

Workplace Travel Plan;

Hollinsworth Road, Marsden Park - Industrial Estate

For Logos Property Pty Ltd 27 February 2019 parking; traffic; civil design; wayfinding; **ptC.**

Document Control

Hollinsworth Road, Marsden Park - Industrial Estate, Workplace Travel Plan

lssue	Date	Issue Details	Author	Reviewed	For the attention of
1	05/02/19	Draft Issue	SH	SW	Fraser McDonald (Logos Property)
2	26/02/19	Final Issue	SH	SW	Fraser McDonald (Logos Property)
3	27/02/19	Amended Final Issue	SH	SW	Fraser McDonald (Logos Property)

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1. Introduction

1.1 Project Summary

ptc. has been engaged by Logos Property Pty Ltd. to prepare a Workplace Travel Plan (WTP) for the new industrial precinct located at Hollinsworth Road, Marsden Park.

This WTP has been prepared in consultation with Transport for NSW (TfNSW). See Section 8 and Attachment 2



The location of the subject site is outlined in Figure 1.

Figure 1 - Site Location (Source: HERE WeGo)

The subject site has a frontage onto Hollinsworth Road to the north (see Figure 2). The site can be accessed by a driveway located at the end of the future access road off Hollinsworth Road.



Figure 2 - Aerial View of Subject Site & Surrounds (Source: Nearmap)

2. Overview

2.1 Site Context

The industrial precinct is located along Hollinsworth Road, Marsden Park (part of Lot No.23 & 24, DP262886) and has a total site area of 214,805m². The site was previously a greenfield. and has a frontage onto Hollinsworth Road.



Figure 3 - Development Site viewed from Hollinsworth Road (Source: Google Maps)

The site lies within a light industrial zone (IN2) which is the typical land use of the surrounding precinct. Key developments surrounding the site include:

- IKEA Distribution Centre to the north-west
- Sydney Business Park, IKEA, Costco Wholesale and Bunnings Marsden Park to the east



Figure 4 - Local Land Use Map (Source: NSW Planning Viewer)

2.2 Development Proposal

• As mentioned previously, the industrial precinct will have a total site area of 214,805m² and will be comprised of seven (7) warehouses, as shown in Figure 5.



Figure 5 - Proposed industrial precinct

The industrial precinct will accomodate vehicles up to 25.0m B-Doubles, as well as 19.0m Articulated Vehicles and 12.5m Heavy Rigid Vehicles. Vehicular access into the precinct will be via the Hollinsworth Road extension and the future bus link reserve, which will provide connection to the future M9 road corridor.

3. Workplace Travel Plan

3.1 What is a WTP?

A WTP is a document that outlines how a development intends to make travel to and from the site safer and more sustainable for their users. The WTP addresses local traffic issues around the site and encourages active, safe and sustainable travel methods, such as walking, cycling, scooting, public transport or car sharing. A WTP correlates with the development's overall aspirations and is a document that is monitored and reviewed regularly.

A WTP is not just the installation of bike racks or provision of end-of-trip facilities. A good WTP aims to promote and maximise the use of more sustainable modes of travel via a range of actions, promotional campaigns and incentives. The plan includes site management tools that encourage residents, staff and visitors to make more sustainable transport choices. A WTP requires ongoing implementation, monitoring and review. As such, nominating an individual or a team to oversee the implementation of a travel plan is a crucial component of success.

An effective WTP can offer many benefits such as reduced parking costs, less congestions on the public road networks, health and environmental benefits which generally results in a healthier and happier campus with fewer sick days to employees.



3.2 Why is a WTP required?

Development of a WTP is widely accepted as one of the best ways to increase active travel around the site. A successful WTP offers many benefits for the employees and visitors, including:

- Building confidence and improving social interaction by walking and/or cycling;
- Assists in implementation of health, fitness and wellbeing programs;
- Improving social interaction with others to be more interested and involved in with the precinct as they walk or cycle;
- Improving safety by reducing traffic and local road congestion;
- Improving the environment by reducing air pollution from private vehicles;
- Creating opportunities for healthier lifestyles and more vibrant, cohesive and accessible communities; and
- Providing individuals with leadership opportunities.

