



UNIVERSITY OF TASMANIA
2013 TRAVEL BEHAVIOUR SURVEY
SUMMARY OF FINDINGS



By
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GLOSSARY OF TERMS

ACTIVE TRANSPORT - The combined total of walking and cycling.

CARPOOLING - An arrangement either through formal programs (e.g. CoolPoolTas) or informal efforts between two or more people sharing a ride to a common or nearby destination.

MODAL SHARE - The method of transport that comprised the longest part of the journey in terms of time. (Consistent with the *Greater Hobart Household Travel Survey 2010*)

MULTI MODAL - A trip (or journey) that includes more than one mode of transport.

OTHER - May include running, jogging, skateboarding, non-powered scooter and water taxi where such modes of transport are not formally categorised.

STS - The UTAS Sustainable Transport Strategy.

TRIP - All travel between an origin and destination. May also be referred to as a journey.

BACKGROUND

During March 2013, staff and students of the University of Tasmania (UTAS) were invited to participate in the inaugural *UTAS Travel Behaviour Survey*. The aim of the survey was to establish reliable baseline information on the travel behaviour and travel patterns of the UTAS community across all Tasmanian based campuses and facilities. The baseline data obtained from the survey has informed the development of key performance indicators that are designed to guide the delivery of the *UTAS Sustainable Transport Strategy (STS)* and facilitate future transport services, facilities and infrastructure planning.

The University of Tasmania is Tasmania's sole university and one of Tasmania's largest employers. It is also a growing institution both in terms of student numbers and its facilities. As such, there is much associated movement within and between its campuses, facilities and regions across Tasmania. Major campuses are located in Tasmania's south (Hobart region), north (Launceston region) and north-west (Cradle Coast region). There are also a number of other satellite campuses and facilities located throughout Tasmania as well as interstate facilities (refer to figure 1). In Hobart there are a growing number of facilities in and around the city centre, including the Medical Sciences Precinct, on the inner Domain, and the new Institute for Marine and Antarctic Studies (IMAS), as well as the 440 student accommodation units and the Academy of Creative Industries and Performing Arts scheduled before 2016. On-ground transport movements include many trips by students and staff to and from the University, trips between campuses, and trips for university work purposes to non-UTAS destinations both within and outside Tasmania. This travel requires significant transport infrastructure as well as attention to future transport planning and generates economic, social, and environmental costs for both the institution, individuals associated with it, and the wider community.

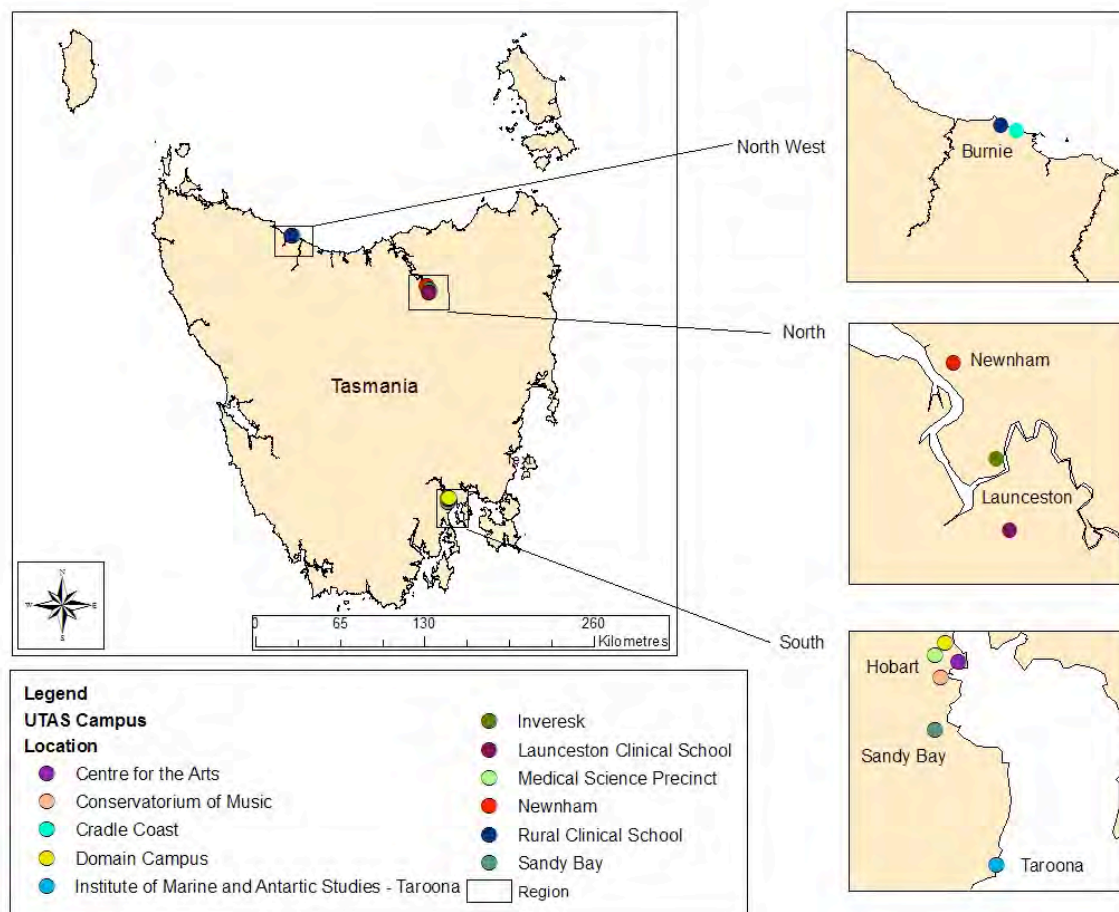


Figure 1: UTAS campus location map

Figure 1 presents the location of the main UTAS campuses and facilities referred to in this report as at March 2013. For fuller details about the location of other UTAS campuses and facilities not identified in this report refer to the STS¹.

The *UTAS Sustainable Transport Strategy* (STS) has been developed to guide investments and actions that deliver more socially, economically and environmentally sustainable transport outcomes and travel behaviours into the future (UTAS 2012 p.1). The strategy is guided by principles of accessibility, social and intergenerational equity, affordability, economic efficiency, resilience, and minimising the environmental impact of transport activities.

An initial barrier identified in developing the STS was the University's lack of baseline data for its community that could be used to inform performance measures and indicators. Unfortunately, there is limited comprehensive Tasmanian travel behaviour data more generally, and as a

¹ University of Tasmania 2012, *Sustainable Transport Strategy 2012-2016*, University of Tasmania, Hobart, pp. 1-111.

consequence, there is little understanding about differences in travel behaviour across and within Tasmanian regions, demographic groups, or within large organisations such as UTAS.

