asongroup

Framework Travel Plan

The GPT Group

771-797 Mamre Road, Kemps Creek
27/01/2023
P2175

Document Control

Project No	2175
Project	Yiribana Logistics Estate West, Mamre Road, Kemps Creek
Client	The GPT Group
File Reference	2175r02v01 FTP_Yiribana Logistics Estate West.docx

Revision History

Revision No.	Date	Details	Author	Approved by
-	13/12/2022	Draft	A. Ji	R. Butler-Madden
I	27/01/2023	Issue	A. Ji	J. Laidler

contents

asongroup

contents continued

Figures

Tables

APPENDICES

asongroup

1 Introduction

1.1 Context

This Framework Travel Plan (FTP) has been developed to support the Development Application in relation to Yiribana Logistic Estate West (the Estate). The Estate is located at 771-797 Mamre Road, Kemps Creek (the Site), within the Penrith Local Government Area (LGA).

The proposed development consists of 2 industrial developments with general warehouse use. This FTP provides the overarching framework in which all further Travel Plans should be based.

Furthermore, it is important to note that this FTP has been prepared to address the following requirement within the Mamre Road Precinct DCP 2021, Section 3.4.1, Control 1:

- *"Development applications shall be accompanied by a Traffic and Transport Report. The Traffic and Transport Report shall include a Green Travel Plan and Travel Access Guide, and assess the impact of projected pedestrian and vehicular traffic associated with the proposal, and outline the extent and nature of traffic facilities necessary to preserve or improve the safety and efficiency of the road system."*

The Site is located to the west of Mamre Road and lies within the Mamre Road Precinct (the MRP). The Department of Planning and Environment (DPE) rezoned the MRP, in June 2020. As such, the Site is primarily zoned IN1 General Industrial, land zoned RE1 – Public Recreation and ENZ – Environment and Recreation.

The MRP Structure Plan was finalised in June 2020, followed by the release and finalisation of the MRP Development Control Plan (Mamre Road DCP) on 19 November 2021.

The land which forms the MRP is largely made up of rural residential properties, as well as small scale agricultural industry businesses, at present. Consequently, the Site itself is therefore not well connected by travel modes other than private vehicle. However, the Mamre Road DCP outlines a number of objectives to ensure that, as the MRP develops, an integrated public and active transport network also develops to service future development such as the subject Site.

1.2 Background

The MRP forms one of the initial precincts of the broader Western Sydney Aerotropolis. However, as the land has already been rezoned and incorporated into the controls of the WSEA SEPP, it is not covered by the State Environmental Planning Policy (Western Sydney Aerotropolis) 2020 or the background policy which establishes the strategic direction for the Aerotropolis.

Nevertheless, the background studies provide some context with regards to travel demand management, specifically the following report:

- AECOM Western Sydney Aerotropolis Transport Planning and Modelling Stage 2 Report, October 2020 (AECOM Report).

asongroup

The AECOM Report is one of the technical reports supporting the delivery of the Aerotropolis Precinct Plan vision, which aims to create "*Sustainable urban connections including efficient and accessible public transport links, walking and cycling facilities*". One of the key "enablers" detailed in the AECOM Report includes the implementation of transport policies and strategies which foster a mode shift to sustainable transport and recommends the inclusion of Travel Plans for new development applications within the future Aerotropolis Development Control Plan.

As detailed in the AECOM report Travel Plans should include the following

- Baseline travel data on the existing modal share.

- Targets.

- Action plan to achieve targets.

- Commitment to on-going review of the Travel Plan.

- Monitoring and review strategy.

Of particular relevance to this FTP, are the mode share targets set by the AECOM Report for each of the Aerotropolis precincts, the most comparable precinct to the MRP being the Badgerys Creek Precinct. Of the 5 Aerotropolis Precincts covered, Badgerys Creek has the lowest mode share target (by 2056) to non-car travel of 20% (as shown by **Figure 1**).

This reflects the planned land uses, which are anticipated to support warehousing and logistics, as noted by the AECOM Report. This is a long-term target, which is ambitious but achievable based on the policy framework, actions, initiatives, infrastructure and services defined through the precinct planning process. These targets have been given consideration in setting targets for this FTP.
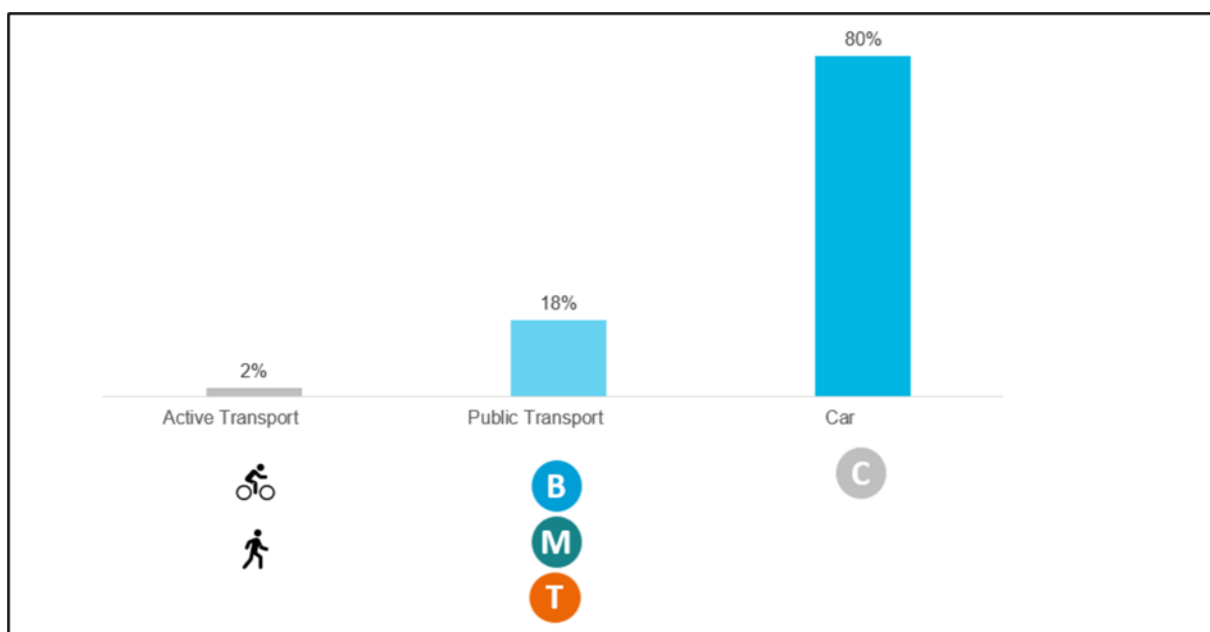

Figure 1: 2056 Badgerys Creek Mode Share Targets

Source: AECOM Report

asongroup

1.3 Goals

This FTP has specifically been prepared to achieve the following key goals:

1. Identify objectives and modes share targets (i.e., site and land use specific, measurable and achievable and timeframes for implementation) to define the direction and purpose of the future site-specific Plans;
2. Suggest specific tools and actions to help achieve the objectives and mode share targets;
3. Suggest measures to promote and support the implementation of the plan, including financial and human resource requirements, roles and responsibilities for relevant employees involved in the implementation of the future site-specific Plans;
4. Suggest a methodology and monitoring/review program to measure the effectiveness of the objectives and mode share targets of the future FTP, including the frequency of monitoring and the requirement for travel surveys to identify travel behaviours at appropriate times.

1.4 Objectives

Underpinning this FTP comprises a package of measures which could be adopted and designed to address the specific travel needs of the Site. In this regard, the overall intention is to encourage and facilitate the use of alternative and sustainable modes of transport and to reduce single-occupancy car travel for journeys to and from the Site.

The primary objectives of the FTP will be to:

- Reduce the environmental footprint of the Estate.

- Set future staff travel mode share targets.

- Improve access, amenity, convenience, and safety of sustainable transport modes to/from the Site.

- Promote the use of 'active transport' modes such as walking and cycling, particularly for short-medium distance journeys.

- Reduce reliance on the use of private vehicles for all journeys.

- Encourage a healthier, happier and more active & public transport use culture.

asongroup

2 Site Audit

2.1 Introduction

An audit of the Site is required to determine the existing facilities in the area and review existing transport choices. This section will need to be updated prior to implementation of any site-specific Plan, and at appropriate times as the MRP developed, during period of review. The audit should consider the following:

- Site conditions, once the Estate is complete

- Public transport services in the area, including proximity to the Site, frequency of services and accessibility.

- Bicycle and pedestrian facilities, including accessibility, connectivity, and safety; and

- Mode-split data for the Site and local area.

2.2 Development Site

2.2.1 Location & Description

The Site is legally described as Lots 23-24 in DP 258414. It has approximately 280m of direct frontage to Mamre Road and comprises a total area of approximately 38.4 hectares.

The Site is located approximately 4km north-west of the future Western Sydney International (Nancy-Bird Walton) Airport (WSA), 12km south-east of the Penrith CBD and 40km west of the Sydney CBD. It is located at 771-797 Mamre Road, Kemps Creek. The land is approximately 384,184m^2 in area and is rectangular in shape. Its sub-regional context is shown in **Figure 2** as well as the broader MRP Structure Plan area in which the Site lies.

