



# Deakin University – Waurin Ponds Campus TravelSmart Report December 2009



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Written by Clare Vaughn, Faculty of Health, Medicine, Nursing and Behavioural Sciences, Deakin University, 2009.



## Introduction

TravelSmart is a State Government program with the objective of motivating ongoing sustainable travel behaviour. TravelSmart aims to reduce people's dependency on cars and encourage them to choose sustainable travel alternatives such as cycling, walking and public transport. Smarter travel choices can be made by changing one or two trips per week, or by reducing the number of car journeys.

Developing a Travel Plan for the Waurin Ponds Campus of Deakin University is an important strategy to encourage more staff and students to make sustainable travel choices that contribute to improved health as well as environmental benefits. An effective travel plan at the campus presents an opportunity to lead by example, and influence the travel behaviours of other people in Geelong.

In August 2009, staff and students at Deakin University's Waurin Ponds Campus were invited to complete an online survey related to their travel behaviour as well as their views on using sustainable travel modes. These data have been compiled in this report for use in the development of the Waurin Ponds Campus Travel Plan.

## Key findings from student and staff surveys

- ▶ Approximately two-thirds of the staff and over a third of the students travelled to and from the Waurin Ponds Campus as the sole occupant of a car. Almost 95 percent of staff and over 75 percent of students own a car.
- ▶ Small groups of less than ten percent of students used the other more sustainable modes of travel (walk, carpool, bus, train or motorbike).
- ▶ No staff reported walking to the Waurin Ponds Campus and the numbers reporting travel by bus, train or motorbike were less than two percent.
- ▶ Very few students or staff cycled to the Waurin Ponds Campus (two and four percent respectively) even though over half of students (58 percent) and 67 percent of staff own a bike.
- ▶ Almost 40 percent of students and half of staff live within a 10 kilometre radius of the Waurin Ponds Campus and almost half of students make a 100 kilometres or more return trip to the campus, compared with ten percent of staff.
- ▶ Approximately 56 percent of the Waurin Ponds Campus staff reported that they had access to a vehicle for work-related trips during the day. Five percent reported having unrestricted use of a University car and 40 percent of the staff did not have access to a car during the day.



- ▶ Eighteen percent of staff travel between Waurin Ponds and Waterfront Campuses at least once a week. The most common mode of travel between campuses was to drive in a Deakin University car; 26 percent of the staff drove alone, 38 percent carpoled with colleagues and 22 percent drove in a private car.
- ▶ The main reasons why the students and staff who walk or cycle to and from the Waurin Ponds Campus choose to do so, are related to: convenience and cost savings. Values in relation to environmental sustainability, health and lifestyle were reasons given by a smaller number of people.
- ▶ The reasons given by Waurin Ponds students for travelling by bus were related to not having an alternative and the low cost relative to driving a car. Staff did not provide reasons for travelling by bus. Reasons for students and staff travelling by train were also the absence of an alternative and the low cost as well as having the opportunity to work on the train.
- ▶ Two-thirds of students and over half of staff would consider carpooling, and 50 percent of students and 40 percent of staff would consider travelling by bus. More students than staff would consider travelling by train (40 percent compared with 24 percent) and more staff than students would be willing to consider cycling (47 percent compared with 19 percent). Only 20 percent of both groups would consider walking to the Waurin Ponds Campus.
- ▶ Approximately 80 percent of Waurin Ponds students and staff reported that an increased frequency of bus service and having extra bus services were high to very high priorities.
- ▶ Over one third of Waterfront Campus staff would use a Deakin University mini-bus service if it ran daily between Burwood and Geelong; another quarter responded that 'maybe' they would use this service if it was available.
- ▶ Sixty percent of students and over 80 percent of staff regarded improved efficiency of the university fleet and improved efficiency of the marketing fleet as high priorities.
- ▶ Waurin Ponds students and staff were asked to suggest changes that would encourage more sustainable forms of travel. The most common responses related to improving public transport services to the campus and providing carpooling support.
- ▶ Convenience was the major reason why students and staff travel to university as a sole occupant in a car. Inadequate train and bus services were also mentioned as reasons for travelling by car.
- ▶ Domestic flights were taken by over 60 percent of students and thirty percent of staff in the past twelve months and most did not take short international or long international flights. Very few reported taking more the 1-2 of each type of trip. Half the staff indicated that being able to voluntarily off-set carbon produced by air travel was a high to very-high priority.
- ▶ Between one third and one quarter of students and staff (35 percent and 24 percent respectively) reported that they were happy about the effect of their current lifestyle on the environment and about



two-thirds reported that they would like to do a bit more to help the environment (71 percent and 76 percent).



## Key recommendations

- ▶ A review of public transport services is recommended. This would include the frequency and timing of the V/Line trains from Melbourne and Warrnambool, V/Line Coaches from areas such as Ballarat and the Great Ocean Road and the related bus connections to the Wauran Ponds Campus. Patronage of other local bus services particularly the one linking the Wauran Ponds and Waterfront Campuses should be reviewed and options to improve the service investigated.
- ▶ The feasibility of a car pooling web-site to enable students and staff to identify travel companions should be investigated as well as the feasibility of providing parking discounts for those who car pool.
- ▶ Improving the bike and pedestrian access to the Wauran Ponds Campus was suggested by a current student cyclist who noted that *most people come from the Highton end of Pigdons Rd however there are no footpaths or bicycle paths in along the driveway at this end.*
- ▶ Deakin University could provide leadership in Geelong by purchasing more efficient university and marketing fleet cars.

