

**ADVERTISED COPY**

# **409 Clayton Road, Clayton**

Green Travel Plan



200170GTP002A-F

8 August 2023

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### DOCUMENT INFORMATION

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## EXECUTIVE SUMMARY

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It is proposed to develop the site for a mixed use, comprising, retail, commercial and residential uses. The development includes car parking across multiple levels and a generous bicycle parking provision.

The traffic and transport assessment of the development indicates that sufficient bicycle and car parking is provided on-site to meet the needs of the development, with an appropriate design outcome in relation to access, loading and parking.

Six development principals have been devised in order to guide the direction of the proposed development at 409 Clayton Road, Clayton, as listed below.

- Principal 1 – The 10 Minute Community;
- Principal 2 – Employment;
- Principal 3 – Diversity & Affordability;
- Principal 4 – Sustainability;
- Principal 5 – Health, Wellbeing & Security; and
- Principal 6 – Architectural Leadership.

This Green Travel Plan seeks to outline the measures which address Principal 1 – The 10 Minute Community, which seeks to provide substantial new housing with immediate access to employment opportunities, public transport and existing local services, all within 10 minutes of the home or office. In this regard, the development is located within 10-minutes walk of numerous train and bus services, the Station Trail shared path, a share car, and numerous retail, supermarket and other commercial uses. Furthermore, the site is located within a 10-minute bike ride (15-minute walk) of Monash Hospital as well as a 10-minute bus ride (15-minute bike ride / 30-minute walk) of Monash University, two of the major employment precincts in the area.

## CONTENTS

EXECUTIVE SUMMARY .....	3
1 INTRODUCTION.....	6
2 DEVELOPMENT PROPOSAL.....	6
2.1 General .....	6
2.2 Car Parking and Vehicular Access .....	6
2.3 Bicycle Parking .....	6
3 GREEN TRAVEL PLAN.....	7
4 SITE LOCATION & SUSTAINABLE TRANSPORT .....	8
4.1 Site Location .....	8
4.2 Sustainable Transport .....	10
4.2.1 Public Transport .....	10
4.2.2 Bicycle Facilities .....	13
4.2.3 Share Cars .....	14
4.2.4 Pedestrian Accessibility .....	15
4.3 Walkability .....	16
4.4 Travel Time .....	16
5 GREEN TRAVEL INITIATIVES .....	17
5.1 General .....	17
5.2 Green Travel Plan Champion .....	17
5.3 Car Parking Facilities .....	17
5.4 Bicycle Facilities .....	17
5.5 Bicycle User Group .....	19
5.6 Share Car .....	19
5.7 Public Transport .....	19
5.8 Car-Pooling .....	20
5.9 Building Intranet Site .....	20
5.10 Residents and Staff Welcome Pack .....	20
6 MAINTAINING THE GREEN TRAVEL PLAN .....	21
6.1 Monitoring and Assessment .....	21
6.2 Updates to the Green Travel Plan .....	21
STAGE ONE QUESTIONNAIRE .....	23
STAGE TWO QUESTIONNAIRE.....	24
STAGE THREE QUESTIONNAIRE.....	25

## TABLES

Table 1	Proposed Development .....	6
Table 2	Public Transport Provision .....	10
Table 3	Bus Frequencies .....	11
Table 4	Site Facilities .....	15
Table 5	Bicycle Parking Product Provision .....	18

## FIGURES

Figure 1	Site Location .....	8
Figure 2	Site Context (24 April 2023) .....	9
Figure 3	Public Transport Provision .....	10
Figure 4	Principal Public Transport Network Area Map .....	11
Figure 5	Potential SRL Clayton Station Location .....	12
Figure 6	Strava Cycling Heatmap .....	13
Figure 7	Share Car Locations .....	14
Figure 8	Pedestrian Walk-Time Map .....	15
Figure 9	Travel Time Map .....	16

## APPENDICES

APPENDIX A	QUESTIONNAIRE SURVEY FORMS .....	22
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# 1 INTRODUCTION

onemilegrid has been requested by Tango Projects to prepare a Green Travel Plan for the proposed mixed-use development at 409 Clayton Road, Clayton.

## 2 DEVELOPMENT PROPOSAL

### 2.1 General

it is proposed to develop the subject site for the purposes of a multi-level mixed-use development, containing ground floor retail tenancies, podium office space and residential dwellings on the levels above, as shown in Table 1.

**Table 1 Proposed Development**

<i>Component</i>	<i>No/Area</i>
1-Bedroom Apartment	49
2-Bedroom Apartment	87
3-Bedroom Apartment	8
<b>Total Apartments</b>	<b>144</b>
Retail	717 m <sup>2</sup>
Office	1,646 m <sup>2</sup>

Private communal amenities are provided on level 16, which will only be accessible by residents of the development. It is understood that the communal amenities may include a gym, library, working spaces, and/or veggie garden.

### 2.2 Car Parking and Vehicular Access

A total of 147 car spaces are proposed across a basement, ground and three podium level car park. The proposed site access will be restricted to left in / left out movements only.

Access between levels is provided by a ramp system with one ramp leading to the basement and a second ramp providing access to the podium levels.

It is proposed to allocate the car parking across the various uses as follows: -

- 104 residential spaces;
- 7 retail spaces; and
- 36 office spaces.

### 2.3 Bicycle Parking

A total of 121 bicycle spaces are proposed on-site which includes secure bicycle parking spaces across the five car parking levels and visitor parking spaces at the Centre Road and Clayton Road frontages of the site.

The bicycle parking provisions includes:

- 26 spaces within 13 x ground mounted hoops along Centre Road and Clayton Road for visitors;

- 77 secure bicycle parking spaces within 73 x vertical bike racks and 2 x ground mounts hoops in the basement, level 1 and level 2 for residents; and
- 18 secure bicycle parking spaces within 6 x double tier racks and 6 x vertical bike racks on the ground level for staff.

End of trip facilities for staff are provided on the ground levels in the form of showers and change rooms.

### 3 GREEN TRAVEL PLAN

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A Green Travel Plan is a suite of initiatives and services employed to encourage travel mode behaviour change and to promote use of sustainable transport options such as walking, cycling, public transport or car-pooling in preference to single occupant car trips where practicable.

A Green Travel Plan provides value to future residents, staff and visitors of the development, informing them of the alternative transport options when accessing the site and surrounds and provides associated health and fitness benefits when increasing their activity levels through regular walking and cycling. In addition, a Green Travel Plan will provide benefits to developers when advocating for a reduction in car parking requirements, or assisting them in meeting environmental targets.