The Site currently largely consists of unoccupied green landscape.
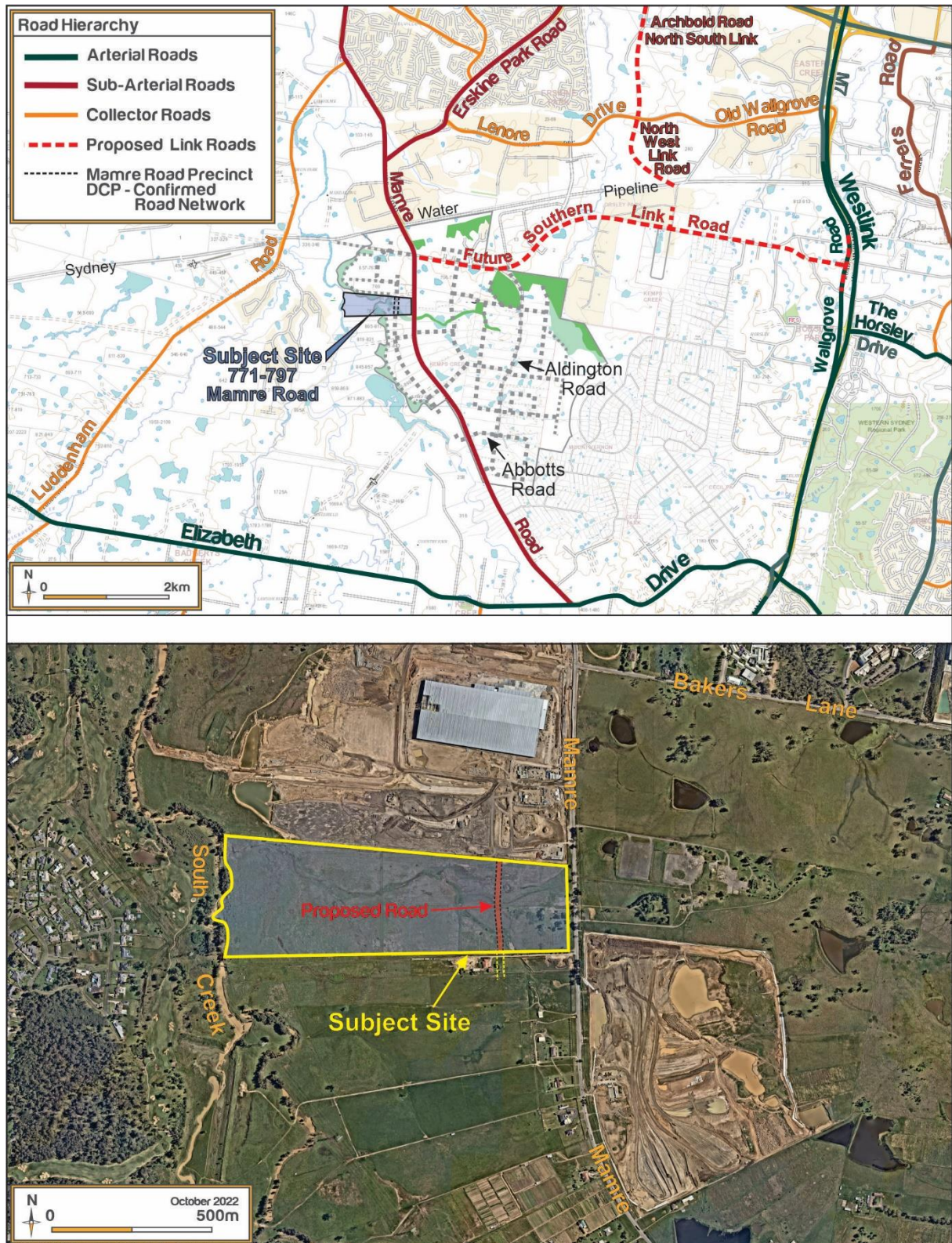
Figure 2: Site Location & Road Hierarchy

2.3 Proposed Development

The following summarises key aspects of the Proposal:

- Concept Masterplan including 2 industrial warehouse buildings and associated internal road network, comprising:
    - Provision of the north-south industrial collector road as required by the MRP DCP;
    - A total warehouse Gross Floor Area (GFA) of 24,050m^2;
    - A total ancillary and dock office GFA of 900m^2.

The proposed Masterplan (prepared by SBA Architects) is shown in **Figure 3.**

Figure 3: Proposed Site Plan

2.4 Public & Active Transport Opportunities

2.4.1 Existing Bus Services

The Site is limited with the current public transport service offering, as shown in **Figure 4**. Therefore, for this Site Audit, the public & active transport opportunities have been identified, noting that there are a number of projects and plans which relate to the strategic development of the MRP and more broadly the Western Sydney Employment Area (WSEA) and Broader Western Sydney Employment Area (BWSEA).

One such project is the Mamre Road Upgrade Project, which will see Mamre Road upgraded between the M4 Motorway and Kerrs Road (south of the Site, and north of Elizabeth Drive). The upgrade specifically provides for new bus stops along its entire route, with bus jump lanes at intersections also included in the strategic design.

This section will need to be updated prior to the finalisation of any future FTP, and accordingly as part of the review process, as the wider area develops.
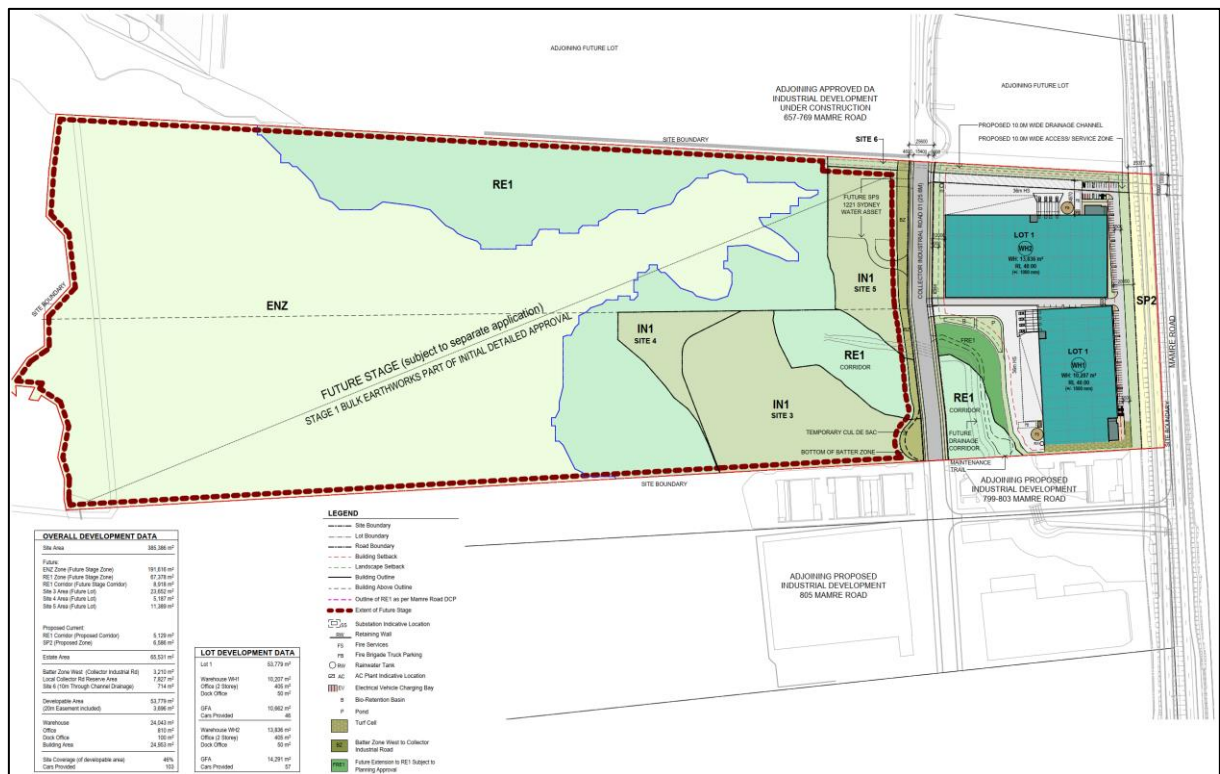
2.4.2 Bus Services

The planning of bus services in Sydney is governed by the NSW Service Planning Guidelines, which aim to establish Strategic Transport Corridors and a hierarchy of bus route types that:

- Link to regional centres (such as Penrith and Mt Druitt);

- Pass through patronage generators such as district centres, TAFE colleges, hospitals and universities;

- Connect with other transport modes (trains, ferries and other buses);

- Are multifunctional (serving journeys to work, education, shopping and recreation);

- Are direct and frequent; and

- Meet the network planning principles.