## Local considerations

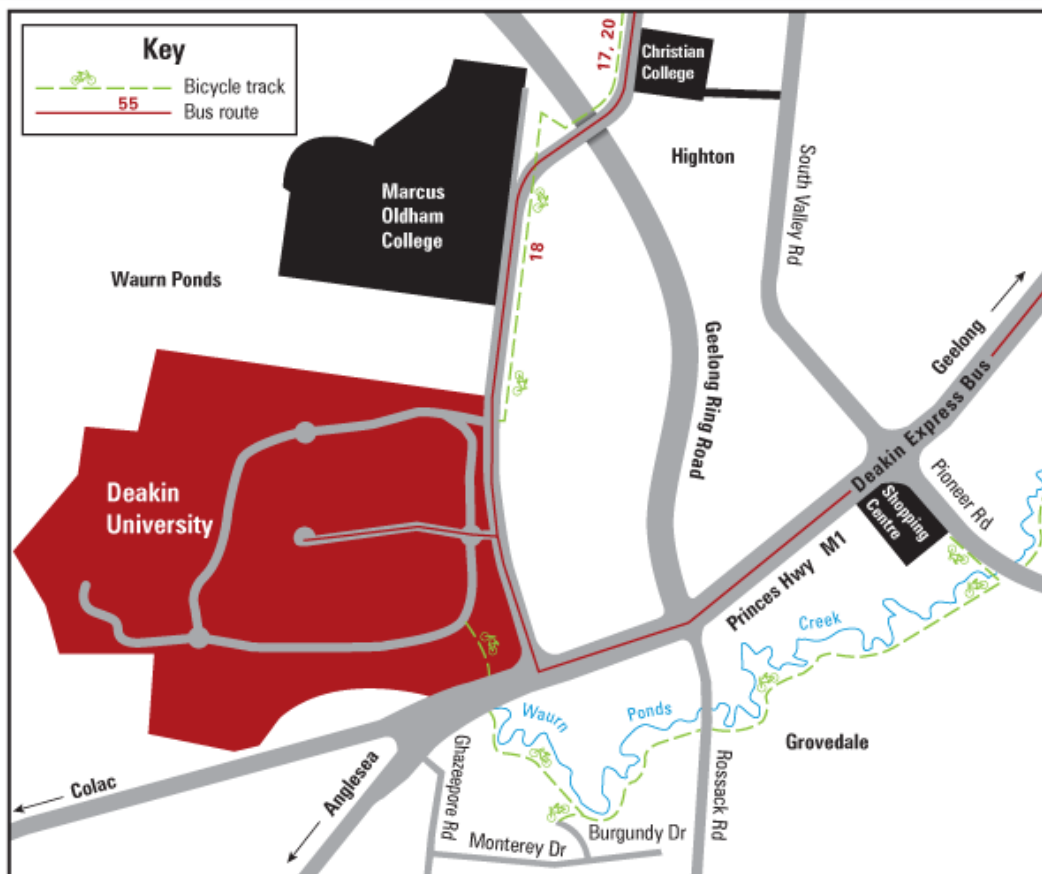
- ▶ The recent opening of the *Ring Road* that bypasses Geelong has decreased the time taken to travel by car between Melbourne and the Wauran Ponds Campus. Public transport needs to be even more time and cost efficient to attract drivers to travel by train and bus.

# Deakin University – Waurn Ponds Campus

## Location

Deakin's Waurn Ponds Campus is located on the western edge of Geelong, 72 kilometres south west of Melbourne. Geelong is Victoria's largest regional centre with a population of more than 200 000 people. You can drive from Melbourne to Geelong via the West Gate and Princes freeways. Recent completion of the Geelong Ring Road has reduced travel time between Melbourne and Waurn Ponds by approximately 20 minutes (see Figure 1). Driving from the Melbourne CBD to the Geelong Campus at Waurn Ponds now takes around one hour.

**Figure 1. Location of Deakin University – Waurn Ponds Campus**



V/Line trains operate regularly between Southern Cross Station in Melbourne and Warrnambool, stopping at Geelong. The Geelong Campus at Waurn Ponds is a 10 minute trip by car or bus from the Geelong station. The number 18 Deakin Direct bus service\* runs from the Geelong station to the

Campus. \* Note that this is a limited stop service operating Monday to Friday during University teaching periods only. The number 16 Deakin University/Grovedale bus service runs half-hourly via suburban areas, between the Geelong city (Little Malop Street) and the campus. V/Line coaches run from many regional centres, including the Great Ocean Road and Ballarat, to the Geelong city and Geelong station.

The Campus features expansive landscaped grounds and extensive sporting facilities. It is the second-largest Campus of the University, with more than 4000 on-campus students. Services and facilities include lecture theatres, library, computer laboratories, health care services, a dining room, gymnasium, sports hall, shops and a bank. Areas of study offered at this Campus include: Arts, Business, Management, Communication and Media, Engineering, Medicine, Health and Community Services, Information Technology, Law, Science and Teaching. On-campus accommodation is provided for 447 students in a mixed gender and multicultural environment



Figure 2. Deakin University – Waurn Ponds Campus

## Travel Survey Student and Staff Samples

In August 2009, staff and students at Deakin University's Waurin Ponds Campus were invited to complete an online survey related to travel behaviour (see Tables 1 and 2 for characteristics of the two samples).

**Table 1. Characteristics of student sample**

	n=154	%
Gender		
Male	62	40.1
Female	92	59.9
Age (years)		
<19	38	14.5
20-29	91	58.7
30-39	11	7.1
40-49	8	5.2
50-59	3	1.9
60+	1	0.6
Enrolment characteristics		
On campus	132	85.2
Off campus	20	12.9
Domestic	142	91.6
International	11	7.1
Full time	129	83.2
Part time	23	14.8
Undergraduate	122	78.7
Postgraduate	30	19.4
First year	62	41.1
Second year	42	27.8
Third year	20	13.2
Fourth year	21	13.9
Fifth year	6	4
Vehicle ownership		
Car	118	76.1
Bike	90	58.1
Deakin car parking permit	18	36.1
Public transport concession card	41	35.5