It is likely that employees and visitors with good understanding of an active and sustainable mode of transport will follow a healthy and active lifestyle, care about the environment and prioritise location and lifestyle over car ownership.

3.3 The objectives of this WTP

The purpose of the WTP is to provide a package of measures with the aim at promoting and reducing the reliance of private car usage and encourage and support the uptake of daily business in a more sustainable way. This may be achieved through the review of existing policies and identifying programmes to encourage employees and visitors to adopt more active and sustainable forms of transport.



This document identifies the following:

- Overview of the development proposal;
- Review of existing public transport infrastructure and future transport options;
- Assessment of existing travel patterns within the area;
- A modal share target for the development;
- A framework to identify and respond to travel demand from the development and surrounding area;
- Strategies to implement prior and during occupancy; and
- The monitoring strategy to track performance of the WTP.

4. Steps to develop the WTP

To develop a WTP, there are five (5) key steps to follow to commence its operation:



4.1 Step 1 – Set up an Advisory Committee

- Appoint an individual (WTP Officer) to coordinate specific actions and to track the progress of this work;
- Develop a working group that involves representatives from the precinct community
- Identify ways how the whole community will be involved and informed of the work (e.g. regular articles in the precinct website/ social media).

4.2 Step 2 – Data Collection & Review Existing Situation

As part of the development, it is expected that there will be new employees, customers and visitors travelling to and from the buildings on a daily basis. To identify how employees/visitors living in the Marsden Park area travel elsewhere for work or shopping etc. and/or for people coming to the site to work, an initial survey should be conducted to identify the travel behaviour of employees and visitors. This may be conducted as an online survey or an intercept survey of those accessing the site. As a minimum the following questions should be considered:

- Are you an employee/visitor to the site? Yes/No
- Did you park on site today? If so where?
- Did you park on-street? If so where?

4.2.1 Employee Only Questions

- If you are an employee, do you have an allocated parking space within the site?
- How do you currently travel to the site?
- How far do you have to travel to the site on a daily basis?
- Based on the public transport and other sustainable travel options available, which would be their preferred mode of travel?
 - Walk/run
 - Bicycle
 - Bus
 - Train
 - Combination of bus and train
 - Drive car
 - Passenger in car
 - other (e.g. light rail in the future)
- Is your home in an area not serviced by any of the identified transport options?
- Do you need to drive to work for another reason? Why and how often this would occur?

4.2.2 Visitors

- If you are a visitor, where did you travel from today?
- What mode of transport did you use?
- Why did you use this particular method of travel mode?

4.2.3 All Users

• Have you heard of car share? If this was readily available to you, would you use it if you did not have a car parking space?

- If not, what are the barriers to you using car share to travel to and from site?
- What would make you consider using car share as a form of transportation?
- Any suggestion/recommendations to encourage sustainable mode of transport etc;

Once the survey findings are available, methods to achieve specific targets can be identified with proposed time frames. This could include adopting strategies outlined in Section 6. These methods and targets are then available to be monitored (refer Section 7).

4.3 Step 3 – Prepare the travel plan

Based on the data, an overall vision for the modal travel should be considered with clear objectives. The WTP should be prepared based on those objectives, notably:

- Build a precinct culture that supports active travel by motivating and encouraging the users to get involved
- Set specific SMART (Specific, Measurable, Achievable, Relevant, Timed) targets
- Develop an action plan that lists activities and strategies that eliminates the community's barriers to active travel to meet the objectives
- Estimate the budget required to meet the objectives, identify funding source and develop implementation strategies
- Review and consult with the users

4.4 Step 4 - Deliver & Implement

Once developed launch the WTP and carry out regular monitoring (every 12 months is recommended) as part of the implementation strategy. Travel mode data should be collected and reviewed each quarter.