In Tasmania the few travel behaviour datasets available: the *Australian Bureau of Statistics 2009-10 Household Transport Use*¹, *ABS 2011 Census of Population and Housing Working Population Profile*², and Tasmanian government surveys such as the *Greater Hobart Household Travel Survey (GHHTS 2008-09)*³, although useful for understanding broad social travel patterns and trends, are not particularly useful for understanding the specific travel patterns, demands and outcomes for the University community. Quality baseline data is essential for the development of performance indicators for good transport planning and decision-making, and for UTAS, is deemed as essential for understanding and directing the actions and objectives of the STS into the future.

While there have been a number of smaller ad hoc, purpose-driven travel surveys associated with UTAS, the *UTAS 2013 Travel Behaviour Survey* is the first significant comprehensive state-wide travel behaviour survey undertaken by the university and one of the largest independent travel behaviour surveys of its kind for Tasmania. As such, the results will also be useful for understanding travel behaviour more generally within the Tasmanian community and for wider transport planning.

¹ Australian Bureau of Statistics 2010, *Australian Bureau of Statistics Year Book Australia, 2009-10*, ABS, 15 May 2013, <http://www.abs.gov.au/AUSSTATS/abs@.nsf/DetailsPage/1307.6Dec%202010?OpenDocument>

² Australian Bureau of Statistics 2011, *Census of Population and Housing: Working population Profile*, ABS, 15 May 2013, http://www.censusdata.abs.gov.au/census_services/getproduct/census/2011/communityprofile/6?opendocument&navpos=100

³ Department of Infrastructure, Energy and Resources 2010, *Greater Hobart Household Travel Survey*, Tasmanian Government, Hobart, pp. 2-9, 25.

ABOUT THE SURVEY

The *UTAS Travel Behaviour Survey* was conducted via two online surveys in March 2013, one each for UTAS staff and students, as there was some variance in a few of the questions asked. An online survey was deemed the most suitable survey approach given resource constraints, the need to be able to reach all UTAS staff and student communities across the state, and the need to provide capacity for periodically repeated surveys in years to come to allow for longitudinal analysis.

The staff survey consisted of 27 questions, of which a number of questions asked the participant to reflect on their travel behaviour for the previous week, such as what days of the week they travelled to and from work, by what mode or modes they travelled and the length of their journey measured by time taken. Other questions focused on travel for work purposes both intercampus and to other non-UTAS destinations. These questions asked the participant which campus they travelled from/to, and by what mode. If the travel was to non-UTAS destinations they were asked by what mode and approximately how many kilometres they travelled. Other questions were framed around inter-regional coach services, carpooling practices, car parking behaviour, Metro Tasmania Greencard ownership, cycling infrastructure use, and technology use for face-to-face meeting replacement. A number of questions about the participant, such as the primary campus of work, age, gender and employment status were also asked in order to be able to undertake locational and demographic analysis.

The student survey replicated much of the staff survey, however intercampus travel for work was reframed as intercampus travel for study. Questions about work to other non-UTAS destinations and technology use were not included in the student survey.

Approximately 70% of all respondents participated within the first few days of the survey reflecting on their travel behaviour for the week of 4-8 March 2013. The data from this week was selected for analysis of all questions where the respondent was asked to reflect on the previous week, due to the high number of participants, timing within semester and being clear of public holidays. Analysis undertaken for the ABS comparison and multi modal trips reflected Tuesday the 5th of March only as to best replicate the fact that the ABS data reflected journey to work on a single day only. All other questions reflected the responses of the survey's duration 13-27 March 2013.

All travel surveys have their limitations and challenges including the timing of the survey period, unintended events impacting the survey, and question design challenges. The project team were rigorous in the design of the survey according to best practice guidelines but still found challenges. For example, staff that are also students self-selected whether they were a staff member or student largely based on the number of hours of work or study but for a few there was some uncertainty. There were also some minor queries about some questions, especially those that were multi-modal in nature. Overall, however, there were very few issues with the survey roll-out and most of the minor question design issues will be addressed in future surveys. Finally, it should also be noted that there was a Metro Tasmania bus strike on the 19/03/2013 and 20/03/2013 during the hours of 2pm and 3pm, which may have a minor bearing on the results.

WHO PARTICIPATED

831

STAFF RESPONSES

STUDENT RESPONSES

3107

Staff response rates across Tasmania's three regions were South 27%, North 24%, North-West 23%

23-27%

9-13%*

Student response rates across Tasmania's three regions were South 9.6%, North 9.3%, North-West 13.5%

Overall response rate from staff

26%

11%*

Overall response rate from students

1

¹ Based on student and staff statistics: University of Tasmania 2012, *2011 Pocket Statistics*, University of Tasmania, Hobart, pp. 1-2.

*Note: University student statistics also include students enrolled online and outside the state which means that the participation rate for Tasmanian based students would likely be higher than stated.

SUMMARY OF KEY FINDINGS

4.1 THE JOURNEY TO WORK AND STUDY

The journey to and from UTAS for many staff and students is not straightforward. How staff and students make this journey varies considerably. Not all trips are by a single mode, more than one in ten trips to and from UTAS by staff and students are multi-modal and may include as many as three modes.

Differences across demographics and geographical locations exist. A journey by bus from the northern suburbs of Hobart to the Sandy Bay campus, for example, requires you to get off one service, take a short walk and board another, making the journey longer and less convenient than other modal alternatives. Some locales have attractive car parking options, with parking that is free and conveniently located. Other locations based in the CBD have dedicated active transport route options and good cycling facilities, or are based close to bus interchange hubs, or where car parking options are less convenient. These different service and facilities contexts along with the diverse trip demands of travellers contribute to an array of travel behaviours and transport choices.

4.2 HOW MODAL SHARE DIFFERS BETWEEN REGIONS AND CAMPUSES

Mode choice varies considerably between staff and student survey participants; it also varies between regions and campuses. Some modal patterns are consistent across regions, for example, car use is generally higher among staff when compared to students in the same region, whilst bus use is generally higher among students when compared to staff - this does however differ when campus breakdowns are applied.

