

Green Travel Plan

UNE Tamworth Central Campus

Prepared for Architectus / 22 October 2024

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Contents

1.0	Introduction	5
1.1	Background.....	5
1.2	Objectives	5
1.3	Benefits.....	5
2.0	Site-Specific Transport Assessment	6
2.1	Site Location	6
2.2	Active Transport.....	7
2.2.1	Pedestrian and Cycling Facilities	7
2.3	Public Transport.....	7
2.4	Car Parking.....	9
2.4.1	On-Street Parking.....	9
2.5	Travel Characteristics.....	10
3.0	Proposed Development.....	12
3.1	Overall works	12
3.2	Site Access.....	12
3.3	Service and Loading.....	13
3.4	Bicycle Parking	14
3.5	Active Transport.....	15
3.5.1	Pedestrian and Cycling Linkages	15
3.5.2	End-of-Trip Facilities.....	16
4.0	Travel Plan Objectives	17
4.1	Promote Alternative Transport Usage.....	17
4.2	Improve Health and Wellbeing.....	17
4.3	Improve Student Safety.....	17
4.4	Reduce Traffic Congestion	17
4.5	Encourage Carpooling.....	18
4.6	Reduce Reliance on Private Vehicle Use.....	18
4.7	Reduce the Environmental Footprint of the Development.....	18
5.0	Mode Share Targets	19
6.0	Actions.....	20
6.1	Strategy 1: Enable Informed Users.....	20
6.1.1	Action 1: Provide a Transport Access Guide	20
6.1.2	Action 2: Induction Information for New Users.....	22

6.2	Strategy 2: Encourage Active Transport	22
6.2.1	Action 3: Cycling Infrastructure	22
6.2.2	Action 4: 'Ride2Work Day' and Health Events.....	22
6.2.3	Action 5: Subsidised Carry Bags.....	23
6.2.4	Action 6: Salary Sacrifice for Active Transport Purchases	23
6.2.5	Action 7: Reward Participating Students	23
6.3	Strategy 3: Encourage Public Transport	23
6.3.1	Action 8: Increased Public Transport Services	23
6.4	Strategy 4: Encourage Carpooling.....	23
6.4.1	Action 9: Staff and Student Pairings.....	23
6.4.2	Action 10: Priority Parking	24
6.5	Strategy 5: Ongoing Management	24
6.5.1	Action 11: Parking Management	24
6.5.2	Action 12: Regular Reviews of Travel Plan	24
6.5.3	Action 13: Transport Coordinator	24
6.5.4	Program Evaluation.....	25
6.6	Governance Framework.....	25
6.6.1	Internal UNE Stakeholders	25
6.6.2	State and Local Government Stakeholders.....	25
7.0	Conclusion.....	26

Revision Register

Rev	Date	Prepared By	Approved By	Remarks
0	16/10/2024	AA	GC	For review
1	21/10/2024	AA	GC	Final

1.0 Introduction

1.1 Background

This Green Travel Plan (GTP) aims to reduce the environmental impact of travel to and from the proposed development of the University of New England (UNE) located at 545 Peel Street, Tamworth. This includes encouraging alternate travel methods such as active transport, public transport, and car-pooling while reducing dependence on private vehicles. This Plan contains objectives and mode share targets for the development and management strategies intended to fulfil these.

This GTP forms part of the response to the Planning Panel's request for a Revised Traffic and Parking Analysis Strategy, dated 20 September 2024.

The project includes the construction of a contemporary four-storey educational building located adjacent to Roderick Street. Additionally, a car park with access from Peel Street, cultural grounds, and complementary landscaping will be established.

1.2 Objectives

A GTP is a way to sustainably manage the transport needs of a site, and to provide a clear plan of management for vehicle and pedestrian movements within and around the site.

This plan provides a review of existing facilities and travel habits, and overarching principles and objectives relating to sustainable travel. The plan details specific programs and actions that are proposed for UNE Tamworth Central Campus, which will assist in achieving sustainable travel outcomes. The document is intended to be dynamic and respond to employees, students and visitors behaviours once the buildings are operational.

1.3 Benefits

The aim of this Plan is to encourage active and sustainable travel behaviours. Environmental and social benefits commonly result from Green Travel Plans. These may include:

- Reducing congestion and pollution in the local area;
- Reducing greenhouse gas emissions;
- Reducing costs associated with car parking, fleet maintenance and travel;
- Reducing journey times;
- Increasing physical activity, leading to greater productivity and improved health and wellbeing;
- Increasing accessibility to a site; and
- Improving corporate image.

2.0 Site-Specific Transport Assessment

2.1 Site Location

The proposed campus location is at 545 Peel Street, Tamworth at the corner of Roderick and Peel Streets. The site is situated within the local government area of Tamworth Regional Council, in the northeast region of New South Wales.

Within the vicinity of the proposed site, Peel Street is aligned north-west to south-east, connecting with Roderick Street to the north-west and Scott Road to the south-east. Peel River is adjacent to the site from the south-west direction.

The site is surrounded predominantly by a mix of low-density residential properties and industrial premises to the north-east, agricultural land and Calala Creek to the south of the site. The Campus is approximately 20-minutes' walk from Tamworth train station and a 7 minutes' drive to Tamworth Hospital.

The site location and surrounding environs are shown in Figure 2.1.