It is also the case that the establishment of public transport services as early as possible in the development stages of the MR Precinct is important to achieve a culture of public transport use from the outset. To make public transport a viable choice in the study area, the services will ideally:

- Integrate with existing bus services in the area;

- Connect to regional centres of Penrith, Mt Druitt and Blacktown; and

- In the long term, connect to areas such as Leppington in the South West Growth Centre, Prairiewood and the Liverpool to Parramatta T-Way.

asongroup
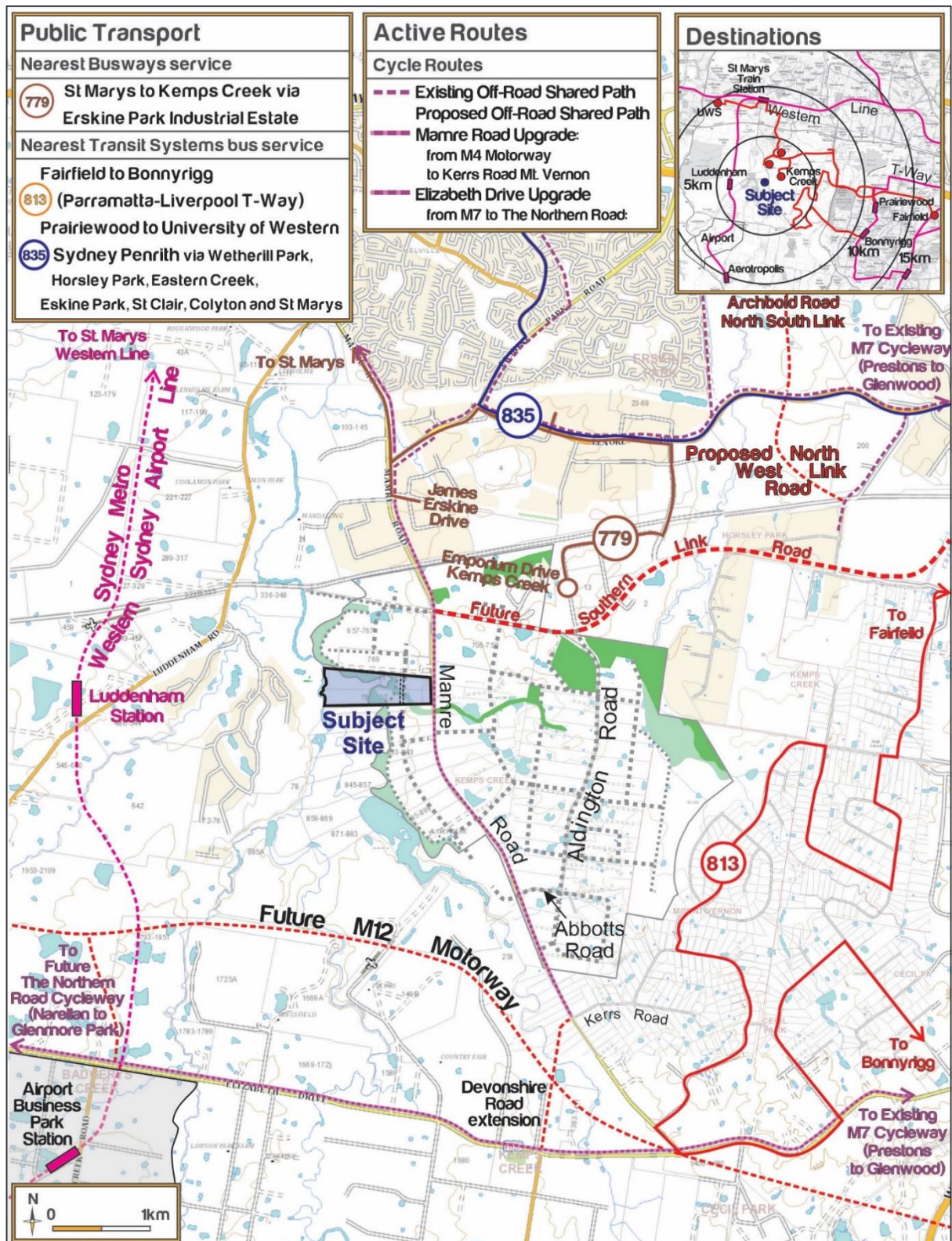
Figure 4: Existing Public and Active transport Network

While the internal MRP road network has yet to be finalised, it is clear from the intent of the objectives contained within the Mamre Road DCP that a connected bus network will be provided. As per the Mamre Road DCP, as all internal roads will accommodate heavy vehicles, they should also be capable of accommodating bus services (although no allowance has been provided at this time).   Therefore, there are significant opportunities to provide sub-regional services along Mamre Road, as well as services within the internal MRP road network to maximise the number of sites that lie within 400m of a viable bus service.

Noting that TfNSW Guidelines state that bus services influence the travel mode choices of sites within 400m (approximately 5 minutes' walk) of a bus stop, access to bus services will be a key factor in influencing travel behaviour.

2.4.3   Train Services – Metro Western Sydney Airport

The closest train station to the Site is currently 10km away. However, the Metro Western Sydney Airport will provide 23 kilometres of new railway to link residential areas with jobs hubs and the rest of Sydney's public transport network.

The alignment of the Metro is shown by **Figure 5**. While the closest station to the Site will likely be Luddenham Station, located approximately 4km to the west of the Site, it will undoubtedly improve public transport accessibility to the wider area. This provides an opportunity for bus services to combine with the Metro to improve connectivity to/from the residential areas to the north of the Site.

asongroup

Figure 5: Metro Western Sydney Airport Alignment

asongroup

2.4.4   Bicycle Network

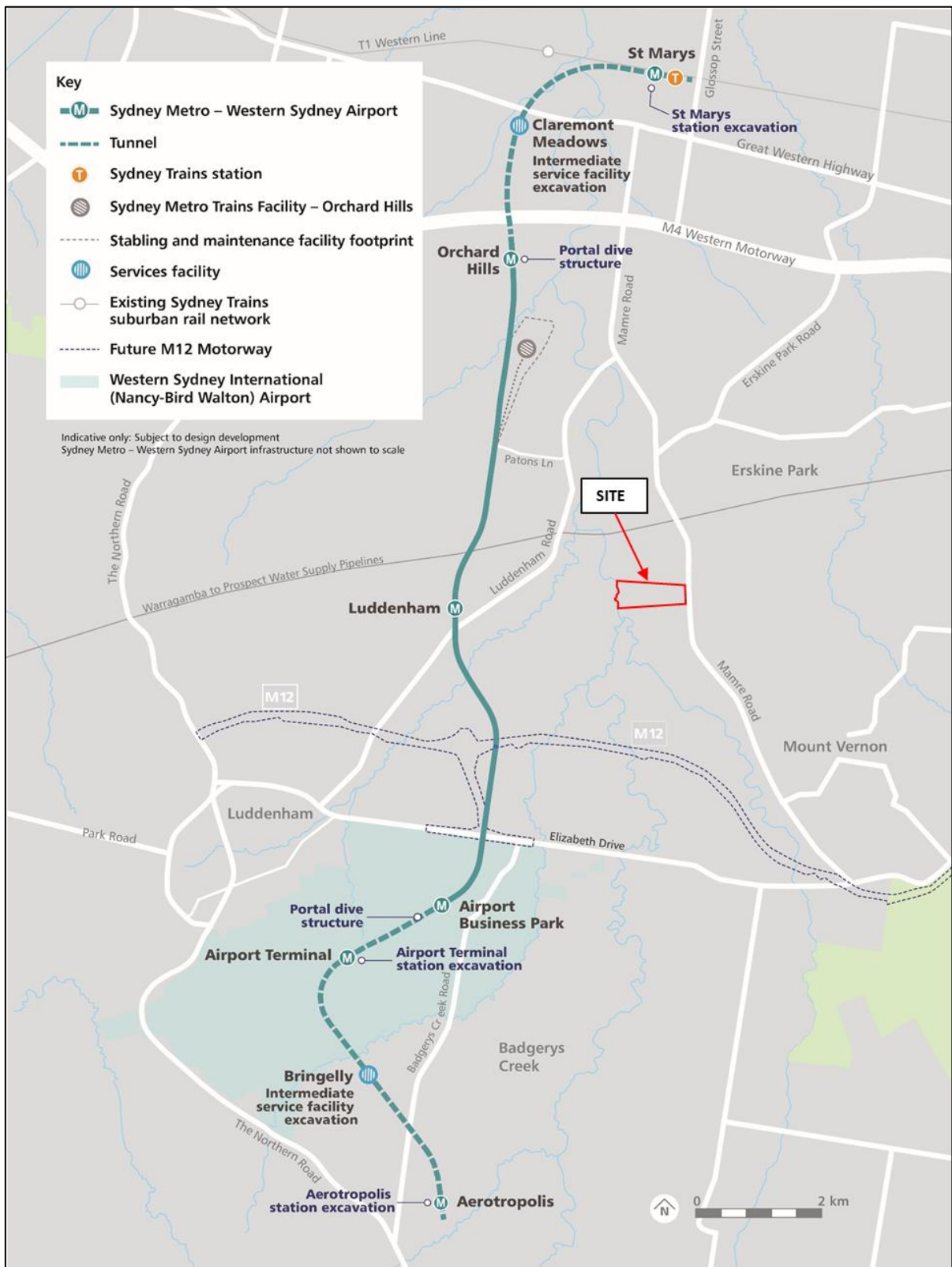At present, shared paths (pedestrian and cycle) are provided along Erskine Park Road and sections of Mamre Road to the north of the Site, but there is little cycling (or pedestrian) infrastructure in Mamre Road between Distribution Drive to the north and Elizabeth Drive to the south.

