

UNIVERSITY OF TASMANIA
TRAVEL BEHAVIOUR SURVEY 2025
Report

September 2025

prepared by

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TABLE OF CONTENTS

ACKNOWLEDGEMENTS.....	iv
GLOSSARY OF TERMS AND ABBREVIATIONS.....	v
1. BACKGROUND	1
2. ABOUT THE SURVEY	4
2.1. Method.....	4
2.2. Participation and statistical confidence	4
2.3. How results are reported.....	6
3. FINDINGS	8
3.1. Journey to work and study.....	8
3.1.1. Multi-modal journeys to university	8
3.1.2. Student main transport mode to study	9
3.1.3. Staff main mode to work	15
3.1.4. Working or studying from home or remotely (virtual transport)	19
3.2. Inter-campus travel.....	20
3.2.1. Student inter-campus travel	20
3.2.2. Staff business travel	21
3.3. Bus use.....	23
3.3.1. Greencard and Opal card ownership.....	24
3.3.2. Use of online public transport information and apps	24
3.3.3. Bus service challenges.....	25
3.4. Bicycle and e-scooters use	26
3.4.1. Change over time.....	26
3.4.2. Use of bicycle infrastructure.....	27
3.4.3. Electric bicycles.....	27
3.4.4. Electric scooters.....	28
3.5. Car use and parking	28
3.5.1. Car type.....	28
3.5.2. Parking.....	29
3.6. Air travel	32
3.6.1. Student air travel	32
3.6.2. Staff business air travel.....	33
4. SUSTAINABLE TRANSPORT STRATEGY	36
APPENDIX: QUESTION TOPICS	37

List of Figures and Tables

Table 1.1: Location of university campuses and major teaching facilities in Tasmania and inner Sydney, New South Wales.....	2
Table 2.1: Participation and statistical confidence of Travel Behaviour Surveys.....	5
Table 2.2: Survey respondent profile (TBS 2025).....	6
Table 2.3: Reporting scales.....	7
Figure 3.1: Dominant student multi-modal journey types to university, 2025.	8
Figure 3.2: Dominant staff multi-modal journey types to university, 2025.....	9
Figure 3.3: Main Mode Share per year – Students – All University of Tasmania.....	10
Figure 3.4: Main Mode Share 2025 – Students – by campus and campus groupings. Asterisk (*) denotes low confidence level. (Sandy Bay n= 280; Hobart CBD n=196; Newnham n=46, Inveresk n=120; Cradle Coast n=43, Sydney n=27).	10
Figure 3.5: Main Mode Share per year – Students attending Sandy Bay campus. (n=280 in 2025).....	11
Figure 3.6: Main Mode Share per year – Students attending Hobart CBD facilities. (n=196 in 2025).....	12
Figure 3.7: Main Mode Share per year – Students – Tasmania North (all Launceston). (n=67 in 2023).....	13
Figure 3.8: Main Mode Share per year – Students – Tasmania Cradle Coast (all Burnie).....	14
Figure 3.9: Main Mode Share per year – Students – Sydney.	14
Figure 3.10: Main Mode Share per year – Staff – All University of Tasmania. (n=483 in 2025).	15
Figure 3.11: Main Mode Share 2025 – Staff – by campus and campus groupings. Asterisk (*) denotes low confidence level (Sandy Bay n=212; Hobart CBD n=114; Newnham n=36; Inveresk n=82; Cradle Coast n=13; Sydney n=6).....	16
Figure 3.12: Main Mode Share per year – Staff – Sandy Bay Campus (Hobart). (n=212 in 2025).....	17
Figure 3.13: Main Mode Share per year – Staff – Hobart CBD. (n=114 in 2025).....	17
Figure 3.14: Main Mode Share per year – Staff – Tasmania North. (n=122 in 2025).....	18
Figure 3.15: Proportion of staff/students working/studying from home (or remotely) – Monday to Friday average. (staff n=152; students n=374).	19
Table 3.1: Main mode of transport for most prominent student inter-campus trips (and return).....	20
Figure 3.16: Proportion of staff undertaking inter-campus trips in the previous week.	21
Figure 3.17: Proportion of staff using UTAS teleconferencing or videoconferencing ICT at least weekly.	22
Table 3.2: Percentage of main mode of transport for select Tasmanian inter-campus trips (and return).....	23
Figure 3.19: Use of a public transport information website or app (including trip planner) – all students and staff 2025.	25
Figure 3.20: Bicycle as main mode –change over time.....	26
Figure 3.21: University facilities used by bicycle riders (2025).	27
Figure 3.22: Percentage of fuel-efficient cars driven to the University in the week prior to the survey.....	29

Figure 3.23. Percentage of cars per size category for staff and students over time.....	29
Figure 3.24: Average parking days per weekday by car driver.	30
Figure 3.25: Students – % of cars parked by category Mon-Fri.	31
Figure 3.26: Staff – % of cars parked by category Mon-Sun.....	31
Table 3.3. Average number of flights per year for interstate students between University campus locations and their home state.....	32
Table 3.4. Average number of flights per year for international students between University campus locations and their country.....	33
Figure 3.27 Reasons for international and domestic travel during the previous year.....	34
Table 3.5 Percentage of respondents for questions about requirement of air travel to work effectively, career progression and department requirements/expectations.	34

ACKNOWLEDGEMENTS

This document summarises findings from the University of Tasmania Travel Behaviour Survey 2025 (TBS 2025). The project team wishes to sincerely thank all students and staff who took the time to participate.

The project is initiated biennially by the University's Sustainability Team led by Corey Peterson, Chief Sustainability Officer. The surveys were carried out under the University of Tasmania Social Sciences Human Research Ethics Permit H0016363.

Data from the TBS 2025 is used to inform university transport and facilities planning and calculate greenhouse gas emissions from staff commuting, which are included in the University's greenhouse gas emissions inventory used to support the University's carbon neutral certification.

The University also wishes to acknowledge the interest in and support of this survey from a range of partners with a focus on transport in its many forms that have reviewed questions in our surveys and participate in data sharing.

GLOSSARY OF TERMS AND ABBREVIATIONS

Active transport	The combined total of walking/running and cycling
Carpooling	An arrangement, either through formal programs or informal efforts, between two or more people sharing a ride to a common or nearby destination
CBD	Central business district
Confidence level	A measure of the reliability of a result
E-bike	A motorised bicycle with an integrated electric motor used to assist propulsion
EoT	End of trip
ICT	Information and communications technology
IMAS	Institute for Marine and Antarctic Studies
Inter-campus	Movement between two university campuses or facilities
Inter-regional	Movement between regions
Intra-city	Movement within a city/urban area
Main transport mode	The single transport mode used for the furthest distance in the journey (consistent with the Greater Hobart Household Travel Survey 2010)
Margin of error	A measure of the accuracy of the results of a survey
Modal share	Also called mode split or mode share, modal share is the percentage of travelers or trips using a particular type of transport. It is an important indicator used for assessing sustainable transport
MSP	Medical Science Precinct
Multi-modal	Multi-modal journeys involve more than one trip step and mode
PMD	Personal mobility device. PDMs are small, electrically powered devices designed to transport one person over short to medium distances with a maximum speed of 25km/h (e.g., e-scooters, e-skateboards).
SIPS	Sustainability Integration Program for Students
STS	Sustainable Transport Strategy
SOV	Single occupant vehicle
Sustainable modes	The combined total of walking/running, cycling and public transport modes
TBS	Travel Behaviour Survey
UTAS	University of Tasmania
Virtual transport	Participation in meetings/classes/events without physically attending, usually with the assistance of ICT (e.g., videoconference)

1. BACKGROUND

The University of Tasmania's (UTAS) current Sustainable Transport Strategy (2022-2032) guides investments and actions that deliver more socially, economically and environmentally sustainable transport outcomes¹. Responding to the need for appropriate data, the *UTAS Travel Behaviour Survey* (TBS) project was initiated in 2012 with the first survey conducted in 2013 to provide baseline travel behaviour data for the university community and then ongoing data over time (biennially) to inform planning and performance indicators that underpin the University's sustainable transport strategies. The survey was initially designed and developed as part of the Sustainability Integration Program for Students (SIPS)². The SIPS program provides opportunities to partner operational projects with student academic endeavours.

This report outlines key findings from the 2025 TBS. It identifies changes since the 2013 and subsequent surveys that will assist with further planning. It also identifies challenges and opportunities in relation to the university community's collective travel behaviours and practices, and systems and structures that influence these.

The results of the survey provide great insight into UTAS staff and student travel behaviour associated with commuting to/from UTAS campuses and facilities, as well as university business (work and study) across university campuses and facilities in Tasmania and New South Wales. The UTAS TBS has become a valuable comprehensive periodical dataset that informs not only university planning but also other agencies responsible for transport service delivery and infrastructure improvement.

UTAS is a large institution, both in terms of numbers of students³ and its facilities. It is also one of the largest employers in Tasmania⁴. The University's associated activities generate a range of trips requiring transport infrastructure and services beyond those just focused on the movement of students and staff to and from study or work. It is consequently important to understand more about student and staff movements to manage the impacts of the University's trip generation, improve access to facilities, and address inefficiencies or issues associated with university travel.

The drivers of changing travel patterns and transport infrastructure or service demands are influenced by various factors, including campus location changes, the changing volume, nature and location of the University population, and more recently the global COVID-19 pandemic and flow-on effects, that have become important contributors to travel demand and changing travel patterns amongst students and staff, particularly:

¹ <https://www.utas.edu.au/about/sustainability/facilities-and-operations/transport>

² [SIPS](#) is an award-winning program linking operational sustainability outcomes with student education and experience.

³ Over 33,000 students were enrolled in 2025 with less than half of these attending in on-campus or mixed mode (UTAS Data Analytics course enrolment data).

⁴ Over 4,400 employees on average in 2025 including fixed-term, ongoing, and casual staff (UTAS Data Analytics staff data).