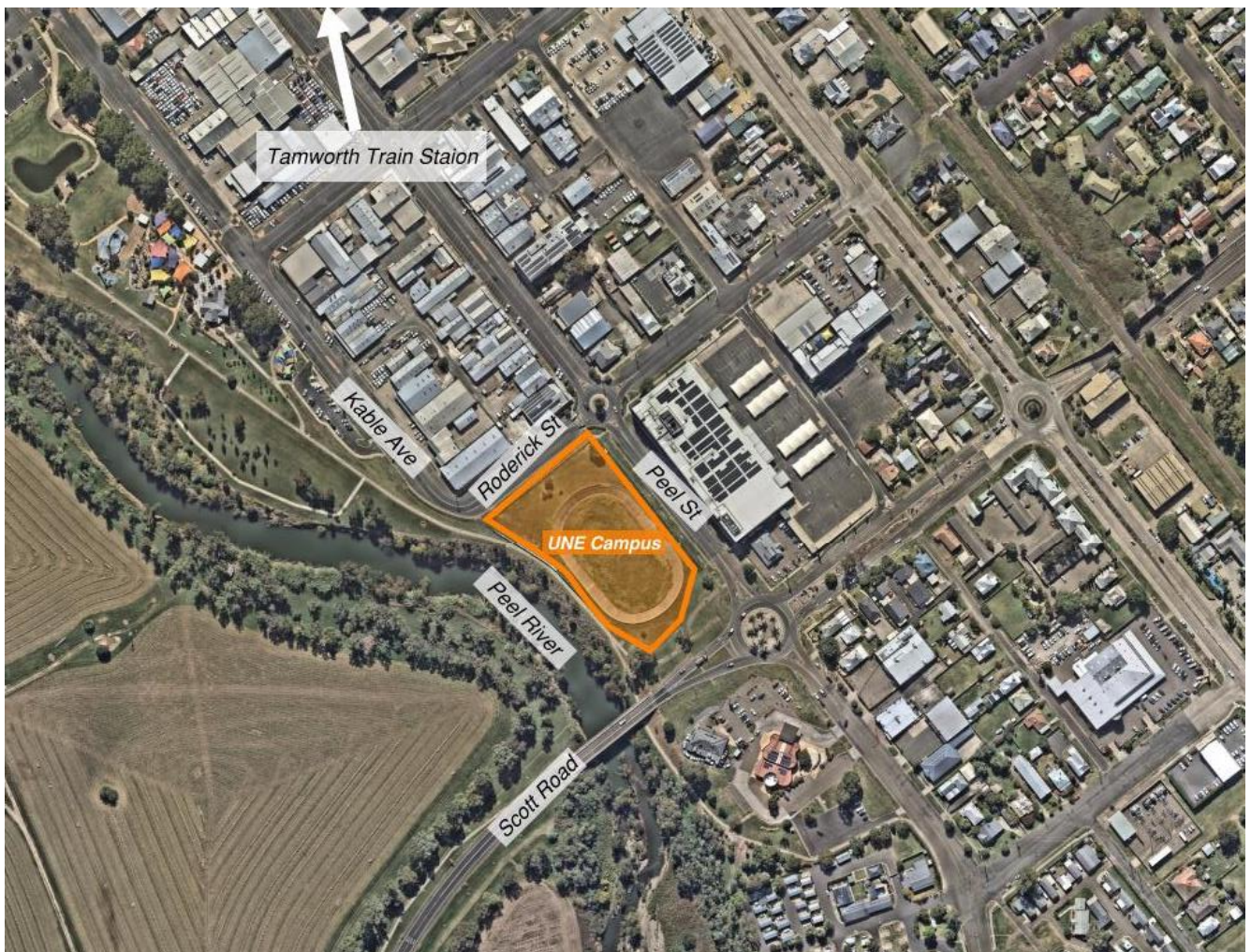


Figure 2.1: Site Location within Local Context

2.2 Active Transport

2.2.1 Pedestrian and Cycling Facilities

Active transportation options near the site are limited to pathways on Roderick and Peel streets, as well as a shared route on Scott Road. Off-road cycling via a shared path is available along Scott Road.

Figure 2.2 identifies cycling routes map in the Tamworth within the vicinity of site.



Figure 2.2: Existing and Proposed Cycling Infrastructure within Vicinity of the Site

Source: Tamworth Regional Council

2.3 Public Transport

There are 9 public bus routes operating in Tamworth as shown in the network map in Figure 2.3. These buses are operated by Tamworth Buslines Service. At the Marius Street bus stop, which is close to the Campus's main entrance, the bus route 430 stops every 2 hours throughout the week, Saturdays from 9am to 4pm only, and no scheduled trips on Sundays and public holidays. The bus routes and their frequencies are detailed in Table 2.1.

