

Green Travel Plan;

Westmead Commercial Precinct

For Charter Hall
29 November 2018

parking;
traffic;
civil design;
wayfinding;
ptc.

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1. Introduction

1.1 Project Summary

ptc. has been engaged by Charter Hall to prepare a Green Travel Plan (GTP) for the Westmead Commercial precinct at the Western Sydney University Campus.

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



Figure 1 - Site Location

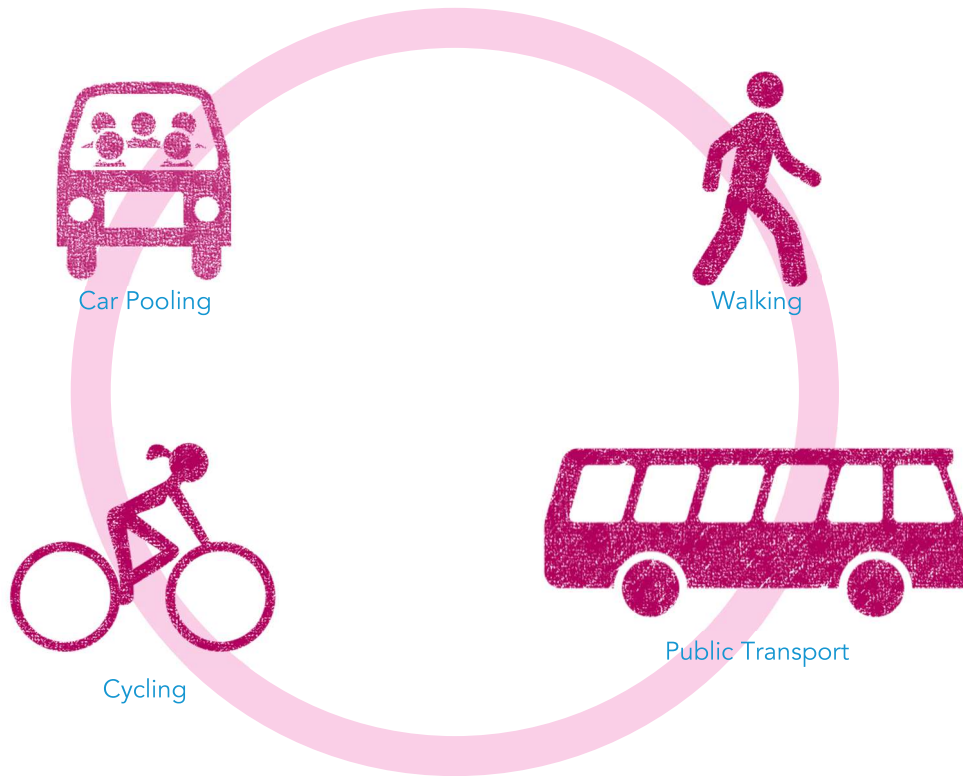
The subject site is bounded by Darcy Road to the north, Hawkesbury Road to the east and Farmhouse Road (new roadway) to the west and south. Westmead Station is situated to the south-east of the site, whilst Westmead Hospital is located to the north (see Figure 2).



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

1.2 Purpose of the Plan

The purpose of the GTP 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 residents, visitors and employees to adopt more active and sustainable forms of transport.



This document identifies the following:

- 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 GTP.

2. Background

2.1 Subject Site

The subject site is located at 158/164 Hawkesbury Road, Westmead and has a total site area of 5,694m². The site was previously vacant and was being used as an informal at-grade parking area. The development site comprises the north-western portion of the city block with the frontages formed by Darcy Road and Hawkesbury Road (see Figure 3).



Figure 3 - Development Site viewed from corner of Darcy Road and Hawkesbury Road

The Westmead Commercial Campus will involve the construction of two (2) multi-storey mixed-use (commercial, retail and childcare) buildings comprising:

- 2,383m² GFA of retail space;
- 1,441m² GFA of child care space (capacity of 100 children); and
- 24,269m² GFA of commercial space.