- Continuous decrease in the number of students physically attending campuses/facilities due to the decline in the share of 'on-campus' student enrolments and the increase in online learning over time, especially during the global pandemic. In 2013 some 83% of all student enrolments were on-campus in some capacity whereas the figure in 2019 was 56%, and down to 42% in 2025.⁵
- A continuous decrease since 2019 in the number of 'on-campus' international students, particularly in Hobart, due to flow on impacts of COVID-19⁶. Even if in 2025 UTAS is an "on-campus" university and many international students have been able to enter Australia after the COVID-19 pandemic international travel ban, some visa restrictions were in place in early 2024 and most of 2025.
- The dispersal of students and staff across city-based facilities as the University develops beyond its largest campuses (see all university campuses and major facilities in Tasmania and inner Sydney, New South Wales in Table 1.1). While the largest university campus continues to be the Sandy Bay campus (Hobart), there is an increasing number of students and staff attending facilities throughout the Hobart CBD as the University develops into this zone. Likewise, while most students have now moved to the new Inveresk campus in the north, the Australian Maritime College and various residences are still active in the Newnham campus.

Table 1.1. Location of university campuses and major teaching facilities in Tasmania and inner Sydney, New South Wales.

Region	Main campus	Campus/Facility
Tasmania South	Sandy Bay campus	
	Hobart CBD	Centre for the Arts
		Domain
		IMAS Salamanca
		KPMG Building
		Medical Sciences Precinct
		The Hedberg
Tasmania North	IMAS Taroona	
	Inveresk campus	
	Newnham campus	
Tasmania Northwest	Launceston Clinical School	
	West Park campus	
	Rural Clinical School	
Sydney	Rozelle campus	

⁵ Between 2013 and 2025, UTAS student enrolments increased overall by 6%.

⁶ The number of international students as a share of on-campus students is 37% in 2025, with international students comprising 30% of on-campus Hobart students (UTAS Data Analytics course enrolment data, Semester 1 2023).

Compared to previous periods between surveys, there has been relatively little change in transport infrastructure between 2023 and 2025. That said, there has been some additional bike parking provision, including a new bike hub and bike racks at Inveresk Campus. Reduced public transport services to Newnham campus (implemented by Metro Tasmania a few years ago) continue, however transport between campuses is now free of charge for staff and students in the north and extended to south campuses in mid-2025, but post-TBS. In the south, significant changes involving decreased serviced routes and times by Metro Tasmania were instituted in late 2023 and were still in place during the 2025 TBS, although a private shuttle service (UniHopper) has been in operation connecting Hobart campuses since 2021.

2. ABOUT THE SURVEY

2.1. Method

The 2025 UTAS Travel Behaviour Survey was conducted via two online surveys in March/April 2025, one for UTAS staff and one for students, so that questions could be tailored to these specific communities.

Like previous years, an online survey was deemed the most suitable survey approach given available resources, the need to be able to reach all UTAS staff and student communities, and the need to provide capacity for periodically repeated surveys to allow for longitudinal analysis. Each survey is run at a similar time of year using similar data collection methods to ensure comparability across data sets. The 2025 surveys were open for two-weeks, 24 March – 6 April 2024. The TBS project has approval from the University of Tasmania Human Research Ethics Committee (reference H0016363).

To recruit participants, bulk emails were sent to students and staff inviting them to participate. A reminder email was sent at the start of the second week of the survey period. UTAS display screens around campuses and relevant Facebook groups also included links to the survey in the lead up to its opening.

The staff survey asked participants to reflect on their travel behaviour for the previous week, including commuting and business travel. Other questions focused on car parking practices, public transport, cycling infrastructure, and information and communications technology use. Additionally, the 2025 survey asked questions in relation to air travel. Survey questions and themes are outlined more fully in the Appendix.

The student survey replicated much of the staff survey; however, inter-campus travel for work was reframed as inter-campus travel for study. Questions about technology use for meetings were not included in the student survey.

Demographic questions were asked of staff and students to provide further participant context to the analysis, such as the primary campus of work/enrolment, age, gender, employment status, and place of residence.

2.2. Participation and statistical confidence

Survey participation details and statistical confidence are outlined in Table 2.1. Overall response was low compared to previous surveys. Staff participation was particularly low in 2025, likely because various academic areas going through a restructure at the time of the survey. In 2025 there were 2,157 valid responses overall (students and staff combined) with 16% of the total staff population and 12% of on-campus students participating. Participation rates varied slightly between campuses and regions.

Relative to the student and staff populations, sample sizes provide us with high levels of confidence for on-campus students and staff ⁷. Due to only marginal difference in statistical confidence between each survey year, we have high confidence in our year-to-year comparisons. Completion rates in 2025 (percentage of respondents who completed all questions) were 79% for staff and 74% for students.

Table 2.1: Participation and statistical confidence of Travel Behaviour Surveys.

	Student survey			Staff survey		
	Responses (Sample size)	Confidence level ⁸	Margin of error	Responses (Sample size)	Confidence level	Margin of error
2013	3133	95%	+/- 1.6%	838	90%	+/- 2.6%
2015	3528	95%	+/- 1.5%	952	90%	+/- 2.4%
2017	1976	95%	+/- 2.1%	695	90%	+/- 2.9%
2019	2050	95%	+/- 2.0%	1114	90%	+/- 2.5%
2021	2057	95%	+/- 2.0%	1297	90%	+/- 1.9%
2023	843 ⁹	95%	+/- 3.3%	819 ¹⁰	90%	+/- 2.6%
2025	1496	95%	+/- 2.8%	701	90%	+/- 2.9%

In both student and staff TBS 2025, there is a higher participation of female respondents than males (Table 2.2). This translates to only a small bias, as there is a higher proportion of females in the general student and staff populations.¹¹

⁷ A confidence level of 95% means that there is a probability of at least 95% that the result is reliable. The larger the margin of error around a value, the less accurate the value.

⁸ Confidence levels were calculated using the Survey Monkey sample confidence calculator.

⁹ Changes to communication channels allowed to be used with students and reduced vouchers value meant lower survey awareness level.

¹⁰ Prize draw for staff was not included in the 2023 survey.

¹¹ UTAS Data Analytics, staff and students data

Table 2.2: Survey respondent profile (TBS 2025).

	Students	Staff
Location of study/work		
Sandy Bay	39.0%	44.0%
Hobart CBD	26.4%	25.8%
Other South	0.2%	1.3%
All South	65.6%	71.2%
Newnham	4.9%	6.7%
Inveresk	18.7%	17.3%
Other North	1.3%	0.8%
All North	25.0%	24.8%
Cradle Coast campus	4.3%	0.3%
Rural Clinical School	0.8%	0.8%
West Park	0.4%	1.8%
All Northwest	5.5%	3.0%
Sydney (Rozelle)	3.8%	1.0%
Melbourne	0.2%	
Other location (not specified)	0.0%	0.0%
Gender		
Men	29.3%	30.5%
Women	66.5%	64.6%
Not specified/self-described	4.2%	4.9%
Employment status		
Full-time		71.6%
Part-time		20.9%
Casual/short-term contract		7.5%
Student origin		
Tasmanian student	65.5%	
Interstate student	19.5%	
International student	15.5%	

2.3. How results are reported

Results are reported for students and staff separately, except for a few key performance indicators where student and staff survey results are aggregated. Results are reported for the University as a whole, at regional scales (i.e., South, North and Northwest Tasmania, and Sydney), and at the campus scale. Where there are several smaller campuses/facilities in the same vicinity, we have chosen to group them and report aggregate results (such as Hobart CBD).

Table 2.3: Reporting scales

Reporting scales (groups)	Campus and facilities incorporated within reporting scales
South – all campuses and facilities located in and around greater Hobart	Sandy Bay, Medical Sciences Precinct (MSP), Institute of Marine and Antarctic Studies (IMAS) at Salamanca and Taroona, The Hedberg, The Podium, College of the Arts, Domain, Media School at Salamanca, KPMG building, New Town Laboratories, Mt Pleasant Observatory, all Hobart student accommodation facilities, Cambridge farm
Hobart CBD – all facilities located in the Hobart central business district and waterfront (CBD)	Medical Sciences Precinct (MSP), IMAS-Salamanca, The Hedberg, The Podium, College of the Arts, Domain, Media School at Salamanca, KPMG building, all Hobart CBD student accommodation facilities
North – all campuses and facilities located in and around greater Launceston	Newnham, Inveresk, Launceston Clinical School, TIA offices at Prospect, Australian Maritime College at Beauty Point and Bell Bay, all Launceston student accommodation facilities
Northwest – all campuses and facilities located in and around Burnie	Rural Clinical School, West Park, all Burnie student accommodation facilities, Forthside and Elliot farms
Sydney, NSW – all campuses and facilities located in inner Sydney	Rozelle

With seven biennial data sets now available, comparisons over time for transport mode share are possible. To consider changes over time and note differences in mode share by place, we report on the mode share and how this compares over time:

- For the University as a whole
- By major campuses or campus groupings

It should be noted that the mode share reporting method changed from 2017 onwards, although data is still comparable to previous years (2013 and 2015). In all surveys since 2017 (inclusive), we have removed the reporting of the proportion of respondents studying or working from home (virtual transport) and have adjusted 2013 and 2015 data accordingly. This means that the proportions reported in this report differ slightly from those reported in the 2013 and 2015 Summary Reports. The adjusted data means that we can compare across years more accurately and report on only those people travelling to a university campus or facility. Work from home/virtual transport is still reported in a separate section.

3. FINDINGS

This section presents findings relating to transport mode share, land-based inter-campus travel, and use of public transport, bicycle and parking infrastructure and services.

3.1. Journey to work and study

This section reports on transport modes used for travel to/from university facilities for work or study. We report on both multi-modal journeys and the main mode. Multi-modal journeys involve more than one trip step mode, while main mode is defined as the single mode used for the 'farthest distance' in the journey. The latter is used as a key performance indicator for university transport planning.

