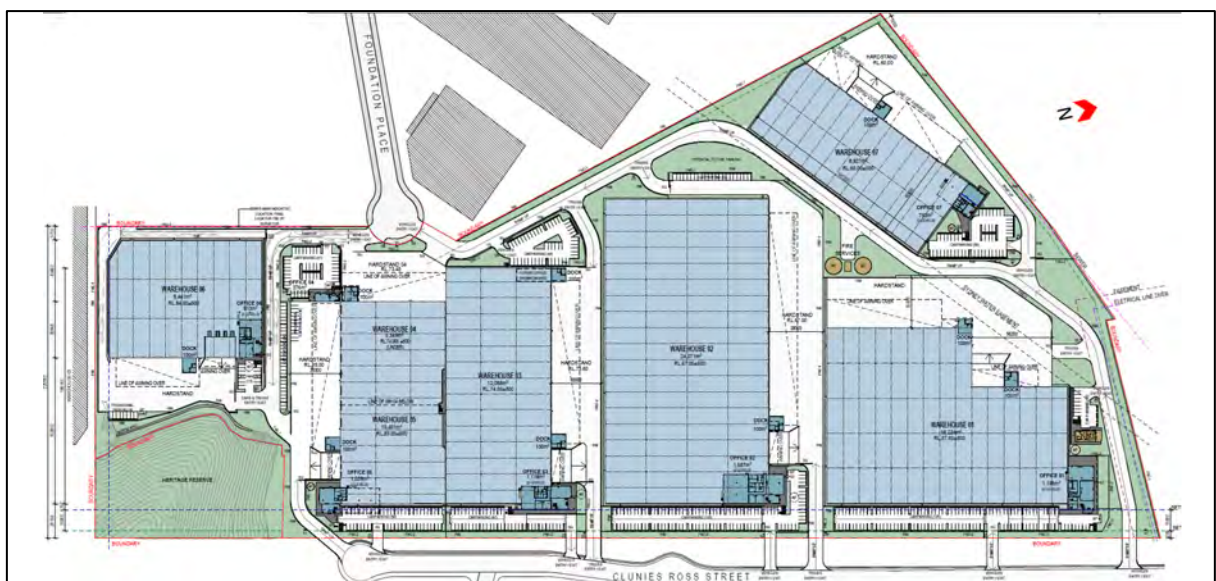


Figure 2: Site Plan

2.2 Travel Mode Share Analysis

Existing travel patterns of employees within the surrounding locality was surveyed as part of the 2016 Census and presented in the Journey to Work (JTW) data provided by the Australian Bureau of Statistics. Relevant data is presented in **Figure 3** for Destination Zone (DZ) 114820001, which includes the subject site.

The modal choice demonstrates a high reliance on private vehicles, accounting for approximately 97%, including cars (drive & passenger), Trucks, and motorcycles/scooters.

On the contrary, only a small proportion of employees use public transport for travel to/from the precinct, and an even smaller segment via active transport modes. Generally, this reflects the availability of public transport access to the area, with no train stations in proximity and limited bus services along Prospect Highway.

