






Planning | Surveying | Engineering | Environmental

A23016– Drury Centre Stage 2

Staff Travel Plan

Document Control

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1 Introduction

CKL has been engaged by Kiwi Property Holdings No.2 Limited ('Kiwi Property') to prepare a draft staff travel plan ('Travel Plan') for its proposed Drury Centre Precinct Stage 2 development ("Drury Centre Stage 2") at 64, 68, 108, 114, 120 and 132 Flanagan Road, Drury. The development is part of the wider Kiwi Property development area and forms part of a larger land area within the Drury Centre.

This Travel Plan has been prepared to satisfy a Special Information Requirement under I450.9(3) of the Drury Centre Precinct provisions which states:

(3) Travel Plan

A travel plan is required for offices greater than 500m2 and integrated retail development, or where development infringes standard I450.6.2. A travel plan must be prepared by suitably qualified and experienced person and include:

- *operational measures to be established on-site to encourage reduced vehicle trips, including car sharing schemes, public transport use incentives, flexitime, staggered working hours;*
- *operational measures to be established to restrict the use of any employee parking area(s) during peak periods, including the allocation of on-site parking between staff, company cars and visitors;*
- *details of the management structure within the building or site in which the activity is to be located which has overall responsibility to oversee the implementation and monitoring of travel management measures;*
- *the methods by which the effectiveness of the proposed measures outlined in the travel plan can be independently measured/monitored and reviewed by a suitably qualified and experienced traffic engineer, including a commitment to undertake travel surveys at the time of building occupation or as otherwise required to provide on-going information regarding travel behaviour;*
- *the design of transport infrastructure proposed as part of the development that encourages a mode shift;*
- *an objective or target for mode share or travel associated with offices, retail or commercial activities.*

Assessment Criteria I450.8.2 (3)(n)

Travel demand management measures:

(n) For commercial activities offices greater than 500m2 or integrated retail development, whether it can be demonstrated by the measures outlined in a travel plan that the activities will be managed on an on-going basis, to minimise private vehicle travel to and from precinct and promote the use of public transport.

This Travel Plan relates to Stage 2 of the development only. A separate travel plan for Stage 1 has already been prepared by others.

2 Travel Planning Overview

2.1 Guiding Documents

This Travel Plan has been prepared in general accordance with the New Zealand Transport Agency (NZTA) Workplace travel plan guidelines¹ (“the NZTA guide”).

The NZTA guide defines a workplace travel plan as “a package of measures, initiatives and promotions aimed at developing and encouraging more travel choices for commuting and business travel.”

The overall goal of a Travel Plan is to reduce reliance on driving, particularly single-occupant car trips. It seeks to achieve this by reducing travel demand and encouraging trips to be made by more sustainable modes such as walking, cycling, public transport and carpooling.

2.2 Travel Plan Objectives

The main objectives of this Travel Plan are to:

- Enable Drury Centre Stage 2 to reduce potential parking demand and single occupancy car use by employees when commuting and travelling for work.
- Inform all Drury Centre Stage 2 employees of the Travel Plan and raise awareness of more sustainable travel choices that are available;
- Increase the number of Drury Centre Stage 2 employees walking, cycling and travelling by bus or rail to work.

These objectives are expected to generate other benefits including:

- Reducing traffic volumes in the road network surrounding the subject site.
- Reducing the organisation’s carbon footprint due to fewer vehicle kilometres travelled.
- Improving staff fitness and wellbeing levels by increasing their use of more active forms of transport.

¹ <https://nzta.govt.nz/assets/resources/travel-planning-toolkit/docs/workplace-travel-plan-guidelines.pdf>

3 Drury Centre Precinct

3.1 Location

The location of the Drury Centre Precinct development is shown below as Figure 1. Stage 1 which is consented and under construction is shown in blue. Stage 2 is shown in red. The overall area is generally bound by Fitzgerald Road and rural private landholdings to the east, Brookfield Road to the south and SH1 to the west.

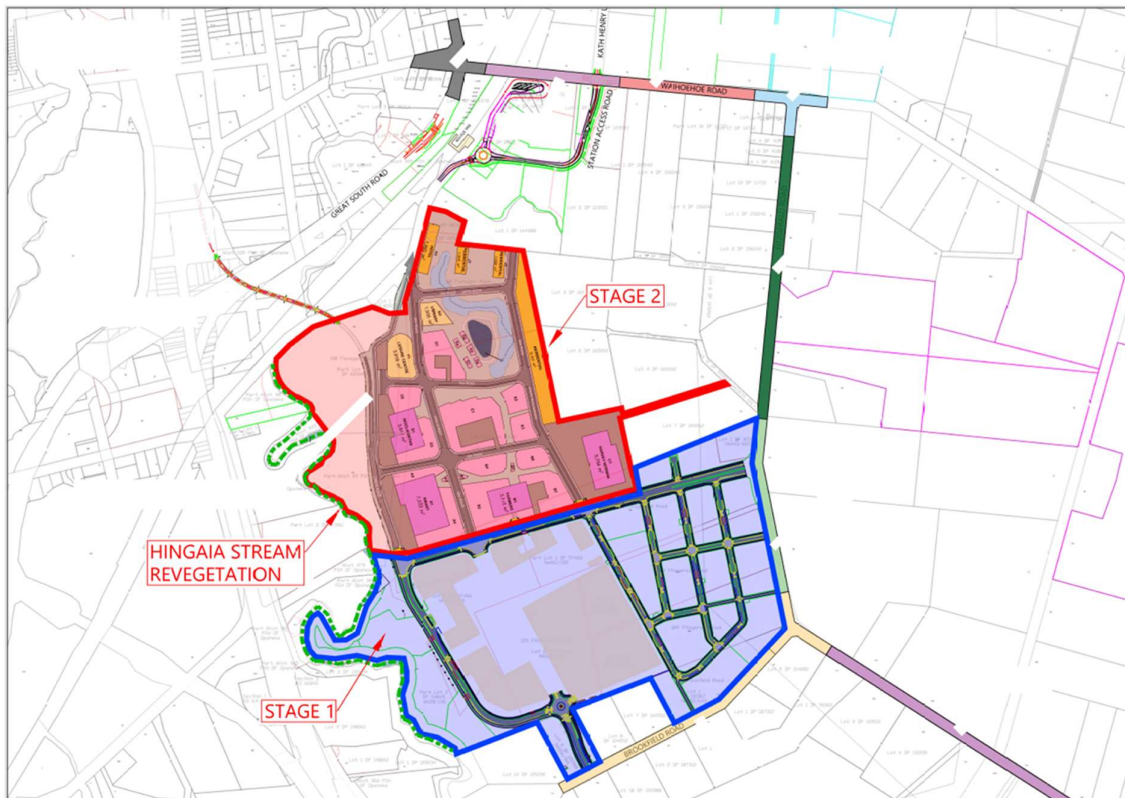


FIGURE 1: SITE LOCATION

The site is located approximately 30km southeast of Auckland's central business district, 14km southeast of Manukau, 6km south of Papakura, and within 1km of the existing Drury Town Centre.