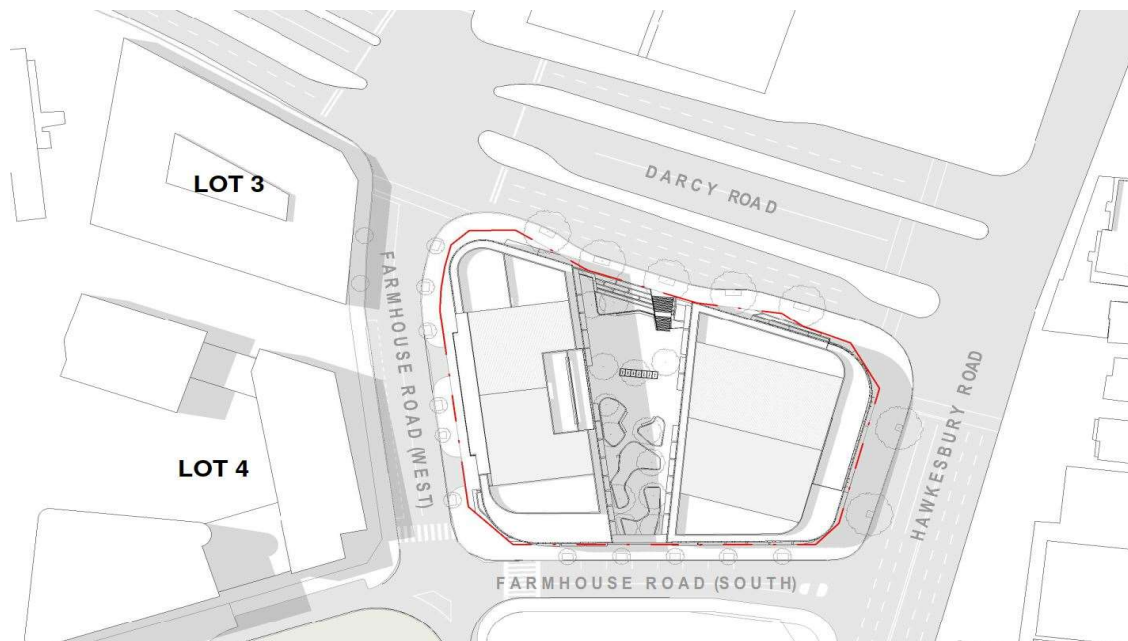


Figure 4 - Proposed Westmead Commercial Campus

The site will accommodate a total of 137 car parking spaces and a loading dock (accommodating two Medium Rigid Vehicles) within the Lower Ground and Mezzanine levels. A total of 180 bicycle spaces will also be provided along with End of Trip (EOTF) facilities.

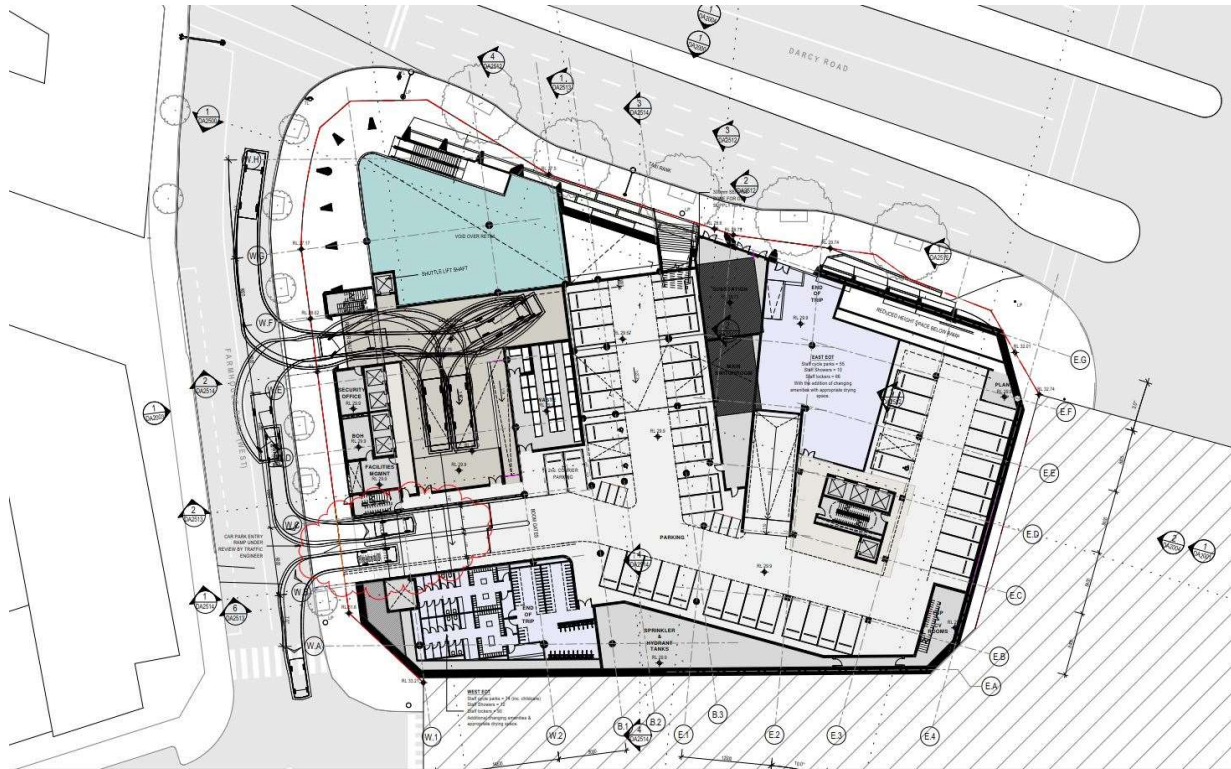


Figure 5 - Proposed loading dock and car park

3. Green Travel Plan

3.1 What is a Green Travel Plan?

A GTP 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 GTP 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 GTP correlates with the development's overall aspirations and is a document that is monitored and reviewed regularly.

A GTP is not just the installation of bike racks or provision of end-of-trip facilities. A good GTP 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 GTP 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 GTP can offer many benefits such as reduced parking costs, less congestions on the public road networks, health and environmental benefits which generally results a healthier and happier campus with fewer sick days to employees.



3.2 Why is a Green Travel Plan required?

Development of a Travel Plan is widely accepted as one of the best ways to increase active travel around the site. A successful Travel Plan 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 the 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 purpose of a Green Travel Plan