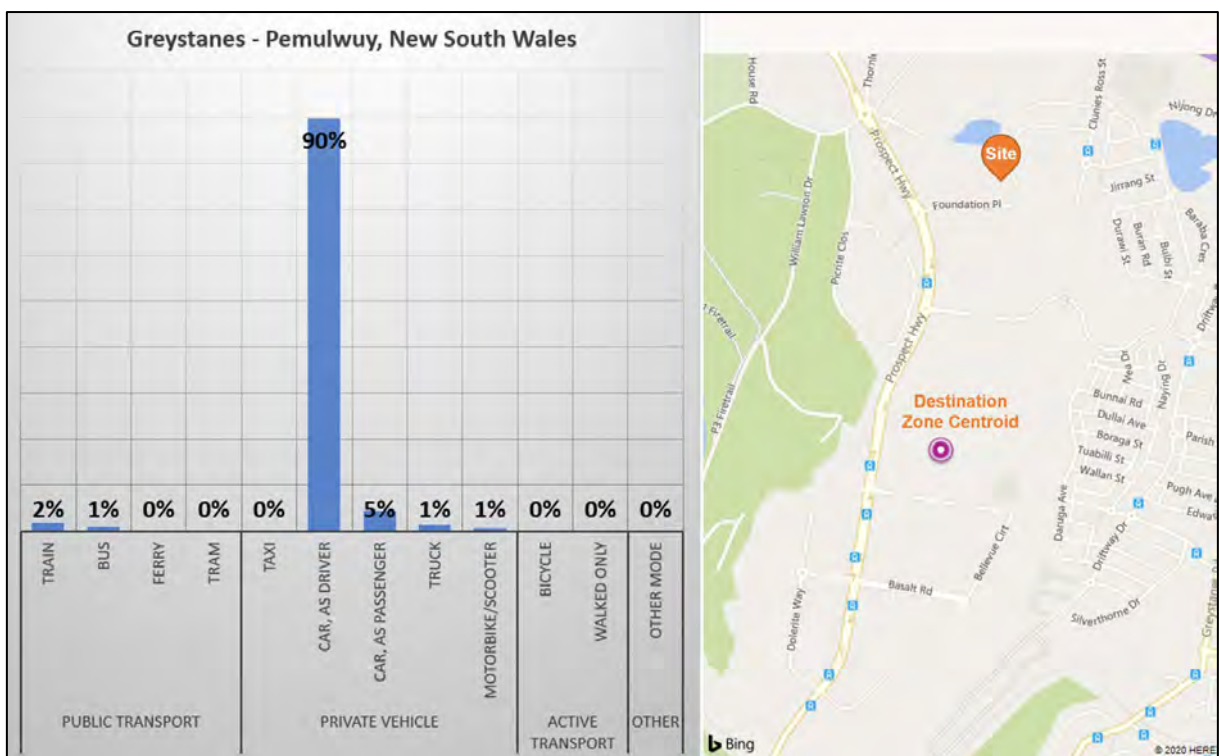


Figure 3: Journey-to-Work 2016 Mode Share

2.3 Surrounding Public Transport Services

The Site has limited connectivity to the public transport network. Key rail and bus services local to the Site are presented in **Figure 4** and summarised below.

2.3.1 Rail Services

Having regard for the general guidelines listed in the *Integrated Public Transport Service Planning Guidelines, Sydney Metropolitan Area* (TfNSW, December 2013), rail services within 800 metres (approximately 10-minute walk) influence modal travel to the Site. Considering this, there are no immediate train stations within proximity of the wider industrial park, with the closest being Pendle Hill Station situated 4.5km to the east.

2.3.2 Bus Services

The *Integrated Public Transport Service Planning Guidelines* provides similar guidance to the above with regard for bus services within 400m (approximately 5-minute walk) of the Site. In this proximity, a single bus stop pair is situated on Clunies Ross Street, with another 2 bus stop pairs situated within 800 metres – on Nijong Drive to the east and Prospect Highway to the west. Service accessibility is broken down below.

Table 2: Bus Services

Route Number	Location	Service Route	Frequency
800	~ 400m (Clunies Ross St)	Blacktown to Fairfield via Wetherill Park	8-10 services during AM Peak 8-10 services during PM Peak
810/810X	~ 800m (Nijong Dr)	Merrylands to Parramatta via Great Western Hwy	2-3 services during AM Peak 7-8 services during PM Peak
812	~ 800m (Prospect Hwy)	Blacktown to Fairfield	4-5 services during AM Peak 6-7 services during PM Peak