The site is also located approximately 1km east of the major intersection between State Highway ('SH') 1, SH22 and Great South Road.

3.2 Road Network

Figure 2 below shows the Stage 2 development area in the context of the existing roading network. All roads within the vicinity of the site are currently rural roads with limited active transport facilities, but are all being updated to an urban standard as part of the Stage 1 development requirements (and other first stage developments in neighbouring areas). This includes the urbanisation of Waihoehoe Road, Fitzgerald Road and Brookfield Road that provide access to and from the Stage 2 site. Each urbanised road will provide protected cycleways and footpaths on both sides of the roads.

As part of the Drury South development works, a gravel shared path was constructed on the northern side of Waihoehoe Road north of the site. Further west of the site, the area is largely industrial and commercial activities.

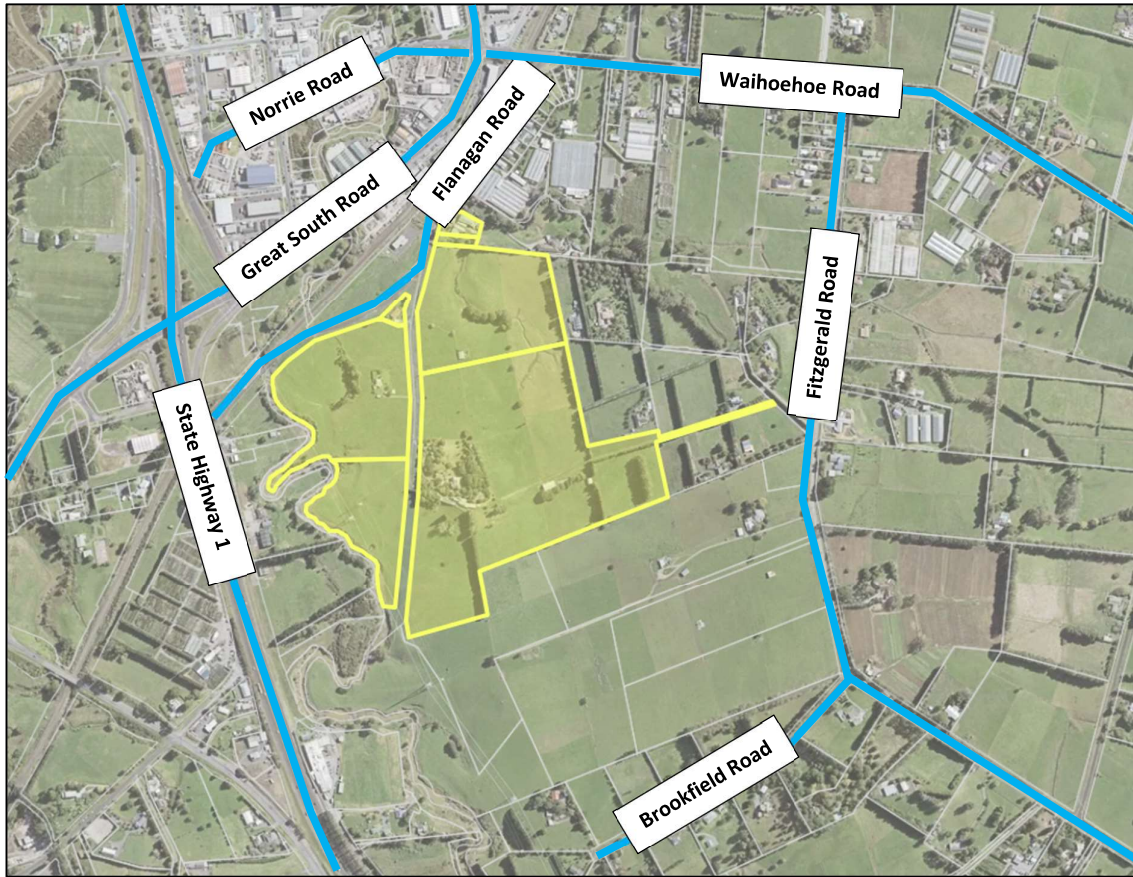


FIGURE 2: ROADING NETWORK

3.3 Rail Network

Currently, the nearest train station to the site is at Papakura some 5km north of the SH1 Drury interchange. The Southern train line between Papakura and Britomart currently runs every 10 minutes during weekday peak hours and every 20-30 minutes during off-peak times. Diesel shuttles between Papakura and Pukekohe operate every 20 minutes during peak periods and hourly at other times.

A new station is under construction (Drury Central Rail Station) and is expected to be completed during 2026 and become operational shortly thereafter. The location of this station and other new stations on the line is shown below as Figure 3, with the subject site shown as a green star.