4.5 Step 5 - Recognise Process

The successes of the WTP should be celebrated regularly, for example at key events. The plan should regularly be reviewed and include new ideas, targets and benchmarks.

5. Responsibilities of WTP Officer and Advisory Committee

The responsibilities of the WTP officer and Advisory Committee will include (but not limited to):



6. Public Transport Infrastructure

6.1 Existing Public Transport Infrastructure

The locality has been assessed in the context of available forms of public transport that may be utilised by prospective employees and visitors. When defining accessibility, the NSW Guidelines to Walking & Cycling (2004) suggests that 400m-800m is a comfortable walking distance and 1.5km is a comfortable cycling distance.



Figure 6 - Public transport accessibility

6.1.1 Bus Services

The site is serviced by the routes 749, 751 and 757 and are operated by Busways. As shown in Figure 6, there is a bus stop at the end of Hollinsworth Road which is within a 400m radius and there are multiple bus stops located along Hollinsworth Road, towards the north-east, which are within an 800m radius of the site.

A summary of the services is shown in Table 1.

Table 1 - Bus Service Summary

Route

Route 749: Marsden Park to Blacktown

Frequency:

Weekday: approximately ٠ every one hour during commuter peak periods. No services outside of peak periods

arling St

all Grove

Colebee

• Weekends & Public Holidays: No services

Route 751: Rouse Hill Town Centre to Blacktown

Frequency:

- Weekday: approximately every one hour
- Saturday: approximately every one hour
- Sunday & Public Holidays: approximately every one hour



Bali Dr.

Route

Route 757: Riverstone to Mount Druitt via Marsden Park & Rooty Hill

Frequency:

- Weekday: approximately every one hour
- Saturday: approximately every one hour
- Sunday & Public Holidays: Limited to four services



6.1.2 Train Services

Although the subject site is located approximately 6.2km walking distance from Schofields Train Station, route 751 & 757 provides connection between the site and the station.

Schofields Station is served by the North Shore, Northern & Western Line (T1) and Cumberland Line (T5). A summary of the services is shown in Table 2.

Table 2 - Train Service Summary

Train Line	From	То	Frequency (approx.)
North Shore & Northern & Western Line	Emu Plains or Richmond	City	Approx. every 10-15 minutes
North Shore & Northern & Western Line	City	Emu Plains or Richmond	Approx. every 10-15 minutes
Cumberland	Leppington	Richmond	Approx. every 30 minutes
Cumberland	Leppington	Richmond	Approx. every 30 minutes



Figure 7 - Sydney Train Network (Source: Transport for NSW)

6.2 Future Public Transport Infrastructure

6.2.1 Future Bus Link

The North West Growth Centre Bus Servicing Strategy (2012)¹ proposes future bus services for the entire North West Priority Growth Area, which includes the Marsden Park Industrial Precinct. The strategy identifies two categories of new bus services:

- 1. Regional routes: these are high frequency services which connects town centres and regional centres.
- 2. District bus services: these are less frequent and typically only operate during the day.

As shown in Figure 8, the strategy proposes a new bus route R3 which will operate along the future bus link which will be provided off the proposed M9 freeway and will run through the Marsden Park Industrial Precinct, immediately adjacent to the subject site (outlined in black on Figure 8).

Bus route R3 will provide more frequent connection between Marsden Park and Schofields Station.

¹ Prepared by McCormick Rankin Cagney for NSW Transport and Infrastructure



Figure 8 - Future bus services (Source: North West Growth Centre Bus Servicing Strategy 2012)

6.2.2 North West Priority Growth Area – Land Use and Infrastructure Implementation Plan (2017-2026)

NSW Planning & Environment have prepared a Land Use and Infrastructure Implementation Plan for the North West Priority Growth Area, which identifies future transportation strategies within Marsden Park.

The Sydney Metro Northwest rail line is currently under construction and is anticipated to be completed to Cudgegong Road Station in 2019. The metro line will provide connection between Tallawong/ Rouse Hill to Bankstown via the Sydney CBD.