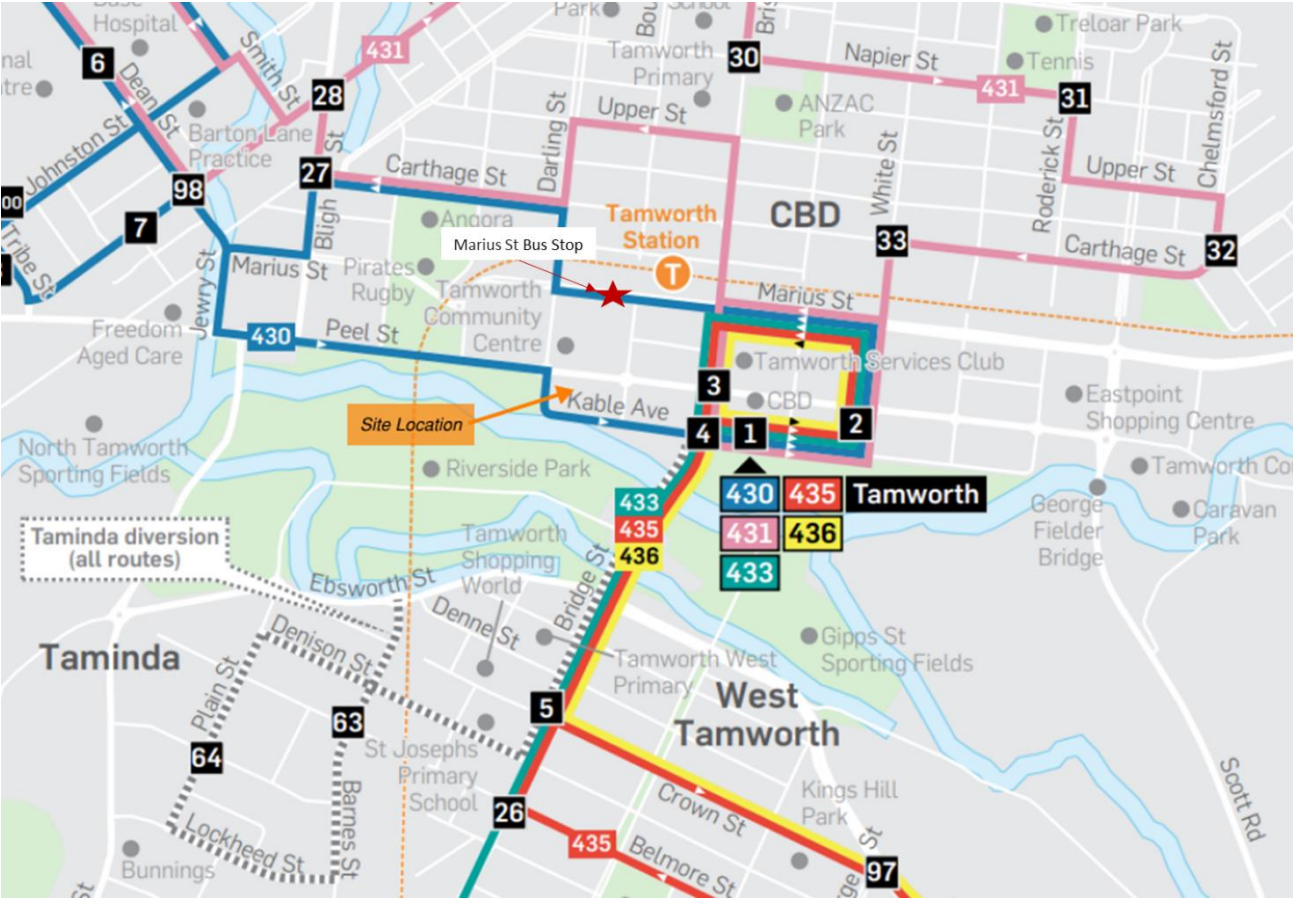


Figure 2.3: Tamworth Bus Service Network Map
Source: Tamworth Bus lines

Table 2.1: Bus Routes Services

Bus Number	Bus Route	Weekday Frequency
430	Tamworth to Oxley Vale via Tamworth Hospital (Loop Service)	1 service per hour
431	Tamworth to North Tamworth via Tamworth Hospital (Loop Service)	1 service per 2 hours
433	Tamworth to South Tamworth (Loop Service)	1 service per hour
435	Tamworth to Tamworth Sports Dome via South Tamworth (Loop Service)	1 service per hour
436	Tamworth to Calala via Goonoo Goonoo Rd & Tamworth Shopping world (Loop Service)	1 service per 1.5 hour

2.4 Car Parking

2.4.1 On-Street Parking

The surrounding area of the site offers mostly unrestricted on-street parking, particularly in the adjacent streets (Peel Street and Roderick Street).

The Tamworth Parking Strategy provides a detailed map displaying the network, including the locations of carparks, parking meters, time-restricted zones, and free on-street parking zones.

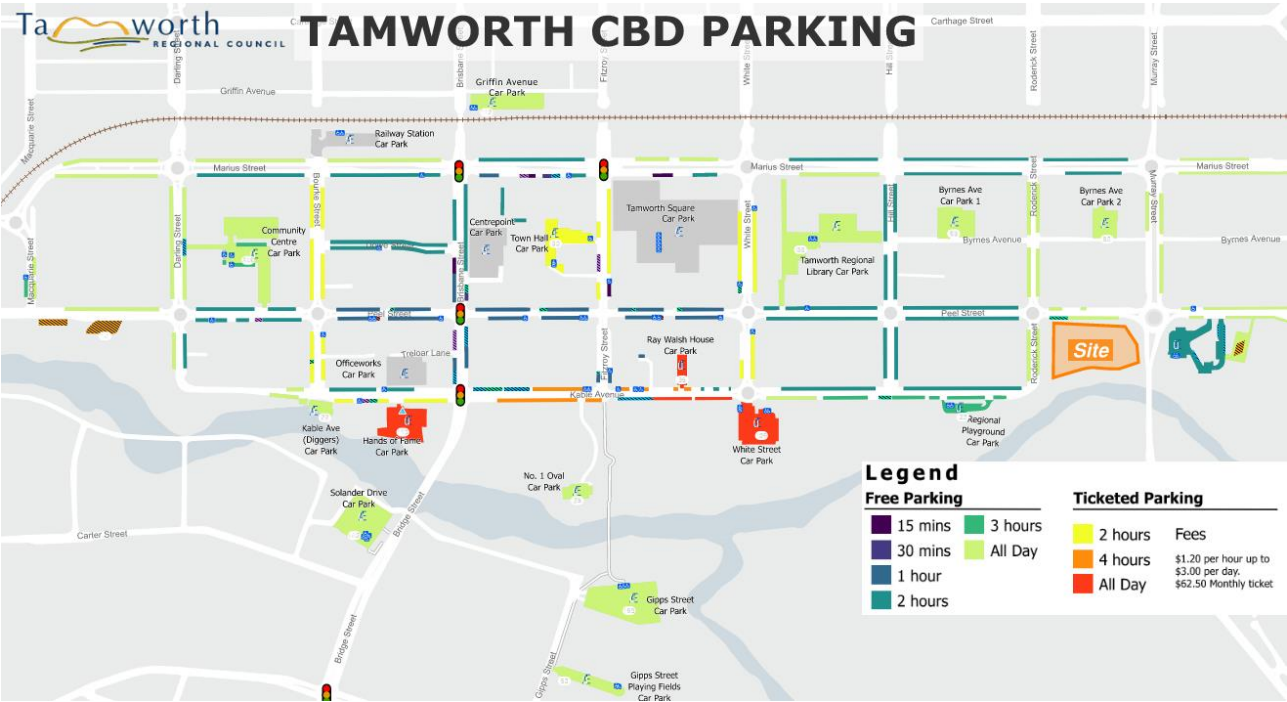


Figure 2.4: Tamworth Parking Strategy
Source: Tamworth Regional Council

Figure 2.5 shows the site's connections to public parking areas, including the footpath network links.



Figure 2.5: Linkages to Public Parking

2.5 Travel Characteristics

Journey to Work (JTW) data supplied by the 2016 Australian Census approximates the current mode share split for those who work in Tamworth and can be used to represent the travel modes of the staff working at the Campus. The JTW data is defined by Statistical Area Level 2 zones, and the site is located within the Tamworth - North region.

Table 2.2 demonstrates the breakdown of mode shares for each mode of travel. It is clear that private vehicle use is the favoured travel mode (as driver or passenger). In addition, while all other means of transportation show low usage, less than 1% take the train and bus combined and 3.3% of people walk to work.

Method of Travel (MTW15P) categorisation of travel modes (as listed in the left column of Table 2.2) is used for a clearer and simpler assessment of key travel modes through the allocation of a primary mode when multiple modes have been used in one trip.

Table 2.2: Journey to Work Data for Tamworth
Source: Australian Bureau of Statistics 2016 Census

Travel Mode	Mode Share (%)
Train	0.13%
Bus	0.58%
Taxi	0.26%
Car, as driver	86.97%
Car, as passenger	6.63%
Truck	0.87%
Motorbike/scooter	0.66%
Bicycle	0.46%
Walked only	3.33%
Other Mode	0.09%
Total	100.0%

Table 2.3 shows a summary of the above information into three main travel mode categories. Private vehicle usage is the most popular mode choice, with 95% share, followed by active transport and lastly public transport.