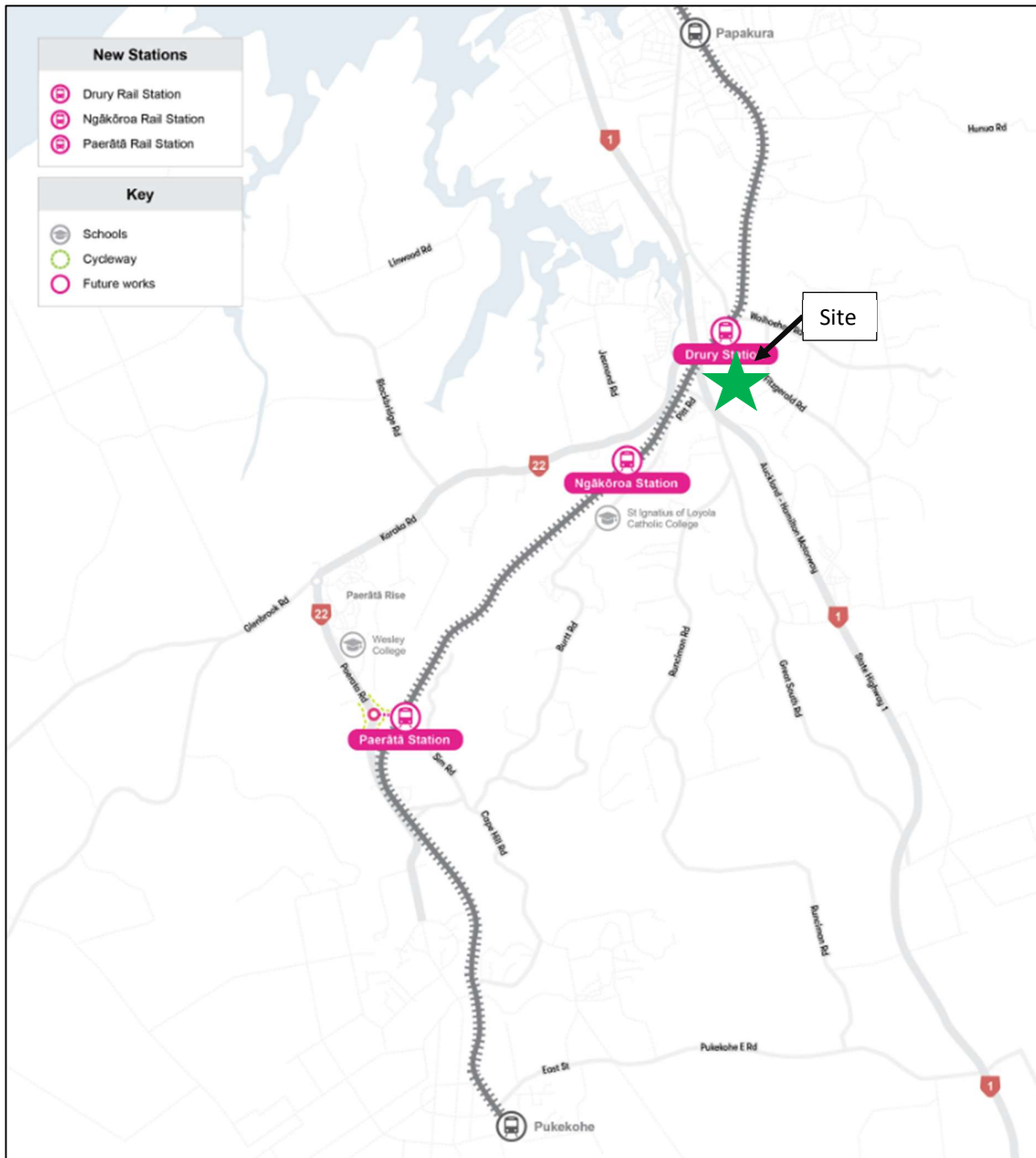


FIGURE 3: NEW RAILWAY STATION LOCATIONS

3.4 Development

Stage 1 of the development (shown earlier on Figure 1) included 32,000 sqm of large format retail activities, consented through an initial Covid Fast-Track application and subsequent resource consent.

The Stage 2 development will consist of the construction of various dwellings, retail stores, commercial buildings, visitor accommodation and community with ancillary car parking. The proposal also includes provision for various public and privately owned road corridors within the Stage 2 site. The approximate floor areas of the proposed activities are outlined below:

- 63,547sqm of Retail activities
- 33,048sqm of Commercial activities

- 10,216sqm of Community activities
- 17,168sqm of visitor accommodation (consisting of a total of 282 rooms)
- 102 dwellings (consisting of apartments and terrace housing) with a total floor area of 14,938sqm

The development is essentially an extension of the previously granted consent applications with proposed road corridors largely aligning with the Drury Centre Precinct Plans and what has been previously consented. It includes a network of public and private roads within the precinct that link to the wider transport network. The Stage 1 Fast Track consent is required to upgrade the external existing road network on Fitzgerald Road and Brookfield Road to accommodate active modes. The proposed Stage 2 layout is shown as Figure 4

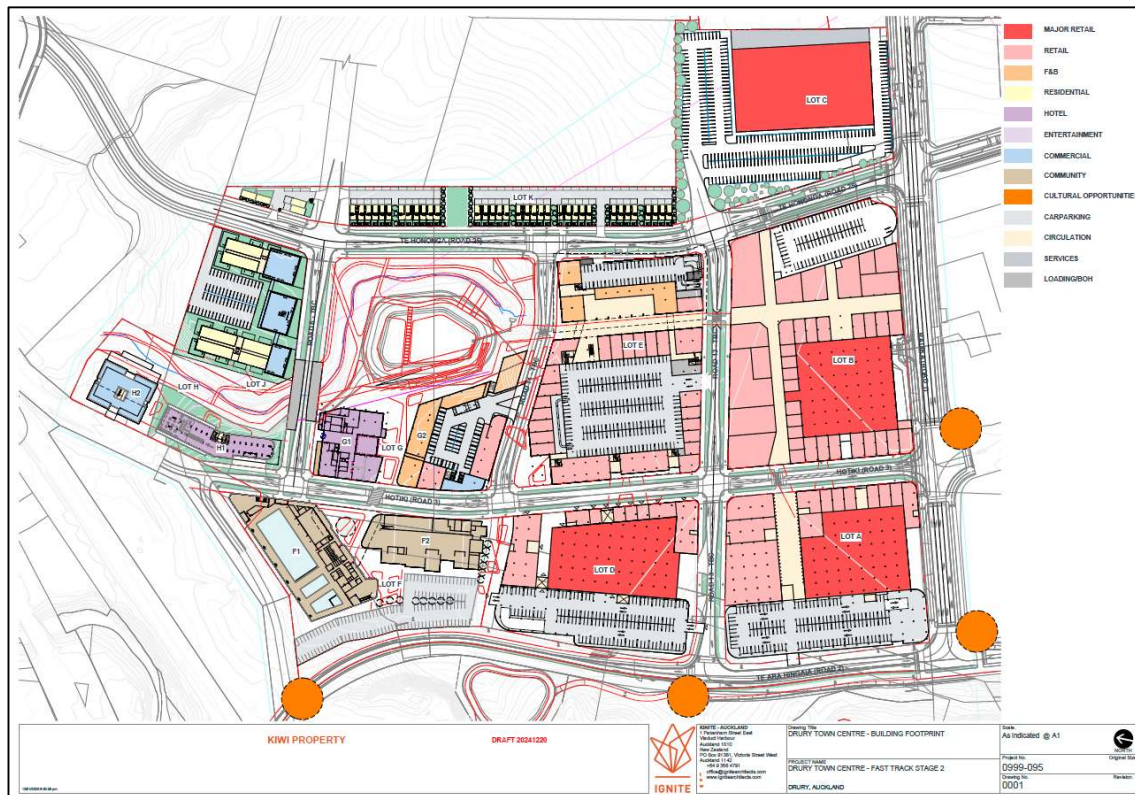


FIGURE 4: STAGE 2 MASTERPLAN LAYOUT (PREPARED BY IGNITE)

4 Transport Services and Infrastructure

4.1 Overview

The Stage 2 site is currently rural in nature with no active mode or public transport facilities currently provided within the site which forms part of a larger land area within Drury, which has been recently rezoned for urban use. However, the upgrades required as part of the Stage 1 consent will see significant urbanisation including provision of an external (to Stage 2) transport network with protected cycleways, footpaths and public transport facilities. The development of Stage 2 will be supported by further public transport services, walking and cycling facilities and parking.

The following subsections discuss the existing and proposed transport services and infrastructure, whilst a summary of these facilities is depicted on drawings provided in **Appendix A**.

4.2 Walking

The NZTA guide suggests that walking is best suited to people living within a 2 km to 2.5 km walking distance of the site. This equates to a walk of up to around half an hour depending on walking speed.

Based on local practice, 800 m is assessed as a typical distance that people may consider walking instead of using other modes of transport, although longer journeys are acceptable to many. This distance equates to a walk of approximately 7 minutes – 17 minutes, again depending on walking speed.