The implementation, coordination and funding of the Green Travel Plan is the responsibility of the Owners Corporation, and should be a dynamic document, reflecting changes in on-site and off-site conditions e.g. additional bicycle parking, or changing public transport timetables. As such, the plan should be frequently revisited and amended to provide the most accurate and relevant information to achieve the desired objectives of reducing car usage.

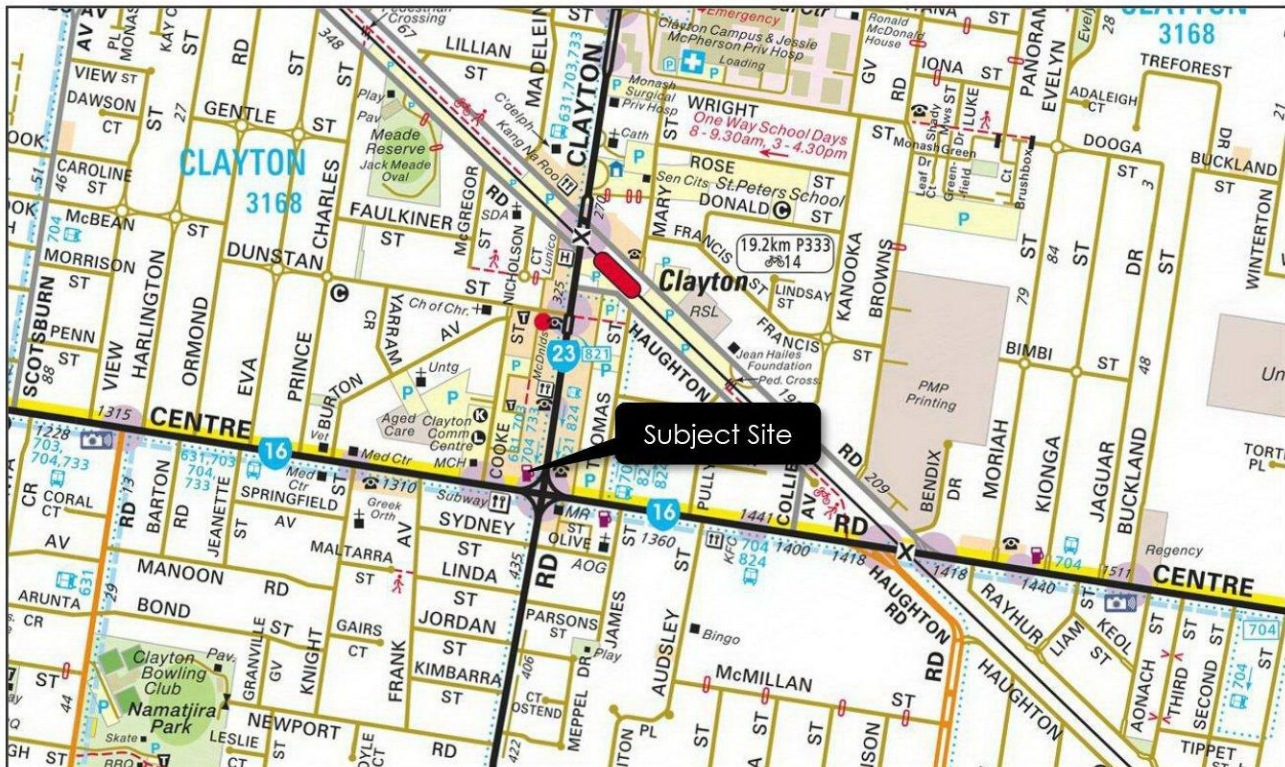
Journey to work data from the City of Monash indicates that approximately 85% of work trips to Monash are by car drivers while 70% of residents of Monash drive to their place of employment. Consequently, the objective of this Green Travel Plan will be to increase the proportion of sustainable transport mode use by staff of the development by 30% from the municipality average.

## 4 SITE LOCATION & SUSTAINABLE TRANSPORT

### 4.1 Site Location

The subject site is located at the northwest corner of Clayton Road and Centre Road, Clayton, as shown in Figure 1.

**Figure 1** Site Location



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The site is irregular in shape and includes frontages to Centre Road and Clayton Road of approximately 43 metres and 37 metres respectively, for an overall site area of approximately 2,100 square metres. In addition, the site has a partial abutment to a laneway in the northwest corner of the site.

An aerial view of the subject site is provided in Figure 2.



Figure 2 Site Context (24 April 2023)