The plan proposes a future public transport station at Marsden Park which will provide a new public transport corridor between Rouse Hill, Cudgegong Road Station and Marsden Park. It is noted that a strategic land use review is currently being undertaken.



Figure 9 - Future Marsden Park Public Transport Corridor (Source: North West Priority Growth Area: Land Use and Infrastructure Implementation Plan 2017-2026)

7. Active Transport Infrastructure

7.1 Existing Active Transport Infrastructure

7.1.1 Pedestrian Infrastructure

As the subject site was previously a greenfield land, the surrounding road network lacks sufficient pedestrian amenities and there are no existing footpaths along the Hollinsworth Road frontage. Moreover, the surrounding land use is typically characterised by industrial zones, and as such, it is unlikely that employees and visitors will walk to the site (NSW Guidelines to Walking & Cycling (2004) suggests that 400m-800m is a comfortable walking distance).

7.1.2 Cyclist Infrastructure

As shown in Figure 10, there are no existing cycleways along Hollinsworth Road or the surrounding local roads. However, an off-road cycleway is provided along Richmond Road which provides a north-south connection between Riverstone and Windsor (north) and Colebee and the Westlink M7 (south).

The figure, however, indicates that the cycling infrastructure within the vicinity of the site is generally weak.



Figure 10 - Existing cycleways (Source: RMS Cycleway Finder)

7.2 Future Active Transport Infrastructure

7.2.1 Walking and Cycling Network

It is proposed that all sub-arterial roads within Marsden Park Industrial Precinct, including Hollinsworth Road will be provided with shared paths along one side of the road (Traffic Impact Assessment, prepared by GTA Consultants 2017).

This will provide improved walking and cycling connection within the industrial precinct and to surrounding bus stops. With the increasing urbanisation of the area, the pedestrian and cycling amenities within the precinct will also be significantly improved (e.g. provision of lighting and safety infrastructures such as crossings and refuge islands).

7.2.2 Blacktown City Council 2016 Bike Plan

The Council's Bike Plan (2016) outlines future bicycle routes which will provide improved cycling connection throughout the LGA and to neighbouring town centres.

The Council proposed to provide developer funded cycleways along Hollinsworth Road, as shown in Figure 11. This cycleway will provide connection to the existing cycleway along Richmond Road, which in turn provides connection to the wider cycleway network.



Figure 11 - Existing and proposed cycling network (Source: Blacktown City Council 2016 Bike Plan)

8. Opportunities and Targets

A WTP is not a one-off document – it is a process of ongoing implementation, review and improvement. As such, setting out the objectives and targets are the first step in preparation of a WTP. When developing objectives, site context is important.

Targets must be specific, reasonable and achievable, and should be associated with measurable improvement in mode share. They need to be realistic but ambitious and must be time-bound so that progress can be assessed against targets.

Objectives and targets should also consider any overarching Blacktown City Council's policies or plans such as the State Government's mode share target in the area.

8.1 Benchmark Mode Share Data

Since this is a new development, there are currently no travel statistics that can be used to develop a target mode share. It is recommended that the development carries out benchmarking by conducting intercept surveys (see Section 4.2) to gain an accurate base from which this data can be improved upon year by year. The target mode share should then be updated using the data gained from the intercept surveys.

TfNSW has advised that in the absence of any existing mode share data, benchmarking should be undertaken with reference to comparable sites with similar geographical context (see Attachment 2). The Australian Bureau of Statistics (ABS) provides journey to work data for Marsden Park, which is typically characterised by large industrial precincts and business parks. As such, for the purposes of this WTP, the Journey to Work Data 2016 (place of work²) for Marsden Park has been used as a benchmark.

The mode share data is summarised in Table 3.

Transport Mode	Mode Share	
Private Vehicle	82.58%	
Worked at home	11.08%	
Public Transport	3.14%	
Active Transport	2.08%	
Other Mode	0.39%	
Mode not stated	0.79%	

Table 3 - Journey to Work Data 2016 (Marsden Park)

(Source: Australian Bureau of Statistics: Interactive Maps - Journey to Work)

It is noted that the Riverstone – Marsden Park area is serviced by a network of state and regional roads, such as Richmond Road, Garfield Road, Westlink (M7) and Windsor Road (A2) which currently makes driving a more convenient mode of transport for commuters.