The BWSEA Structure Plan provides a detailed outline of future active transport objectives and strategies, acknowledging that the provision of such will be essential to encourage the use of active transport from the outset. In this regard, the BWSEA provides the following key objectives:

- Provide quality pedestrian and cycling environments around transit corridors and facilities.

- Understand the key walking and cycling needs in the region and the need for the separation of pedestrians and cyclists from motor vehicle traffic.

- Recognise that all trips involve walking at either the beginning or end of the journey, resulting in the need for connections between parking and public transport areas and destinations.

- Recognise that walking and cycling paths can form key routes between destinations.

- Understand that walking and cycling trips perform a variety of functions, not only travel from an origin to a destination, but such trips are also undertaken for recreation and/or health benefits, which can be influenced by the amenity of the route.

Key active transport routes identified in the BWSEA Structure Plan are shown in **Figure 6**, noting again that the Mamre Road upgrade Project will provide shared paths along at least one side of the road for its entire length.

2.4.5   Pedestrian Connectivity

Due to the current largely undeveloped nature of the land immediately surrounding the Site, pedestrian infrastructure is currently non-existent. Key pedestrian desire lines in the vicinity of the Site would be triggered by connections to future public transport infrastructure, noting the nature of the area is largely industrial and therefore does not have key destinations and attractions for people to walk to.

The Mamre Road DCP provides planning controls for future development in the MRP including building design controls, the road network and parking requirements. The road network outlined within the Mamre Road DCP is shown by **Figure 7**, which provides context to the configuration of MRP roads and confirms a north-south connection through the Site as a local industrial road.
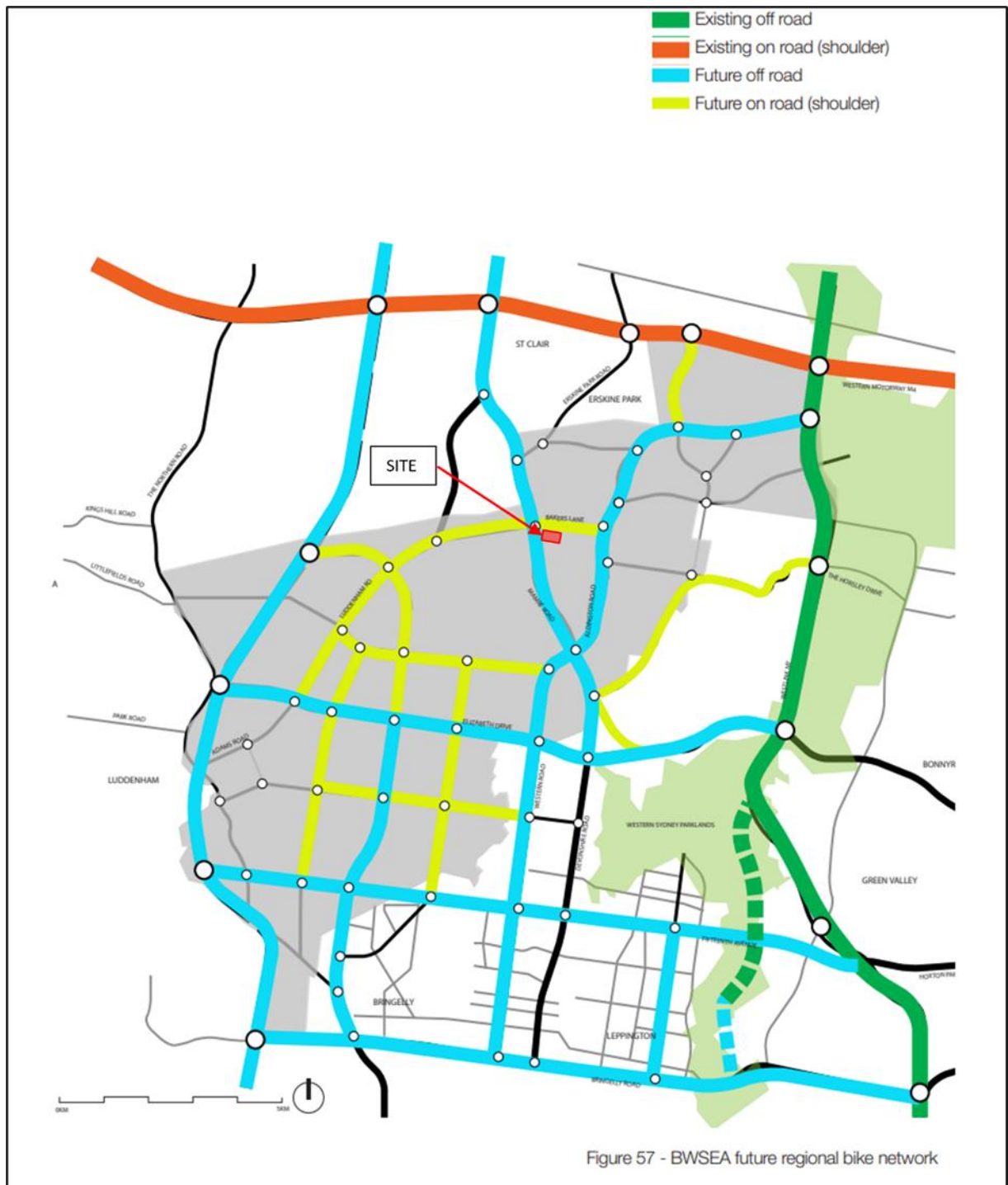
Figure 6: BWSEA Cycle Routes

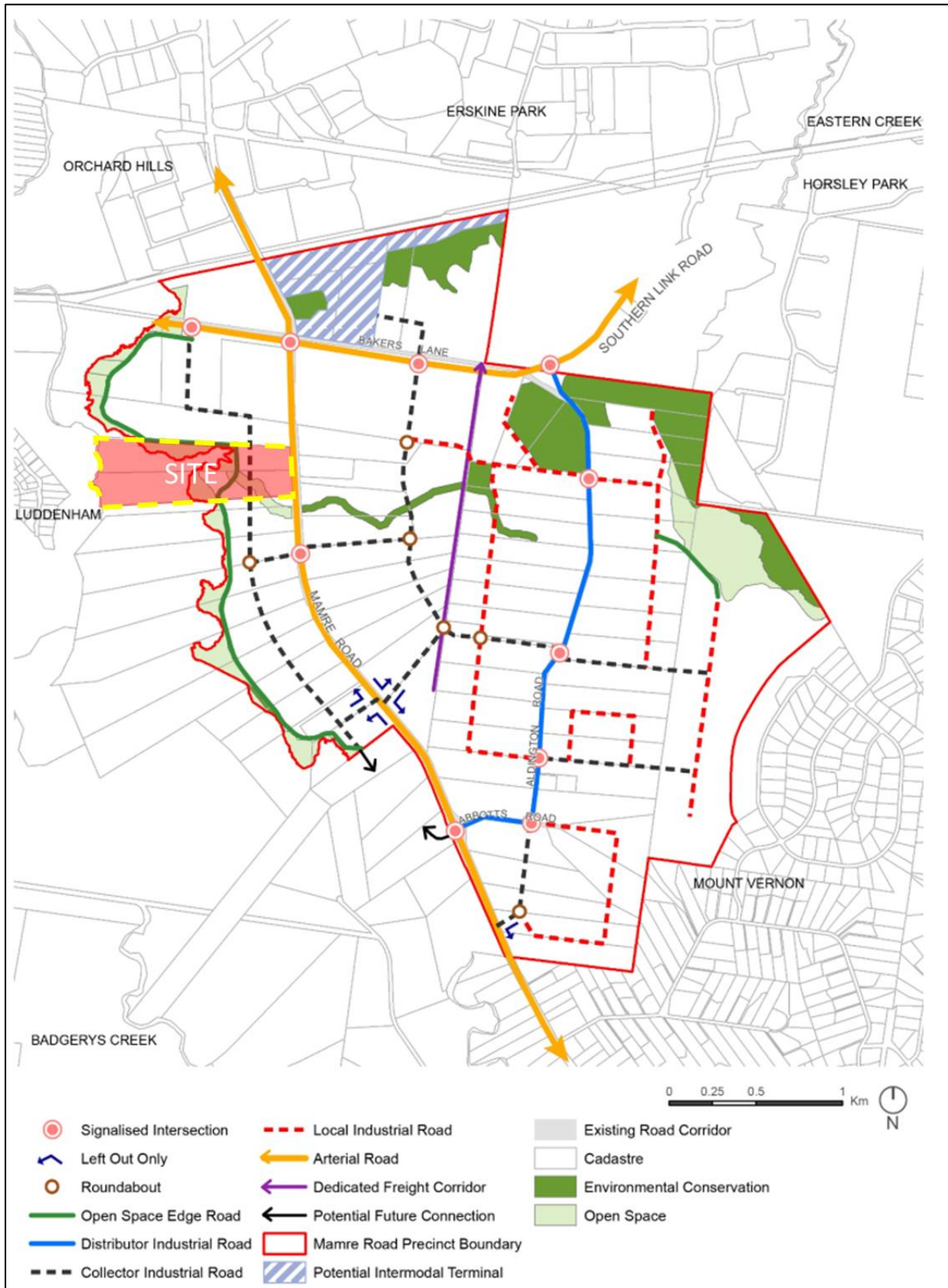*Source: BWSEA Structure Plan*

Figure 7: Road Network and Access Plan (Source: Mamre Road DCP 2021)