Copyright Nearmap

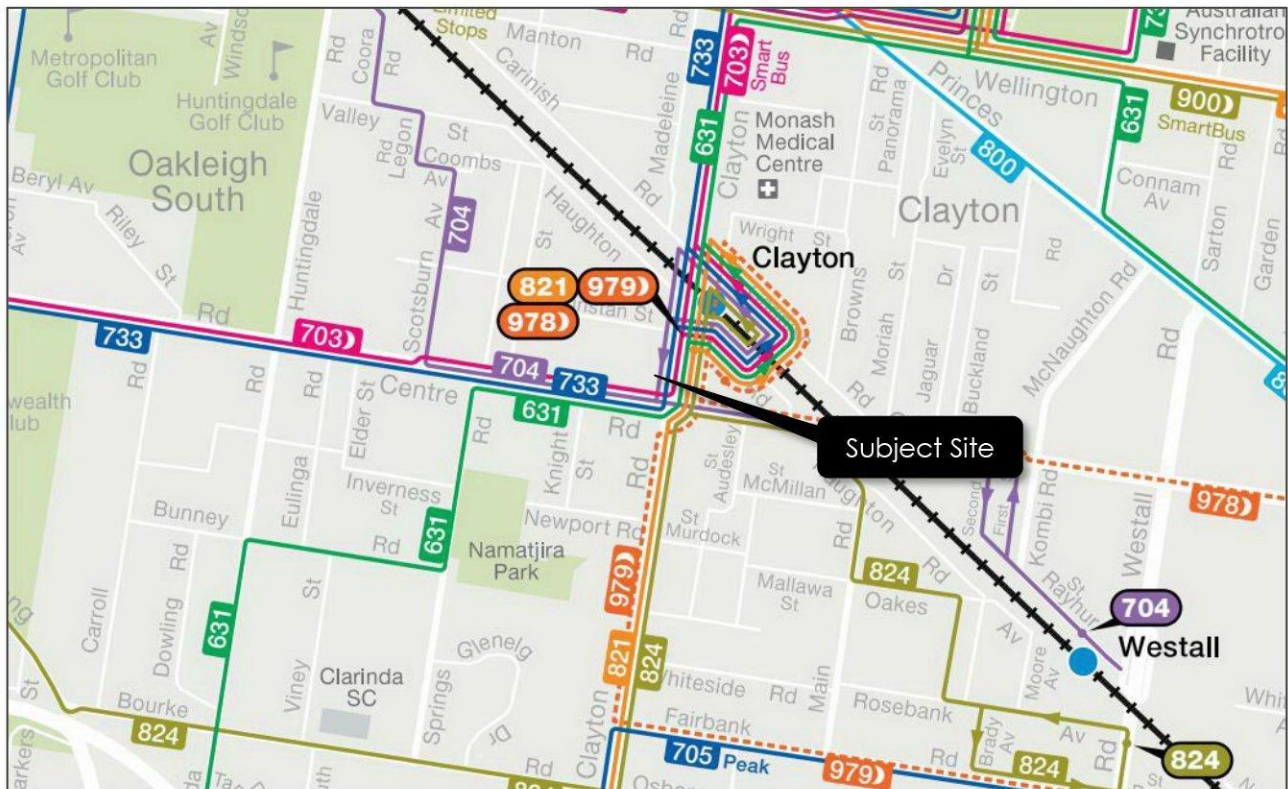
## 4.2 Sustainable Transport

### 4.2.1 Public Transport

The site has excellent public transport accessibility, with a wide variety of transport modes and services servicing the immediate vicinity of the site. Of note, a bus stop is located at the southwest corner of the site.

The full public transport provision in the vicinity of the site is shown in Figure 3 and detailed in Table 2.

**Figure 3 Public Transport Provision**



**Table 2 Public Transport Provision**

Mode	Route No	Route Description	Nearest Stop/Station
Train		Cranbourne Line Pakenham Line	Clayton Station
	631	Southland - Waverley Gardens via Clayton, Monash University	
Bus	703	Middle Brighton - Blackburn via Bentleigh, Clayton, Monash University	Centre Road (at the site frontage)
	704	East Clayton - Oakleigh via Clayton, Huntingdale	
	733	Oakleigh - Box Hill via Clayton, Monash University, Mt Waverley	
	821	Southland - Clayton via Heatherton	
	824	Moorabbin - Keysborough via Clayton, Westall	Clayton SC
	978	Clayton Station - Dandenong Station via Mulgrave	
	979	Clayton Station - Dandenong Station via Keysborough	

Cranbourne and Pakenham line trains generally depart every 5 to 10 minutes during the peak hours, and every 20 to 30 minutes outside of the peak hours, with services reducing to one per hour very late at night / early in the morning.

The frequency of each bus route during the weekday peak and off peak, as well as on Saturdays and Sundays is described in Table 3 below.

**Table 3 Bus Frequencies**

Route	Weekday Peak Hour	Weekday Off-Peak	Weekend
631	20 – 35 mins	35 – 60 mins	40 – 60 mins
703	7 – 25 mins	9 – 20 mins	25 – 35 mins
704	30 – 40 mins	40 mins	30 – 40 mins
733	5 – 35 mins	12 – 20 mins	30 – 60 mins
821	60 mins	60 mins	N/a
824	20 mins	20 – 60 mins	30 – 60 mins

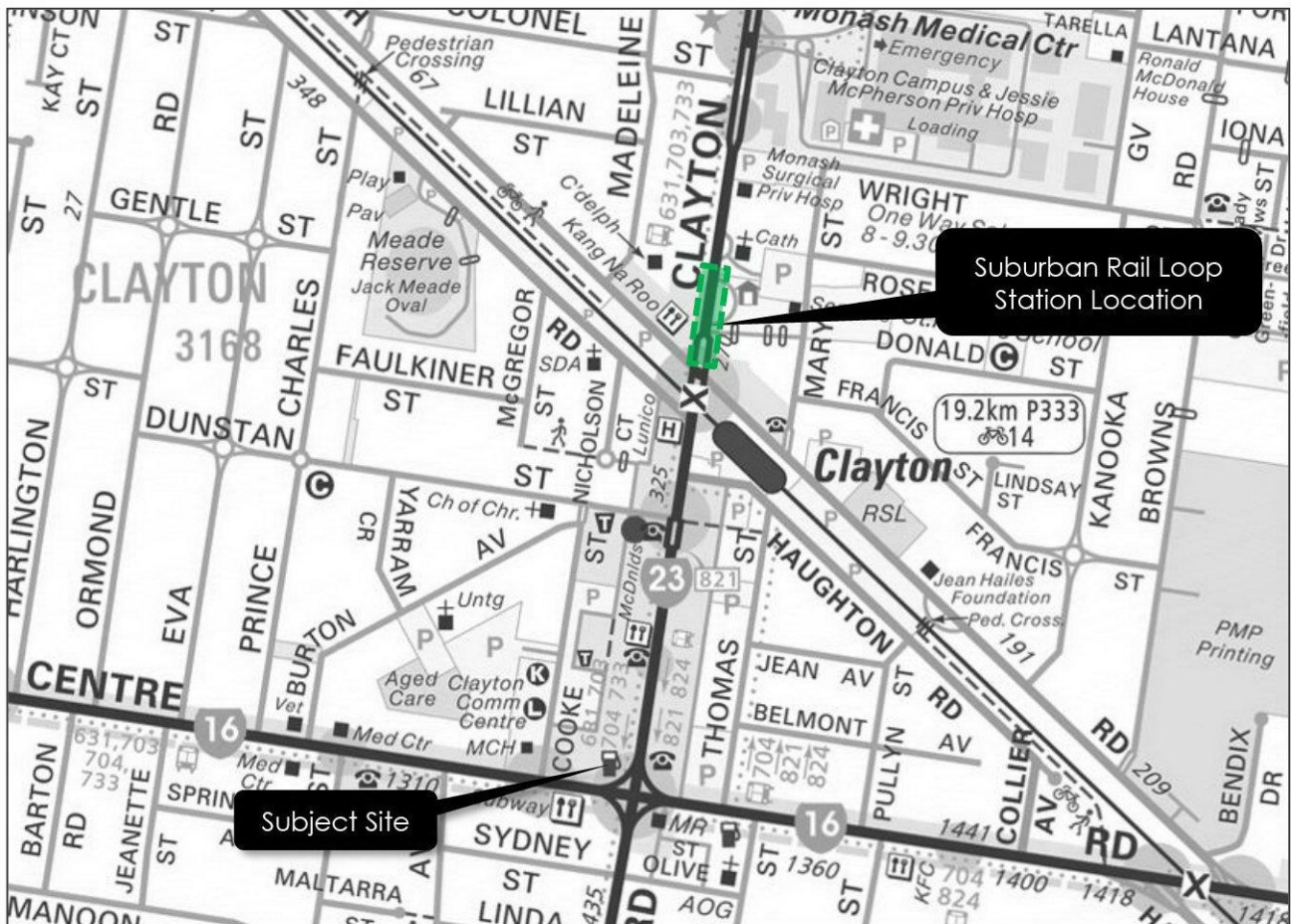
Furthermore, the Principal Public Transport Network for the surrounding area is shown in Figure 4, which identifies that the site falls within the Principal Public Transport Network Area.

