

17-23 Talavera Road, Macquarie Park
Workplace Travel Plan

Prepared for:

Macquarie Data Centres Pty Ltd

30 July 2026

The Transport Planning Partnership

17-23 Talavera Road, Macquarie Park
Workplace Travel Plan

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1 Introduction

1.1 Project Background

A development consent (SSD-24299707) was issued by the NSW Department of Planning, Housing and Infrastructure (DPHI) on 19 January 2024 for construction and operation of an expansion to an existing data centre at 17-23 Talavera Road, Macquarie Park, comprising:

- a seven (7) storey building extension with ancillary office space
- supporting infrastructure & services, including back-up generators and diesel fuel storage
- minor earthworks, additional car parking, hardstand areas, landscaping and relocation of utilities.

The Transport Planning Partnership (TTPP) has prepared this Workplace Travel Plan (WTP) on behalf of Macquarie Data Centres Pty Ltd to satisfy the SSD-24299707 consent conditions #B34 and #B35 specified by the Minister for Planning. The consent conditions are reproduced below:

B34. Prior to the commencement of operation, the Applicant must prepare a Workplace Travel Plan (WTP) to encourage the use of sustainable and active transport options by operational staff. The plan must:
(a) be submitted to the Planning Secretary;
(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.

B35. The Applicant must:
(a) not commence operation until the Workplace Travel Plan (see condition B34) has been submitted to the Planning Secretary; and
(b) implement the most recent version of the Workplace Travel Plan submitted to the Planning Secretary for the duration of the development.

1.2 What is a Travel Plan

A Travel Plan is a management strategy for delivering long-term behavioural change and sustainable travel patterns. It is about understanding how people make their transport decisions and using this to influence behaviours that lead to better organisational outcomes, while reducing adverse impacts such as congestion (Transport for NSW, Travel Plan Template, 2018).

The WTP will be implemented to encourage staff and visitors to make use of sustainable transport methods to/ from the development and reduce the reliance on car usage, specifically, single occupant car usage, minimising impacts to the surrounding area.

1.3 Purpose of WTP

The purpose of a WPTP is to encapsulate a strategy for managing travel demand that embraces the principles of sustainable transport. In its simplest form, this WPTP encourages use of transport modes that have low environmental impacts, for example active transport modes including walking, cycling, public transport, and better management of car use. Active transport presents several interrelated benefits including:

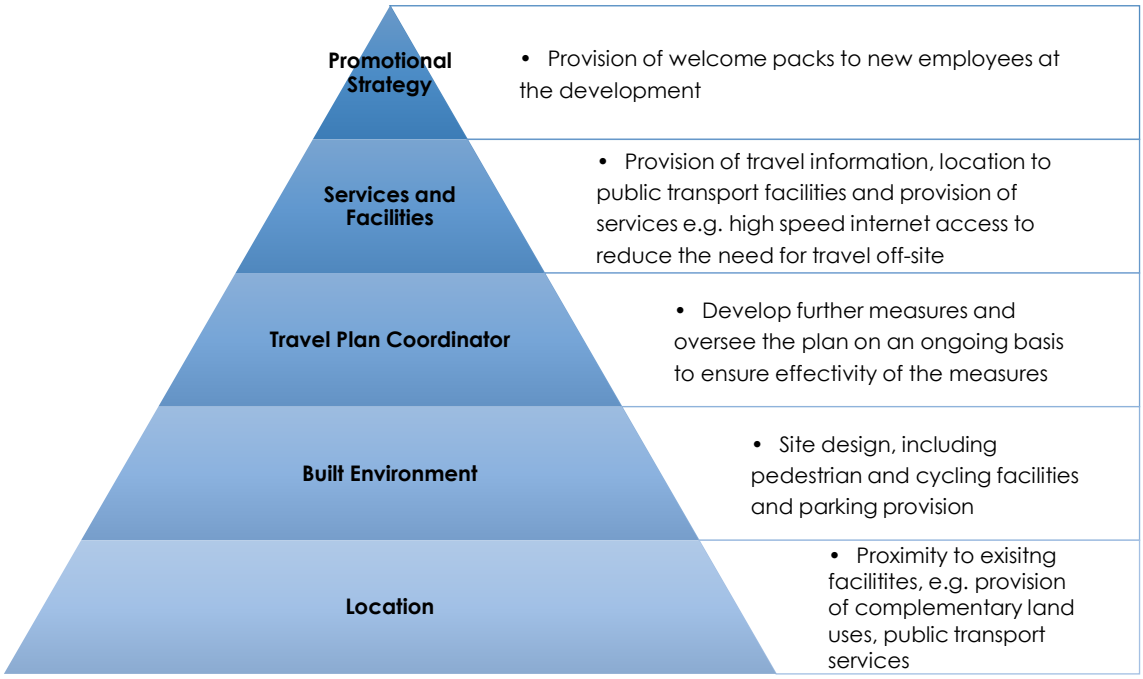
- improved personal health benefits
- reduced traffic congestion, noise and air pollution caused by motor vehicles
- greater social connections within communities
- cost savings to the economy and individual.

To ensure that the WTP meets its intended objectives, a review of 'best practice' guidelines such as City of Ryde Council *Sustainable Transport Plan 2031, Integrated Transport Strategy 2045* and *Travel Plan Guidelines* has been undertaken.

1.4 Travel Plan Pyramid

The WTP has been tailored to the data centre site to ensure appropriate measures are in place to promote a modal shift away from car usage. The key elements of the WTP are shown in the Travel Plan Pyramid in Figure 1.1.

Figure 1.1: Travel Plan Pyramid



All elements in the Travel Plan Pyramid are critical to the success of the WTP, but Figure 1.1 illustrates that the key foundations to ensure the success of a WTP include:

- **Location** – proximity to existing public transport services and proximity to mixed land uses, e.g., shops and services, such that walking or cycling becomes the natural choices
- **Built Environment** – provision of high-quality pedestrian and cycling facilities, end-of-trip facilities and reduced car parking provision to encourage sustainable transport choices.

1.5 Drivers of the Plan

There are several social, environmental and economic drivers for developing and implementing an WTP for developments as detailed below.

1.5.1 Car Parking

Car parks utilise valuable land resources and impact amenity. If the area continues to grow and there is no modal shift towards non-car transport modes, the car parking demand could increase significantly. As such, the provision of car parking must reflect the site's proximity to public transport to influence a modal shift to more sustainable transport modes.

The car parking provision is expected to satisfy the car parking demand based on historical travel mode surveys undertaken of existing staff and visitors. There are however opportunities to shift some of these toward more sustainable travel modes i.e. active and public transport.

1.5.2 Environmental Impacts

The transport sector (road, rail, air and ship) is Australia's third largest source of greenhouse gas emissions (GHG), accounting for 18 per cent of emissions in Australia in 2015 (Climate Council of Australia, 2016). Mitigating this impact is a key driver of the WTP. Within Australia, the transport sector has the highest rate of growth of GHG emissions per year having risen by 51 per cent since 1990 with private vehicles responsible for almost half of transport emissions. In comparison, travel modes such as walking and cycling have the lowest emissions while public transportation has significantly lower impact than the private vehicles.

