

St Marys Intermodal | SSD-7308 Work Place Travel Plan

St Marys Freight Hub Forrester Road, St Marys

October 2021

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1 PURPOSE OF THIS REPORT

The purpose of this report is to prepare an implement a Work Place Travel Plan in accordance with Condition D7 within the Development Consent for the St Marys Intermodal SSD-7308, as approved under Section 4.38 of the *Environmental Planning and Assessment Act 1979*.

2 INTRODUCTION

Condition D7 requires the preparation of a Work Place Travel Plan prior to operation commencing operation of the St Marys Intermodal.

Pacific National owns the site and is constructing a new intermodal rail terminal known as the St Marys Freight Hub. Pacific National will transport shipping containers by train between Port Botany and the St Marys Freight Hub, and ACFS Port Logistics site.

This Work Place Travel Plan provides an assessment of the parking provision, public transport travel options and non-car based travel facilities available to the St Marys Freight Hub. The objectives to increase more sustainable travel in the work place and set work trip targets by travel mode are also outlined. The Work Place Travel Plan also set a framework for monitoring and review.

3 BACKGROUND

3.1 Development Consent

The St Marys Intermodal SSD-7308 was determined on 7 May 2020 under delegation by DPIE which approved the construction and operation of an intermodal (road and rail) terminal and container park with an operating capacity of 301,000 twenty- foot equivalent unit (TEU) annual throughput.

Since the initial approval the Development Consent has been subject to six modifications as follows:

- MOD 1: modification is approved and proposes to include refurbishment of the existing rail sidings
- MOD 2: modification is approved and modifies the internal layout, includes a revised entry at Lee Holm Road and inclusion of office administration building.
- MOD 3: modification is approved and includes a stockpile site and a revised development layout boundary to accommodate minor design changes.
- MOD 4: modification is approved and amended the stormwater requirements in Condition B36.
- MOD 5: modification is approved and amended the administration office building design.
- MOD 6: modification is approved and amended the locomotive identification system in Condition D13.

The existing Development Consent allows the following construction works and operation for the St Marys Freight Hub and the approved layout is shown in Figure 1.

Construction and operation of the St Marys intermodal (road and rail) terminal and container park with an operating capacity of 301,000 twenty-foot equivalent units (TEU) annual throughput, including operation of rail sidings and container park 24 hours, 7 days per week.





Figure 1 – Approved Revised Development Layout Plan

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Construction activities including:

- hardstand area for container storage and laydown, rail and vehicle loading and unloading areas
- new internal access roads providing separate ingress and egress for light and heavy vehicles as follows:
 - o to/from Lee Holm Road for light vehicles
 - o to/from Forrester Road for heavy vehicles
- wash bay area
- office building
- fuel storage area
- container workshop (repair bay) pad site
- transport workshop pad site
- staff and visitor light vehicle parking bays
- heavy vehicle parking bays
- rail refurbishment works

Ancillary development including:

- signage and landscaping
- utility services to support the proposed development including drainage, potable water, water (for firefighting purposes), power, data, security and sewerage
- minor realignment of a section of the Sydney Trains high voltage overhead power line at the southern end of the subject site
- minor clearing of areas of vegetation regrowth, remediation and minor earthworks
- electrical transformer.

Construction of the Intermodal is underway, and completion of the construction is scheduled in August 2021. Operation of the St Marys Intermodal is scheduled for 23 August 2021.

3.2 Operations & Employees

Operations at the St Marys Freight Hub includes receiving full import containers from Port Botany by rail and transporting full containers from St Marys to customers in Western Sydney by truck. Trucks return to St Marys with empty containers, which are then returned to Port Botany by rail. Transport routes between St Marys and the customers will utilise Classified State and Regional Roads and approved heavy vehicle routes designated for B Double vehicles.

The St Marys Freight Hub will operate 24 hours a day 7 days a week. Up to six (6) trains a day will service the intermodal and shipping containers will be unloaded and stack for dispatch. Trucks will be loaded and transport the containers to customers during two shifts throughout the day. Employees numbers are in Table 1. Pacific National will operate the trains and ACFS Logistics will operate the main terminal administration, handling and road transport functions of the St Marys Freight Hub.