**Figure 4 Principal Public Transport Network Area Map**



Further to the existing public transport services in the vicinity, it is noted that the Suburban Rail Loop (SRL) will run through Clayton Station, connecting the middle suburbs of Melbourne as well as regionally. The SRL is still in the planning stages however the station is proposed along Clayton Road approximately 500 metres north of the site, as shown in Figure 5. Of note, the proposed tunnels are proposed to travel underneath the subject site.

**Figure 5 Potential SRL Clayton Station Location**



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In addition, it is noted that Clayton station is identified to become the busiest suburban station in Melbourne with trains running in all four different directions, including connections to Gippsland, Cranbourne and Pakenham.

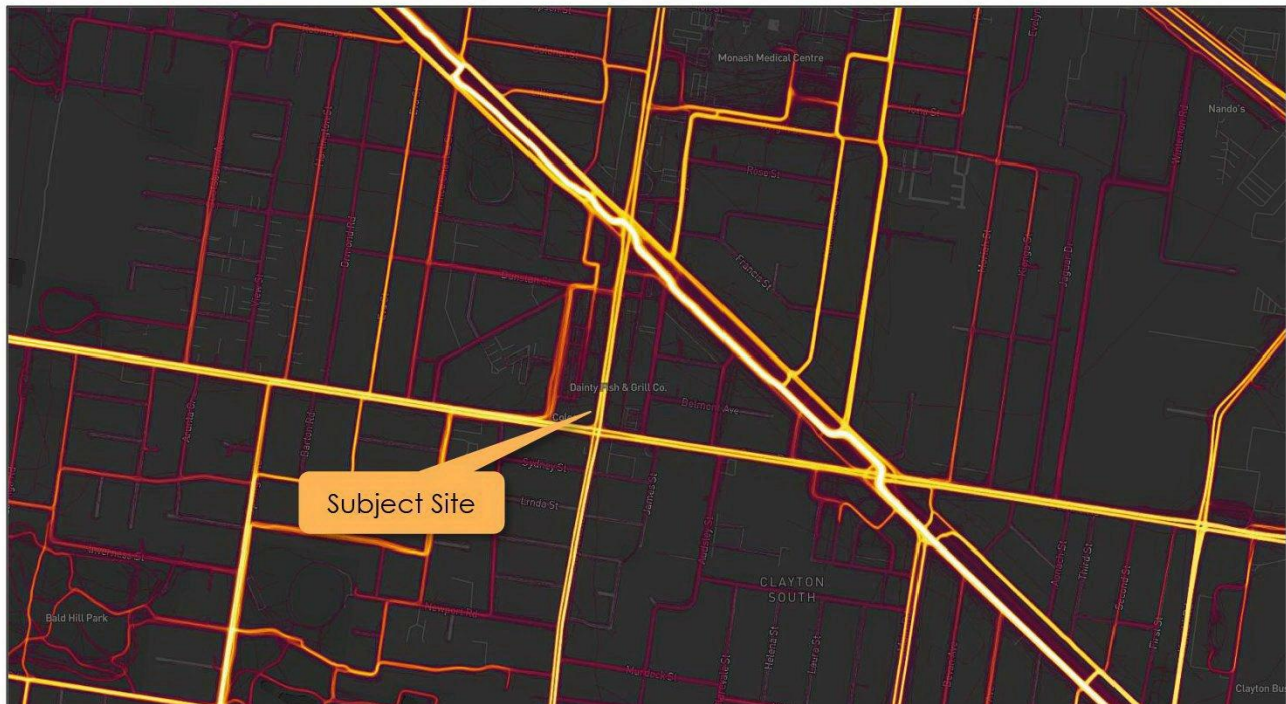
## 4.2.2 Bicycle Facilities

Strava is a social network and training tool for cyclists, runners and swimmers. Users record their physical activity using a dedicated GPS device or utilise the mobile app, and upload the file to their profile.

Strava anonymised this information and makes it available through their “Global Heatmap” tool, showing aggregated all public activities over the last two years across the world.

A view of the cycling heatmap in proximity to the study area is provided below in Figure 6. Routes of higher usage are brighter in colour.

**Figure 6 Strava Cycling Heatmap**



Copyright Strava

As shown above, primary routes in and out of the study area comprise:

- Clayton Road;
- Centre Road; and
- The Station Trail that runs under the Cranbourne/Pakenham train line.