Table 2.3: Summarised Journey to Work Data

Mode Summary	Mode Share (%)
Private vehicle (car, truck, taxi, motorbike)	95.39%
Public transport (train, bus)	0.71%
Active transport (walk, bicycle)	3.79%
Total	100.0%

3.0 Proposed Development

3.1 Overall works

The project involves the construction of a contemporary four-storey educational building located adjacent to Roderick Street. Additionally, a car park with access from Peel Street, cultural grounds, and complementary landscaping will be established. This site is situated at the corner of Peel Street and Roderick Street as shown in Figure 3.1.



Figure 3.1: Concept Design

3.2 Site Access

The site has multiple pedestrian access points from Roderick Street and one access point from the existing levee-shared path as shown in Figure 3.2. The site has an internal walkway spanning the south-western end of the site. The main vehicle access is through Peel Street directly to the car park area. A shared service vehicle area, encompassing waste and delivery services, is located to the west of the site, with an entry/exit access point from Peel Street.

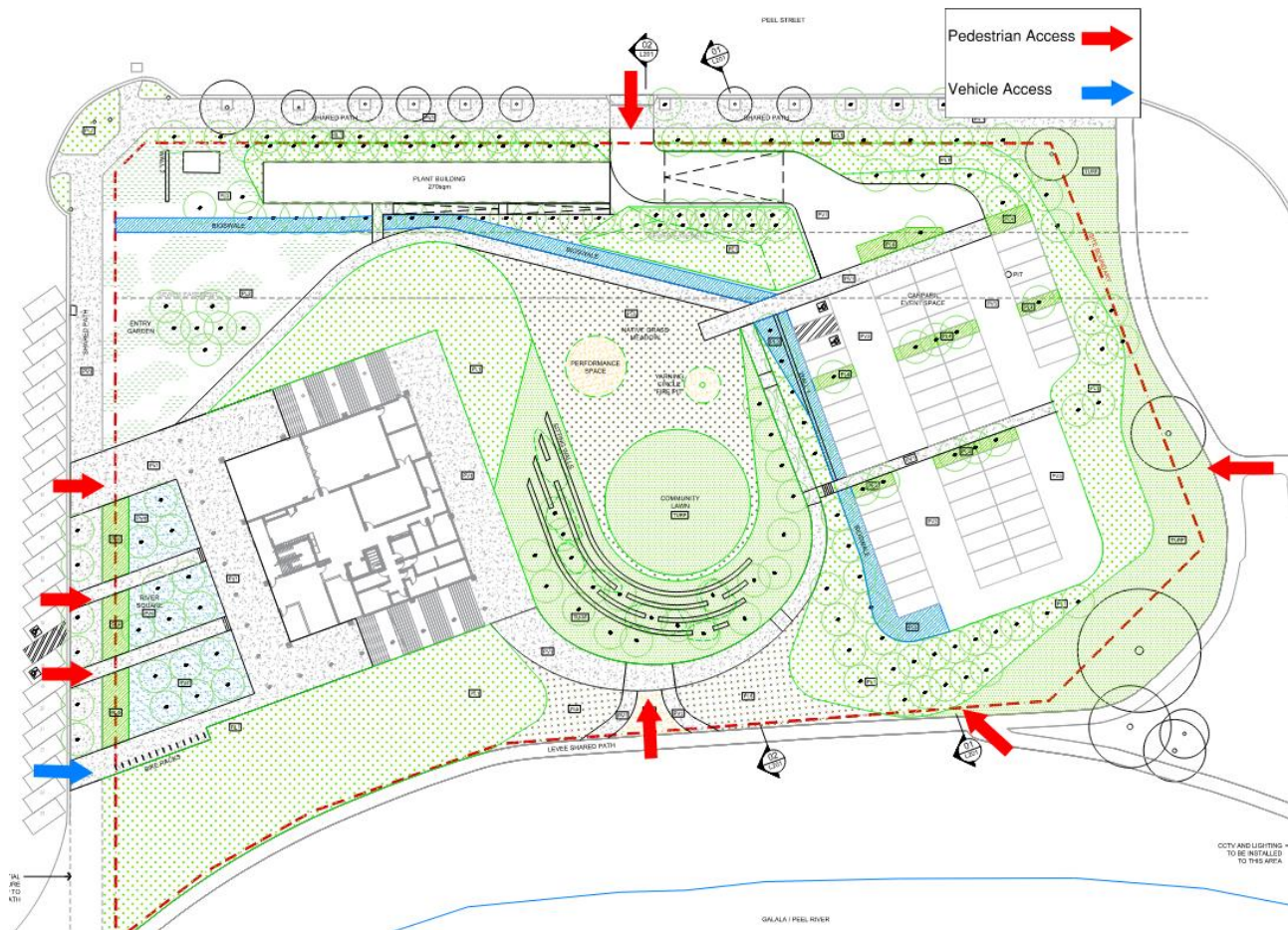


Figure 3.2: Site Access Points

3.3 Service and Loading

Service and loading vehicles will access the site through the vehicle access point connected to Peel Street. To efficiently manage waste disposal, dedicated waste facilities will be positioned to the north-west of the premises. The largest anticipated vehicle will be a medium rigid vehicle, primarily employed for on-site operations and waste collection purposes.