With this in mind, an analysis of the proposed transport network has been undertaken for an area covering an 800 m catchment surrounding the centre-point of the Drury Centre Stage 2 site. This catchment, which is shown as Figure 5, covers the following key roads:

- Brookfield Road;
- Fitzgerald Road, between Brookfield Road and Waihoehoe Road;
- Waihoehoe Road, between Fitzgerald Road and Great South Road;
- Great South Road, between SH1 and Waihoehoe Road;
- Flanagan Road;
- New roads being delivered as part of Stage 1 including:
 - Pitt Road;
 - Creek Road South;
 - Main Street South and others.
- New roads being delivered as part of Stage 2.

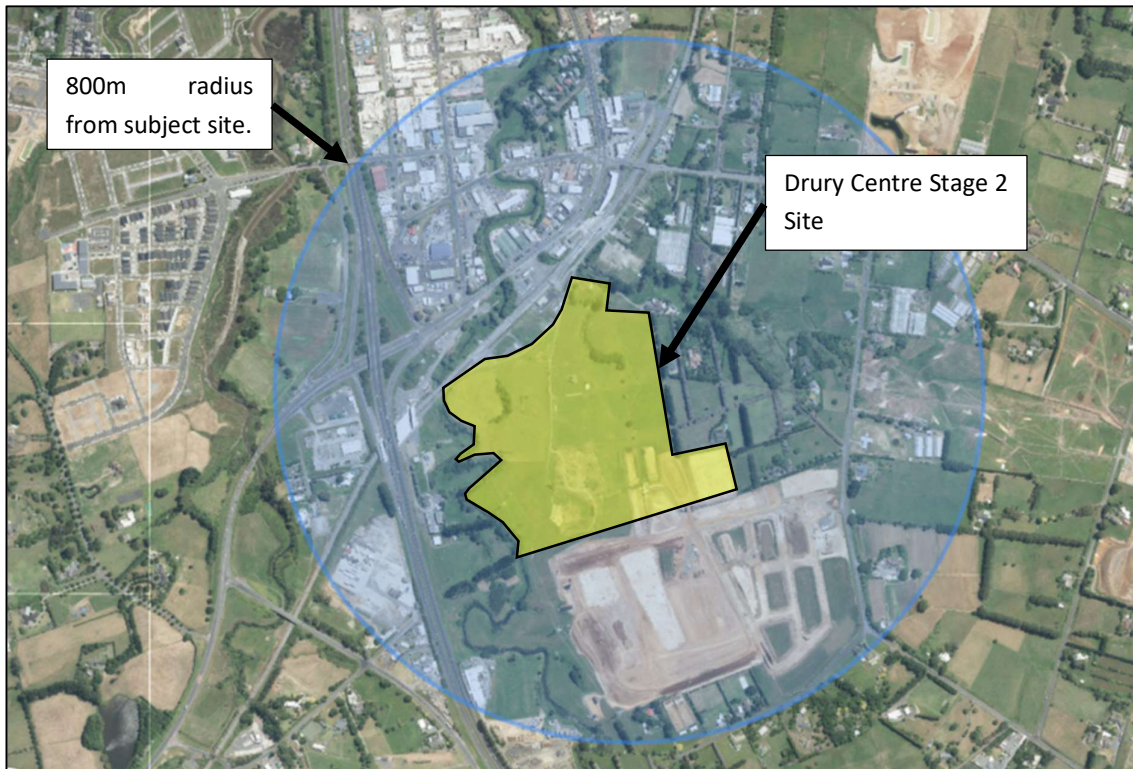


FIGURE 5: 800 M CATCHMENT (FROM APPROXIMATE CENTRE OF STAGE 2)

It is noted that this 800m typical walking distance would be extended further if measured from the edges of the proposed site rather than at a central point. As the Drury Centre Precinct and the surrounding area are yet to be developed, several roads are yet to be named. The layout and configuration of the roads proposed in Stage 2 is shown in **Appendix A**. It is important to note that the area surrounding the site is yet to be fully developed but will provide further transport links to the site.

Figure 5 illustrates that the rail corridor runs through the 800 m catchment. The new Drury Central Rail Station that is currently being constructed (south of Waihoehoe Road), will be easy walking distance from the whole of the Stage 2 development (as well as the consented Stage 1 development).

All new roads throughout the Drury Centre, Drury East and Waihoehoe Precincts (the Drury East Precincts) will provide footpaths on both sides, protected cycle lanes on all collector roads, and traffic calming enabling safe cycling within the carriageway on all local roads. Further, all rural roads within the Drury East precincts will be upgraded to collector standard to provide protected cycleways and footpaths on both sides.

Intersections between each of these roads will be signalised and incorporate separated pedestrian and cycling crossing points. Additional mid-block pedestrian crossing points will also be provided throughout.

Staff who choose to walk to/from Drury Centre Stage will be able to do so safely by utilising the aforementioned footpaths, signalised pedestrian crossings, pedestrian crossings and pedestrian links.

4.3 Cycling

Based on an average cycle speed of 15 km/h, 5 km (a ride of around 20 minutes) is assessed as a realistic distance that people will consider cycling instead of using other modes of transport, although some people are able and willing to cycling much further distances.

As described above, all new roads throughout the Drury East Precincts will provide footpaths on both sides, protected cycle lanes on all collector roads, and traffic calming enabling safe cycling within the carriageway on all local roads, and all rural roads within the Drury East precincts will be upgraded to collector standard to provide protected cycleways and footpaths on both sides. As such, there will be a safe and convenient network of cycle lanes/paths provided prior to the opening of the Drury Centre Precinct which will allow staff cycle to/from work.

When the area around the site is developed, the cycling networks in Stage 1 and Stage 2 will connect with the wider Drury area that is also being developed within other Drury East precincts that have also already gained consents.

It is understood that work is currently also being undertaken by NZTA to extend the Southern Pathway (shared path) along the western side of SH1, from its current extent at the Papakura interchange to the Drury Interchange, with completion expected in 2025.