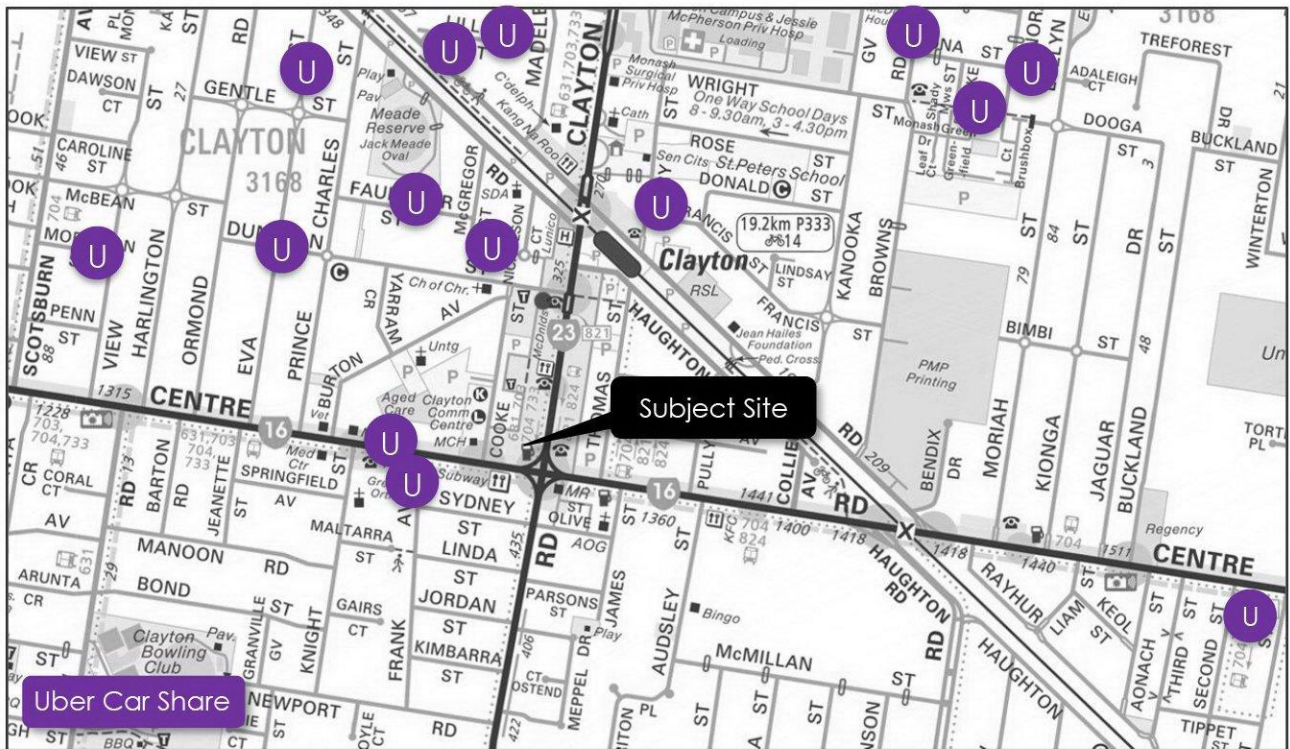
It is noted that this information includes all cycling activities recorded on the platform, inclusive of weekend trips, and all trips throughout the day. Additionally, the data is skewed towards sports cyclists, given that the bulk of commuter and recreational cyclists will not be tracking their rides. Notwithstanding, this tool provides a good indication of the attractiveness of certain routes in the vicinity of the site.

### 4.2.3 Share Cars

Car sharing is becoming increasingly popular within highly populated areas for both employees and residents, where parking is restrictive and expensive. Car sharing operates similar to a car rental company, except that users join as members and are charged on an hourly rate rather than a daily.

The location of the share cars within close proximity of the site are shown in Figure 7. As further development occurs and the area continues to densify, it is anticipated that additional 'pods' are likely to become available.

**Figure 7 Share Car Locations**



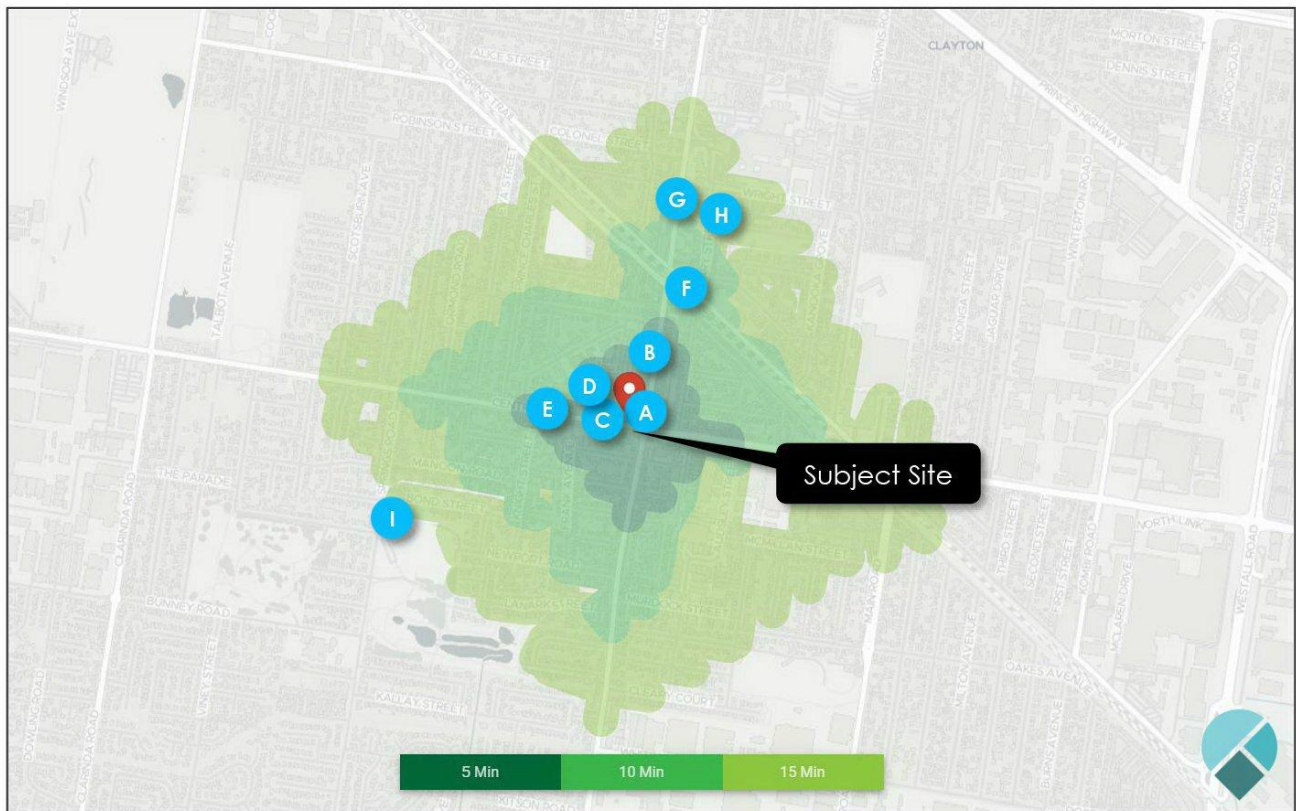
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#### 4.2.4 Pedestrian Accessibility

In addition to having excellent access to public transport modes, the site is well-located for pedestrian accessibility, with a number of recreation, education, shopping and employment uses located within 10 - 15 minutes' walk of the site.

Figure 8 shows a pedestrian walk time map for the site, with the major facilities in the vicinity of the site identified in Table 4.

**Figure 8 Pedestrian Walk-Time Map**



Courtesy of [Targomo](#)

**Table 4 Site Facilities**

Ref	Facility	Approx. Distance
A	Clayton Road Commercial Strip	Adjacent
B	Clayton Shopping Plaza	190m
C	Clayton Preschool	200m
D	Clayton Aquatics and Health Club	200m
E	South Eastern Animal Hospital	400m
F	Clayton Railway Station	450m
G	Catholic Parish of St. Peter	600m
H	St Peters Primary School	700m
I	Namatjira Park	1.2km

## 4.3 Walkability

Walkability is a measure of how friendly an area is to walking. Walkability has many health, environmental, and economic benefits. Factors influencing walkability include the presence or absence and quality of footpaths or other pedestrian rights-of-way, traffic and road conditions, land use patterns, building accessibility, and safety.

