



Deicorp Projects (Tallawong Station) Pty Ltd

## Green Travel Plan

Proposed Mixed Use Development

Tallawong Station Precinct South

May 2020

ENGINEERING  
PLANNING  
PROJECT MANAGEMENT  
SURVEYING  
CERTIFICATION

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**Planning Secretary's Environmental Assessment Requirements**  
**Section 4.12(8) of the *Environmental Planning and Assessment Act 1979***  
**Schedule 2 of the Environmental Planning and Assessment Regulation 2000**

<b>Application Number</b>	SSD-10425
<b>Project Name</b>	Stage 2 – Detailed Development Application - Tallawong Station Precinct South
<b>Location</b>	1-15 and 2-12 Conferta Avenue, Rouse Hill within Blacktown City Council
<b>Applicant</b>	DEICORP CONSTRUCTION PTY LTD
<b>Date of Issue</b>	13/02/2020

Key Issue	Requirement	Relevant Report Section
<b>6. Traffic, Parking and Access (Operation)</b>	The EIS must be accompanied by a Traffic Impact Assessment (TIA) prepared in accordance with relevant guidelines. The TIA must:	
	<ul style="list-style-type: none"> <li>Detail the likely estimated future mode share for the various users (residents, visitors, etc) accessing the proposed development measures to encourage users of the development to make sustainable travel choices, including a green travel plan, walking, cycling, public transport and car sharing, adequate provision of bicycle parking and end of trip facilities and the minimisation of private car trips.</li> </ul>	Sections 3 and 4

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Appendix A – Greater Western Sydney Bus Network Map

Appendix B – Sydney Rail Network Map

Appendix C – Blacktown City Council 2016 Bike Plan Map

Appendix D - Blacktown City Council Growth Centre Precincts DCP 2010 Mapping

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# 1 Introduction

Barker Ryan Stewart have been engaged by Deicorp Projects (Tallawong Station) Pty Ltd to prepare a Green Travel Plan in accordance with the SEAR's requirements of the Department of Planning, Industry and Environment to accompany a State Significant Development application for a mixed use development within the Tallawong Station Precinct South.

The purpose of the Green Travel Plan is to encourage the occupants, through sustainable transport use initiatives, to make greater use of public transport, cycling walking and car sharing for commuting and work-related journeys. This can be briefly outlined as follows:

- Preparation of a Transport Access Guide.
- Promotion and incentives to use public transport options to access the site.
- Promotion of car pool system for commercial users of the building.
- Car sharing scheme.
- Use taxis and public transport work related trips for commercial users of the building.
- Encourage walking and cycling.
- Implementing and monitoring of the plan.

The benefits of implementing the strategies outlined in this plan that come from reducing the number of single-occupancy car trips, promote alternative transport options such as walking and cycling for shorter trips and public transport or carpooling for longer trips include:

- Reduced greenhouse gas emissions.
- Improved resident health from increased exercise.
- Reduced contribution to photochemical smog.
- Relieving stress on local road networks (congestion, parking availability etc.).
- Encouraging a reduced personal dependence on finite fossil fuel resources.
- Less local noise.

## 2 Existing Conditions

### 2.1 Site Location

The site is described as 1-15 and 2-12 Confera Avenue, Rouse Hill (Lot 293 DP 1213279 & Lot 294 DP 1213279) and is bordered by Cudgegong Road to the east, Schofields Road to the south and existing commuter car parks to the west.

The newly constructed Tallawong Metro Station is located to the north of the site, also accessible from Themeda Avenue.



Figure 1: Site location (Six Maps)

### 2.2 Existing Development

The site is vacant of buildings.

### 2.3 Existing Road Conditions

At present there is no formal vehicle access to the site from the surrounding road network.

Discussion of the surrounding road network is provided below.

### Intersections

The following four signalised intersections with turn bays are located at the corners of the Tallawong Station Precinct South.

- Cudgegong Road/ Schofields Road
- Tallawong Road / Schofields Road
- Themeda Avenue/ Cudgegong Road
- Themeda Avenue/ Tallawong Road

There are also two restricted left in left out intersections at Conferta Avenue and Tallawong Road and Conferta Avenue and Cudgegong Road.

Aristida Avenue has stop sign posted intersections with Conferta Avenue (T intersection) and Themeda Avenue.

### Schofields Road

Schofields Road is an urban arterial road that provides a major connection between Rouse Hill town centre to the east and Schofields suburb to the west. It generally consists of two lanes in each direction (3.1m wide) separated by a central concrete median with additional turning lanes at intersections to increase turning capacity. Shared pedestrian / cyclist paths are provided on each side of the road. The posted speed limit is 70km/hr. Intermittent bus lanes are included within intersections.

### Cudgegong Road

Cudgegong Road is a local road that provides access from Schofields Road at the southern end to Guntawong Road at the northern end of the road. It generally has two northbound lanes (3.1m wide each) from the intersection with Schofields Road and the rail overpass and one southbound lane (3.1m wide) from Themeda Avenue to Conferta Avenue and two southbound lanes from Conferta Avenue to Schofields Road at a major three-way signalised intersection. A shared pedestrian / cyclist path is provided along the western side of the road. The posted speed limit on Cudgegong Road is 60km/hr.

### Tallawong Road

Tallawong Road is a local road that provides a connection between Schofields Road at the south and Guntawong Road to the north. Generally between Themeda Avenue and Schofields Road, it has three 3.1m wide lane northbound lanes and two 3.1m wide Southbound lanes. Shared pedestrian / cyclist paths are provided on each side of the road. The posted speed limit is 60km/hr.

### Conferta Avenue

Conferta Avenue is a local road running parallel with Schofields Road along the northern edge of Lot 293 and the southern edge of Lot 294. It connects Cudgegong Road to the east and Tallawong Road to the west and also provides access to the southern section of the commuter carpark. It has a single 3.8m wide lane of traffic in each direction. Each carriageway has a parking lane delineated by an edge line. The on-street parking has a 2-Hour time limit outside of morning and afternoon peak periods. The posted speed limit is 50km/hr.

### Themeda Avenue

Themeda Avenue is a two-way local road consisting of 3.8m wide single lanes with 2.3m on-street parking on both sides of the road. The on-street parking has a 2-Hour time limit outside of morning and afternoon peak periods. It is adjacent to Tallawong metro Station and connects at signalised intersections at Cudgegong Road to the east and Tallawong Road to the west. Pedestrian paths are provided on each side of the road. The posted speed limit is 50km/hr.

### Aristida Street

Aristida Street is a two-way local road consisting of 3.8m wide lanes. It connects Implexa Parade to the north and Conferta Avenue to the south. It is subject to a speed limit of 50km/hr.

## 2.4 Public Transport, Pedestrians and Cyclists

The following extract is provided from the Traffic and Parking Impact Assessment prepared by Barker Ryan Stewart and submitted with the EIS:

*The area is well serviced by public transport with four bus stops located within 400 metres of the site. These bus stops provide the following services:*

- *Route 607N Tallawong Station to City QVB via North West T-way and M2 Motorway (1pm, 2pm, 3pm and 4pm services)*
- *Route 732 Rouse Hill to Blacktown via The Ponds (frequency every 30 mins)*
- *Route 742 Marsden Park to Rouse Hill (2 hour frequency from 7:25 am to 5: 39pm)*
- *Route 747 Marsden Park to Rouse Hill via Riverstone (2 services per hour from 5:23am to 8:46pm)*
- *Route 751 Rouse Hill Town Centre to Blacktown (2 services per hour from 5:07am to 9:11pm)*

*It should be noted that the Sydney Metro commenced services in May 2019. This rail link connects Sydney's north west region to the Sydney CBD with trains arriving every four minutes during the peak hour. Accordingly, the Tallawong train station is located directly adjacent to the site (to the north) and provides connection to centres such as Castle Hill, Epping, Macquarie Park, and the Sydney CBD.*

*As part of the Tallawong station facilities there are 1,000 commuter car parking spaces, 4 spaces for buses, 15 kiss-and-ride spaces, 9 taxi spaces and parking and storage for 55 bicycles.*

*Conferta Avenue has 2.5m wide footpaths on the northern side of the road and a 1.9m footpaths on the southern side of the road, with Themeda Avenue containing 2.9m wide footpaths on both sides of the road. Aristida Street and Implexa Parade have footpaths on both sides of the road with zebra crossing located on Themeda Avenue and Implexa Parade, directly in front of the Tallawong Metro Station. Signalised crossing is available at the signalised intersection of:*

- *Schofields Road / Tallawong Road*
- *Schofields Road / Cudgegong Road*
- *Tallawong Road / Themeda Avenue*
- *Cudgegong Road / Themeda Avenue*

Overall, the existing site has excellent access to public transport and pedestrian facilities which can accommodate the requirements of the proposed development.

Figure 2 identifies existing public bus and transport options in close proximity to the site.

A bus transport map is attached at **Appendix A** and a Sydney Rail Network Map at **Appendix B**.