3.1.1. Multi-modal journeys to university

Around one in five students reported their journeys to the University as multi-modal (these journeys exclude those steps involving walking for 5 minutes or less), down from one in four in the 2023 TBS. For students, the most common multimodal trip involved walking to catch the bus (including University shuttles) and then walking to campus, often for more than 5 minutes (26%). This was followed by driving a car as a sole occupant and then walking (7% of all multimodal trips) (Figure 3.1). This is a change from previous surveys, where some of the most common multimodal student journeys to UTAS involved more than one public transport trip step (i.e., at least two buses, or in Sydney possibly a train and a bus).



Figure 3.1: Dominant student multi-modal journey types to university, 2025.

Around one in ten staff respondents reported their journeys to University in Tasmania campuses as multi-modal (half than in the previous survey). Similar to students, the most common multimodal trips for staff involved driving a car as a sole occupant and then walking (20% of all multimodal trips), and walking to catch the bus and then walking to work, sometimes for more than 5 min (22%)(Figure 3.2). This is a change from previous surveys, where the most common multimodal trip reported by staff involved a mix of sole occupant and multi-occupant vehicle journeys, likely involving riding with family or friends (e.g., dropping off or picking up other household members such as children to day-care or school).

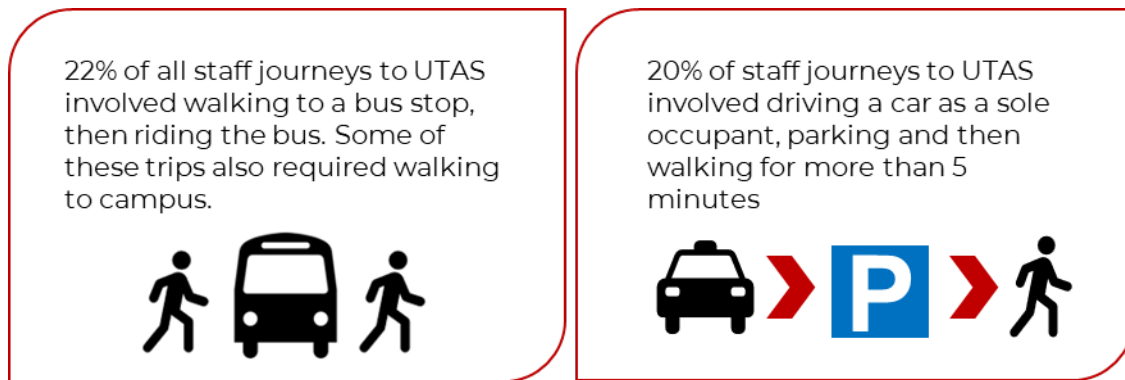


Figure 3.2: Dominant staff multi-modal journey types to university, 2025.

3.1.2. Student main transport mode to study

Survey results over time show a gradual increase in the use of sustainable modes by students as the main commuting mode between 2013 and 2019, and then a decline in 2021 (back to 2013 level overall), followed by another increase in 2023, with levels maintained in 2025 although there was some variation in uptake for various sustainable modes. (Figure 3.3).

Public transport use grew consistently over reporting periods until 2021, where a 6 percent points drop in bus/train use occurred (although remained 8 percent points higher than the 2013 reporting period), possibly in relation to the COVID-19 pandemic. The recent increase in bus use possibly reflects an increased confidence in this transport mode after the pandemic, incentives (e.g., free bus fare between campuses in Launceston and free University shuttle in Hobart during this survey) and campus relocation closer to the city in the north.

The proportion of students cycling remained relatively static across previous reporting periods but experienced a 29% increase from 2019 to 2023 (1.7 percent points). However, a significant decrease in cycling (almost 50%) was observed in the 2025 survey. The reasons for this decline are unclear but could be in relation to the improved UniHopper service in the south. There has also been a small decrease in walking in the 2025 survey.

Travel mode distribution varies significantly between regions and campuses, with students attending facilities located in, or near to, city centres using more sustainable modes (see Hobart CBD compared to Sandy Bay, and Rozelle) (Figure 3.4). However, this pattern has not been observed in Launceston, where a higher percentage of respondents using cars to get to Inveresk (city campus) than Newnham, although results should be interpreted with caution because of the low response for Newnham. The availability of free student parking close to the Inveresk campus is likely a contributor to these results.

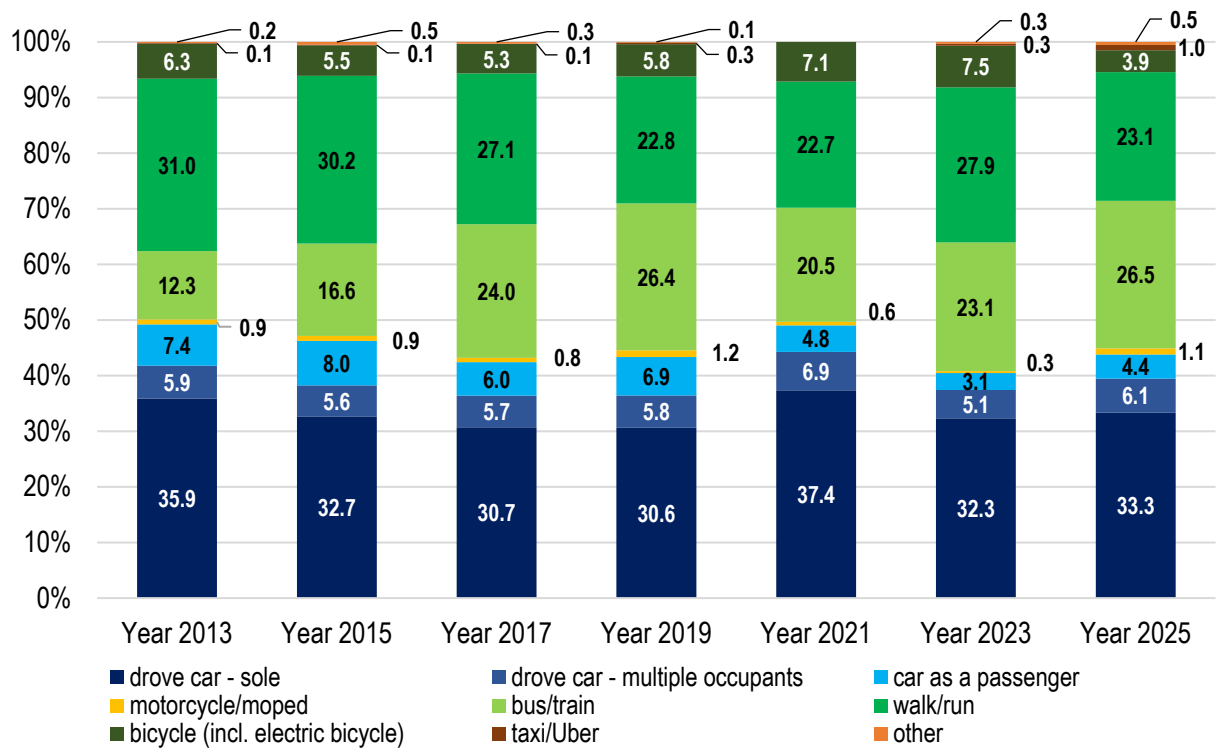


Figure 3.3: Main Mode Share per year – Students – All University of Tasmania.

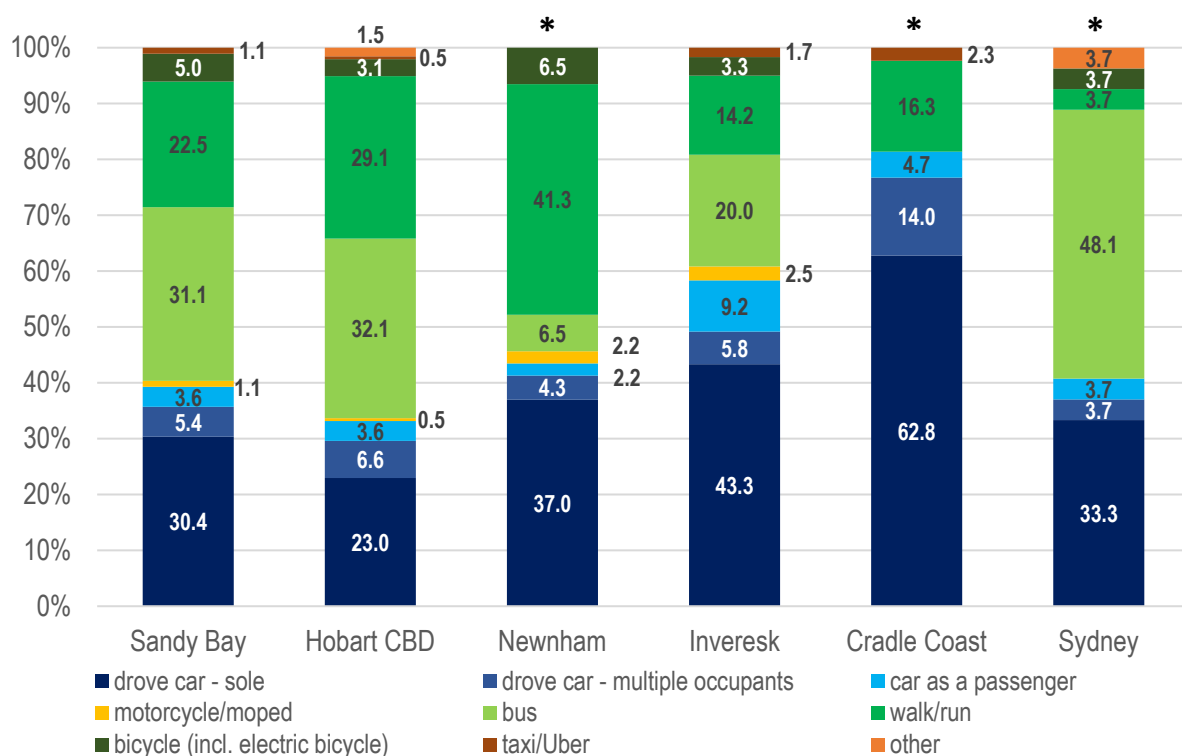


Figure 3.4: Main Mode Share 2025 – Students – by campus and campus groupings. Asterisk (*) denotes low confidence level. (Sandy Bay n= 280; Hobart CBD n=196; Newnham n=46, Inveresk n=120; Cradle Coast n=43, Sydney n=27).