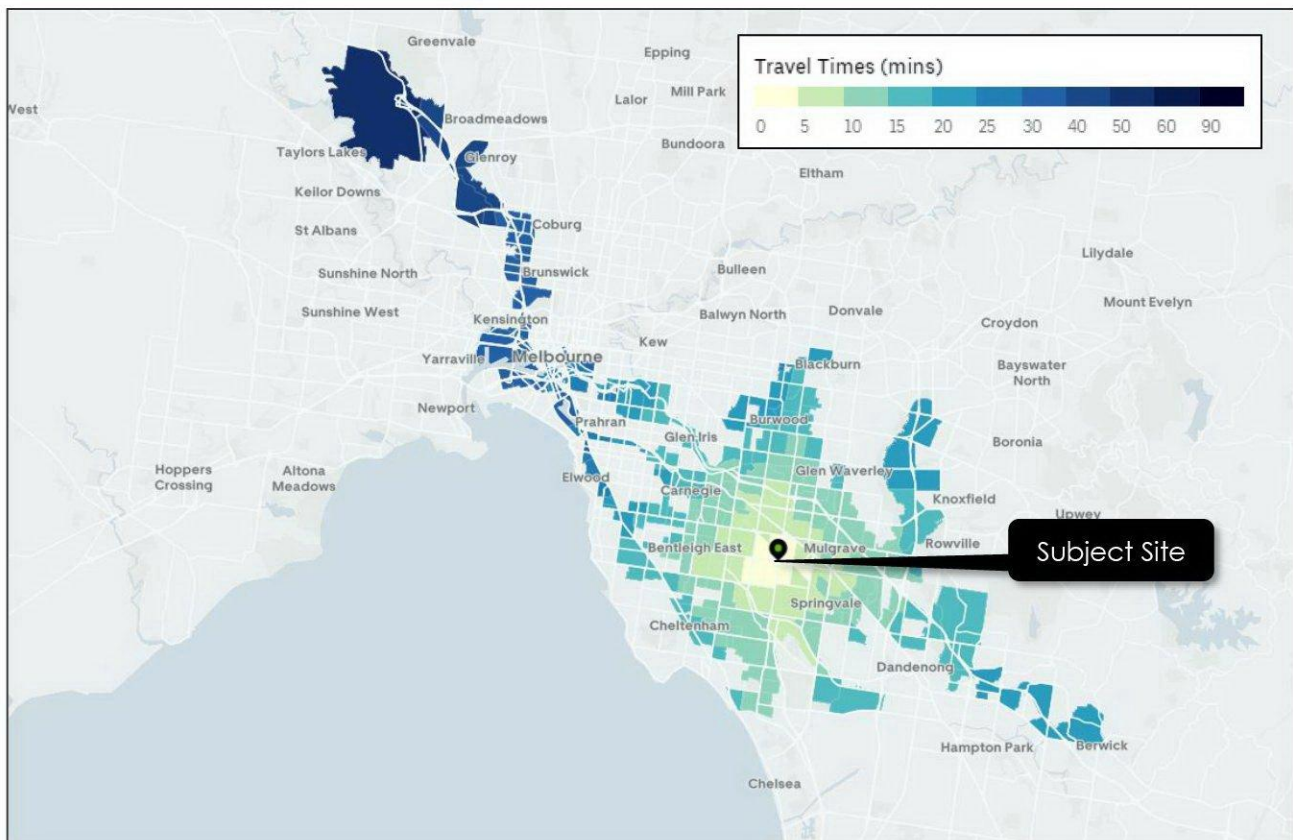
The site has a Walk Score rating of 90/100 and is very walkable, whereby daily errands do not require a car, and most errands able to be accomplished on foot.

## 4.4 Travel Time

The Uber Movement app uses aggregated trip data from the Uber app to provide vehicular travel time data. Figure 8 below shows the expected travel time to drive a car from the subject site to different locations across Melbourne.

It can be seen below that travelling to the Melbourne CBD generally takes between 25 and 30 minutes, with trip to Tullamarine Airport taking around 60 minutes. Trips to the surrounding southeast suburbs generally take between 5 and 20 minutes.

**Figure 9 Travel Time Map**



Copyright Uber



## 5 GREEN TRAVEL INITIATIVES

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### 5.1 General

The applicant has committed to implement a number of Green Travel Initiatives to encourage the use of pedestrian, bicycle and public transport travel to and from the site. The initiatives included in the package are outlined as follows.

### 5.2 Green Travel Plan Champion

A Green Travel Plan "Champion" will be appointed by the Owners Corporation who will be responsible for the implementation and ongoing management of the Green Travel Plan.

### 5.3 Car Parking Facilities

The proposed development considers a significant reduction in car parking from the statutory car parking requirements. Through a reduced supply, staff and visitors to the site are expected to contemplate alternative transportation means.

### 5.4 Bicycle Facilities

The development proposed bicycle parking in excess of the minimum statutory requirements, with secure facilities provided within the car parking levels. Secured bicycle parking facilities are located in close proximity to the pedestrian and vehicle entrance from Centre Road and will be made available for residents and for staff.

Furthermore, a considerable provision of bicycle parking spaces are provided in horizontal racks at the frontage of the site for use by visitors.

Government policy currently aims to encourage the use of bicycles as a mode of transport in order to reduce the dependency on private vehicles. The provision of easily accessible bicycle facilities on-site is expected to increase the number of trips made by bicycle.

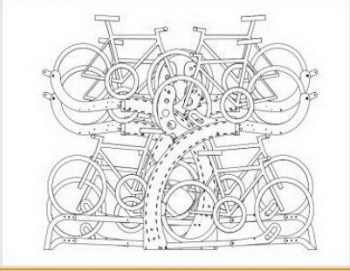


The ground level bicycle storage area also includes a maintenance area which will include typical bicycle maintenance tools and equipment, including:

- A bicycle tyre pump;
- Tyre levers; and
- Standard hex keys and adjustable wrenches.

All bicycle tools and equipment will be wired to the maintenance area, to prevent theft.

The bicycle parking specifications are provided in Table 5.

