

Operational Environmental Team

Project Echidna

Work Place Travel Plan (WPTP)

Reference:

Final | 16 September 2025

This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 293370-12

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Document Verification

Project title Project Echidna
Document title Work Place Travel Plan (WPTP)
Job number 288255-25
Document ref
File reference

Revision	Date	Filename	Work Place Travel Plan		
Draft	27 th June 2025	Description	Initial draft		
			Prepared by	Checked by	Approved by
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Final	15 th July 2025	Filename	Work Place Travel Plan		
		Description	Final		
			Prepared by	Checked by	Approved by
		Name	Matthew Hanania	Bryony Dalton	Wendy Zheng
		Signature			
Final	16 th September 2025	Filename	Work Place Travel Plan		
		Description	Final following TfNSW comments		
			Prepared by	Checked by	Approved by
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Issue Document Verification with Document ☒

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1. Introduction

1.1 Purpose of this report

This Work Place Travel Plan (WTP) has been prepared on behalf of the operator in support of consent condition B23 of State Significant Development (SSD) 47320208 (Figure 1) submitted to the Department of Planning, Housing and Infrastructure (DPHI) under Part 4 of the *Environmental Planning and Assessment Act 1979* (EP&A Act 1979).

Condition B23 – Work Place Travel Plan

Prior to the commencement of operation of any part of the development, the Applicant must prepare a Work Place Travel Plan to encourage the use of sustainable and active transport options by operational staff. The Plan must be included in the OEMP required by condition C5 and must:

- (a) be prepared in consultation with ~~TNSW~~;
- (b) outline facilities and measures to promote public transport usage, such as car share schemes and employee incentives; and
- (c) describe pedestrian and bicycle linkages and end of trip facilities available on-site.

Figure 1: SSD 47320208 Condition B23

The SSD seeks approval for a 35.2MW data centre known as Echidna (the proposal) at 10 Eastern Creek Drive, Eastern Creek NSW, legally described as Lot 4001 DP 1243178 (the site).

This report has been prepared to identify measures to promote the use of sustainable and active transport modes over private vehicle use when travelling to and from the site. The use of alternative transport methods is being strongly encouraged by government agencies to reduce the negative environmental impacts caused by the excessive use of private vehicles. The methods suggested within this WTP aim to positively influence the travel behaviour of workers and visitors by providing an overarching framework and guiding site-wide initiatives for the proposed data centre.

1.2 Site location and context

The site is situated within the Blacktown Local Government Area (LGA) on the corner of Eastern Creek Drive and Old Wallgrove Road. The site is also located approximately 15 km west of the Parramatta CBD and 8 km southwest of Blacktown. Other nearby centres include Erskine Park to the west (3.3 km), Wetherill Park to the southeast (6.3 km) and Mount Druitt to the northwest (5.2 km).

The area surrounding the site is predominantly industrial in nature and generally consists of various industrial uses, supplier warehouses and distribution centres amongst other development types typically found in an industrial zone.

1.3 Development description

The proposal (shown in blue) is the subject proposal area of the overall site located within the 10 Eastern Creek Drive site (area shown in red). The site area consists of two data centres: Building 1 (recently completed) and Building 2, also known as Echidna, as well as an associated substation and a small-scale data centre (labelled subject building and known as Building 1a).



Figure 2: Study area.

Figure 3 illustrates Building 1 and 1a which encompass the site entrance from Eastern Creek Drive as well as the car park, which will be shared with Echidna (this proposal, Building 2).

