

2004 Transport Survey Report:

‘A survey of students current modes of transport to and from the University of Sydney’

Prepared by The University of Sydney Facilities Management Office

Executive Summary

To promote the launch of the Central Sydney Bicycle Map a transport survey was conducted on students attending the University of Sydney Orientation Week Celebrations (Feb/Mar 2004). A total of 587 students were surveyed.

The results of the survey indicated that the majority of students surveyed preferred walking, public transport and bicycles as their chosen mode of transportation to University. Over 80% of the students surveyed were able to correctly identify environmentally friendly forms of transportation

As the survey was conducted during O week it was assumed that the majority of students surveyed were new to the University. It is expected that the students chosen form of transportation may change through the year, therefore the report recommends that the same group of students be re-surveyed at the end of their first year to find out if there has been any changes in their preferred mode of transportation. It was also recommended that other student groups be surveyed to gain a wider perspective.

Introduction

In February 2004 a Central Sydney Bicycle Map showing smart routes to the University of Sydney and RPA hospital was launched. The production of the Central Sydney Bicycle Map was a joint project of The University of Sydney and Central Sydney Area Health Service. To promote and distribute the new Bicycle Map to the University of Sydney students, information stalls were held in the International and National Students' Orientation Weeks (O Week) in late February and early March of 2004. At these stalls a \$500 bicycle was available to students as a prize if they filled out a short transport survey (refer to Appendix A).

The complete survey results data will be made available on www.usyd.edu.au/fmo click on **SUSTAINABLE CAMPUS**

The aim of the survey was to gather information on how students travelled to and from the University, the distances travelled, and to promote environmentally friendly modes of transport.

Methodology

The Transport Survey questions were developed in collaboration with key cycling stakeholders - The USYD bikeco-op, SUSports, Uni Security, and the Health Promotion Unit of Central Sydney Area Health Service.

The Survey was conducted on the 4th & 5th March 2004 during the O Week celebrations. A bike map stall was conducted on the front lawn of the Quadrangle

for national students and in the Wentworth Building for the international students. To induce students to completing the transport survey, a bike was offered as a prize to all those that took part in the bike survey. Assistance was available to fill out the survey but was only required by a couple of students.

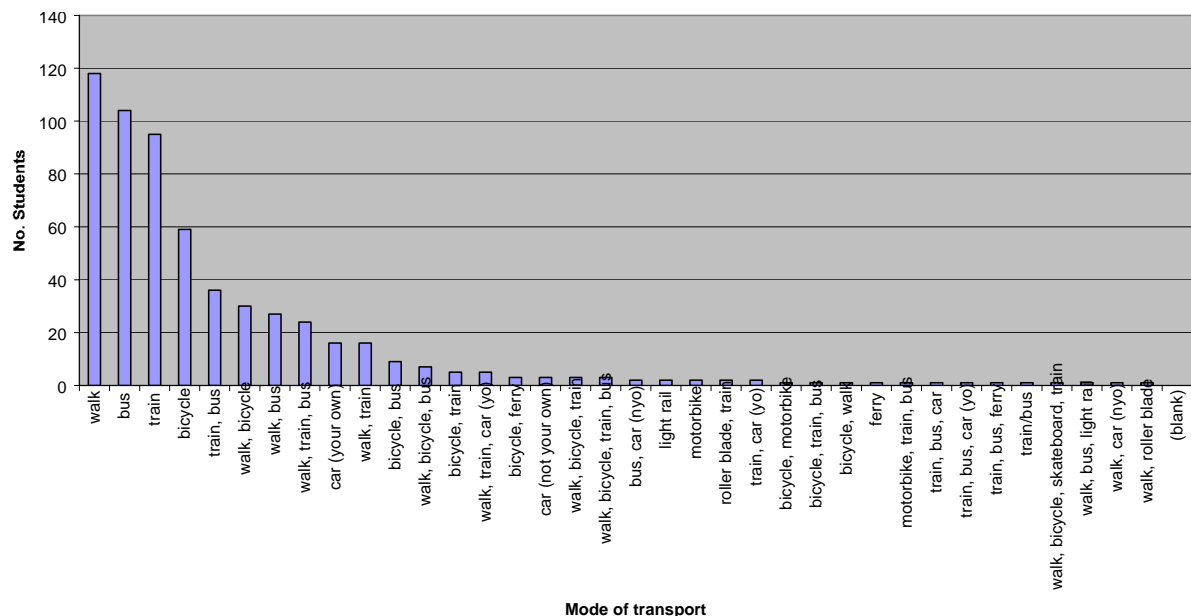
The results of the survey questions were scored and / or coded. The data was entered into an Excel worksheet for ease of data sorting and manipulation. Suburbs of travel origin were put in to three categories, 10 (A), 20 (B) or >20 (C) minute bicycle ride from the University of Sydney. The University of Sydney and the State Transit Authority NSW conducted the data analysis. The University of Sydney prepared the final report.