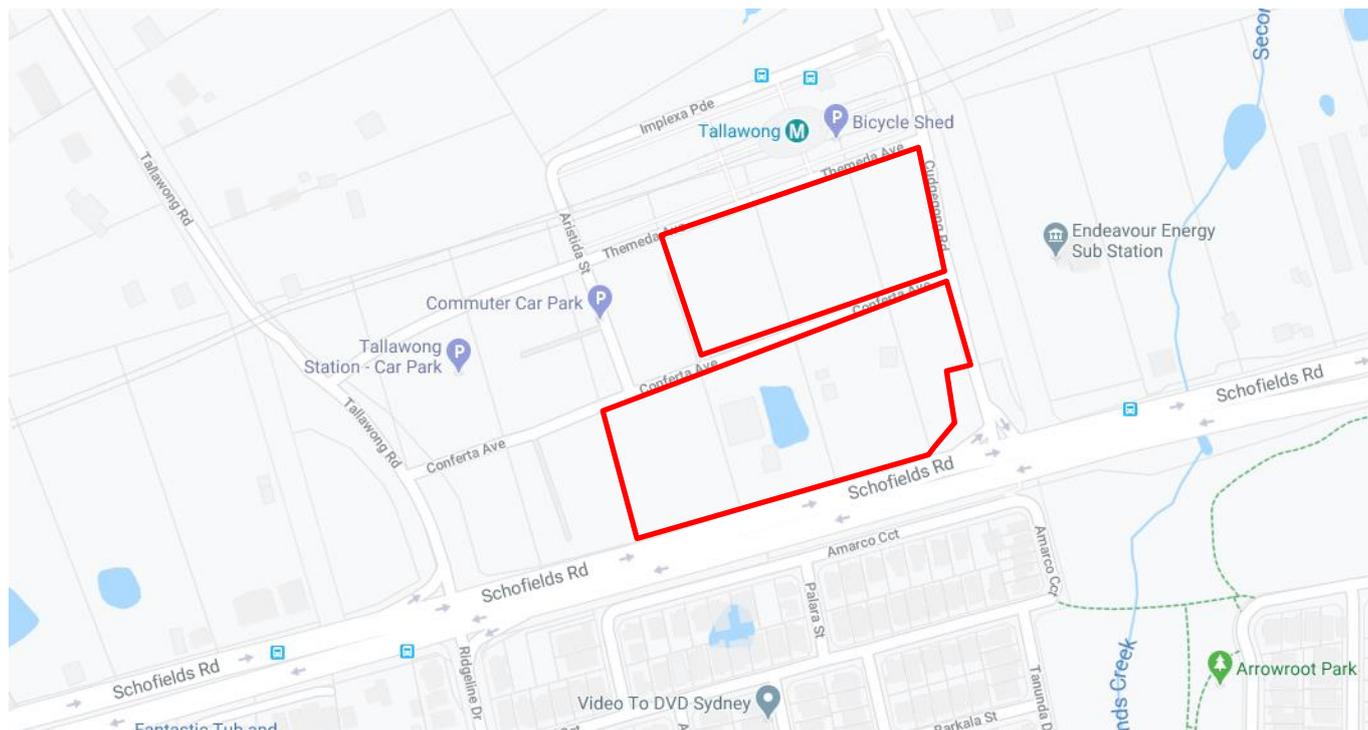


Figure 2:  Bus Stop Locations  Metro Station Location

## 2.5 Blacktown Council Growth Precinct (Schedule 4)

Schedule 4 forms part of the Blacktown City Council Growth Centre Precincts DCP 2010. Relevant to this Green Travel Plan is the Precinct Road Hierarchy Map, Public Transport Network Map and Pedestrian and Cycle Network Map which promote sustainable public transport integration. Relevant DCP mapping is included in **Appendix D**.

The site is located adjacent to proposed bus routes, strategic bus corridors and within the 600m walkable radius for train transport as shown in the Public Transport Network map extract in Figure 3 below. The Green Travel Plan also assists in meeting the following DCP clause 3.2 objectives:

- To encourage the use of public transport through the provision of integrated bus routes, pedestrian and cycle routes.
- To encourage walking and cycling throughout the Precinct and to and from railway stations, activity centres, schools and open space.

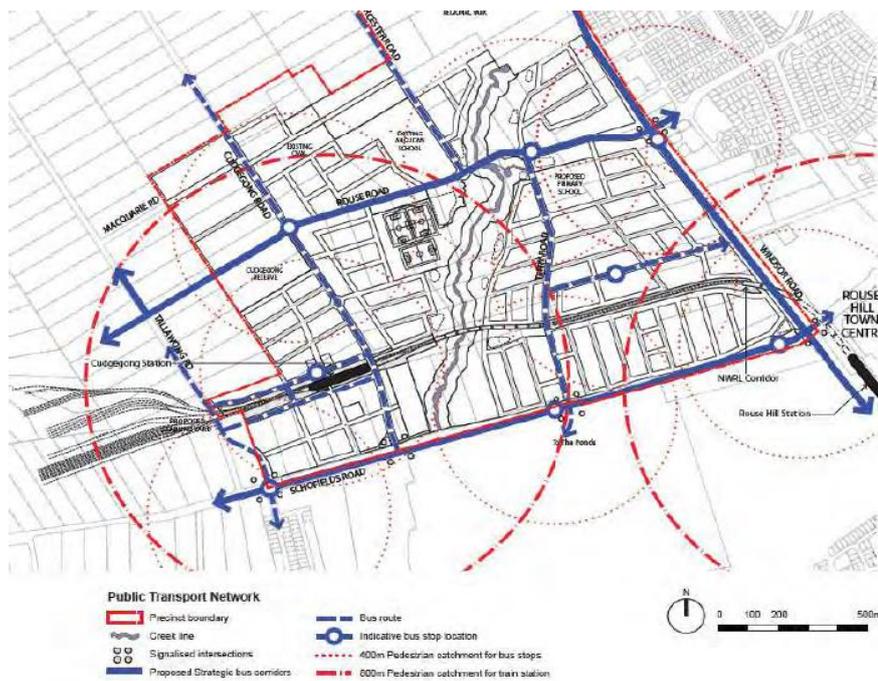


Figure 3: Public Transport Network Map (BCC Growth Centre DCP 2010)

The proposal is also consistent with the DCP Pedestrian and Cycle Network Map which accommodates through site pedestrian and cycle links from Schofields Road to Tallawong Station and beyond. An extract from the DCP Mapping is provided in Figure 4 with proposed pedestrian and cycle links identified in Figure 3 above.

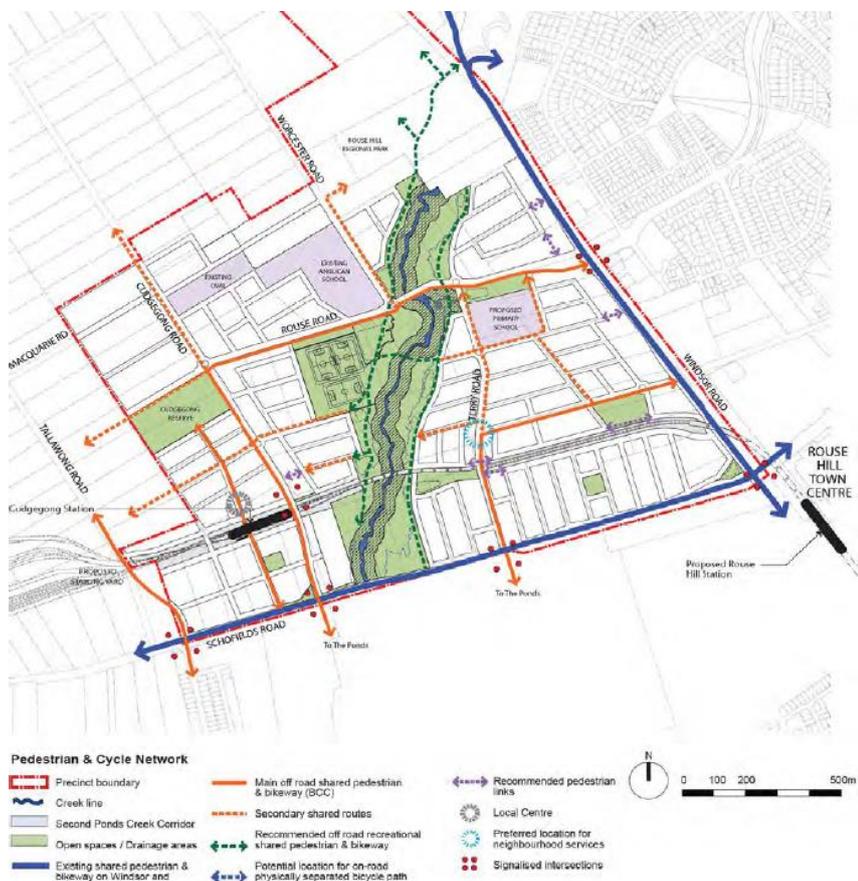


Figure 4: Pedestrian and Cycle Network Map (BCC Growth Centre DCP 2010)

## 2.6 Sydney Metro Northwest

As discussed in section 2.4, the Sydney Metro North West Line was recently opened providing public transport services via high frequency, driverless trains from Tallawong Station in the North West to Chatswood.

Tallawong to Chatswood line currently operates at a frequency of approximately 5-6 trains per hour.

The Metro North West line incorporates the following thirteen (13) stations as shown in Figure 5:

- Tallawong;
- Rouse Hill;
- Kellyville;
- Bella Vista;
- Norwest;
- Hills Showground;
- Castle Hill;
- Cherrybrook;
- Epping;
- Macquarie University;
- Macquarie Park;
- North Ryde; and
- Chatswood.