Staff who choose to cycle to/from Drury Centre Stage 2 will be able to do so safely by utilising the aforementioned paths and crossing facilities. The location of visitor spaces throughout Stage 2 have already been determined, and are shown in Figure 6 below:

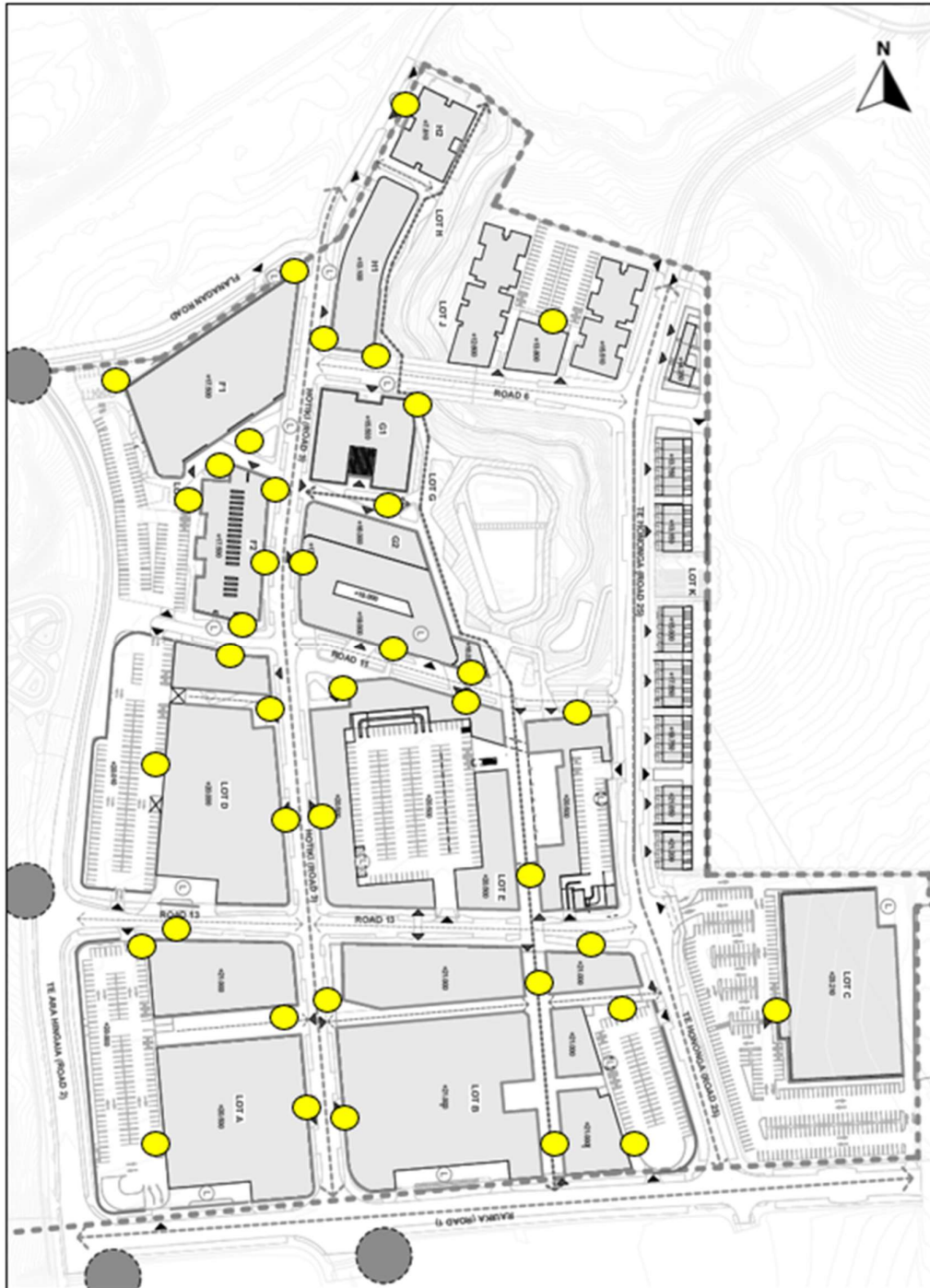


FIGURE 6: STAGE 2 VISITOR CYCLE PARKING LOCATIONS

4.4 End of Trip Facilities

Table E27.6.2.6 of the AUP requires end-of-trip facilities to be provided for offices, education facilities and hospitals, but does not state any requirements for retail, community or commercial activities. There are no education facilities or hospitals proposed within the site, hence the requirement for end-of-trip facilities only applies to the proposed commercial (office activity). The AUP requires offices with a GFA between 500sqm and 2,500sqm to provide one shower and changing area, offices with a GFA between 2,500sqm to

7,500sqm to provide two showers and changing areas, and two additional showers and changing areas for every additional 7,500sqm.

Table I450.6.5.1 of the I450 Drury Centre Precinct provisions also outlines the minimum number of end-of-trip facilities for commercial and community activities. It should be noted that the thresholds and criteria outlined in the Precinct provisions is the same, with the only difference being the land use extends to include community activities as well. Bicycle parking and end-of-trip facilities will be provided at (or above) the minimum rates specified in the Auckland Unitary Plan (AUP) and the I450 Drury Centre Precinct Provisions with appropriate consent conditions proposed to ensure their provision.

4.5 Public Transport

4.5.1 Train Services

Currently, the closest train station to the site is at Papakura some 5km north of the SH1 Drury interchange. This station serves the southern line which connects Papakura with Britomart. During peak periods, train services operate at a frequency of one every ten minutes, while during off-peak periods these services operate every 20 minutes.

The new Drury Central Rail Station is expected to open adjacent to the site prior to the opening of the Stage 1 development (expected to be in the first quarter of 2026) and the Stage 2 development.

The new train station will serve the southern line connecting the site with Britomart and the wider Auckland region. Several active mode connections will be provided between the subject site and the Drury Centre Railway station once the site is fully developed. However, until the development is completed, as stated in section 4.4.8 of the original Fast-track ITA (dated 23rd November 2022), a temporary shared pathway will be provided (as part of the Stage 1 works) along the western boundary of the Drury Centre Stage 1 and 2 site. This shared path will be operational until the SH1 off-ramp is constructed. Once the off-ramp is constructed, an alternative active mode connection will be provided through the Drury Centre Stage 2 site for pedestrians and cyclists travelling to/from the Drury Centre Railway station.

Upon the completion of the Drury Central Rail Station, the Drury Centre Precinct development will be well connected in terms of accessibility to the Public Transport network with rail services located within a walking distance of the development. Hence, public transport is expected to be a strong alternative transport mode for the Drury Centre Precinct employees and will be encouraged by management.

The Auckland Transport (AT) HOP card provides a reusable pre-pay system that can be used to pay for all AT operated buses, trains and ferries.

4.5.2 Bus Services

In accordance with Auckland Transport Code of Practice (ATCOP), bus stops are to be located within a 400m walking distance (i.e. 5 minutes walking time), whilst in main centres (CBD, Manukau Town Centre etc.), a bus stop spacing of 150 m is recommended.

Currently, only one bus stop associated with the 376 service is located within 400m of the site. This is a loop-around service which runs along Great South Road connecting with the Papakura Station, which provides train and bus services connecting with the wider Auckland region.

The Drury suburb is currently only served by one bus route. To support the proposed and planned level of development occurring in Drury East, it is understood that the existing bus network will be significantly improved. Detailed bus routes across the wider Drury Suburb have not yet been developed by Auckland Transport, however given the provision for dedicated bus lanes along Waihoehoe Road which extends along the northern boundary of the subject site, it is expected that the subject site will have excellent connectivity to future bus routes.