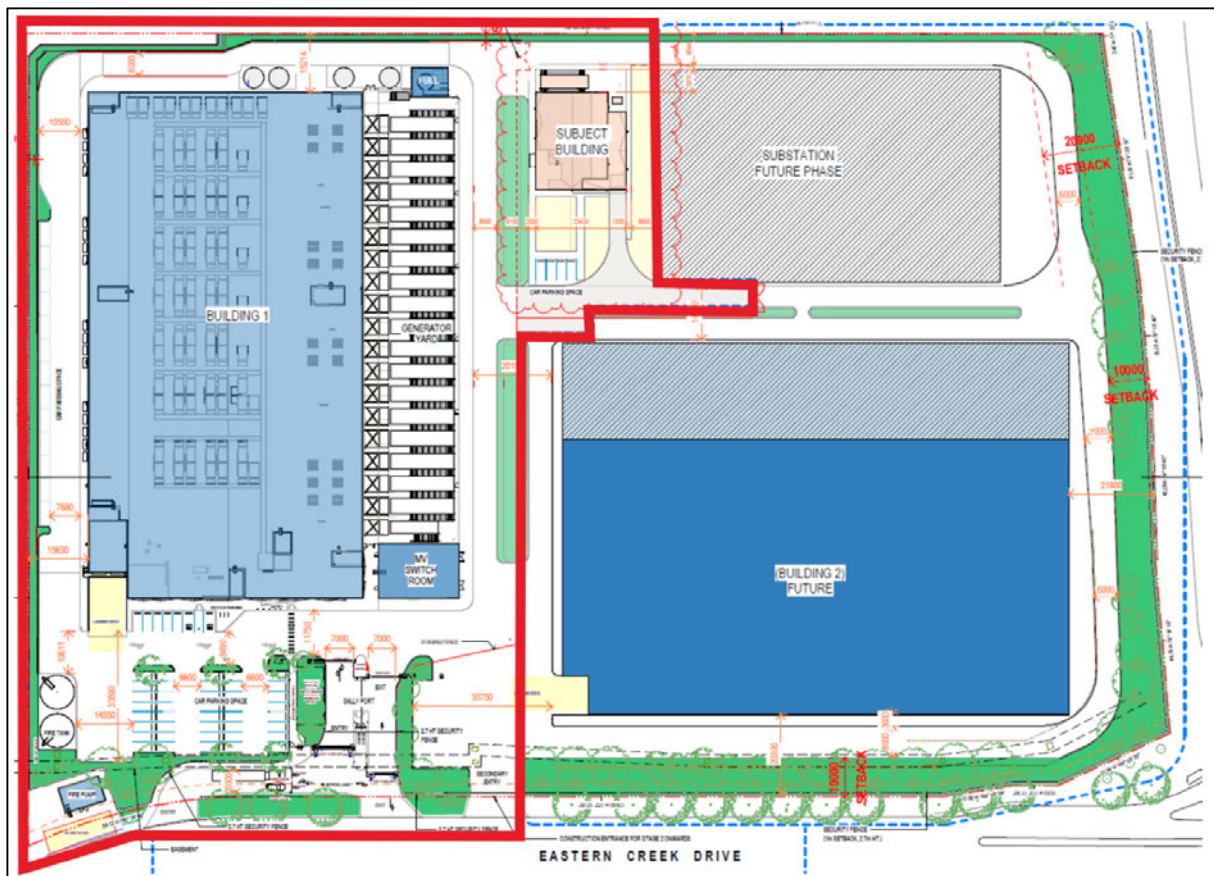


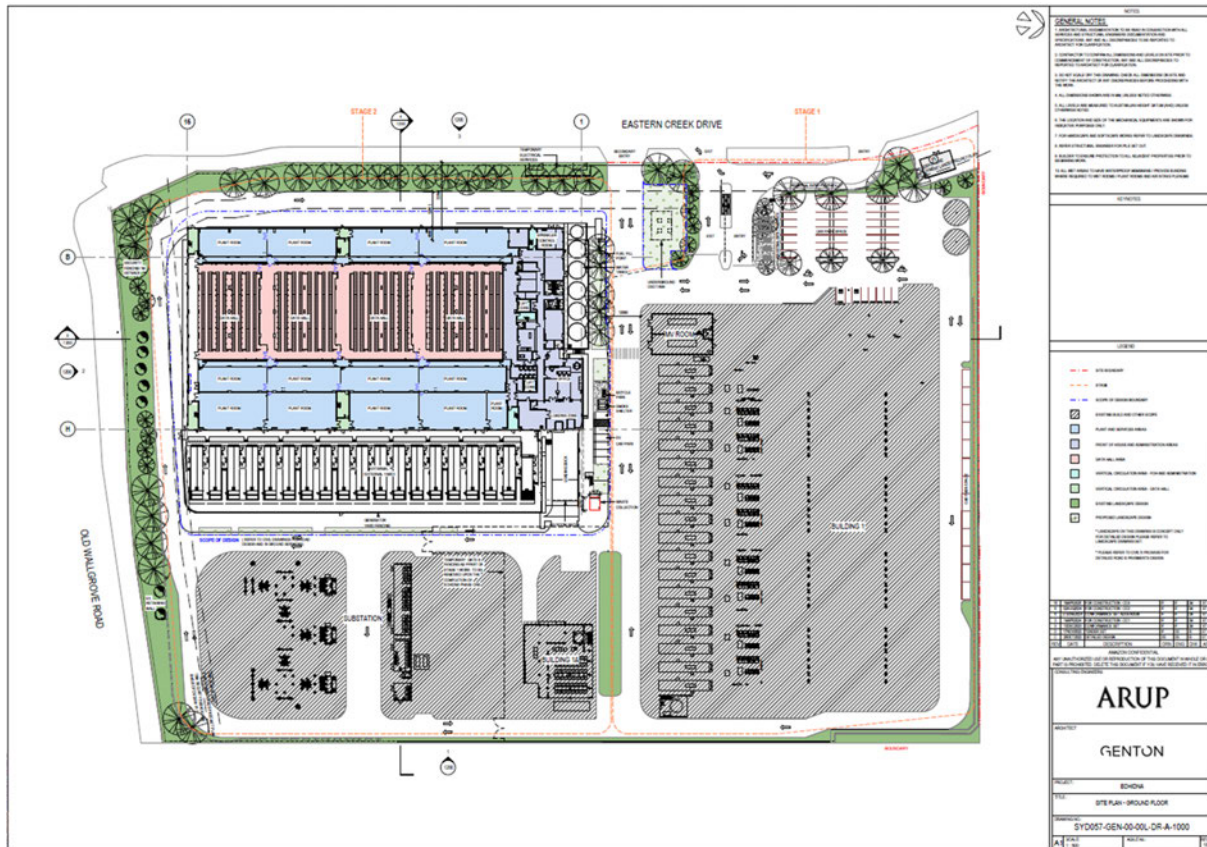
Figure 3: The site with Building 1 and 1a DA outlined.

Building 1 and 1a and the associated shared site entrance, shared car park and expected traffic generation was provided with the Aurecon Traffic Impact Assessment (2019) with adjoining modifications Technical Note (2021) for the DA for Building 1 and 1a and associated site works adjacent to the proposal. In addition, a Traffic and Transport Technical Report completed by Arup in 2023 was undertaken to support the State Significant Development Application for Echidna.

1.4 Overview of development

The site comprises a two-storey, 25m tall, 35.2MW data centre comprising of data halls, mechanical and electrical equipment rooms, offices, other ancillary support spaces, and external/rooftop mechanical and electrical equipment. The development will operate 24 hours a day, seven days a week.

On-site car parking spaces have been provided for staff and visitors, including disabled and electric vehicle parking.



2. Work Place Travel Plan framework

2.1 What is a Work Place Travel Plan?

A WPTP is a package of measures put in place by the developer to encourage more sustainable travel whilst commuting to/from a site. It allows an organisation to demonstrate a commitment and a pro-active step towards improving environmental sustainability by reducing the environmental impact associated with travel to and from the site. The key element of this plan will be reducing the reliance on private vehicles and maximising the use of public transport and other sustainable modes of transport.

2.2 Benefits of a Work Place Travel Plan

The WPTP can bring numerous benefits for the environmental, social, and economic context of this data centre development. These include the following:

- The health of workers and visitors within the site by decreasing stress, travel costs, time, and broadening travel choice;
- Reducing traffic congestion;
- Improving air quality; and
- Health benefits by incorporating exercise into daily travel and an improved quality of life.

2.3 Work Place Travel Plan objectives

The objectives of a WPTP are:

- **Encourage the use of more active and sustainable transport modes** i.e., walking, cycling, utilising public transport (buses, trains and light rails), and car sharing in place of the higher energy consumption travel modes such as single occupant car travel and taxi. This generally requires improving the quality of travel choices;
- **Raise awareness of sustainable modes of transportation** for employees or visitors who commute to, from and within the site;
- **Reduce traffic congestion and air pollution** around the site to enhance safer and more enjoyable journeys;
- **Travel Demand Management** which reduces the need for energy intensive car, taxi, or air travel by combining journeys for different purposes, travelling to alternative closer locations, or using other means of communications e.g., audio conferencing, video conferencing and working at home or other off-site locations using email or wireless telecommunications; and
- **Develop, implement, monitor, evaluate and review** the progress of the travel plan strategy.

2.4 Who does the Work Place Travel Plan apply to?

The WPTP can be applied to all staff and visitors travelling to and from the development.