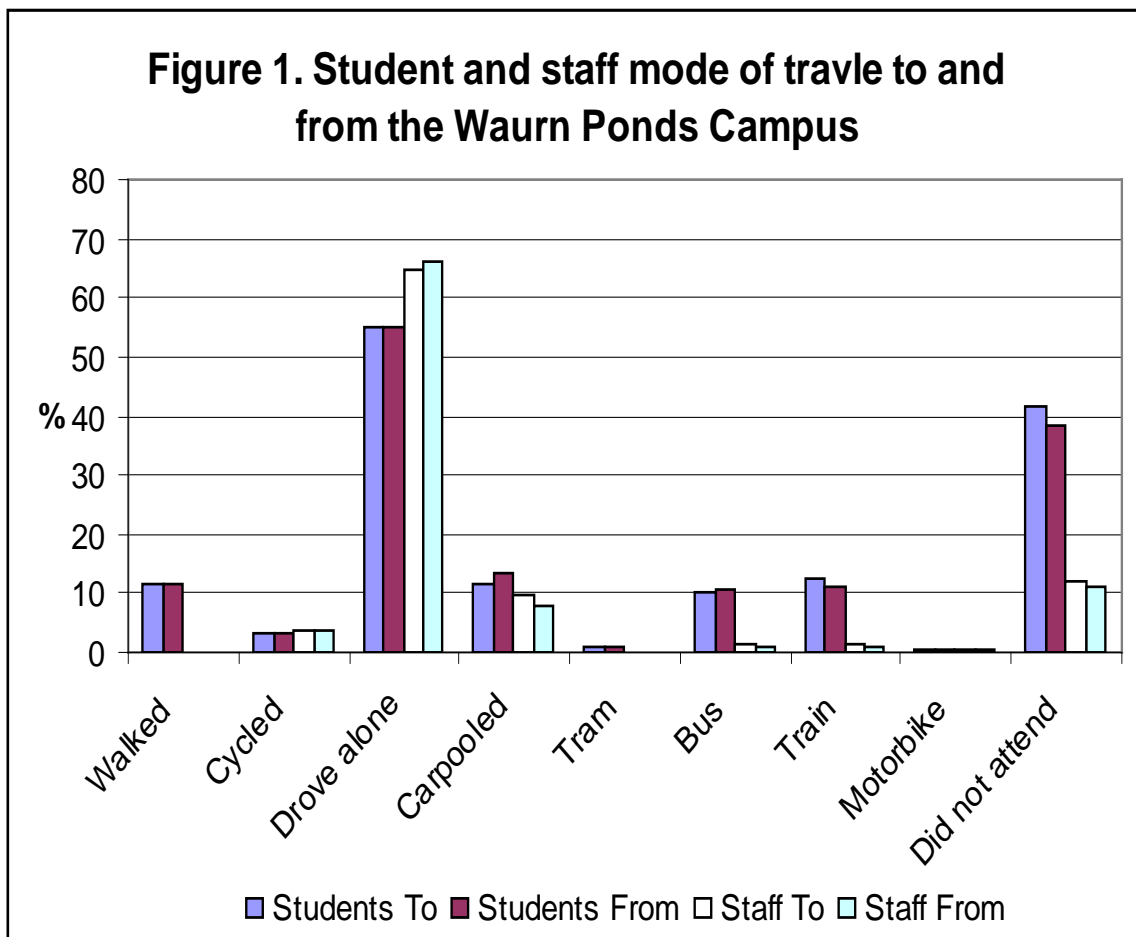
**Table 2. Characteristics of staff sample**

	n=100	%
Gender		
Male	33	35.1
Female	62	64.9
Age (years)		
<19	0	0
20-29	13	13.8
30-39	30	31.9
40-49	30	31.9
50-59	19	20.2
60+	2	2.1
Employment type		
Academic	27	71.6
General	68	28.4
Employment time fraction		
Full time	76	80.0
Part time	14	14.7
Casual	5	5.3
Vehicle ownership		
Car	90	93.8
Bike	64	66.7
Deakin car parking permit	73	76.0

# The current situation

## How staff and students travel

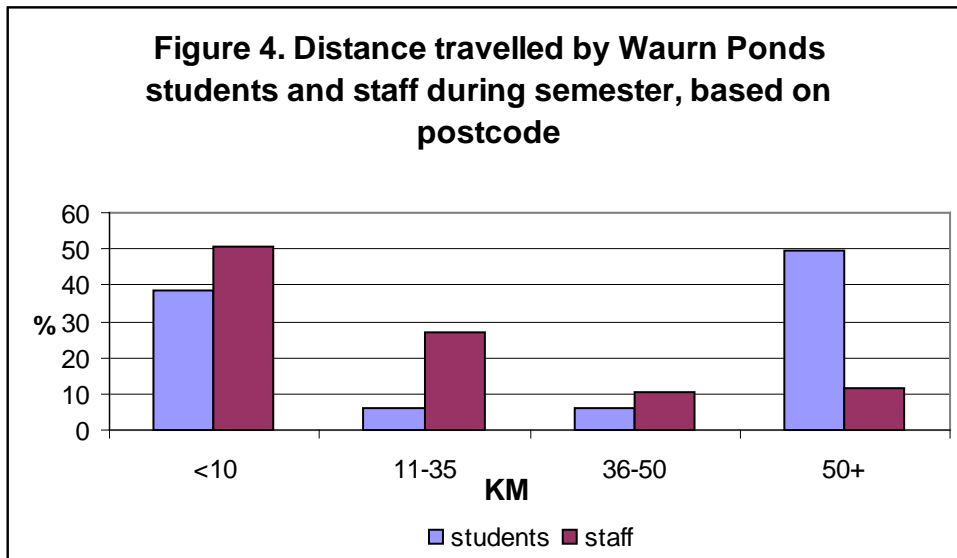
Approximately two-thirds of the staff and over a third of the students travelled to and from the Waurm Ponds Campus as the sole occupant of a car (see Figure 3). Small groups of less than ten percent of students used the other more sustainable modes of travel (walk, carpool, bus, train or motorbike). No staff reported walking to Waurm Ponds and the numbers reporting travel by bus, train or motorbike were less than two percent. Very few students or staff cycled (two and four percent respectively). On average, approximately 40 percent of the students and 13 percent of staff did not attend university on any given day.