1.5.3 Health Benefits

The use of sustainable transport modes can have wide-ranging health benefits due to a corresponding reduction in greenhouse gas emissions and increase in physical activity from walking and cycling. The shift from private cars to sustainable transport "can yield much greater immediate health "co-benefits" than improving fuel and vehicle efficiencies" (World Health Organisation, 2011). The potential benefits can include reduced respiratory diseases from better air quality, prevention of heart disease, some cancers, Type 2 diabetes and some obesity-related risks.

1.5.4 Social Equity

Transport has a fundamental role in supporting social equity, which is the equitable distribution of services, amenities and opportunities. The provision of sustainable transport modes can provide a more affordable alternative to car use. As such, it offers better mobility for women, children, young people, the aged, persons with disabilities and the poor, who have less access to private vehicles, thereby enhancing social equity.

1.5.5 Site Attraction

Provision of high-quality transport facilities (public transport, cycling and walking infrastructure) has a significant impact on the accessibility and enhance the attractiveness of a site. Negative experiences and costs associated with travel can reduce the competitiveness of a site. High quality and efficient transport systems are key to attracting and retaining industrial tenancies and workers. Support for active transport modes is also highly desired by staff members, as it improves health and productivity.

Notably, Transport for NSW (TfNSW) is planning to improve the existing bus priority and capacity in Macquarie Park area, including extension of new bus lanes. In addition, Council is proposing a number of active transport upgrades, including an integrated walking and bicycle network as part of Council's *Integrated Transport Strategy 2041* to align with *Future Transport 2056* and *Greater Sydney Service and Infrastructure Plan 2056*.

1.5.6 Education and Leadership

Major industrial facilities and precincts generally have many staff and visitors coming through each year. Therefore, building owners of industrial facilities have unique opportunities to encourage staff and visitors to shift to more sustainable travel behaviours. These travel behaviours can help shape long-term travel behaviours that extend long after their completion at the organisation. Successful travel planning and education can reduce traffic impacts on the road network while potentially supporting a positive influence on local areas by increasing public transport demand and improving amenities.

1.6 Transport Objectives

The following objectives have been identified to achieve the vision of the WTP:

Objective 1: Facilitate a modal shift towards more sustainable transport modes

- improve access, safety, amenity and convenience of sustainable transport modes for travel to and from the site
- encourage sustainable transport modes and establish a culture of active and public transport use
- improve awareness and knowledge of public and active transport options available within the area.

Objective 2: Reduce car ownership and promote car share use

- improve awareness and access to car share facilities available within the area
- promote car share use as an alternative to owning a car
- manage on-site car parking to disincentivise car use.

2 Existing Transport Policy Context

The review of existing relevant policies clearly illustrates a number of themes that should inform the approach to the ongoing management of transport demand, and investment in the transport network. These themes include:

- provision of high-quality local transport infrastructure, improved cycle paths and networks, and improving accessibility and connectivity
- address car parking issues in key locations, including residential and business districts, and encouraging active transport
- create connected, liveable communities where people can walk, cycle, and use public transport to promote healthier, active communities.

A summary of the existing policy framework documents relevant to the development site and its surroundings is provided in Table 2.1. Of note, the NSW 2021 plan and NSW Long Term Transport Master Plan aim to achieve a target of 25 per cent using public transport.

City of Ryde Council, however, seeks to meet a target of 45 per cent of trips using public transport, 40 per cent using private car and 15 per cent using active transport for Macquarie Park area by 2045 (City of Ryde Integrated Transport Strategy (ITS) 2045).

Table 2.1: Summary of Policy Framework

Policy/Strategy	Key Aims/Objectives/Goals
City of Ryde Council	
Ryde 2035 Community Strategic Plan	The Community Strategic Plan is framed around seven vision items, each with desired outcomes and monitoring progress. These visions are: • Vibrant and liveable city • Active and healthy city • Natural and sustainable city • Smart and innovative city • Connected and accessible city • Diverse and inclusive city • Open and progressive city The specific strategies relating to transport and parking are as follows: • Improve transport links and provide appropriate transport infrastructure to support major developments • Integrate new development with the transport network • Improve connectivity and accessibility to suburbs, centres, and places • Increase the use of public transport and active transport to destinations across the city • Improve car parking options, especially in town centres.
Integrated Transport Strategy (ITS) 2045	The Integrated Transport Strategy (ITS) outlines the direction that would guide City of Ryde's future transport planning to improve customer experience and sustainably accommodate future demand. The ITS sets out 40% private car mode, 45% public transport mode and 15% active transport mode for commuting trips in Macquarie Park area in 2045.

Policy/Strategy	Key Aims/Objectives/Goals
NSW State Government	
Future Transport Strategy 2056	The Strategy aims to increase the mode share of public transport services and reduce the use of single occupant vehicles. The proposed development will look to reduce private vehicle travel, aligning with the objectives of the Strategy. The Strategy initiatives include upgrading the cycle and pedestrian infrastructure, local walking connections and bus improvements within Macquarie Park area.
Greater Sydney Region Plan: A Metropolis of Three Cities – Connecting People	The site is well located to public transport which contributes towards creating a 30-minute city. The close proximity of the site to Macquarie Park and Macquarie University metro station, and extensive bus services, means tenants and tenants visitors can easily access the site via public transport modes. The site thus aligns with the objectives of the Plan in creating a workplace near public transport facilities to contribute towards a 30-minute city.
Sydney's Cycling Future, Cycling for Everyday Transport (NSW State Government, 2013)	Sydney's Cycling Future's key strategy is to improve cycling infrastructure. The Three Pillars of Sydney's Cycling Future include: • investing in separated cycleways • providing connected bicycle networks to major centres and transport interchanges promoting better use of our existing network; and, • engaging with our partners across government, councils, developers, and bicycle users.

3 Existing Transport Context

3.1 Public Transport

The site is well served by public transport services including metro trains and bus services. The closest metro station is Macquarie Park Station, located approximately 950m walking distance (14 minutes) from the site. Macquarie University Metro Station is located approximately 1 km from the site.

The Metro station is serviced by Sydney Metro City & Northwest, which runs between Tallawong and Sydenham, and subsequently to Bankstown upon completion of the Sydney Metro Southwest. Metro services arrive every four minutes during the peak periods and every 10 minutes during the off-peak periods. These services also provide connection to the wider Sydney Train suburban line to/from Central and Epping train stations. The Sydney Metro Southwest is expected to be operational in late 2026, which will provide further connections to the wider Sydney network. In summary, the site benefits from good public transport connections to the wider Sydney network.

