

**WORKPLACE TRAVEL PLAN
FOR THE
LORETO KIRIBILLI SCHOOL
AT
85 CARABELLA STREET, KIRIBILLI**

Prepared By:



Assessed and Approved by:



1 Introduction

McLaren Traffic Engineering (MTE) was commissioned by Bloompark Consulting to provide a Workplace Travel Plan (WTP) for the Loreto Kirribilli School at 85 Carabella Street, Kirribilli. This Workplace Travel Plan (WTP) has been prepared to satisfy consent condition A17 of the Development Consent document issued by the Independent Planning Commission dated 02 October 2018. The relevant condition is reproduced below.

Workplace Travel Plan

A17. The Applicant must prepare a detailed Workplace Travel Plan (WTP), within 3 months of the approval of this consent. The WTP must incorporate the following:

- (a) recommendations and initiatives in the Workplace Travel Plan, prepared by McLaren Traffic Engineering and Road Safety Consultants dated 9 February 2018;*
- (b) clear targets for reduction in private car use by staff, senior students, and parent drop-off and pick-up at the school;*
- (c) travel information for modes other than private vehicle;*
- (d) measures to reduce private car use, such as;*
 - i) charging for staff and senior students to park on site or at an alternative location;*
 - ii) a car pooling scheme, for a reduced price or free parking; and*
 - iii) ensure that the WTP is available on the school website and intranet.*

The WTP must be implemented by the Applicant, or person/s authorised to, for the life of the development.

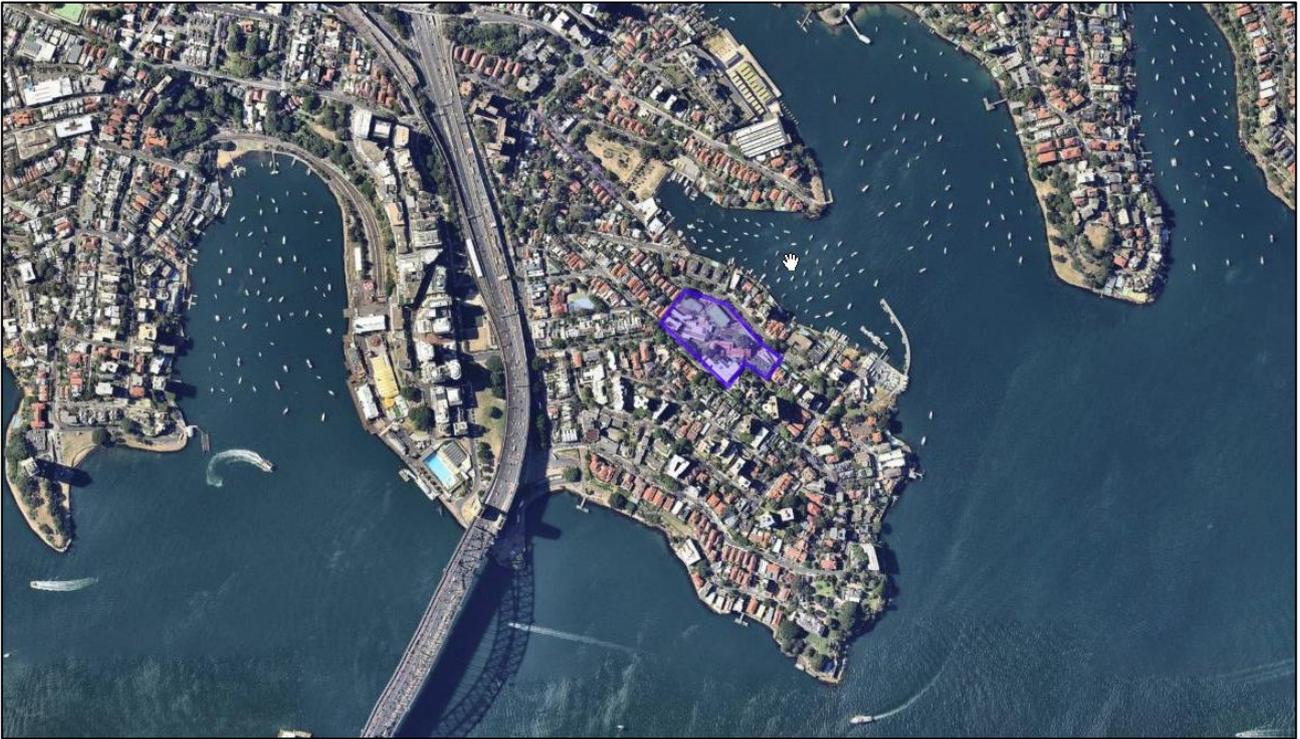
The WTP is to be monitored and revised annually for the first three years and then from time to time as needed , from the date of implementation.