3. Site-specific transport assessment

3.1 Existing mode share

2016 travel to work ABS Census data for the Statistical Area Level 2 (SA2) – Prospect Reservoir was analysed to understand current travel patterns of the users travelling to the development site and its surroundings. There is currently a high private vehicle mode share due to the lack of sufficient public transport options, walking and cycling infrastructure as well as distance from residential areas. 2021 ASB Census data was not considered a viable dataset due to the impacts of the COVID-19 pandemic.

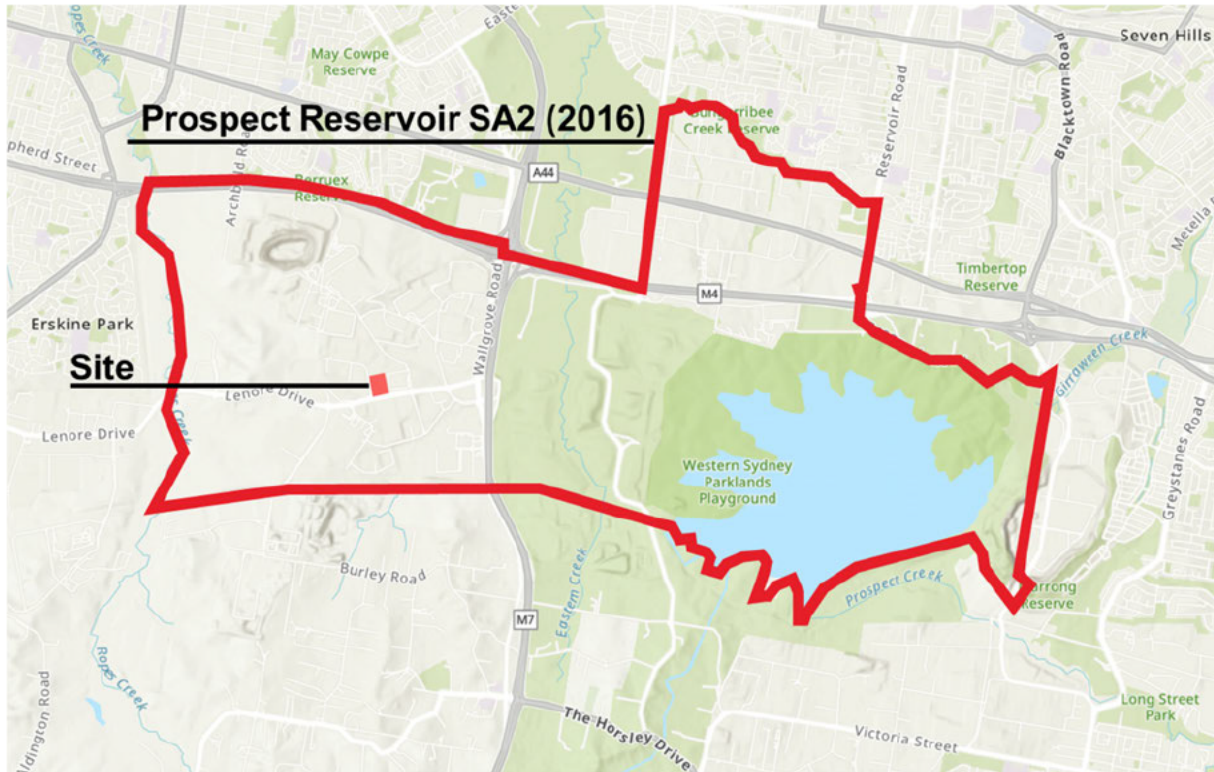


Figure 5: Prospect Reservoir SA2 containing SYD025 site (ABS, 2016).

The chosen mode of travel for employees is summarised below in Table 1. An extremely large percentage of work trips are made by car and motorbike within the SA2, suggesting that there is a significant need to reduce private car travel and increase the use of active transport modes.

Table 1: Existing travel to work mode share (ABS, 2016).

Mode	Existing mode share (%)
Private Vehicle	97%
Public Transport	3%
Bicycle	<1%
Walk	<1%

3.2 Local environment for pedestrians and cyclists

There are currently good pedestrian facilities surrounding the site. On Old Wallgrove Road there is a shared path and pedestrian-only footpath along the north and south side, respectively.

There is a pedestrian-only footpath on the eastern side of Eastern Creek Drive, forming the western boundary of the site. There are no pedestrian facilities on the western side of Eastern Creek Drive. These pedestrian facilities form a good connection between the site entrance on Eastern Creek Drive and bus services along Old Wallgrove Road.

The shared path along Old Wallgrove Road provides a viable east-west cycling corridor, however, is discontinuous on approach to Wallgrove Road / M7 to the east and Erskine Park Road to the west. Due to the site location being removed from residential areas and the lack of continuous shared path infrastructure, there is a high reliance on private vehicle use as the primary mode of transport.



Figure 6: Existing cycling infrastructure surrounding the site (Cycleway Finder, June 2025).

To facilitate improved active transport (walking and cycling) uptake, the Echidna development will provide a total of six bicycle parking spaces (three bike rails) in a convenient location which is safe and secure with an end of trip facility. Based on usage at comparable datacentres the number of cycle parking spaces is considered to be appropriate given the industrial location far from residential developments. If the demand for cycling increases during annual monitoring additional cycle parking spaces can be provided.

3.3 Public transport

Two bus stops are located on Old Wallgrove Road with the closest being approximately 180m from the site entrance (Figure 7). These two bus stops serve routes 738 and 835 which provide connections to the Liverpool-Parramatta T-Way, Mount Druitt Station and Rooty Hill Station. Priority jump lanes provide priority to bus services along Old Wallgrove Road.



Figure 7: Bus stops serving the site.

There is currently a lack of Monday, Saturday and Sunday services and an approximate four-hour gap between AM and PM periods. The development will operate 24 hours a day, seven days a week consisting of two 12-hour shifts. Shift changes are expected to occur at 6:00 AM and 6:00 PM. Although shift changes fall within the currently provisioned bus service periods, the lack of Monday, Saturday and Sunday service discourages the use of public transport offerings for workers and visitors. The service frequency of these routes is shown in Table 2.

There are no other public transport options available for the site.

Table 2: Bus routes and frequency.

Route no.	Direction	Route description	AM		PM	
			Service Period	Frequency	Service Period	Frequency
738	Eastbound	Mount Druitt to Eastern Creek via Rooty Hill (Loop Service)	4:36 – 10:08 AM	33 minutes	2:17 – 7:39 PM	36 minutes
	Westbound		4:32 – 10:03 AM		2:13 – 7:34 PM	
835	Eastbound	WSU Penrith To Prairiewood	6:32 – 9:34 AM	30 minutes	3:02 – 6:37 PM	30 minutes
	Westbound	Prairiewood To WSU Penrith	5:38 – 8:45 AM	25 minutes	2:46 – 5:17 PM	30 minutes

4. Design features provided by the development

4.1 Walking connections

The pedestrian-only footpath along the eastern side of Eastern Creek Drive directly connects to the recently completed site entrance to Building 1 and 1a (Figure 8). Once the development (Echidna) is complete, there will be a continuous pedestrian path with appropriate crossing facilities such as zebra crossings through the vehicle circulation paths to all admin blocks and operational facilities for worker and visitor access.