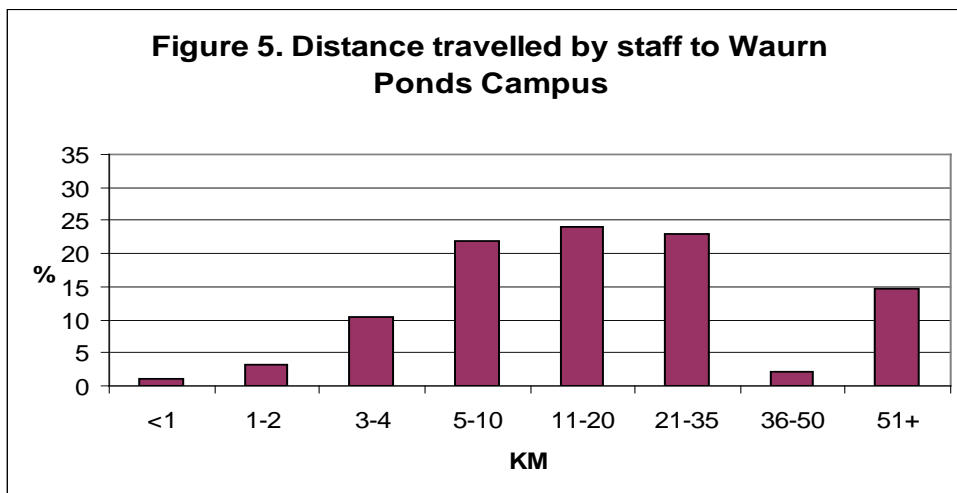
## How far staff and students travel

Based on the postcode of where students and staff live, almost 40 percent of students and half of staff live within a 10 kilometre radius of the Waurn Ponds Campus (see Figure 4). According to the Cycling Promotion Fund, in built-up areas, it can be almost just as fast to ride a bike as it is to drive a car if the distance is 10km or less.

Almost half of students make a 100 kilometres or more return trip to the campus, compared with ten percent of staff. Students and staff who live more than 10 kilometres from the Waurn Ponds Campus would most likely reside outside the City of Geelong and could perhaps make more sustainable trips by carpooling, catching public transport or combining some form of active travel into their trips (i.e.: walking or cycling to a bus stop).

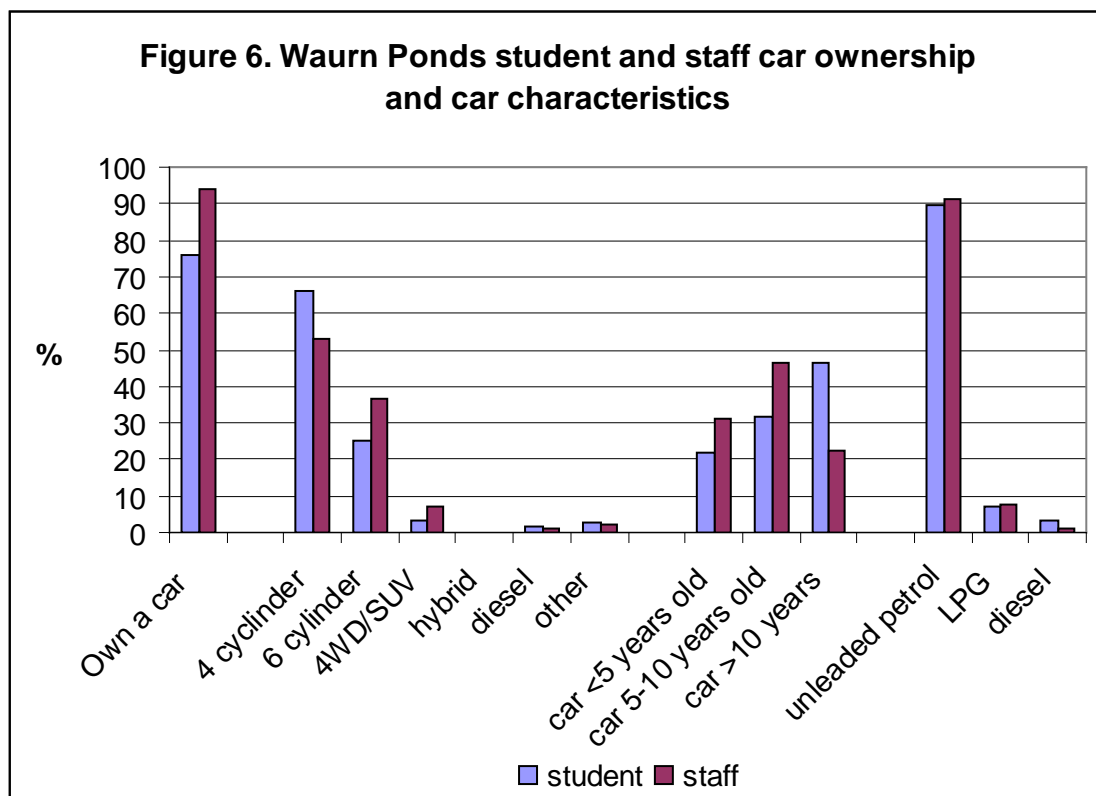


Approximately three percent of staff travel 2 kilometres or less to the Waurn Ponds Campus, suggesting that they are close enough to walk (see Figure 5). Actual distance travelled by students was not available in 2009.



## Car ownership and car characteristics

The rate of car ownership among students and staff at the Waurm Ponds Campus is high with over 75 percent of students and almost 95 percent of staff owning a car and the majority of the cars are powered by unleaded fuel (Figure 6). Over two-thirds of the cars owned are 4-cylinder, with students owning older cars compared with staff. No student or staff who completed the survey owns a hybrid car and few own diesel cars.



Approximately 90 percent of students and 80 percent of staff reported being aware of the impact vehicle emissions have on the environment. A small group of students and staff (three percent and eight percent respectively) requested more information on vehicle emissions.