1.1 Development Characteristics and Approvals

Loreto Kirribilli includes classes from year groups Kindergarten to Year 12, with an existing approval for a total of 1100 students. The school has the following characteristics:

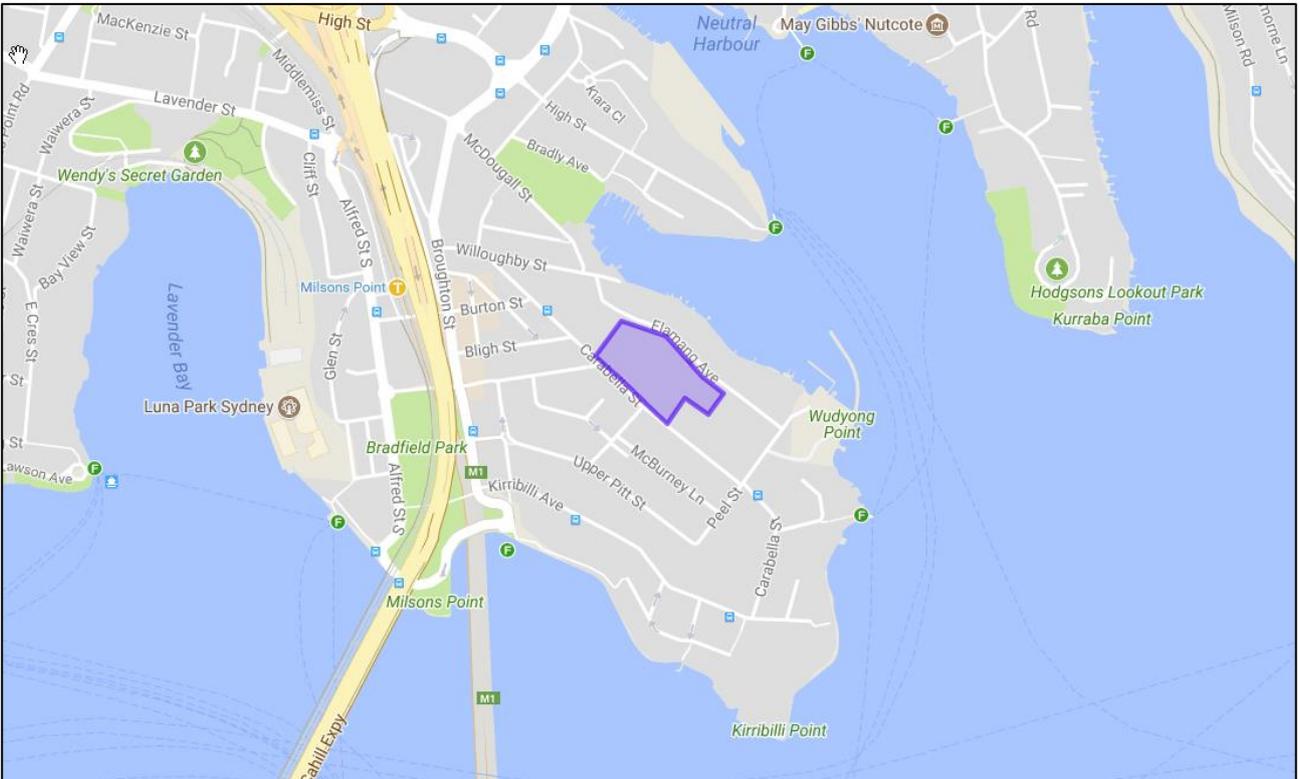
- A total of 1096 students enrolled in 2017 including:
 - 137 students in years K – 4;
 - 112 students in year 5 - 6;
 - 582 students in years 7 - 10;
 - 265 students in years 11 – 12;
 - Typical absenteeism of 4%.
- Total of 185 staff members;
- School start time of 8:29 am, finish at 3:10 pm.

The proposed alterations include increasing student numbers by 30 to 1130, and demolition and construction works. The school is located to the northeast of The Sydney Harbour Bridge and Luna Park Sydney to the east as shown in **Figure 1** and **Figure 2**.