Division	No. of Employees	Hours
Management & administration	30	4am – 4pm (day shift) / 5am – 5pm (day shift)
	7	4pm – 4am (night shift) / 5pm – 5am (night shift)
Truck drivers	15	5am – 4pm (day shift) / 6am – 5pm (day shift)
	15	3pm – 2am (night shift) / 4pm – 3am (night shift)
Train drivers & ground crew	5	4am – 4pm (day shift)
	5	4pm – 4am (night shift)
Servicing & maintenance	8	4am – 4pm (day shift)
	2	4pm – 4am (night shift)
Terminal	23	3 shifts over 24 hours

Table 1 – St Marys Freight Hub Employees



The shifts for administration and truck drivers will

An onsite car park is provided for employees and visitors that is accessed from Lee Holm Road. Pedestrians accessing the site are encouraged to use the pedestrian path access from the Forrester Road entry due to its proximity to public and active transport facilities.

3.3 Condition D7

Condition D7 in the Development Consent for the St Marys Intermodal requires preparation of a Work Place Travel Plan and reads:

Work Place Travel Plan

- D7. Prior to the commencement of operation, the Applicant must prepare a **Work Place Travel Plan** and submit to the Planning Secretary for information. The Work Place Travel Plan must:
 - (a) be prepared in consultation with TfNSW;
 - (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.

4 SITE ASSESSMENT

4.1 Work Travel and Modal Statistics

Travel to work statistics for the most popular modes of travel within the suburb of St Marys and the Penrith LGA is shown in Table 2.

Mode	St Marys	Percentage of modal split	Penrith LGA	Percentage of modal split
Car, as driver	3,973	62.5%	63,090	66.5%
Train	553	8.7%	9,798	10.3%
Car, as passenger	423	6.7%	4,665	4.9%
Train, bus	158	2.5%	No data	No data
Walked only	128	2.0%	1,308	1.4%

Table 2 – St Marys Method of Travel to Work

Source: Australian Bureau of Statistics Census Data 2016

The modal split within St Marys for traveling to work by car (driver or passenger and including multiple methods) is 72.1% and 15.4% for public transport. The average commuting distance to place of work for the St Marys is 17.21 kilometres (ABS 2016).

4.2 Parking Availability and Capacity

The St Marys Freight Hub has an onsite carpark for staff and visitors with 62 spaces. There is also on-street parking available in Forrester Road and Lee Holm Road.

4.3 Public Transport

4.3.1 Trains

St Marys Station is less than 100 metres from the Forrester Road entrance and is located on the T1 Western



Line. It is the most likely station to service the St Marys Freight Hub and the frequency of services is summarised in Table 3.

Trip	Frequency Peak Period	Frequency Off-Peak Period
Blacktown (interchange)	5- 10 minutes	14-16 minutes
Parramatta (interchange)		
Lidcombe (interchange)		
Strathfield (interchange)		
Central (interchange)		
Penrith	5- 10 minutes	14-16 minutes
Emu Plains (end of line)		
Blue Mountains		

4.3.2 Buses

A bus interchange is located on the southern side of St Marys Station and there is also a bus stop on the opposite side of Forrester Road on the north side of the station. There are numerous bus routes near the St Marys Freight Hub, which are operated by Busways. Figure 2 shows the local bus route map and Table 4 outlines the bus services servicing the facility.



Figure 2 – Busway Route Map (Source: transportnsw.info)

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Route No.	Route Name	Frequency Peak Period	Frequency Off-Peak Period
745	St Marys to Norwest Hospital via Stanhope Gardens	30 minutes	60 minutes
758	St Marys to Mount Druitt via Tregear & Shalvey	30 minutes	30 minutes
759	St Marys to Mount Druitt via Ropes Crossing	15 minutes	30 minutes
770	Penrith - Mount Druitt via St Marys	30 minutes	30 minutes
771	St Marys to Mount Druitt via Colyton	30 minutes	60 minutes
774	Penrith - Mount Druitt via Nepean Hospital	20 minutes	30 minutes
775	Penrith - Mount Druitt via Erskine Park	12 minutes	30 minutes
776	Penrith - Mount Druitt via St Clair	12-20 minutes	30 minutes
779	St Marys to Erskine Park	30 minutes	No services
781	St Marys to Penrith via Glenmore Park	AM peak only	No services
782	St Marys to Penrith via Werrington	No services	60 minutes (daytime only)
835	UWS to Prairiewood	20-30 minutes	No services
S11	St Marys to St Clair (Loop Service)	No services	60-90 minutes (daytime only