## University vehicle provision

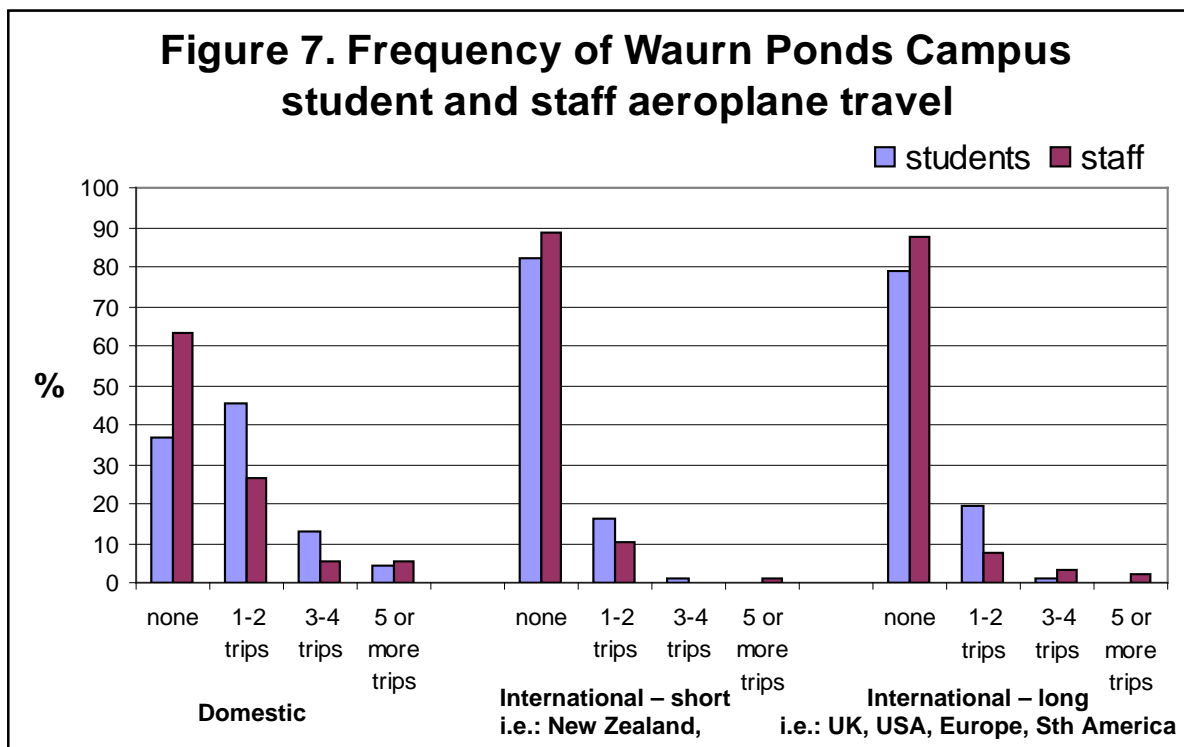
Deakin University provides cars for staff to conduct University business. Some staff have vehicles assigned to them and have unrestricted use; others have access to department vehicles or 'Central Pool vehicles.' Central Pool vehicles are located on all campuses.

Approximately 56 percent of the Waurn Ponds Campus staff reported that they had access to a vehicle for work-related trips during the day. Five percent reported having unrestricted use of a University car and 40 percent of the staff did not have access to a car during the day.

Eighteen percent of staff travelled between the Waurn Ponds and Waterfront campuses once a week or more (11 percent did so 'once a week, six percent did so 'a few times a week' and one percent 'everyday'). Thirteen percent of Waurn Ponds Campus staff reported never being required to travel from the campus to other Deakin University campuses; 23 percent never travelling to Burwood and about fifty percent never travel to Warrnambool and 44 percent make the 'occasional', trip. The most common mode of travel between campuses was to drive in a Deakin University car; 26 percent of the staff drove alone, 38 percent carpooled with colleagues and 22 percent drove in a private car. Very small groups reported their usual mode of travel between campuses as train or bus (two and one percent respectively).

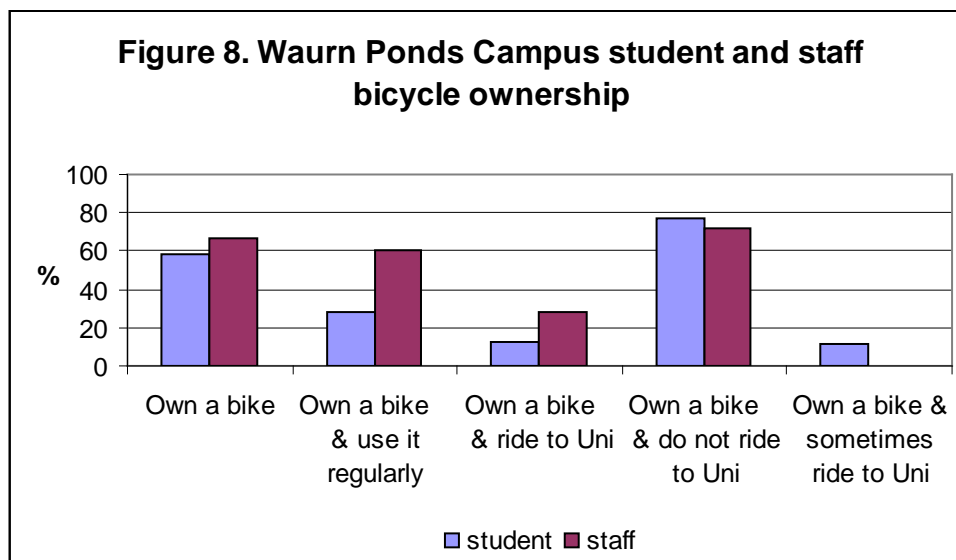
## Frequency of aeroplane travel in the past year

Approximately 60 percent of the students and 30 percent of the staff took domestic flights in the past 12 months with almost half of students taking 3-4 domestic trips (see Figure 7). Approximately 20 percent of students and ten percent of staff took short or long international flights in the past 12 months. Few students or staff reported taking more than 1-2 short or long international trips in the past twelve months.



## Bicycle ownership and use

Over half of students (58 percent) and 67 percent of staff own a bike (see Figure 8). Fewer students own a bike and use it regularly compared with staff (28 percent and 61 percent respectively) and this difference is more evident in those who ride to the Waurm Ponds Campus (students 12 percent and staff 28 percent).



## What factors support more sustainable travel?

### What are common factors that influence the decisions for staff/students who don't drive to or from the site?

The main reasons why the students and staff who walk or cycle to and from the Waurm Ponds Campus choose to do so are related to: convenience and cost savings as well as their values in relation to environmental sustainability, health and lifestyle.

Examples of reasons given for walking or cycling included:

*"My house is within walking distance" (Student)*

*I walk to university because "I live on res" (Student)*

*I walk to university because "I cannot drive and don't own a car" (Student)*

*I cycle because "I live very close to the uni" (Student)*

*I cycle to university "Cycle for exercise and the freedom and less stress" (Staff)*

*"Cycling is preferred as I do not travel on roads" (Staff)*

*"Cycle, cut down my emissions" (Staff)*

*I cycle because of the "price of fuel" (Staff)*

The reasons given by students for travelling by bus were related to not having an alternative and the low cost relative to driving a car.