Site Location 

FIGURE 1: SITE CONTEXT – AERIAL IMAGE



Site Location 

FIGURE 2: SITE CONTEXT - MAP

1.2 References

A number of sources have been consulted to inform the preparation of this report including:

- NSW State Government Long Term Transport Master Plan;
- North Sydney Council DCP 2013- Section 10;
- Metropolitan Plan for Sydney 2036;
- ABS Census Data;
- NSW Bureau of Transport Statistics Journey to Work Data;
- Public Transport or Private Vehicle: Factors That Impact on Mode Choice, Grace Corpuz (Transport Data Centre, New South Wales Ministry of Transport);
- Architectural plans prepared by FJMT.

1.3 Review and Update of WTP

This Workplace Travel Plan (WTP) is required to be regularly updated to provide for the adaptation of the plan to travel behaviour over time. A summary of the outcomes of each update is provided in the following sub-sections.

1.3.1 July 2021

To inform the review of the WTP in early to mid 2021, surveys were undertaken of staff in May 2021 and of students in June 2021. During these months, the travel behaviour of persons in metropolitan Sydney was affected by the ongoing COVID-19 pandemic. Some impacts of the ongoing pandemic relevant to this WTP include:

- Government restrictions on public transport capacity and directives not to car pool;
- Hesitancy to use public transport due to health concerns;
- Reduced road congestion.

The outcomes of surveys undertaken for this review reflect a higher rate of private car usage, which is expected in the context and outside of the control of the School. As a result, no changes to the existing initiatives have been proposed as a result of this update.

2 Objectives

Alternative modes of transport including walking, cycling and public transport quantifiably promote positive transport and health outcomes. The NSW State Government *Long Term Transport Master Plan* emphasises the importance of alternative transport options in the growth of Greater Metropolitan Sydney. Locally, North Sydney Council provides a number of objectives related to sustainable transport options in its Development Control Plan 2013, emphasising the importance of:

“Encouraging employees within an organisation to make greater use of public transport, cycling, walking and car sharing for commuting and work-related journeys.”

This Workplace Travel Plan has been constructed to advise employees, parents and students of Loreto Kirribilli of sustainable and alternative transport options, with the overall objective to shift travel from private cars to active or public transport options, with the following positive implications:

- Reduced parking demand and occupancy;
- Reduced traffic congestion and trip duration;
- High benefit to cost (BCR) ratio;
- Positive health outcomes from walking and cycling;
- Improved air quality and reduced per-capita emissions.

3 Implementation

3.1 Management and Authority

The distribution of and implementation of the measures detailed in this Workplace Travel Plan is the responsibility of the management of Loreto Kirribilli Ltd.

3.2 Distribution

Loreto Kirribilli will be responsible to inform and provide access to the Workplace Travel Plan for all school staff, parents and students.

4 Alternative Transport Strategy

4.1 Timeframe

This Workplace Travel Plan will apply from the issue of the Occupation Certificate for any works performed under this development application.

4.2 Transport Use of School Staff

4.2.1 December 2017

The 90% private car travel expressed in the Traffic and Parking Impact Assessment dated 25 July 2017 was a conservative estimate, used to provide a reasonable worst case for staff travel mode choice.

To provide a more accurate assessment, a staff travel mode survey was undertaken on 12 December 2017 to determine the existing travel modes employed by staff members. Four questions were asked of staff to determine both their existing travel mode choice and the general origin of their travel including:

1. How did you travel to work today?
2. How will you travel home from work today?
3. What is your postcode?
4. If you do not currently travel to/from work by public transport, why not?

The complete results of this survey are provided in, with a summary of the results of questions 1 and 2 provided in **Table 1**.

TABLE 1: STAFF TRAVEL MODE SURVEY RESULTS - 2017

| Transport Mode | Travel to Work | | Travel from Work | |
|----------------|----------------|------------|------------------|------------|
| | Number | Percentage | Number | Percentage |
| Private Car | 88 | 69% | 87 | 70% |
| Train | 21 | 16% | 21 | 17% |
| Bus | 4 | 3% | 2 | 2% |
| Ferry | 5 | 4% | 3 | 2% |
| Walk | 8 | 6% | 9 | 7% |
| Other | 2 | 2% | 3 | 2% |

The answers to question 4 have been generally categorised into the following reasons for not using public transport:

- Time and Convenience– The travel time using public transport is unacceptably longer than driving and/or can't get me to/from work on time;
- Limited Access – Public transport is not accessible from home;
- Active Transport User – I walk, cycle or run to work;
- Other Commitments – I have other commitments before or after work that require me to have a car.