² Travel mode data for commuters whose place of work is Marsden Park

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The Journey to Work data also indicates that majority of commuters travel from the Stanhope Gardens region (south-east), the Richmond region (north-west) or the Rouse Hill region (north-east), as shown in Figure 12.

Figure 12 - Summary of persons commuting to the Riverstone - Marsden Park SA2 (Source: Australian Bureau of Statistics)

It is noted that the above mode share data focuses on the Riverstone – Marsden Park SA2 which includes Riverstone and Schofields town centres which are serviced by train stations. As such, the data may not accurately reflect the mode share pattern of the subject site which is located within the industrial precinct of Marsden Park.

This information represents a benchmark for future data analysis to monitor progress and surveys should be conducted using paper or online tools (e.g. SurveyMonkey, SurveyGizmo, etc.).

8.2 Future Target Mode Share

The target mode share for employees and visitors over a five-year period is outlined below. A 10% mode shift to sustainable mode of transport is targeted over five years, which is equivalent to 2% per annum (see Table 4). However, it is expected that mode shift will be higher on initial years and will gradually flatten down on later years.

Although the Marsden Park area is primarily car-oriented, with the increased urbanisation of the Marsden Park area and the industrial precinct it is envisaged that there will be a greater shift towards the use of public and active transportation.

As aforementioned, there will be a future bus link off the proposed M9 freeway which will run through the industrial precinct and provide more frequent connections to the town centres towards the east (i.e. Schofields town centre and Schofields Station). Moreover, the North West Growth Centre Bus Servicing Strategy (2012) also identifies other new routes (e.g. R4 & R5) which will operate along Richmond Road, which is outside 800m comfortable walking distance, but will provide direct connection to Blacktown town centre.

As identified in Section 6.2.2, the North West Priority Growth Area – Land Use and Infrastructure Implementation Plan (2017-2026) proposes a future public transport corridor between Marsden Park and the Cudgegong Road Station which will be part of the Sydney Northwest Metro Line. This will result in a new public transport station in Marsden Park which will reduce the dependency on private vehicles.

Considering that the subject site is located in a predominantly industrial area, it is anticipated that employees and visitors will not walk to and from the site. However, the Blacktown City Council identifies new cycleways along Hollinsworth Road and the surrounding industrial precinct, which will provide connection to the existing cycleways along Richmond Road (see Figure 11). As such, employees can be encouraged to cycle to the site, which will further reduce dependency on private vehicles.

With effective promotion and marketing strategies in place, a 10% mode shift to sustainable mode of transport is considered to be an achievable target for this development site.

Transport Mode	Benchmark	Target (2024)	% difference
Private Motor Vehicles	83%	73%	-10%
Public Transport	3%	11%	+8%
Active Transport	2%	4%	+2%

Table 4 - Benchmark and target mode share (numbers rounded)s

9. Proposed Action Items

In developing the WTP, it may not be possible to implement all action items at the same time, therefore a stage implementation should be considered. There may be some crucial actions that can be implemented immediately, while others might take longer to plan and develop.

Before implementing any actions, relevant stakeholders must be consulted to approve the changes.

The following travel mode hierarchy is proposed for this WTP:



Figure 13 - Mode Hierarchy

There are a number of actions which can be employed to encourage non-car modes of transport to and from the commercial campus. The following table outlines potential strategies that can be adopted in achieving future transport targets.

9.1 Walking

The following tasks are recommended to increase walk trips to/from the site:

- Employees living within 1km of the site could be targeted to walk to the site;
- A working partnership could be established with Blacktown City Council to determine whether there are opportunities to improve the pedestrian connectivity to the site;
- The tenant could be encouraged to implement the '10,000 steps per day initiative', whereby, employees
 are provided with trackers that measure the step number they have walked. Staff members who have
 achieved the 10,000 steps goal over 80% days of a month could be awarded with free/ discounted gym
 membership;
- The tenant could be encouraged to celebrate 'Walk to Work' day on an annual basis; and

Walking is also the most space efficient mode of transport for short trips and presents the highest benefits.