*"I don't have a driver's licence" (Student)*

*"I don't drive and it is cheap" (Student)*

*"I live in Ballarat and don't have my license" (Student)*

*"Don't have any other choice. I don't drive and I live too far away for walking/cycling to be an option" (Student)*

*"I take the bus on Wednesdays to waterfront campus as finding a park is horrible" (Student)*

The reasons given for travelling by train were also to not having an alternative and the low cost as well as having the opportunity to work on the train. Some examples include:

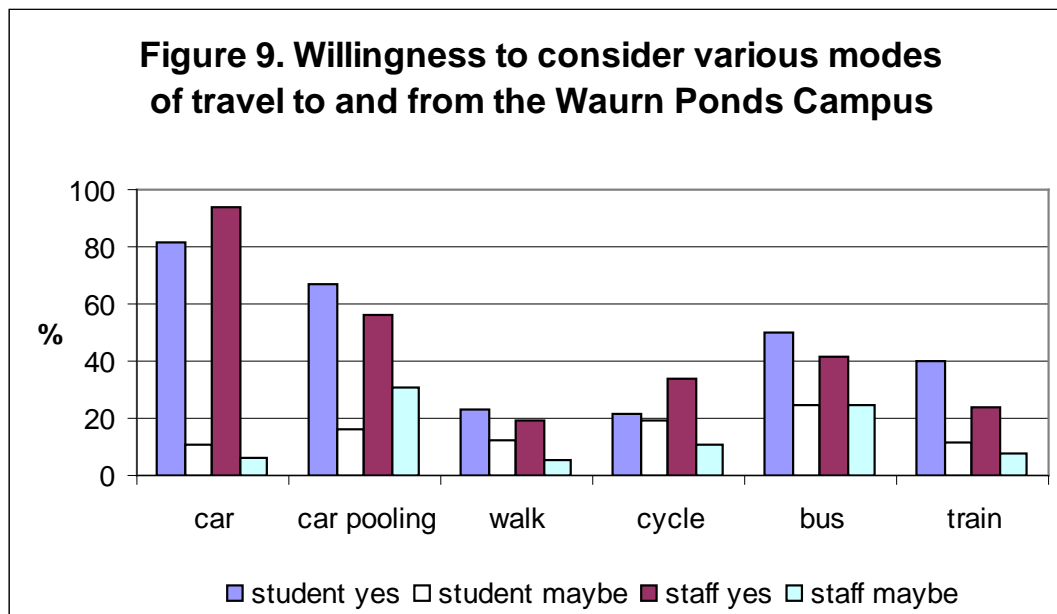
*"Cheaper in price compared to the cost of fuel" (Student)*

*"I don't own a car and I live a fair distance away and this is the only method of transport I can use" (Student)*

*"Able to study/read/sleep" (Student)*

*"I don't have a driver's license, so usually use public transport" (Staff)*

Students and staff were asked about their willingness to consider various forms of travel to and from the Waurn Ponds Campus (see Figure 9).



Two-thirds of students and over half of staff would consider carpooling, and 50 percent of students and 40 percent of staff would consider travelling by bus. More students than staff would consider travelling by train (40 percent compared with 24 percent) and more staff than students would be willing to consider cycling (47 percent compared with 19 percent). Only 20 percent of both groups would consider walking to the Waurn Ponds Campus.

Interestingly fewer students compared with staff would be willing to consider cycling to the Waurm Ponds Campus (19 percent compared with 47 percent; see Figure 9). Few students made suggestions of ways to increase cycling as a travel mode, however, one student suggested that improved bike and pedestrian access is required:

*“Having footpath access and bicycle access into the Waurm Ponds campus in the correct locations to suit the flow of people into the campus. Most people walking and riding into the campus come from the Highton end of Pigdons Rd however there are no footpaths or bicycle paths in along the driveway at this end. An audit or observation of foot and bicycle traffic into the Uni of a morning would enable the most appropriate routes to be followed”*  
(Student)

### Climate change - attitudes, values and priority issues

Changing the travel behaviour of large groups of people to more sustainable modes is challenging because it is very convenient to drive alone and the alternative modes often require planning and effort. However, when confronted with the facts about environmental degradation and climate change many people take a critical look at their lifestyles and seek to make changes to their travel behaviour.

The Deakin travel survey included several questions related to attitudes to climate change and priority travel issues to promote more sustainable travel by students at staff at the Waurm Ponds Campus. Few students and staff (38 percent and 24 percent respectively) reported that they were happy about the effect of their current lifestyle on the environment and the majority reported that they would like to do a bit more to help the environment (61 percent and 75 percent). Forty-five percent of students and two-thirds of staff (67%) reported that the issue of climate change was very important or extremely important to them personally and no one reported that it was not important at all. The findings suggest that many students and staff want to be more sustainable in their travel behaviour and therefore an environmental awareness campaign might be beneficial.

## Main transport priorities to be addressed

The 2009 travel survey included a question related to transport priorities for Waurm Ponds Campus. Eight issues were presented and staff and students were asked to rank whether they were of a low, medium, high or very high priority. Travel priority issues for students and staff based at the Waurm Ponds Campus are presented in Tables 3 and 4. Over 85 percent of students reported that an increased frequency of bus service as a high priority (57 percent thought that this was a very high priority) and 83 percent thought having extra bus services was a very high priority (Table 3). Over half of the student population reported that a range of sustainable travel strategies were a high to very high priority. These included carpooling service (59 percent) green travel policy for between campus travel (57 percent), improved efficiency of the university fleet (62 percent) and the marketing fleet at (60 percent).

**Table 3: Priority travel issues according to students – Waurm Ponds Campus**

	Increased frequency of public bus services	Extra bus services	Carpooling Service at Deakin	Travel Policy to encourage Green Travel between campuses	More efficient University Fleet	More efficient Marketing vehicles	Parking Restrictions	Bike Library
Low	3.2%	3.9%	15.0%	14.3%	13.0%	14.9%	30.5%	11.8%
Med	9.7%	13.1%	26.1%	28.6%	25.3%	25.3%	19.5%	35.3%
High	29.9%	30.7%	42.5%	35.1%	34.4%	30.5%	24.0%	29.4%
V High	57.1%	52.3%	16.3%	22.1%	27.3%	29.2%	26.0%	23.5%

High to very high travel priorities for staff at the Waurm Ponds Campus were improved bus services and having more efficient university vehicles (see Table 4). Approximately 80 percent of staff reported that an increased frequency of bus service and having extra bus services were high priorities and slightly larger groups regarded improved efficiency of the university fleet and improved efficiency of the marketing fleet as high priorities too (87 percent and 85 percent respectively).