Southern Tasmanian Campuses

In Sandy Bay, a trend to move away from single occupant vehicle use has been observed for students over time. Although increased used was observed in the 2021 survey, likely due to ongoing COVID impacts, this decreasing trend continues, with levels now back to pre-COVID use (Figure 3.5).

Growth in bus use by students since 2013 was also curtailed in 2021 compared to previous years but continued in 2025. Across all reporting periods, cycling and walking have not followed a clear trend, but levels are similar to the previous survey (Figure 3.5).

In Hobart CBD, single occupant vehicle use has returned to 2021 levels (after a noticeable reduction in the 2023 survey). However, bus usage did not decrease (Figure 3.6). The increase of single occupant vehicle use seems to be in detriment of active transport modes, with historical low levels in both walking and cycling (specially the latter) (Figure 3.6).

Nevertheless, students attending Hobart CBD facilities continue to display the most sustainable travel behaviours of all UTAS facility locations. Approximately 64% of Hobart CBD students travelled by a sustainable mode.

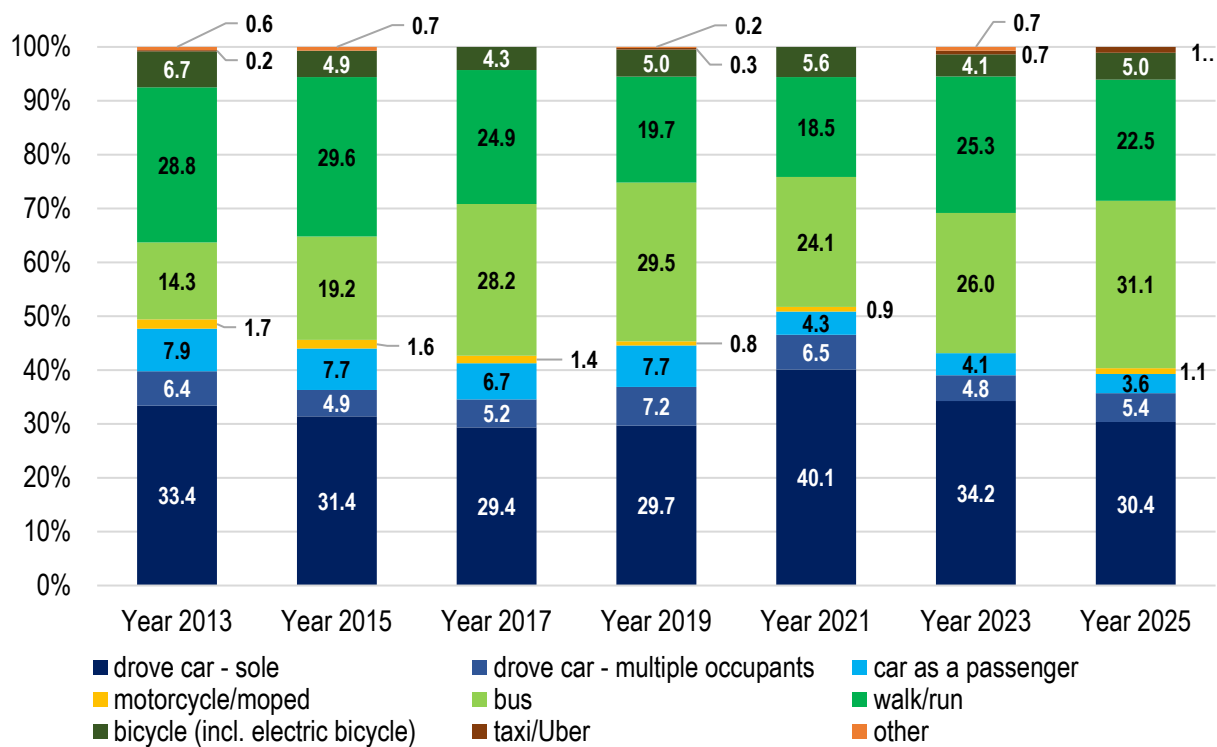


Figure 3.5: Main Mode Share per year – Students attending Sandy Bay campus. (n=280 in 2025).

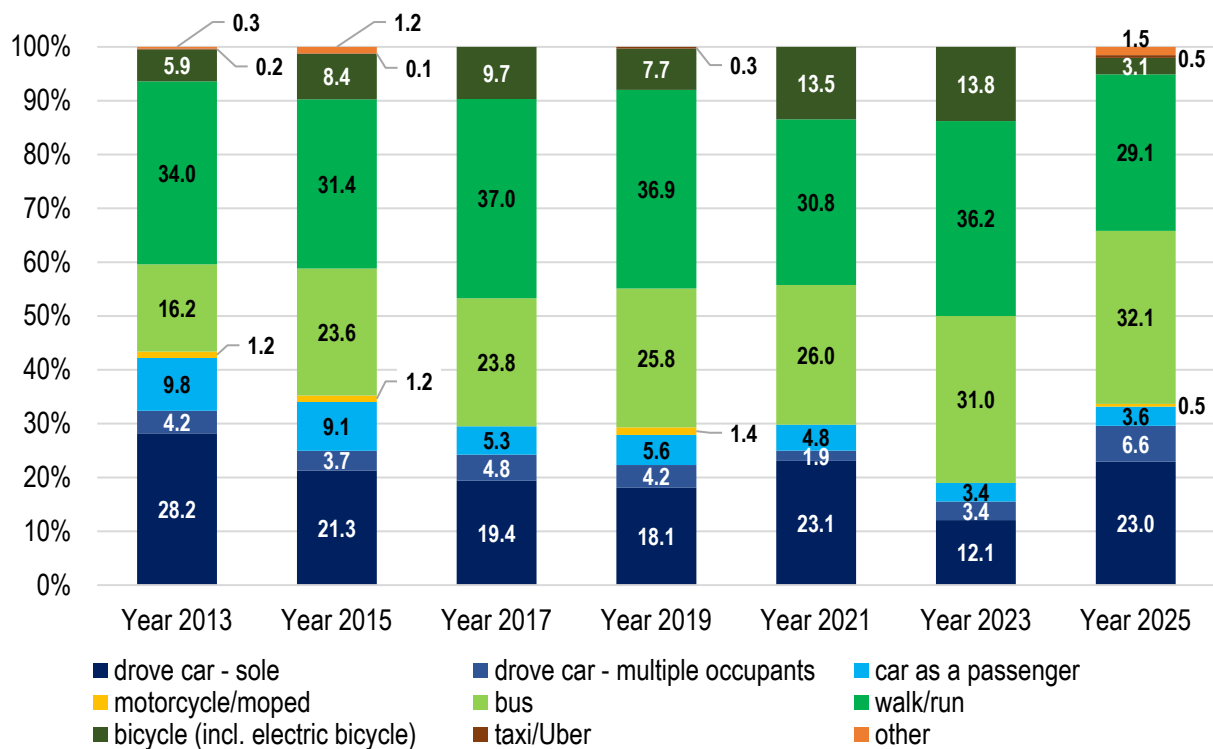


Figure 3.6: Main Mode Share per year – Students attending Hobart CBD facilities. (n=196 in 2025).

North and Northwest Tasmanian Campuses

Bus use amongst students attending Launceston campuses tripled between 2013 and 2019 following improvements to bus services – particularly the introduction of the ‘Turn-up-and-Go’ service between Launceston CBD and Launceston UTAS campuses at Inveresk and Newnham. A significant decrease in bus use as the main mode was observed in 2021. This decline might have been partially driven by the COVID-19 pandemic, but also by the change in bus routes, with many of the high frequency Turn-up-and-Go services no longer entering the Newnham campus thus requiring a long walk to Georgetown Road or the Mowbray retail precinct. Bus use has increased again in 2025, and it is now close to 2019 levels (Figure 3.7).

Rates of cycling at the Launceston campuses in 2021 also experienced a decrease and an overall downwards trend, with a recovery to baseline level in 2023, but a decrease in the most recent survey despite the move of most students to the Inveresk campus. Walking as a main mode of transport has not exhibited a general trend over all reporting periods, with relatively high levels in initial surveys, followed by a noticeable decrease in 2019, back to the baseline level in the 2021 and 2023 surveys, and a new decrease in the 2025 survey. Car use as sole driver has been quite stable during the last four reporting periods, though it is still lower than 2013.