Co-benefits where walking replaces a motorised trip include improved health for the individual, reduced congestion on the road network and reduced noise and emission pollution.

9.2 Cycling

To improve the future bike usage by employees and visitors, the development will include six (6) bicycle parking spaces.

In order to increase cycling trips to/from the site, in the future, staff WC/change rooms and showers could be provided and a working partnership could be established with Blacktown City Council to improve the bicycle network around the site.



Figure 14 - End of Trip Facility example

9.3 Public Transport

To increase the public transport uptake by employees, the following measures could be considered:

- Create a map identifying the location of bus stops and routes (i.e. Transport Access Guide (TAG)) and make this available to all users;
- Improved wayfinding signage between the site and nearby public transport interchanges could be discussed with Blacktown City Council; and
- Promote the use of apps for public transport connectivity.

9.4 Carpooling

A carpooling forum could be developed to encourage employees to travel in groups. This type of forum would provide a platform for employees travelling on the same route to the industrial precinct, to form groups and travel together. Existence of the forum could be provided through brochures, noticeboards and social media which is an effective publishing tool in modern days.

This forum will be monitored and managed by the WTP officer and the Advisory Committee.

9.5 Car Sharing

Although the development will not provide any car share spaces on-site, there are two car share locations within walking distance to/from the site which can be utilised by employees.

A map may also be created and pinned up on the notice board, with locations of all car share facilities. Further information on car share could also be provided within the 'starter/introduction pack' which can be provided to new employees.



Figure 15 - Existing car share locations within vicinity of the site

10. Proposed Action Plan

The following action plan sets out initiatives that could be employed by the tenants to encourage travel mode shift to sustainable travel modes.



11. Strategies

11.1 Transport Access Guide (TAG)

To encourage employees and visitors to adopt alternative sustainable transport options, a Transport Access Guide should be developed to summarise available transport options identified. A Transport Access Guide is a concise presentation of how to reach the site using low-energy, sustainable and active forms of transport.

The aim of a Transport Access Guide is to make sure people know how to get to the subject development by walking, cycling or public transport (as well as by car).

A Transport Access Guide can take many forms such as a map printed on the back of business cards or invitations to more comprehensive information provided to prospective employees as part of their induction kit. Guides may be incorporated into stationery, brochures and sales literature and provided electronically on the web site and in emails. An electronic version can be kept on a computer and produced as needed. Reception and enquiry staff should be familiar with the content so they can advise callers about easy transport alternatives to car travel.

TAGs should be included in Workplace Travel Plans and should comply with RMS guidelines. A TAG has been prepared for the subject development. (see Attachment 1).

11.2 Promotion and Marketing Strategy

Once the plan has been adopted, it is essential to maintain interest in the scheme. Each new initiative in the plan will need to be publicised with effective marketing. Actions are the core of a WTP, therefore, the WTP needs to have a variety of actions that guide strategies relating to promotion, facilities and policies to create incentives for sustainable travel behaviour. If actions are to be staged, a staging strategy should be outlined in the plan.

Strategic promotion of travel plans and associated initiatives tend to result in higher uptake of sustainable travel modes. It is imperative to ensure that all users are aware of the initiatives. From time to time, assistance should be sought from Blacktown City Council, Bicycle NSW, Pedestrian Council Australia, RMS, TfNSW and other stakeholders.

Another way to promote non-vehicle mode of transport is to print a map on the back of business cards or brochures to encourage visitors to use public transportation. Alternative modes of transport and routes can also be provided on the tenant's website. Transportation information and TAG can also be included in the employee introductory packages, or on office noticeboards.

Best practice suggests that the information should be as concise, simple and site specific as possible. If instructions are too complex, staff members and visitors are likely to ignore them.