Table 4 – St Marys Bus Routes

4.4 Cycle Path Network

Cycling infrastructure surrounding the site is predominately on-road cycle routes and there are bike storage facilities provided at St Marys Station.



Figure 3 – Cycle Paths Map (Source: NSW Transport Cycleway Finder)



4.5 Pedestrian Path Network

There are footpaths on both sides of Forrester Road and there is a section of footpath on one side of Lee Holm Road, along its southern side between Maxim Place and Narang Place. There are minimal footpaths in the industrial streets and the footpaths in Forrester Road link to St Marys Station, the town centre and residential areas to the south. The footpaths in Forrester Road also provide pedestrian connections to the north and northeast. Walk Score (walkscore.com) gives the St Marys Freight Hub a score of 52/100 and rates it as 'Somewhat Walkable'.

4.6 Safety and Accessibility

Access for light and heavy vehicles is separated with light vehicles obtaining access from Lee Holm Road and heavy vehicles using the entrance at Forrester Road. There is dedicated pedestrian access with pathway and crossings near the entry at Forrester Road. This provides the more convenient and accessible pedestrian link to public transport facilities and service centre within St Marys.

Internal areas are lit during night time hours and there are active areas adjacent to the internal pedestrian pathway. The pathway between the St Marys Freight Hub and St Marys Station is short, open and adjacent to a high activity area.

5 NON-CAR TRAVEL

The main obstacle to employees using non-car travel at night is meeting the operational requirements of the intermodal that has dedicated trains path times throughout the day and night and that it operates 24 hours a day 7 days a week. The operational requirements of the intermodal and resulting shift times means some employees will not have convenient access to public transport.

Shift start times for management/administration staff and truck drivers can be staggered by an hour which will provide broader options for employees that prefer or need to use public transport, in particular trains and bus services.

Employees choosing to cycle or walk to work should not be affected by shift times. A dedicated internal footpath and entry adjacent the St Marys Train Station provides a direct connection to the administration office building including bike storage and end of trip facilities. It is noted that riding of bicycles is not permitted within the Intermodal for safety reasons and cyclists need to push their bicycle from the entry. Alternatively, there is bike storage facilities at St Marys Station.

All pathways between St Marys Station and the dedicated entry to the Intermodal are of a good standard and do not require any upgrading. Accordingly, the quality of access between the Station and Intermodal are not an obstacle for using public transport, cycling or walking to and from work.

A Travel Access Guides has been prepared and enclosed in Appendix 1.

6 OBJECTIVES AND TARGETS

The key objective of the Work Place Travel Plan is to promote sustainable means of transport for travel to and from work and educate employees and visitors on sustainable travel options.

The more specific objectives include:

- Educate and raise awareness of sustainable transport options amongst staff and visitors.
- Increase modal share for public transport, cycling and walking to work trips.
- Ensure suitable end-of-trip facilities are provided on site to enable staff and visitors to commute by sustainable transport modes.



- Reduce the number travel to and from work trips by car by staff and visitors.
- To facilitate the sustainable and safe travel of new employees.

Mode of travel to work targets as follows:

- Reduce work trips by car (as driver or passenger) to below 70% of total trips.
- Increase work trips by public transport to at least 25% of total trips.
- Increase work trips bicycle to at least 5% of total trips.

It is noted the impacts of Covid-19 on public transport usage in throughout Sydney has resulting in significant reduction in patronage. This has been a result in more people working from home and people preferring to use private transport instead of public transport modes. The above targets will be more achievable once travel to work modal patterns return to pre-Covid trends.

7 ACTION PLAN

The actions outlined in Table 5 are to facilitate the achieving the objectives and targets in this Work Place Trave Plan.