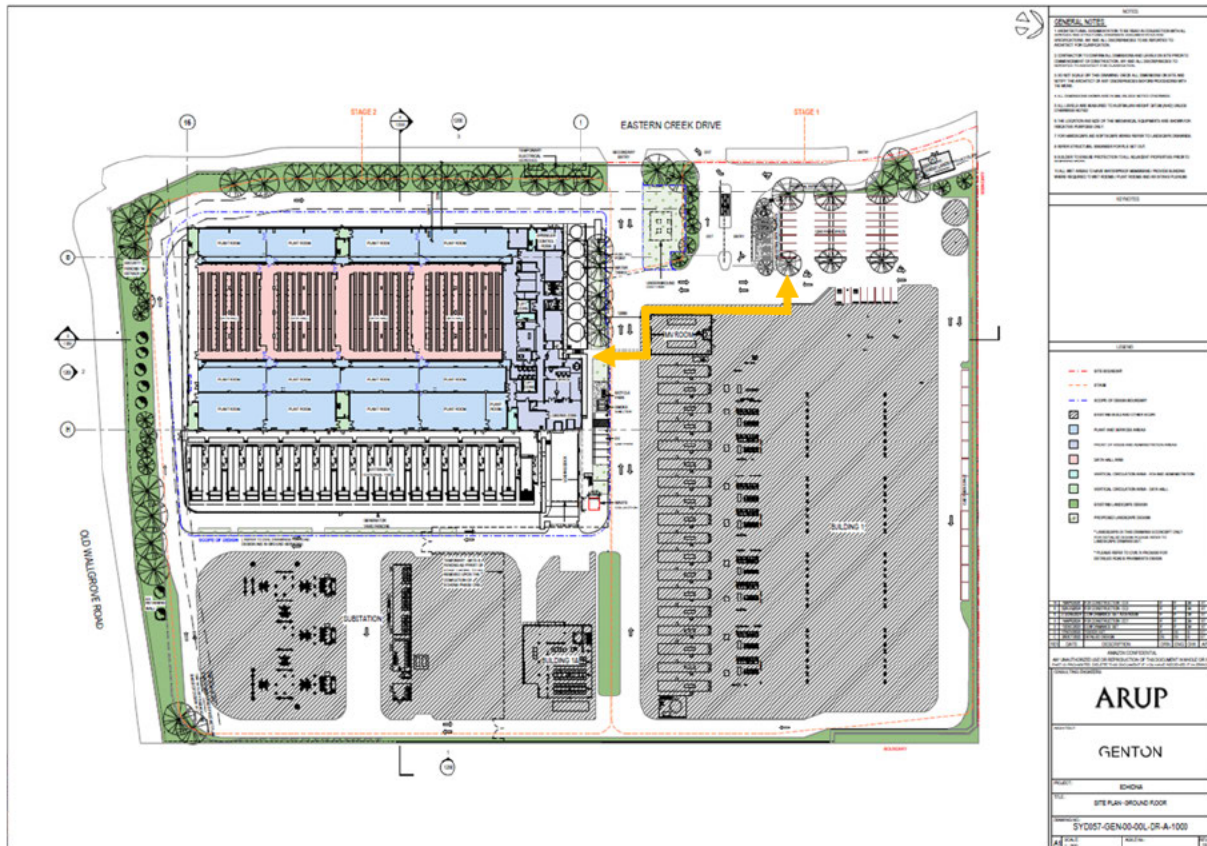


Figure 8: Safe route for pedestrians to walk between the Building 2 (Echidna) and the car park and site entrance.

4.2 Facilities for cyclists

Bicycle facilities and end of trips facilities within the site have been developed with consideration of local planning controls and the demands related to the proposal. A total of six bicycle spaces will be provided as part of the Building 2 (Echidna) development. The office component of the proposal will also include an end of trip facilities (comprising showers, change rooms and day locker facilities) to complement the bicycle parking.

4.3 Car parking

The 84 max car parking requirement as set out by the State Environmental Planning Policy (SEPP) - Eastern Creek Precinct Plan (ECP) is considered excessive due to the low number of staff requirements for operation of Building 2 (Echidna).

At any one time, Building 2 (Echidna) accommodates 36 staff and 2 visitors, requiring 38 parking spaces. Due to increased staffing since the original DA submission of Buildings 1 and 1a, 6 additional spaces have been provided for Building 2 (Echidna), meeting the total requirement of 38 spaces. This provision was

outlined in the 2023 Arup Traffic and Transport Technical Report and is summarised in Table 3 and illustrated in Figure 9. Four of the total site car parking spaces (70) will be designated for parking for people with disabilities and are DDA compliant (minimum of 2% of car parking spaces).

Table 3: Car parking provided.

Building	Parking Spaces Provided as part of original DA	Parking Spaces Provided as part of SSD
Building 1	28	-
Building 1a	4	-
Building 2 (Echidna)	32	6
Total	70	