The answers provided to question 4 are summarised in terms of the above categories in **Table 2**.

TABLE 2: REASONS FOR NON-PUBLIC TRANSPORT MODE CHOICES

| Reason Given for Non-Use of Public Transport | Number of Answers | Proportion |
|--|-------------------|------------|
| Time and Convenience | 47 | 48% |
| Limited Access | 9 | 9% |
| Active Transport User | 15 | 15% |
| Other Commitments | 27 | 28% |

Based on the above, there is a reasonable chance that some staff members would change their mode of travel if a convenient alternative was available such as:

- Improved access to public transport;
- Improved public transport service connecting to Kirribilli;
- Implementation of a car-pooling scheme.

4.2.2 May 2021

Supplementary staff travel mode surveys were undertaken in May 2021 to determine whether any changes have occurred to the typical travel mode choices of staff since the original surveys in 2017. The results are presented in **Table 3**, with the change since 2017

reflected in **Table 4**. It is noted that the effects of the COVID-19 pandemic were ongoing at the time of this survey.

TABLE 3: STAFF TRAVEL MODE SURVEY RESULTS - 2021

| Transport Mode | Travel to Work | | Travel from Work | |
|----------------|----------------|------------|------------------|------------|
| | Number | Percentage | Number | Percentage |
| Private Car | 88 | 69% | 87 | 70% |
| Train | 21 | 16% | 21 | 17% |
| Bus | 4 | 3% | 2 | 2% |
| Ferry | 5 | 4% | 3 | 2% |
| Walk | 8 | 6% | 9 | 7% |
| Other | 2 | 2% | 3 | 2% |

**TABLE 4: CHANGE IN TRAVEL MODE CHOICE - STAFF
2017 TO 2021**

| Transport Mode | Travel to Work | Travel From Work |
|----------------|----------------|------------------|
| Private Car | +4% | +1% |
| Train | -3% | -3% |
| Bus | -0% | +1% |
| Ferry | -3% | -1% |
| Walk | +2% | +2% |
| Other | -0% | -0% |

As shown in **Table 4** there has been a shift away from public transport use since 2017 and increases in private car use, walking and other modes. This is expected and consistent with the typical shift in travel modes experienced during the COVID-19 pandemic, noting that as of May 2021 there were no restrictions in place but that the typical public transport usage rates observed prior to the onset of the pandemic had not resumed.

4.3 Transport Use of Students

4.3.1 February 2017

In-class surveys were undertaken on Tuesday 14th February 2017 to determine students' mode of transport when travelling both to and from school. The detailed results of the surveys are summarised in **Table 5 & Table 6**.

TABLE 5: STUDENT TRANSPORT MODE (K – 6)

| Direction | Bus | Train | Family Car | Friend Car | Own Car as Driver | With Staff Member | Walking | Bicycle | Ferry | Other |
|------------------------|-------|-------|------------|------------|-------------------|-------------------|---------|---------|-------|-------|
| Travelling to School | 17.5% | 8.1% | 58.9% | 3.3% | 0.0% | 0.0% | 8.5% | 0.0% | 3.7% | 0.0% |
| Travelling From School | 20.0% | 10.0% | 49.2% | 6.4% | 0.0% | 0.0% | 10.8% | 0.0% | 3.6% | 0.0% |

TABLE 6: STUDENT TRANSPORT MODE (7 – 12)

| Direction | Bus | Train | Family Car | Friend Car | Own Car as Driver | With Staff Member | Walking | Bicycle | Ferry | Other |
|------------------------|-------|-------|------------|------------|-------------------|-------------------|---------|---------|-------|-------|
| Travelling to School | 31.1% | 20.5% | 34.4% | 3.4% | 0.9% | 0.6% | 1.6% | 0.0% | 5.4% | 2.1% |
| Travelling From School | 37.7% | 22.9% | 26.6% | 2.4% | 0.6% | 0.6% | 1.7% | 0.0% | 5.9% | 1.6% |

Whilst the existing rate of public and alternative transport use is high, private car use could be further reduced by implementation of appropriate initiatives. Initiatives should be focused around encouraging alternative transport use for the groups most likely to change their behaviour, as outlined below:

- There is a higher rate of private car usage in the morning across both the junior and senior school, which is likely a result of parents dropping children off on their way to work. It is likely that these trips could be reduced by encouraging the use of public transport to travel both to and from school.;
- Junior School students are less likely to use public transport to travel to and from school than senior school students. It is likely that the home addresses of junior students are not significantly different from senior students and that therefore public transport access is similar across year groups. It is likely that public transport trips by junior school students could therefore be increased.