Table 5 – Work Place Travel Plan Actions

Ac	tion	Implementation
1.	 Walking Employees living within 1km of the Freight Hub should be encouraged to walk to work. Maps of internal and external walking routes should be provided to new employees at induction and make this available to all employees. Employees to be encouraged to participate in National Walk to Work Day Provide backpacks for employees that commit to walking to work. 	 New staff inductions conducted by human resources (HR) officer are to include: issue of the Travel Access Guide (TAG), brief on walk to work to incentives, and brief on internal pedestrian access routes. The HR officer is to circulate information by email, at staff meetings and posting of promotional material on National Walk to Work Day at least one month before the event.
2.	 Cycling Employees living within 8km of the Freight Hub should be encouraged to cycle to work. Maps of internal and external cycling routes should be provided to new employees at induction and make this available to all employees. Provide bike storage area and inform employees at induction. Allocate end of trip facilities (i.e. showers, change rooms, etc) for cyclists. Provide backpacks for employees that commit to cycling to work. Offer salary sacrifice options for employees to purchase bicycles. Celebrate National Ride2Work Day. 	 New staff inductions conducted by HR officer are to include: issue of the TAG, brief on cycling to work to incentives (i.e. salary sacrifice & backpacks), and brief on internal bicycle handling procedures (including dismounting before site entry), access routes and bike storage area. The HR officer is to circulate information by email, at staff meetings and posting of promotional material on National Ride2Work Day at least one month before the event
3.	 Public Transport Public transport options with maps should be provided to new employees at induction and make this available to all employees. Provide timetable information for key public transport modes (rail & buses) to new employees at induction and make this available to all employees. Educate employees on Covid-safe travel on public transport. Promote the use of apps for public transport connectivity. 	 New staff inductions conducted by HR officer are to include: issue of the TAG, brief on major local public transport connections (St Marys Station & St Marys Bus Interchange), and brief on site access from public transport nodes.
4.	 Carpooling Facilitate matching employees to complementary travel routes. Encourage cost sharing with employees that participate in carpooling. 	The office manager is to place or arrange to place a carpooling register in staff common areas for employees to register their interest in carpooling and location.



Action			Implementation	
5.	Othe •	er Initiatives Encourage employees to form social groups (i.e. cycling groups, running groups) that align with the objectives and targets of the Work Place Travel Plan. Promote healthy lifestyles from active and sustainable forms of	The office manager is to place or arrange to place in staff common areas promotional material on health benefits of active and sustainable travel to and from work. The office manager and HR officer are to coordinate annual staff surveys on travel to work trends.	
	٠	travel. Survey employees on an annual basis to maintain up to date information on trends in work trips.	The office manager and HR officer are to review the WPTP on an annual basis and present the survey findings and updated WPTP to all staff on an annual	
	•	 Review and update Work Place Travel Plan. 	basis.	
	•	Stagger shift start times by an hour for management/administration staff and truck drivers. Provide options for flexible shift times for administration staff.	New staff inductions conducted by HR officer are to inform of flexible work and staggers shift arrangements to provide better access to non-car transport.	

8 MONITORING AND REVIEW

This Work Place Travel Plan is a strategy that will evolve over time with changes in employee travel needs and Covid-19. The objectives to educate and encourage employees to choose more sustainable modes of travel to work will be maintained, but as usage patterns for public transport increase the targets should be reviewed. Reassessing targets should adopt an ongoing intent for continued improvement in increasing sustainable transport in the work place.

Following the implementation to the Work Place Travel Plan, the Work Place Travel Plan management team should meet annually to undertake a review of the objectives, targets and actions. The objective will be to update the employee travel modal data, assess performance of the Work Place Travel Plan and identify potential for improvements.

The Work Place Travel Plan management team should prepare a report on the review and make recommendations on objectives, targets and actions to support the continued improvement in increasing sustainable transport in the work place.

9 CONCLUSION

This Work Place Travel Plan is to promote the use of sustainable modes of travel work-related trips at the St Marys Freight Hub.

The St Marys Freight Hub is close to the St Marys Station and St Marys Bus Interchange, which provides convenient access for employees to utilise public transport.