Figure 3.1: Public Transport Options

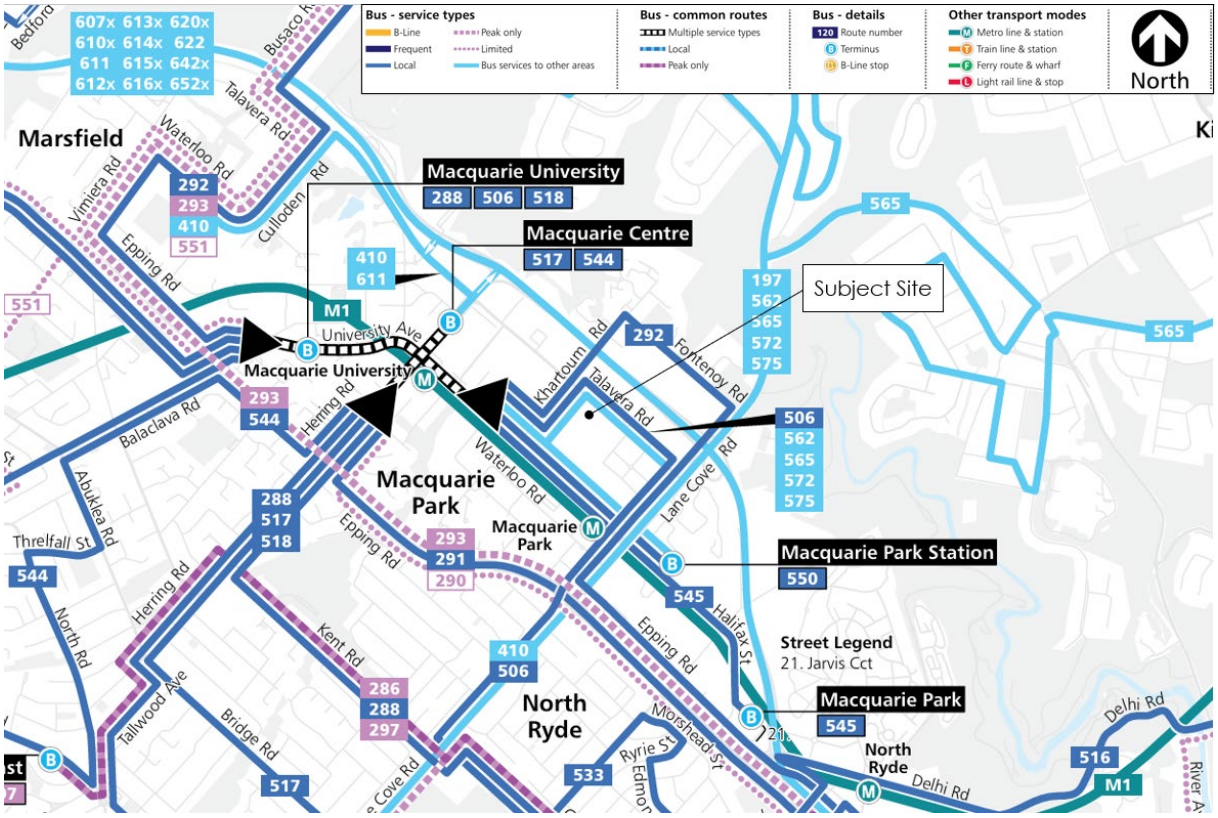


Multiple bus services are located within an 800 m walk of the site, with stops on Talavera Road and Lane Cove Road and at the Macquarie Park Station interchange. Key services relevant to the site connect Macquarie Park to Parramatta, Blacktown, Hurstville, Chatswood, Hornsby, Gordon, Turramurra, Mona Vale and the Sydney CBD. A summary of services is presented in Table 3.1 and illustrated in Figure 3.2.

Table 3.1: Public Transport Services

Mode	Route	Route Description	Typical Weekday Frequency
Metro	M1	Tallawong to Sydenham via Macquarie Park, Chatswood and Central	Every 4 mins (peak) / 10 mins (off-peak)
Bus	292	Marsfield to City Erskine Street	Every 10-30 mins
	506	Macquarie University to City Domain	Every 15-30 mins
	562	Gordon to Macquarie University	Limited services
	565	Chatswood to Macquarie University	Every 60 mins
	572	Turramurra to Macquarie University	Every 10-30 mins
	575	Hornsby to Macquarie University	Every 15-30 mins

Figure 3.2: Local Bus Network



TfNSW is delivering the Macquarie Park Precinct and Bus Interchange project, including dedicated bus lanes, upgraded bus stops, improved pedestrian crossings and a new purpose-built bus layover and facilities on Talavera Road, which will further improve bus reliability and pedestrian amenity in the precinct.

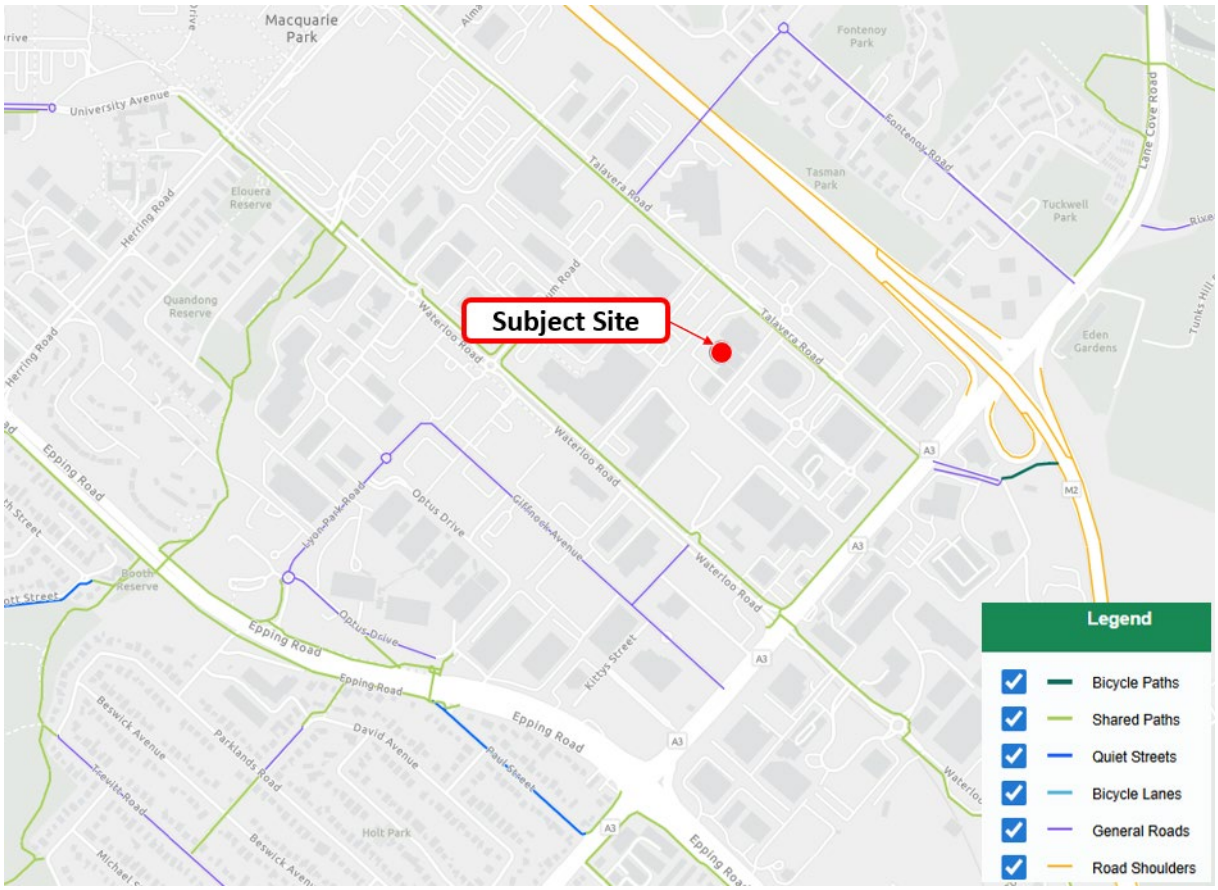
The project is currently preparing for construction commencement.