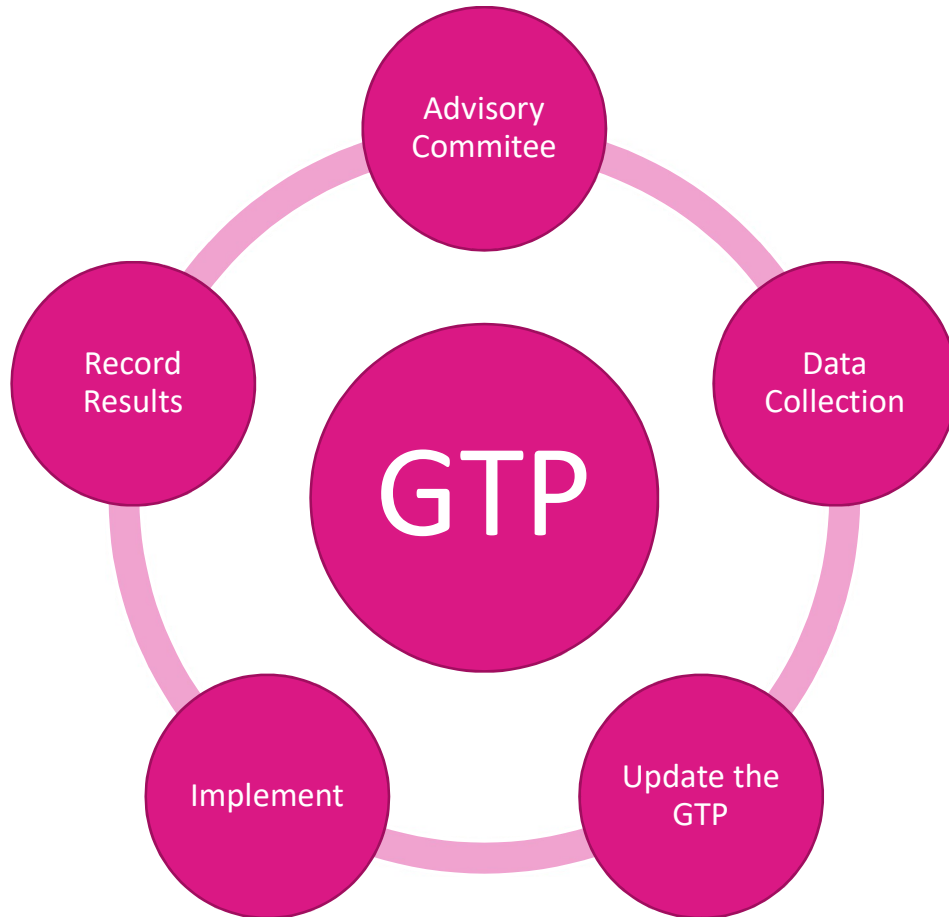
The purpose of the GTP is to provide a package of measures with the aim at promoting and reducing the reliance of private car usage and encourage and support the uptake of daily business in a more sustainable way. This may be achieved through the review of existing policies and identifying programmes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

- Review of existing public transport infrastructure and future transport options;
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- The monitoring strategy to track performance of the GTP.



4. Steps to develop the Green Travel Plan

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



4.1 Step 1 – Set up an Advisory Committee

- Appoint an individual 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 Westmead area travel elsewhere for work or shopping etc. and/or for people coming to Westmead area to work or to shop or to eat, 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
 - cycle
 - 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 (e.g. Dropping off or collecting children from school/childcare, etc)

4.2.2 Visitors and Parents (associated with childcare centre) only questions

- 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 GTP 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 GTP 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 GTP should be celebrated regularly, for example at key events. The plan should regularly be reviewed and include new ideas, targets and benchmarks.

5. Public Transport Infrastructure

5.1 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.



Figure 6 - Public transport accessibility

5.1.1 Bus Services

The site is well serviced by a comprehensive network of bus services operated by Hillsbus with multiple bus stops located within a 400m radius of the subject site. The subject site is located along the Westmead Hospital T-Way and there are four bus stops along the Darcy Road (three along the site frontage), two bus stops along Hawkesbury Road and two bus stops near Westmead Station, closest to the subject site.

- Darcy Road:
 - Bus Stop 214519: Routes 705, 708, 711 & 818
 - Bus Stop 214518: Routes 705, 708 & 711
 - Bus Stop 2145560: Routes 705, 708, 711, T60, T61, T62, T63, T64, T65 & T66
 - Bus Stop: 2145559: Routes 705, 708, 711, T60, T61, T62, T63, T64, T65 & T66

- Hawkesbury Road:
 - Bus Stop 214517: Routes 711 & 818
 - Bus Stop 214513: Routes 711 & 818
- Alexandra Avenue (near Westmead Station):
 - Bus Stop 2145557: Routes 705, 708, 711, N70, N71, T60, T61, T62, T63, T64, T65 & T66
 - Bus Stop 214511: Routes 705, 708, 711, N70, N71, T60, T61, T62, T63, T64, T65 & T66

Table 1 - Bus Service Summary

| Route | Frequency (approximate) | Coverage |
|-------|---|--|
| 705 | 20 daily services, Mon – Fri. 13 daily services, Sat. 12 daily services, Sun & PH | Blacktown to Parramatta via Seven Hills |
| 708 | 1 daily services, Mon – Fri; | Constitution Hill to Parramatta via Pendle Hill |
| 711 | 33 daily services, Mon – Fri; 16 daily services, Sat. 14 daily services, Sun & PH | Blacktown to Parramatta via Wentworthville |
| 818 | 11 daily services, Mon-Fri No services on weekends and public holidays | Merrylands to Westmead |
| N70 | 4 daily services, Mon – Fri; 4 daily services, Sat. 4 daily services, Sun & PH | Penrith to City Town Hall |
| N71 | 10 daily services, Mon – Fri; 5 daily services, Sat. 5 daily services, Sun & PH | City Town Hall to Richmond |
| T60 | 33 daily services, Mon – Fri; 17 daily services, Sat. 14 daily services, Sun & PH | Castle Hill to Parramatta |
| T61 | 31 daily services, Mon – Fri; 17 daily services, Sat. 15 daily services, Sun & PH | Blacktown to Parramatta via Kings Langley & North-West T-way |
| T62 | 31 daily services, Mon – Fri; 12 daily services, Sat. 11 daily services, Sun & PH | Castle Hill to Parramatta via Bella Vista & North-West T-way |
| T63 | 34 daily services, Mon – Fri; | Rouse Hill Town Centre to Parramatta via Kellyville Ridge |
| T64 | 48 daily services, Mon – Fri; 16 daily services, Sat. 14 daily services, Sun & PH | Rouse Hill Town Centre to Parramatta via Kellyville |

| Route | Frequency (approximate) | Coverage |
|-------|---|--------------------------------------|
| T65 | 63 daily services, Mon – Fri; 50 daily services, Sat. 49 daily services, Sun & PH | Rouse Hill Town Centre to Parramatta |
| T66 | 28 daily services, Mon – Fri; 13 daily services, Sat. 11 daily services, Sun & PH | Rouse Hill to Parramatta |

5.1.2 Train Services

Westmead Station is located approximately 350m walking distance (4 minute) from the subject site (as shown in Figure 7), which is within a comfortable walking distance.