The requirements for the Industrial Collector and Local Road typologies, as per the Mamre Road DCP, is shown below.
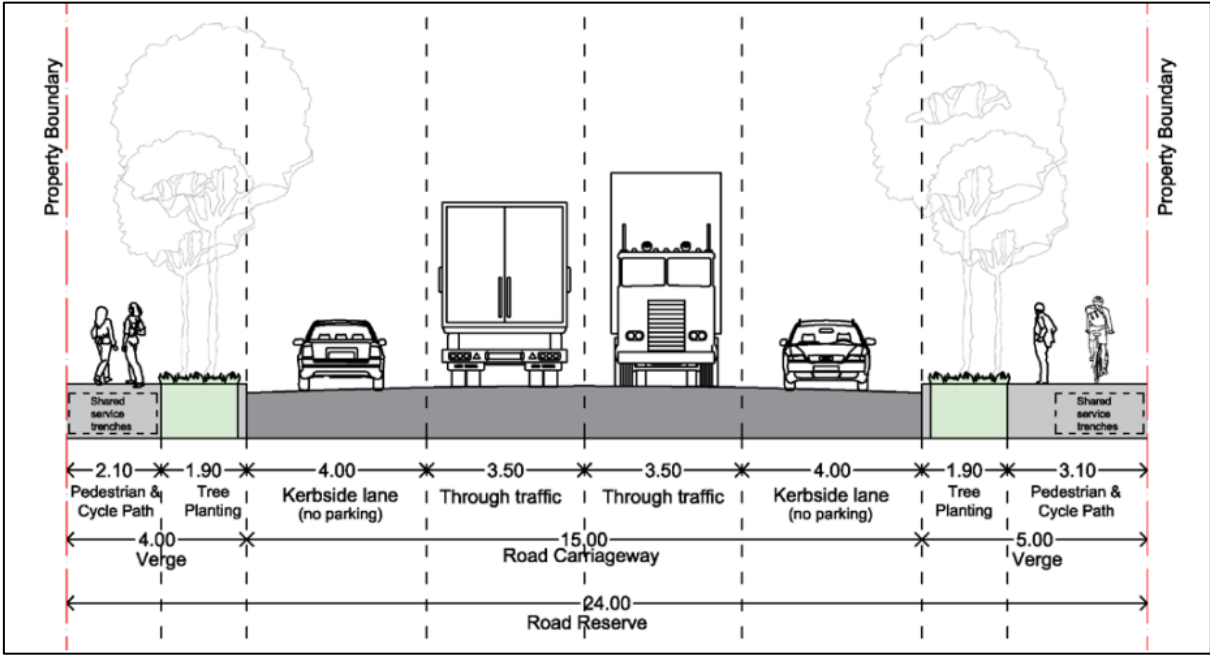
Figure 8: MRP DCP Typical Local Industrial Road

Source: Mamre Road Precinct DCP 2021
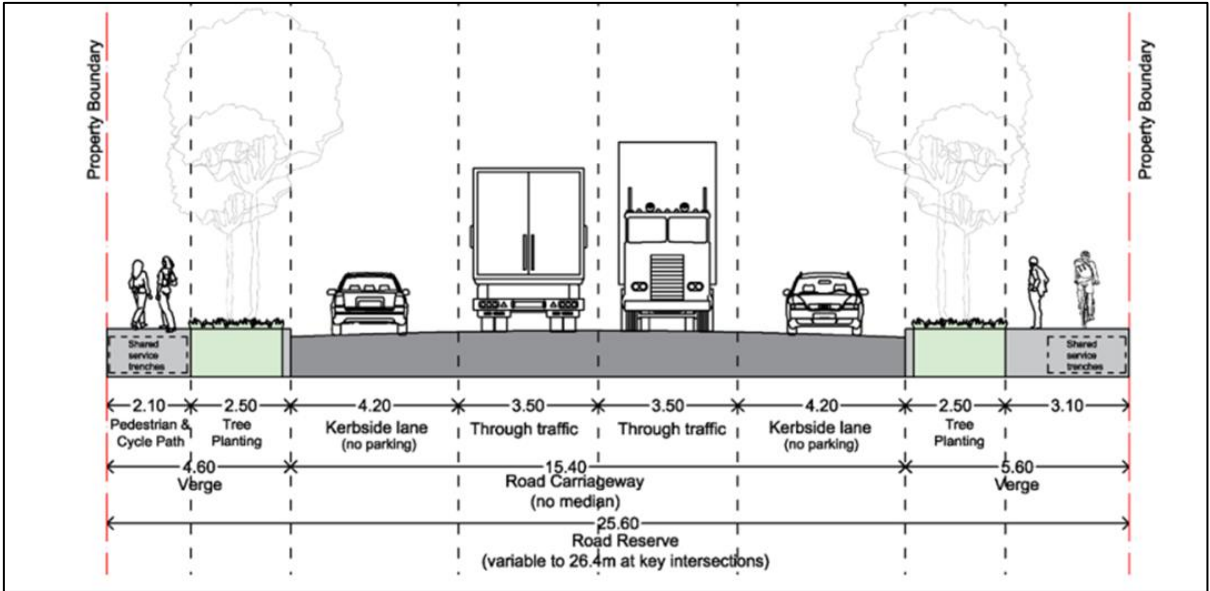
Figure 9: MRP DCP Typical Collector Industrial Road

Source: Mamre Road Precinct DCP 2021

asongroup

Furthermore, it is noted that the upgraded Mamre Road will include shared cycle and pedestrian pathways along its length. As shown, the Mamre Road DCP requires internal roads to provide a minimum footpath of 2.1m on one side and a minimum shared path of 3.1m on the opposing side of the road. It also requires roads to provide shared cycle and footpaths.

2.5 On Demand Services

2.5.1 Car Share

Car sharing has emerged as a cost effective, flexible alternative to private vehicle ownership. Provision of car share in the area could facilitate intermittent work trips that may need to be made by car such that staff can commute by other modes.

One of the prominent providers of car sharing in NSW is GoGet. GoGet provides a car share service allowing members to book cars for private use. Each vehicle has a home location which is referred to as a 'pod'. These are typically located in a parking lot or on-street and generally in a highly populated urban neighbourhood.

As a future industrial area, it is not anticipated that car shares such as GoGet would be particularly successful. Nonetheless, given the benefits to reducing the need for a private vehicle, it will be worth considering its appropriateness as the area develops.

2.6 Existing Travel Patterns

2.6.1 Journey to Work Data Analysis

Journey-to-Work (JTW) data from the Australian Bureau of Statistics (ABS) 2016 Census and specifically aggregated Destination Zones (DZ) has been referenced to understand the baseline travel characteristics of the Site. This data informs the initial targets and should be refined and updated as part of the monitoring process.

A summary of key travel modes for those travelling to the locality for work have been reviewed with regard for the surrounding Destination Zone 115184206, within the Horsley Park – Kemps Creek statistical area.