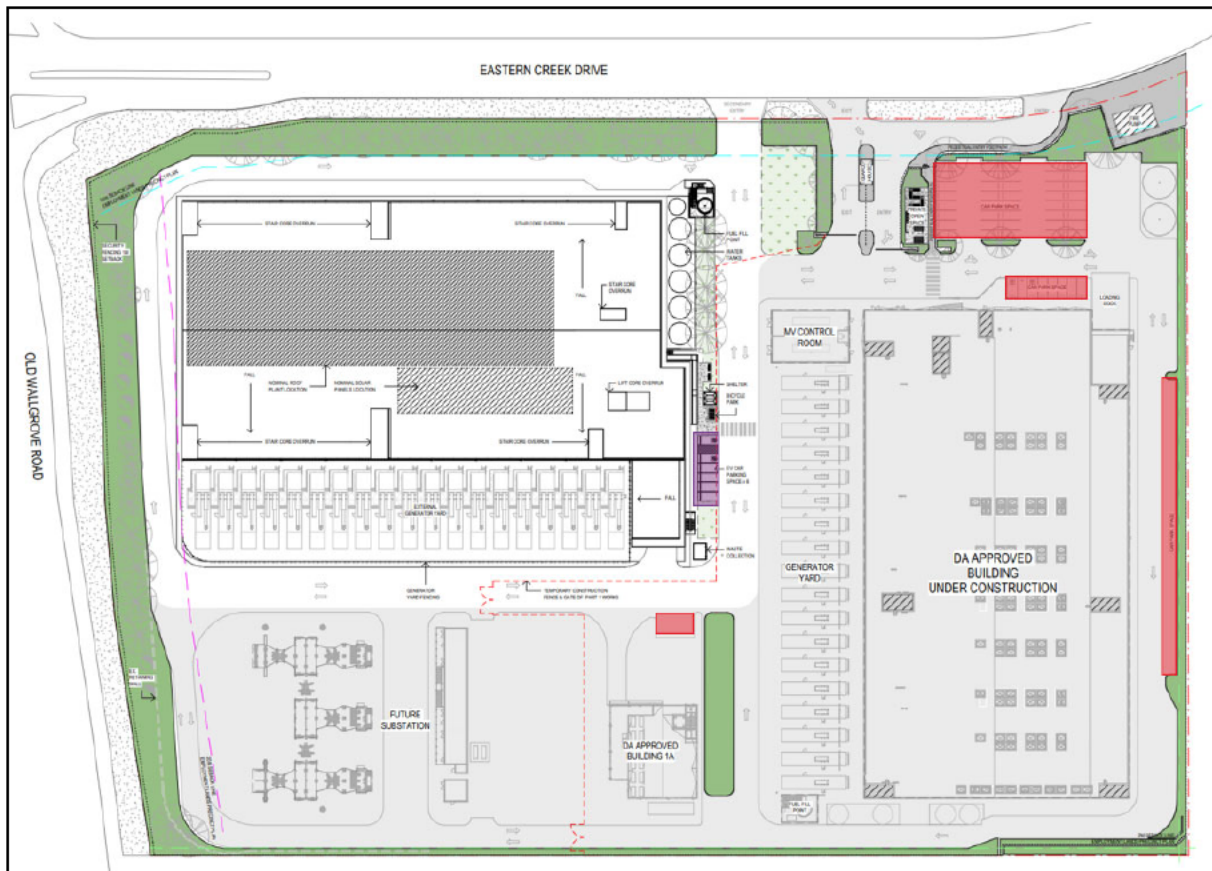


Figure 9: Car parking locations.

5. Operational opportunities to improve transport choices

5.1 Target mode share

Planning for the proposed data centre development is based on the principle of achieving an increased usage of public transport and active transport as methods of travel to and from the site. The Work Place Travel Plan is a constant evolving strategy which seeks to continually improve the way staff travel to work by choosing more sustainable modes.

A mode share target has been developed based on the 2016 ABS Census Journey to Work data and the existing frequency and availability of surrounding public and active transport connections to the site. A slight increase in uptake of public transport, walking and cycling is envisaged.

Table 4: Target mode share for the SYD057 data centre.

Mode of Travel	Existing Mode Share (%)	Target Mode Share (%)	Change (%)
Private Vehicle	97%	92%	-5.0
Public Transport	3%	6%	+3.0
Bicycle	<1%	1%	+1.0
Walk	<1%	1%	+1.0

5.2 Promotion of walking

The WPTP aims to promote walking as a form of sustainable travel from other points of interests such as the bus stops on Old Wallgrove Road.

Staff and visitors should be provided access to the Travel Access Guide (TAG) containing a legible map that details surrounding public transport linkages within a reasonable walking distance. TAGs can be distributed via a range of digital platforms including staff portal/ site's internal database. A TAG has been prepared for Echidna to show the latest public transport services in Appendix A.

5.3 Promotion of cycling

As highlighted in Section 3.2 and Section 4.2, the Echidna data centre has access to the shared cycle paths on Old Wallgrove Road – providing an east-west connection to residential areas like Erskine Park to the west. A maximum of 36 staff expected on-site at any one-time during a typical day are provided the provision of six bicycle parking spaces along with an end of trip facility.

Staff and visitors should be provided with access to cycling maps indicating surrounding bicycle paths and infrastructure. This will allow cyclists to assess route options and plan how they cycle to work. It may also act as a prompting tool to encourage staff and visitors to consider cycling as an option.

5.4 Promotion of public transport

Using public transport as a mode of travel to and from the site can bring cost benefits for individuals along with wider benefits from an environmental, social and economic perspective. Currently there is a very low uptake of public transport usage by workers in the relevant SA2. Although there are no bus services operating on Mondays, Saturdays and Sundays, bus services are provided along Old Wallgrove Road during shift changes (Tuesday – Friday). Although not ideal, this level of service provides a public transport option to staff and visitors.

To boost the use of public transport, staff and visitors should be provided with access to a legible map outlining surrounding public transport linkages. This advertises and promotes public transport and prompts

staff and visitors to consider public transport as their first transport option when travelling to and from the proposed data centre.

As an additional measure, permanent employees in Australia are offered reimbursement of public transport fares up to a monthly limit, through the AUS Commuter Benefit Program. Eligible employees are to be made aware during staff onboarding and annually through internal events to promote sustainable travel.

5.5 EV charging facilities

The transition to electric vehicles and the phasing out of fossil fuel use are key strategies to reduce emissions and move to a low carbon future. Consideration is given to the Future Transport Strategy 2056 which encourages the modal shift to active and public transport and electric vehicle use.

Although the Conditions of Approval for the SSDA do not define the number of EV charging stations required, two EV charging stations have been provided for the combined use of the site (Buildings 1, 1a and 2) to promote the use of low-emission vehicles supporting the total 70 car parking spaces provided.

5.6 Carpooling

Carpooling will be encouraged amongst staff, with parking bays prioritised for those who are carpooling, through stencils marking the specific bays.

5.7 Demand shifting measures

The WPTP aims to redistribute demand accessing the development. Rather than having typical peaks for commercial workers accessing the site (typically between 8:00 – 9:30 AM and 5:00 – 6:30 PM), the following measures aim to make travelling to the data centre more convenient via public transport and reduce private vehicle usage.

During the peak periods (7:00 – 9 AM and 4:00 – 6 PM), public transport usage can be congested which can deter people from using public transport. Public transport services are less congested during the inter-peak and of peak periods and may offer a better experience for commuters. Although shift changes are expected to occur at 6:00 AM and 6:00 PM, staff can be given the option by the employer to work under flexible working hours allowing them to arrive and work and leave work during the shoulders of the peak. Consideration of the limited bus services should be considered. Spreading travel demand may also be limited by the operational constraints of operating a data centre (e.g. certain equipment testing is restricted to specific hours of operation).