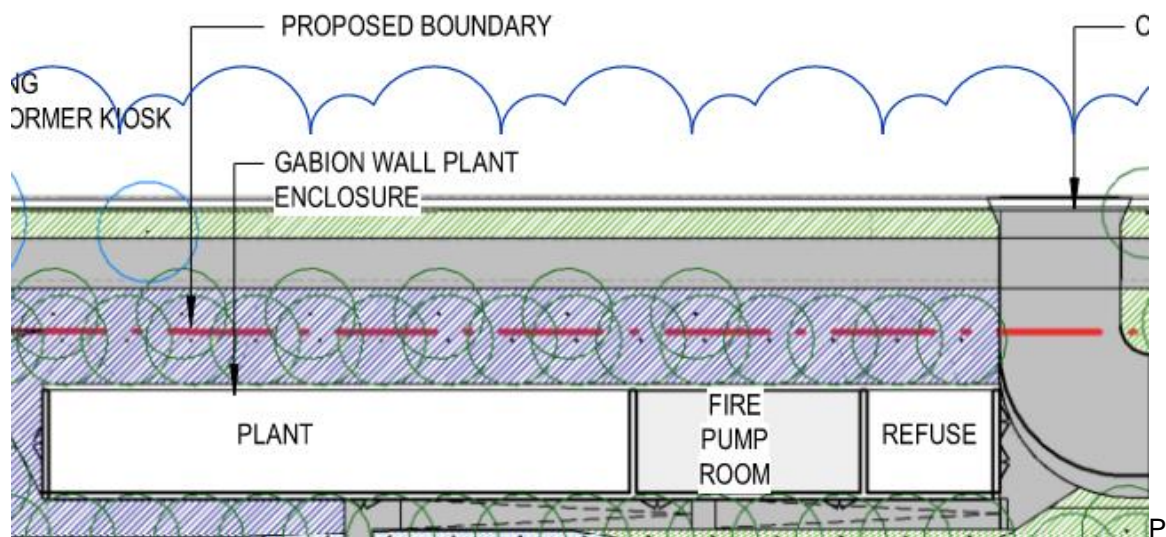


Figure 3.3: Service and Loading

3.4 Bicycle Parking

On-site cyclist facilities are available to ensure secure storage of bicycles and equipment. A total of 28 bicycle parking spaces is proposed, accessible from Roderick Street, along with an additional 3 undercover spaces located on the ground level near the entry door, as shown in Figure 3.4 and Figure 3.5.



Figure 3.4: Bicycle Parking

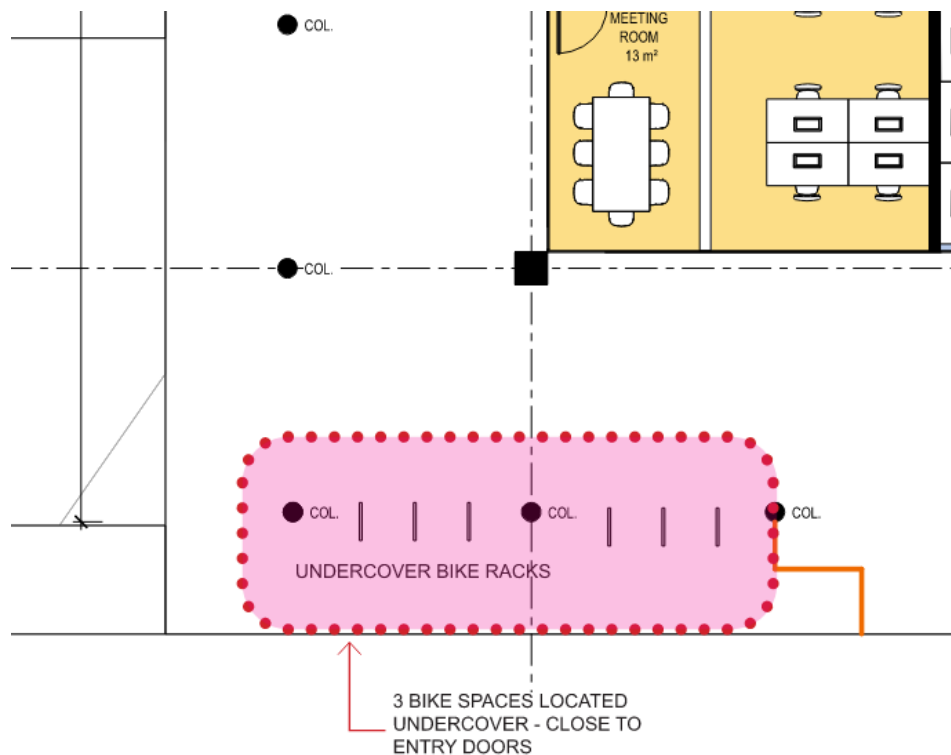


Figure 3.5: Undercover Bicycle Parking

3.5 Active Transport

3.5.1 Pedestrian and Cycling Linkages

The area is well-connected by footpaths; however, there are missing linkages along Peel and Roderick Streets in front of the site. The proposal includes the provision of shared paths adjacent to the site along these streets to ensure adequate connections to other off-site parking areas.

A new access point is proposed from the existing shared path on the levee that connects to the internal walkway running along the southwestern end of the site. Additionally, the connecting pathways underneath Scott Road leading to the car park area will be retained.

Figure 3.6 below illustrates the proposed works along Peel and Roderick Streets.