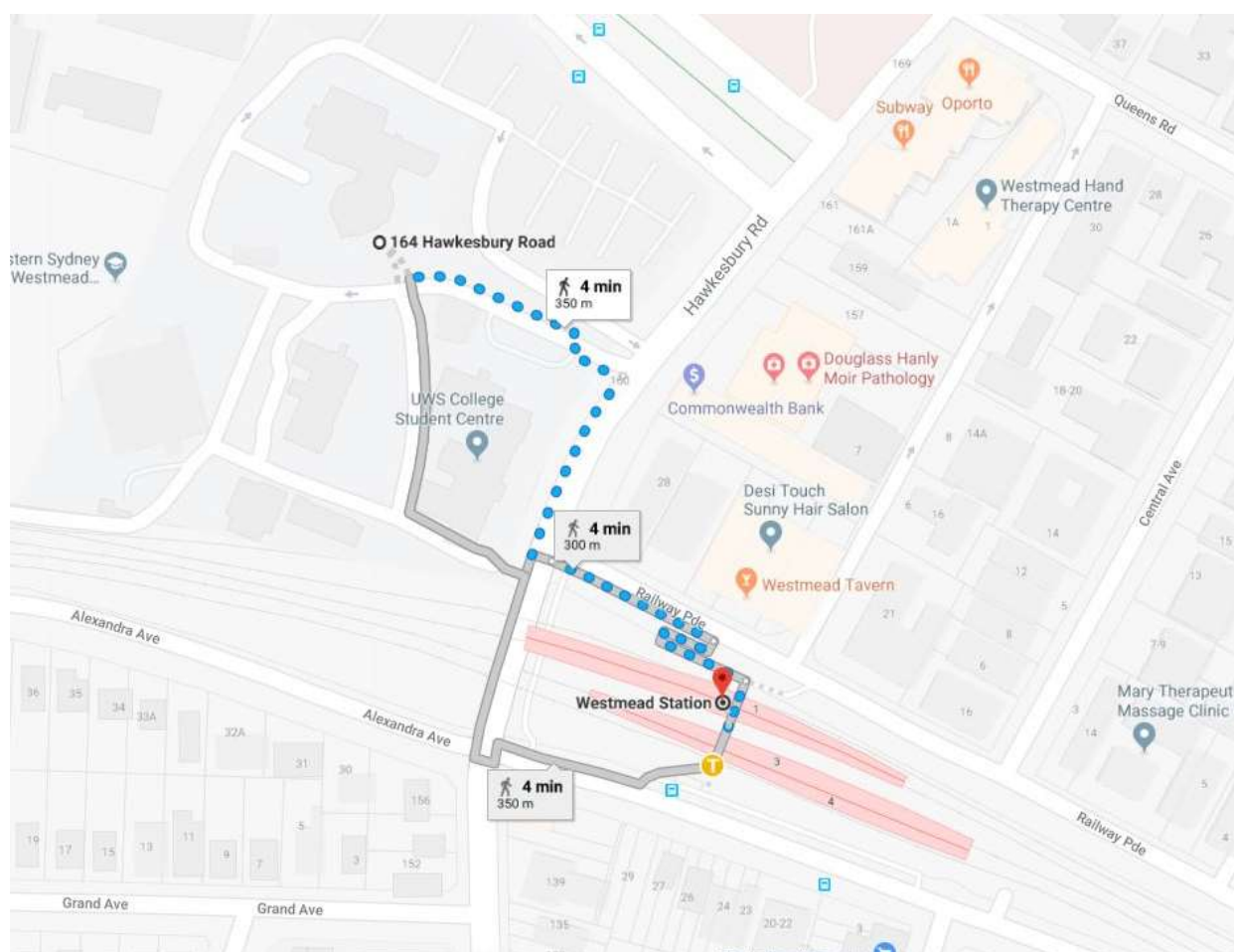


Figure 7 - Distance between subject site and Westmead Station

Westmead Station serves the Blue Mountains Line (BMT), North Shore, Northern & Western Line (T1) and Cumberland Line (T5). Each service is summarised in Table 2.

Table 2 - Train Service Summary

| Line | Frequency (approximate) | Coverage |
|------|---|---------------------------------|
| BMT | 2 daily services, Mon-Fri 1 daily service, Weekends & PH | Bathurst and Lithgow to Central |
| T1 | Every 5-15 mins, Mon-Fri Every 5-15 mins, Sat Every 5-15 mins, Sun & PH | Emus Plains or Richmond to City |
| T5 | Every 30 mins, Mon-Fri Every 30 mins, Sat Every 30 mins, Sun & PH | Leppington to Richmond |



Figure 8 - Sydney Trains Network



Figure 9 - Blue Mountains Line

5.2 Future Public Transport Infrastructure

5.2.1 Light Rail

The Parramatta Light Rail will also connect Westmead with the wider Parramatta region and neighbouring centres such as Sydney Olympic Park (see Figure 10).