Connecting employees via the social media may provide a platform to informally pilot new programs or create travel-buddy networks and communication.

12. Monitoring and Evaluation

A travel plan should not simply be a list of actions. Monitoring and reviewing a travel plan are 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 the mode share. As required by the approval condition of consent, an annual review of the WTP will be required with demonstration on how mode share has changed over time. This will assist in understanding whether progress is being made.

The monitoring strategy should ensure that the WTP is achieving the desired benefits. As stated in Section 4.2, it is essential to undertake the initial data collection of the existing mode share to establish targets and overall goal. Surveys will help to identify which actions are having an impact on occupant's travel behaviour and whether some are more effective than others. It may also help to identify ongoing or unresolved issues and barriers that are preventing greater improvement.

The overall success of the WTP will depend on good communication. It will be necessary to explain the reason for adopting the plan, promote benefits and provide information about alternatives to driving. It will also be necessary to provide feedback to employees and visitors to ensure that they can see the benefits of sustainable transport.

Once the data is updated, the targets and actions of the travel plan will need to be reviewed. The review should consider:

- are the targets still realistic? Are they still ambitious? Should they be updated?
- is the site struggling to achieve particular targets? What are the likely reasons for this?
- are there any gaps with regards to actions?
- what is preventing further improvement on mode share and how can this be addressed?

The steps outlined above should not be considered as a linear process, rather be an ongoing cycle. Travel planning requires regular review and adjustment which 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.



Attachment 1 - Transport Access Guide (TAG)

Employees and visitors travelling to and from the site are encouraged to use public transport and active travel.

This guide provides general transport information and alternatives to access the site.



There are 3 bus routes within 800m distance of the precinct:

Route	Coverage	Frequency	
749	Marsden Park to Blacktown	Weekday: Approx. every hour	
		Weekend: No services	
751	Rouse Hill Town Centre to Blacktown	Weekday: Approx. every hour	
	DIACKLOWIT	Weekend: Approx every hour	
757	Riverstone to Mount Druitt via Marsden Park & Rooty Hill	Weekday: Approx. every hour	
		Saturday: Approx every hour	
		Sunday: Limited services	
		Services	

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Download Opal Travel app for smartphones.



Access transport.info website.

Call Transport for NSW help line 131 500.



Transport Access Guide

Warehouse 6 Hollinsworth Road, Marsden Park



Footpaths will be present on both sides of Hollinsworth Road, which will provide connection to the nearby bus stops and the Sydney Business Park approximately 1km to the east of the site.

Adequate lighting will be provided such that the footpaths and roads are sufficiently lit during the night which will allow safer travel during dark hours.



Cycling can also be an excellent transport mode, in the future, for employees living in close proximity to the site.

The Council has proposed a new cycleway along Hollinsworth and the site frontage which will be developer funded.

The site will also provide 6 bicycle parking spaces.



Although Schofields Station is approximately 6.2m walking distance from the site, bus route 757 provides connection to the station.

Schofields Station is connected to the city, northern and western areas, by serving the North Shore, Northern & Western Line (T1) and the Cumberland Line (T5).



Attachment 2 Consultation with TfNSW



RE: Work Place Travel Plan - Warehouse 6 Hollinsworth Road, Marsden Park

Ho, Ken <Ken.Ho@transport.nsw.gov.au> To: Sunny Hong <sunny.hong@ptcconsultants.co> Cc: Steve Wellman <steve.wellman@ptcconsultants.co> 27 February 2019 at 09:50

Hi Sunny,

The Workplace Travel Plan has been reviewed. Advice was provided on a similar WTP (email from Para Sangar on 23/05/2017) for 1 Hollinsworth Road, Marsden Park, which appears to be have incorporated for this iteration of the WTP for Warehouse 6.

It is understood that you sought some advice on mode share targets and existing mode share data for Marsden Park. It is advised that in the absence of any baseline data an appraisal of modal split data from developments of a comparable type / geographical context etc. should be considered.

