

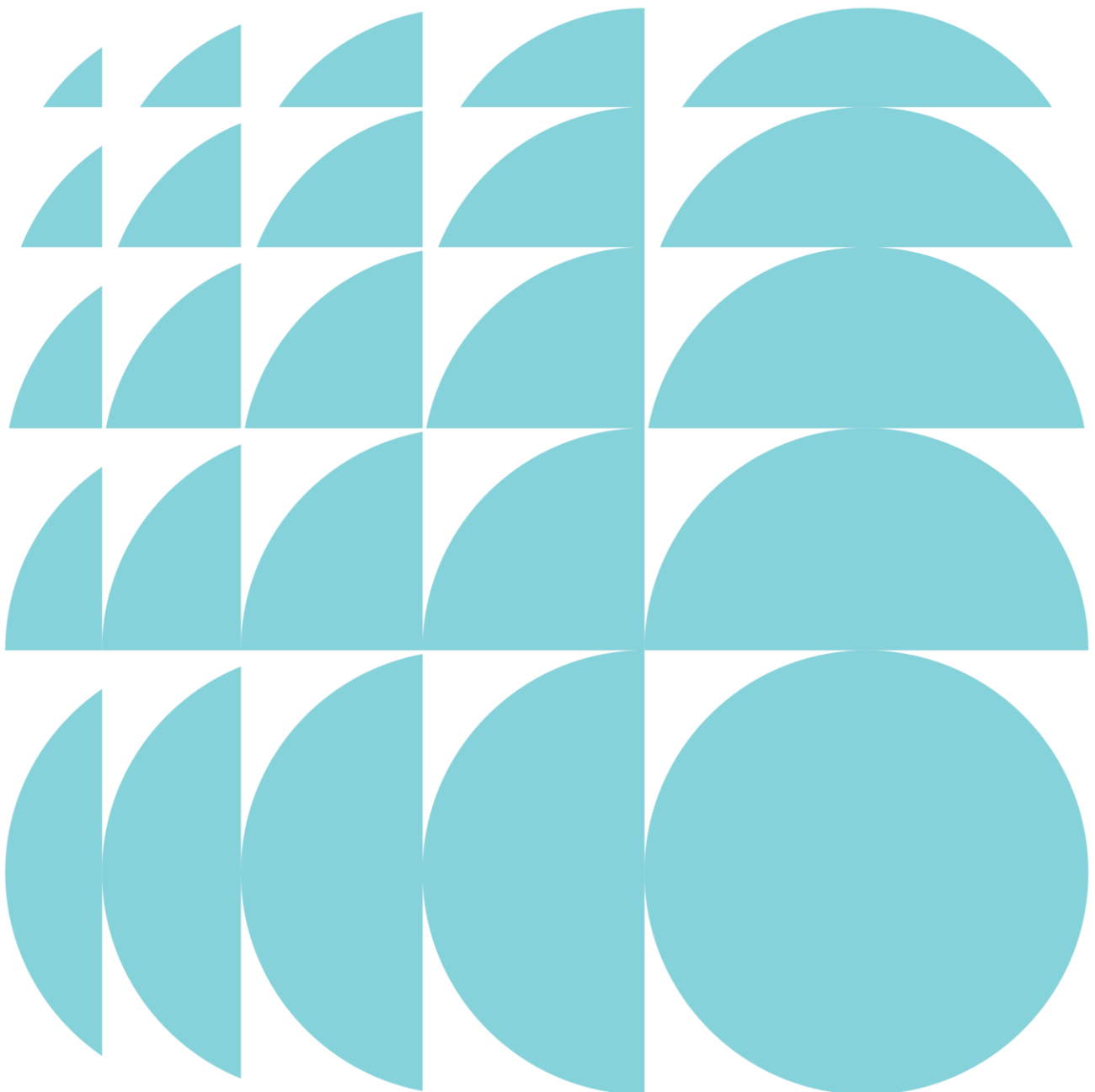
ETHOS URBAN

Work Place Travel Plan

Bungarribee Super Park, Western Sydney
Parklands
Sydney Zoo

Submitted to
On behalf of Sydney Zoo

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1.0 Introduction

The Sydney Zoo is a new purpose-built zoological facility located in the Bungarribee Super Park in the Western Sydney Parklands, adjacent to the Great Western Highway.