Comparing the results from the *UTAS Travel Behaviour Survey* with other available Tasmanian data, such as the *Australian Bureau of Statistics (ABS) 2011 Census of Population and Housing*,

Working Population Profile data¹, there are some marked differences in modal share. If data from all regions of both staff and students are combined to give us a total modal share for the UTAS community, we find active transport and public transport use to be considerably higher proportionally, whilst car use both as a driver and/or passenger is lower than the modal share identified in the ABS data. If comparing UTAS staff and student modal share separately within, there is still a marked difference in cycling share between datasets. Whilst the share of staff accessing public transport is similar, the share of students accessing public transport is much greater at almost four times the rate of share for Tasmania due to likely factors mediating their choice of transport options (such as income, life-stage, attitudes, and culture). This difference in the findings points to the importance of understanding community and demographic differences in datasets for future planning, and is particularly relevant for Hobart and Launceston given projected student population increases in the future.

4.3 INTERCAMPUS TRAVEL AND STAFF TRAVEL FOR WORK PURPOSES

Whilst the majority of trips undertaken by staff and students are between home and UTAS. The University communities and its business generates a significant number of trips associated with intercampus travel (e.g between Hobart and Launceston campuses) and university business (e.g meetings and field work).

4.4 USE OF ACTIVE MODES

Active transport share varies considerably across regions, facilities and between staff and student respondents. Some 33% of all student trips are by active transport modes compared to a little over 18% of all staff trips. Interestingly, those facilities recording the highest active transport share were associated with the medical and clinical sciences. The Launceston Clinical School recorded the largest share whereby 77% of all trips were by active transport. The Medical Science Precinct in Hobart recorded 44% and the Rural Clinical School in Burnie 43% respectively. For staff trips, the Medical Science Precinct in Hobart recorded the largest share of active transport modes for all staff facilities at 30%. This precinct is also located in the CBD with good access to cycling infrastructure and facilities relative to other parts of Hobart which is

¹ Australian Bureau of Statistics 2011, *Census of Population and Housing: Working population Profile*, ABS, 15 May 2013, http://www.censusdata.abs.gov.au/census_services/getproduct/census/2011/communityprofile/6?opendocument&navpos=100

assumed to have a bearing on facilitating active modes, however there may also be attitudinal influences on travel choices. Further analysis will explore where staff and students using active modes reside relative to their UTAS work or study destinations.

4.5 OTHER INTERESTING FINDINGS

Whilst there was reasonable consistency across regions with the share of trips to work made in multiple occupant vehicles for staff, student multiple occupant vehicle travel to study was more than double for north-west students than southern and northern students reflecting the known limited transport choices in this region compared to the other two UTAS regions.

For all regions the majority of carpooling (98%) was found to be self-arranged with existing carpooling programs, such as Cool Pool Tas, recording low user numbers in comparison with the actual number of trips that involved carpooling.

Whilst the use of the inter-regional coach service between UTAS Sandy Bay and Launceston Newnham campuses was low during the survey period, around 1 in 5 staff and students based at southern and northern campuses had used the service in the past. There was a good level of awareness of inter-regional and intercampus coach services by staff with more than two-thirds of staff based in both southern and northern Tasmania aware of the Redline inter-regional coach service between Hobart and Launceston. Further, just short of half of the staff respondents stated they would consider using this service in the future.

One of the survey questions asked students and staff whether they had a Metro Tasmania Greencard (electronic ticket card). Whilst almost 30% of staff respondents said they have a Metro Tasmania Greencard for bus use, it was interesting to note that less than 4% used a bus for university associated trips in the week of the survey. Whilst almost 45% of student respondents said that they had a metro Greencard just under 11% travelled by bus. It was not clear, however, whether these cards had any credit loaded onto them for use.

Over 33% of student trips to and from study at the University were by active transport

TRAVEL SURVEY FINDINGS 2013

5.1 MODAL SHARE

Whilst nine in ten trips to work or study at the university are fairly straight forward, generally comprising a single mode, one in ten comprise two or more modes. Modal share has been defined as the method of transport that each respondent used to get to work or study at the University. Modal share has been determined by the method of transport each respondent used that comprised the longest part of the journey in terms of time. This is consistent with the method used in the *Greater Hobart Household Travel Survey 2010*. Figures 2 and 3 presents a Tasmanian wide breakdown of modal share inclusive of all regions.

STAFF COMMUTING

Preliminary findings show 55% of staff travel by single occupant vehicle to and from work at the University whilst just 3.3% travel by bus.

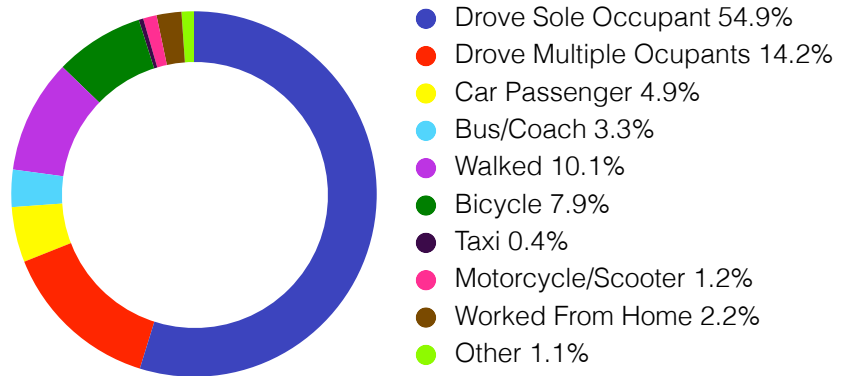


Figure 2: Mode of transport used by staff (all regions) travelling to/from home/work

STUDENT COMMUTING

Car use is considerably lower among the UTAS student population compared to staff. Less than 32% of students travel by single occupant vehicle to and from study at the University whilst 11% travel by bus and 33% use active transport.

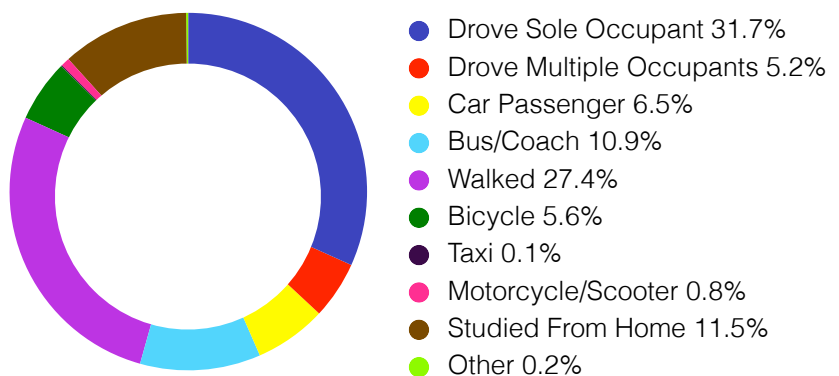


Figure 3: Mode of transport used by students (all regions) travelling to/from home/study

MODAL SHARE BY REGION

Whilst some regional comparisons exhibit similar travel behaviour there is a marked difference across a number of modes. Approximately 11% of staff based at northern and 16% based at north-western campuses/facilities, use active transport as their primary mode of travel. Active transport use is greatest among staff based in southern Tasmania where more than one in five staff trips are by active modes.