The travel modes are presented in **Figure 10**.
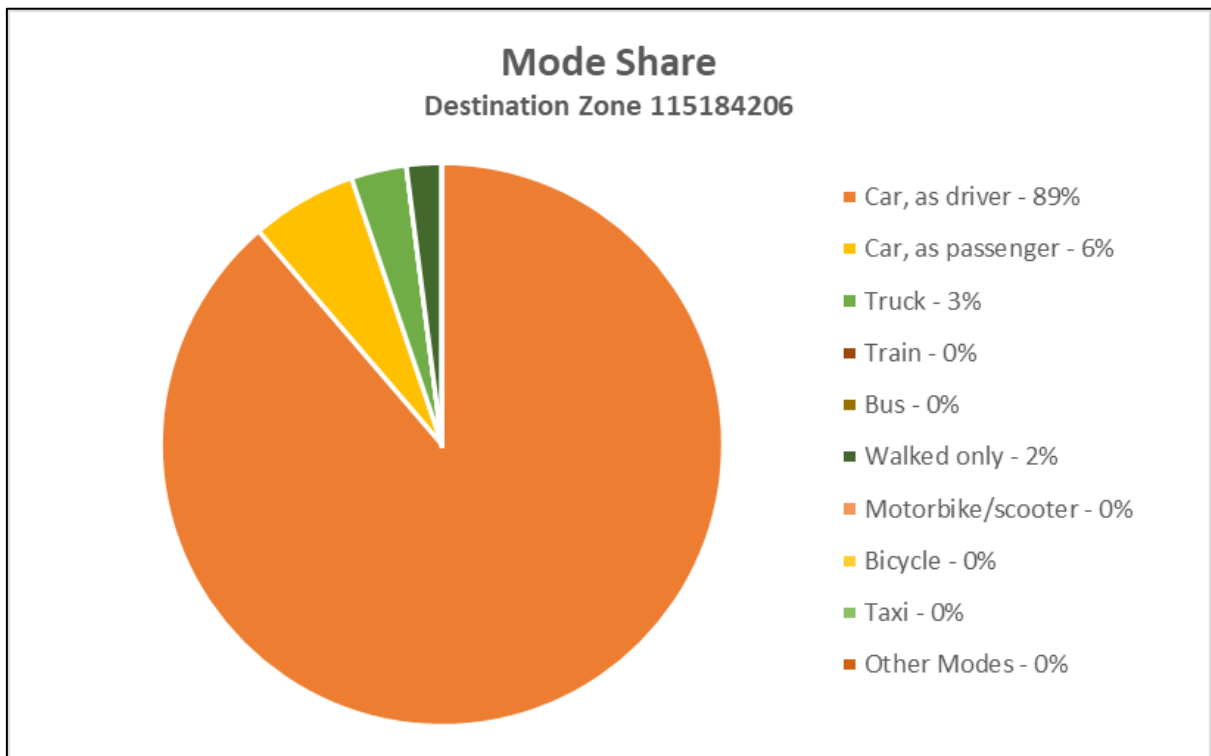
Figure 10: Travel Mode Share

With reference to **Figure 10** it is evident that the private vehicle (car) is the overwhelming preferred mode of choice for commuters travelling to work in in the area. The data indicates that 95% travel to work by car with 89% as the driver and 6% as passenger i.e. car-pooling.

This is reflective of the current nature of the area, which accommodates rural residential properties and agricultural businesses only. However, noting the future land use of the Site as industrial in nature, it is expected that the JTW data accurately reflects the current trends for travel to places of work at industrial sites.

The TfNSW (formerly Roads and Maritime Services) Guide to Traffic Generating Developments Updated Traffic Surveys, August 2013, provides details in relation to the principal mode of travel used by staff at the Erskine Park and Eastern Creek warehouses surveyed by TfNSW. These surveys indicate that 90% of all workers would travel via private vehicles, with 8% travelling as passengers. Therefore, the existing census data is reflective of existing travel of industrial development.

3 Development, Scope &Implementation of the Plan

3.1 Introduction

This section sets out in broad terms how the FTP will be developed and the scope of the FTP.

3.2 Responsibility

The responsibility for the future Travel Plans will lie with site management and should form part of organisational policies. Future FTPs should include a statement on company policy in relation to travel, and should be endorsed by senior management.

3.3 Future FTP Scope

The future FTP address the following types of travel generated by the development:

- Commuter journeys by staff;

- Visitor journeys;

- Business travel; and

- Site related deliveries from contractors etc.

The future FTPs are expected to have most effect on commuter journeys by staff. While the operator will aim to encourage sustainable travel by visitors, ultimately staff travel is easier to influence.

The aim is to develop practical measures that are effective in reducing car use for all journeys to the Site.

3.4 Implementation

A Travel Plan Coordinator (TPC) should be appointed to act as the primary point of contact for enquiries relating to the progress of the future Plans. It is recommended that a consistent TPC be appointed for the Estate so as to achieve a coordinated approach across the Site. However, as the individual sites will be responsible for implementing their own FTPs, this will be at the discretion of site management. The TPC will manage all aspects of the FTP, including the co-ordination and joint working practices between those on-site.

asongroup

The TPC will promote participation in and commitment to the future FTP from site tenants and will work in partnership with all stakeholders to deliver the strategies and actions.

The TPC should be appointed before the Site becomes occupied, or within 1 month of the site becoming occupied. Contact details for the TPC should be provided in the implemented Plan.

The main duties of the TPC are envisaged to be:

- Overseeing final development and implementation of the FTP.

- Internal liaison to promote awareness of the FTP amongst businesses and staff within the Estate.

- Liaison with outside bodies, such as Penrith City Council (Council) and local bus operators, as required regarding the operation of the FTP.

- Providing updated travel information to staff and visitors, as necessary.

- Monitoring, review and (if necessary) updates to the FTP.

3.5 Consultation

It is essential that any parties that may play a part in the future of FTP's and their actions are aware and have an opportunity to discuss. This would enable equitable input and feedback as well maximising their overall efficacy. For this reason, a coordinated approach to FTPs across the Estate should be implemented (subject to individual tenant participation) to assist in the consultation with the relevant parties, which could include the following:

- Council Traffic & Transport Department and Traffic Committee

- Local Bus Operators

- Transport for New South Wales

Other organisations may be added to this list as the Plans evolve.

asongroup

4 Travel Mode Targets

4.1 Introduction

Based on the existing travel mode splits identified in **Section 2.6**, the Site and the surrounding areas are considered to have a low dependency on public and active transport. This is reflective of the current nature of the area, which accommodates rural residential properties and agricultural businesses.

However, noting the future land use of the Site as industrial in nature, it is expected that the JTW data accurately reflects the current trends for travel to places of work at industrial sites. The RMS Guide to Traffic Generating Developments – Updated Traffic Surveys itself provides details in relation to the principal mode of travel used by staff at the Erskine Park and Eastern Creek warehouses surveyed by TfNSW. These surveys indicate that 90% of all workers would travel via private vehicles with 8% travelling as passengers.

This section therefore sets out the targets for the reduction in car journeys associated with the Site, with consideration to the future land use in the area. Targets are the means of measuring the achievement of the objectives. They need to be clear, directly linked to the objectives, monitored and reviewed.

Questionnaire surveys will be conducted in the future that will form the updated travel mode baseline to further develop site-specific targets. The first surveys will be undertaken shortly after occupation. These surveys will be repeated at a suitable time to assess the effectiveness of the implemented Travel Plan; the targets are to be reviewed to align with the most up-to-date information.

The implemented FTPs are to be in place for the lifetime of the development. The initial timeframe in which targets need to be monitored and reviewed will be reviewed every 1-2 years, for a minimum of 5 years.

4.2 Mode Share Targets

It is essential that Mode Share targets be achievable with consideration for the public transport, walking and cycling opportunities available within proximity to the Site. Targets should also be factoring in what future transport options could reasonably be used to access the Site, and also the nature of the development itself.

As per **Section 1.2,** the AECOM Report provides a mode share target for public & active transport of 20% and by car of 80% by 2056 for the nearby Badgerys Creek Precinct. Sites within the MRP should reflect a similar target. While at least maintaining the existing carpooling mode share of 6%, this represents a decrease in travel by car (as a driver) by 15% by 2056.

Further, it should be recognised that during the earlier stages in development of the MRP, it would be anticipated that change in travel behaviour will be slower than in other areas, while the public and active transport networks are still being integrated.

The targets should therefore be revisited and updated after the opening of the relevant development as part of the monitoring process. The preliminary targets are nominated in **Table 1,** which represents a 5-year target to coincide with the minimum 5 years of monitoring and review.

asongroup

TABLE 1: PRELIMINARY 2026 MODE SHARE TARGETS

Travel Mode	Mode Share of Existing Employees	Proposed Targets	Relative Change
Car as driver	89%	84%	-5%
Truck	3%	3%	-
Train	0%	0%	-
Bus	0%	2%	2%
Walked only	2%	2%	-
Car as passenger	6%	6%	-
Motorbike/Scooter	0%	1%	1%
Bicycle	0%	1%	1%
Taxi	0%	1%	1%
Other Modes	0%	0%	-

asongroup

5 Measures and Action Strategies

5.1 Measures

The below is a range of measures which could achieve the objectives of this FTP. It is critical to note that these are suggested measures and are not necessarily likely to be applicable in the early stages of development in the MRP.

This section needs to be reviewed and confirmed prior to implementation of any future Plan.

- An introduction to the FTP for all staff, setting out its purpose and objectives.
- Provision of public transport travel information for staff, customers and visitors.
- Encouragement of car sharing, both amongst staff on site and in the wider context.
- Provision of car share spaces (future potential measure).
- Assisted cycle purchase schemes.
- Interest free loans to assist with cycle purchase, cycle equipment purchase etc.
- A transport section on the company website with links to local bus operator sites, to ensure that travel information is always up to date.
- The provision of transport information for visitors to the Site.

5.2 Strategies

Seven (7) main strategies are identified, and the actions required for each are detailed in **Table 2**. The table details specific actions that could be implemented as part of a future site-specific FTP (subject to finalisation with the Developer and / or future site tenant) and the party responsible for implementing each action.