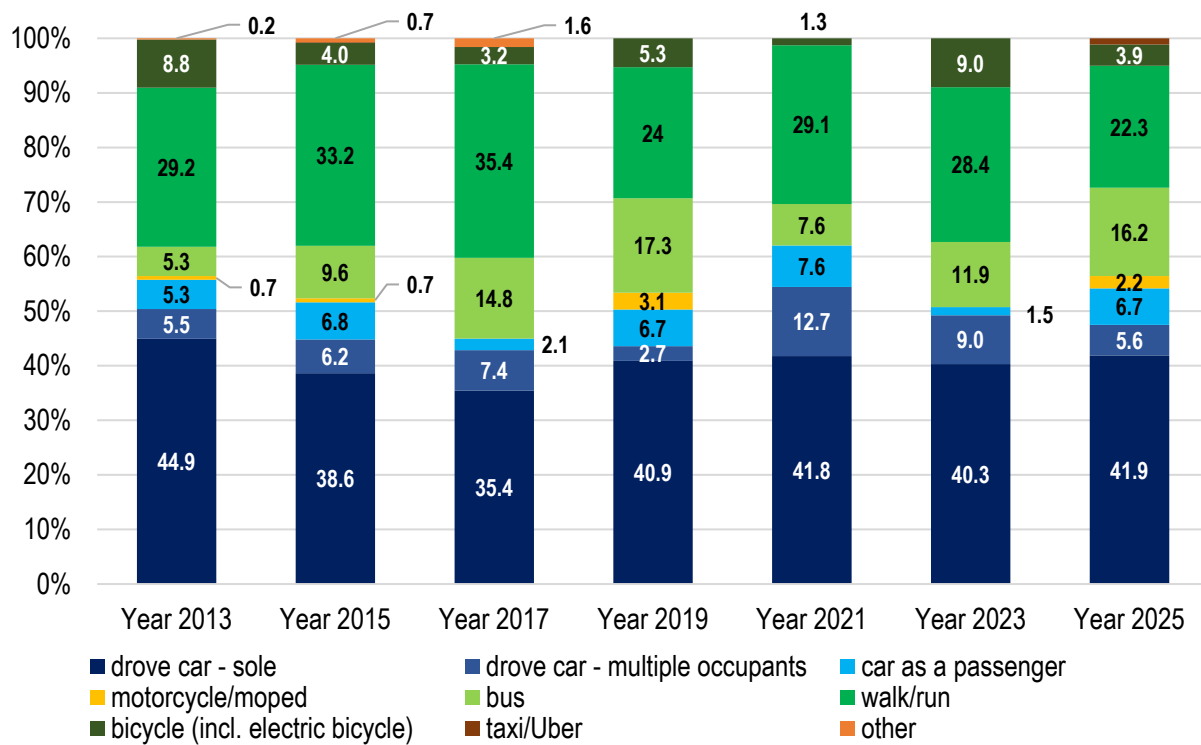


Figure 3.7: Main Mode Share per year – Students – Tasmania North (all Launceston).
(n=67 in 2023).

The expected increase in public and active transport mode for the north region, following the move of most student to the urban Inveresk campus from suburban Newnham has not been observed in the 2025 survey. The availability of free parking close to campus may play a role in this commuting behaviour.

The student sample size for campus locations in Northwest Tasmania in 2023 is too small (8) for analysis and therefore is not represented. In past surveys, results for 2019 showed some promising trends, with a significant shift to bus and walk modes. However, 2021 to 2025 survey results showed a reverse trend (Figure 3.8). This is again despite the move of the northwest campus from Mooreville Road to West Park, which is more central to the Burnie city centre. In addition, a large new free carpark and Metro Tasmania changes to bus routes and timetables may have had a negative impact on students choosing more sustainable modes.

Sydney Campuses

Sydney facilities (Rozelle) have exhibited an increase in the use of more sustainable transport modes for commuting, although response rate has been low in various surveys and therefore data is not represented (Figure 3.9).

In previous years (2015 to 2019) public transport use increased notably over time while sole-driver car use steadily decreased. In the most recent survey, car and public transport use levels seem to have been maintained, while the relatively high level of walking mode is now distributed between walking, cycling and other (e.g., e-scooters).

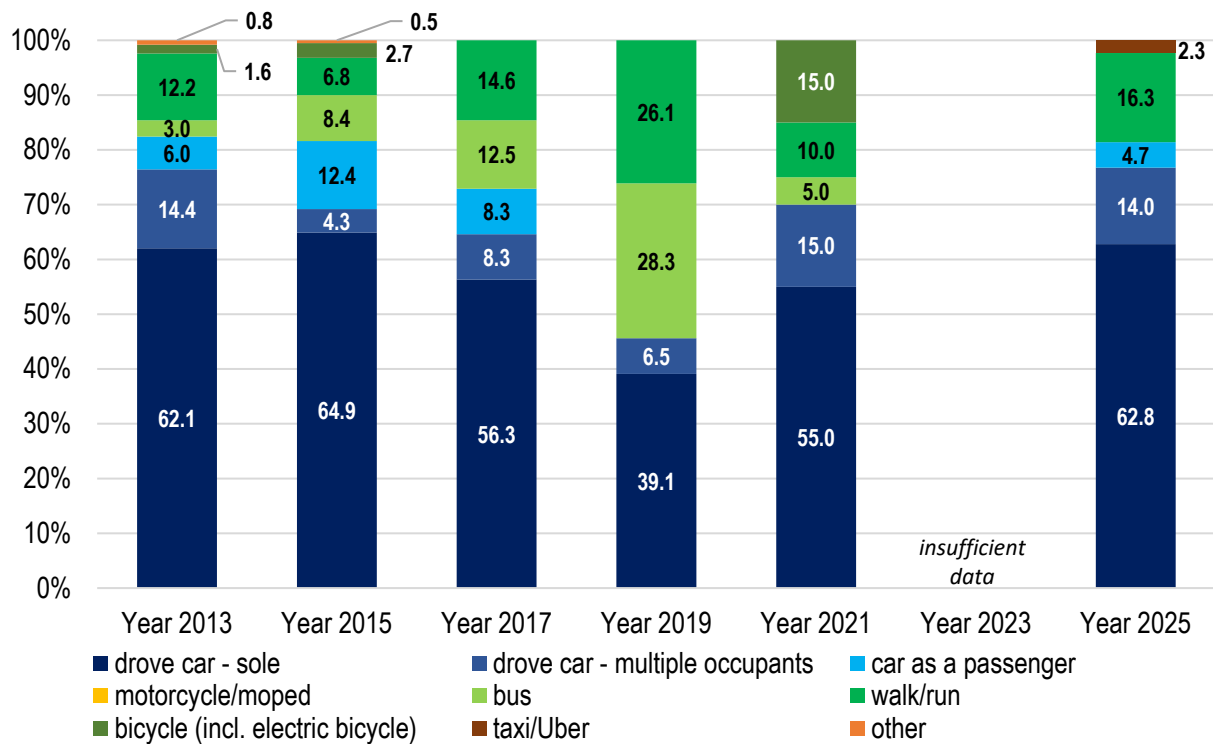


Figure 3.8: Main Mode Share per year – Students – Tasmania Cradle Coast (all Burnie).

Note: Year-to-year comparisons are to be taken with caution for this region as sample sizes for Cradle Coast have been consistently small (<100). Instead, the data only provides a crude indication of the mode share.

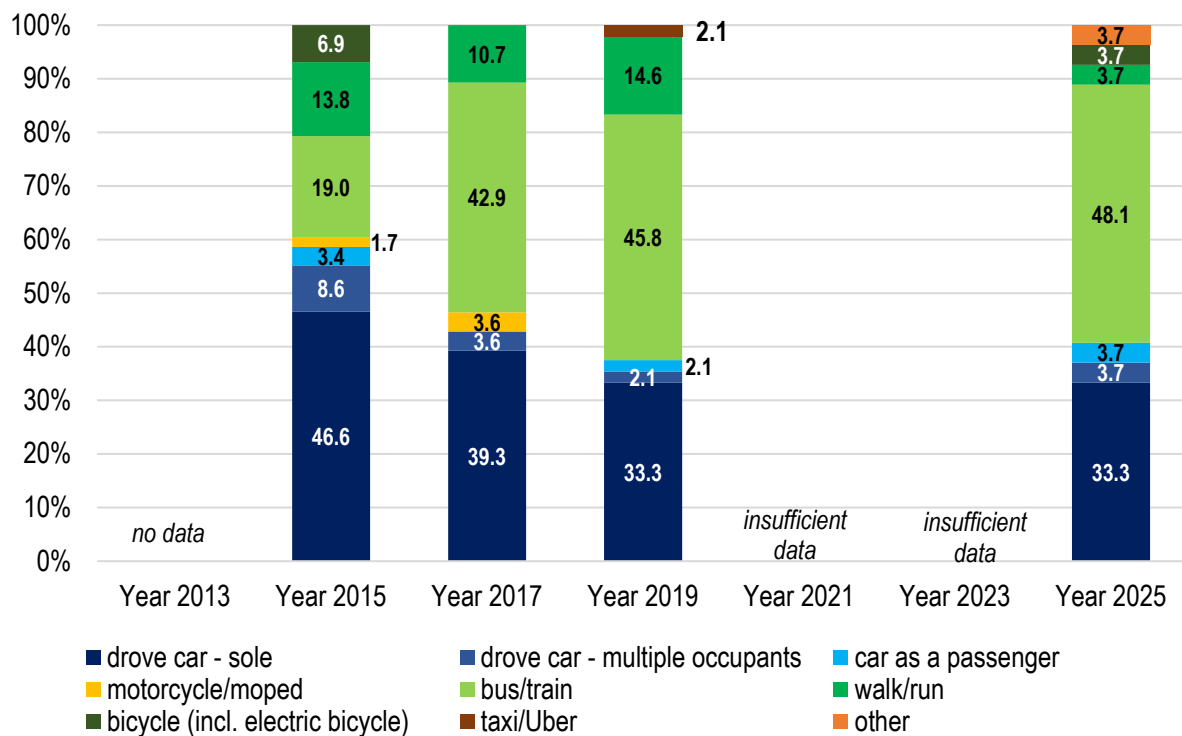


Figure 3.9. Main Mode Share per year – Students – Sydney.

3.1.3. Staff main mode to work

Main travel mode for staff journeys to the university for work is quite different to that for students, with staff residential origins tending to be more dispersed. For the University overall, there has been very little change over time, although it's worth noting an increase in staff riding a bicycle since the previous survey (Figure 3.10). Like students, however, mode distribution from region to region and campus to campus varies notably (Figure 3.11). Likewise, staff attending Hobart CBD facilities use more sustainable modes than those attending Sandy Bay, but this pattern is not so obvious for staff commuting to Inveresk versus Newnham. Again, the availability of parking close to the Inveresk campus is likely a reason for these results (Figure 3.11).