3.2 Pedestrian and Cycling Infrastructure

Pedestrian footpaths are provided on both sides of Talavera Road, extending onto the wider network and providing passage on foot to Lane Cove Road and Khartoum Road, including the walking route to Macquarie Park and Macquarie University Metro Station.

A number of off-road shared cycle paths are located near the site, with the main routes providing travel to Macquarie University, Epping and North Ryde. On-road cycle lanes surrounding the site provide further connectivity to the wider network. Indicative cycling times from the site are 10-15 minutes to North Ryde, 10 minutes to Marsfield, and 21-23 minutes to Eastwood/Epping. Cycle routes can be planned using the TfNSW Cycleway Finder.

Figure 3.3: Pedestrian and Cycle Infrastructure



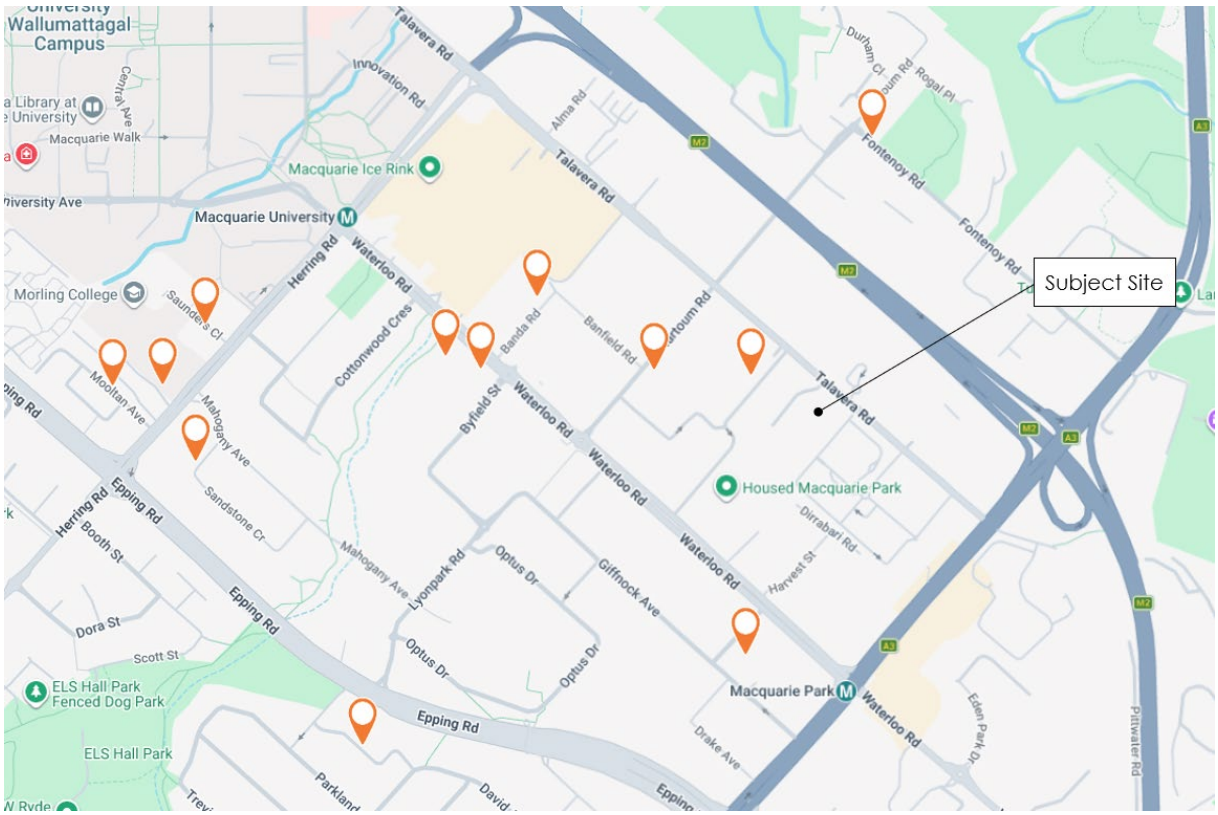
3.3 Car Share Facilities

Car share schemes are flexible, cost-effective alternatives to car ownership and are a convenient and reliable way for employees to use a car when they need one. Members join a car share scheme, choose a rate plan and pay an annual fee covering fuel, insurance, maintenance and cleaning. Each vehicle has a home location, referred to as a 'pod', and members reserve a car online or via an app.

A study commissioned by the International Carsharing Association in 2016 reviewed the impact of car share services in Australia, focusing on the City of Sydney area (approximately 20,000 users and 805 car share vehicles at the time). The findings indicate that car share users reduce their overall vehicle kilometres travelled per year by around 50 per cent compared with private vehicle owners, with resulting reductions in congestion and emissions and an increase in active transport use.

GoGet is one of the car share companies operating in Australia, with a number of pods (indicated by the orange location pins) located within the local Macquarie Park area as shown in Figure 3.4.

Figure 3.4: Surrounding GoGet Car Share Pods



3.4 Taxis and Related Services

Taxis and related taxi services (Uber, Lyft, DiDi, OLA, etc.) are point to point transport services that provide flexible and convenient transport options. Customers can choose the route the driver will take for a faster travel time and to destinations that cannot be reached by public and active modes of transport. Taxis are normally stationed at designated taxi ranks where customers can enter any available taxis waiting to depart. In addition to this, taxis can be hailed from the kerb on the street.

Other related taxi services, such as Uber, are point to point transport services that have increased in popularity over the recent years. Customers can download the respective app and organise a trip by inputting the destination and pick up location. In addition to this, customers can request a larger sized vehicle when travelling with large groups. The majority of these services can only be organised through the use of the apps via a mobile device.

Both taxis and Uber-alike taxi services allow people with common origins and/or destinations to share a vehicle and reduce overall car trips on the road network (e.g., single passenger trips) with the convenience of a private vehicle and reduced costs. Hence, this is considered favourable from a sustainable transport perspective.

3.5 Existing Modal Share

Macquarie Park is one of the major commercial/office areas in Sydney Greater Metropolitan Area. The site and surrounds are currently occupied by similar commercial land uses.