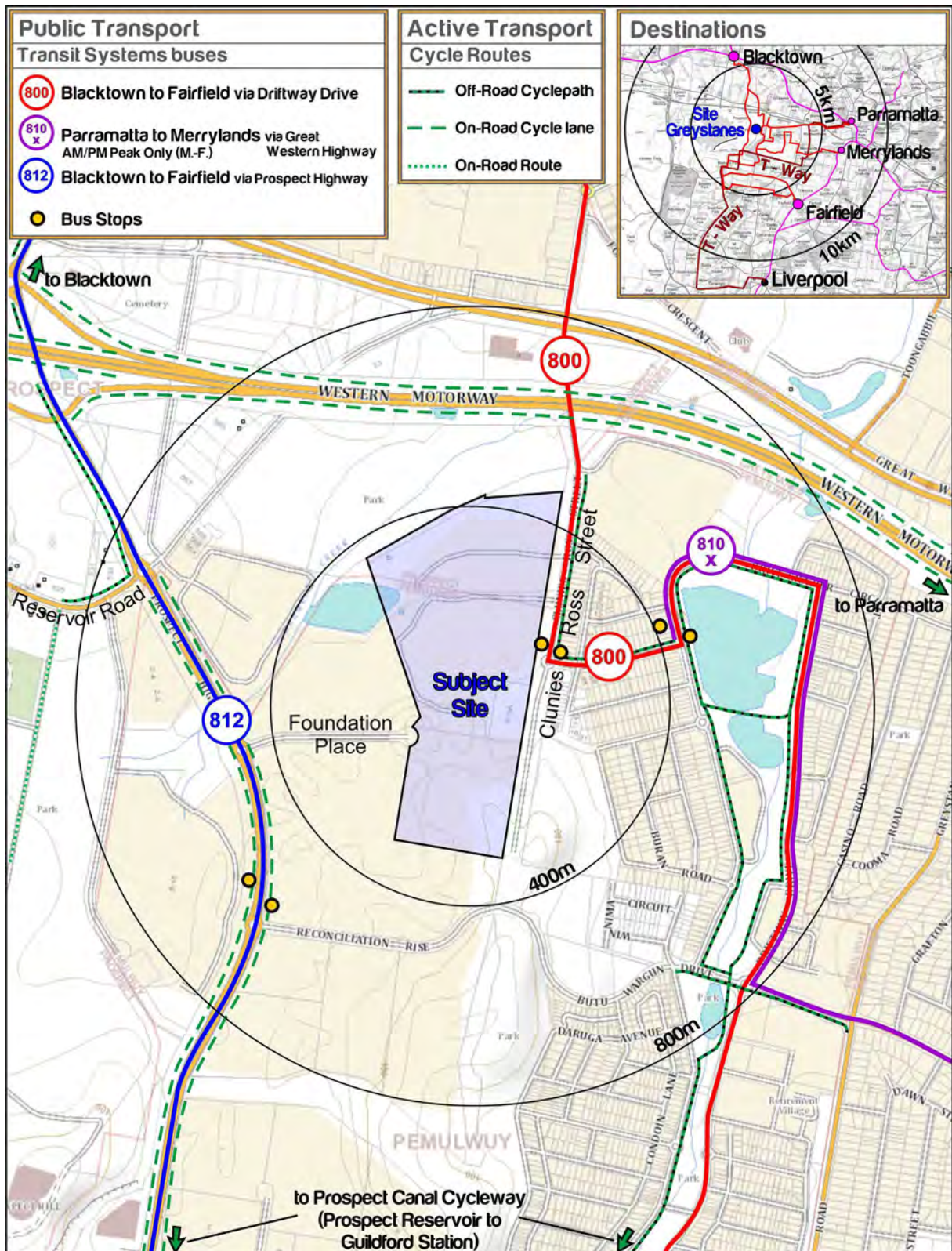


Figure 4: Public Transport Network

2.3.3 Existing Pedestrian Accessibility

The Site is generally serviced well by pedestrian footpaths; both Clunies Ross Street and Foundation Place provide accessible pathways connecting to the wider pedestrian network.

There are no formal pedestrian crossings at the Prospect Highway / Foundation Place roundabout. However, the Great Western Highway / Blacktown Road intersection has signalised pedestrian crossing, with the anticipated Reservoir Street signalisation upgrade receiving similar amenity.

2.3.4 Existing Cycle Routes

There is currently moderate cycling network connectivity to the Site, with the primary connection to the wider network via the M4 motorway and on-road via Prospect Highway. Similar amenity exists for Clunies Ross Street.