5.8 Marketing and Promotion

Marketing and promoting the benefits of sustainable travel alternatives is crucial when encouraging staff to adopt the WPTP objectives. It is essential that staff and visitors are made aware of the WPTP at an early stage to emphasise the need to reduce single occupancy trips through the Travel Access Guide (TAG) which will be available via the internal intranet site.

In addition, green travel promotional events will be promoted internally to encourage sustainable travel. Annual events have been reported to be a success with higher participation rates as opposed to multiple events throughout the year.

6. Administration

A part of an effective WPTP is to nominate personnel to take the administration role, typically undertaken by a designated representative from the building operator to administer and champion the plan. This member of staff can gather feedback from relevant site teams/ personnel as required.

If the tenancy changes the Travel Plan responsibilities specified within this WPTP will be handed over to the new tenant through a briefing session.

6.1 Monitoring and reviewing

The WPTP is a constant evolving strategy, and its success will rely on consistent monitoring and review. The WPTP will be reviewed every year by the Operational Environmental team. Although the overall goal of the WPTP is to educate and encourage site users to adopt sustainable travel modes, the specific targets and initiatives used to achieve this goal may be reviewed and updated over time.

Target setting should aim to reflect an ambition for continued progress. Assessing the provided targets and identifying if they are being met will provide opportunities to redefine targets. Travel survey questionnaires can be distributed to staff and day visitors to understand travel patterns. Assessment of this data should be undertaken by the designated WPTP representative to understand the changing travel patterns and re-evaluate benchmarking mode share targets.

Additionally, meetings can be held to undertake reviews of measures that are in place for the site. The objectives provided in the WPTP can act as measures of success and may also be used to identify potential refinements.

6.2 Roles and responsibilities

As part of the implementation and administration of the WPTP, roles and responsibilities have been defined for the Operational Environmental team as shown below.

Table 5: WPTP roles and responsibilities.

Operational Environmental Team	Responsibility
Data Centre Engineering Operations (DCEO)	• Maintain end of trip facilities at each site. • Maintain EV charging at each leased / owned data centre. • Maintain walking and cycling maps, and public transport information within public areas of DC (Lunch room, security lobby). • Maintain generally WPTP information on SYD Green Travel Plan Wiki.
Environmental Team	• Monitor compliance of SYD WPTP with planning commitments and consent conditions for each site. • Review SYD WPTP (this document) every year. • Monitor compliance with any additional regulatory requirements.
InCommunities /Global Real Estate and Facilities (GREF)	• Support one annual event in SYD cluster to promote sustainable transport or as required by individual Development Control Consent of Approval.

The WPTP should be appropriately funded and resourced by the Operational Environmental team for a period of 5 years.

An implementation plan has been provided which includes the initiatives and incentives within the WPTP. This will be updated on an annual basis and when future transport services are upgrades and will be managed by the Environmental Team.

Table 6: Implementation Plan

Initiatives	Completion date
Car parking spaces (including EV spaces)	Install prior to occupation
Bicycle parking spaces and end of trip facilities	Install prior to occupation
Promotion of TAG	Issue as part of the onboarding process to all staff
Encourage use of public transport	Offer AUS Commuter Benefit Program to all eligible employees during onboarding and annually through internal events to promote sustainable travel
Encourage the use of carpooling	Provide stencil signage at bays to encourage carpooling prior to occupation
Flexible hours	Shift changes expected to occur at 6am and 6pm, but staff will be given the opportunity to work under flexible working hours allowing them to arrive to work and leave work during the shoulders of the peak
Green travel promotional events	Promoted internally annually to encourage sustainable travel
Travel Survey	The Travel Survey (Appendix B) should be undertaken by the Operational Environmental team 3 months post-occupancy to identify the staff travel origin and destination patterns and to inform strategies that help to encourage more sustainable transport choices to/ from the site.
Annual monitoring	Review the progress of the initiatives annually and update WPTP/ TAG when future transport services are upgraded for a period of 5 years post occupation.

A.1 Appendix A – TAG example

Overview

This guide is designed to promote safe, sustainable, and accessible travel to work. It details how you can walk, cycle, take public transport, and drive, and lists available amenities for use.

Active ways to get to work



Walking

Walking is a sustainable travel option for nearby points of interest. Pedestrian only footpaths run along Old Wallgrove Road, ensuring safe access to bus stops.

The site's internal pedestrian network offers a secure and walkable environment, featuring dedicated pedestrian paths and crossing facilities.



Cycling

Cycling to the data centre is strongly encouraged for local staff and visitors. Shared cycle paths run along Old Wallgrove Road, providing an east-west connection to residential areas like Erskine Park and St Clair to the west.

We also provide end of trip facilities to ensure an easy and comfortable journey. This includes:



6 secure bicycle parking spaces near the site entrance, next to Building 2



2 showers (1 accessible)

Refer to Cycling Facilities Map on following page.

Public transport

Permanent employees in Australia are offered reimbursement for public transport fares through the AUS Commuter Benefit Program.

Staff may be eligible for flexible start and finish times to avoid peak hours. Consideration should be given to limited bus services. Please plan journeys using Trip Planner at transportnsw.info



Bus

There are two bus stops located on Old Wallgrove Road, just 2-minutes walk away. These stops serve routes 738 and 835, offering connections to:

- Mount Druitt Station (~40 minutes away)
- Rooty Hill Station (~50 minutes away)
- Liverpool-Parramatta T-Way (~1.5 hours away)

Bus route	Operating days	Peak hour frequency
738	Monday-Friday	30 minutes
835	Monday-Friday	30 minutes

Service routes and timetables for buses and trains are available on Trip Planner at transportnsw.info