A review of the existing 2021 and 2016 Census data has been undertaken to understand existing travel modes of employees within the site, as well as surrounding the site, to obtain a good sample size to inform the future mode share targets for the site.

It is noted that the 2021 Census study was undertaken during the lockdown period of the Covid-19 pandemic on 10 August 2021. Therefore, most employees were working from home at the time. On this basis, TTPP has included 2016 Census data for comparative purposes as part of this assessment.

The 2016 and 2021 Census study areas (the selected destination zones for employee's mode share analysis) are shown in Figure 3.5 and Figure 3.6 respectively.

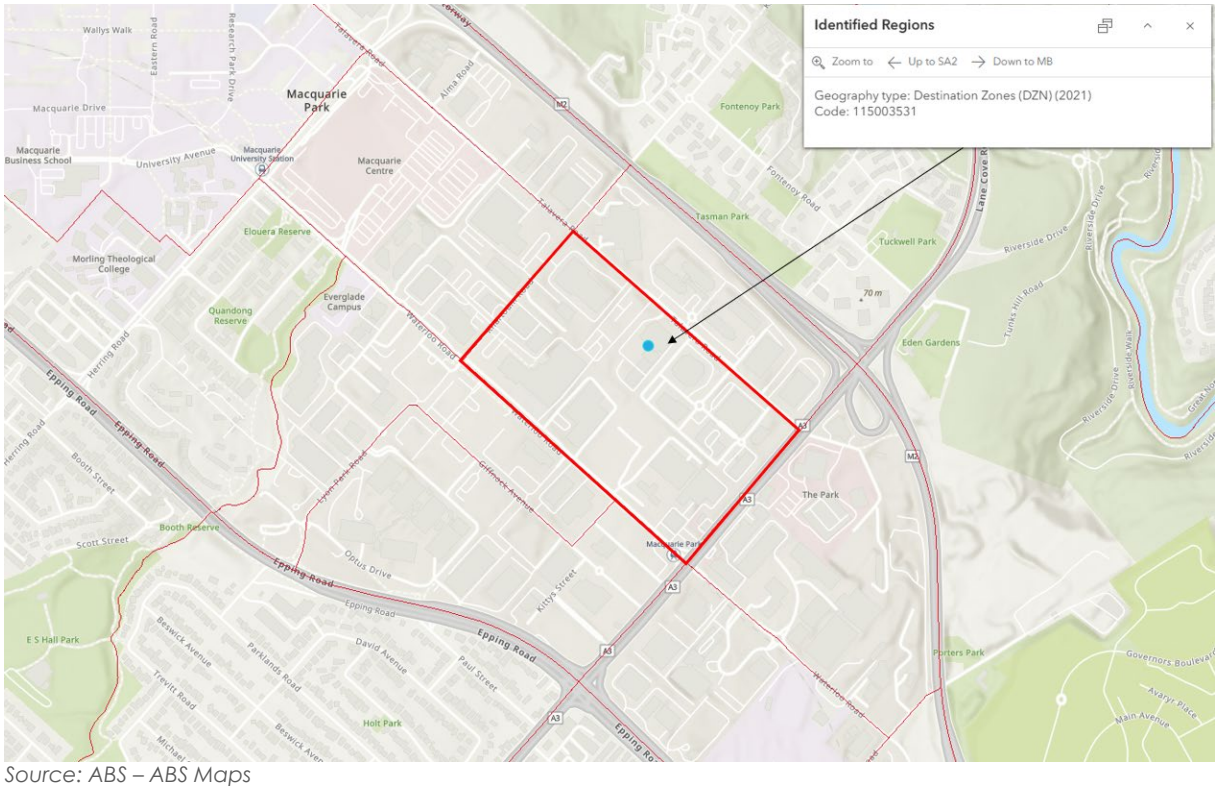
A summary of the existing modal splits of the study area is provided in Table 3.2, with a comparison between the 2016 Census (Pre-Pandemic) and 2021 Census (Pandemic).

Figure 3.5: Selected Destination Zones - 2016 Census



Source: ABS – ABS Maps

Figure 3.6: Selected Destination Zones - 2021 Census



Source: ABS – ABS Maps

Table 3.2: Existing Mode Share of Employees Working in Macquarie Park

Method of Travel	Employee Mode Share (Census 2016)	Employee Mode Share (Census 2021)
Train	15%	15%
Bus	6%	3%
Car Driver	73%	76%
Car Passenger	3%	2%
Motorbike / Scooter	0%	0%
Bicycle	1%	0%
Walk	2%	4%
Total	**100%**	**100%**

The 2021 Census data show approximately 78 per cent of commuter trips are in a form of private vehicle travel, either by car as a driver or passenger. Public transport use (including train and bus) accounts for approximately 18 per cent of the mode share, with 4 per cent of employees walking to their workplace, and 0 per cent of employees traveling by bicycle. This represents a high uptake of trips made by car in the area during this time.

It is however noted that the 2021 Census data was undertaken during the lockdown period, which would have impacted travel modes to/from the site. On this basis, 2016 Census data was also reviewed for comparative purposes.

The 2016 Census data shows that the primary mode of travel to the Macquarie Park area was also by private vehicle, where 76 per cent of employees travelled to the area by car as a driver or passenger. 21 per cent of employees travelled to the area by public transport (train and bus), with three per cent of employees travelling by bicycle or walking to their workplace. Again, this represents a high uptake of trips made by car in the area.

It is also worth noting that these 2016 figures were recorded before the Metro Tallawong to Chatswood service was operational. The Metro opened in 2019 which has presumably increased public transport to/from Macquarie Park significantly. Statistical data from Sydney Trains indicate patronage at Chatswood and Epping station, which serve as interchanges for commuters to/from the metro, surged by 18 per cent in July from the same month a year earlier. This suggests that more people travel to/from the Macquarie Park area by the metro.

As part of the Traffic Impact Assessment prepared for SSD-24299707, a baseline mode split was collected via a travel mode survey in 2022 of the existing Macquarie Data Centre staff and visitors. The travel mode survey indicated an existing mode share split of 77% via private car, 22% travel via public transport and 1% walk.

Notwithstanding this, Macquarie Data Centres will undertake a new travel survey 6-months post-occupation to update existing modal share data baseline. The travel survey questionnaire to be issued to staff once the site is fully occupied is provided in Appendix B. Macquarie Data Centres will be responsible to issue the travel survey and review/update mode share targets accordingly.