**Table 4: Priority travel issues according to staff – Waurm Ponds Campus**

	Increased frequency of public bus services	Extra bus services	Carpooling Service at Deakin	Travel Policy to encourage Green Travel between campuses	Voluntary off-sets for flights	More efficient University Fleet	More efficient Marketing vehicles	Parking Restrictions	Bike Library
Low	2.1%	3.2%	4.1%	4.1%	16.7%	2.1%	4.2%	33.0%	15.6%
Med	13.5%	14.7%	35.1%	24.7%	33.3%	11.5%	10.4%	23.7%	38.5%
High	30.2%	32.6%	42.3%	43.3%	35.4%	31.3%	33.3%	25.8%	27.1%
V High	54.2%	49.5%	18.6%	27.8%	14.6%	55.2%	52.1%	17.5%	18.8%

### **What existing facilities in the local area support staff and students, who walk, cycle, catch a bus or public transport?**

The bike tracks along the Waurin Ponds Creek and from Highton make it possible to cycle to the campus on designated tracks.

The Marshall Railway Station is located approximately five kilometres from the Waurin Ponds Campus. Trains from Melbourne and Warrnambool stop at this station and a connecting bus to the campus would be convenient for students and staff living in these areas.

The number 18 bus connects Waurin Ponds Campus to the Geelong Station and Waterfront Campus and the number 16 Waurin Ponds Campus/Grovedale bus service runs half hourly via suburban areas and the CBD.

V/Line coaches connect Geelong CBD to regional centres such as Ballarat and towns along the Great Ocean Road such as Lorne and Apollo Bay. Students and staff can then connect with the number 18 to get to Waurin Ponds.

### **Suggestions to encourage more sustainable forms of travel**

Waurin Ponds students and staff were asked to suggest changes that would encourage more sustainable forms of travel. The most common responses related to improving public transport services to the campus and providing carpooling support.

Some examples of comments that support improved public transport are listed below:

*“More frequent VLine service and connecting bus service from Geelong to University. Also introduce a public transport travel allowance” (Student)*

*“The number 18 bus to run earlier and later (7:30am departs from station, 6:10pm departs from Deakin) (Student)*

*“Most of the problem with public transport is the trains being late and the buses not connecting with the train so we would miss the bus then have to wait an hour for the next one” (Student)*

*“Have the university direct bus (18) and the Vline services match up. During the afternoon it is common to get the bus to the train station missing the train by 5-10 mins and wait for another hour for the next train” (Student)*

*“Direct regular bus to/from Waterfront/ Geelong Railway station and Waurin Ponds campus. It needs to be a shuttle, ie. no stops on the way!” (Staff)*

*“Trip between Ballarat and Geelong takes 1.5 hours and then still need to get from station to Deakin. Express service between the 2 centres would help” (Staff)*

*“Re-instate the Deakin bus from Waurin Ponds to Burwood” (Staff)*

*“I am on Waurin Ponds campus travelling to the Bellarine Peninsula which has very limited public transport so the Govt would need to improve public transport greatly for me to use it” (Staff)*

*“I would need to take more than one bus from Ocean Grove to get to Deakin, Waurin Ponds, and I've worked out that takes two and a half hours in transit. When I drive it takes 35 minutes” (Student)*

Some examples of suggestions to improve rates of car pooling at the Waurn Ponds Campus included:

*“Incentives to car-pool, such as discounts on parking” (Student)*

*“Setting up an online discussion that all students can access and therefore allow those who are interested to discuss possibilities of carpooling together with others from nearby areas” (Student)*

*“Car-pooling would be easier if a student blog or notice board was set up to find others that are willing to car pool” (Student)*

*“Discounted car-pool parking permits” (Staff)*

*“Bigger database of car poolers” (Staff)*

### **Are there any car pooling arrangements already operating at the site?**

Carpooling that currently takes place for travel to or from the Waurn Ponds Campus tends to be informally organised and is mostly between students. Students tend to enjoy socialising and saving money and car pooling fits well with this as suggested by the following response:

*“Live in a sharehouse, so car pooling is easy, fun and cheaper” (Student)*

Staff travelling to towns outside Geelong would be prepared to car pool if they know others who also make the trip as shown by the following response”:

*“I car pool because it is environmentally friendly and I live approx 1 hour drive from work and it’s nice to share the trip” (Staff)*

### **What activities/programs at the site link with what the travel plan is trying to achieve?**

TravelSmart aims to encourage people to make smarter choices to reduce the number of car journeys. Almost half of the students and quarter of staff do not attend the campus on a given day. Over 80 percent of students are enrolled full-time and therefore it could be hypothesized that the high quality information technology and communication (ITC) facilities at the University, allow students to work from home and avoid some trips to the University. A quarter of staff are part-time which accounts for their non-attendance on a daily basis. Academic staff are also able to stay connected to the University via the ITC facilities and therefore can avoid daily trips to the campus too. One staff member suggested:

*“Perhaps staff could be encouraged to work from home. I would be happy to work from home 2 days per week and travel to work the remaining 3 days” (Staff)*

## What factors discourage more sustainable travel?

### **What were the most common reasons given by staff/students for driving?**

Convenience was the major reason why students and staff travel to university as a sole occupant in a car. Inadequate train and bus services were also mentioned as reasons for travelling by car. Also, many students and staff do not walk to university because the distance they need to travel is too great.