On 8 September 2017 Sydney Zoo received approval for State Significant Development 7228 (SSD) under Section 4.38 (previously 89E) of the *Environmental Planning and Assessment Act 1979* (EP&A Act) to construct and operate a zoological facility on site.

The Conditions of Consent (**Appendix A**) require a Work Place Travel Plan to be prepared for the approved project and form part of the Operational Traffic Management Plan (OTMP). The Work Place Travel Plan is to outline facilities and measures to promote public transport use, describe pedestrian and bicycle linkages and end-of-trip facilities available on the site, and is to be implemented for the life of the Sydney Zoo.

The aim of the Work Place Travel Plan is to reduce the environmental, traffic and economic impact of travel to/from and in association with the operation of the Sydney Zoo. The plan encourages the reduced use of motor vehicles as well as using alternatives to the single occupant motor cars. This plan develops a range of strategies aimed at encouraging walking, cycling, public transport and car-pooling for travel to and from work and a shift away from the reliance on single occupant vehicle travel. This will aid in mitigating the effect of the development on the local road network, particularly during peak travel times.

1.1 Development Consent

The Planning Assessment Commission approved the Sydney Zoo State Significant Development 7228 (SSD7228) on 8 September 2017. Condition C6 specifies the following:

Work Place Travel Plan

C6. Prior to the commencement of operation of any part of the Development, the Applicant shall prepare and implement a Work Place Travel Plan as part of the Operational Traffic Management Plan detailed in Condition C5, in consultation with TfNSW. The Work Place Travel Plan shall:

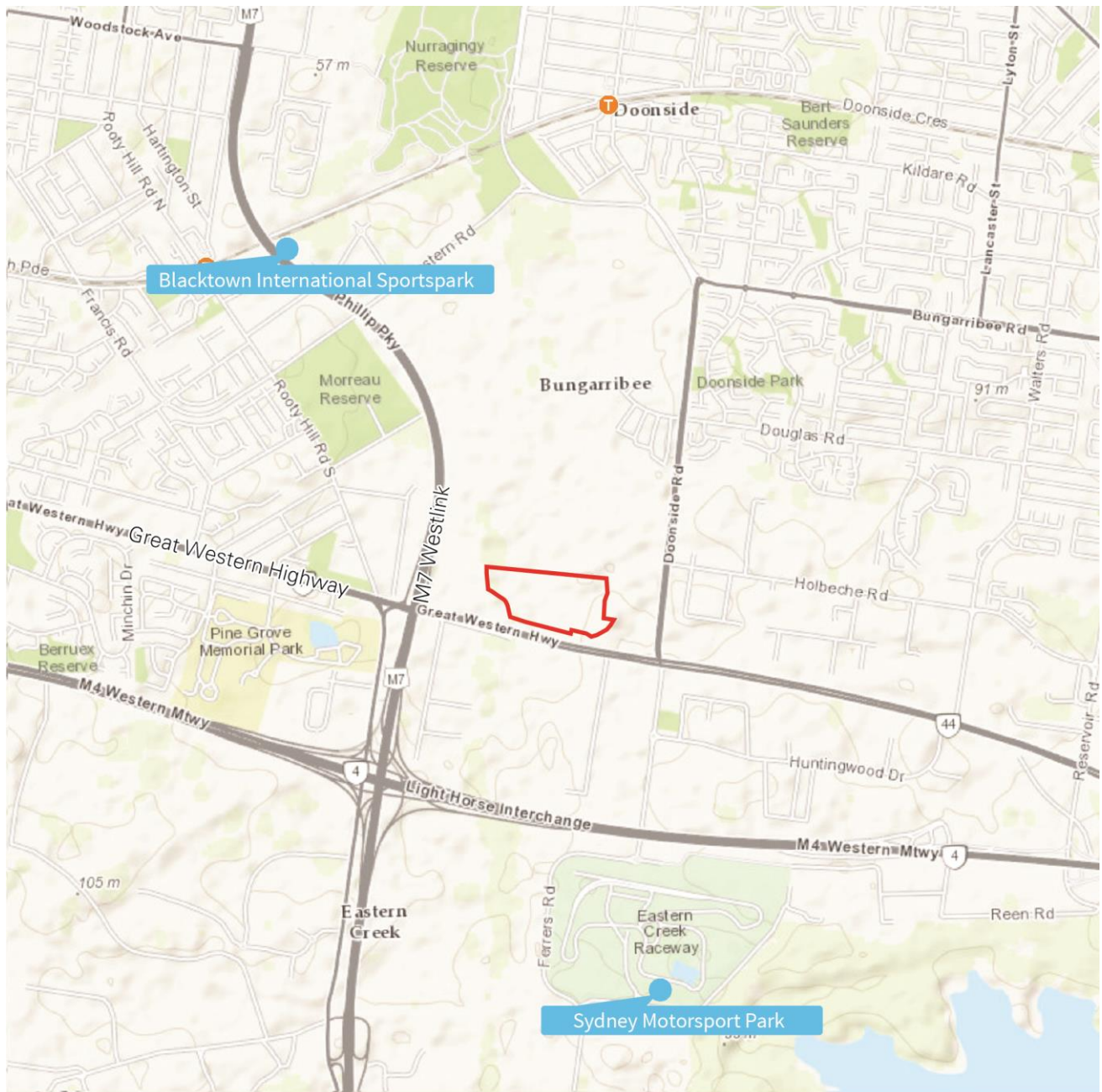
- (a) outline facilities and measures to promote public transport usage, such as car share schemes and employee incentives that would achieve a public transport mode share of 25%;*
- (b) describe pedestrian and bicycle linkages and end of trip facilities available on-site; and*
- (c) be implemented for the life of the Development.*