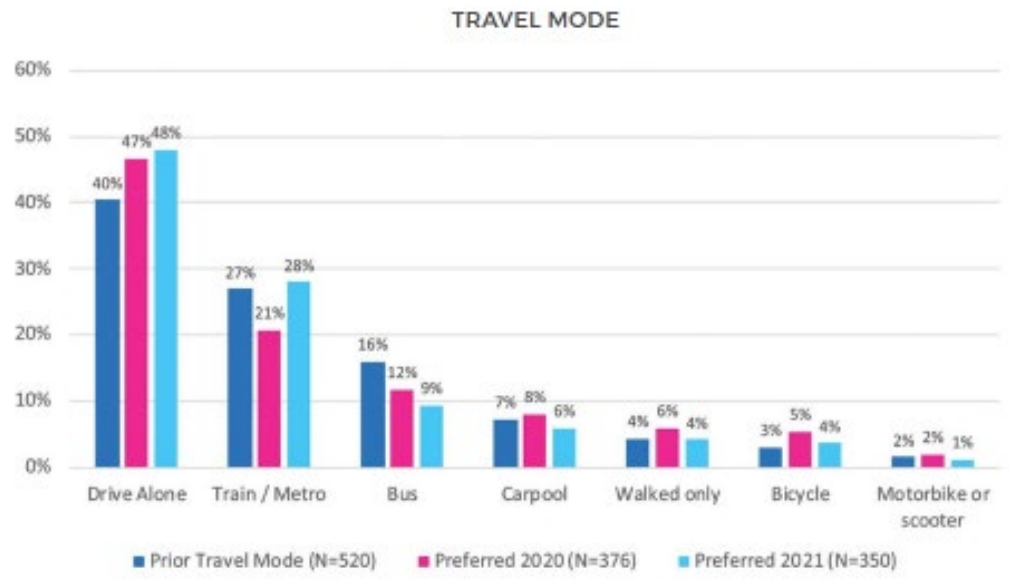
Given the site and immediate surroundings are well-connected by public transport services, there are opportunities to increase public transport usage amongst employees and reduce private vehicle usage. In addition, the well-established pedestrian footpaths, the surrounding cycling infrastructure and twelve (12) on-site bicycle parking spaces could also be utilised to increase the active transport mode share.

3.6 Connect MPID Modal Share

In 2016, Macquarie Park Innovation District (MPID) was established to increase collaboration, innovation and commercialisation to drive growth in Macquarie Park. As part of this, Connect led three surveys to measure the immediate impacts of Covid-19 in Macquarie Park in April, May and June 2020. In May/June 2021, new surveys were undertaken to understand how travel behaviours and perceptions have changed in the year since.

A summary of the existing travel mode surveys is shown in Figure 3.7

Figure 3.7: Connect MPID Travel Mode



Source: Connect MPID

Figure 3.7 indicates that car trips have significantly decreased following the opening of the Metro compared to the above Census data. That is, car trips equate to about 40 to 48 per cent of trips to the Macquarie Park Area, whereas 30 to 44 per cent of trips were made by public transport services (train/metro and bus).

4 Mode Share Target

The aim of a WTP is to encourage a modal shift away from private vehicles by implementing measures that influence the travel patterns of employees and clients of the proposed development. The implementation of the WTP would be regularly monitored to ensure that it is creating the desired effect. The success of the WTP is measured by setting modal share targets and identifying the measures and actions that have the greatest impact.

The targets have a 5-year timeframe.

Table 4.1 presents the proposed mode share for the site which considers the anticipated building population and also the parking provisions proposed for the site that will aide to reduce single occupancy vehicle trips.

Table 4.1: Mode Share Targets

Method of Travel		2021 Benchmark (Connect MPID)	Employee Mode Share (Census 2016)	Target	Net Difference from Census
Private Vehicle	Car (As Driver)	45%	73%	63%	-10%
	Car (As Passenger)	7%	3%	4%	+1%
	Motorbike / Scooter	2%	0%	0%	-
Public Transport	Train / Metro	25%	15%	20%	+5%
	Bus	12%	6%	8%	+2%
Active	Walked Only	5%	2%	2%	-
	Bicycle	4%	1%	3%	+2%
	Total	**100%**	**100%**	**100%**	**-**

The proposed mode share targets represent a reduction of private car trips by 10 per cent compared to the 2016 Census. It is however noted that the future Sydney CBD Metro to Bankstown connection is expected to be opened in late 2026. This extension of the Metro line to Bankstown will further expand the coverage and accessibility to the site and has the potential to increase the public transport uptake within Macquarie Park area.

A critical component to ensure the success of the travel plan is to provide adequate facilities and manage car parking demand and allocation. There are 71 car spaces (including 4 accessible spaces) and 12 bicycle spaces provided within the site.

The site is anticipated to have up to 30 full-time staff on site during normal hours. Noting that the data centre operates 24/7, the operations are split into two 12-hour shifts between 6am-

6pm and 6pm-6am. Each shift would typically consist of 15 MDC staff (e.g. security and operations team) and 15 Mac Telco (HMC engineers) on-site.

In addition to this, there can be typically between 10-15 and up to a maximum of 25 contractors on-site during major maintenance activities. However, these are often undertaken on weekends. Furthermore, the site typically has between 10-15 customers arriving to the site per day, however customers are often only on site for a few hours at a time.

Based on the above, the maximum number of persons (staff, contractors and customers) expected on site at any one time is up to 70 persons. The 71 provided car spaces would therefore be able to accommodate such parking demands. The proposed car parking provision is well below DCP requirements for the site (which already has reduced car parking rates within the Macquarie Park corridor).

Although this car parking provision assumes 100 per cent car travel mode share based on a maximum of 70 persons (staff, contractors and visitors) at any one time, there are opportunities to shift staff travel behaviour toward sustainable travel modes. This could be done by incentivising other sustainable travel modes.

Macquarie Data Centres will encourage staff to consider alternative means of transport other than private vehicle. If private vehicle is to be chosen, then staff would be highly encouraged to carpool to/from the site.

Macquarie Data Centres shall encourage staff to build a successful hybrid culture, consistent with objective and visions set in the Connect MPID as per a 5-step program as follows:

- Executive alignment
- Team ways of working
- Individual conversations
- The role of the office
- Tools to go further

Macquarie Data Centres will also implement appropriate management measures and 'education campaigns' to encourage active travel to/from the site. This is further discussed in Section 5.

On this basis, the mode share targets are considered reasonable in a 5-year timeframe with appropriate management measures.

5 Encouraging Sustainable Transport

To achieve the objectives of the WTP, measures will be put in place to influence the travel patterns to/from the site, with a view to discourage single occupant car usage from the initial occupation of the development.

The outcomes sought from this Travel Plan are:

- Travel accessibility: all staff, including shift workers, have clear information to make informed travel choices to and from the site at all hours of operation.
- Employee health and wellbeing: increased uptake of walking, cycling and active travel where shift timing allows, supported by quality end-of-trip facilities.
- Employee travel safety and security: safe walking and cycling routes and secure on-site facilities, particularly relevant for staff travelling during evening, overnight and early morning shifts.
- Business improvement: reduced reliance on on-site car parking capacity and reduced contribution to precinct road congestion, consistent with Council's Macquarie Park Corridor objectives.
- Corporate sustainability: measurable reduction in staff commuting emissions over time.
- Regulatory compliance: satisfaction of condition B34 on an ongoing basis for the duration of site operation.