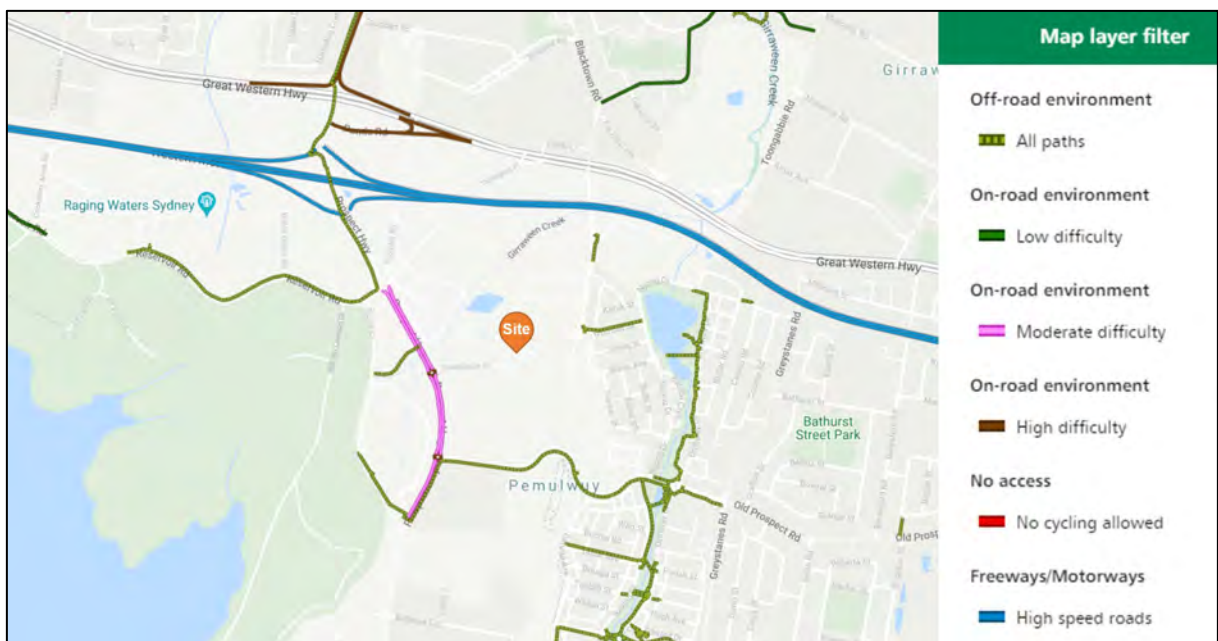


Figure 5: Surrounding Cycle Routes

It should be noted that Blacktown City Council have proposed several new bicycle routes along Reservoir Street.

2.4 Car Share

There are no existing Car Share operators providing vehicles or pods in close proximity to the Site. Notwithstanding, there may be potential for additional Car Share spaces to be provided in the locality in the future.

3 Objectives & Targets

3.1 Objectives

The primary objectives of this GTP are to:

- Reduce the environmental footprint of the development,
- Promote the use of ‘active transport’ modes such walking and cycling, particularly for short-medium distance journeys,
- Reduce reliance on the use of private vehicles for all journeys,
- Encourage a healthier, happier and more active social culture.

Having regard for the above, this Plan adopts the following movement hierarchy with priority given to ‘active transport’ followed by mass public transport and lastly the use of cars and other private vehicles.



Figure 6 : Movement Hierarchy

In a broad sense, this GTP is intended to encourage the use of active transport thereby reducing the overall distance travelled by private vehicles.

3.2 Mode Share Targets

With the above objectives in mind, the mode share targets outlined in **Table 3** are proposed.

Table 3: Mode Share Targets

Travel Mode.	Existing	Proposed	Relative Change
Walking	0%	1%	+ 1%
Cycling	0%	5%	+ 5%
Train	2%	3%	+ 1%
Bus	1%	5%	+ 4%
Car Passenger	5%	13%	+ 8%
Car Driver	92%	73%	- 19%
Other/Mode Not Stated	0%	0%	-

The proposed mode share targets have been developed in consideration of existing and future conditions, as well as the potential for further improvements to public transport connectivity. The primary intention of the targets is to reduce single-driver private vehicle reliance, and to facilitate higher dependence on public, active and alternative transport modes for the work commute.