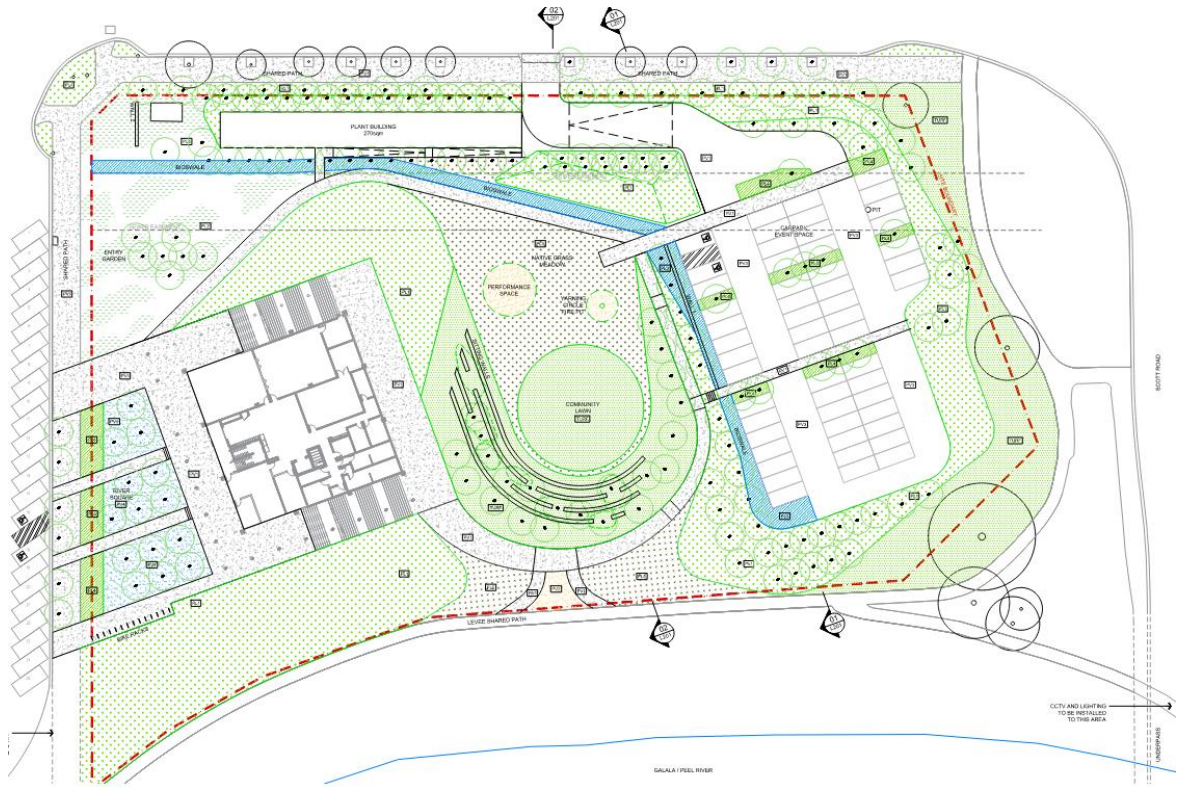
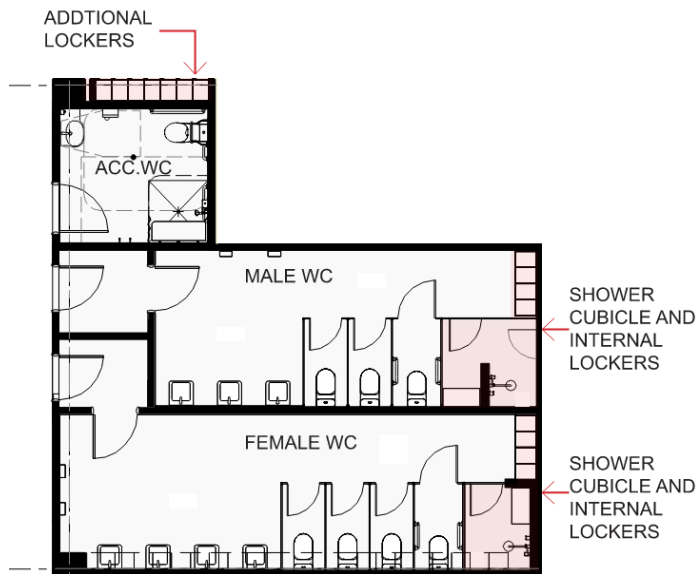


Figure 3.6: Pedestrian and Cycling Linkages

3.5.2 End-of-Trip Facilities

End-of-trip facilities, including two showers and 15 lockers, are proposed on the ground level, as shown in Figure 3.7



AMENITIES LAYOUT INCLUDING EOT
FACILITIES AND LOCKERS

Figure 3.7: End-of-Trip Facilities

4.0 Travel Plan Objectives

4.1 Promote Alternative Transport Usage

As part of any long-term sustainable transport plan, the promotion of sustainable travel modes is a critical component. Users often face difficulties in using alternative modes due to a simple lack of awareness of their options. If these options can be presented to users in an easy-to-understand format, they may be more likely to change their travel behaviours.

To improve user understanding of alternative and sustainable transport, this GTP seeks to clearly and regularly inform all users including staff and students.

The promotion of sustainable travel modes assists in educating the community in their awareness of transport opportunities, travel safety, and becoming generally more comfortable with using modes other than a private car. This is of significant long-term benefit to the general public, by developing a community with a good understanding of transport and who are more likely to consider their transport choices in the future.

4.2 Improve Health and Wellbeing

It is the responsibility of the UNE to ensure the health and well-being of staff and students. A change from vehicular transport to active transport such as walking or cycling provides health benefits to users by increasing their amount of daily physical activity.

To improve the health and wellbeing of staff and students, this Travel Plan seeks to increase the use of active transport modes such as walking or cycling.

A reduction in vehicle usage will also create environmental benefits through reduced emissions, which provides further improvements to the health and well-being of the community more broadly.

4.3 Improve Student Safety

In the interest of student safety, it is critical that the volume of vehicles moving around the site is reduced as much as possible, especially as students are often exposed to traffic as they travel to the campus. This applies to vehicles interacting with pedestrians, and vehicles interacting with other vehicles. While pedestrian paths and crossings are provided around the site providing separation, mistakes and accidents can occur which cannot be foreseen or fully prevented.

To improve user safety for pedestrians and vehicles around the site, this Travel Plan seeks to reduce the total volume of vehicles travelling to the site.

We note that it is not only user safety but also the safety of the wider road network and community that shall be improved by a reduction in vehicle volumes.

4.4 Reduce Traffic Congestion

UNE Tamworth is located adjacent to Scott Road, Peel Street and Roderick Street and is surrounded by commercial centre. Traffic modelling results for the site indicates that the three intersections near the campus will maintain satisfactory performance in the future, with minor increases in delays. To alleviate congestion and potential delays for the University and the community, this GTP aims to decrease the overall number of vehicles commuting to the site.

Traffic congestion issues can be improved as students and staff shift away from private vehicle usage.

4.5 Encourage Carpooling

This GTP provides actions to encourage higher vehicle occupancy rates among the staff and students, to reduce the number of vehicles travelling to and from the UNE. As outlined in Objective 4.4, this has several benefits including a reduction in traffic congestion and parking impacts.

This objective is aimed at university students as well as the UNE staff.

4.6 Reduce Reliance on Private Vehicle Use

Reduction in the reliance on private vehicle use will also become critical for the long-term operation of the site. Local population growth also results in an increased level of background traffic, which may lead to worsening traffic congestion regardless of the site's operation and activities.

Furthermore, reduced dependence on private vehicles lessens the possibility for overflow parking to occur on local streets. This GTP seeks to reduce the total volume of vehicles being driven to site, and therefore alleviate any potential impacts.

4.7 Reduce the Environmental Footprint of the Development

Reducing the environmental footprint of a development is an essential component of any sustainable transport plan. The use of private vehicles by students and staff members is a major contributor to the environmental footprint of the UNE.

This Plan seeks to decrease the university environmental footprint by promoting and increasing the use of more sustainable travel options such as public and active transport and educate users about the importance of sustainable practices. These measures aim to decrease the overall environmental impact of the UNE Tamworth development, advocating the importance of sustainable behaviours to the students and staff attending the site and providing a sustainable future.

5.0 Mode Share Targets

Following a review of local Journey to Work (JTW) data and an analysis of the alternative transport provisions on-site, along with consideration of the UNE Armidale Campus travel mode split (which aligns with the JTW data), the anticipated mode share splits for staff and students at UNE Tamworth are outlined in Table 5.1.