**Table 5 Bicycle Parking Product Provision**

<i>Bicycle Parking Type</i>	<i>Description</i>	<i>Dimensions</i>	<i>Provision</i>
Five At Heart two tier system (Arc) 	Double height bicycle parking. Users would either position the bicycle within the bottom rail or pull out the sliding base from the top space and lift the bicycle onto the sliding panel.	2,000 x 400mm	6 racks = 12 spaces
Cora Horizontal Bike Rack (CBR2) 	Ground mounted bicycle rack where users attach the bike to rack.	850 x 850mm	13 racks = 26 spaces (within public realm) 2 racks = 4 spaces (within car park)
Cora Vertical Bike Rack (E3VR) 	Vertically mounted bicycle rack where users lift the front wheel onto the bike rack.	560 x 494mm	79 spaces
<b>Total</b>			<b>121 bicycles</b>

More information regarding the types of bicycle parking provided on site can be found on the following websites:

<https://www.cora.com.au/>

<https://fiveatheart.com/>

The Bicycle Network includes information for cyclists, including road rules, travel maps and riding events. The various information can be found on their website:

[www.bicyclenetwork.com.au](http://www.bicyclenetwork.com.au)

## 5.5 Bicycle User Group

Bicycle User Groups (BUGs) are groups of people who identify as bike riders, particularly those who ride for their commute. As part of the development the operator will establish a BUG for the office and commercial uses, of which staff may choose to participate. Typically BUGs may:

- Run and participate in events such as Ride2Work Day;
- Produce a newsletter / intranet site with information on bicycle facilities, events and shops in the area;
- Establish bike buddy schemes, pairing new riders with experienced riders who share similar routes;
- Advocate for improvements to on and off-site bicycle facilities; and
- Run workshops to share tips, answer questions and start discussions.

## 5.6 Share Car

As shown Figure 7, there are share cars in the vicinity of the site which residents of the site can be used if required.

The websites for each car share company includes information for signing up as a member and the relevant costs associated:

[www.ubercarshare.com/](http://www.ubercarshare.com/)

## 5.7 Public Transport

The subject site is well located to take advantage of the existing excellent public transport accessibility in the area. As previously identified in Section 4.2.1, several train and bus routes operate within close walking distance of the site which provide access to suburban Melbourne and the CBD.

Residents and staff of the café can plan their public transport journey or commute through the Public Transport Victoria (PTV) app on their phone. The PTV app allows real time updates on departure and arrival time and directions to public transport stops for any given public transport route within Melbourne and Victoria. Residents and staff will be able to purchase and register for a Myki from a number of convenience stores and selected train stops throughout Victoria and can be topped up at top-up machines at most train stations or automatically top-up which can be set up with a mobile phone.

To encourage public transport use, signage will be provided in the lobby of the nearby services and including a QR code linking to the PTV website which provides up to date service information, routes and schedules.

Public transport information, including service times and updates, can be found on the Public Transport Website:

[www.ptv.vic.gov.au](http://www.ptv.vic.gov.au)

Myki information, including how to register and topping up a Myki Pass, can be found on the Myki module on the Public Transport Website:

[www.ptv.vic.gov.au/tickets/myki](http://www.ptv.vic.gov.au/tickets/myki)

## 5.8 Car-Pooling

Car-pooling is when two or more people share a car and travel together. It allows people to benefit from the convenience of the car, whilst alleviating the associated problems of congestions and pollution. Added benefits include reduced operating and parking costs.

Staff will be encouraged to car pool to the site with links to popular car pool matching websites provided on staff portals.

Parking may be allocated in priority locations for staff who car pool to the site.

## 5.9 Building Intranet Site

An intranet site for the building will be established and maintained by the Owners Corporation, which will include the following information for residents and employees:

- Information and contact details for the Owners Corporation and the Green Travel Plan "Champion";
- Maps of surrounding bicycle facilities and routes;
- Public transport maps and timetables;
- Information on how to use the public transport system, including how to purchase a Myki, Myki costs and top-up locations;
- Maps of surrounding services, including shopping locations, schools and services, with suitable non-car-based transport options (i.e. bike and walking routes, and public transport options);
- Links to relevant Green Travel, public transport and local services websites including:
  - + [www.walkscore.com](http://www.walkscore.com)
  - + [www.ptv.vic.gov.au](http://www.ptv.vic.gov.au)
  - + [www.bicyclenetwork.com.au](http://www.bicyclenetwork.com.au)

## 5.10 Residents and Staff Welcome Pack

All residents and staff will be able to collect their 'welcome pack' from OC upon request to them, which will include a digital copy of this Green Travel Plan.

## 6 MAINTAINING THE GREEN TRAVEL PLAN

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### 6.1 Monitoring and Assessment

In order to monitor the success of the aforementioned initiatives, it is proposed that a three-stage monitoring system be implemented, and the Green Travel Plan "Champion" be responsible for the ongoing monitoring and assessment of the Green Travel Plan.

It is proposed that monitoring take place in the following stages:

- Stage One – would involve a questionnaire survey of staff on occupation of the proposed development. The survey will be useful to collect information on the travel characteristics of employees, to gauge interest in the various initiatives and to seek ideas for other initiatives and set baseline travel mode percentages such that they can attempt to meet the proposed targets;
- Stage Two – would involve a questionnaire and feedback form to be filled out by staff six months after occupation, in order to determine what initiatives are working and which are not;
- Stage Three – would be the monitoring component of the plan which would be undertaken 12 months after occupation. This questionnaire would test the success rate of the various initiatives and help rework programs to suit the needs of the new staff. At this stage, the targets identified in previously will be reviewed.