The proposed bus routing within the site is shown in Figure below. As shown, buses will travel along Road 25. However, as part of this consent application, Road 25 will only extend until the northern boundary of the subject site, hence will not yet provide a direct connection to the Drury Public Transport Hub. As such, it is proposed that in the interim, buses will travel along Road 25, turn onto Road 6, and then turn onto Road 3 and lastly turn onto Flanagan Road that will connect to the Drury Public Transport Hub north of the site. As such, it is evident that the site will have excellent connectivity to the bus network and the wider rail network respectively.

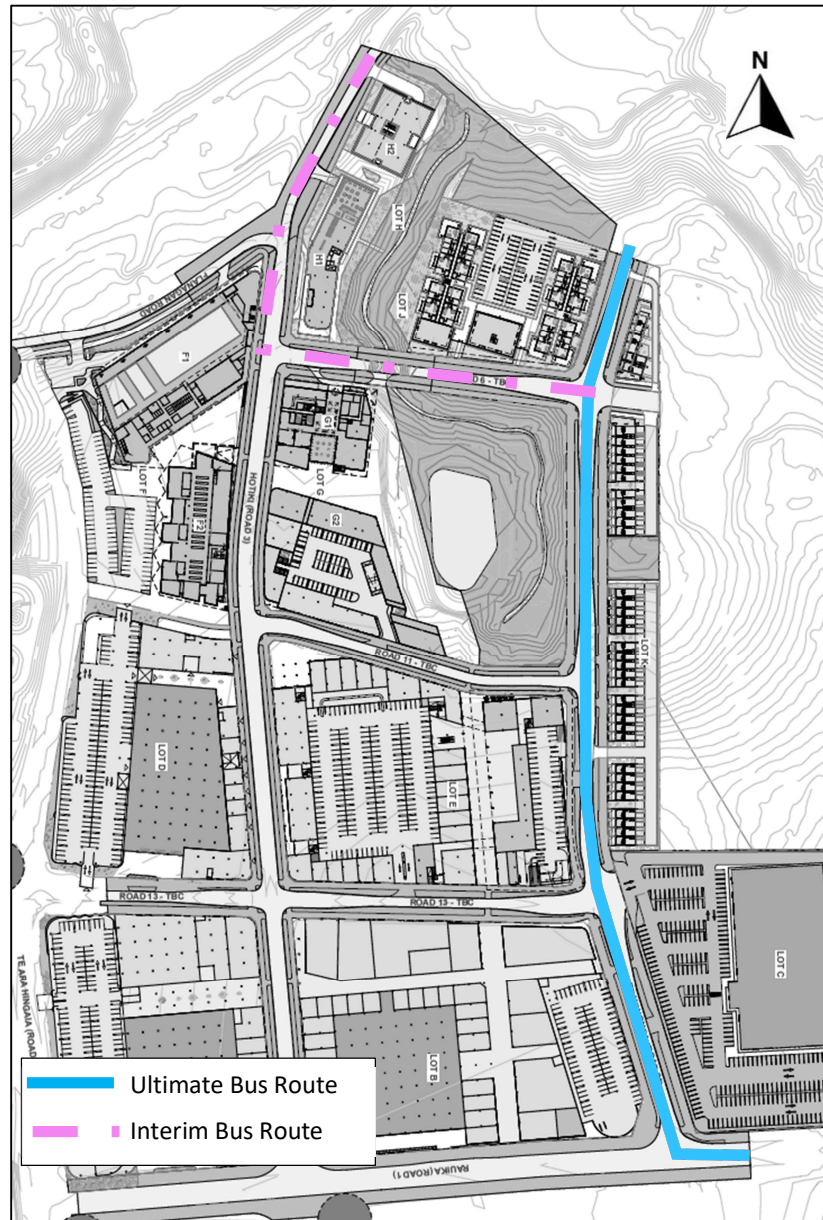


FIGURE 7: PROPOSED BUS ROUTE THROUGH THE SITE

Given the provision for buses to travel along Road 3, Road 6 and Road 25, these road corridors have been designed accordingly to accommodate the bus route within the site.

Within Stage 1, the Bus stops are located along the east-west Road 1 corridor as this will serve both the Drury Centre Stage 1 and Stage 2 developments. Within Stage 2, it is proposed to provide bus stops along Road 25. The southbound bus stop will be located directly outside the road frontage of Lot C, and the

northbound bus stop will be located close to the wetland area, opposite the road frontage of Lot K. As such it is considered that the site will be very well served by public transport, providing residents, staff and customers with excellent access to alternative transport means.

Concept designs of the proposed bus stops are shown in Figure 7– Figure 8 below.