1.2 Project Description

1.2.1 Site Location

The site is located approximately 33 kilometres west of the Sydney Central Business District (CBD), and approximately 15 kilometres east of Penrith. It falls within the Western Sydney Parklands and is in close proximity to the Great Western Highway, M4 Western Motorway and Westlink M7, providing excellent access to both the state and regional road network and surrounding parkland areas. Traffic studies have concluded there is ample spare capacity in the road network to accommodate a development of this nature.

The site of the proposed Sydney Zoo is 16.5ha in size, and irregular in shape. Access will be from the Great Western Highway approximately 75m from its southern border.



 The Site

Figure 1 Site location

1.2.2 Description of Exhibits

The development will provide a new recreational facility for Western Sydney. The proposal, as approved, comprises a zoological facility containing animal exhibits and associated infrastructure over the site, being a total area of approximately 16.5ha, for the following key components:

- Animal exhibits across several enclosures of varying design for a range of native and exotic animals;
- Back-of-house buildings for exhibits;
- Main entrance building comprising entry/exit, and gift shop;
- Restaurant and café;

- Kiosks and amenities;
- Educational show arena;
- Picnic areas and gardens;
- Wetlands and waterways;
- Service building containing:
 - Administration areas;
 - Curatorial and food preparation areas; and
 - Veterinarian space;
- Wayfinding signage;
- Service yard with maintenance shelter;
- Internal services and utilities to support the zoo, including water, sewer, electricity and telecommunications;
- Car parking for 1,035 vehicles;
- Bus and coach parking;
- Subdivision; and
- Landscaping of the site associated with all of the above.

The zoo will be open to the public the following hours:

- December and January: 9am till 10pm, seven days; and
- February to November: 9am till 6pm, seven days.

1.3 Purpose of this Document

In accordance with Condition C6 of the SSD7228 consent, this Work Place Travel Plan has been prepared to:

- outline facilities and measures to promote public transport usage, such as car share schemes and employee incentives that would achieve a public transport mode share of 25%;
- describe pedestrian and bicycle linkages and end of trip facilities available on-site;
- reduce the parking demand of the development;
- provide employees and guests with potential travel cost savings; and
- Contribute to corporate social responsibility relating to the triple bottom line.

2.0 Site Audit

The purpose of this section is to conduct an audit of the site and the transport networks that service it, in order to understand the current situation, potential challenges and likely solutions.

The site is located at Bungarribee Super Park, Western Sydney Parklands within the Blacktown Local Government Area. It is approximately 33 kilometres west of the Sydney Central Business District (CBD), and approximately 15 kilometres east of Penrith.