Students attending southern Tasmanian campuses and/or facilities are three times more likely than their northern, and six times more likely than their north-western, counterparts to use a bus as their primary mode of travel. Approximately one in three students attending southern and northern Tasmanian campuses/facilities use active transport as their primary mode of travel. Active transport use is much lower by students based in the north-west, where approximately 13% use it as their primary mode.

Table 1: Staff and student modal share of trips to/from work/study and home by region

MODE OF TRAVEL	SOUTH		NORTH		NORTH-WEST	
	Staff	Students	Staff	Students	Staff	Students
Total number of recorded trips	3545	10111	1329	4237	229	698
Average no. of trips per respondent per week	6.8	5.9	8.4	7.2	8.5	6.7
Drove single occupant	49.6%	27.9%	68.2%	38.7%	59%	44.4%
Drove multiple occupant	15.5%	5%	10.9%	4.7%	12.7%	11.3%
Car passenger	5%	7.3%	4.6%	4.6%	4.4%	5.4%
Bus/coach	4%	14.1%	1.7%	4.6%	2.2%	2.3%
Walked	12.5%	29.5%	4.3%	25.1%	7%	11.3%
Bicycle, including electric/power assist	8.2%	5%	6.7%	7.6%	9.6%	1.7%
Taxi	0.5%	0.1%	0%	0%	0%	0%
Motorcycle/scooter	1.2%	0.9%	1.4%	0.6%	0%	0%
Worked/studied from home	2%	9.8%	2.2%	13.7%	5.2%	23.1%
Other	1.5%	0.2%	0.2%	0.2%	0%	0.4%

MODAL SHARE BY CAMPUS

Central UTAS campus/facility Locations near or within a city central business district appear to have an influence on active mode choice along with the availability of bicycle facilities such as bike paths.

Over 30% of staff at both the Medical Science Precinct in Hobart and IMAS in Taroona travel by active transport, the highest proportion recorded by staff across all UTAS campuses and facilities. As a comparison, active transport share at the Sandy Bay campus is approximately 18%, and 10% at Newnham Campus in Launceston. Single occupant vehicle use by staff at Newnham Campus in Launceston is almost 70%, the highest proportion recorded by either staff or students across UTAS campuses and facilities.

Over 75% of students at the Launceston Clinical School and over 50% of students at the Conservatorium of Music (Hobart) walk to study, whilst over 20% of students at Inveresk (Launceston) cycle. Over 20% of students enrolled at the Domain Campus study via distance.

Figures 4 and 5 present the breakdown in modal share for staff and students by campus. The abbreviation of terms for each campus/facility and mode are presented in Table 2.

Table 2: Key for 2013 UTAS Travel Survey (abbreviation of terms)

KEY FOR 2013 UTAS TRAVEL SURVEY ANALYSIS					
CAMPUS Abbreviation		LOCATION	REGION	MODE Abbreviation	
CFTA	CENTRE FOR THE ARTS	HOBART	SOUTH	SOV	DROVE SOLE OCCUPANT
CON	CONSERVATORIUM OF MUSIC	HOBART	SOUTH	MULTI	DROVE MULTIPLE OCCUPANTS
CC	CRADLE COAST CAMPUS	BURNIE	NORTH WEST	PASS	CAR PASSENGER
DOM	DOMAIN CAMPUS	HOBART	SOUTH	BUS	BUS/COACH
IMAS - T	INSTITUTE OF MARINE AND ANTARCTIC STUDIES	TAROONA	SOUTH	WALK	WALKED
INV	INVERESK CAMPUS	INVERMAY	NORTH	CYCLE	BICYCLE INC ELECTRIC ASSIST
LCS	LAUNCESTON CLINICAL SCHOOL	LAUNCESTON	NORTH	TAXI	TAXI
MSP	MEDICAL SCIENCE PRECINCT	HOBART	SOUTH	MC/S	MOTOR CYCLE SCOOTER
NH	NEWNHAM CAMPUS	NEWNHAM	NORTH	WFH	WORKED/STUDIED FROM HOME
RCS	RURAL CLINICAL SCHOOL	BURNIE	NORTH WEST	OTHER	OTHER
SB	SANDY BAY	SANDY BAY	SOUTH	P(SOV)	PRIVATE CAR SOLE OCCUPANT
				P(MULTI)	PRIVATE CAR MULTIPLE OCCUPANTS