The construction of the Parramatta Light Rail will be conducted in two stages. Stage 1 is anticipated to be completed by 2023, and will connect Westmead and Carlingford via Parramatta CBD.

Stage 2 will then connect Parramatta CBD to Ermington, Melrose Park, Wentworth Point and Sydney Olympic Park.

By 2026, it is anticipated that 28,000 people will utilise the Parramatta Light Rail every day and 130,000 people will be living within a comfortable walking distance of light rail stops.

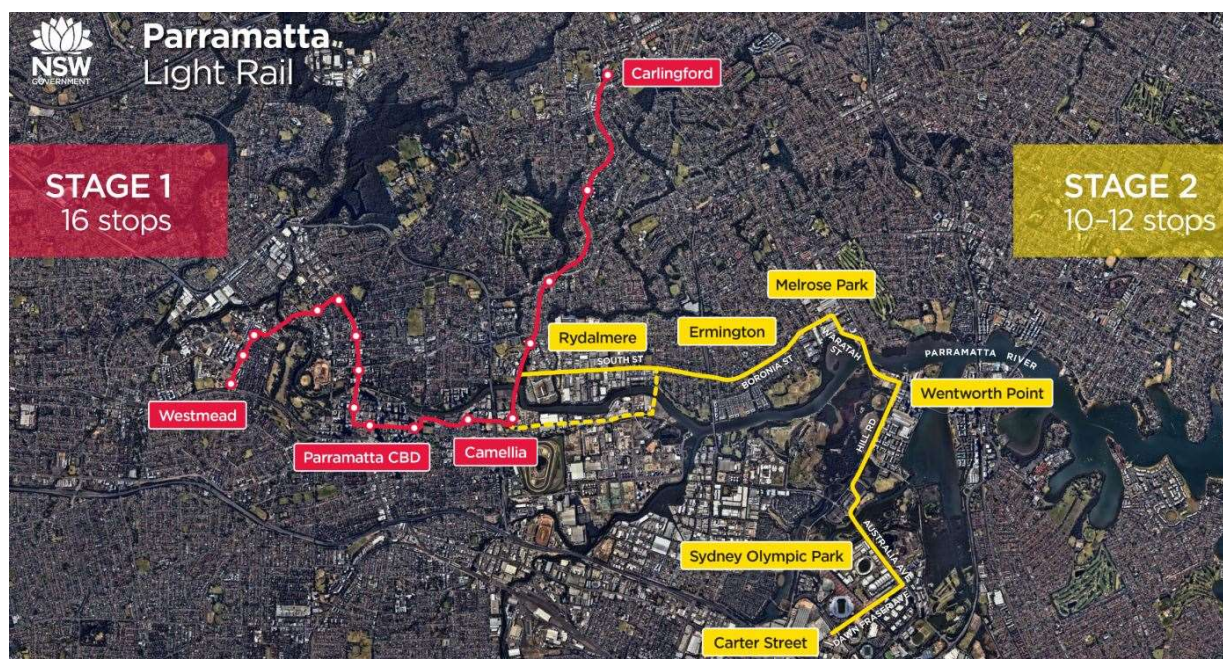


Figure 10 - Parramatta Light Rail Routes (Source: Parramatta Light Rail)

6. Active Transport Infrastructure

The locality has also been reviewed for features that would attract active transport trips (walking and cycling). As indicated in Figure 2, the site is located within comfortable walking distance to Westmead Hospital, Westmead Station and commercial centres comprising of supermarkets, health care, banks and small businesses.

6.1 Existing Active Transport Infrastructure

6.1.1 Pedestrian Infrastructure

Due to the proximity of Westmead Hospital, the pedestrian amenity is generally good within the vicinity of the site. Footpaths and ramps are present on both sides of the surrounding streets, and footpaths are generally wide.

The intersections between Hawkesbury Road and Darcy Road and Darcy Road and the Hospital Entrance both provide signalised pedestrian crossings. Signalised pedestrian crossings are also provided at the Hawkesbury Road and Railway Parade, which in turn provides connection to Westmead Station.

The surrounding streets are also generally well lit, with adequate provision of lighting, which will allow safe travel during dark hours.