5.1 Site Specific Measures

A Travel Plan Coordinator (TPC) will be appointed to oversee the proposed site-specific measures to encourage sustainable transport as a mode share to/ from the site. The contact information of the appointed TPC will be made available to staff.

The roles of the TPC comprise the following:

- Coordinate the implementation of the WTP
- Arrange the annual staff travel survey and collect data to measure progress
- Communicate and promote the Travel Plan and its measures to staff and visitors
- Coordinate travel-related events and initiatives, where relevant to the workforce
- Monitor and review the Travel Plan

5.1.1 Walking and Cycling

The TPC shall consider establishing a walking and cycling group for the staff, to promote active travel to/from the site, followed by recreational activities/special events within the site.

This initiative would help promote and encourage social inclusion, as well as promote walking and cycling as the choice of travel.

Given the site is close to shared paths and cycleways, staff will be more likely to walk and cycle to and from the site if appropriate facilities are provided. Macquarie Data Centres will provide 12 bicycle parking spaces for staff to encourage active travel to/from the site.

Bicycle parking occupancy should be monitored on an ongoing basis, with provision increased if demand approaches capacity.

Walking and cycling route information (Transport Access Guide, Appendix A) will be displayed on an information board on site and included in new starter induction. This ensures that all staff are made aware of surrounding active transport infrastructure.

Furthermore, upon appointment/completion of probationary period, staff will be canvassed about their willingness to travel by public transport or bicycle and appropriate incentives would be considered to encourage such modal shifts.

5.1.2 Public Transport

Public transport maps would be provided on newsletters, websites, social media to make both employees and clients more aware of alternative transport options available in the area. The format of the map would be based upon the Travel Access Guide (TAG). This TAG will form part of a welcome pack for staff and made available to clients (via website, social media etc) to ensure that they are made aware of the necessary requirements to make use of public transport surrounding the area to connect with other Greater Sydney areas.

5.1.3 Car Sharing

As detailed in Section 3.3, car share facilities (e.g., GoGet) are available within the vicinity site. Once at work, if car use is required by those employees who have not driven to work, employees and clients would be encouraged to use the car share facilities in the area. This information would be made available to all employees as part of the welcome pack, and to clients via email and/or website.

Consideration should be given to providing an organisational GoGet or other car share operation membership.

5.1.4 Carpooling and On-site Parking Management

MDC will maintain the 71 car parking spaces on site (including 4 accessible spaces) to accommodate the expected car parking demand. Although this car parking provision assumes 100 per cent car travel mode share based on a maximum of 70 persons (staff, contractors and visitors) at any one time, there are opportunities to shift staff travel behaviour

toward sustainable travel modes. This could be done by incentivising other sustainable travel modes.

Given the operational need for staff and visitors to access a secure 24/7 facility outside standard public transport hours, no parking restraint measures are proposed at this time. Parking utilisation should be monitored as part of the annual review to inform any future adjustment.

The TPC will provide educational and promotional campaigns for staff to increase carpooling activities and potentially reduce the number of single occupant vehicles on the road. The TPC will also provide information to all staff and new starters, that helps them find carpool buddies in their daily commute.

5.2 Transport Access Guide Information

The information mentioned above will be provided in the form of a package of easy-to-understand travel information known as a Transport Access Guide (TAG). This will be included in the welcome pack provided to new starters and current staff and provided to visitors via website, social media and/or email as relevant.

TAGs provide customised travel information for people travelling to and from a particular site using sustainable forms of transport – walking, cycling and public transport. It provides a simple quick visual look at a location making it easy to see the relationship of the site to metro stations, bus stops, walking and cycling routes, etc.

TAGs encourage the use of non-vehicle mode transport and can reduce associated greenhouse gas emissions and traffic congestion while improving health through active transport choices. They can take many forms from a map printed on the back of business cards or brochures. Best practice suggests that the information should be as concise, simple and site centred as possible. If instructions are too complex, people are likely to ignore them.

A TAG has been prepared for the site in the form of a brochure and is provided in Appendix A. This would be reviewed and updated regularly to ensure it remains current and relevant. Information and Communication

A component of the TPC's role will be communicating with staff and visitors to provide information to facilitate journey planning and increase their awareness of convenient and inexpensive sustainable transport options which support potential changes in travel behaviour.

Transport NSW info

- Bus, train and metro routes, timetables and journey planning are provided by Transport for New South Wales and Sydney Metro through their respective transport information website:
  - http://www.transportnsw.info/
  - https://www.sydneymetro.info/.

Similarly, phone apps such as TripView display Sydney public transport timetable data and shows a summary view showing current and subsequent services, as well as a full timetable viewer. This timetable data is stored on the phone, so it can be used offline.

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

Sydney Cycleways

- City of Ryde, specifically Macquarie Park, provides a number of services and a range of information to encourage people of all levels of experience to travel by bicycle. https://www.ryde.nsw.gov.au/

5.3 Travel Plan Activities and Actions

A summary of the key strategy and framework action table is shown in Table 5.1. It should be noted that this framework action table will be reviewed and updated, as required. However, it is important to stress that the implementation of the strategies within a few months of adopting this WTP is a key factor in influencing travel patterns.

Table 5.1: Framework Action Table

Action	Objective	Responsibility	Timeline	Priority
1. Provide 12 on-site bicycle parking spaces.	1	Proponent	Prior to Occupation	High
2. Provide no more than 71 on-site car parking spaces.	1	Proponent	Prior to Occupation	High
3. Provide public transport and active transport information on a noticeboard at key locations within the site based on the Transport Access Guide (TAG). This will also be posted on the website, newsletters, and included as part of the welcome pack distributed to new starters.	1	Travel Plan Coordinator	Upon Occupation	High
4. Provide to all existing and new staff a TAG/welcome pack on Day 1 of site occupation.	1	Travel Plan Coordinator	Upon Occupation	High
5. Upon appointment/completion of probationary period, staff will be canvassed about their willingness to travel by public transport or bicycle and appropriate incentives would be considered to encourage such modal shifts.	1	Proponent	Ongoing	Medium
6. Discuss providing public transport travel allowance for staff members.	1	Travel Plan Coordinator	Ongoing	Medium
7. Encourage walking groups, cycling groups amongst staff to encourage active transport use.	1	Travel Plan Coordinator	Ongoing	High
8. Consider organising walk to work day or cycle to work day where free breakfast/meal provided.	1	Travel Plan Coordinator	Ongoing	Medium
9. Organise shift arrangements for staff to encourage carpooling activities by placing staff who live close to each other in same shift patterns.	1, 2	Proponent	Ongoing	Medium
10. Consider providing GoGet memberships for staff and provide information of existing car share facilities in the area as part of the welcome pack.	1,2	Travel Plan Coordinator	In Accordance with a Car Share Provider Agreement	Low
11. Ongoing review of the WTP to introduce additional measures as required.	1, 2	Travel Plan Coordinator	Annually	High

6 Management and Monitoring of the Plan

6.1 Management

There is no standard methodology for the implementation and management of a WTP. However, the WTP should be monitored and reported to Council for the first five years, to ensure that it is achieving the desired benefits. The mode share targets set out in Section 4 are used in this regard to ensure there is an overall goal in the management of the WTP.

