Transport and Access Performance Report 2019

University of Wollongong
Facilities Management Division
1 INTRODUCTION

The Wollongong Campus Master Plan 2016-2036 set targets to increase public transport and active transport journeys, and reduce parking demand and traffic congestion. The targets for 2020-2036 are 50% private transport, 32% public transport and 19% active transport. Private transport includes travel in cars and motorcycles, public transport includes trains and buses, and active transport includes walking, cycling, and skateboarding.

The objective of this document is to report on UOW’s progress towards achieving these mode share targets. Progress is measured through transport surveys which gather information about the movement of people and their mode of transport to the Wollongong Campus. The surveys are used to assess trends in travel behaviour and provide evidence of the performance of UOW’s transport strategies.

The transport surveys collected mode share data through various means including video capture, manual counters and data provided by transport providers. Data was collected for the period 8 – 12 April 2019, from 7am – 7pm. The data reported is the Monday, Tuesday, Wednesday average from 7:30am until 3pm of campus entries to provide a comparison to previous years. Surveys of on street parking surrounding the Wollongong Campus are also carried out to compare availability during and outside peak University session (Attachment A).

2 PERFORMANCE

MODE SHARE

Mode share to the Wollongong Campus summarises the types of travel modes used by commuters entering the campus. Private vehicle use has seen significant decline since 2007 in favour of active and public transport (Figure 1). This modal shift from private transport to active and public transport has been achieved through the provision of long term transport and access services and infrastructure, and implementation of behavioural change initiatives including:

- Free shuttle bus services
- End of trip facilities, bike repair stations and bike racks for cyclists
- A dedicated carpool carpark providing free parking for those travelling with three people per car
- Parking guidance system
- Promotion of sustainable transport options through events, the website and print materials
- Shuttle bus and parking apps
- Improved paths and wayfinding.

Over the last two years, as a percentage of mode share, private transport use has continued to decline (-1.1%). Public transport also declined slightly (-3.1%), but active transport increased by 4.3%.

This shift from public to active transport is likely due to the development of new student accommodation residences at the Wollongong Campus adding approximately 1000 beds since 2017/2018, as well as continuing success in transport and access initiatives. Current and future projects under investigation are outlined in the Transport and Access Action Plan 2019-2021.
CAMPUS ENTRIES

In 2019, on average nearly 18,600 people entered the campus (Figure 2). This represents nearly double the number of entries compared to 2007 and a 9% increase since 2017. Tuesdays are the busiest day on the campus with over 19,500 entries, compared to the quietest day being Fridays (16,000 entries). Wednesdays are the next busiest with over 18,000 entries. This is consistent with trends in previous years. Accommodation students who live on campus could be counted multiple times if they travel frequently between their accommodation and the campus during the day, and it is about 1000 movements each day.

Figure 1: Wollongong Campus Mode Share 2007 to 2019

Figure 2: Wollongong Campus Entries by Mode 2007 to 2019
ACTIVE TRANSPORT

The average number of people using active transport (including walking, cycling and skateboarding) has almost doubled since 2007. The average number of pedestrians has increased by nearly 1,500 people a day since 2017, and over 2,900 people a day since 2007. This is attributed to an increase in on campus student accommodation.

The proportion of cyclists in 2019 is lower than it was in 2007; however there has been a 15% increase since the 2017 survey. There are opportunities to improve cycling mode share, but most UOW commuters who live within a reasonable cycling distance are also within coverage of the free shuttle services. UOW implemented a bike share scheme for students living in on campus student accommodation, which has been popular. There are also two bike repair stations (Image 1) and six end of trip bike facilities across campus for staff and students, and new bike racks are being investigated to supplement existing racks in the areas of highest demand.

PUBLIC TRANSPORT

Public transport as a portion of total mode share declined from 31% in 2017 to 28.5% in 2019, but overall bus passenger numbers have increased since 2017 by approximately 300 people per day. Nearly 89% of commuters coming to the campus by bus are using a free shuttle bus service. This is consistent with previous survey findings.

Free shuttles were implemented in 2009 (the NG Shuttle was a paid service prior to then) and bus patronage has since almost doubled in the last ten years. Passenger numbers on each of the routes has remained fairly consistent over the last four years, however the NG Shuttle has experienced an increase of 30% since 2015. UOW is partially funding the Gong Shuttle service, as well as fully funding UOW’s shuttle buses. The UOW bus fleet includes a hybrid bus with lower vehicle emissions than a regular bus (Image 2).
PRIVATE TRANSPORT

The number of people using private transport to get to the campus has slightly increased since 2017, however as a percentage of mode share it has declined (30% since 2007, and 1% since 2017) due to an increase in the number of entries to the campus.

An estimate has been made for the number of UOW commuters parking on streets surrounding the campus based on the neighbourhood parking occupation surveys (refer Attachment A). The estimate considers out of session, early session and peak session periods and is reported in the overall mode share as private transport users (i.e. not as pedestrians). The number of vehicles parked in the neighbourhood during session has slightly increased (2%) compared to last year. The number of vehicles parked in the neighbourhood outside of session has also increased slightly which would suggest higher demand for on street parking throughout the year more generally.

UOW implemented a car share scheme through on campus student accommodation in 2017-2018. Four cars are available to students living on campus across two sites, and is well utilised. Carpooling continues to be a successful initiative, with high turnover in the carpool carpark each day. An internship research project looking at student motivations for carpooling was carried out from March – November 2019. This was led by the School of Geography and Sustainable Communities and the Environment Unit. Some of the research outcomes will be used in further promoting the carpooling scheme to students (Image 3).
3 CONCLUSION

UOW has made considerable progress in achieving modal shift away from private vehicle use towards active and public transport modes. The 2019 mode share results demonstrate that 50.2% of the campus population use private transport, 21.3% of the campus use active transport, and 28.5% use public transport. These results show that UOW is on track to achieve the Master Plan 2020-2036 targets of 50% private transport, 32% public transport and 19% active transport. Further progress will be made towards the mode share target of 32% public transport use, and continuing to achieve the private and active transport results.

This progress towards the mode share targets will continue to be addressed through UOW’s Transport and Access Action Plan 2019-2021, demonstrating ongoing commitment to encouraging sustainable transport use.
Note: 2% increase between 2018 and 2019 is calculated by taking the average of the two in session (March and April) parking occupancy surveys.