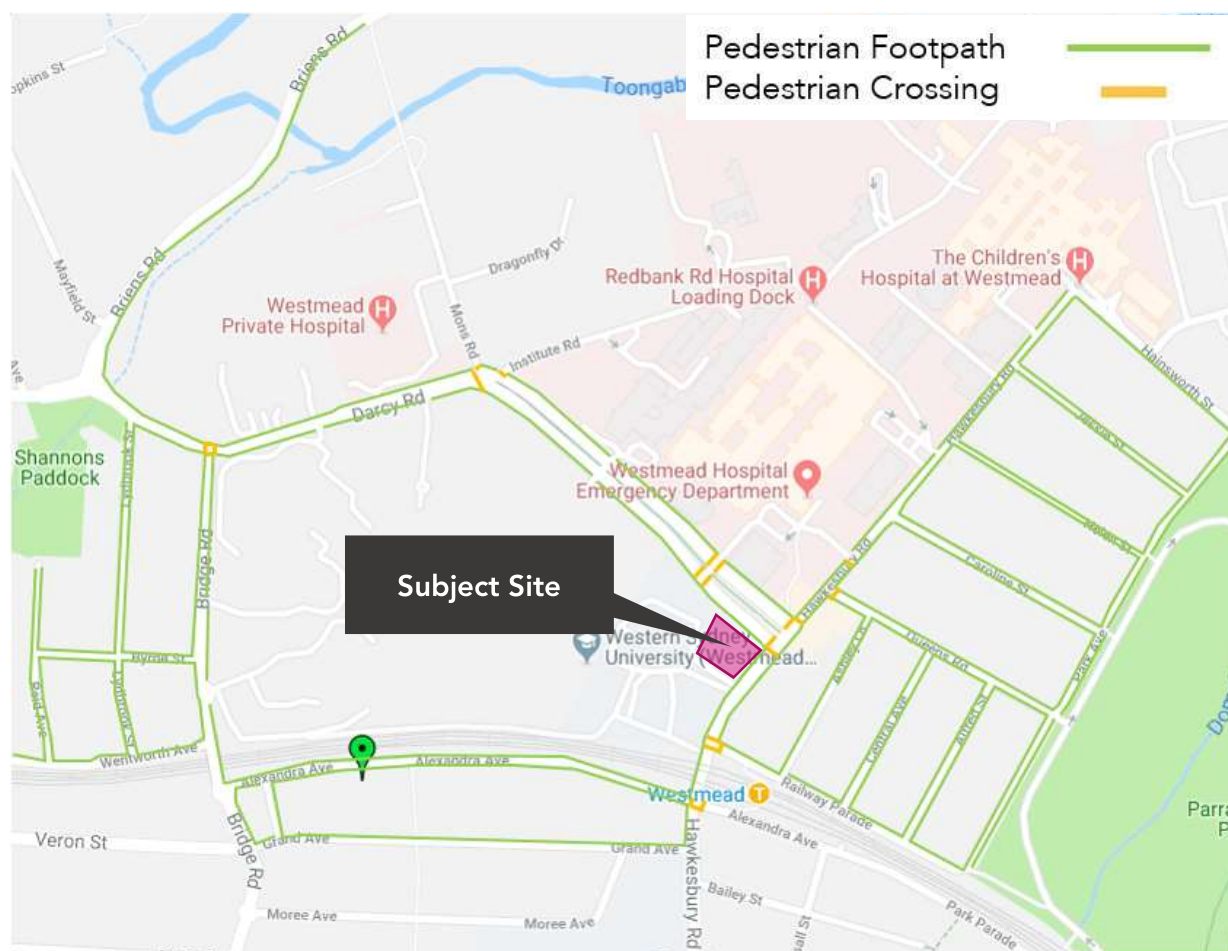


Figure 11 - Pedestrian pathways within the vicinity of the site

6.1.2 Cyclist Infrastructure

As shown in Figure 12, there is an existing off-road path along Darcy Road, providing connection to Westmead Hospital and Old Winsor Road to the north-west. The cycle route also extends to the east, through Parramatta Park and provides connection to the Parramatta CBD.

The figure, however, indicates weak cycleway connection between the site and the southern/western regions.

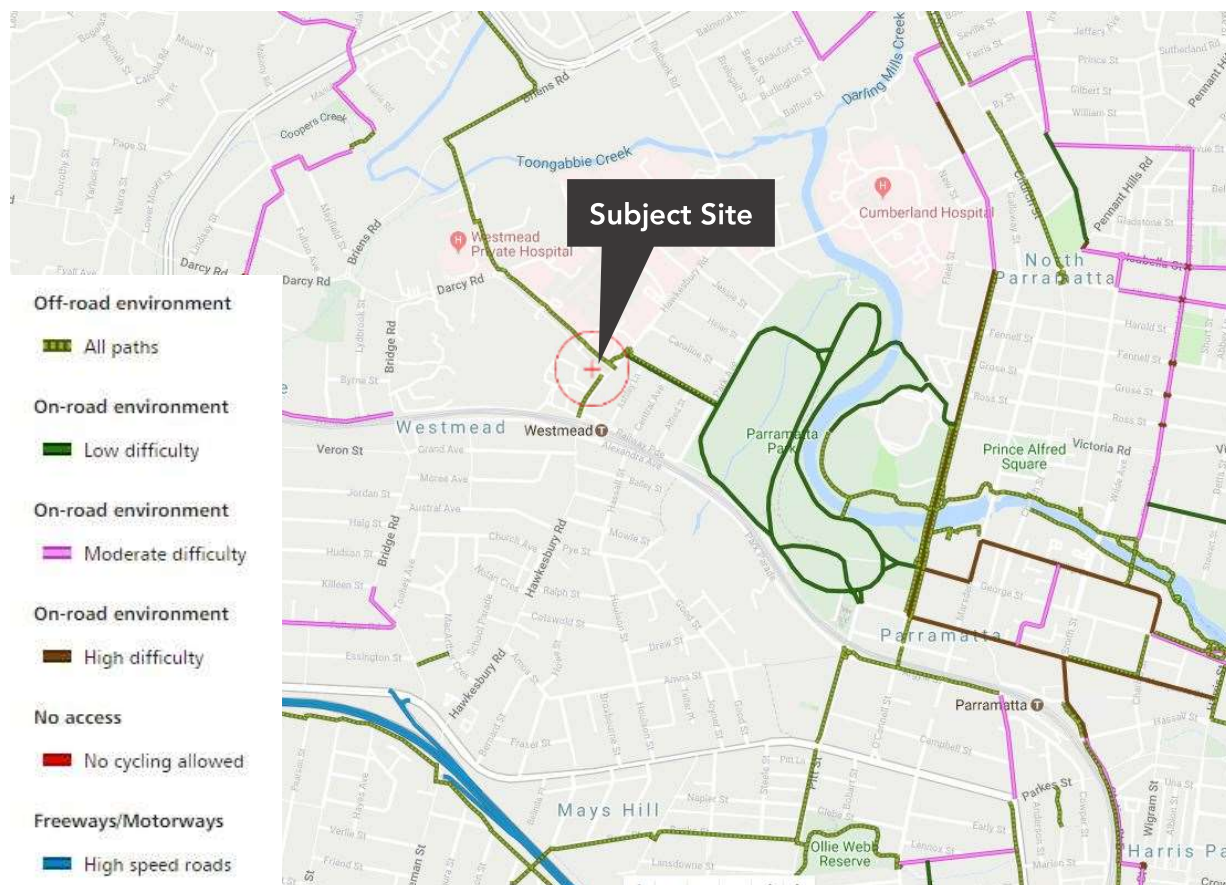


Figure 12 - Existing cycleways (Source: RMS Cycleway Finder)

6.2 Future Active Transport Infrastructure

6.2.1 Parramatta Bike Plan

City of Parramatta Council has prepared a Bike Plan (May 2017) which proposes the provision of new cycleways to improve cycling connectivity around the Westmead region and to neighbouring town centres (see Figure 13).