Over 15% of staff at the Medical Science Precinct travel by bus

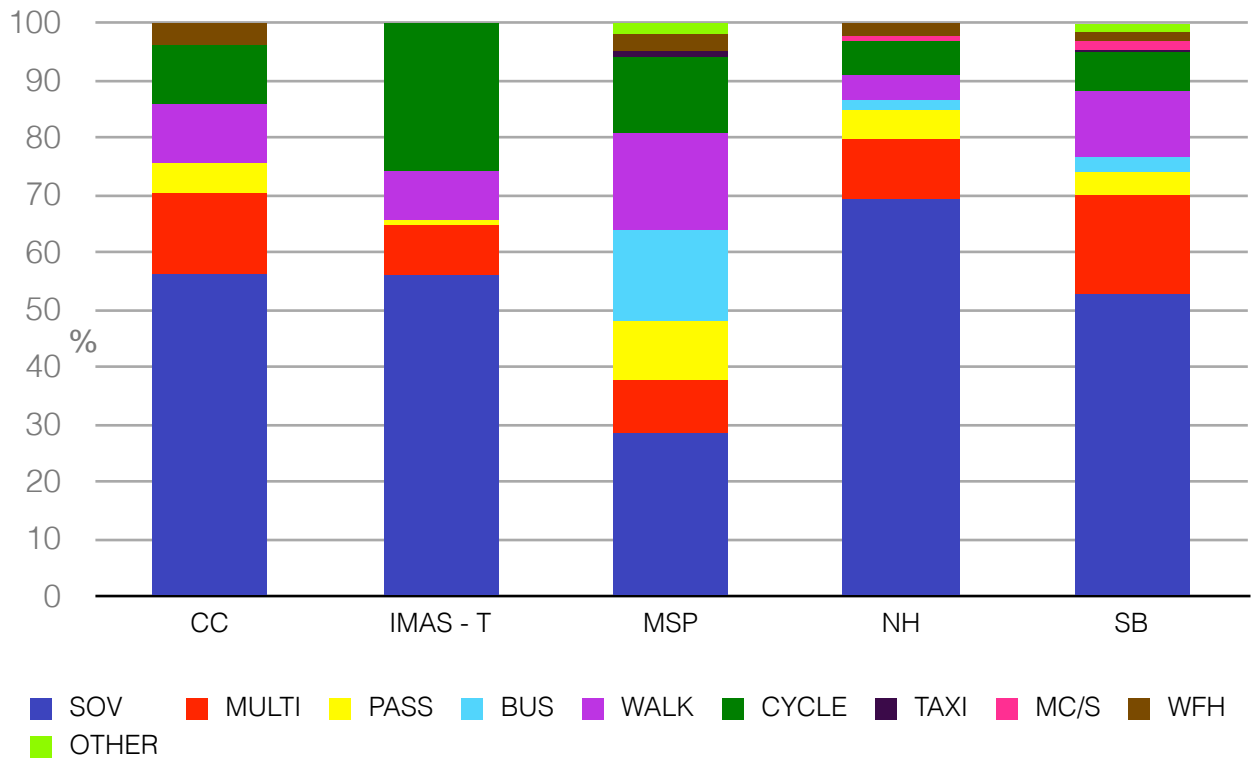


Figure 4: Staff modal share of trips to/from work/home by campus

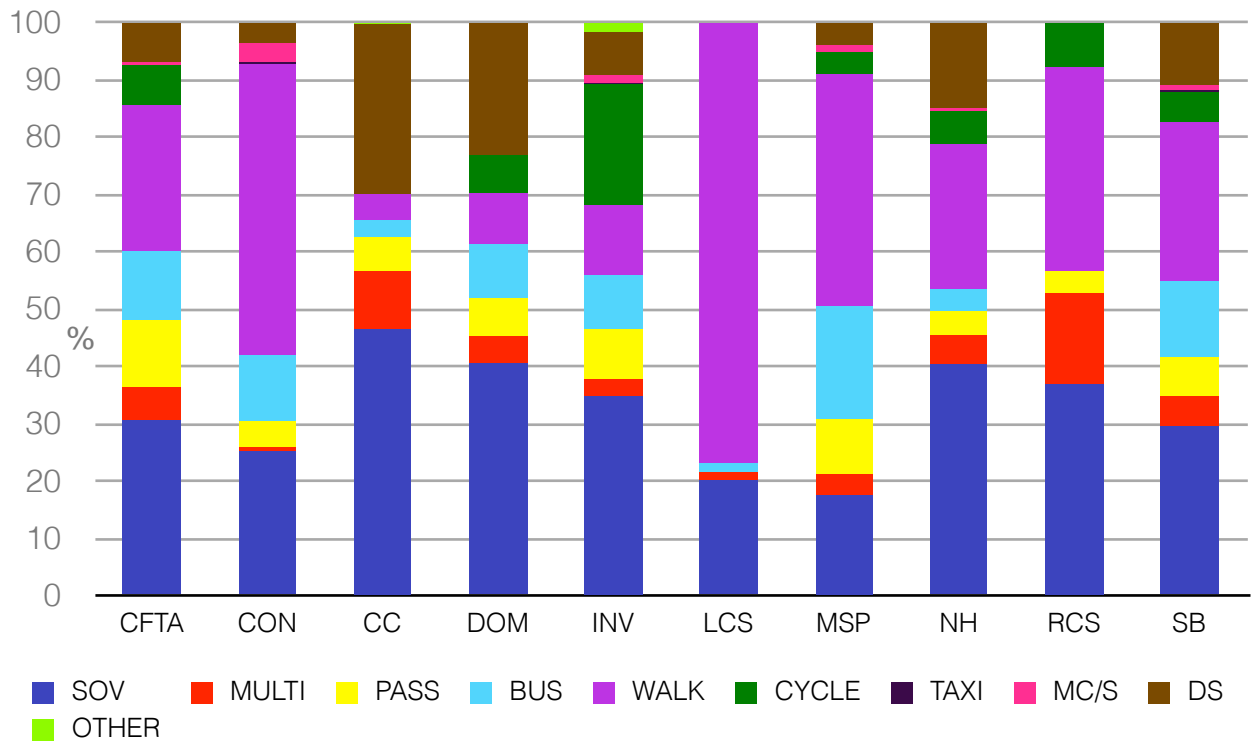


Figure 5: Students modal share of trips to/from study/home by campus

MULTI MODAL TRIPS

More than 8% of staff trips and just under 11% of student trips to work on March 4th 2013 were multi modal. The combination comprising the greatest share of multi modal trips for staff was *drove with multiple occupant then drove as a single occupant* (58%) this may be explained as dropping children to school, partner to work etc. For students *multiple buses* comprised the greatest share of multi modal trips. More than 16% of staff multi modal trips consisted of *drive then walk*, whilst over 27% of student multi modal trips consisted of *walk and bus*. (all walking trips recorded were more than 11 minutes in travel time) over two thirds of these *walking* trips were greater than 21 minutes in time travelled. More than 11% of staff and 42% of student multi modal trips required the respondent to use *multiple buses* to get to work/study from home. (e.g A trip from the northern suburbs of Hobart to Sandy Bay would require two buses. One bus from the northern suburbs to the Hobart CBD and a second from the Hobart CBD to Sandy Bay).

Figure 6 presents the most common combinations for multi modal trips by UTAS staff and students to get to UTAS for work/study, see Table 2 for key explanations.