The proportion of staff using active or sustainable transport is considerably lower than that of the students at a whole university level (Figure 3.3 and Figure 3.10).

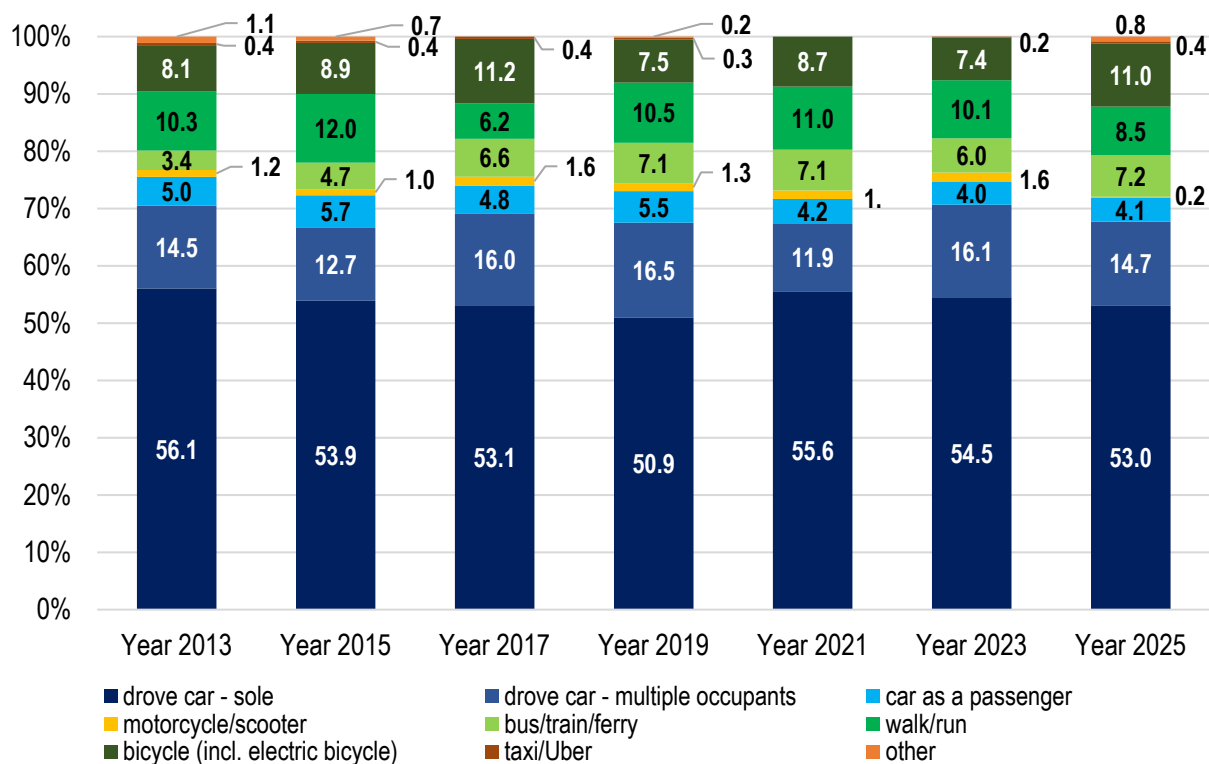


Figure 3.10: Main Mode Share per year – Staff – All University of Tasmania. (n=483 in 2025).

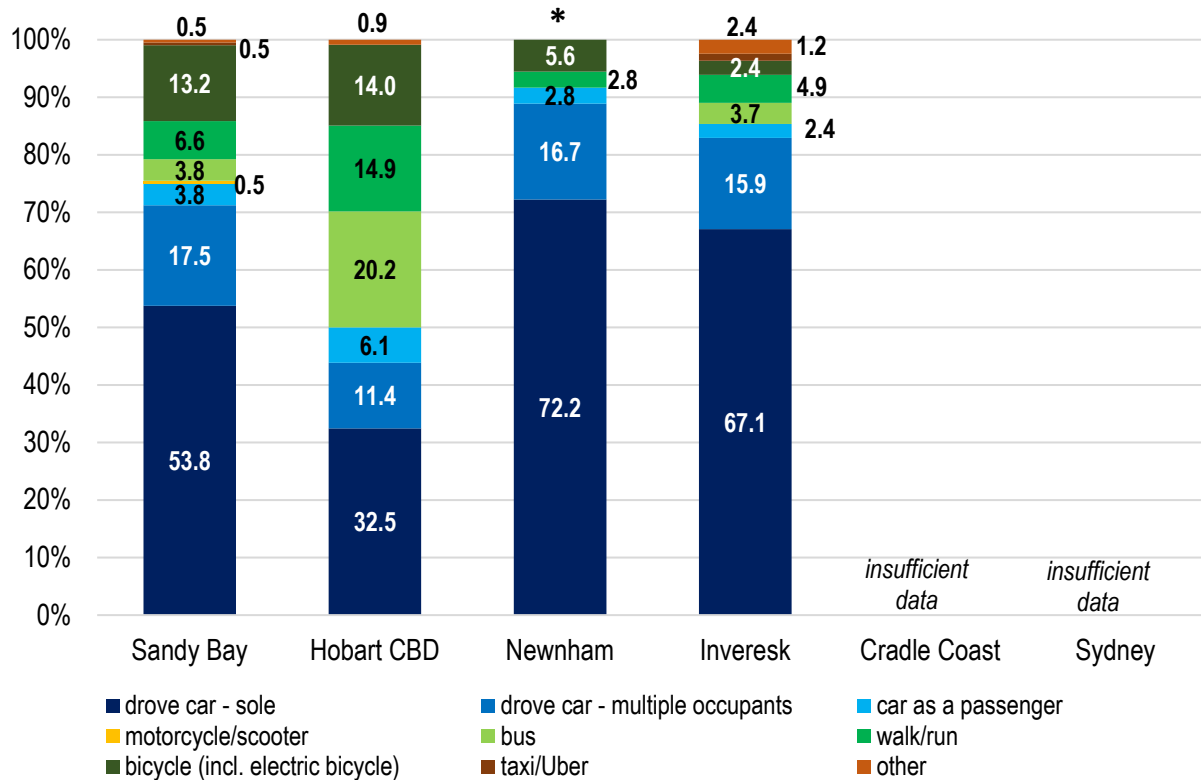


Figure 3.11: Main Mode Share 2025 – Staff – by campus and campus groupings. Asterisk (*) denotes low confidence level (Sandy Bay n=212; Hobart CBD n=114; Newnham n=36; Inveresk n=82; Cradle Coast n=13; Sydney n=6).

South Campuses

Over time, there is not a clear trend in main transport modes for commuting in Sandy Bay and Hobart CBD campuses, but CBD campuses exhibit a higher amount of public transport use overall across each period (Figure 3.12 and Figure 3.13). Bicycle use in Sandy Bay and bus use in Hobart CBD increased in the most recent survey, both achieving historically high values in each region. Staff located in the Hobart CBD have double the share of sustainable modes use in 2025 compared to those located at Sandy Bay campus (49% and 24% respectively) (Figure 3.12 and Figure 3.13).

Car use in sole occupant and multi-occupant vehicles has not changed much since the previous survey in Sandy Bay (Figure 3.12) and Hobart CBD campuses (Figure 3.13).

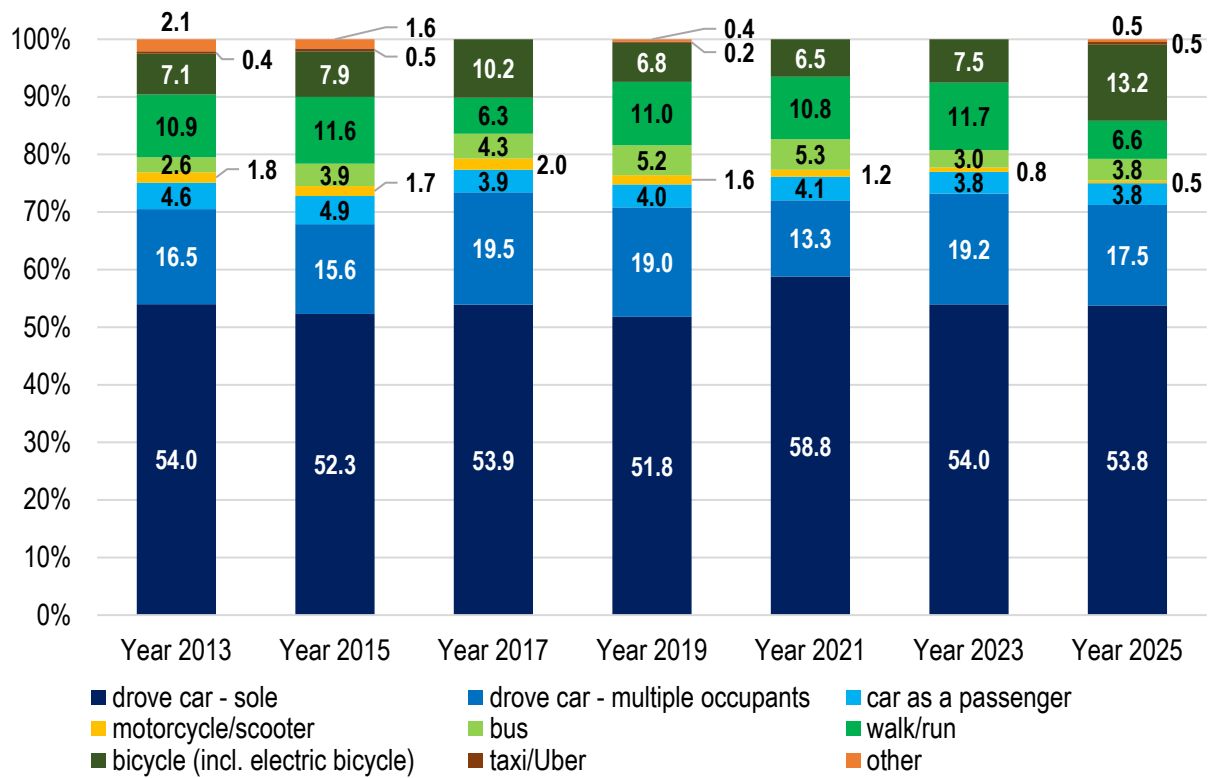


Figure 3.12: Main Mode Share per year – Staff – Sandy Bay Campus (Hobart). (n=212 in 2025).