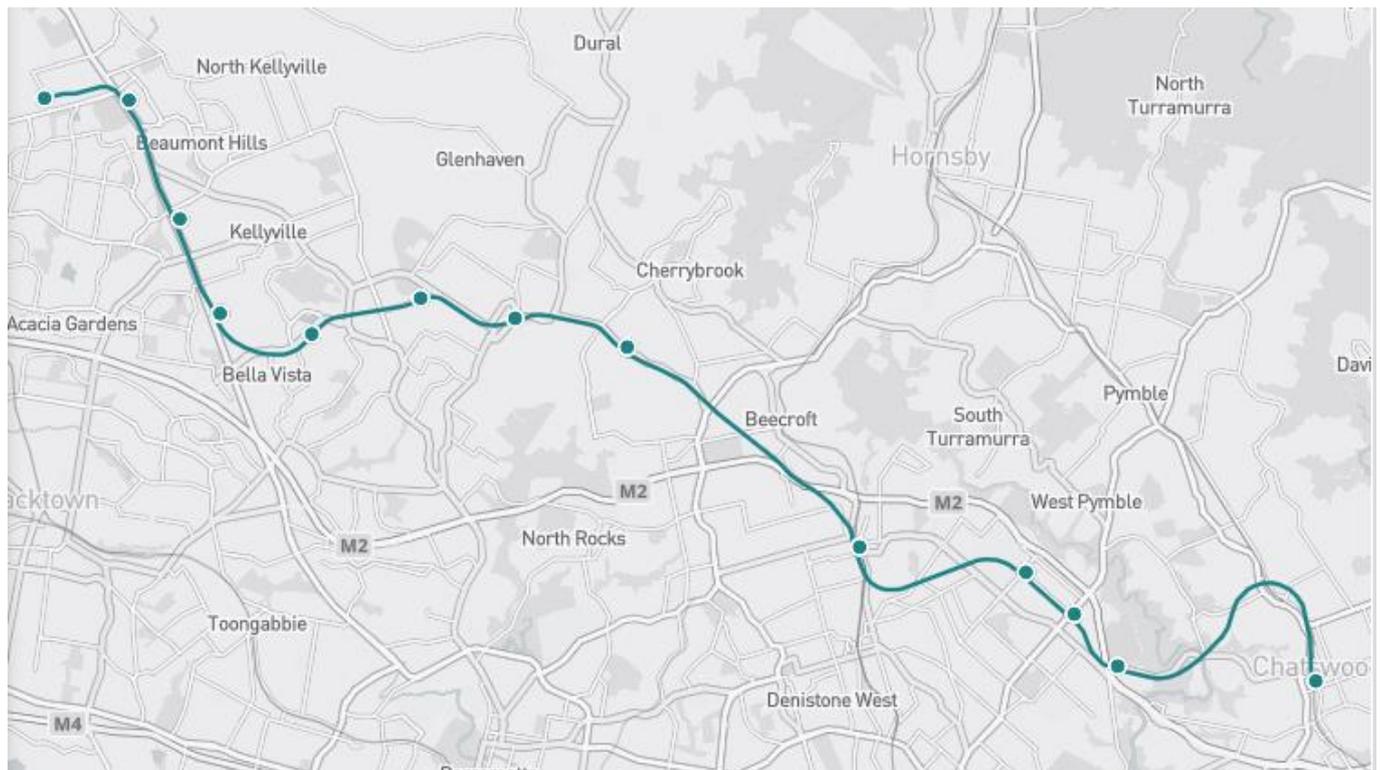


Figure 5: Sydney Metro North West Line

## 2.7 Australian Bureau of Statistics – Rouse Hill Census Data

The following extract was taken from the Australian Bureau of Statistics for Rouse Hill. Statistics show the various travel to work methods as indicated by respondents in the 2016 census data.

In 2016 65.5% of respondents stated that they travelled to work by car as a driver, compared to an average of 57.8% for NSW and 61.5% for Australia. A small proportion of people travelled to work via public transport (11.9%), compared to 16.0% on average for NSW and 11.5% on average for Australia.

Note these statistics are likely to underrepresent the number of persons using public transport given the 2016 census was conducted prior to construction of the North West Metro Line.

<b>Travel to work, top responses</b> <i>Employed people aged 15 years and over</i>	<b>Rouse Hill</b>	<b>%</b>	<b>New South Wales</b>	<b>%</b>	<b>Australia</b>	<b>%</b>
Car, as driver	2,749	65.5	1,953,399	57.8	6,574,571	61.5
Bus	319	7.6	133,903	4.0	323,201	3.0
Worked at home	228	5.4	163,026	4.8	503,582	4.7
Car, as passenger	204	4.9	144,820	4.3	489,922	4.6
Walked only	53	1.3	130,957	3.9	370,427	3.5
People who travelled to work by public transport	500	11.9	540,215	16.0	1,225,668	11.5
People who travelled to work by car as driver or passenger	3,078	73.4	2,182,854	64.6	7,305,271	68.4

Figure 6: Australian Bureau of Statistics – Rouse Hill Census Data 2016

### 3 Travel mode share

#### 3.1 Proposed Development

The proposed State Significant Development (SSD) application seeks approval for the following:

- The construction and use of 987 residential apartments;
- 6,000 sqm retail premises;
- 3,000 sqm commercial premises;

An extract from the Site Plan is provided in Figure 7 for reference.

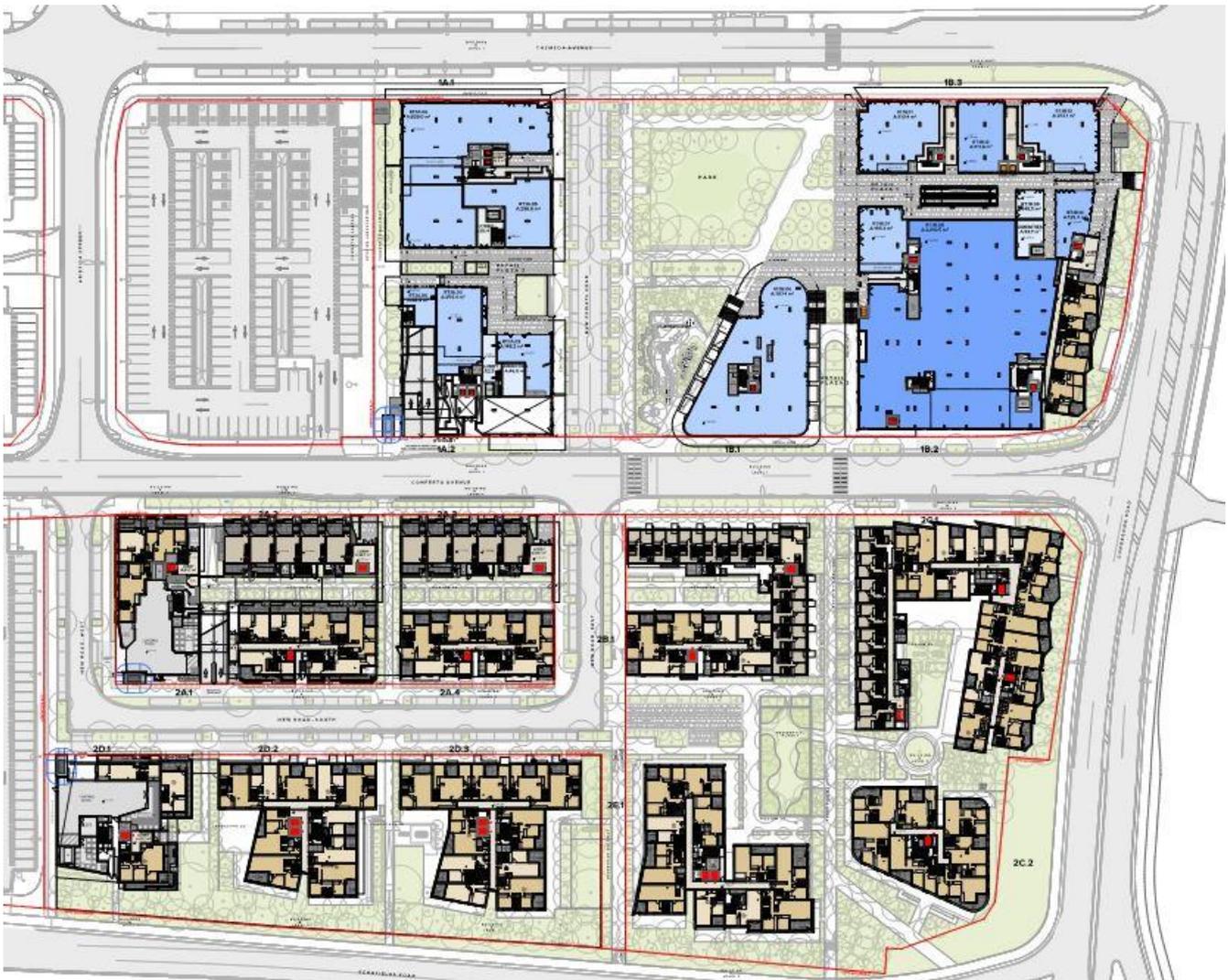


Figure 7: Extract from Proposed Level 01, 02 & 03

#### 3.2 Travel by car

As outlined in the Traffic and Car Parking Impact Assessment prepared by Barker Ryan Stewart, the estimated vehicle trip generation rate is indicated in the table below:

Land Use	Yield	AM Peak Hour Trips	In	Out	PM Peak Hour Trips	In	Out
Residential	987 units	187	37	150	148	118	30
Retail	6,000 m <sup>2</sup>	117	58	59	162	81	81
Commercial	3,000 m <sup>2</sup>	48	29	19	36	14	22
<b>Total</b>	-	<b>352</b>	124	228	<b>346</b>	213	133

Figure 8: Vehicle traffic trip generation

Based on the Bureau of Statistics census data in Section 2.7 of this report it can be estimated that 1.2 people occupy cars when travelling to/from work and we can assume this is also the case for other journeys like shopping. From Figure 8 above this would equate to 422 (352 x 1.2) people travelling by car in the morning peak and 416 (346 x 1.2) people in the evening peak.