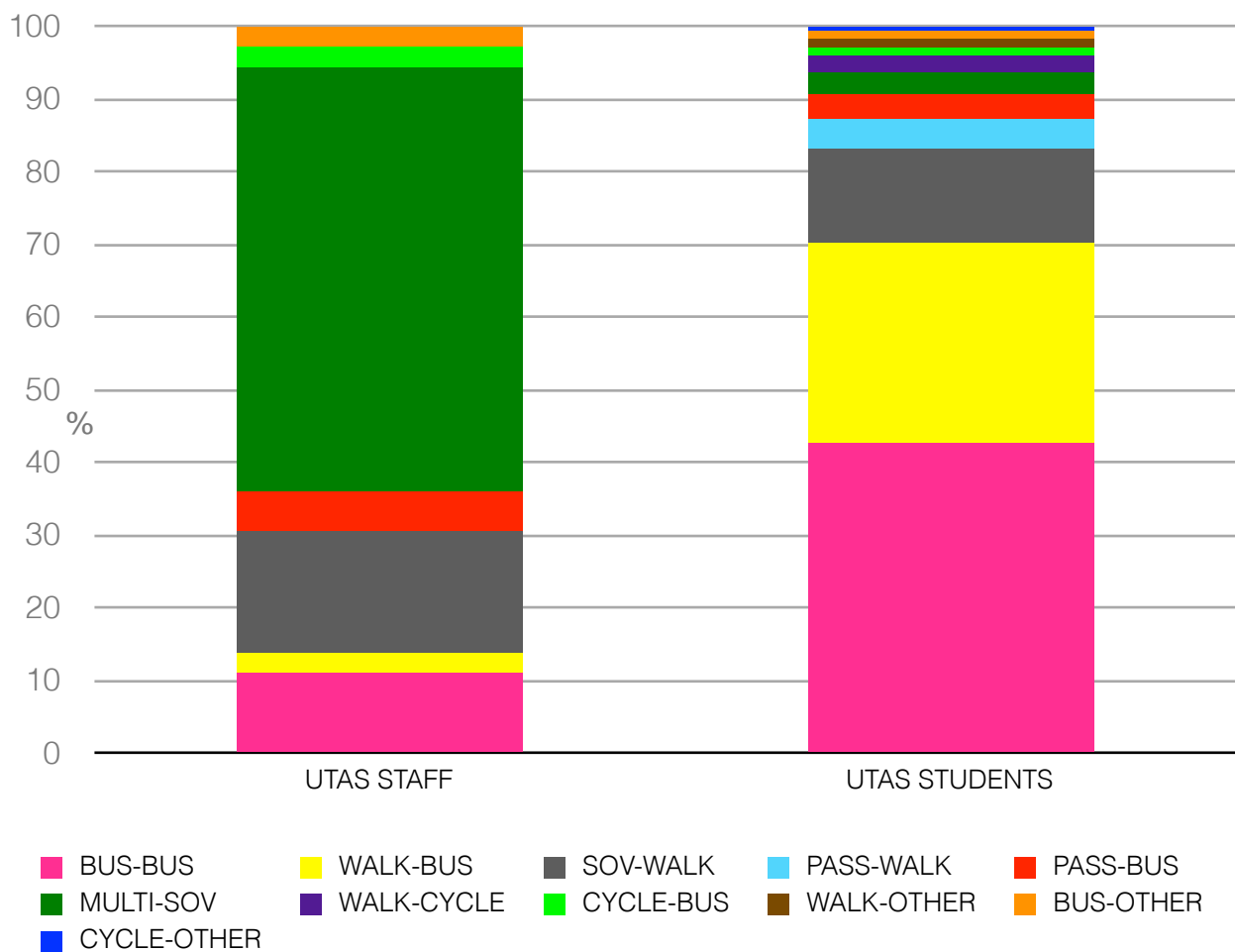


Figure 6: Most common combinations of multi modal trips

MODAL SHARE COMPARED TO OTHER DATASETS

Comparing the results from the *UTAS Travel Behaviour Survey* with the *ABS 2011 Census of Population and Housing*¹ data on the journey to work, there are some marked differences in modal share. Among UTAS staff and students, active transport is considerably higher proportionally than the general Tasmanian working population. UTAS staff are 13 times more likely to cycle to work than the *ABS Tasmanian Working Population Profile participants*. Whilst car use by staff both as a driver and/or passenger is lower than the modal share identified in the ABS data.

Similarly, there are differences between the UTAS data set results and the *Greater Hobart Household Travel Survey (2010)*², although the summary of results from the latter is not completely comparable. While the *Greater Hobart Household Travel Survey* provides some insight into a range of trip purposes and modes across the Greater Hobart region it does not say much about bicycle use for the trip to work or study, mentioning that cycling is used for a little under 1% of all trips for all purposes. Preliminary comparative analysis shows that the data results for walking may be a little more consistent across both surveys nevertheless.

Ultimately the data shows that there are differences in the travel behaviour of the UTAS community compared to the general population, particularly around the use of active modes. A number of factors are likely to be at play here including income of students, residential location relative to work or study destinations, access to active mode infrastructure and facilities and bus transport in central urban locations, as well as differences in awareness of transport choices or attitudes affecting travel behaviour. Differences may also point to some recent societal behaviour changes in urban travel since the 2011 ABS and the 2008-09 *Greater Hobart Household Travel Survey* data were collected, and the need to look more deeply at such datasets according to demographic and locational contexts. For instance, there is some anecdotal evidence that in some parts of Tasmania, particularly in urban areas, there has been increased interest and activity in bicycle use in recent years which may need to be more rigorously investigated as this may be of some importance for future transport planning.

Table 3 presents the comparative findings of each dataset. Term abbreviations for each mode are presented in Table 2.

¹ Australian Bureau of Statistics 2011, *Census of Population and Housing: Working population Profile*, ABS, 15 May 2013, http://www.censusdata.abs.gov.au/census_services/getproduct/census/2011/communityprofile/6?opendocument&navpos=100

² Department of Infrastructure, Energy and Resources 2010, *Greater Hobart Household Travel Survey*, Tasmanian Government, Hobart, pp. 2-9, 25.

Table 3: Comparing modal share to work - UTAS and ABS data for single mode journeys to work only (one point in time)

MODE OF TRAVEL TO WORK	STAFF	ABS (2011)*
Car as driver	70.9%	74.9%
Car passenger	5.1%	7.9%
Bus/coach	0.6%	2.9%
Walked	10.1%	5.9%
Bicycle	9.2%	0.7%
Taxi	0.2%	0.3%
Motorcycle/scooter	1.5%	0.6%
Worked / Studied From Home	3.0%	5.3%
Other	0.2%	1.9%

1

UTAS staff are 13 times more likely to cycle to work than the ABS Tasmanian Working Population Profile participants

¹ Australian Bureau of Statistics 2011, *Census of Population and Housing: Working population Profile*, ABS, 15 May 2013, http://www.censusdata.abs.gov.au/census_services/getproduct/census/2011/communityprofile/6?opendocument&navpos=100

*Note: The data has been made as comparative as possible. ABS data refers to one census day only (a Tuesday) so UTAS data refers to the first Tuesday 5 March data only for this comparison. Hence this explains some differences in modal share reported earlier for the whole week and for all trips. Reporting behaviour across a whole week is deemed more useful but is not always so for dataset comparison sake.

5.2 INTERCAMPUS TRAVEL AND OTHER TRAVEL FOR WORK PURPOSES

Whilst the majority of trips undertaken by staff and students are between home and UTAS, there are also a significant number of trips both intercampus and for business purposes.