It is intended that this Work Place Travel Plan be reviewed annually with annual travel surveys to assess performance against the objectives and targets.



APPENDIX 1

TRAVEL ACCESS GUIDE

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Travel Access Guide

Have a look through the options below for traveling to St Marys Freight Hub by train, bus, cycling, walking and driving.

B Travel by Train and Bus

An Opal Card enables employees to travel on public transport in throughout Sydney and surrounds. Alternatively passengers can use their credit card.

More information is available at: https://transportnsw.info/ticketsopal/opal#/login



St Marys Station is less than 100 metres from the Forrester Road entrance to the Freight Hub (~1 min walk)

St Marys Station is located on the T1 Western Line serviced by trains between Sydney City and Penrith. Train frequency is around 17 trains per hour during peak travel times, and around 8 trains per hour during all other times.

There are several bus services which provide connection from the Freight Hub to Mt Druitt, Penrith, Erskine Park and St Clair including most suburbs in between.

Check the map overleaf to see bus routes to and from the Freight Hub.

St Marys to Bella Vista

754 St Marys to Norwest Hospital via Stanhope Gardens Service travels between St Marys Interchange & Norwest Private Hospital via Stanhope Gardens.

St Marys to Mt Druitt

B

758 St Marys to Mount Druitt via Tregear Service travels between St Marys Interchange & Mt Druitt via Tregear &

Shalvey. 759 St Marys to Mount Druitt via Ropes Crossing

Service travels between St Marys Interchange & Mt Druitt via Ropes Crossing.

771 St Marys to Mount Druitt via Colyton Service travels between Mount Druitt & the St Marys Interchange via Colyton.

Penrith and Mt Druitt via St Marys

- 770 St Marys to Mount Druitt via Colyton B Service travels between Mount Druitt & Penrith via the St Marys Interchange.
- 774 Penrith to Mount Druitt via Nepean Hospital Service travels between Penrith & Mount Druitt via the St Marys Interchange & Nepean Hospital.
- 775 Penrith to Mount Druitt via Erskine Park Service travels between Penrith & Mount Druitt through the St Marys Interchange via Erskine Park.

776 St Marys to Mount Druitt via St Clair

Service travels between Mount Druitt and Penrith via the St Marys Interchange & St Clair.

St Marys to Penrith



Service travels between the St Marys Interchange and Penrith via Glenmore Park.

782 St Marys to Penrith via Werrington Service travels between the St Marys Interchange and Penrith via Werrington.

St Marys to Erskine Park & Prairiewood



779 St Marys to Erskine Park Service travels between Erskine Park to the St Marys Interchange.

835 UWS to Prairiewood B

Service travels adjacent to Erskine Park to the St Marys Interchange via St Clair.

(46) Cycling to the Freight Hub

There are several ways to safely bike ride to the Freight Hub from surrounding suburbs. Cycling infrastructure surrounding the site is predominately on-road cycle routes and there are bike storage facilities provided at the Freight Hub office and St Marys Station.

Cyclists must dismount at the Forrester Road entrance and walk their bicycles to the administration office building and onsite bike storage area.

Check the map overleaf to find places where bikes can be stored safely during the day.

; Walking to the Freight Hub

Employees living around St Marys, North St Marys and Oxley Park could walk to the Freight Hub in less than 25 minutes, saving the need for driving by car. Local buses are a backup for days when walking is not as convenient.

Check the map overleaf for recommended walking routes.

Driving to the Freight Hub

The St Marys Freight Hub has an onsite carpark for staff and visitors with 62 spaces. There is also on-street parking available in Forrester Road and Lee Holm Road.

Employees are encouraged to carpool with other employees if rostered shift times and residency locations align.

Other Resources

Trip Planner | transport.info/trip maps/cycleway_finder.html

Travel Access Guide



2 Forrester Road St Marys

Google Maps | maps.google.com CyclewayFinder | https://roads-waterways.transport.nsw.gov.au/customer-



LEGEND

St Marys Freight Hub



Train Station



T1 Western Main Line



Bus Interchange



Bus Route



Bike Route



---- Suggested Cycle Route



Walking Route



Suggested Walking Route



Approximate Walking Time