### 3.3 Travel by Public Transport

Based on the Bureau of Statistics census data in Section 2.7 of this report 73.4% (or 85% when adjusted to 100% of people leaving their homes to work) travelled by car to/from work, 11.9% (14%) by public transport, 1.3% (1.5%) walked.

According to the 2016 Census, the average persons per household in the Rouse Hill / Schofields area is 3.07. As the proposed development consists of 987 apartments, it is assumed that the development will accommodate around 3,000 residents.

The census also indicated that 50% of the population in Rouse Hill / Schofields area is employed which equates to 1,500 people employed. In addition, 19.1% of the population travelled to work by public transport (train and bus) or cycled / walked (1.1%), which provides an estimated 300 people that will regularly walk between the site and Tallawong Metro Station and adjacent bus stops during the two hour peak periods.

### 3.4 Travel by bicycle

In regard to cycling, the 2016 census showed that only 0.2% of the population cycled to and from work. However, assuming a more conservative estimate of 1% of the total residents cycling each day will give a total of 150 cyclists per day.

The precinct will incorporate dedicated cycle link and pedestrian link as shown in Figure 9. Access will be enhanced from Schofields Road through the precinct to Tallawong Station and proposed Cudgegong Town Centre in accordance with Blacktown Growth Centre Precincts DCP mapping attached in

**Appendix D.**

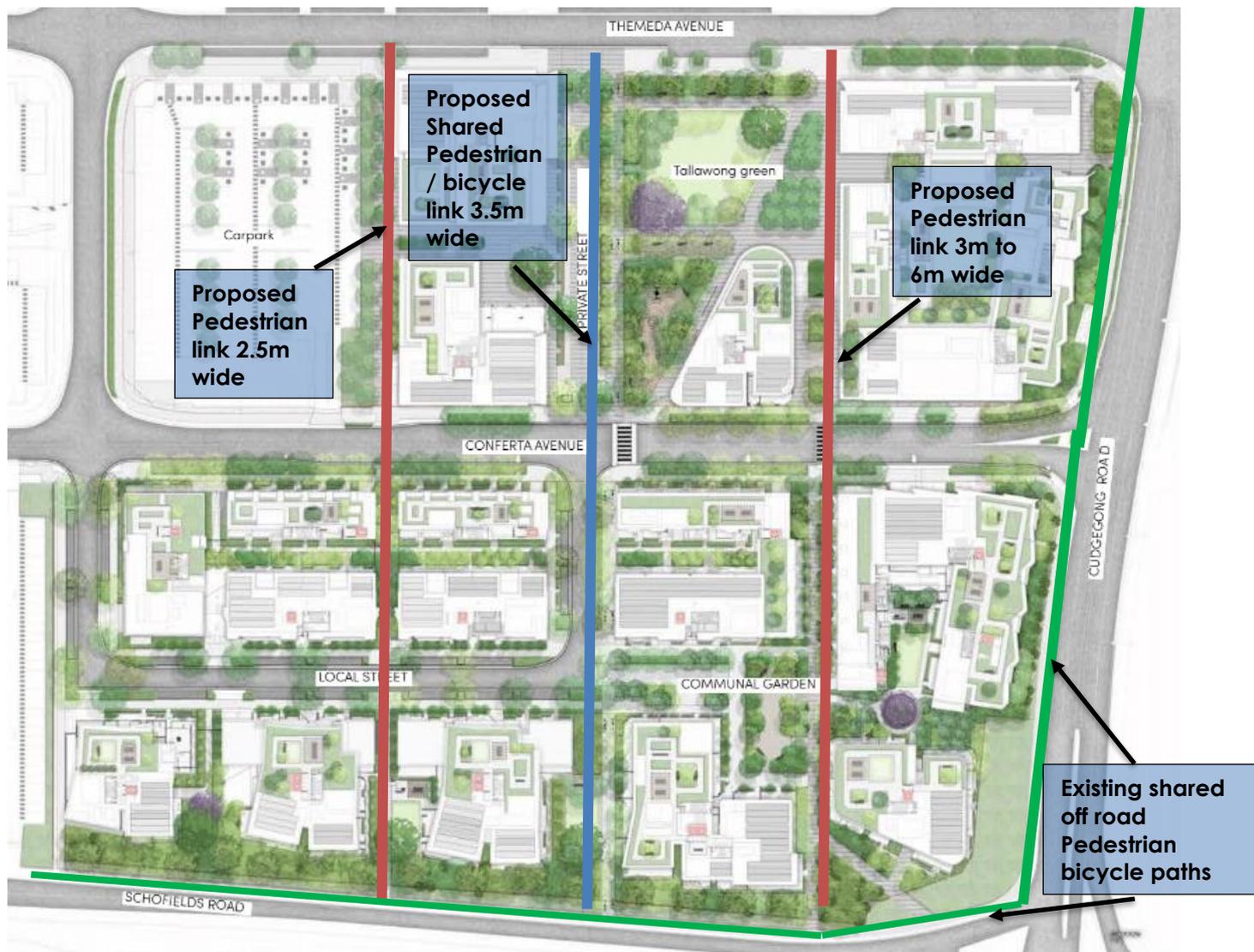


Figure 9: Extract from Landscape Plans with pedestrian and bicycle links added

## 4 Sustainable Travel Initiatives

### 4.1 Introduction

A number of sustainable travel initiatives should be incorporated into the design and management of the precinct to complement the existing transport options and provide a holistic strategy to positively influence occupant behaviour.

The overall site strategy of sustainable travel is generally around two main 'streams', reducing private car use with public transport as the primary mode for distance trips and pedestrian/cyclist provisions for shorter trips whilst still providing sufficient parking on site for the use of residents, their visitors and for commercial/retail users.

### 4.2 Transport Access Guide

As part of the implementation of this Green Travel Plan a Transport Access Guide should be developed using this Green Travel Plan as a basis. The Transport Access Guide should be a brochure approximately two pages long to provide information and recommendations on sustainable travel options to and from the development and would be readily available and structured in a manner that provides concise, relevant and easily understood information for the targeted readers.

The purpose of the Transport Access Guide differs from that of the Green Travel Plan (this document). The Green Travel Plan has been developed to demonstrate the sustainable transport initiatives being adopted in the proposal, whereas the Transport Access Guide is targeted directly at the building occupants and provides easy to understand information for the public.

For the commercial use of the building, workplaces should look to review any relevant company policies to understand what incentives they create. This may include:

- What is the policy/framework regarding the use of onsite parking spaces? What costs are attached to these parking spaces?
- What is the policy/framework relating to fleet vehicles? Do they create incentives that encourage staff to drive to work?
- What is the policy/framework relating to taxis? Do perceived travel time savings result in taxi use being preferred over public transport?
- Are mileage allowances relatively low or high? Are these creating incentives for use of a particular mode?
- Do any incentives exist to encourage sustainable transport modes?

We need to ensure that there are no future building regulations which impact on mode choice. For example, rules not allowing bicycles in lifts or storage of bicycles in common areas. Certain actions may unintentionally affect travel behaviour – such as poorly located or inadequately secured bicycle parking.

Topics to be covered in the Transport Access Guide may include;

- Access to public transport infrastructure, including
  - Directions
  - Walking distances and times
- Services provided by local public transport, covering
  - Availability train and bus services
  - Routes covered by local services, including connections to other services
- Ticketing information for public transport, including:

- Prices and coverage of zones
- Locations of Opal Card top-up stations / machines
- Overview of a potential free Opal card incentive scheme for the staff
- Location of local facilities and amenities within walking distance and cycling distance
- Overview of cyclist provisions (bicycle storage etc.)
- Details of car-pooling benefits and strategy as well as eligibility / value for fuel voucher and rewards scheme.
- Detail recommended company policies that should be implemented for the commercial use of the site.
- Detail recommended building regulations for the commercial use of the site.

### 4.3 Wayfinding and Public Transport Options

Transport for NSW is providing a new integrated approach to wayfinding and signage for the NSW transport network. The key benefits are to provide consistent east to follow messages and to make the using public transport easier for users particularly those travelling on unfamiliar routes and across various different types of transport modes.

The wayfinding approach includes new consistent signage, electronic notice boards, timetables, real time smart apps and via Transport for NSW website and through social media.

The Sydney public transport ticketing system has transitioned to the Opal card. Since the start of 2016 paper tickets have been phased out. The Opal carding system has advantages such as the provision of off-peak discounts, and daily and weekly caps. This encourages the use of public transport for the likely demographic that will reside, use or work in the precinct once constructed.