In developing the GTP for the UNE Tamworth campus, the following key factors have been considered:

- Alignment with Tamworth Regional Council Sustainability Strategy & Action Plan 2022- 2026 which focuses on encouraging the community to use active transport options.
- The proposed works external to the site are aligned with the Tamworth Blueprint 100 Community Plan 2023–2033, which prioritises enhancing access to active transport options, promoting movement between key locations, and fostering increased use of sustainable transport modes.
- The availability of shared paths for cycling and walking, public transport options for staff and students, and strategies to encourage carpooling that can be implemented at UNE.

Table 5.1: Mode Share Targets

Note: totals may not add exactly to 100% due to rounding

Mode Summary	Mode Share (%)	Target Mode Share (%)	Mode Change (%)
Private vehicle (car, as driver, motorbike)	87.63%	75.00%	-12.63%
Private vehicle (car, as passenger/taxi)	6.89%	8.68%	+1.79%
Public transport (train, bus)	0.71%	5.22%	+4.51%
Active transport (walk, bicycle)	3.79%	10.14%	+6.35%
Other mode (truck)	0.96%	0.96%	0.00%
Total	100%	100%	0%

6.0 Actions

As previously discussed, the main objectives of this Green Travel Plan are to:

- Promote alternative transport usage;
- Improve health and wellbeing;
- Improve student safety;
- Reduce Traffic Congestion;
- Encourage Carpooling;
- Reduce reliance on private vehicle use and;
- Reduce the environmental footprint of the development.

In order to achieve these objectives, a number of initiatives and programs are recommended to be implemented as detailed in the following sections. Five base strategies are considered which aim to meet the objectives of the Plan:

1. Enable informed users
2. Encourage active transport
3. Encourage public transport
4. Encourage carpooling
5. Ongoing management of the GTP

Actions to encourage active transport, public transport and carpooling would help in reducing total vehicular demand and vehicle activity around the site. By ensuring users are enabled with the appropriate information and undertaking continued management of the sustainable travel strategies, the objectives of the Travel Plan can best be achieved over time.

Each strategy consists of a number of actions which should be implemented to achieve a shift toward the ultimate objectives of the Plan. The staff member responsible for travel (as recommended in these initiatives) should review this checklist periodically to reflect on the site's progress and opportunities.

6.1 Strategy 1: Enable Informed Users

6.1.1 Action 1: Provide a Transport Access Guide

Users often face difficulties in using sustainable travel modes due to a simple lack of awareness of their travel options. If these options can be presented to users in an easy-to-understand format, they may be more likely to change their travel behaviours.

It is recommended that a brochure or leaflet be developed that provides information on public and active transport facilities near the site. Brochures can easily be given to students, staff and visitors and can be developed in-house or by an external consultant. The brochure should also be uploaded to the UNE website to provide information for visitors. Additionally, a poster or Transport Access Guide may be displayed on notice boards around the UNE. A Transport Access Guide can be seen in Figure 6.1.

To reduce reliance on private vehicles, event attendees should be provided with the Transport Access Guide to make them aware of the public and active transport options available to them.



Figure 6.1: Transport Access Guide
Source: University of Wollongong

6.1.2 Action 2: Induction Information for New Users

It is important that both staff and students at the UNE are aware of the travel options available to them. Particularly for new users, the default option may be to drive to the site or be dropped off if they are unfamiliar with the area.

To ensure that users are aware of their options, a Transport Access Guide (discussed above) and any other relevant information such as health and activity leaflets should be distributed to all users. Distribution methods could include information being included in induction or orientation packages. Information provided directly in this manner results in users being more likely to engage in sustainable travel patterns, rather than being required to seek out information independently.

6.2 Strategy 2: Encourage Active Transport

6.2.1 Action 3: Cycling Infrastructure

The site proposes 31 bicycle parking spaces, aligning with the recommendations of the NSW Planning Guidelines for Walking and Cycling. This provision represents approximately 9% of the total number of staff and students.

The mode share targets aim for a 6.5% increase in bicycle usage among staff and students. It is important to note that the provision of these bicycle spaces is intended to encourage active transport rather than meet a specific requirement.

The following design considerations for bicycle facilities should be taken into account:

- Bicycle parking should be located at easily accessible and convenient locations around aquatic centre. Bicycle parking areas should be undercover.
- Bicycle storage areas should be maintained and kept to an appropriate standard, including any security or monitoring systems present. Usage of the storage should be monitored, and additional storage provided if demand increases.
- Installation of bicycle rails should be in accordance with Australian Standards AS2890.3 Bicycle parking, and any other specifications from authorities including Tamworth Regional Council.
- Bicycle storage areas should be well signposted within the site to assist with wayfinding for staff and students travelling via bicycle. Frequent signage can also bring awareness to the available cycling facilities.

Additionally, End-of-trip Facilities, including showers, change rooms, and lockers, play a crucial role in encouraging students and staff to use active transport options such as cycling and walking. These amenities are particularly important for individuals travelling longer distances or during warmer seasons.

To promote the use of these facilities, the following strategies could be implemented:

- Designating lockers exclusively for staff and students who commute via active transport modes to encourage uptake.
- Installing wayfinding signage to improve access to end-of-trip facilities.
- Promoting these facilities through internal communications, such as newsletters or staff meetings.

6.2.2 Action 4: 'Ride2Work Day' and Health Events

Various organisations and groups develop programs and events to encourage active transport. For example, Bicycle Network coordinates a Ride2Work Day each year. These events provide a good opportunity to

encourage cycling for staff and each event can also assist in influencing the travel behaviour of other groups through general publicity and awareness. These events could include organised preferred cycling routes, bike safety programs, bike maintenance instructions and more.

Subject to further discussion, incentives may include competitions or rewards. This and other events should be considered annually.

6.2.3 Action 5: Subsidised Carry Bags

The UNE may wish to investigate opportunities to provide subsidised backpacks or panniers (for bicycles) for students and staff who are committed to practice sustainable travel to and from UNE. Historically, educational staff have been reluctant to engage with sustainable transport options due to the large amount of resources requiring transportation each day. This strategy is proposed in response to this issue and should allow sustainable transport to become a more feasible option.

6.2.4 Action 6: Salary Sacrifice for Active Transport Purchases

This strategy involves providing the option for staff members to participate in salary sacrificing for the purchase of micro-mobility vehicles such as bicycles, e-bikes or electric scooters. By reducing the upfront cost of these types of vehicles, active transport may become more desirable and accessible.