The nearest public transport offerings are the bus stops to the east of Rudders Street, however no bus stop facilities are provided. The site is located between Rooty Hill (2.7 km north-west) and Doonside (3 km north) Railway Stations on the T1 Western Line. Blacktown Railway Station is the nearest transport interchange.

The site will obtain access from the Parkland Access Road along its eastern boundary. It has a primary frontage to the Great Western Highway, classified as a State Road (HW5) which runs in an east-west direction along the southern boundary. At the existing Parklands Access Road intersection, the Great Western Highway is a six-lane dual carriageway, with this decreasing to two lanes each way when moving east and west of the site. A speed limit of 80km/h applies at this location. To the east of the site is Doonside Road, a Regional Road with a four-lane dual carriageway. Aligned in a north-south configuration, Doonside Road has a 70km/h speed limit. Rudders Street is directly south of the existing Parklands access intersection and provides access into the Bungarribee Industrial Estate.

The site location and key modes of transport are shown in **Figure 1**. These key modes of transport are explained in further detail throughout this section.



Figure 2 Site Location and Key Modes of Transport in Vicinity

Source: Ethos Urban

2.1 Work Travellers and Modal Split

The Zoo is estimated to employ approximately 110 staff during peak patronage periods, with approximately 50 on-site at any one time.

The existing method and average commuting distance of journey to work to work data for the Doonside-Woodcroft and the Rooty Hill-Minchinbury Statistical Area 2 (the best representation of the Sydney Zoo area) and the Blacktown LGA (for 2016) is captured in **Table 1**.

Table 1 Travel by mode 2016

Main Method of Travel	Rooty Hill-Doonside SA2	Transport Mode	Blacktown LGA	Transport Mode
Public Transport	532	4.3%	6098	5.81%
Vehicle	10,045	82%	84650	80.63%
Active Transport	171	1.4%	1772	1.69%
Other Mode	76	0.62%	476	0.45%
Worked at home or did not go to work	1,280	10.5%	10875	10.36%
Mode not stated	145	1.18%	1113	1.06%
Total	12,243	100%	104980	100%

Source: Australian Bureau of Statistics 2016 Census Data

Table 2 Average distance travelled to work for Doonside-Rooty Hill

Main Method of Travel	Average Distance (kms)
Public Transport	19.49
Vehicle	12.41
Active Transport	1.42
Other Mode	1.25
Worked at home or did not go to work	12.42
Mode not stated	4.36
Total	16.52

The data identifies that there are no discernible differences between the method of travel to work of Doonside-Rooty Hill and the Blacktown LGA, with all transport modes being generally consistent.

2.2 Parking Availability

A total of 1,053 car spaces are proposed for the Sydney Zoo with allocated staff parking. There is to be no on-street parking on the Parkland Access Road.

2.3 Public Transport and Costs

The closest train stations to the proposed development, the lines that each of the train stations service and the frequency of services on these lines are shown in **Table 2** below. It is anticipated that Doonside Station would be the key station utilised by staff and guests of Sydney Zoo, as it has the most direct access to the site. Rooty Hill Station is also likely to be a key station due to the range of services and destinations available at this station. Key strategic centres are also provided for.

Table 3 Main Train Stations near to the site

Station	Line	Frequency Peak Period	Frequency Off Peak	Approximate distance from site
Doonside	T1 Western Line	15 minutes	30 minutes	2.95km to the north
Rooty Hill	T1 Western Line	10-18 minutes	30 minutes	2.7km to the northwest
Blacktown	T1 Western Line T5 Cumberland Line	5 minutes	5-10 minutes	4.5km to the northeast
Penrith	T1 Western Line	5 minutes	5-10 minutes	16km to the west
Parramatta	T1 Western Line T2 Inner West and Leppington T5 Leppington and Richmond	5 minutes	5 minutes	13.5km to the east

There are several bus services which run near to the Sydney Zoo site, along the Great Western Highway and Doonside Road. These services are shown in **Table 3** below. These routes are operated by Busways.