Apologies for the delay in the response.

Thank you for consulting on this matter.

Regards,

Ken Ho Transport Planner

Freight, Strategy & Planning Transport for NSW

L26 477 Pitt Street, Haymarket NSW 2008



Use public transport... plan your trip at transportnsw.info Get on board with Opal at opal.com.au From: Sunny Hong [mailto:sunny.hong@ptcconsultants.co]
Sent: Tuesday, 19 February 2019 4:30 PM
To: Ho, Ken
Cc: Steve Wellman
Subject: Re: Work Place Travel Plan

Hi Ken,

I hope you have been well.

I sent you an email about 2 weeks ago regarding the Workplace Travel Plan for an industrial development in Marsden Park.

As per the Council's conditions, we are required to prepare the Travel Plan in consultation with Transport for NSW.

I was wondering if we could get an update on this?

We would appreciate it if you could review the report and forward any comments you may have as soon as possible, so that we can pass this onto our client.

If there are any issues you would like to discuss over the phone, please do not hesitate to contact me.

I appreciate your assistance.

Kind regards,

Sunny Hong Graduate Engineer

DTC.

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On Tue, 5 Feb 2019 at 10:51, Sunny Hong <sunny.hong@ptcconsultants.co> wrote:

Hi Ken,

Thank you for getting back to us so quickly on this matter. Really appreciate it.

As Steve mentioned in his previous email, we are currently preparing a Workplace Travel Plan for an industrial development in Marsden Park.

We have estimated a target mode share for the next 5 years based on the existing mode share within Marsden Park and future upgrade in public and active transport facilities in the area.

Please find attached the draft Workplace Travel Plan for your comments/feedback.

Happy to discuss any issues over the phone.

Appreciate your assistance.

Kind regards,

Sunny Hong Graduate Engineer



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Suite 102, 506 Miller Street Cammeray NSW 2062



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On Tue, 5 Feb 2019 at 10:42, Ho, Ken <Ken.Ho@transport.nsw.gov.au> wrote:

Hi Steve,

It is currently with me and within the pipeline to comment/address. I am working with our Demand Management Strategy team (specialists in travel planning) within the branch to provide you meaningful comments and address the condition of approval.

Regards,

Ken

From: Steve Wellman [mailto:steve.wellman@ptcconsultants.co]
Sent: Tuesday, 5 February 2019 10:28 AM
To: Ho, Ken
Cc: Sunny Hong
Subject: Work Place Travel Plan

Hi Ken

I have been passed your details by my colleague Andrew Morse

Firstly, please accept my apologies if you aren't the correct person to contact on this matter.

We are currently preparing a Work Place Travel plan for a project in Marsden Park & as part of the conditions we are required to consult with TfNSW on this matter.

We have been trying to contact Mark Ozinga & Parra Sanger but have not as yet had any success.

Please can you advise who would be the best person within TfNSW to contact on this matter or if you are able to offer any assistance

Thanks in advance

Steve Wellman

--

Kind regards,

Steve Wellman

Senior Civil/Traffic Engineer



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Contact Name: John Booth Number: (02) 8275 1281 Email: john.booth@planning.nsw.gov.au

Mr Fraser McDonald Development Manager Logos Property Pty Ltd Level 29, 88 Philip Street SYDNEY NSW 2000

Dear Mr McDonald

Marsden Park Warehousing and Industrial Estate Approval of the Work Place Travel Plan (SSD 8606)

I refer to your correspondence on 27 February 2019, seeking approval for the Work Place Travel Plan (WPTP) pursuant to Condition B12 of Schedule 2 of SSD 8606.

The Department has reviewed the WPTP and concludes the plan address the relevant conditions. As such, the following plans is approved:

• Workplace Travel Plan, prepared by ptc, 27 February 2019, Issue 3

Should you have any queries in relation to this matter, please contact John Booth, Planning Officer on the above contact details.

Yours sincerely

2. leto

Chris Ritchie 7/3/19Director Industry Assessments as delegate of the Planning Secretary