The figure indicates new on-road, separated and shared paths around the area (particularly to the north-eastern region), which will provide improved connection to North Parramatta, Northmead and Carlingford.

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7. Recommended future targets

A GTP 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 GTP. 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 City of Parramatta Council's policies or plans such as the State Government's mode share target in the area.

7.1 Benchmark for future analysis

Since this is a new development, there are currently no travel statistics that can be used to develop a target mode share¹. 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.

For the purposes of this GTP, the staff mode share data gathered from Westmead Hospital (directly across Darcy Road from the subject site) in 2016, have been used as a benchmark. The mode share results are summarised in Table 3.

Table 3 - Westmead Hospital 2016 mode share – staff²

| Transport Mode | Percentage |
|----------------|------------|
| Car | 93% |
| Train | 2% |
| Bus | 3% |
| Train + Bus | 1% |
| Walk | 0.5% |
| Cycle | 0.5% |

It is noted that the above mode share data had been collected from a hospital precinct and may not necessarily reflect the mode share pattern of a commercial precinct.

As mentioned previously, this information represents a benchmark for future data analysis to monitor progress. Surveys should be conducted using paper or online tools (e.g. SurveyMonkey, SurveyGizmo etc.).

¹ profile id. only provides Method of Travel to Work data for Residents Place of Work (i.e. how residents of Westmead travel to work).

² Survey results conducted by ptc. in 2016, as part of the Westmead Hospital Parking Demand Study

7.2 Target Mode Share

The target mode share for employees and visitors over a five-year period is outlined below. A 20% mode shift to sustainable mode of transport is targeted over five years, which is equivalent to 4% 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.

When considering that the subject site is approximately 350m walking distance from Westmead Station and is serviced by a strong bus network which provides connection to the Sydney CBD and Parramatta CBD, a 20% mode shift to sustainable mode of transport, over five years, is considered to be an achievable target. Moreover, the Parramatta Light Rail (which will be operating by 2023) will also provide stronger connection between Westmead and neighbouring town centres such as Parramatta CBD (major employment hub), Carlingford (highly dense residential area) and Sydney Olympic Park (rapidly growing residential precinct which provides major sporting and recreational attractions).

As mentioned in Section 6, the surrounding road network also provides sufficient pedestrian amenities with wide footpaths along both sides of most roadways, signalised pedestrian crossings which provides connection to Westmead Station and bus stops with adequate lighting. The subject site is also located along a cycleway which provides a strong connection to Parramatta CBD to the east and Old Windsor Road to the north-west. The City of Parramatta Council Bike Plan (May 2017) also proposes to provide stronger bicycle connection between the Westmead Region and neighbouring town centres to the north-east (i.e. North Parramatta and Northmead).

With effective promotion and marketing strategies in place, a 20% mode shift to sustainable mode of transport is considered to be an achievable target for this development site.

Table 4 - Benchmark and target mode share

| Transport Mode | Benchmark | Target | % difference |
|----------------|-----------|--------|--------------|
| Car | 93% | 73% | -20% |
| Train | 7% | 27% | +20% |
| Bus | | | |
| Walk | | | |
| Cycle | | | |

8. Proposed Action Items

In developing the GTP, 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 GTP:

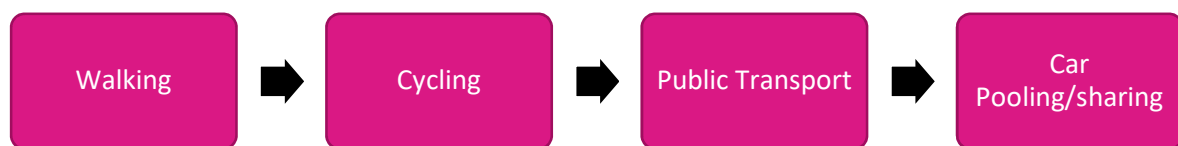


Table 5 - Mode Hierarchy

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.

8.1 Walking

As stated in Section 6.1.1, the existing pedestrian connectivity is generally good in all direction.

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

- Employees and parents (associated with the Childcare Centre) living within 1km of the site could be targeted to walk to the site;
- A working partnership could be established with City of Parramatta Council to determine whether there are opportunities to improve the pedestrian connectivity to the site;
- Tenants 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;
- Tenants 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. Site observations show that the existing footpath networks and crossing points between the adjoining precincts are generally adequate (this is largely due to the adjacent Westmead Hospital precinct).

8.2 Cycling

To improve the future bike usage by employees, tenants and visitors, the development will include:

- 180 bicycle parking spaces; and
- Two (2) EOTFs which include Staff WC/Change Rooms and showers.



Figure 14 - End of Trip Facility example

8.3 Public Transport

The subject site is well connected by public transport within a comfortable walking distance. To increase the public transport uptake by employees, parents associated with the childcare centre and visitors, the following measures could be considered:

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

As aforementioned in Section 5.2.1, the Westmead Light Rail Station will be located within 350m walking distance from the subject site and is anticipated to be operational by 2023. This will be a viable form of transportation for employees and visitors as it will provide connection to the wider Parramatta Region. Increasing the number of light rail trips may be identified as a key objective for the future.