Results

The total number of students surveyed was 587 (175 international students and 412 national students). The 2004 Camperdown Darlington Campus population of students is approximately 29,000, so the sample size represents 2% of all students and 8% of new students for 2004.

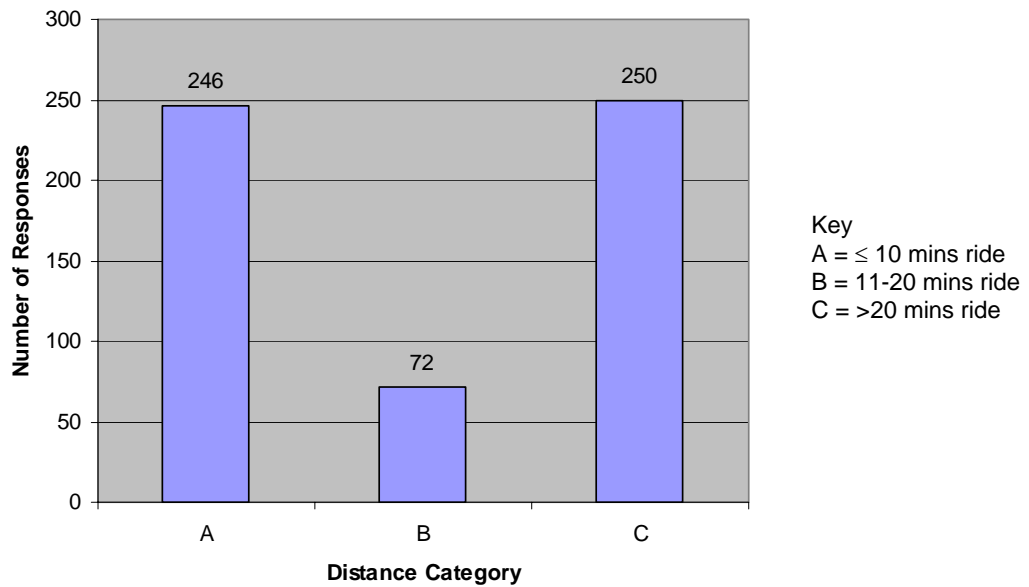
Question One asked students to select the type of transport they mostly used to get to and from the University. Forty two percent of students identified more than one mode of transport, for example car and train. Figure One indicates that walking, bus, train and cycling are the four most popular modes of transport to and from the University of Sydney

Figure One: Mode of transport used by students travelling to and from the University of Sydney



Students were asked to list what suburb they lived in, the suburbs were then categorised into three groups based on cycling distance to University in minutes. Figure Two shows that nearly equal numbers of student live in the category A and C suburbs.

Figure Two: Cycling distances from the University of Sydney



When asked to estimate the average travel time to and from the University (regardless of mode of transport) the average time taken was as follows:

- Category A 22 minutes
- Category B 44 minutes
- Category C 81 minutes

The majority of students travelling from Category A suburbs walk to the University. The majority of students travelling from Category B suburbs catch a bus and the students travelling from Category C suburbs catch a train.