Figure 10 below shows the opportunity to purchase opal cards at Tallawong Station immediately adjacent to the site. Five (5) additional Opal retailers are located within 2km of the site at Rouse Hill Newsagency, Woolworths The Ponds, Rouse Hill Station, Woolworths Rouse Hill and Nextra Rouse Hill. Relevant addresses are provided below:

#### **Tallawong Station**

Cudgegong Road, Rouse Hill 2155

#### **Rouse Hill Newsagency**

Shop 4, Rouse Hill Village Centre  
18-21 Adelphi Street, Rouse Hill 2155

#### **Woolworths The Ponds**

The Ponds Shopping Centre  
The Ponds Blvd, The Ponds 2769

#### **Rouse Hill Station**

Tempus St, Rouse Hill 2155

#### **Nextra Rouse Hill**

Shop 28, Rouse hill Town Centre  
10-14 Market Lane, Rouse Hill 2155

#### **Woolworths Rouse Hill**

10-14 Market Lane, Rouse Hill 2155

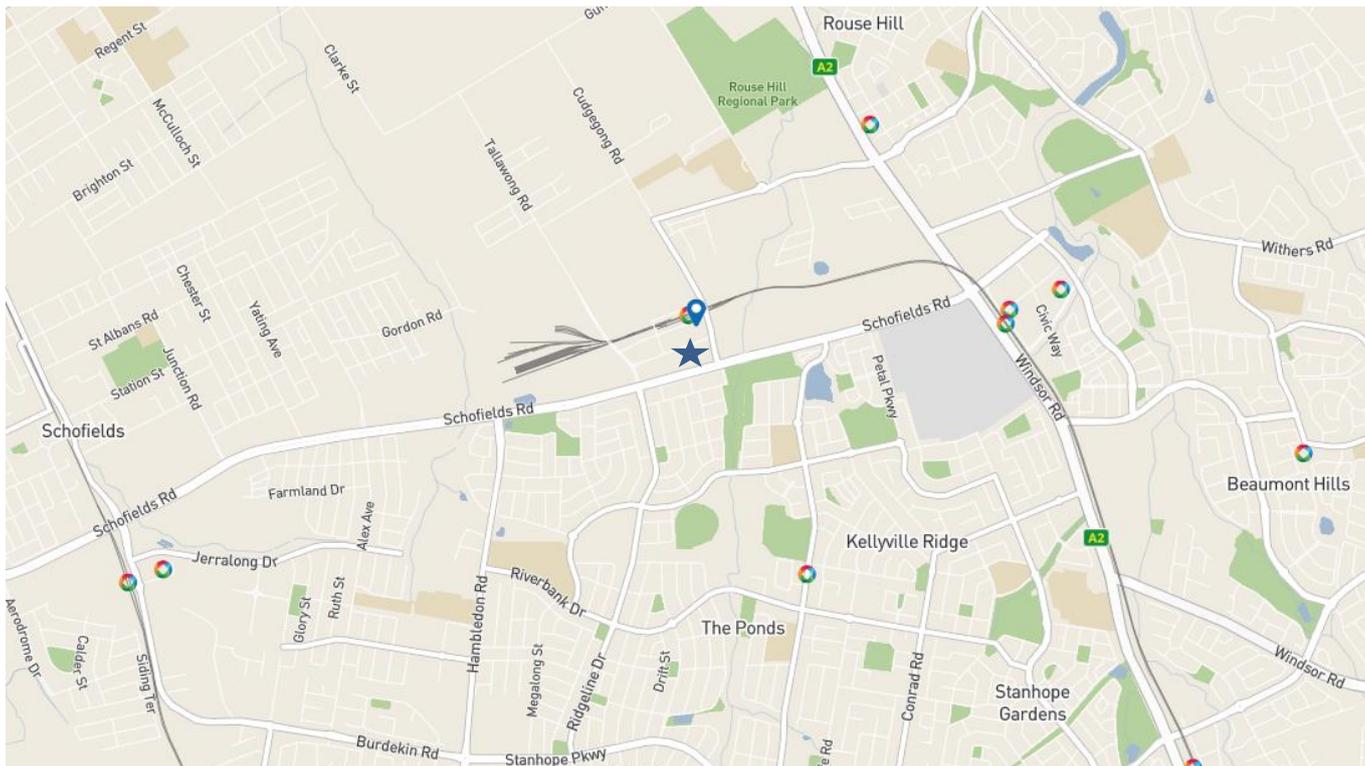


Figure 10: Opal Card Retailers  Subject Site 

Suggested Public Transport Initiative

The site's location provides very good access to public transport, being within walking distance of Tallawong Station and close proximity to local bus routes. Consequently, the residential body corporate could encourage residents to avoid car use and adopt public transport as their primary mode of travel by displaying information on bus routes and timetables, train timetables and opal card information, including the locations of Opal card retailers.

Commercial tenancies can also encourage the use of public transport through distribution of bus and train timetables and opal card information.

Train and Bus Timetable Boards

A train and bus timetable board could also be established at prominent locations within the Tallawong Station South Precinct buildings to increase the visibility and awareness of the availability of public transport. This would enable staff/ residents or users of the space to be aware of when their train or bus is due to depart.

**4.4 Car-pool System**

There are opportunities for the Tallawong Station Precinct South residents and staff to utilise and implement a car-pooling strategy within management operations. The success of car-pooling can be assisted by:

- A committed and stable workforce within the precinct.
- The majority of staff that work the same or similar shifts.
- Grouping of staff where possible from nearby or similar residential areas or along travel paths to the site.

Therefore, the car-pooling initiative will require the Management team of each business to consider undertaking the following:

- Provide access to the most convenient car parking spaces on site.
- Regularly review staff residential addresses to identify groups of staff who could benefit from a car pooling system;
- Encourage car-pooling by looking to roster these groups of staff on regular and equivalent shifts;
- Provide further encouragement for car-pooling by providing fuel vouchers to an agreed value to the drivers to help cover any additional travel costs associated with the car-pooling.
- Provide a reward scheme (monthly prizes) for those involved in the car-pooling scheme.

#### 4.5 Car Share System/EV Parking

Car sharing schemes provide a convenient, affordable and sustainable transport option for residents and businesses. It enables sustainable travel habits, keeps people connected and provides an efficient use of parking space – a single car share vehicle can replace any number of private vehicles that would otherwise compete for local parking.

It is proposed to provide 10% of residential parking spots with EV Parking points to be shared.

An existing GoGet car share pod exists to the east of the site, approximately 2.5km away near the Rouse Hill Town Centre. Refer to Figure 11 for reference.

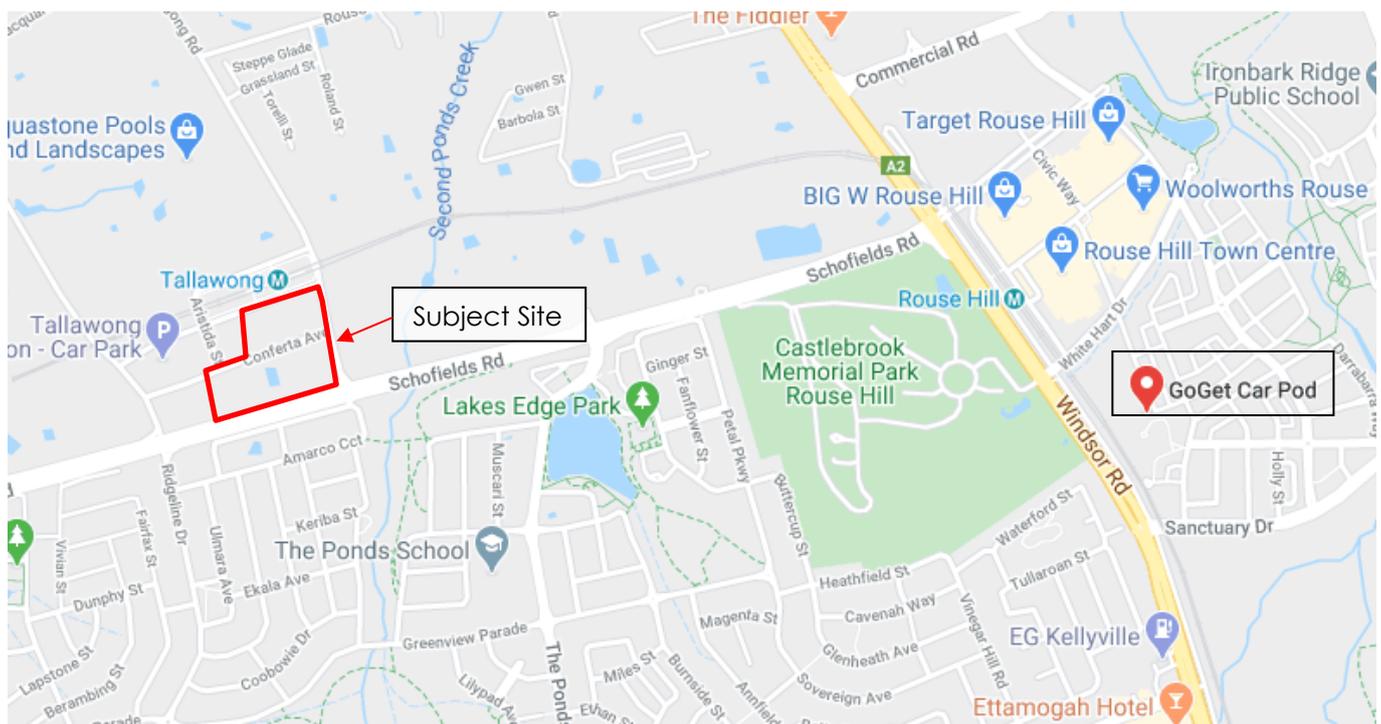


Figure 11: Car sharing pod location

There is potential to provide four GoGet car shares spaces in the proposed new private road in the location indicated in Figure 12 below.