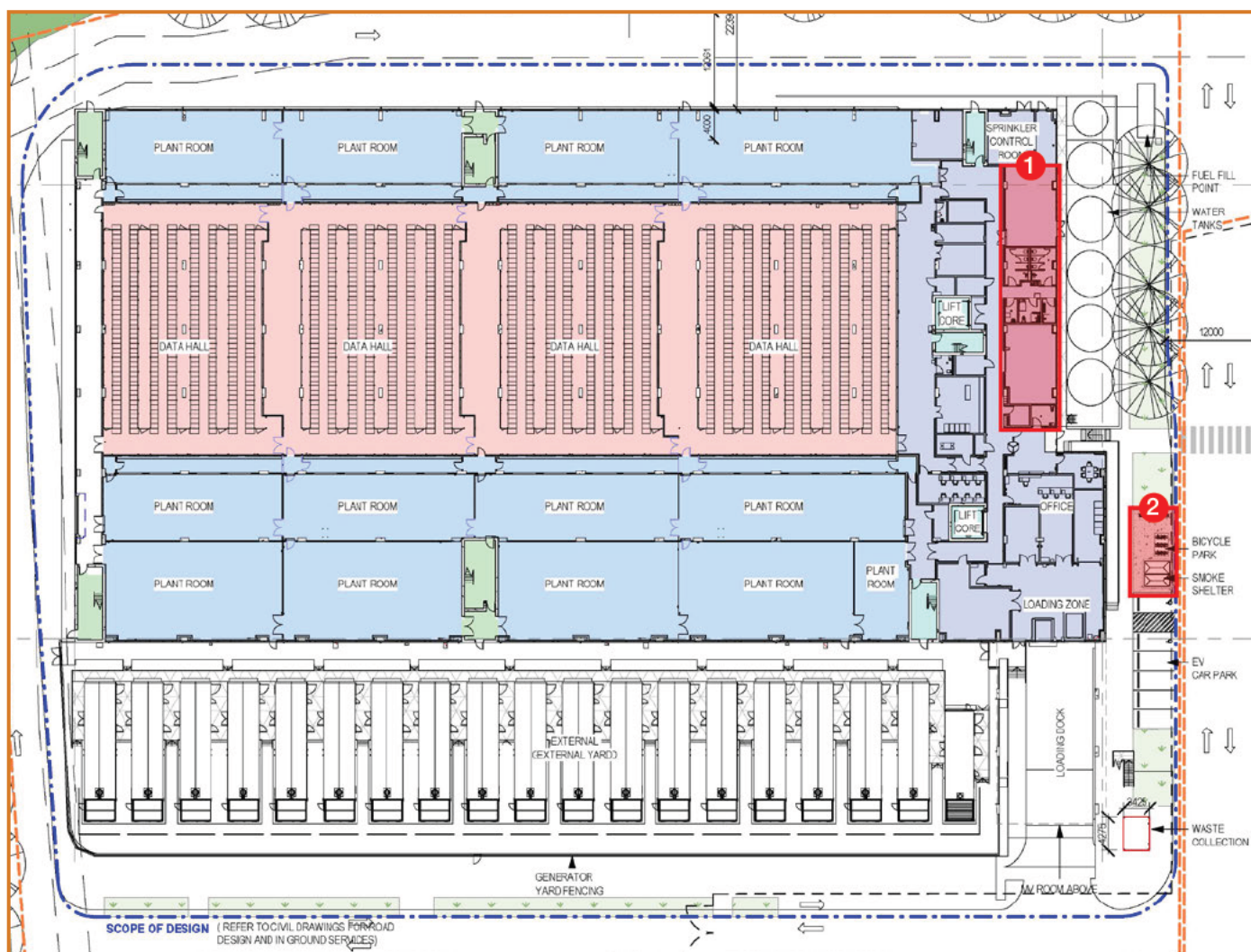


Train and Metro

Mount Druitt Station and Rooty Hill Station are the closest train stations, within a 15-minute commute via bus routes 738 and 835. The T1 North Shore Line provides connections to Parramatta CBD and Sydney CBD, while the T1 Western Line provides connections through to the Blue Mountains.

In 2027, the Western Sydney Airport Metro is expected to open, with metro services from St Marys Station. The metro is accessible from site via the 738 bus to Mount Druitt Station and a train to St Marys. The metro will provide connectivity across Western Sydney, with services every 5-minutes during peak hours.

Cycling Facilities Map



Key

- ① Change rooms
- ② Bicycle parking

Driving



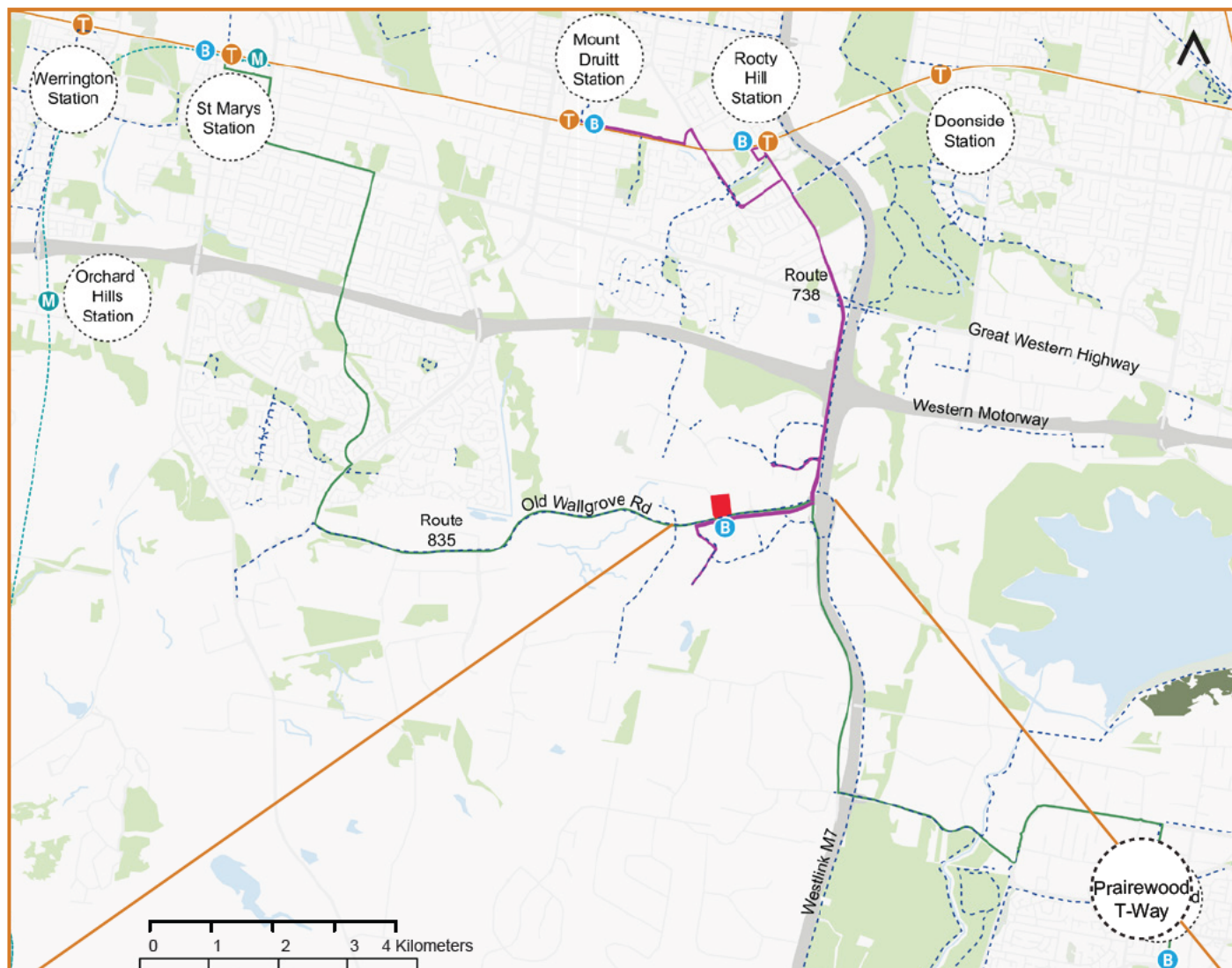
Electric vehicles

Electric vehicle parking is provided, with 6 free electric vehicle charging stations. These are spread across each building. We support the use of low-emission vehicles to support the shift towards a more sustainable future.