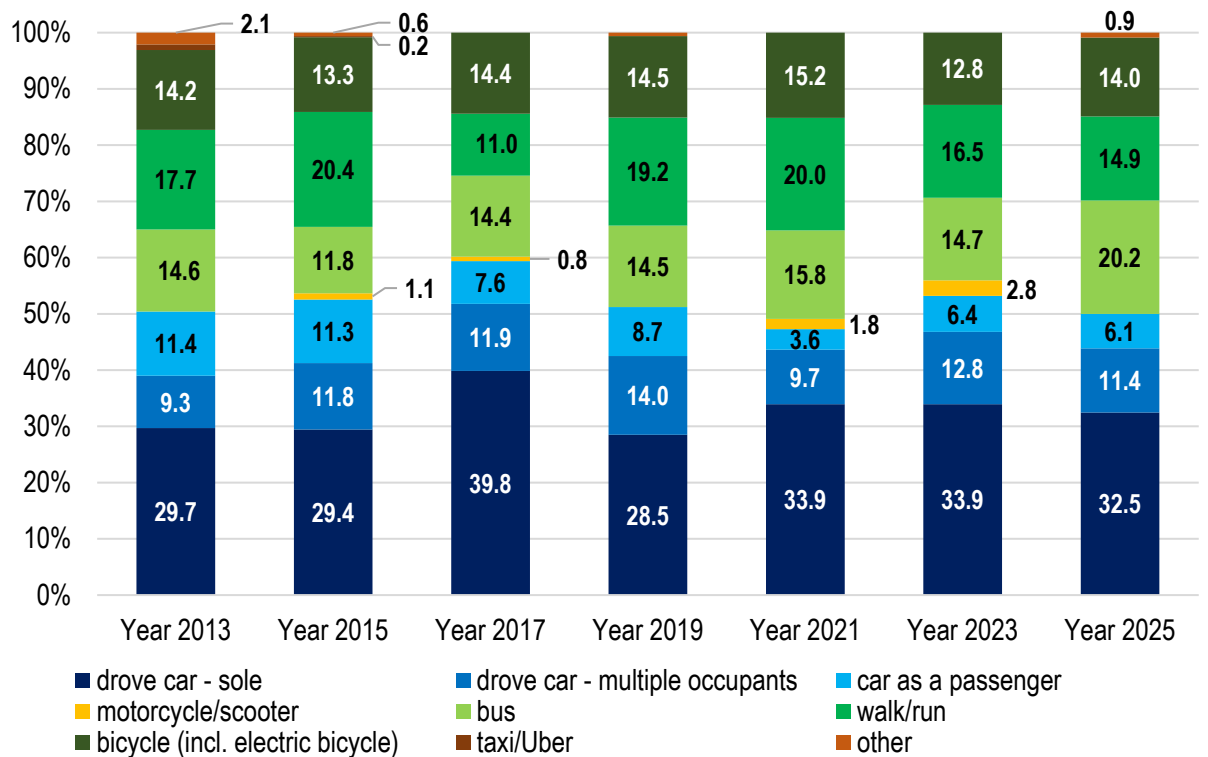


Figure 3.13: Main Mode Share per year – Staff – Hobart CBD. (n=114 in 2025).

Note: Hobart CBD facilities have changed and continue to change over time as they are built/occupied. It should also be noted that there has been an increasing percentage of staff and students located in the Hobart CBD over the period since 2013. Caution should therefore be taken comparing data trends that have not been normalised.

North and Northwest Campuses

In the North, there has been somewhat of a decline in sustainable transport modes for commuting since the previous survey, most notably in bus use (Figure 3.14).

Unfortunately, survey responses from Newnham and other Launceston facilities were too few to allow a reliable comparison with Inveresk campus staff as most north based staff are now based at the Inveresk campus.

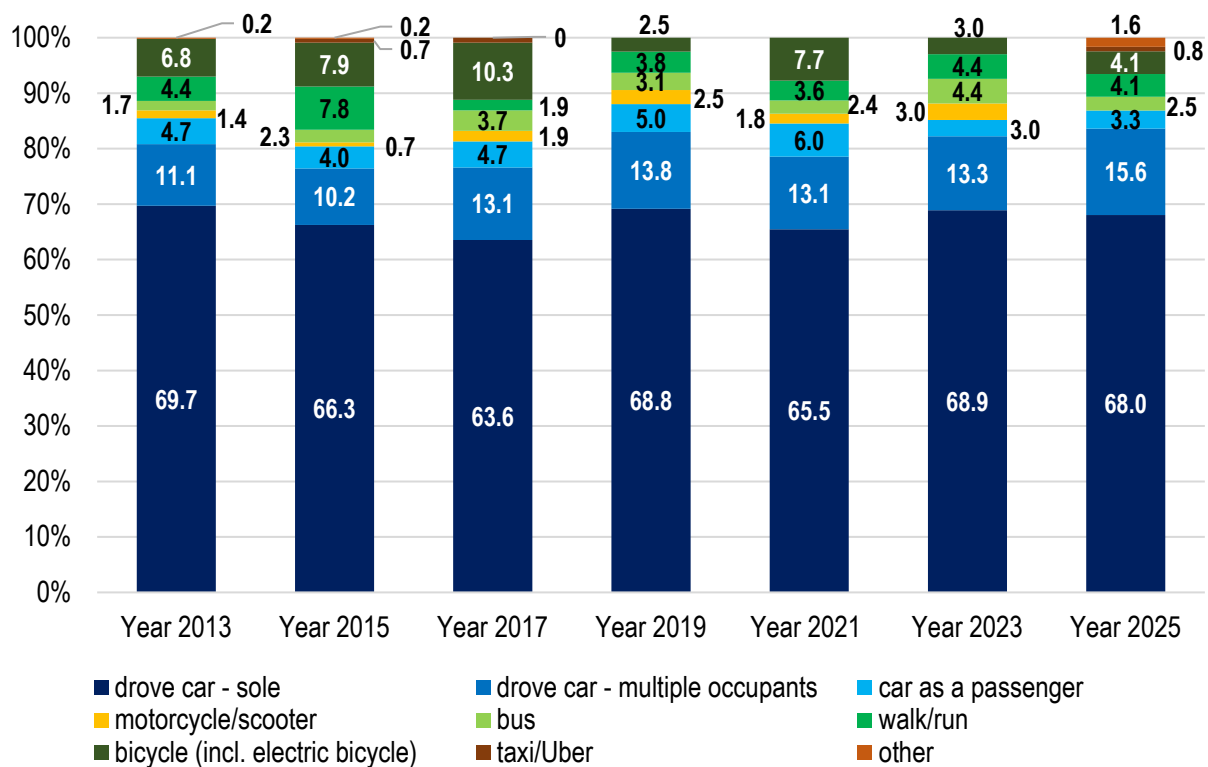


Figure 3.14: Main Mode Share per year – Staff – Tasmania North. (n=122 in 2025).

Among staff, the campuses with the highest single occupant car use are in Tasmania's north (northern campuses combined). In 2025, some 87% of northern staff arrived at work by car with 68% of those as sole driver (Figure 3.14).

Though Cradle Coast campuses show the highest single occupant car use in 2025 with few respondents reporting any sustainable mode use, sample sizes are very small (n=13) and potentially unrepresentative, therefore they have not been shown here.

3.1.4. Working or studying from home or remotely (virtual transport)

Working from home reduces the physical need to travel to work and reduces overall travel demand during peak commute periods.¹² In the 2025 survey, the average staff daily work from home share (Monday to Friday) was 19%, remaining at the same level as in the previous two surveys (Figure 3.15)¹³. This seems to indicate a stabilisation on the percentage of staff working from home after the COVID pandemic, despite the encouragement for staff to return to their university offices, with the aim to revitalise campuses after the pandemic.

Not included in Figure 3.15 is the percentage of staff who reported working from home on weekends., which was reported to be 7% on average (similar to the previous survey).

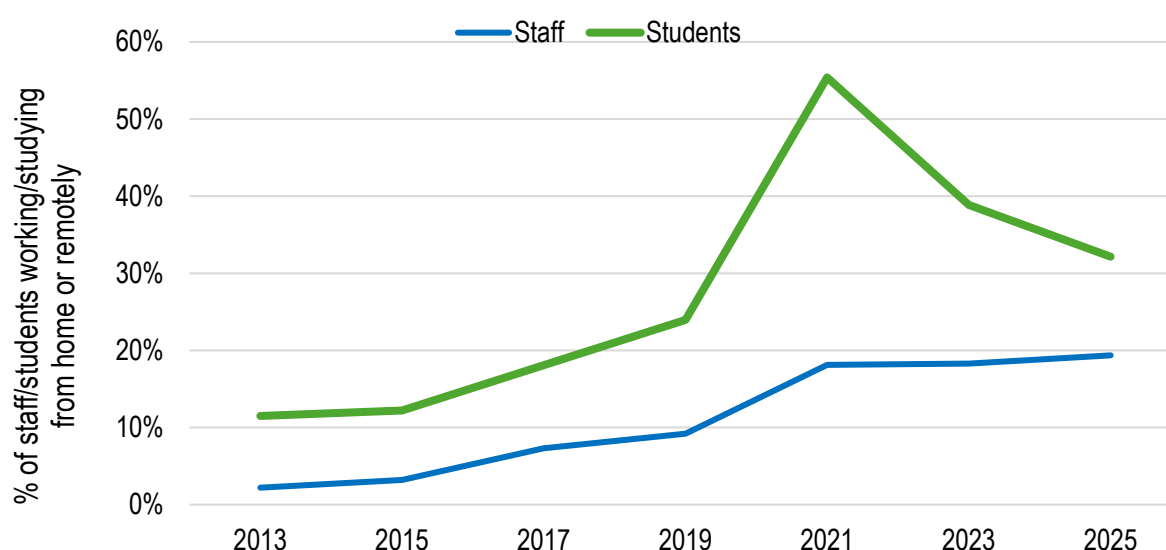


Figure 3.15: Proportion of staff/students working/studying from home (or remotely) – Monday to Friday average. (staff n=152; students n=374).