INTERCAMPUS TRAVEL

The majority of intercampus trips by staff are in Hobart between Sandy Bay and the Medical Science Precinct in the city, and between Hobart and Launceston, specifically Sandy Bay and Newnham campuses. The majority of intercampus trips by staff are by vehicle including private cars and UTAS vehicle fleet cars.

The majority of intercampus trips by students are in Hobart between Sandy Bay and the Medical Science Precinct, Sandy Bay and the Centre for the Arts, and in Launceston between Newnham and Inveresk campuses. Figures 7 and 8 show the modal share for intercampus travel for staff and students. For students bus is the dominant mode for intercampus travel with active transport a close second, ahead of single occupant vehicle.

Figures 7 and 8 present the breakdown in modal share for staff and students travelling intercampus. The abbreviation of terms for each campus/facility and mode are presented in Table 2.

Over 60% of students travelling between Sandy Bay and the Medical Science Precinct do so by bus

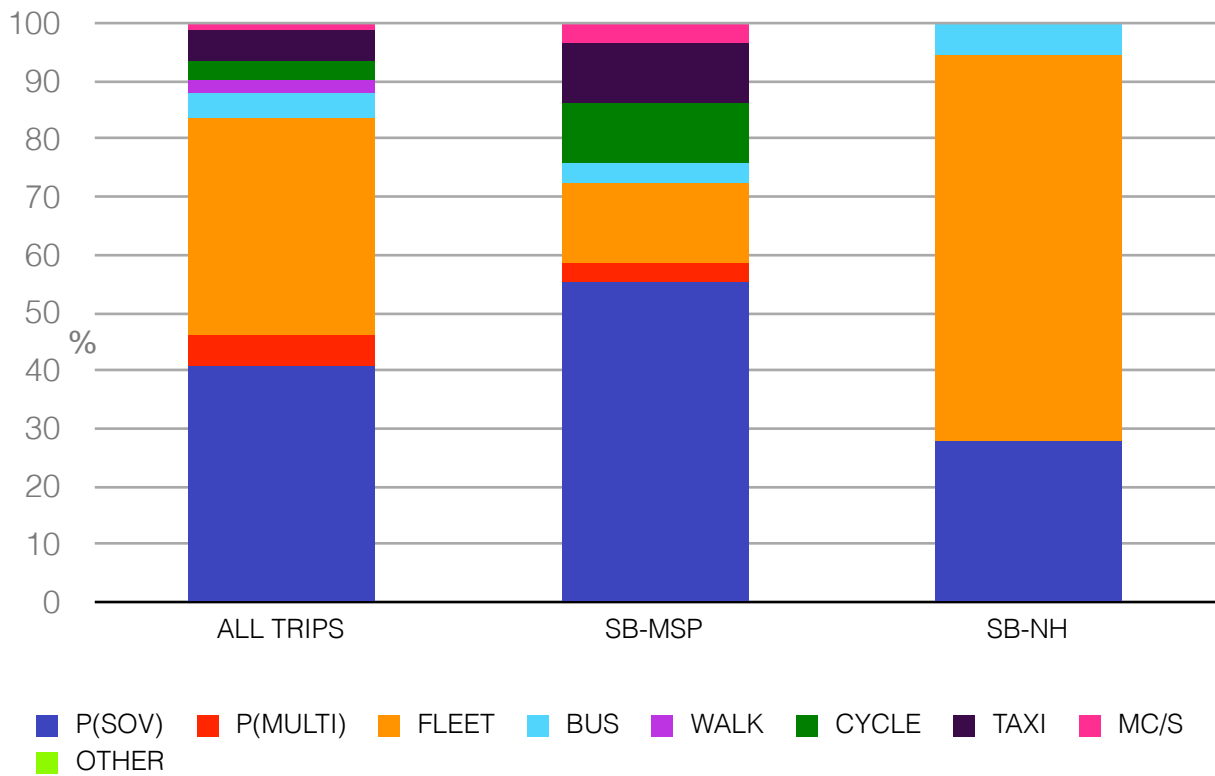


Figure 7: Staff intercampus travel

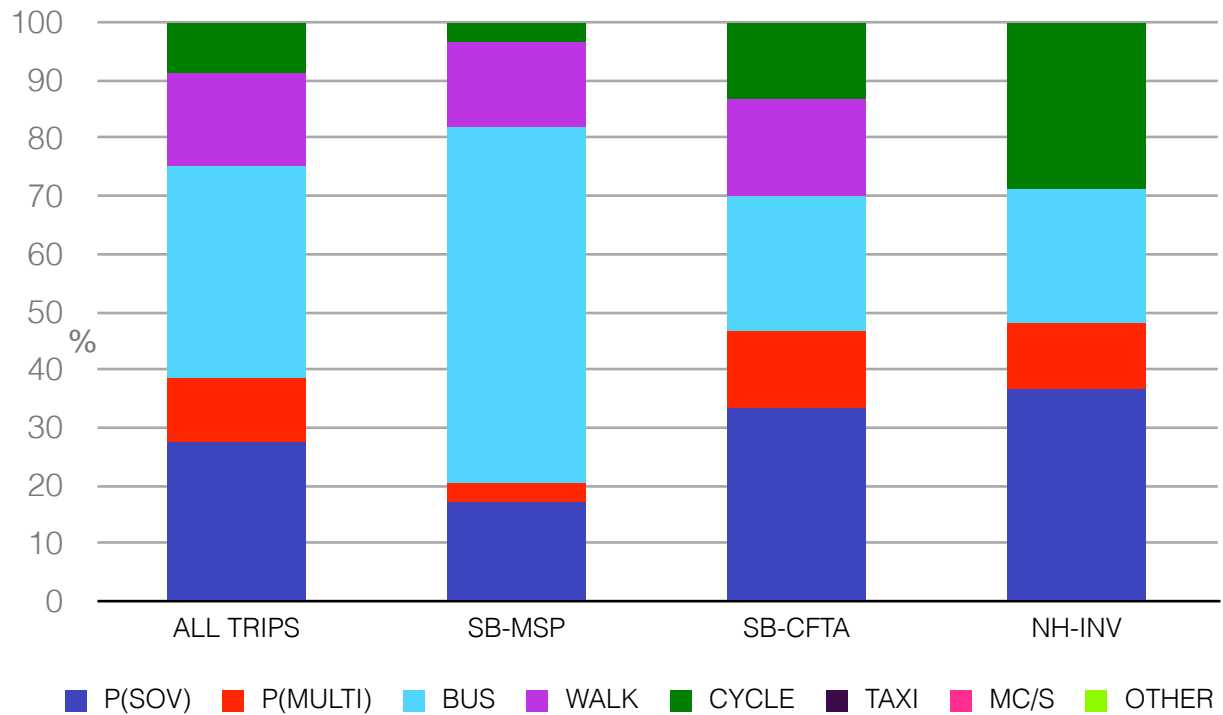


Figure 8: Student intercampus travel

STAFF OTHER BUSINESS TRAVEL

In addition to staff travel between campuses, numerous trips are generated across Tasmania for university business purposes to other non-UTAS destinations. The majority of staff trips that are over 2.5 km are by vehicle including UTAS fleet vehicle and private car. Active transport accounts for half of all trips that are less than 2.5 km, despite this distance being suitable for walking or cycling.