Noteworthy changes include:

- + 8% increase to Car Passengers. This indicates the potential for ‘commute-sharing’ as a result of increasing accessibility via carpooling ride-share apps and similar online mediums. Alternatively, this can also be facilitated by the use of technology and efficient staff management.
- The target for public transport has increased from 3% to 8%, reflecting increased reliance on bus connectivity. In ongoing discussions with TfNSW, it is evident that there is potential demand within the wider prospect industrial area to facilitate a need for increased connectivity and serviceability to the area.
- Similarly, the target for active transport has increased from 0% to 6%, with an increased reliance on cycling. This reflects both existing and future connectivity of the Site, with adequate cycling route provision already in place to Blacktown and Parramatta. With additional incentive, there is potential for cycling modal share to meet and exceed the targets.

As outlined in **Table 3**, the additional changes to the targeted mode share will result in a great reduction of 19% reliance on private vehicles for commuting to work. These ambitious targets have to be accompanied with specific measures and strategies to be achieve them, as discussed in **Section 4**.

4 Action Plan

4.1 Action Plan Measures

The following specific actions have been identified to aid achievement of the targets outlined in Section 3.2. It is anticipated that relevant actions in **Table 4** should be conveyed to each future tenant at the time of tenancy agreement.

The below includes promotion of some event or day-specific activities. In isolation, these may not dramatically alter the day-to-day travel of staff. However, there are benefits of such activities whereby participation can increase awareness of alternative modes of travel that then form the basis of future travel patterns.

Table 4: Action Plan Measures

Item No.	Action / Description	Responsibility
1. General		
1.1	Establish a centralised Travel Plan Coordinator (TPC) which is to take responsibility for the ongoing review and monitoring of this Plan. This person(s) shall also provide direction to tenants in relation to tenant-specific requirements arising from the GTP.	Landowner / Strata Manager
1.2	Establish and maintain a transport coordinator to engage with the overall TPC above.	Tenant
1.3	Provide 'Travel Welcome Pack' for newly employed staff, highlighting alternate modes of transport other than use of a private vehicle.	TPC / Business Management
1.4	Review of GTP as a regular item on the agenda for the Tenant / Landowner meetings.	TPC
2. Walking and Cycling		
2.1	Lobby Council / DPIE for improved cycle connections in the broader area.	TPC
2.2	Promote participation in the National Ride2Work Day activity.	Tenant
2.3	Promote participation in Walk to Work Day (and other) events.	Tenant
2.4	Provide and maintain clearly signposted cycle parking within the Site.	Developer / Landowner
2.5	In accordance with the 5% cycling mode share target, sufficient secure parking spaces and 'EoT' facilities shall be provided and maintained.	Developer / Landowner
2.6	Encourage future tenancies to provide further incentive to cycle to work, either as a primary and secondary mode ie. Taking bicycle on trains.	Tenant
3. Public Transport		
3.1	Advocate to TfNSW for improved public transport services in response to increased development within the surrounding area. There is potential demand in the industrial area. TPC to potentially coordinate with neighbouring developments in the area.	TPC
3.2	Update the GTP to reflect changes to any bus routes and service times.	TPC
3.3	Undertake a review to promote initiatives for staff using public transport.	TPC / Tenant

4. Car Share

4.1	Review initiatives for staff using car sharing services. This may include (but not limited to) the provision of additional 'pods' provided in closer proximity to the Site.	TPC / Car Share providers
4.2	Facilitate engagement between staff with a view to encourage 'commute-sharing' for those staff that do require the use of private vehicles. This could be through the development of a staff register and online forum, and incentive for drivers to pick up colleagues.	Tenant
4.3	Provide incentive for commute-share drivers. Eg, priority parking closer to office areas.	Tenant

Notes: 1) TPC = Travel Plan Coordinator—refer Section 5.1

Bicycle parking spaces and EoT facilities are provided on-site to support the above Action Plan. Additional bicycle parking spaces may be recommended in the future; however, this would be subject to further review as part of the ongoing GTP maintenance which is discussed further below.

4.2 Communications Strategy

4.2.1 Welcome Packs

New staff shall be provided with a 'welcome pack' as part of the on-site induction process which includes the GTP and other information in relation to sustainable transport choices. This pack shall include a copy of the GTP as well as general information regarding the health and social benefits of active transport. Advice on where to find further information should also be included such as links to relevant online mapping.