Table 4 Closest Bus Stops to the site

Route Number	Route	Frequency Peak Period	Frequency Off Peak	Approximate distance of closest stop from site
723	Mt Druitt to Blacktown via Huntingwood and Eastern Creek Business Park and return	30 minutes (weekday only)	30 minutes (weekday only)	180m to the south on Rudders Lane
724	Arndell Park & Eastern Creek Industrial Service and return	30 minutes	25-30 minutes	350m to the east on Doonside Road
729	Blacktown to Doonside and Mt Druitt and return	30 minutes weekday 60 minutes weekend	25-30 minutes weekday 60 minutes weekend	400m on Rudders Lane

In terms of public transport costs, the fares (based on Opal card users) are based on:

- The type of Opal card used;
- The distance travelled from tap on to tap off;
- The mode of transport chosen; and
- Any Opal benefits that apply.

For example, the costs for train and bus patronage are shown in **Table 4** and **Table 5** below.

Table 4 Fares for Opal Card Journeys – Trains

Card Type	0-10km	10-20km	20-35km	35-65km	>65km
Adult Opal card	\$3.54 (\$2.47 off peak)	\$4.40 (\$3.08 off peak)	\$5.05 (\$3.53 off peak)	\$6.76 (\$4.73 off peak)	\$8.69 (\$6.08 off peak)
Adult Opal single trip ticket	\$4.40	\$5.40	\$6.20	\$8.20	\$10.60
Child/Youth Opal card	\$1.77 (\$1.23 off peak)	\$2.20 (\$1.54 off peak)	\$2.52 (\$1.76 off peak)	\$3.38 (\$2.36 off peak)	\$4.34 (\$3.03 off peak)
Child/Youth Opal single trip ticket	\$2.20	\$2.70	\$3.10	\$4.10	\$5.30

Card Type	0-10km	10-20km	20-35km	35-65km	>65km
Concession Opal card	\$1.77 (\$1.23 off peak)	\$2.20 (\$1.54 off peak)	\$2.52 (\$1.76 off peak)	\$3.38 (\$2.36 off peak)	\$4.34 (\$3.03 off peak)
Gold Opal card	\$1.77 (\$1.23 off peak)	\$2.20 (\$1.54 off peak)	\$2.50 (\$1.76 off peak)	\$2.50 (\$2.36 off peak)	\$2.50 (\$2.50 off peak)

For example, the fare for an Adult user from Parramatta Station to Blacktown Station will be \$4.40 one way during peak periods.

Table 5 Fares for Opal Card Journeys – Buses

Card Type	0-3km	3-8km	>8km
Adult Opal card	\$2.20	\$3.66	\$4.71
Adult Opal single bus ticket	\$2.80	\$4.40	\$5.80
Child/Youth Opal card	\$1.10	\$1.83	\$2.35
Child/Youth Opal single bus ticket	\$1.40	\$2.20	\$2.90
Concession Opal card	\$1.10	\$1.83	\$2.35
Gold Opal card	\$1.10	\$1.83	\$2.35

For example, the fare for an Adult user from the 729 bus route stop on the Great Western Highway to Blacktown Station will be \$3.66.

2.4 Safety and Accessibility

Upon entry into the Western Sydney Parklands Bungarribee Super Park from the Great Western Highway, information and wayfinding signage will provide details of how to enter the Sydney Zoo car park. The signalised intersection on the Great Western Highway will provide the site with safe vehicular access and egress.

2.5 Pedestrian and Cycling Links

The Bungarribee Super Park is located immediately adjacent the site and has a large variety of shared footpaths for connectivity through the park and to multiple surrounding streets.

There are minimal footpaths on nearby roads in proximity to the site which restricts the cyclability of the Zoo.

Walk Score is a private company that provides a walkability index for addresses and neighbourhoods. The index will provide a score from 0-100 based on access to public transit, better commutes and proximity to people and places. The Bungarribee Park area received a Walk Score of 28, indicating that it is 'car-dependent' and that some errands can be accomplished on foot.

As shown in **Figure 1**, in 10 minutes a pedestrian could cycle through Bungarribee Super Park and close to Rooty Hill Station.

3.0 Objectives and Targets

The overarching objective of this Work Place Travel Plan is to promote and maximise the use of more sustainable modes of travel such as walking, cycling, public transport and carpooling in preference to single occupant car trips wherever practicable for the staff of Sydney Zoo.