Cars

The carpark off Eastern Creek Drive is only for staff and visitors. To reduce private vehicle use, staff are encouraged to carpool. Accessible bays and carpooling bays are prioritised in the carpark and marked for easy identification.



Key		
 site	Bus routes	Trains and metro
Cycleways	 835 WSU Penrith to Prairiewood	M Sydney Metro WSA Station (future)
 Shared paths	 738 Mount Druitt to Eastern Creek	 Sydney Metro WSA (future)
 Footpaths	B Bus stop	T Train Stations
		 Rail line

A.2 Appendix B – Travel Survey Example



Online staff travel survey sample

DESCRIPTION: On-line self-completion travel surveys are a popular method to collect information for a Travel Plan as they get quantifiable and comparable data about how people travel and their barriers to change. They are relatively easy and inexpensive to design, distribute, complete and analyse using online packages such as Survey Monkey and SurveyGizmo.

A sample on-line travel survey is provided below. The text in *<italics>* provides design instructions or navigational guidance and is not part of the final survey.

Note: This survey is primarily applicable for office-based staff. It may need to be modified to suit employees working shifts. Not all questions may be applicable to your organisation or employees.

Introduction:

Hello and welcome to the travel survey!

Complete the survey and you can *<insert incentive eg. go into the prize draw to win a \$100 Opal Card, \$100 store vouchers, etc>*

No matter whether you walk, cycle, drive or catch the bus to work – and even if you didn't come to work today – we need you to complete this!

It won't take more than 5 minutes, promise. You'll find the results on our intranet site soon.

Thanks,

Your Travel Plan team

First a bit about you

1. What is your age in years?

	16 - 17		35 - 44		Over 65
	18 - 24		45 - 54		
	25 - 34		55 - 64		

2. What postcode do you live in?

(Free text)

Your journey to and from work

3. In an average week, on how many days do you commute for work?

	One		Four		I predominantly work from home or remotely
	Two		Five		
	Three		More than five		

<Questions 4 – 5 apply if the survey is going to multiple work places across the precinct. If it is being deployed by one organisation only, these questions are not required.>

4. What is the postcode where you normally work?

(Free text)

5. What department / business unit do you work for?

We ask this to identify travel trends within your organisation. If you do not wish to answer, please type "blank". If you are self-employed, please type "self".

(Drop down list)

Your journey to and from work

6. What time do you typically arrive at work? <adjust as needed to include relevant shifts>

	Before 06:00		07:30 – 07:59		09:30 – 09:59
	06:00 – 06:29		08:00 – 08:29		10:00 or later
	06:30 – 06:59		08:30 – 08:59		
	07:00 – 07:29		09:00 – 09:29		

7. What time do you usually travel home? <adjust as needed to include relevant shifts>

	Before 15:00		16:30 – 16:59		18:30 – 18:59
	15:00 – 15:29		17:00 – 17:29		19:00 or later
	15:30 – 15:59		17:30 – 17:59		
	16:00 – 16:29		18:00 – 18:29		

8. What is your main mode of transport when travelling to and from work? Please choose the mode that you use for the greatest distance.

	Walk or run		Light rail		Car (as passenger)
	Bicycle		Ferry		Car pool
	Bus		Car (as driver/sole occupancy)		Motorbike or Moped
	Train		Car (as driver with passengers)		Taxi or Rideshare (e.g. Uber)

Your journey to and from work

9. Do you ever work from home?

☐	Yes	☐	No
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10. On average, how many times do you work from home in one month?

(Free Text)

11. Do you have a disability or impairment that has an impact on how you travel?

☐	Yes	☐	No
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12. Do you have childcare commitments that have an impact on how you travel?

☐	Yes	☐	No
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13. Are you entitled to a free parking space at your place of work?

☐	Yes	☐	No
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Your potential for behaviour change

Significant improvements are being made across the transport network in Sydney. These changes may have an impact on your journey to work. To improve your journey, how likely is it that you will do the following to make your journey more comfortable and reliable?

14. Choose another mode to travel to work, e.g. switching from driving to public transport or from public transport to walking or cycling.

☐	Very likely	☐	Neutral	☐	Very unlikely
☐	Likely	☐	Unlikely	☐	Not possible

15. Change the timing of the journeys you make to avoid the busiest periods if possible given your work conditions.

☐	Very likely	☐	Neutral	☐	Very unlikely
☐	Likely	☐	Unlikely	☐	Not possible

Your potential for behaviour change

16. Reduce the number of times you travel to the office, e.g. by working from home if possible given your work conditions.

☐	Very likely	☐	Neutral	☐	Very unlikely
☐	Likely	☐	Unlikely	☐	Not possible

17. Reroute the way you take to and from work to avoid the busiest areas.

☐	Very likely	☐	Neutral	☐	Very unlikely
☐	Likely	☐	Unlikely	☐	Not possible

Your comments and interest in updates

18. Do you have any general comments on how you currently travel or how you would like to travel?

(Free text)

19. Would you like to ... <refer to incentive, for example: be entered into the draw for the chance to win a \$100 Opal Card? To view the terms and conditions for the prize draw, please [click here](#) >.

(Tick box)

20. If yes, please enter your email address.

(Free text)

Would you like to receive updates from the Travel Plan team bringing you relevant travel advice (e.g. information on new services)?

☐	Yes	☐	No
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21. If yes, please enter your email address to receive the updates you requested.

(Free text)

Closing

Thank you! To send your response, please click the 'Done' button below. Your responses will be collected and analysed by <insert> to help us create our Travel Plan. They will not be passed on to any third party. If you have any additional feedback on travel or transport to our workplace, please email us on <insert>, give us a call on <insert> or pop in and see us at <insert>.

DONE