Question 5 asked the students to rank in order the most sustainable form of transportation to the least sustainable form of transportation. Eighty eight percent of students answered the question correctly.

Question 6 asked what the University could do to encourage students to use more sustainable modes of transport. The results were categorised into 19 different types of suggestions / comments. Table one shows the top four responses from students on how to encourage more students to use more sustainable modes of transport.

Table One: Top four responses to how student can be encourage to use more sustainable modes of transport.

General Response	No. Students	Percentage of total responses recorded
Improved / more bike racks	107	18.23%
Concessions / incentives	79	13.46%
Cycleways	67	11.41%
Other	64	10.90%

Discussion

The 318 students living within a 20 minute bike ride from the University should be the focus of any future bicycle promotions. This group of students can make travel choices based on time, effort and cost that may be much more difficult for students living in the >20 minute bike ride distance.

The results of the survey indicate that the majority of students choose to travel to University by walking, bus, train or cycling. All of these modes of transport would be considered relatively sustainable. Student choice of transportation maybe due to a number of different reasons, including financial considerations, lack of parking, ease of travel, security concerns, availability of a car, and proximity to the University. The reasons behind students choice of transportation was not included in this survey however it is recommended that a question be included in any follow-up surveys. This will give more insight into how students could be encouraged to start using sustainable modes of transport.

The results also indicated that the travel time estimated by the survey for cycling to university generally applied to all forms of transportation as the average travel time to and from University provided by the students closely resembled the time estimated in the survey (refer to Figure 2 in the results).

The majority of students understand what is considered sustainable transport. The result found that 88% of students were able to correctly answer which type of transport was most sustainable. Without surveying students' motivation for using a particular type of transport it is difficult to conclude that students select their mode of transport based on environmental factors.

Students identified infrastructure changes and introduction of concessions and incentives as possible means of encouraging more University students to use more sustainable means of transport. It was noted by the survey team that Post Graduate Students are not eligible for travel concessions, this could impact on their choice of transport.

As the survey was conducted during O Week celebrations the majority of students surveyed were new to the University and their survey answers could well have been estimates. A follow-up survey of the same students late in 2004 will provide insight into the students' chosen form of transport after they have been travelling to the University for the majority of a year.

Conclusion

To encourage more students to use more sustainable means of transportation the University will need to investigate changes to infrastructure and possibly lobbying for travel concessions for postgraduate students. The study also highlights the need to further survey different student groups and to re-survey the students who participated in this transport survey to gain an understanding of the motivation behind student's choice of transportation, and to monitor any changes in the students selected mode of transport. Further surveys will assist in gathering information for future environmental campaigns.

APPENDIX A – Bike Survey

Transport Survey – Win! a new GT bike worth \$570



IMPORTANT INFORMATION - Confidentiality assured

What is your first name ? _____ Phone number? _____

1. What form of transport will you mostly use to get to University ?[circle]

walk	motorbike	car [not your own]
bicycle	train	light rail
skateboard	bus	Ferry
roller blade	car [your own]	river cat

2. What suburb will you be travelling from to get to University?

3. How much time do you think it will take each day to get to and from University ?

4. How much do you think you will spend on transport to get to and from University each week ? [circle]

\$10	\$20	\$30	\$40	\$50
\$60	\$70	\$80	\$90	\$100
\$110	\$120	\$130	\$130	\$140

5. What are the most environmentally friendly forms of transport?

Please give a score of 1 for the MOST environmentally friendly ranging to 12 for LEAST environmentally friendly [this is not a test!!]

walk	motorbike	car [not your own]
bicycle	train	light rail
skateboard	bus	Ferry
roller blade	car [your own]	river cat

6. What could the University do to help you use more sustainable or environmentally friendly forms of transport ?

Please enter the competition to WIN the Bike by placing your completed survey in the entry box – thank you and good luck!

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