6.2.5 Action 7: Reward Participating Students

The UNE could encourage students to participate in active transport by initiating some friendly competitions and challenges to reward students who choose to join in and use active travel modes.

6.3 Strategy 3: Encourage Public Transport

6.3.1 Action 8: Increased Public Transport Services

The UNE should remain up to date with any proposed plans by Council or TfNSW to increase the public transport services as the local area goes through future development. If the current public transport services are not meeting the demand from students and staff, the UNE may consult with Council and TfNSW about potential upgrades to the offered services.

6.4 Strategy 4: Encourage Carpooling

6.4.1 Action 9: Staff and Student Pairings

Staff and students could be encouraged to carpool by sharing information about potential carpooling pairs. Not all staff and students may be aware of others who live near to them, or along their travel route to the site. Note that carpooling is likely to occur either among staff or among students, with it being unlikely that staff and students would carpool together.

For staff, a meeting could be held to provide an opportunity for staff members to discuss carpooling options, including coordination of staff by region and place of residence. A similar system could be put into place for students, perhaps via an online register system. UNE is also considering offering incentives such as free parking for those who participate in carpooling.

Increasing the uptake in carpooling is an effective way to increase the average vehicle occupancy rate, which is one of the objectives of this Plan.

6.4.2 Action 10: Priority Parking

Staff committed to carpooling with others could be allocated priority parking spaces in an area of the car park. The provision of dedicated spaces, ensuring that these users will be able to find a space on-site, may encourage users to investigate carpooling.

6.5 Strategy 5: Ongoing Management

6.5.1 Action 11: Parking Management

To discourage reliance on private vehicle usage, a parking management strategy could be implemented. This strategy would operate parallel to the priority parking strategy above, in giving parking priority to those staff who participate in sustainable travel alternatives such as carpooling or car sharing.

6.5.2 Action 12: Regular Reviews of Travel Plan

This Green Travel Plan, and other associated documentation (such as a Transport Access Guide) should be reviewed regularly and updated as required. It is recommended that an annual review would be an appropriate update schedule. This annual review should include:

- Updating to reflect any travel-related changes in the local area such as bus services, new cycle routes or pedestrian crossings (this should occur as changes arise rather than annually)
- Reviewing progress against the proposed mode share targets and update targets if required
- Identification of any shortfalls in the Plan and an updated action plan to address these shortfalls
- An updated travel mode survey to be distributed to all students and staff. Collect student and staff data including residential postcodes to inform where students/staff are travelling from
- Consultation with staff
- Adjustments to initiatives and targets based on updated survey results and in response to any issues that may arise

6.5.3 Action 13: Transport Coordinator

To ensure that the ongoing review of this Plan is carried out as expected, responsibility of this task should be allocated to a specific staff member or Transport Coordinator. This staff member could form a sustainability group that would assist in updating the Green Travel Plan and champion the travel initiatives. Responsibilities of the Transport Coordinator may include:

- Implementation and promotion of the actions outlined in the GTP
- Monitoring the effectiveness of the actions
- Ongoing maintenance of the GTP
- Providing advice to students, staff, visitors or contractors about transport-related issues
- If required, liaising with external parties such as Council or public transport operators

6.5.4 Program Evaluation

This GTP is to be maintained by the UNE and shall be distributed to all the concerned logistic personnel and managers. The UNE is also responsible for distributing appropriate information to staff, students, visitors, volunteers, and contractors as necessary. A copy of the GTP is always to be held on-site and available for review.

This GTP, and other associated documentation (such as a TAG) are to be reviewed regularly and updated as required. This review should include detailed observations of the transport operations of the site and adjustments to procedures where necessary.

To ensure that ongoing reviews of this GTP are carried out as expected, responsibility for this task should be allocated to the Travel Coordinator or a specific alternative staff member.

6.6 Governance Framework

6.6.1 Internal UNE Stakeholders

The list of internal stakeholders to be consulted by the Travel Coordinator includes:

- UNE Executive Staff as relevant
- Asset Management
- Grounds Management
- WHS Representative
- Facility Management

6.6.2 State and Local Government Stakeholders

The list of external stakeholders to be consulted by the Travel Coordinator includes:

- Tamworth Regional Council
- Transport for NSW

In the event of external consultation being required, various state and local stakeholders have provided a nominated contact person, either for addressing concerns and comments or for providing alternative best contacts for a specific issue.

The nominated point of contact at **Tamworth Regional Council** is as follows:

- Name:
 - To be advised by Council for inclusion in post-approval documentation.
- Role:
 - *TBC*
- Phone & Email:
 - *TBC*

The nominated point of contact at **Transport for NSW** is as follows:

- Name:
 - To be advised by TfNSW for inclusion in post-approval documentation.
- Role:
 - *TBC*
- Phone & Email:
 - *TBC*

7.0 Conclusion

A Green Travel Plan is a crucial initiative in fostering more sustainable travel practices for staff, and students at the UNE Tamworth. With the proposed development, there are opportunities to encourage active and public transport choices and shape travel behaviour as the UNE undergoes growth.

This document presents a Green Travel Plan with overarching objectives that delineate specific targets and actions. It is essential to view this document not as a rigid set of strategies and actions for the UNE, but rather as a suggested framework based on current investigations and habits.

The proposed targets aim to reduce reliance on private vehicles while encouraging greater use of public and active transport, as well as carpooling. The anticipated mode share splits for staff and students at UNE Tamworth target a reduction in private vehicle use by approximately 12%, with corresponding increases in active transport, public transport, and carpooling by 6%, 4%, and 2%, respectively.

Sustainable strategies and targeted actions to achieve these mode share goals have been outlined as part of the GTP. These measures aim to foster a shift towards more sustainable travel behaviours, supporting the campus's broader commitment to environmental sustainability and aligning with community transport priorities.

Importantly this document is a site-specific plan tailored to UNE Tamworth, with actions to be implemented in conjunction with standard sustainable transport plans. Foundational actions should include clear signposting of active and public transport infrastructure, ensuring adequate lighting and security in all areas, genuine collaboration with local agencies and authorities when opportunities arise, and other measures applicable to various development types.

Anticipating the need for a revised Green Travel Plan before the occupation of the new development, subject to any relevant consent conditions associated with the DA, regular updates are recommended. These updates should involve consultations with relevant stakeholders, especially staff, and external entities such as Tamworth Regional Council when necessary.

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