These proposed actions must be reviewed at regular intervals to ensure that the mode split targets are being met. By that principle, this document is classed as a live document and subject to regular review. It is important to note, that the actions should not be taken as mandatory but rather potential options that should be investigated and implemented by future inhabitants of the development.

asongroup

TABLE 2: PROPOSED FTP ACTION STRATEGIES

STRATEGY	HOW IT WORKS	IMPLEMENTATION	RESOURCES / RESPONSIBILITY	TIMELINE	FUNDING
1 Travel Planning and Demand Management					

1.1 Green Travel Plans	• Develop a FTP to provide information for Travel Access Guide (TAG). Refer to .Appendix A.
	• Management of FTPs.
	• Promotion of FTPs.
		Provide information resources and implement a range of additional initiatives to reward and encourage those who travel actively to help develop a healthy, active culture and meet travel targets.
		
		Continued support of the person/organisation in charge of managing the FTP. This would happen with the appointment of a TPC.
		• Undertake a FTP event annually.
		• Promote the following initiatives via bulletins, web pages, social media:
		  - Travel Survey Results; and
		  - Progress and update of FTP.
		
		Retain a current copy of the TAG to be relevant, useable, and accessible. TAG should be displayed in communal areas.
			Building Manager to be responsible for overall implementation of final FTP and providing annual reporting on FTP outcomes to Council.
			
			Tenant to develop Company specific travel plan based on final FTP prior to the commencement of a new lease/sale of property.
			
			Company/Staff/Visitors shall be responsible for ongoing implementation of Company assigned actions and participation in annual monitoring and reporting process to Council
				Upon completion of the development and ongoing annual FTP events	Tenant / Business Owner

1.2 Travel Information Points	• Establish locations such as travel information points where staff and visitors and others can access travel information via interactive platforms. • Promotion of FTPs • Provision of travel and transport information options	Establish locations such as travel information points where staff, visitors and others can access travel information via interactive platforms. These can be similar to wayfinding kiosks provided at public transport stations, shopping centres etc. Information could include walking and cycling routes, bicycle parking, public transport availability, routes, real-time timetables and shared vehicles.	Tenant / Business Owner	Subject to employer preference.	Tenant / Business Owner
1.3 Flexible Working Hours	Allow employees the flexibility to commute outside peak periods to reduce overall congestion and travel time.	Manage staff rosters where possible.	Tenant / Business Owner	Subject to employer preference. Action to be considered by employers / visitors as part of an employer specific FTP to be developed and	Tenant / Business Owner

asongroup

STRATEGY	HOW IT WORKS	IMPLEMENTATION	RESOURCES / RESPONSIBILITY	TIMELINE	FUNDING
				forwarded to Council prior to building occupation.	
1.4 Teleworking	Provide the option to work remotely (where possible) to reduce the number of vehicles travelling to the development and encourage teleconferencing rather than travelling to meetings.	Manage staff rosters and develop work-from-home policies and procedures, where possible.	Tenant / Business Owner	Subject to employer preference. Action to be considered by employers / visitors	Tenant / Business Owner
2 Promoting Public Transport					
2.1 Opal Card Loan Schemes / Subsidising Schemes for Public Transport Travel through Pre-paid Credit Cards	Company may consider subsidising staff public transport travel. Alternatively, staff can pay for their own Opal Cards / pre-paid travel card through their salary, spreading the cost over the year to make it more affordable.	Subject to owner / User negotiations and incentives.	Tenant / Business Owner / TPC	Subject to employer. Can be implemented at building occupation	Tenant / Business Owner
2.2 Maximise Bus Service Frequency	Meet or exceed Transport NSW bus planning guidelines.	Decrease headway where possible, especially during peak periods. Report back to Transport for NSW on perception of bus service adequacy	TfNSW	Developer to hold on-going discussions with TfNSW after each annual review of FTP and report on relevant findings	TfNSW
2.3 Provide Bus Stops with Shelter Facilities	Ensuring provision of bus stops suitable for waiting areas for commuters, the majority of which would likely be workers associated with the development.	Propose or recommend improvements to the proposed / implemented bus stops along Mamre Road to TfNSW.	TfNSW	Subject to discretion of TfNSW. Advisable to be prior to the opening of the development	TfNSW
2.4 Public Transport for Work Travel	The company and the TPC can promote public transport as one of the main preferences for work travel. This should be supported by all users and visitors to	Subject to owner / User negotiations and incentives.	TPC	Subject to employer. Can be implemented at building occupation	Tenant / Business Owner

asongroup

STRATEGY	HOW IT WORKS	IMPLEMENTATION	RESOURCES / RESPONSIBILITY	TIMELINE	FUNDING
	development having access to Opal Cards.				
2.5 Lobby for Precinct Wide Shuttle Service	Shuttle service initiative that would transport staff to / from the MRP to the Railway Station.	Provision of bus shuttle service running between the development and either nearby homes or proposed Luddenham Station. Tenant / Business Owner on the Site would arrange for a bus shuttle service that would travel between the development / Site and the homes / Station at a dedicated time / interval. Persons signing onto the program or service would be accountable for turning up at the appropriate times so as to not delay the service. This should be promoted as part of the FTP and on communal locations such as main website or notice boards.	TPC to lobby Estate Manager / Owner	Ongoing in the workplace. Updates can be made to organisation as appropriate	Estate Owner / Manager
3 Promoting Carpooling					
3.1 Open Car Sharing	Where anyone in a defined geographical area can join a ride sharing scheme. This involves no input from the employer and should be on the onus of staff to schedule.	This can usually be accomplished by having notice boards in business premises which are a good place for employees to find colleagues looking to share journeys. Utilise car share spaces provided and actively promote on site to staff and visitors.	Staff	Ongoing in the workplace	Fuel costs can be arranged and split equitably by those involved
3.2 Closed Car Sharing	The company / department sets up an in-house car-matching scheme	The company / department sets up an in-house car-matching scheme and gets staff to participate. A points system can be setup to encourage friendly competition between staff and overall reduce carbon footprint from single car usage. Utilise car share spaces provided and actively promote on Site to staff and visitors. Reward regular car sharers by providing gifts such as free car washes.	Company, TPC	Ongoing in the workplace. Updates can be made to organisation as appropriate	Tenant / Business Owner

asongroup

STRATEGY	HOW IT WORKS	IMPLEMENTATION	RESOURCES / RESPONSIBILITY	TIMELINE	FUNDING
3.3 Third-party Car Sharing Program	Companies such as Liftshare are an online service that facilitates journey sharing between individual users, as well as providing separate services for businesses, organisations and events.	They allow users to search for and post details online of journeys; by car, bike, taxi or walking, for which they wish to find someone else with which to share the journey with. Users can search for people who have entered similar journeys and contact them, wait to be contacted by someone searching for a journey of their own.	Staff – encouraged by TPC	Ongoing in the workplace	Staff
3.4 Carpool Week	Arrange for a dedicated carpool campaign week to promote the benefits of carpooling.	One week of the year where a carpool theme is emphasised around the workplace including promotion such as a launch event. Intention is to show that carpooling is a real alternative to travel to work. Provide prize incentive as part of competition to promote raise awareness.	Tenant / Business Owner	One week per calendar year	Tenant / Business Owner
4 Promoting Cycling					
4.1 Create a Bicycle Users Group (BUG)	BUGs are local groups of like-minded bike riders who get together generally for social riding in their area. For the purposes of the workplace, this can be adapted as a way of creating as social and healthy aspect of travelling to work. As a minimum, the establishment of the BUGs should be promoted as Precinct wide initiative.	The BUGs can set up amongst employees and arranged with the help of TPC. An online group such as an email thread, Teams Chat group would be the main channel where participants can communicate and organise rides, suggest areas for improvement. A designated leader would be appointed and ideally affiliated with Bicycle NSW who would manage queries and support in enabling a comfortable riding experience for all wishing to partake. BUG would be made aware of the recent upgrades to cycling infrastructure in the area.	Tenant / Business Owner, TPC	Ongoing in the workplace	Tenant / Business Owner
4.2 Providing & Maintaining End of Trip Facilities	Providing facilities such as showers, change rooms, lockers. For the initial stages of development, it is recommended to provide facilities	Bicycle parking spaces will be provided for residents and staff. Access to other facilities such as showers will also be made.	Developer / Estate &/or warehouse Owner / Manager	To be provided at construction of warehouses	Developer / Estate &/or warehouse Owner / Manager