8.4 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 commercial campus, 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.

8.5 Car Share

Car sharing could be considered within the commercial campus (e.g. GoGet, Flexicar, Popcar) which could be used by employees to make external trips to/from their workplace e.g. attending meetings, site visits etc.

9. Strategies

9.1 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 Green Travel Plans and should comply with RMS guidelines. A TAG has been prepared for the subject development. (see Attachment 1).

9.2 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 GTP, therefore, the GTP 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 City of Parramatta 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. Best practice suggests that the information should be as concise, simple and site specific as possible. If instructions are too complex, staff members or parents are likely to ignore them.

Connecting parents via the social media may provide a platform to informally pilot new programs or create travel-buddy networks and communication, which could be adopted by the childcare centre.

10. 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 GTP 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 GTP 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 GTP 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 tenants to ensure that they can see the benefits of sustainable transport.

Once data are 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 school 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)

Tenants and visitors travelling to and from the Westmead Commercial Precinct are encouraged to use public transport and active travel.

The precinct has excellent public transport availability and cycle paths in close proximity.

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

B

There are 13 bus routes within walking distance of the precinct:

| Route | Coverage | Times on weekdays (approx.) |
|-------|--|-----------------------------|
| 705 | Blacktown to Parramatta via Seven Hills | 6.49am to 7.54pm |
| 708 | Constitution Hill to Parramatta via Pendle Hill | 9.33am to 2.18pm |
| 818 | Merrylands to Westmead | 7.27am to 5.32pm |
| N70 | Penrith to City Town Hall | 1.41a,m to 2.15 am |
| N71 | City Town Hall to Richmond | 1.11am to 5.11am |
| T60 | Castle Hill to Parramatta | 5.50am to 10.10pm, |
| T61 | Blacktown to Parramatta via Kings Langley & North-West T-way | 5.20am to 11.32pm |
| T62 | Castle Hill to Parramatta via Bella Vista & North-West T-way | 5.35am to 10.05pm |
| T63 | Rouse Hill Town Centre to Parramatta via Kellyville Ridge | 6.11am to 9.39pm |
| T64 | Rouse Hill Town Centre to Parramatta via Kellyville | 5.43am to 00.00am |
| T65 | Rouse Hill Town Centre to Parramatta | 5.25am to 9.30pm |
| T66 | Rouse Hill to Parramatta | 8.04am to 9.45pm |

Plan your journey in advance by accessing up-to-date Transport for NSW maps and timetables:



Download Opal Travel app for smartphones.



Access transport.info website.



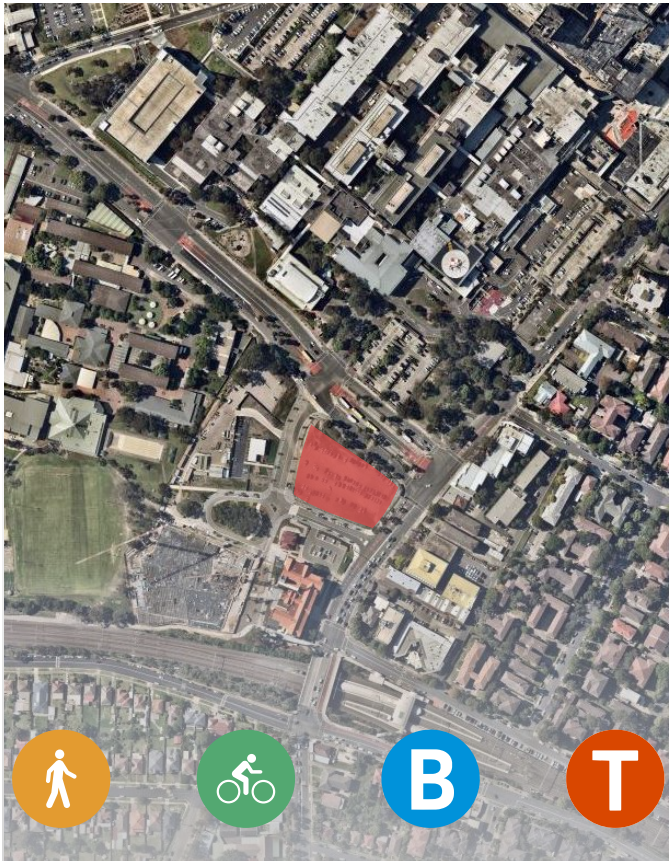
Call Transport for NSW help line 131 500.

Charter Hall



Transport Access Guide

Westmead Commercial Precinct





The Westmead Commercial Precinct is located in an area with good pedestrian infrastructure. Footpaths and ramps are present on both sides of the surrounding streets, and footpaths are generally wide.

Walking is recommended for those located within a 400-800m radius, as the area provides good pedestrian facilities.



Cycling is also an excellent transport mode to travel to and from the precinct. There are both off-road and on-road cycle paths in the vicinity of Westmead Commercial Precinct.

End of trip facilities are available at the precinct, including 175 bicycle parking spaces, showers and change rooms.



Westmead station is connected to the city, northern and western areas, by serving the Blue Mountains (BMT), North Shore, Northern & Western Line (T1) and Cumberland Line (T5).

| Line | Frequency (approx.) | Coverage |
|------|--|--|
| BMT | 2 daily services, Mon-Fri 1 daily service, Sat-Sun and Public Holidays | Bathurst and Lightgow to Central |
| T1 | Every 5 to 15min, every day | Emus Plains or Richmon to City |
| T5 | Every 30min, every day | Leppington to Richmon |