4.3.2 June 2021

Supplementary student travel mode surveys were undertaken in May 2021 to determine whether any changes have occurred to the typical travel mode choices of students since the original surveys in 2017. The results are presented in **Table 7**, with the change since 2017 reflected in **Table 8**. It is noted that the effects of the COVID-19 pandemic were ongoing at the time of this survey.

**TABLE 7: STUDENT TRANSPORT MODE CHOICE
JUNE 2021**

| Direction | Bus | Train | Family Car | Friend Car | Mixed Public Transport ⁽¹⁾ | With Staff Member | Walking | Bicycle | Ferry | Other |
|-------------------------------|-------|-------|------------|------------|---------------------------------------|-------------------|---------|---------|-------|-------|
| Years K - 6 | | | | | | | | | | |
| Travelling to School | 14.6% | 4.7% | 63.9% | 3.9% | 1.3% | 0.9% | 3.4% | 0.0% | 7.3% | 0.0% |
| Travelling From School | 20.5% | 7.4% | 54.1% | 4.8% | 2.2% | 0.9% | 2.2% | 0.0% | 7.9% | 0.0% |
| Years 7 - 12 | | | | | | | | | | |
| Travelling to School | 28.8% | 21.0% | 34.5% | 1.4% | 4.2% | 0.4% | 0.0% | 0.0% | 9.5% | 0.2% |
| Travelling From School | 40.4% | 27.9% | 15.4% | 1.2% | 4.4% | 0.4% | 0.0% | 0.0% | 10.1% | 0.2% |

Notes:

- (1) Added to account for students that used multiple types of public transit.
- (2) The "Own Car as Driver" category was removed as the School prohibits students from driving their own vehicle to school.

**TABLE 8: CHANGE IN TRAVEL MODE CHOICE – STUDENTS
2017 TO 2021**

| Direction | Bus | Train | Family Car | Friend Car | Mixed Public Transport ⁽¹⁾ | With Staff Member | Walking | Bicycle | Ferry | Other |
|-------------------------------|-----|-------|------------|------------|---------------------------------------|-------------------|---------|---------|-------|-------|
| Years K - 6 | | | | | | | | | | |
| Travelling to School | -3% | -3% | +5% | +1% | N/A | +1% | -5% | 0% | +4% | 0% |
| Travelling From School | +1% | -3% | +5% | -2% | N/A | +1% | -9% | 0% | +4% | 0% |
| Years 7 - 12 | | | | | | | | | | |
| Travelling to School | -2% | +0% | +0% | -2% | N/A | -0% | -2% | +0% | +4% | -2% |
| Travelling From School | +3% | +5% | -11% | -1% | N/A | -0% | -2% | +0% | +4% | -1% |

Notes:

- (1) Added to account for students that used multiple types of public transit.
- (2) The "Own Car as Driver" category was removed as the School prohibits students from driving their own vehicle to school.

As shown in **Table 8**, the changes in travel mode use since 2017 are different for the primary and senior schools. Primary school students in 2021 tended to use public transport less than in 2017, other than the increase in ferry use. The travel mode choices of senior school students when travelling to school in 2021 were very similar to in 2017. When leaving school in 2021, there was a significant increase in public transport usage compared to 2017.

It is likely that the increased usage of private car travel for junior students is related to the ongoing COVID -19 pandemic, during which public transport usage has been reduced. The reason for the increase in senior students’ use of public transport when returning home after school, however it could be a result of:

- Their parents working from home at an increased rate, reducing the incidence of being picked up on the way home from work.
- Reduced crowding of public transport, making usage more attractive for students. It is noted that the prevailing COVID-19 public health advice indicates that children are at minimal risk from the virus.
- Adjustment of public transport timetables to increase convenience.