4.2.2 Accurate Transport Information

In addition to these 'welcome packs', a Travel Access Guide (TAG) (included in **Appendix B**) shall be provided to all staff for every tenancy on the Site. A copy of the TAG should also be displayed prominently in staff areas, such as lunchrooms and foyer areas. The TAG shall be presented in a form that is reflective of the commitment to achieving positive transport objectives.

5 Governance & Support

5.1 Travel Plan Coordinator

A person(s) shall be nominated as the Travel Plan Coordinator (TPC) and be responsible for:

- Engagement with the future tenants on-site,
- Implementation and promotion of the GTP actions,
- Monitoring the effectiveness of the GTP (refer to monitoring requirements outlined in Section 6) and ongoing maintenance of the Plan,
- Provide advice in relation to transport related subjects to staff, tenancy management and visitors, as required, and
- Liaise with external parties (i.e. Council, public transport and car share operators) in relation to Travel Plan matters.

This role does not necessarily require full-time position; however, it should be clearly designated among the key responsibilities of the building management group.

This may include financial incentives for staff to use active transport and public transport to travel to work. However, this is not a mandatory requirement and would be subject to the management discretion.

5.2 Resourcing

It is not anticipated that the maintenance of this GTP will have significant ongoing cost implications and shall be reviewed on an annual basis by the TPC in order for the best outcome.

6 Monitoring & Review Process

6.1 Plan Maintenance

This Plan shall be subject to ongoing review and will be updated accordingly. Regular reviews will be undertaken by the TPC, as required.

Key considerations regarding the review of the GTP shall be:

- Updating 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. In this regard, review of the GTP – and associated TAG in particular - may be undertaken on a more frequent basis,
- Tracking progress against proposed travel mode targets,
- To identify any shortfalls and develop an updated action plan to address issues, and
- To ensure travel mode targets are updated (if necessary) to ensure they remain realistic but also ambitious.

6.2 Travel Mode Audit Requirements

Travel mode surveys shall be undertaken to 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. This survey may be undertaken online or in-person at the discretion of the TPC. A sample of a typical travel mode questionnaire form is included in **Appendix C**.

Appendix A

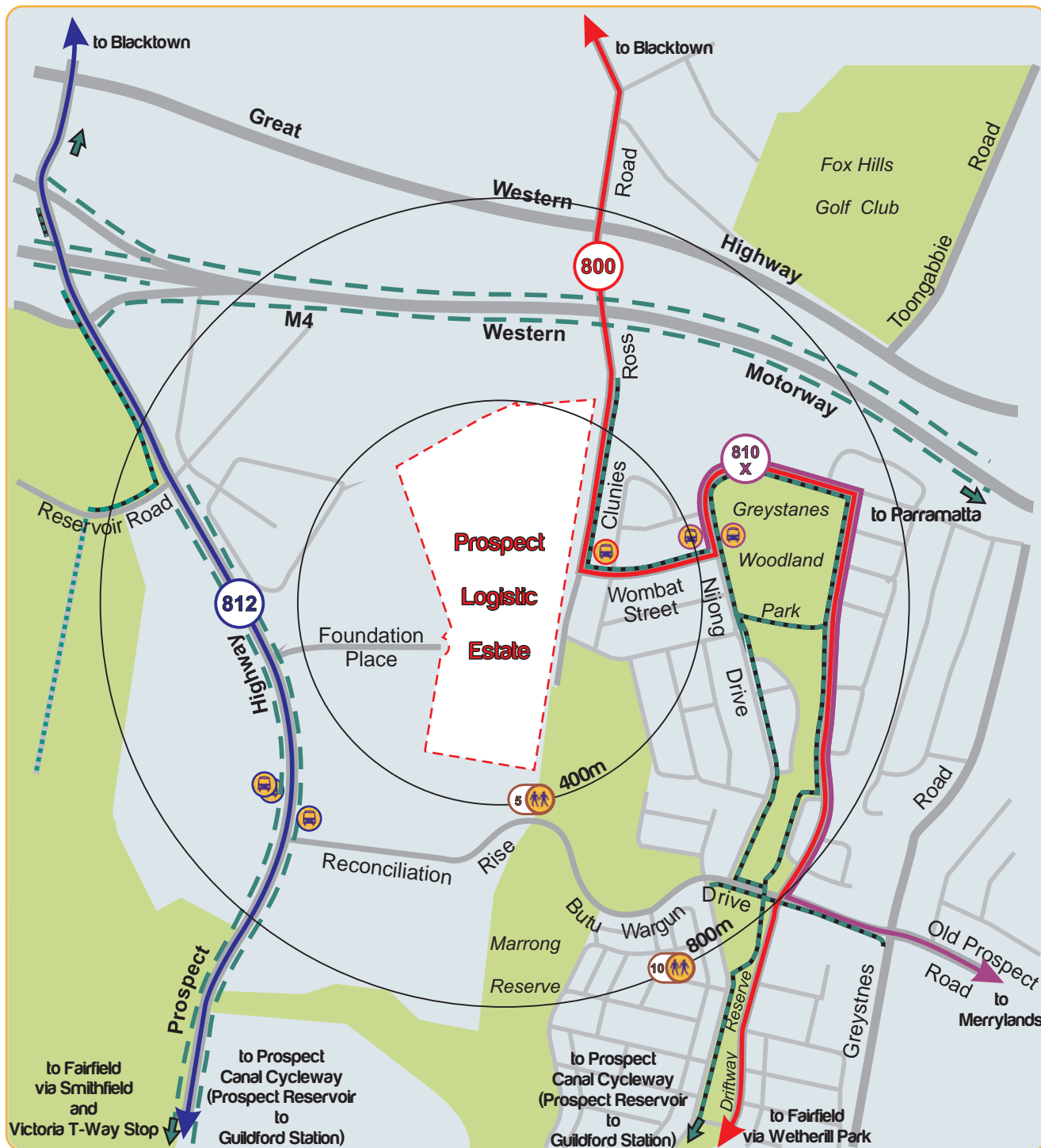
Existing & Proposed Bicycle Network in Blacktown City Council