In order to achieve this objective, the following supplementary objectives apply to the use of this Work Place Travel Plan:

- Inform and update workers about how to access sustainable modes of travel; and

- Incentivise use of sustainable modes of travel by making it easier to access these modes.

In order to meet this objective, the following targets are in place:

- Reduce the number of trips made by car (as passenger or driver) to below 70% of total trips;
- Increase the number of trips made by bicycle to at least 10% of total trips; and
- Increase the number of trips made by public transport (e.g. bus or train) to at least 40% of total trips.

4.0 Action Plan

It is the intention that this Travel Plan becomes a living document that will be used by workers of Sydney Zoo. In order for it to be successful, the following actions are proposed in order to meet the objectives and targets of the Travel Plan (see **Table 6** below).

Table 6 Sydney Zoo Work Place Travel Plan Actions

Action	Timeline	By whom
Walking		
Produce a map showing safe walking routes to and from the site with times and distances to local facilities including bus stops, train stations, shops etc. To put in the induction information pack for workers.	On commencement of employment	Sydney Zoo Management
Cycling		
Provide sufficient cycle parking for workers which is easily accessible and secure	On occupation	Sydney Zoo Management
Ensure cycle parking is clearly visible or provide signage to direct people to cycle bays.	On occupation	Sydney Zoo Management
Produce a map showing safe cycling routes to and from the site with times and distances to key locations including bus stops and train stations. To put in the induction information pack for workers.	On occupation	Sydney Zoo Management
Public Transport		
Produce a map showing key public transport routes in the area including buses and trains. To put in the induction information pack for workers.	On commencement of employment	Sydney Zoo Management
Place a timetable of key bus routes and train information. To put in the induction information pack for workers	On commencement of employment	Sydney Zoo Management
Provide a free Opal card with a prescribed amount to each employee.	On commencement of employment	Sydney Zoo Management
Other Sustainable Transport Modes		
Provide assistance (via advertising and updating information in the welcome information pack) to workers who wish to commence a social group which meets the objectives of the Work Place Travel Plan including but not limited to a: <ul style="list-style-type: none"> • Walking club; • Running club; • Cycling club; • Carpooling scheme; • Public transport commuter group; or • Car space sharing or rental scheme. 	On occupation	Sydney Zoo Management
Promote the use of a car sharing scheme such as Uber for transport to and from public transport interchanges and the site.	On occupation	Sydney Zoo Management
Promotion and Marketing		
Provide all new employees of the Zoo with a welcome information pack with the	On	Sydney Zoo

Action	Timeline	By whom
details of items listed above.	commencement of employment	Management
Review and update the contents of the welcome information pack	Annually	Sydney Zoo Management
A community noticeboard is to be placed in the administration building which details the green travel initiatives mentioned above. This could include: <ul style="list-style-type: none"> • A map similar to Figure 1 showing how to access key travel modes; • Key changes to public transport information such as updates to bus routes and train trackwork; and • Reminders for how to access any social group established by workers. 	On occupation	Sydney Zoo Management
Conduct travel surveys via an online survey emailed to all workers to determine if the objectives of the Work Place Travel Plan are being met.	Annually	Sydney Zoo Management

5.0 Resources and Governance

The management team of Sydney Zoo is tasked with meeting the objectives of the Work Place Travel Plan.

Workers should be able to contribute to the Work Place Travel Plan by starting and organising initiatives that may include (but are not limited to) the following:

- Walking club;
- Running club;
- Cycling club;
- Carpooling scheme;
- Public transport commuter group; or
- Car space sharing or rental scheme.

If any worker wishes to establish an initiative such as the ones listed above, they are to seek the assistance of the management team by emailing their proposal. An updated Work Place Travel Plan is to be approved by Sydney Zoo Management and distributed to workers on an annual basis, which is to advertise any of the initiatives commenced by workers.

6.0 Conclusion

This Work Place Travel Plan has been prepared to promote and maximise the use of more sustainable modes of travel at the Sydney Zoo.

The site is close to a number of existing train stations and bus stops, which provide a strong basis with which to incentivise sustainable travel by workers.

It is the intention that this Work Place Travel Plan be reviewed regularly in conjunction with annual travel surveys to determine if the objectives of the Plan are being met.