4.4 Existing Transport Use in Surrounding Area

To assist in setting the targets and milestones for transport use, the NSW Bureau of Transport Statistics Journey to Work data has been consulted for the suburbs of Kirribilli and Milsons Point. The data show that on average 37% of workers in these areas drive to and from work, with the detailed travel mode split illustrated in **Figure 3**.

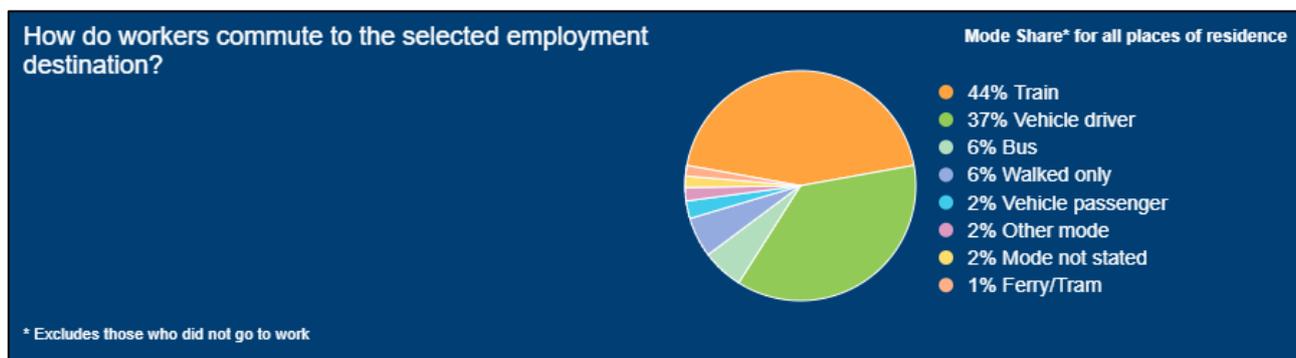


FIGURE 3: NSW JTW DATA – MILSONS POINT AND KIRRIBILLI

4.5 Targets and Milestones

Through the implementation of the actions described in **Section 5**, continuous increases in alternative transport use are anticipated for the duration of this Workplace Travel Plan's effectiveness, with the overall target a 2% year on year growth in the use of public transport options for the first five years, with a target of 1% year on year growth for the following five years. Considering the Sydney Metro is scheduled for completion by 2025, it is expected that the shift to public transport modes will continue to increase in the future. **Table 9** and **Table 10** depict the 1, 3, 5, and 10-year goals for travel mode split for staff and students respectively.

TABLE 9: TARGETED TRANSPORT MODE SPLIT - STAFF

| Mode of Transport | Usage Rate | | | | |
|-------------------|------------|-----|-----|-----|------|
| | Existing | 1yr | 3yr | 5yr | 10yr |
| Private Car | 69% | 67% | 63% | 59% | 54% |
| Train | 16% | 16% | 17% | 19% | 22% |
| Bus | 3% | 3% | 4% | 4% | 5% |
| Ferry | 4% | 4% | 4% | 5% | 5% |
| Walk | 6% | 6% | 6% | 6% | 6% |
| Other | 2% | 2% | 2% | 2% | 2% |
| Car Pool | 0% | 2% | 4% | 5% | 6% |

TABLE 10: TARGETED TRANSPORT MODE SPLIT - STUDENTS

| Mode of Transport | Usage Rate | | | | |
|-------------------|------------|-----|-----|-----|------|
| | Existing | 1yr | 3yr | 5yr | 10yr |
| Private Car | 36% | 34% | 30% | 26% | 21% |
| Train | 18% | 18% | 19% | 20% | 23% |
| Bus | 38% | 39% | 41% | 43% | 48% |
| Ferry | 6% | 6% | 7% | 7% | 9% |
| Walk | 3% | 3% | 4% | 4% | 4% |

The initial focus of the alternative transport initiatives will be implementing the initiatives described in **Section 5** of this report, which include various programs to encourage walking, cycling, catching public transport and using car pooling to get to and from Loreto Kirribilli.

4.5.1 Review of Targets – 2021

The surveys undertaken in May and June of 2021 indicated generally a trend towards private car usage for both staff and students, other than for senior students returning home. The COVID-19 pandemic is almost certainly the reason for this shift towards private car usage to travel to and from the school, as this change reflects the wider movement away from public transport since March 2020.

Due to the ongoing and changing nature of the pandemic and the public health advice, no changes are recommended to the targets or initiatives at this time and these will be reevaluated at the 5-year review.