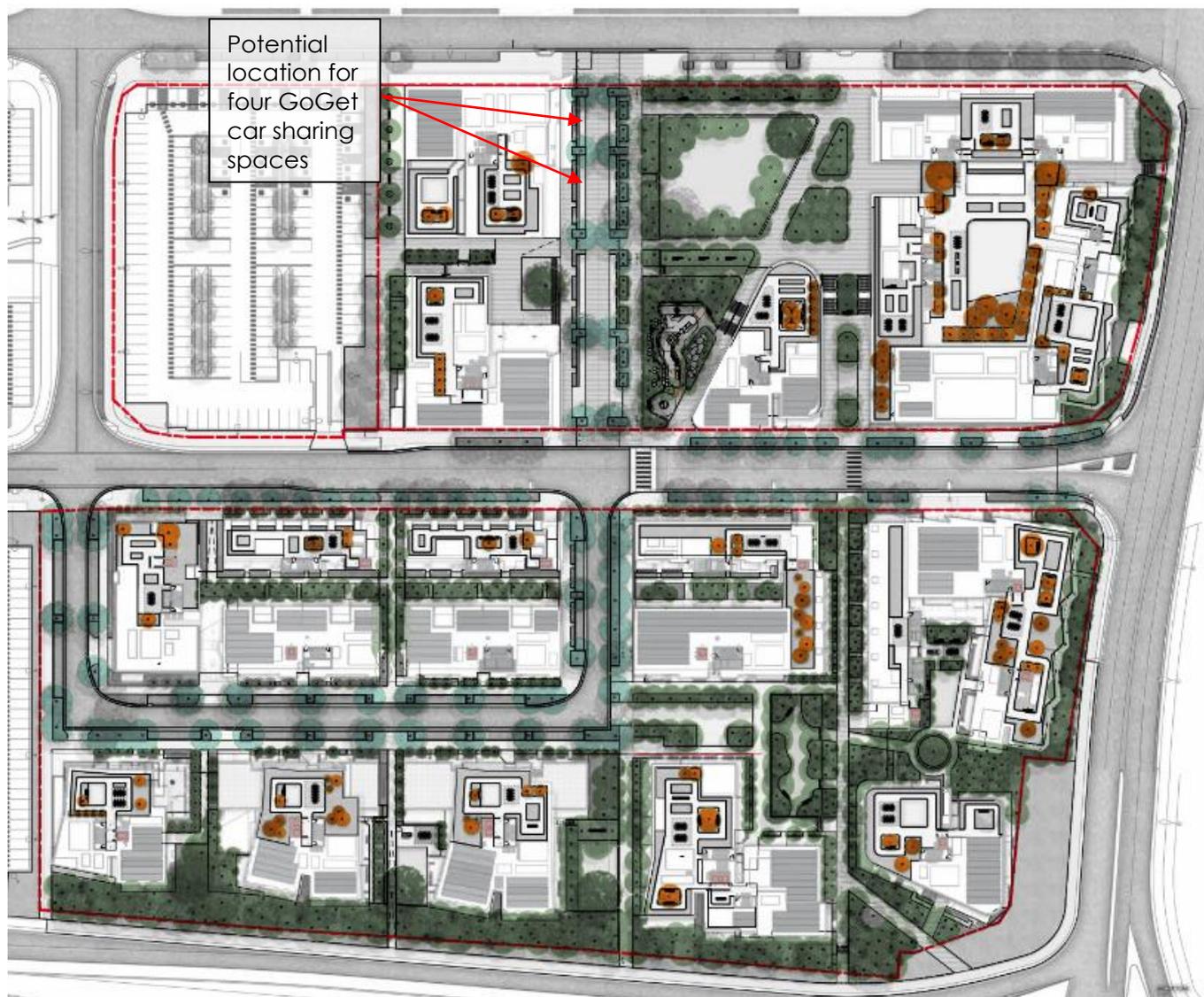


Figure 12: Potential GoGet car sharing parking location

The concept of car share schemes is conducive to commercial, retail and residential developments typically located in the vicinity of a CBD. The membership and car hire rates preclude the need to maintain and register, let alone purchase a vehicle. For a location like Tallawong Station Precinct South, car parking for the end of a journey would be ideal as car share vehicles generally have a Council-dedicated park per car share vehicle as cars need to generally be returned from where they were hired. Petrol is also included in the car hire, so the only financial considerations that car share customers need to be mindful of, is the membership and car hire rate.

GoGet's membership rates are tailored for specific users. Considering the location of the development, this is likely to be an attractive travel option for the odd times cycling or catching public transport is not suitable. There are also other car sharing companies such as Popcar Sharing Pod and Flexicar.

Car share systems aim to facilitate temporary use of a car where residents would typically utilise public transport for all other travel. Given the immediate proximity to bus stops and Tallawong Station, the integration of car share options within the precinct is considered to be a viable option to facilitate a reduction in private vehicle usage.

## 4.6 Walking and Cycling

### Site Pedestrian Access

Extensive public pedestrian paths exist in the precinct area to support the recently constructed Tallawong Station. The site is located immediately adjacent to the train station and commuter car park infrastructure.

The site is well connected with pedestrian footpaths which allow easy access from Tallawong station to and from the main pedestrian entries to the precinct.

When construction is completed, Conferta Avenue will have 2.5m wide footpaths on the northern side of the road and a 1.9m footpaths on the southern side of the road, with Themeda Avenue containing 2.9m wide pedestrian paths on both sides of the road. Aristida Street and Implexa Parade have footpaths on both sides of the road with zebra crossing located on Themeda Avenue and Implexa Parade, directly in front of the Tallawong Metro Station.

In addition to proposed through site pedestrian links shown in Figure 9, the existing pedestrian network of footpaths on surrounding public roads could encourage residents, staff and users of the precinct to walk from destination to destination or use a combination of public transport and walking. This would represent a significant mode shift toward active transport based on promotion of site permeability and north-south shared pedestrian links through the site.

### Bicycle Facilities

The Blacktown City Council Bicycle Plan shows a developer funded cycleway to be constructed in the immediate vicinity of the precinct. This cycle way will connect the precinct with the Rouse Hill Town Centre via Rouse Road. For reference purposes the Bankstown City Council 2016 Bike Plan Map is attached in **Appendix C**.

The Blacktown Growth Centres DCP Map (refer extract in Figure 13) shows the pedestrian and bicycle network surrounding the site and enables cyclists to determine routes of travel based on path suitability. An existing shared path borders the site in the south and provided east - west travel along Schofields Road.

The provision of bicycle racks within the precinct will facilitate the opportunity to securely store bicycle for residents and employees. As the North West Growth Centre begins to support greater number of residents, it is anticipated that the provision of additional safe and connected bicycle infrastructure will encourage alternative modes of transport to be utilised by residents and visitors to the site.



Figure 13: Blacktown Growth Centres DCP Schedule 4 Area 20 Precinct Public Transport Network Map 2011



Figure 14: Aerial image of surrounding locality showing existing cycle paths (Nearmap Pty Ltd 2020)

## 5 Implementing and Monitoring the Green Travel Plan

A Green Travel Plan is not a one-off document – it is a process of ongoing review and improvement. The support and commitment of the management teams of the businesses that will occupy the commercial component of the proposed building and the strata/body corporate/owners corporation for the residential component is essential.

### Implementing the Green Travel Plan

Residential Travel Plans need to recognise the role and responsibilities of the strata/body corporate/owners corporation for developing, implementing and monitoring the Travel Plan.

It will be necessary to appoint a coordinator to oversee the process over time. This might be a single person who can act as a Travel Plan Coordinator, or a committee of people who can work together to implement the Travel Plan. Attaching the responsibility of implementation to a particular person or position is a necessary element of any Travel Plan.

For residential developments, the Travel Plan Coordinator might be a member of the strata/body corporate/owners corporation, appointed on an annual basis, a staff member from the managing agency, or a motivated resident.

Responsibilities of the Travel Plan Coordinator will include:

- Coordinating implementation efforts;
- Conducting surveys or other data collection processes to measure progress;
- Communicating the travel plan to stakeholders;
- Coordinating events to promote awareness of the plan and associated initiatives; and
- Coordinating marketing and promotional programs.

The Coordinator will also be responsible for monitoring, reviewing and updating the travel plan over time. It is likely that coordinators will require assistance from 'champions' to promote specific actions and encourage the uptake of initiatives.

Workplace Green Travel Plans should identify the Management level position that will hold overall responsibility for the plan.

It will be necessary to appoint a coordinator to oversee the process over time. This might be a single person who can act as a Green Travel Plan Coordinator, or a committee of people who can work together to implement the Green Travel Plan. Attaching the responsibility of implementation to a particular person or position is a necessary element of any successful Workplace Green Travel Plan implementation.