Figure 9 presents the breakdown in modal share and approximate distance of journey for staff travelling within Tasmania for business purposes to other non-UTAS destinations. Term abbreviations for each mode are presented in Table 2.

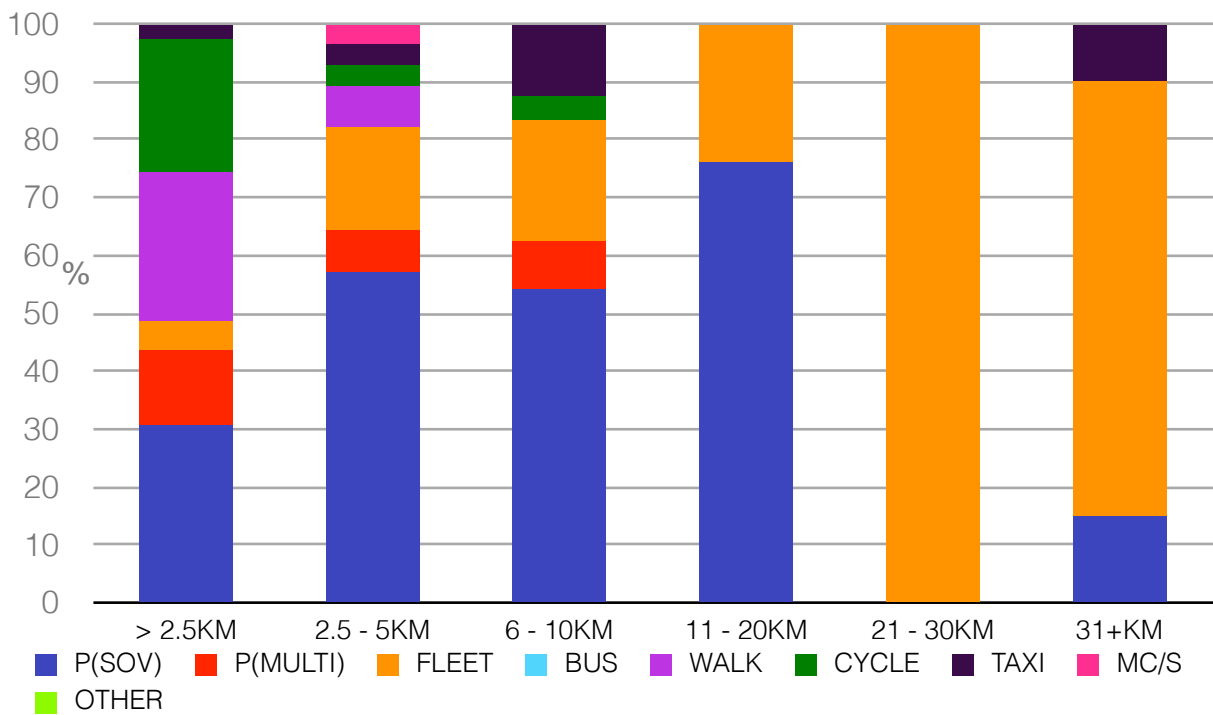


Figure 9: Staff other business travel

Car is the dominant mode of transport for UTAS staff travelling for business purposes for trips beyond 2.5km

5.3 OTHER INTERESTING PRELIMINARY FINDINGS

METRO GREENCARD OWNERSHIP AND USE

Southern Tasmania has the greatest share of both staff and students who have a Metro Greencard for bus use. Whilst the share of staff travelling by bus to and from UTAS is less than 4%, the number of staff that have a Metro Greencard is over 28%. The survey did not ask, however, whether there was credit on the Greencards.

Table 4 presents the comparative findings of the share of staff and students in each region that have a Metro Greencard for bus use.

Table 4: Share of staff and students who have a Metro Greencard

	WHOLE OF UTAS	SOUTH	NORTH	NORTH-WEST
Staff	28.5%	35.3%	15.1%	3.3%
Students	44.9%	53.5%	31.6%	21.4%

CONTRACTED INTER-REGIONAL COACH SERVICE

Staff were twice as likely to be aware of the UTAS contracted inter-regional coach service than students. Of those surveyed approximately 40% said they would consider using this service in the future. Almost 18% of staff and 21% of students based at northern Tasmanian UTAS campuses/facilities had used the inter-regional coach service at least once in the past year. This was more than 2 and a half times those staff and students based at southern campuses/facilities.

Table 5 presents the comparative findings of the share of staff and students in both the northern and southern regions that are aware, have used, or may consider future use of the contracted inter-regional coach service.

Table 5: Awareness, use, future use of contracted inter-regional coach service

	AWARE OF SERVICE	HAVE USED SERVICE*	WOULD CONSIDER FUTURE USE
Staff - Southern Tasmania	69.1%	8.5%	41%
Students - Southern Tasmania	30.4%	7.5%	34.7%
Staff - Northern Tasmania	76.2%	17.5%	49.7%
Students - Northern Tasmania	45.5%	20.6%	48.9%

*Note: Have used service in the last year

FURTHER INFORMATION

The data obtained from the inaugural *UTAS Travel Behaviour Survey* is being used to develop key performance indicators designed to guide the delivery of the *UTAS Sustainable Transport Strategy (STS)* and facilitate future transport, facilities and infrastructure planning. The data is important in that it provides baseline information from which to monitor and communicate change and progress over time. It is intended that more detailed data analysis will continue allowing further research inquiry around the travel behaviour of the UTAS community, and transport planning generally, as well as contributing to the transport knowledge base for Tasmania as a whole. It is intended that the survey will be improved on and rolled out periodically as a longitudinal survey to allow monitoring and evaluation over time.

Further information on the survey can be obtained by contacting Anna Lyth on 03 6226 2832 or Anna.Lyth@utas.edu.au For AOSIP project context and operational use of data enquiries, please contact Corey Peterson on 03-6226-6203 or corey.peterson@utas.edu.au