4.6 **Measurement and Reporting**

4.6.1 Frequency

Travel mode surveys will be undertaken annually for the first three years of the school employees, and from time to time thereafter.

4.6.2 Method

The school executives will conduct surveys digitally once per year for a three-year period and then from time to time when the Workplace Travel Plan is updated. The surveys will also include a feedback field such that staff can suggest schemes or initiatives for the school to adopt to encourage alternative transport use.

4.6.3 Reporting

Following the completion of surveys, the results will be compiled into a report for review and further initiatives if required.

5 **Projects and Programs**

The following actions form the basis for the implementation of the Workplace Travel Plan.

Collectively, these actions have been designed to help achieve the targets and milestones set out in **Section 4.4**. It should be noted, that these actions are not necessarily a compulsory task but rather potential options that should be investigated and implemented as appropriate.

5.1 **Public Transport Initiatives**

The following actions are focused on encouraging staff and students to partake in public transport when travelling to and from the site. The strategies to be implemented are not limited to the following actions as shown in **Table 11**, but these are the basis for further development of public transport options.

TABLE 11: POSSIBLE PUBLIC TRANSPORT INITIATIVES

| Action | Cost | Target Group | Date |
|---|---------|--------------------|-----------------------------|
| Develop a map showing public transport routes to Loreto Kirribilli | Minimal | Staff and Students | Ongoing |
| Put up a notice board with leaflets and maps showing the main public transport routes to and from Loreto Kirribilli | Minimal | Staff and Students | From date of implementation |
| Prepare a Transport Access Guide (TAG) for the site | Minimal | Staff and Students | From date of implementation |
| Create student groups based on home address, pairing groups of older and younger students to assist in the use of public transport. | Minimal | Students | Ongoing |

5.2 Walking and Cycling Initiatives

5.2.1 *Walking*

The following actions are focused on encouraging staff to partake in walking when travelling to and from the site. The strategies to be implemented are not limited to the following actions as shown in **Table 12**, but these are the basis for further development of active transport options.

TABLE 12: POSSIBLE WALKING INITIATIVES

| Action | Cost | Target Group | Date |
|--|---------------------|--------------------|-----------------------------|
| Identify students and staff living near work that may be interested in walking to work | Nil | Staff and Students | Ongoing |
| Produce a map showing safe walking routes to and from your site with times, not distances, to local facilities, such as shops and public transport | Minimal | Staff and Students | From date of implementation |
| Provide showers, lockers and changing room facilities | As per construction | Staff | From date of implementation |
| Implement incentive schemes to encourage employees to walk to work. | Minimal | Staff | From date of implementation |
| Take part in 'National Walk to Work Day' | Nil | Staff and Students | Annually |
| Have some 'TravelSmart Get to Work' days encouraging staff to commute by alternative transport modes | Nil | Staff and Students | Annually |
| Arrange for older students to adjust their route to walk past the houses of younger students when walking to and from school. | Minimal | Students | Ongoing |

5.2.2 Cycling

The following actions are focused on encouraging staff to partake in cycling when travelling to and from the site. The strategies to be implemented are not limited to the actions as shown in **Table 13**, but these are the basis for further development of active transport options.

TABLE 13: POSSIBLE CYCLING INITIATIVES

| Action | Cost | Target Group | Date |
|---|---------------------|--------------------|-----------------------------|
| Provide sufficient bicycle parking to meet peak needs | As per construction | Staff and Students | From date of implementation |
| Have good, secure parking in an easily accessible location | As per construction | Staff and Students | From date of implementation |
| Provide bicycle parking for visitors | As per construction | Site Wide | From date of implementation |
| Ensure bicycle parking is clearly visible or provide signage to direct people to cycle bays | As per construction | Staff and Students | From date of implementation |
| Provide showers, changing rooms and lockers | As per construction | Staff | From date of implementation |
| Circulate maps of cycle paths in the vicinity | Nil | Staff and Students | Ongoing |
| Participate in annual events such as 'Ride to Work Day' | Nil | Staff | Annually |
| Arrange information sessions outlining cycling safety and health benefits. | Minimal | Staff and Students | Annually |

5.3 Sustainable Transport Initiatives

5.3.1 Carpooling

The following actions are focused on encouraging staff and students to partake in carpooling and limiting the number of cars used to travel when travelling to and from the site. The strategies to be implemented are not limited to the following actions as shown in **Table 14**, but these are the basis for further development of alternative transport.