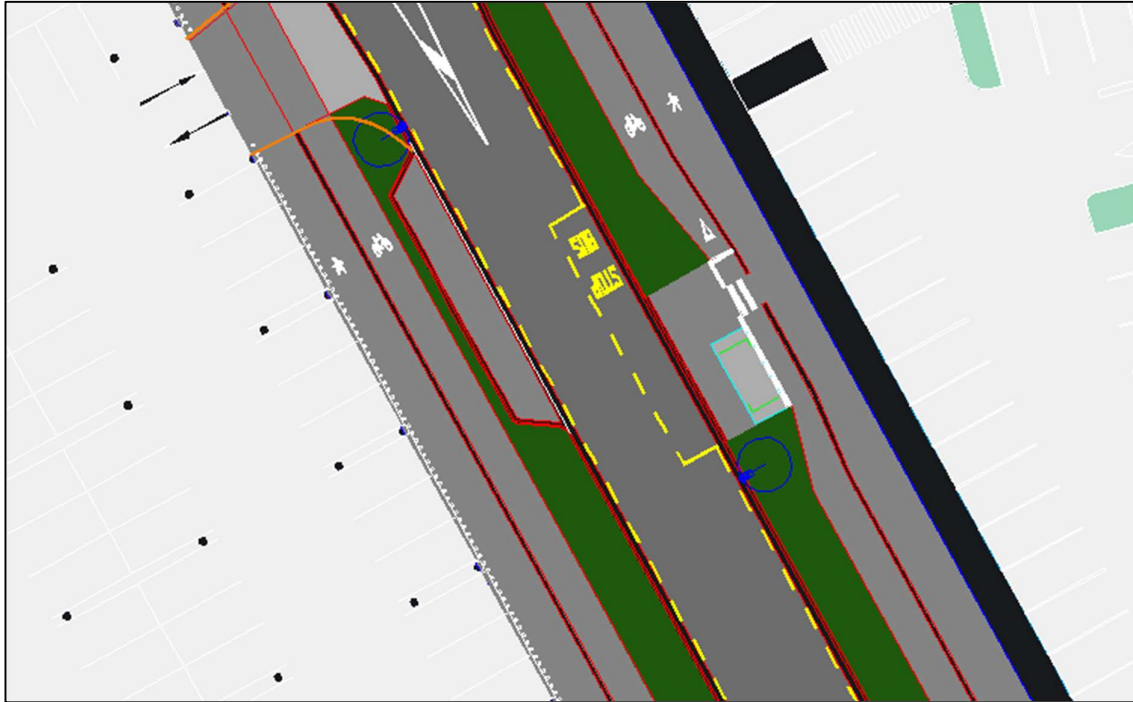


FIGURE 7: PROPOSED SOUTHBOUND BUS STOP LOCATION

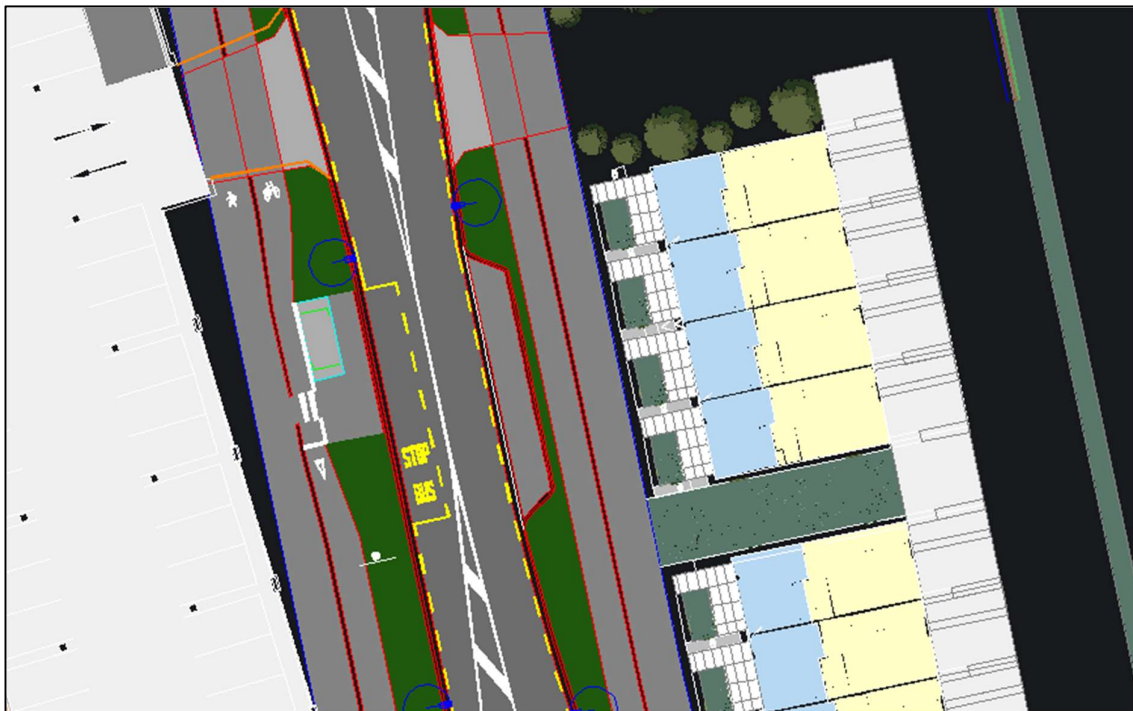


FIGURE 8: PROPOSED NORTHBOUND BUS STOP LOCATION

In both locations, the front berms have been widened to accommodate the required bus shelter, with the cycle lane slightly narrowed as it passes behind the stop. Along the temporary bus route, temporary signs will be placed at bus stop locations, but no shelters will be provided.

5 Baseline Data

As Drury Centre Stage 2 is still in the consenting phase, there are no employee travel patterns or modal splits.

Hence, an initial staff travel survey will be undertaken within the first 3 - 6 months of the office and retail activities opening to collect information such as travel modes, travel patterns, and working patterns of the employees upon the completion of the development. The Travel Plan will then be updated to provide analysis of the data collected.

6 Staff Travel Survey

A staff travel survey is considered an important tool that forms the foundation of this Travel Plan, as it provides numerical data on employees travel patterns, modal choices and reasons for current travel choices. This data can be used to form the baseline data against which the success of the Travel Plan can be measured against.

An example of a workplace travel survey structure prepared based on the Auckland Transport (AT) travel survey template is attached as **Appendix A**.

As the Drury Centre Precinct will open in stages and the area surrounding the development will undergo staged development and urbanisation, it is recommended that staff travel surveys are undertaken within 3-6 months of opening of Stage 2, and annually thereafter.

To maintain support for the Travel Plan and encourage behavioural change, the survey results will be distributed among employees of the Drury Centre Stage 2 and shared with AT.

It is also noted that as AT provides assistance with staff travel surveys, the baseline and yearly staff travel surveys can be facilitated by AT.

7 Action Plan Targets

Once the baseline travel survey has been undertaken, objectives and targets for the modal share associated with the various office, community, retail and commercial activities will be established. The baseline travel survey will provide an insight into the existing travel patterns which will assist in establishing the modal share targets for the development. The objectives and targets of the proposed mode share associated with the Drury Centre will reflect a more active model.

8 Travel Plan Management

8.1 Travel Plan Coordinator

Drury Centre Stage 2's Operations Manager (tbc) will be appointed as the Travel Plan Coordinator (**TPC**) for the Stage 2 development. AT will allocate a Travel Demand Planner (TDP), who will advise the TPC on the implementation and monitoring of the Travel Plan. The TPC will be notified to the TDP as being the responsible person. The TPC's role will include:

- Overall responsibility for the Travel Plan;
- To assist with the development/management of the Travel Plan;
- To develop employee co-operation;
- To liaise with Auckland Transport;
- To promote the Travel Plan to colleagues;
- To update and set targets in the Travel Plan Action Plan;
- To promote nationally recognized travel planning theme days e.g. Bike2Work, Bike Challenge, The Auckland Walk Challenge and National Walk2Work Day
- To make travel information readily available; and
- To ensure that all existing and new employees are made aware of alternative travel opportunities. Where appropriate TPC coordinator to liaise with the TDP to obtain any relevant resources from AT (e.g. brochures, maps etc.)

8.2 Ongoing Monitoring of the Travel Plan

To achieve the action plan targets and encourage sustainable modal choices in the long term, on-going monitoring of the Travel Plan is essential.

A staff travel survey will be undertaken 3 - 6 months after the opening of the Stage 2 development and thereafter on a yearly basis. The result of these surveys will be used to inform the subsequent monitoring reports required to be submitted to AT.

In addition, this Travel Plan will be continuously updated to reflect any changes in the surrounding road network, walking and cycle facilities, public transport services as well any changes within the site.

9 Actions and Measures

9.1 Measures to Encourage Walking

Employees of Drury Centre Stage 2 will be encouraged to walk to work through the following measures:

- A plan of safe pedestrian routes will be made available to all employees of Drury Centre Stage 2, and included within the induction packs provided to all new employees.
- A similar plan to the above which outlines safe pedestrian walking routes will be displayed in a prominent location within Drury Centre Stage 2 to assist customers. As the area surrounding the site is changing, the plan will be updated accordingly.
- The TPC will seek to organise walking challenges to encourage employees to walk to work. This is to be linked in with Auckland Transport's 'The Auckland Walk Challenge' and 'National Walk2Work Day'. The TPC will also undertake discussions with employees to ascertain ideas to further promote walking to/from the Drury Centre Precinct.
- In the event of an emergency, employees who walk to work will be provided with a ride home.