BLACKTOWN CITY COUNCIL
2016 BIKE PLAN
EXISTING & FUTURE PROPOSED ROUTES



Appendix B

Transport Access Guide



Travel Access Plan Prospect Logistic Estate Lots 107, 63 and 10 Clunies Ross Road, Greystanes

Public Transport

Transit Systems bus services

Bus Stop Location	Approx. * Distance	Route Number & Destination	Frequency (minutes)
Clunies Ross Road		800 Blacktown Station to Fairfield Station	10-15 Peak 30 Off - Peak 30 Sat. & Sun.
Nijong Drive		810 X Merrylands Station to Parramatta Station	30 Peak Mon. - Fri. only
Prospect Highway		812 Blacktown Station to Fairfield Station	30 minutes AM/PM Peak only

Connections: Sydney Buses T-Way and Sydney Trains

Blacktown and: Parramatta Stations	T1 North Shore and Western Line Blue Mountains Line
Merrylands and Fairfield Station	T2 Inner West and Leppington Line T5 Richmond and Leppington Line
Victoria Station	Liverpool - Parramatta T-Way

Active Transport Cycle / Walking Network

Off-Road Cyclepath	On-Road Route
On-Road Cycle lane	* Walking Route

Site - Detail



Appendix C

Sample Travel Mode Questionnaire Form

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

Travel Mode Questionnaire Survey Form

Date:

Approximate Time:

Q1. Are you one of the following?

- | | |
|--|--|
| <input type="checkbox"/> Office staff | <input type="checkbox"/> Courier / office delivery |
| <input type="checkbox"/> Warehouse staff | <input type="checkbox"/> Casual contractor |
| <input type="checkbox"/> Company driver / sub-contractor | <input type="checkbox"/> Other (Please specify) |

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

- | | |
|---------------------------------------|--|
| <input type="checkbox"/> Walked only | <input type="checkbox"/> Car share vehicle (e.g. Uber) |
| <input type="checkbox"/> Bicycle only | <input type="checkbox"/> Motorcycle / scooter |
| <input type="checkbox"/> Train | <input type="checkbox"/> Car (as passenger) |
| <input type="checkbox"/> Bus | <input type="checkbox"/> Car (as driver) |
| <input type="checkbox"/> Taxi | <input type="checkbox"/> 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
- ☐ On-street
- ☐ In other nearby off-street car park
- ☐ Other (Please specify)

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