For workplaces, the staff member who is appointed as a Green Travel Plan Coordinator should be someone who has a good overview of the activities of the organisation. This doesn't mean they need to be a senior manager – a suitable coordinator might be someone in HR, OH&S, sustainability or facilities management.

Responsibilities of the Workplace Green Travel Plan Coordinator are similar to described for the residential component and will include:

- Coordinating workplace implementation efforts;
- Conducting surveys or other data collection processes to measure progress;
- Communicating the green travel plan to stakeholders;
- Coordinating workplace events to promote awareness of the plan and associated initiatives; and
- Coordinating marketing and promotional programs for distribution to employees.

The Coordinator will also be responsible for monitoring, reviewing and updating the green travel plan over time. It is likely that coordinators will require assistance from 'champions' to promote specific actions and encourage the uptake of initiatives.

#### Monitor and reviewing the Green Travel Plan

Monitoring and reviewing a Green Travel Plan is one of the most critical components of the travel planning process. It is crucial to understand whether – and how – the travel plan is having an impact on mode share. On-going monitoring should be conducted for a minimum of five years together with annual reviews.

An organisation should aim to collect new data on an annual (or bi-annual) basis to understand how mode share has changed over time. This will help in understanding whether progress is being made. Surveys can also help to identify which actions are having an impact on people's travel behaviour, and whether some are more effective than others. It might also help to identify ongoing or unresolved issues and barriers that are preventing greater improvement.

Once the data has been updated, the targets and actions of the Green Travel Plan will need to be reviewed.

The steps outlined above should not be considered as a linear process, but rather an on-going cycle. Travel planning requires regular review and adjustment – a review may reveal the need to reconsider objectives or targets, or to add new actions to create greater incentives for the uptake of sustainable transport choices.

## 6 Conclusions/ Recommendations

This Green Travel Plan has been prepared in accordance with the SEARS requirements for the construction of a mixed-use precinct at Tallawong Station Precinct South.

The purpose of the Green Travel Plan is to encourage staff, residents and building occupants to make greater use of public transport, cycling, walking and car sharing for commuting and work-related journeys.

The area is well connected to public transport, with rail and bus connections located directly adjacent to the site or within an easy walking distance from the site. Tallawong Station is located adjacent to the northern boundary of the site and is easily accessible by pedestrians via through site pedestrian links.

This existing pedestrian network of footpaths on public roads could encourage people to walk from destination to destination or use a combination of public transport and walking.

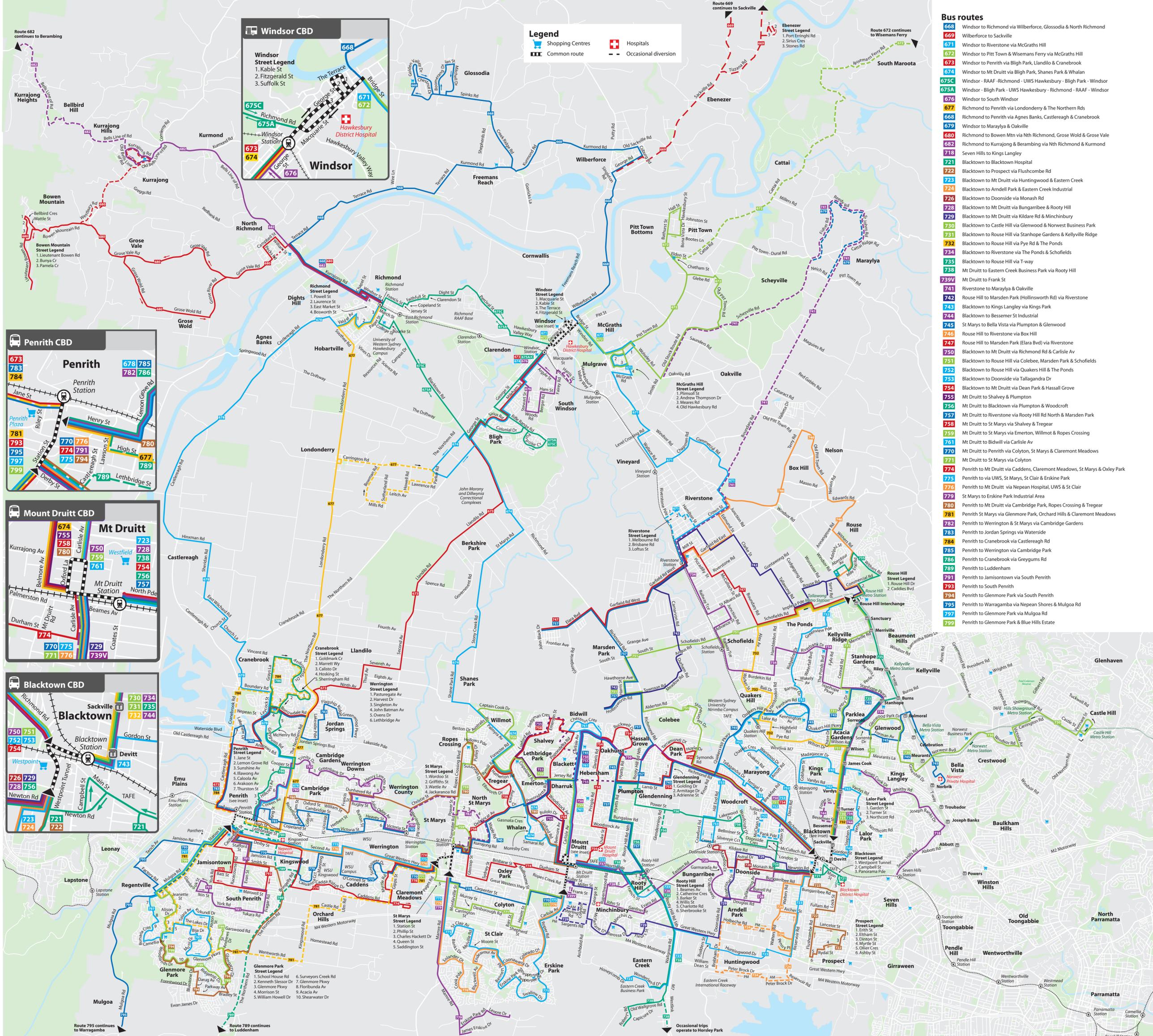
As part of the implementation of this Green Travel Plan a Transport Access Guide could be developed for the proposed building's residents, staff and visitors. Using this Green Travel Plan as a basis, the guide should provide information and recommendations on sustainable travel options to and from the development and would be readily available and structured in a manner that provides concise, relevant and easily understood information for the targeted readers.

Implementing the Sustainable Travel Initiatives outlined in Section 4 of this Green Travel Plan will encourage the occupants of the proposed building to make greater use of public transport, cycling walking and carpooling for commuting and work-related journey.

A Green Travel Plan is not a one-off document – it is a process of ongoing review and improvement. The support and commitment of the management teams of the businesses that will occupy the commercial component of the proposed building and the strata/body corporate/owners corporation for the residential component is essential.