asongroup

STRATEGY	HOW IT WORKS	IMPLEMENTATION	RESOURCES / RESPONSIBILITY	TIMELINE	FUNDING
	compliant with the relevant controls, and as the Site develops further, they should be reviewed as part of the FTP monitoring process to meet any increase in demand.	Developer to provide bicycle parking spaces in the parking area together with male and female lockers, male and female showers and an accessible shower as per Building Plans. Accordingly, the following bicycle rates should be considered under the Mamre Road DCP: • Office Bicycle Parking requirement: 1 space per 600m^2 GFA (over 1,200m^2 GFA); and • Warehouse Bicycle Parking requirement: 1 space per 1,000m^2 GFA (over 2,000m^2 GFA).			
4.3 Promote Bicycle Initiatives	Promotion of bicycle initiatives – NSW bicycle week, Ride to Work etc.	Promote and encourage cycling in the precinct and should actively participate in recognised NSW government bicycle initiatives such as bicycle week and cycle to workday.	TPC	To be promoted annually	Developer / Estate &/or warehouse Owner / Manager
4.4 Advertise Bicycle Routes	Promotion of bike lanes through the TAG.	Prepare Site specific maps with guidance on the most optimal way of travelling to/from the Site by bicycle	TPC	To be promoted and provided at communal areas such as key information kiosks within facility	Tenant / Business Owner
5 Promoting Walking					
5.1 Providing End of Journey Facilities	Provision of sufficient end of trip facilities such as showers, change rooms, lockers etc to maximise pedestrian activity throughout the Site and the wider precinct.	Provide pedestrian facilities and amenities in close proximity in the Site and at the bus stops. Developers to provide male and female lockers, male and female showers and an accessible shower as per Building Plans.	Developer	To be provided at completion of development	Tenant / Business Owner

asongroup

STRATEGY	HOW IT WORKS	IMPLEMENTATION	RESOURCES / RESPONSIBILITY	TIMELINE	FUNDING
5.2 Walking Routes	Incentivise travelling by foot by highlighting possible routes particularly those to nearest bus stops	Prepare Site specific maps highlighting pedestrian desire lines and optimal routes to provide guidance to pedestrians to key public transport and car sharing locations.	Tenant / Business Owner	To be promoted and provided at communal areas such as key information kiosks within facility	Tenant / Business Owner
5.3 Promote Walking Initiatives	Promotion of walking initiatives: walk to game / training day, pedometers / step challenge / gamification of walking / reward programs based on steps to elevate pedestrian activity throughout the Site and to / from public transport points.	Promote and encourage walking in the complex and should actively participate in recognised NSW government initiatives such as walk to workday and pedometer / step challenges. Friendly challenge competitions can be organised to incentivise and encourage increased walking activity amongst users and visitors to the facilities.	Tenant / Business Owner, TPC	To be implemented monthly or as appropriate throughout the calendar year.	Tenant / Business Owner
6 Restraining Parking					
6.1 Limited Parking Allocation On Site	Parking availability will inherently generate vehicle trips. By restricting parking supply, you can discourage non-essential car use.	Limiting the number of car parking spaces either in actual terms or managing access via permit parking, paid parking or needs based parking policies, is one of the most direct and effective ways of reducing car use.	Lot by Lot Management	To be provided at completion of development	Tenant / Business Owner
7 Influencing Travel Behaviour					
7.1 Provision of Sustainable Travel Packs to Employees and Visitors	Introduces employees and visitors alike to the FTP and provides information on walking and cycling routes, and travel by bus & train, timetables, and access routes. This would include a TAG.	To be distributed to staff, visitors, and neighbouring properties. Contact details as to who is responsible for the FTP will also be provided. This would include a TAG.	Tenant / Business Owner, TPC	Travel Packs to be provided upon occupancy of building to employees.	Tenant / Business Owner

asongroup

5.3 Communications Strategy

5.3.1 Welcome Packs

New staff shall be provided with a 'welcome pack' as part of the on-site induction process which includes a FTP Pamphlet and other information in relation to sustainable transport choices. This pack shall include an electronic copy of the FTP and a Travel Access guide (TAG) as provided in **Appendix A**, as well as general information regarding the health and social benefits of active transport and advice on where to seek further information.

asongroup

6 Monitoring Strategy

6.1 Plan Maintenance

This Plan shall be subject to ongoing reviews and will be updated accordingly. Regular reviews will be undertaken by the TPC. As a minimum, a review of the FTP would occur every 1-2 years.

The key considerations when reviewing or monitoring the FTP are as follows:

- Update baseline conditions to reflect any changes to the transport environment in the vicinity of the Site such as changes to bus services, new cycle routes etc.

- Track progress against target travel mode targets.

- Identify any shortfalls and develop an updated action plan to address issues.

- Ensure travel modes targets are updated (if necessary) to ensure they are realistic and remain ambitious.

6.2 Monitoring

So as to record the overall success, as well as the effectiveness of the individual measures, monitoring and review of the FTP should be conducted at regular intervals. The TPC will act as the primary point of contact for all enquiries relating to the FTP's progress.

The FTP should be monitored around every 1-2 years, with the first survey being carried out shortly after first occupation of the Development. Travel mode surveys would determine the proportion of persons travelling to/from the Site by each transport mode. This should be in the form of annual travel mode questionnaire surveys to be completed by all persons attending the site, as far as practicable. A sample of a typical travel mode questionnaire form is included in **Appendix B**

If targets are not met at the end of the initial period of monitoring, the FTP should be reviewed, new measures introduced and would be reassessed at the next monitoring stage.

asongroup

Appendix A. Travel Access Guide

Exisitng Public Transport Routes

Busways
- **779** St Marys to Kemps Creek via Erskine Park Industrial Estate
  Transit Systems
- **813** Fairfield to Bonnyrigg via Horsley Park, Mt Vernon
- **835** Prairiewood to University of Western Sydney Penrith via Wetherill Park, Horsley Park, Eastern Creek, Erskine Park, St Clair, Colyton and St Marys
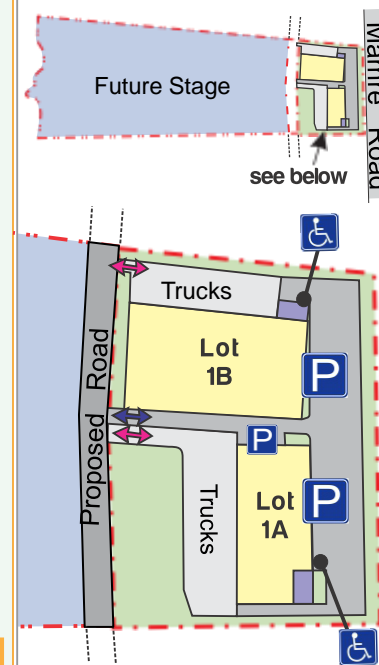
Existing and Proposed / Potential Active Transport Routes

- Existing Shared Paths
- Motorway Cycle Lanes
- Proposed Mamre Road Upgrades
- Potential Southern Link Road Cycleway
- Potential West NS Link Cycleway
- Elizabeth Drive (M7 to The Northern Road)

Detail

Future Stage

see below

Proposed Road

Trucks

Lot 1B

Trucks

Lot 1A

P

P

P

Mamre Road

Access
- Car Park Entry / Exit
- Truck Entry / Exit

North
0   2km

November 2022

Map labels:
to St Marys Train Station (T1 Western and North Shore Line)
To Penrith
To St Marys
To UWS via S Marys
Orchard Hills Metro Station
M4
Western Motorway
To Old Windsor Road Glenwood
To Wentworthville
Sydney Metro Western Sydney Airport Line
Park Road
John Morphett Place
Proposed Archibold Road North South Link
Drive
Old Wallgrove Road
835
Erskine Lenore
Link
Proposed North West Road
Old Wallgrove Road
Compass Drive
Luddenham Road
James Erskine Drive
Water Pipeline
779
Southern Link
Millner Avenue
Oakdale East
Emporium Drive Kemps Creek
Proposed
Bakers Lane
Burley Road
813
771-797 Mamre Road see Detail
Sydney
Mamre Road
Creek
South
Aldington Road
Mamre Road Precinct DCP
Road
Abbotts Road
Wallgrove
The Horsley Drive
To Prairiewood
To Fairfield
To Canley Vale Bankstown and Fairfield
Westlink
Luddenham Metro Station
Proposed M12 Motorway
Kerrs Road
Mount Vernon Road
Duff Road
To Bonnyrigg
M7
To Future The Northern Road Cycleway (Narellan to Glenmore Park)
Elizabeth Drive
Devonshire Road extension
To Prestons
To Liverpool
Aerotropolis
Airport Business Park Station

Appendix B. Sample Questionnaire

asongroup

Instructions for Surveyor(s)

1. The Survey Form (over page) should be completed by EVERY PERSON attending the site on a particular day.
2. This survey should be completed SEPARATELY for EACH TRIP undertaken

asongroup

Travel Mode Questionnaire Survey Form

Date: **Approximate Time:**

Q1. Are you one of the following?

☐ Warehouse staff   ☐ Casual contractor

☐ Office staff   ☐ Company driver / sub-contractor

☐ Courier / office delivery   ☐ Other (Please specify) ……………......

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

☐ Walked only   ☐ Car share vehicle

☐ Bicycle only   ☐ Motorcycle / scooter

☐ Train   ☐ Car (as passenger)

☐ Bus   ☐ Car (as driver)

☐ Taxi   ☐ Other (Please specify) …………………...

Q3. If you drove to the site, where did you park?

☐ Not applicable – did not drive

☐ On-site car park

☐ On-site within truck hardstand

☐ Other (Please specify) …………

asongroup

[Blank Page]