9.2 Measures to Encourage Cycling

Employees of Drury Centre Stage 2 will be encouraged to cycle to work through the following measures:

- Cycle parking will be provided on-site to encourage employees, visitors and customers to cycle to/from Drury Centre Stage 2. Secure cycle parking for employees will be located in a central location and will be easily accessible from all parts of the development.
- A plan showing the location of the secure cycle parking / changing facilities will be made available to all employees of Drury Centre Stage 2. This will be included in the information pack provided to all new stores.
- The TPC will seek to organise cycling challenges to encourage employees to cycle to work. This is to be linked in with national initiatives such as Bike Wise.
- In an event of an emergency, employees who cycle to work will be provided with necessary arrangements to travel to a secure and safe place.

9.3 Measures to Encourage Use of Public Transport

Employees of Drury Centre Stage 2 will be encouraged to use public transport to travel to work through the following measures:

- Plans of public transport routes and timetables will be made available and displayed in prominent locations within Drury Centre Stage 2 and will be referenced in the induction packs provided to all new stores.
- Drury Centre Stage 2 staff at the Guest Service Desk will be trained to assist retailers and customers with public transport timetables and journey planning via the Auckland Transport website.
- As the area surrounding the Drury Centre Precinct is changing, information regarding public transport services will be updated on a regular basis to reflect any changes/additions to the public transport services.
- Drury Centre Stage 2 will offer to assist AT hold orientation events to promote public transport among new Drury Centre Stage 2 staff.
- In the event of an emergency, employees who use public transport will be provided with a ride home.

9.4 Measures to Reduce Car Travel

Employees of Drury Centre Stage 2 will be encouraged to reduce single occupancy car trips to work through the following measures:

- Drury Centre Stage 2 will promote a car sharing scheme for employees who travel from similar areas and this will be referred to within the induction packs provided to all new stores. The method used will be dependent on the decision of each store, but an example used elsewhere involved advising employees of the scheme and suitable arrangements and then matching those that travel from similar areas.
- Information relating to the Smart Travel mobile app recommended by AT will be provided to the stores of the Drury Centre Stage 2 to allow carpooling with others who work at other stores within the Drury Centre Stage 2 and/or nearby workplaces in Drury. TPC will liaise with AT to obtain the up-to-date carpool/mode share tools.
- In the event of an emergency, employees who carpool to work will be provided with a ride home.
- The operation of the car park will be monitored through the Travel Plan. The TPC will encourage employees who live locally (within 10 to 20 km of the shopping centre dependant on the facilities available) to travel by sustainable modes of transport.

9.5 Marketing and Awareness

In order to achieve long-term behavioural changes in employees, marketing of the Travel Plan is proposed through the following measures:

- Information to stores will include details on the benefits of sustainable travel. The benefits include the opportunity for a healthier lifestyle, to help the environment and promote sustainable travel by Drury Centre Stage 2 employees.
- All new stores will be provided with an information pack on sustainable travel and a copy of the Travel Plan. The information pack will include plans of walking routes, cycle parking, end of trip facilities, bus stop locations and public transport service information.
- Drury Centre Stage 2 will liaise with other organisations locally to share experiences and consider joint initiatives. This will include, where appropriate, allowing sustainable travel and transport organisations, to liaise with the office TPC with regards to promoting sustainable travel events and promotions at the shopping centre for the benefit of Drury Centre Precinct employees and customers.
- In addition, the TPC will encourage office participation in nationally recognised sustainable travel events (e.g. Walk2Work Day, Bike Wise, The Auckland Walk Challenge etc.).

10 Action Plan for Visitors

Although this Travel Plan is primarily prepared to encourage employees of Drury Centre Stage 2 to choose sustainable modes of travel, the following initiatives can be used to encourage customers/visitors to the shopping centre to use sustainable travel modes:

- Displaying travel information on the website and digital information boards within Drury Centre Stage 2 prior to the opening of the store.
- The provision of bicycle parking spaces for visitors that are provided in visible locations that are easy to see and access.

11 Management Support

This Travel Plan represents a commitment to encourage sustainable travel at Drury Centre Stage 2. The TPC of Drury Centre Stage 2 will be responsible for the implementation of this Travel Plan on site, and will receive full support from the management team for the promotion of the Travel Plan.

Signed:
Precinct Office Manager

Date : TBC – Drury Centre

Signed:
Precinct TPC

Date : TBC – Drury Centre

Office Details:

TBC Tel: TBC

Note: In the event that the Travel Plan Co-ordinator (TPC) at Drury Centre Precinct Stage 2 should change, AT are to be provided with the details on the new TPC within one month.

Appendix A – Example Workplace Travel Survey Structure

Appendix A: Example Staff Travel Survey

1. How do you normally travel to and from work at the movement (tick appropriate box?)

Drive alone to work	
Share a car with a colleague/family member/friend	
Dropped off/picked up by car	
By bus	
By train	
Cycle	
Motorcycle	
Walk	
Taxi/Uber/other ride share	
Other (please specify):	

2. If you drive a vehicle, where do you park?

List options...	

3. Where does your journey start (post code)?

4. If you travel by public transport which service(s) do you use (e.g bus number)?

5. How many kilometres do you travel to and from work?

6. Do you make any journeys through the course of your work?

Yes (please fill in box below)	
No (please proceed to Question 7)	

Mode of transport used for these journeys	
Distance travelled on average per month	
Does your journey on business influence your normal mode of travel to work?	

7. Why do you use your chosen mode of transport?

Cost	
Time (restrictions/benefits)	
Ease of use	
No alternatives available	
Other (please specify):	

--	--

PLEASE ONLY ANSWER THE FOLLOWING QUESTIONS IF YOU DRIVE ALONE TO WORK

8. To help reduce car travel to Drury Precinct, would you be willing to:

Share a car into work with another colleague?	
Use public transport	
Walk	
Cycle	
Other (please specify):	

9. What would encourage you to travel in a more sustainable way? Choose 3 options from the following lists in order of preference (numbering them 1, 2 and 3).

Cycling		Walking	
Discount on a bike and accessories		Entry into a prize draw	
Bicycle users group		Lift home in an emergency	
Covered secure cycling parking		Limited availability of car parking	
Entry into a prize draw		Other, please state:	
Lift home in an emergency		-	
Limited availability of car parking		-	
Other, please state:		-	
Public Transport		Car Sharing	
Discounted tickets		Preferential parking for car sharers	
Entry into a prize draw		Better information on the availability of car sharers	
Lift home in an emergency		Entry into a prize draw	
Limited availability of car parking		Limited availability of parking	
Other (please specify):		Other (please specify):	

10. Do you have any other comments to make regarding sustainable travel to Drury Precinct?

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THANK YOU FOR YOUR PARTICIPATION IN THE SURVEY