## Appendix A

### Greater Western Sydney Bus Network Map



**Legend**

- Shopping Centres
- Hospitals
- Common route
- Occasional diversion

**Bus routes**

668	Windsor to Richmond via Wilberforce, Glossodia & North Richmond
669	Wilberforce to Sackville
671	Windsor to Riverstone via McGraths Hill
672	Windsor to Pitt Town & Wisemans Ferry via McGraths Hill
673	Windsor to Penrith via Bligh Park, Llandilo & Cranebrook
674	Windsor to Mt Druitt via Bligh Park, Shanes Park & Whalan
675C	Windsor - RAAF - Richmond - UWS Hawkesbury - Bligh Park - Windsor
675A	Windsor - Bligh Park - UWS Hawkesbury - Richmond - RAAF - Windsor
676	Windsor to South Windsor
677	Richmond to Penrith via Londonderry & The Northern Rds
668	Richmond to Penrith via Agnes Banks, Castlereagh & Cranebrook
679	Windsor to Maraylya & Oakville
680	Richmond to Bowen Mtn via Nth Richmond, Grose Wold & Grose Vale
682	Richmond to Kurrajong & Berambing via Nth Richmond & Kurmond
718	Seven Hills to Kings Langley
721	Blacktown to Blacktown Hospital
722	Blacktown to Prospect via Flushcombe Rd
723	Blacktown to Mt Druitt via Huntingwood & Eastern Creek
724	Blacktown to Arndell Park & Eastern Creek Industrial
726	Blacktown to Doonside via Monash Rd
728	Blacktown to Mt Druitt via Bungaribee & Rooty Hill
729	Blacktown to Mt Druitt via Kildare Rd & Minchinbury
730	Blacktown to Castle Hill via Glenwood & Norwest Business Park
731	Blacktown to Rouse Hill via Stanhope Gardens & Kellyville Ridge
732	Blacktown to Rouse Hill via Pye Rd & The Ponds
734	Blacktown to Riverstone via The Ponds & Schofields
735	Blacktown to Rouse Hill via T-way
738	Mt Druitt to Eastern Creek Business Park via Rooty Hill
739V	Mt Druitt to Frank St
741	Riverstone to Maraylya & Oakville
742	Rouse Hill to Marsden Park (Hollinsworth Rd) via Riverstone
743	Blacktown to Kings Langley via Kings Park
744	Blacktown to Bessemer St Industrial
745	St Marys to Bella Vista via Plumpton & Glenwood
746	Rouse Hill to Riverstone via Box Hill
747	Rouse Hill to Marsden Park (Elara Bvd) via Riverstone
750	Blacktown to Mt Druitt via Richmond Rd & Carlisle Av
751	Blacktown to Rouse Hill via Colebee, Marsden Park & Schofields
752	Blacktown to Rouse Hill via Quakers Hill & The Ponds
753	Blacktown to Doonside via Tallagandra Dr
754	Blacktown to Mt Druitt via Dean Park & Hassall Grove
755	Mt Druitt to Shalvey & Plumpton
756	Mt Druitt to Blacktown via Plumpton & Woodcroft
757	Mt Druitt to Riverstone via Rooty Hill Rd North & Marsden Park
758	Mt Druitt to St Marys via Shalvey & Tregear
759	Mt Druitt to St Marys via Emerton, Willmot & Ropes Crossing
761	Mt Druitt to Bidwill via Carlisle Av
770	Mt Druitt to Penrith via Colyton, St Marys & Claremont Meadows
771	Mt Druitt to St Marys via Colyton
774	Penrith to Mt Druitt via Caddens, Claremont Meadows, St Marys & Oxley Park
775	Penrith to UWS, St Marys, St Clair & Erskine Park
776	Penrith to Mt Druitt via Nepean Hospital, UWS & St Clair
779	St Marys to Erskine Park Industrial Area
780	Penrith to Mt Druitt via Cambridge Park, Ropes Crossing & Tregear
781	Penrith to St Marys via Glenmore Park, Orchard Hills & Claremont Meadows
782	Penrith to Werrington & St Marys via Cambridge Gardens
783	Penrith to Jordan Springs via Waterside
784	Penrith to Cranebrook via Castlereagh Rd
785	Penrith to Werrington via Cambridge Park
786	Penrith to Cranebrook via Greygums Rd
789	Penrith to Luddenham
791	Penrith to Jamisontown via South Penrith
793	Penrith to South Penrith
794	Penrith to Glenmore Park via South Penrith
795	Penrith to Warragamba via Nepean Shores & Mulgoa Rd
797	Penrith to Glenmore Park via Mulgoa Rd
799	Penrith to Glenmore Park & Blue Hills Estate

**Penrith CBD**

Penrith Station

Street Legend

- 783
- 784
- 781
- 793
- 795
- 797
- 799
- 678
- 785
- 782
- 786
- 770
- 775
- 729
- 771
- 776
- 739V
- 774
- 775
- 776
- 779
- 780
- 789
- 789
- 789

**Mount Druitt CBD**

Mt Druitt Station

Street Legend

- 674
- 755
- 758
- 780
- 750
- 759
- 761
- 723
- 728
- 738
- 754
- 756
- 757
- 770
- 775
- 729
- 771
- 776
- 739V

**Blacktown CBD**

Blacktown Station

Street Legend

- 750
- 751
- 752
- 753
- 754
- 726
- 729
- 728
- 756
- 730
- 734
- 731
- 735
- 732
- 744
- 743
- 723
- 721
- 722

Route 795 continues to Warragamba

Route 789 continues to Luddenham

Occasional trips operate to Horsley Park

Route 669 continues to Sackville

Route 672 continues to Wisemans Ferry

Route 795 continues to Warragamba

## Appendix B

### Sydney Rail Network Map

# Sydney rail network



**M** Metro **T** Trains



## Sydney metro and train lines

**M** Metro North West Line  
Chatswood  
Tallawong

**T1** North Shore & Western Line  
North Shore  
Western  
Richmond

**T2** Inner West & Leppington Line  
Inner West  
Leppington  
City

**T3** Bankstown Line  
Liverpool  
Lidcombe  
City

**T4** Eastern Suburbs & Illawarra Line  
Eastern Suburbs  
Illawarra  
Cronulla

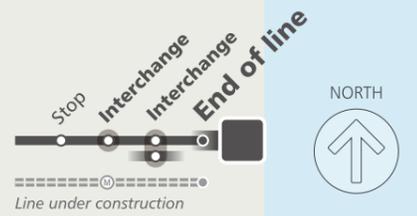
**T5** Cumberland Line  
Leppington  
Richmond

**T6** Carlingford Line  
Carlingford  
Clyde

**T7** Olympic Park Line  
Olympic Park  
Lidcombe

**T8** Airport & South Line  
Airport  
South  
City

**T9** Northern Line  
Northern  
Gordon



Check timetables and trip planners for train services and connections

Visit [transportnsw.info](http://transportnsw.info)

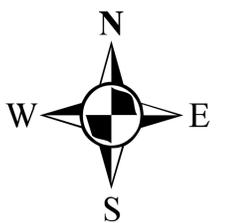
## Appendix C

### Blacktown City Council 2016 Bike Plan Map

# BLACKTOWN CITY COUNCIL 2016 BIKE PLAN EXISTING & FUTURE PROPOSED ROUTES



- ⋯ Proposed Off-Road Cycleways
- ⋯ Proposed On-Road Cycleways
- Existing Cycleways
- ⋯ Proposed Developer Funded
- RMS Proposed State Link
- - - Council Recommended State Link
- + Hospitals
- Railway Station



**Appendix D**

**Blacktown City Council Growth Centre Precincts DCP 2010  
Mapping**

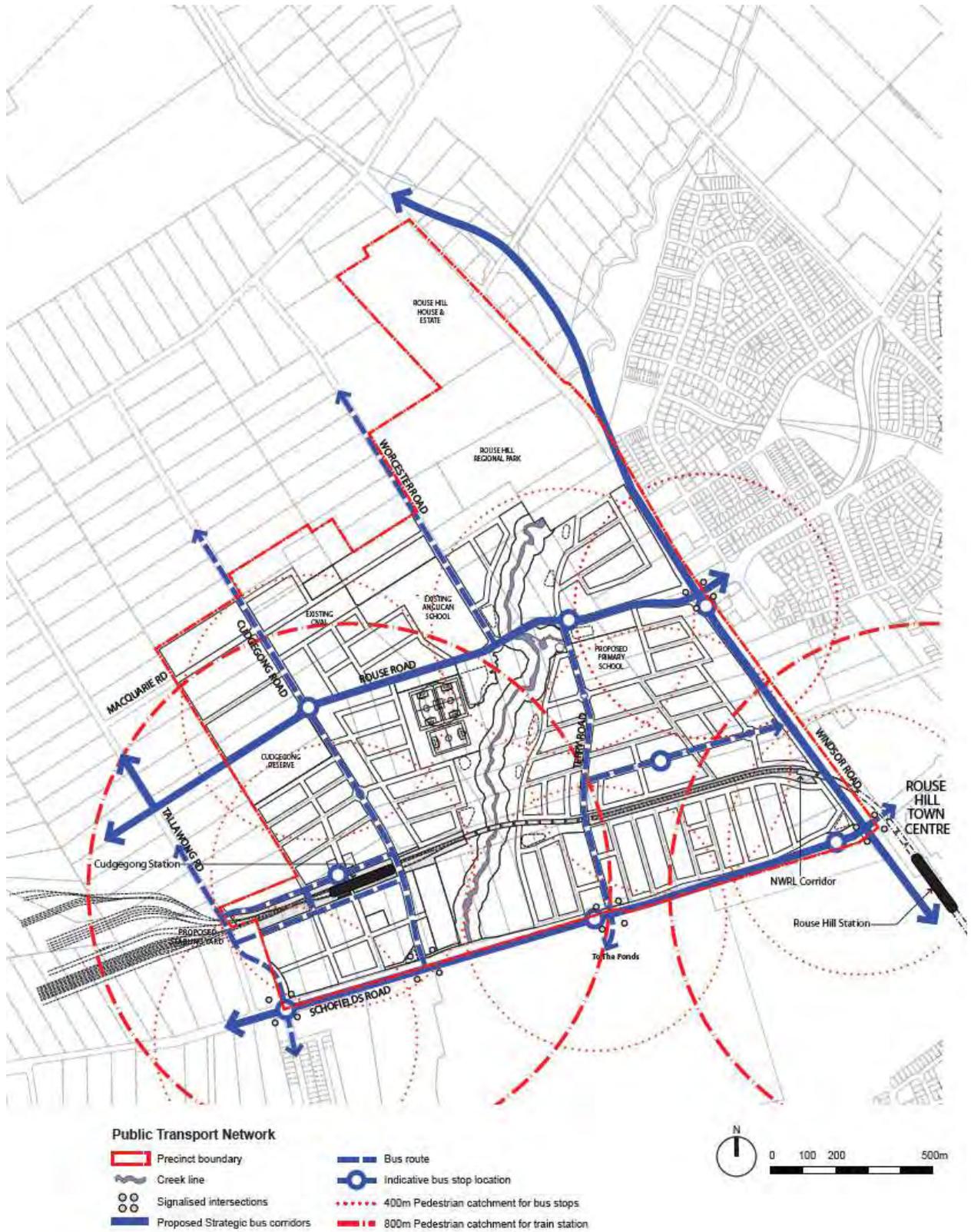


Figure 3-2: Public Transport Network



**Figure 3-3: Pedestrian and Cycle Network**