*“Driving is easier than catching the bus around here” (Student)*

*“It’s convenient to drop children of at school before driving to work” (Student)*

*“Ease - I live in Jan Juc and go to the Waurm Ponds campus and I’m not there all day. Allows me to come and go” (Student)*

*“There is no direct public transport option for me and it’s too far to walk or cycle and driving is the quickest” (Staff)*

*“It’s most convenient (to drive) and It allows me to stay at uni after dark and still get home safely” (Staff)*

*I drive “because the bus to Waurm Ponds does a loop around the suburbs of Highton and Belmont so it takes ages” (Student)*

*“I live in Melbourne, work at Waurm Ponds, train takes too much time... have family commitments” (Staff)*

Some staff are required to travel between the Waurm Ponds and Warrnambool campuses and the train would seem to be an ideal mode because there are Railway Stations located close to both campuses. The timing and frequency of the daily services limit this choice.

### **Do the most common factors given for why staff and students drive, agree with what you know about the current situation?**

The common factors for driving a car to the Waurm Ponds Campus do appear to be substantiated. Road access and parking availability are not barriers, in fact the opening of the *Ring Road* to bypass Geelong makes driving from the north and east even more convenient. Several survey respondents mention the poor connections and inadequate timetables of train and bus travel (see page 15) and this discourages people from using these alternatives to driving.

### **Do University Campus facilities discourage staff and students from walking, cycling, or catching public transport?**

Inadequate end of trip facilities for cyclists are barriers to more students and staff cycling to the Waurm Ponds Campus. Construction of a secure area to lock bikes and improved washroom facilities have been suggested by those who currently cycle to the campus as well as those who indicated a willingness to consider this mode of travel. See specific suggestion below:

*“Designated bike cage, possibly attached to the uni gym so that it can be attended by staff. Most medium to high end bikes aren’t made to be locked up in a bike rack, they come apart in 30 seconds” (Student)*

**Are there any locations in the local area that are considered unsafe for staff and students walking or cycling to and from the university campus? What makes these locations unsafe?**

Over half of the students and staff (56 percent and 58 percent respectively) considered that problems associated with traffic and the lack of bike lanes discouraged people from cycling 'a great deal.' Specific unsafe locations or issues were not listed among survey responses.

## University policies or rules that discourage sustainable travel options

### **Deakin University Permits:**

Car parking permits are valued at \$181.50 per year for a blue zone permit or \$91.00 for a red zone permit. They can be purchased through a lump sum payment or through the salary sacrifice scheme. Car parking permits can also be purchased on a monthly basis at \$27.50 per month for blue zone and \$13.50 per month for red zone. As shown in Tables 1 and 2, 36 percent of students and 76 percent of staff have Deakin University parking permits. The cost of parking does not appear to be a disincentive to staff driving to the Waurn Ponds Campus, however the impact on student travel choice is unclear.

### **Salary Sacrifice:**

The University provides salary packaging for motor vehicles, including novated leases. On a novated lease staff members do not need to spend any capital upfront or make a deposit, they can also choose any car they like. All running costs are incorporated into the annual salary sacrifice (fuel, repairs, maintenance, registration, tyres, insurance) and staff members can have the use of the vehicle without having to budget for the repayments. Interest rates are also fixed over the life of the loan. This arrangement leaves it wide open for staff to choose large, energy consumptive vehicles and encourages staff members to update their car to a new one every three to four years.

It has also been noted that the university does not provide incentives such as subsidised rail or bus passes or bicycles for staff, yet staff are able to salary sacrifice or package laptops, gym memberships and association memberships. One staff member suggested that Deakin provide staff with Myki cards to encourage public transport use in Geelong and Melbourne.

*"Myki card now available for Benders Buslines at Geelong should be made available to staff, as good (sic) encouragement (to travel by bus)" (Staff)*

## Where to from here?

This report has been prepared for use in the development of strategies to promote more sustainable travel choices. It will conclude with a series of recommendations and local considerations.

### Recommendations and local considerations

Improving public transport to Waurin Ponds Campus appears to have broad support and therefore this means increased frequency of trains and buses, improved connections between trains and buses and extra services timed to arrive and depart in synch with classes and business hours. The *Ring Road* has reduced the time taken to drive from Melbourne and other areas to the north and east of Geelong to the Waurin Ponds Campus. As a result, public transport services need to be more time and cost efficient to be viable options for students and staff. Several students and staff have commented on the benefits of train travel from Melbourne because it provides time to work or relax. A review of public transport services is recommended. This would include V/Line trains from Melbourne and Warrnambool as well as the bus connections; V/Line Coaches from Ballarat and the Great Ocean Road as well as local buses.

The bus service connecting Waurin Ponds to the Geelong Railway station and the Waterfront Campus does not appear to be well patronised by staff and yet 18 percent of them travel between Campuses at least once a week. Many use their private car, most probably out of convenience to connect with home. Some students use the bus service because parking at the Waterfront Campus is limited and they travel by V/Line train. By improving the frequency, route and timing of this service, patronage could be improved.

Re-introduction of a daily Deakin mini-bus travelling between Burwood and Geelong Campuses is worth re-visiting as over one third of Waterfront Campus staff reported that they would use it and another quarter responded that 'maybe' they would use it if it was available. A wide variety of pick-up points were suggested.

Two-thirds of students and over half of staff would consider carpooling and therefore it is recommended that support for car-pooling to and from the Waurin Ponds Campus is investigated. The feasibility of a web-site to enable students and staff to identify others to car pool with or the provision of parking discounts for those who car pool needs to be determined.

Only 20 percent of students and staff reported that they would consider walking to the Waurin Ponds Campus and 47 percent of staff and 19 percent of students would consider cycling. Distance is a barrier to walking and cycling, particularly for many students, however, improving the bike and pedestrian access to the campus was suggested by a current student cyclist.

*"Having footpath access and bicycle access into the Waurin Ponds campus in the correct locations to suit the flow of people into the campus. Most people walking and riding into the campus come from the Highton end of Pigdons Rd however there are no footpaths or bicycle paths in along the driveway at this end. An audit or observation of foot and bicycle traffic into the Uni of a morning would enable the most appropriate routes to be followed"*  
(Student)

Over 80 percent of staff and sixty percent of students regarded improved efficiency of the university and marketing fleets as high priorities. Leading by example is an important strategy for a University Campus that is TravelSmart.

Many students and staff reported that they would like to do a bit more to help the environment (41 percent and 76 percent respectively). The time is right to form a Waterfront Campus TravelSmart Committee to develop a campus specific Travel Plan to promote greater awareness of ways to make more sustainable travel choices and remove some of the barriers and disincentives to making these choices.