The monitoring of the WTP will require travel surveys to be undertaken with a focus to establish travel patterns including mode share of trips to and from the site and identify any progress toward the mode share target and objectives. It is recommended that the first set of surveys should be undertaken within six months post occupation to obtain the baseline mode share of the site. In addition, travel surveys should be undertaken annually for a minimum of 5 years after the initial survey to monitor the progress of the GTP of travel mode change.

A sample employee travel survey questionnaire is provided in Appendix B.

The implementation of the WTP will be the responsibility of the appointed Travel Plan Coordinator (TPC), who will be responsible for developing, implementing and monitoring the WTP. The TPC will provide information and recommendations to staff and visitors to ensure that they can see the benefits of sustainable transport.

There are several key components to the development and implementation of a successful WTP. These include:

- **Communication**: Good communication is an essential part of the WTP. It will be necessary to explain the reasons for adopting the plan to promote the benefits of sustainable transport options.
- **Commitment**: WTPs involve changing established habits or providing the impetus for people to choose an alternative sustainable travel mode other than car use. To achieve cooperation, it is essential to promote positively the wider objectives and benefits of the Plan. This commitment includes the provision of the necessary resources to implement the plan, beginning with the TPC.

Once the Plan has been implemented, it is important to maintain interest in the proposed scheme. Each new initiative in the plan will need to be publicised and marketing of the plan should be undertaken to increase the effectiveness.

6.2 Remedial Actions

The regular annual review will take place to identify if any possible remedial actions can be adopted, should the modal share targets be unlikely to be achieved.

The TPC should consider coordinating with other organisations such as Connect MPID and Council to canvass any other initiatives that can be practically adopted.

Alternatively, the TPC could work with Council to ensure the measures are aligned with Council's strategic planning for travel by active and public transport modes.

6.3 Consultation

The results of the GTP will be communicated via Macquarie Data Centres' website. Hence, it is recommended that a summary is produced presenting the results of the survey within two months of the undertaking of the travel surveys.

Subsequent surveys would be undertaken annually for a minimum of five years to monitor the travel patterns to/from the site. The results of the survey should be included in the annual reporting updates to Council. The TPC will liaise with relevant Council staff member to benchmark against survey results from other commercial sites to help inform the relativity of the success of the plan. This may then feed back into possible remedial actions.

7 Conclusion

This SSDA specific Workplace Travel Plan outlines a number of transport demand management initiatives that will be adopted to assist with progression towards the target single occupancy vehicle trip mode share for the Macquarie Park Data Centre located at 17-23 Talavera Road, Macquarie Park.

Due to the site proximity to extensive public transport services, there is potential to increase public transport uses and reduce private car travel. The availability of on-site bicycle parking, cycling infrastructure and well-established footpaths in the vicinity of the site, providing connection to the surrounding suburbs and transport hubs, also highlights the potential to increase active travel mode share amongst employees and clients.

The implementation of this WTP, in combination with provision of facilities such as bicycle parking spaces and end-of-trip facilities, will be key to ensuring that staff and visitors are encouraged to use sustainable transport options to/from the site. This includes identification of opportunities and constraints to influence further changes to the travel behaviour of tenants and their visitors, wherever possible.

Appendix A

Transport Access Guide



TRANSPORT ACCESS GUIDE

Multiple bus services are located within an 800m walk from the site.

Route	Description
197	Mona Vale to Macquarie University
288	Epping to City Erskine St via Freeway
290	Epping to City Erskine St via North Sydney
291	Epping to McMahons Point
292	Marsfield to City Erskine Street
294	Macquarie University to City Wynyard
410	Macquarie Park to Hurstville
506	Macquarie University to City Domain
517	Macquarie Centre to Ryde

Route	Description
518	Macquarie University to Meadowbank Wharf
544	Macquarie Centre to Auburn
545	Parramatta to Macquarie Park
550	Parramatta to Macquarie Park
562	Gordon to Macquarie University
565	Chatswood to Macquarie University
572	Turramurra to Macquarie University
575	Hornsby to Macquarie University
611	Blacktown to Macquarie Park

Sydney Metro Northwest line is located in close proximity to the site, providing connection between Sydenham, Chatswood, Central and Tallawong. Transit to other suburban train lines are available at Central, Sydenham, Chatswood and Epping metro station.

Distance	Metro Station
900m	Macquarie University
500m	Macquarie Park

Park your bike in the secure bike parking spaces located on site – 12 spaces are available.
Bike lockers are also provided at nearby Metro stations.

Map your route using RMS Cycleway Finder:
https://maps.transport.nsw.gov.au/egeomaps/cycleway-finder/index.html

Cycling Time to Key Destinations / Suburbs	
10-15 mins	North Ryde
10 mins	Marsfield
21 - 23 mins	Eastwood / Epping

Go Get Car Share vehicles are available in proximity and in the proximity to the site.

For your nearest Go Get car share vehicle:
https://www.goget.com.au/

Plan your trip using Sydney's Trip Planning Tool:
transportnsw.info/trip

macquarie
DATA CENTRES



17-23 Talavera Road, Macquarie Park

Transport Access Guide

Appendix B

Employee Travel Survey Questionnaire

Employee Travel Survey

Q1. What is your address postal code?

Postcode: ……..

Q2. What time do you usually start and finish work?

Start time: ……..

Finish time: ……..

Q3. Do you work full time or part time?

☐ Full time

☐ Part time

Q4. How many days per week do you usually come to work at your workplace? Please specify what day of the week (tick all that applies)

Number of days: ……..

☐ Monday

☐ Tuesday

☐ Wednesday

☐ Thursday

☐ Friday

☐ Saturday

☐ Sunday

Q5. What is the main transport mode you use to get to and from work? Please tick all that apply.

☐ Car as driver

☐ Car as passenger (by driver not working at your workplace)

☐ Car as passenger (carpooling with another colleague)

☐ Motorbike

☐ Train / Metro

☐ Bus only

☐ Train/Metro and Bus

☐ Walk only

☐ Bicycle

☐ Other (please specify) ……..

Q6. If you drive to work, where do you usually park your car?

- ☐ On-site car park
- ☐ Surrounding car parks
- ☐ On-street parking
- ☐ Car share service (i.e. GoGet, Car Next Door etc.)

Q7. Which of the following transport mode would you consider

- ☐ Train / Metro
- ☐ Bus
- ☐ Car share
- ☐ Walk
- ☐ Bicycle

Q8. Choose from the following options that you think would encourage you to use this mode of transport on some of your trips travelling to and / or from work.

- ☐ Increased frequency
- ☐ Better operating hours
- ☐ Improved cleanliness
- ☐ Reduced costs
- ☐ Reliability
- ☐ Parking options at train station at your postcode.
- ☐ Safety improvements
- ☐ Carpool schemes
- ☐ Bike Buddy scheme
- ☐ Incentive schemes
- ☐ Other (please specify)

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