TABLE 14: POSSIBLE CARPOOLING INITIATIVES

| Action | Cost | Target Group | Date |
|--|------|--------------------|-----------------------------|
| Set up carpooling databases for staff and students | Nil | Staff and Students | From date of implementation |
| Encourage use of carpooling apps and/or subsidise costs of car pooling trips | Nil | Staff and Students | From date of implementation |

5.3.2 Car Parking

The following actions are focused on encouraging staff to partake in alternative options when travelling to and from the site. The strategies to be implemented are not limited to the following actions as shown in **Table 15**, but these are the basis for further development of alternative transport.

TABLE 15: POSSIBLE CAR PARKING INITIATIVES

| Action | Cost | Target Group | Date |
|--|---------------------|--------------|-------------------------|
| Identify priority users of car park e.g. people with disabilities, shift workers, carpoolers | Nil | Staff | From date of occupation |
| Re-allocate car parking spaces for bicycle spaces | As per construction | Staff | From date of occupation |

5.4 Initiatives Suggested by Condition A17

Several initiatives were suggested by the condition A17 of the Development Consent document issued by the Department of Planning and Environment, with the intent of each being to reduce the use of private vehicle travel to and from the site. Each of the suggested initiatives has been considered and is reproduced in *italics* and commented on in the following sub-sections.

5.4.1 Charging for On-Site Parking

i) charging for staff and senior students to park on site or at an alternative location;

The implementation of a paid parking scheme could reduce the use of private vehicle travel to and from the site, however there are a number of factors that make such an arrangement impossible, as summarised below:

- A high proportion of staff utilise private vehicles to travel to and from work as a result of personal circumstances and the implementation of a paid parking scheme would inevitably result in an increased reliance on on-street parking in the streets surrounding the school, an outcome contrary to the objectives of this Green Travel Plan;
- The implementation of a paid parking would be in breach of government funding requirements;
- The allocation of on-site parking to staff is an existing practice and is an element of contractual agreements with staff members. The implementation of a paid scheme is not possible on this basis;
- No parking is currently provided for students on-site and to offer it would likely encourage a higher proportion of students to drive, an outcome contrary to the objectives of this Green Travel Plan.

5.4.2 Allocation of Spaces to Car Pooling Vehicles

ii) a car pooling scheme, for a reduced price or free parking; and

The allocation of parking spaces to car pooling vehicles could reduce the use of private vehicle travel to and from the site, however there are a number of factors that make such an arrangement impossible, as summarised below:

- The allocation of on-site parking to staff is an existing practice and is an element of contractual agreements with staff members. The reallocation of spaces for provide for car pooling vehicles is not possible on this basis.
- To provide a net reduction in private vehicle usage, incentives that encourage alternative transport use should be prioritised. Considering that the car parking on-site is currently at capacity, the designation of car pooling spaces on-site is unlikely to reduce private vehicle trips and may result in some staff car pooling rather than taking public transport.

5.4.3 Maintain Availability of Workplace Travel Plan

iii) ensure that the WTP is available on the school website and intranet.

This Workplace Travel Plan will be made available on both the school website and intranet as recommended.

5.5 Use of Incentives

Many of the alternative transport initiatives described above require the willing participation of employees, students and parents and would not otherwise be effective. The incentivisation of alternative transport options could increase the number of employees, students and parents using alternative transport options.

A review of the NSW Household Travel Survey by Grace Corpuz identified a number of factors that affected the use of alternative travel options, identifying the following factors as most influential on alternative transport use (in order of importance):

- Parking capacity and arrangements (destination factor);
- Where a vehicle is not available or accessible (origin factor);
- Where it is cheaper (origin & destination factor);
- Travel time (origin & destination factor);
- Convenience (origin & destination factor);
- Accessibility (origin & destination factor).

Future development of this Workplace Travel Plan should take into consideration the factors listed above.

5.6 Tracking of Changes Following Reviews of the WTP

5.6.1 July 2021

At the time of this review the COVID-19 pandemic remained a significant influence on the prevailing travel behaviour in the Sydney Metropolitan region, which was reflected in the surveys of staff and students undertaken in May and June of 2021 respectively.

Due to the ongoing and changing public health environment at the time of this review, no changes to the existing initiatives have been made.