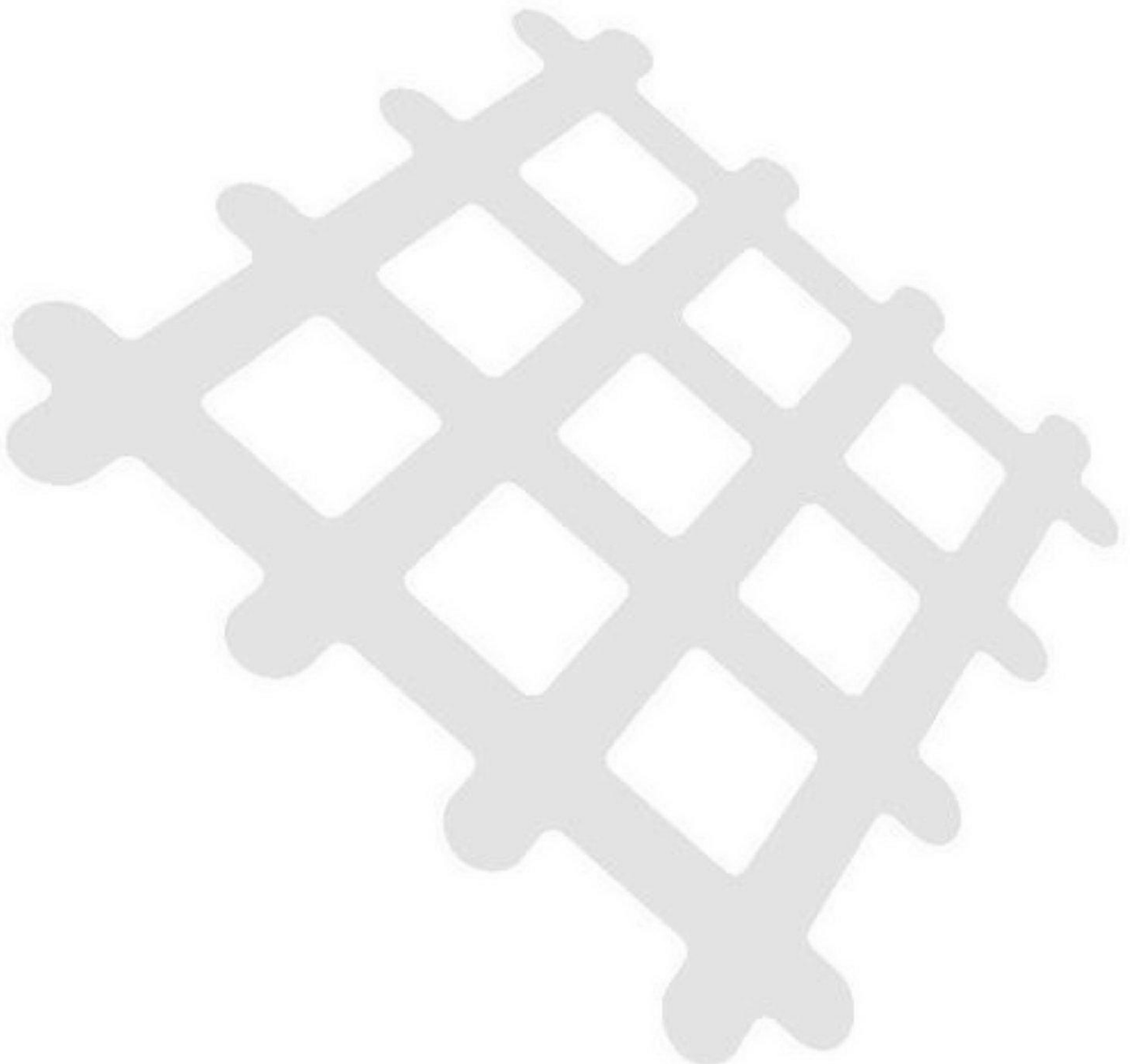
A questionnaire has been prepared for each of the three stages and have been provided within Appendix A.

### 6.2 Updates to the Green Travel Plan

The Owners Corporation, in particular the Green Travel Plan "Champion", shall be responsible for the maintenance of the Green Travel Plan, which shall be updated every 5 years to ensure it is still relevant, and achieving the required results.

All costs associated with the management, maintenance and updating of the Green Travel Plan shall be borne by the Owners Corporation.

# ***Appendix A Questionnaire Survey Forms***



## STAGE ONE QUESTIONNAIRE

---

Occupation and Department: \_\_\_\_\_

1. How do you travel to and from work?

- |  |                                       |
|--|---------------------------------------|
| <input type="checkbox"/> Train             | <input type="checkbox"/> Walk         |
| <input type="checkbox"/> Bus               | <input type="checkbox"/> Motorbike    |
| <input type="checkbox"/> Car, as driver    | <input type="checkbox"/> Bicycle      |
| <input type="checkbox"/> Car, as passenger | <input type="checkbox"/> Other: _____ |

2. Approximately how far did you travel to reach 409 Clayton Road?

\_\_\_\_\_

3. If you generally travel by car, either as a driver or passenger, what could be done to encourage you to use other more sustainable modes of transport?

\_\_\_\_\_  
\_\_\_\_\_

4. Would you use any of the following services (if not already noted above)?

- |   |  |
|---|--|
| <input type="checkbox"/> Cycling          | <input type="checkbox"/> Car pooling                     |
| <input type="checkbox"/> Walking          | <input type="checkbox"/> 'Share car' or similar services |
| <input type="checkbox"/> Public Transport |  |

If not, why? \_\_\_\_\_

Thank you for participating in the survey.

## STAGE TWO QUESTIONNAIRE

---

Occupation and Department: \_\_\_\_\_

1. How do you travel to and from work?

- |  |                                       |
|--|---------------------------------------|
| <input type="checkbox"/> Train             | <input type="checkbox"/> Walk         |
| <input type="checkbox"/> Bus               | <input type="checkbox"/> Motorbike    |
| <input type="checkbox"/> Car, as driver    | <input type="checkbox"/> Bicycle      |
| <input type="checkbox"/> Car, as passenger | <input type="checkbox"/> Other: _____ |

2. If you generally travel by car, either as a driver or passenger, what could be done to encourage you to use other more sustainable modes of transport?

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3. Would you use any of the following services (if not already noted above)?

- |   |  |
|---|--|
| <input type="checkbox"/> Cycling          | <input type="checkbox"/> Car pooling                     |
| <input type="checkbox"/> Walking          | <input type="checkbox"/> 'Share car' or similar services |
| <input type="checkbox"/> Public Transport |  |

If not, why? \_\_\_\_\_

4. Has the alternative transport mode information and initiatives encouraged you to change your travel mode choice? And if not, how could the information be improved?

---



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Thank you for participating in the survey.



## STAGE THREE QUESTIONNAIRE

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Occupation and Department: \_\_\_\_\_

1. How do you travel to and from work?

- |  |                                       |
|--|---------------------------------------|
| <input type="checkbox"/> Train             | <input type="checkbox"/> Walk         |
| <input type="checkbox"/> Bus               | <input type="checkbox"/> Motorbike    |
| <input type="checkbox"/> Car, as driver    | <input type="checkbox"/> Bicycle      |
| <input type="checkbox"/> Car, as passenger | <input type="checkbox"/> Other: _____ |

2. Has the above travel mode choice changed since you first started working at 409 Clayton Road, and if so, what drove that change?

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3. Do you have any feedback for the sustainable transport initiatives implemented at 409 Clayton Road?

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Thank you for participating in the survey.