The percentage of students studying from home (or remotely) has always been higher than staff but it more than doubled in 2021 compared to the previous survey (24% in 2019 and 55% in 2021). The large increase for students in 2021 was likely attributable to the COVID-19 pandemic causing a shift to facilitate more people studying remotely, although a steady increase in students studying from home (and staff working from home) has been observed since 2013. This is not surprising given information and communication technology improvements that facilitate this mode of studying/working. However, the percentage of students studying from home decreased notably in the 2023 survey and again in the 2025 survey (as opposed to staff) likely because of campus revitalisation attempts, and potentially the desire of students to experience campus life as part of their student journey (although more research would need to be done to ascertain motives).

¹² While tending to reduce travel demand in peak commuter periods, working from home may increase short local trips in the neighbourhood of the worker, which can have a negative and/or positive impact on that place.

¹³ Some staff may also be working remotely while on work business.

3.2. Inter-campus travel

Both student and staff surveys asked about inter-campus trips, that is trips made between UTAS campuses or facilities rather than other places. Air and sea travel are excluded from the data.

3.2.1. Student inter-campus travel

The incidence of student inter-campus travel is up by 72% since 2023, with over 17% of respondents reporting they undertook intercampus travel in the 2025 survey. Likewise, the number of inter-campus trips per week per 100 students has increased by 37 trips, indicating that students also move more between campuses than in previous years. Some 55% of student inter-campus trips in 2025 were made within the southern region, compared to 32% within northern Tasmania and the Cradle Coast combined. Almost 14% of all inter-campus trips were reported as inter-regional trips, although the vast majority of these occurred between a Hobart CBD facility and 'other' location, which was not specified. Although 'other' locations should indicate locations outside Hobart, Launceston and Burnie greater areas (as these are listed as 'other south', 'other north' and 'other northwest' locations), it is unclear whether respondents realised that this was the case.

Table 3.1: Main mode of transport for most prominent student inter-campus trips (and return).

	Within Hobart CBD		Hobart CBD – Sandy Bay		Inveresk – Newnham	
	2023	2025	2023	2025	2023	2025
Private car – sole occupant	-	3%	20%	20%	41%	41%
Private car – multi occupants	-	-	2%	9%	7%	13%
Motorcycle/moped	-	-	-	1%	-	-
Public transport	-	7%	50%	59%	48%	39%
Bicycle	-	-	-	1%	4%	5%
Walk/run	90%	90%	16%	7%	-	2%
Taxi/Uber	-	-	-	4%	-	-
Electric scooter	10%	-	-	-	-	1%
Mode not specified	-	-	11%	na	-	-

Table 3.1 shows the main mode of transport taken for the most prominent intra-regional trips (28% of student inter-campus trips were between Inveresk and Newnham, 37% between Sandy Bay and Hobart CBD facilities, and 10% within Hobart CBD facilities)

For trips between the Hobart CBD and Sandy Bay campus, a decrease in walk /run mode was observed, while carpooling and the use of public transport increased, the latter possibly influenced by improvements in the free UniHopper shuttle service. In Launceston bus use is down for trips between Inveresk and Newnham though active

modes are up. Importantly, there has been a stabilisation in car use as sole occupants in both cases. It is not surprising that most travel between Hobart CBD facilities is by active transport (walk or run) given their physical proximity.

3.2.2. Staff business travel

In 2023, some 16% of staff reported travelling for work purposes (land travel only), including inter-campus trips, in the previous week (Figure 3.16). The slight decrease compared with the previous survey could be related to an increased emphasis in sustainability across the university, with sustainable travel options provided and/or promoted in university-organised gatherings, as well as budget constraints. The percentage of staff business travel remains below pre-pandemic levels, suggesting that some of these trips continue to be replaced with virtual travel.

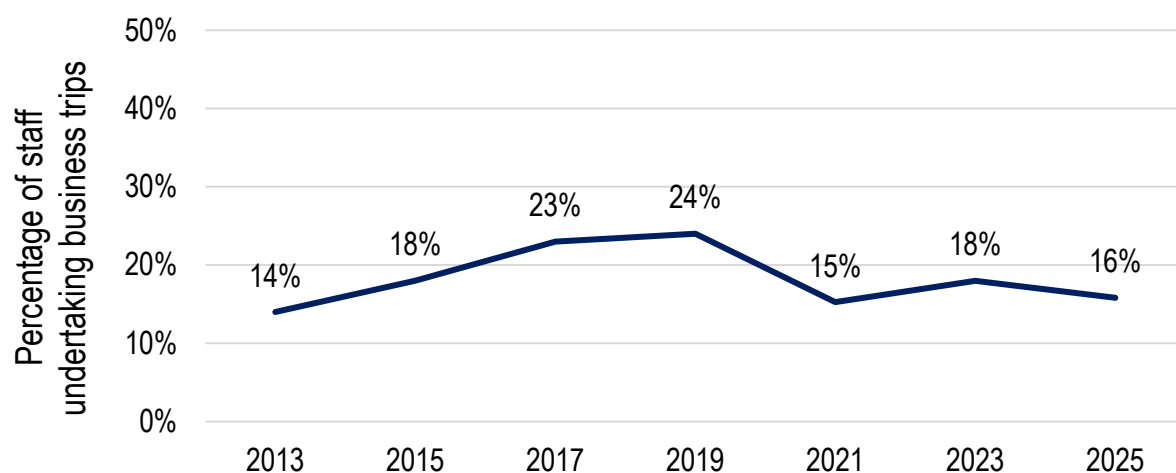


Figure 3.16: Proportion of staff undertaking inter-campus trips in the previous week.

Figure 3.17 highlights the change in the proportion of staff using university-provided physical meeting-replacement ICT at least weekly, specifically telephone or PC-based teleconferencing/videoconferencing and university videoconference venues that allow groups of people to meet virtually.

Trends indicate that while ICT use has increased, it is not necessarily replacing the need to travel for all face-to-face meetings, although as indicated above, the percentage of business travel has decreased in relation to pre-pandemic surveys, suggesting that some of these meetings are now conducted online, especially inter-regional trips (e.g., between Hobart and Launceston), which have reduced in number and share.

In 2025, the proportion of staff making frequent phone and video calls was 91%, a slight decrease from the previous survey, which could indicate that most people for whom meeting with others is an essential part of their job are already using ICT to do so. This was paired with an increase in the use of video conferencing facilities, which is the highest proportion of staff reporting the use of these facilities in all surveys and continues the trend observed prior the COVID-19 pandemic. A focus in the last few years on improving videoconferencing technology available to UTAS staff, as well as the increase in

the number of meeting rooms that have this technology available across all campuses, is likely a determining factor in the increased use of these facilities.

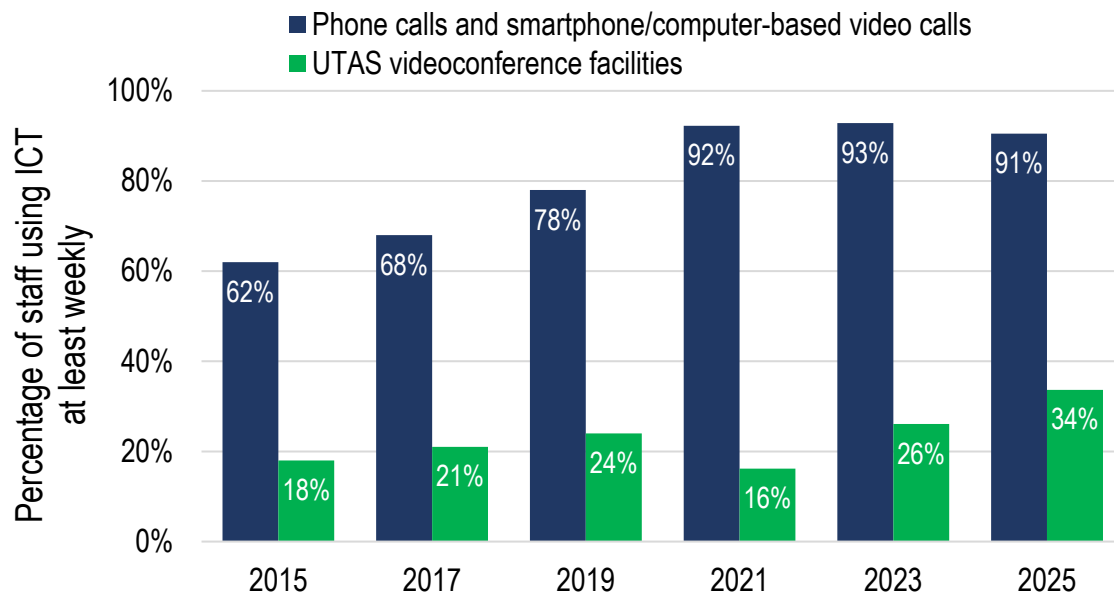


Figure 3.17: Proportion of staff using UTAS teleconferencing or videoconferencing ICT at least weekly.

Type and mode of land-based work trips

Of all land-based work trips made in Tasmania, 62% were associated with inter-campus travel (between UTAS campuses or facilities), an increase from 55% in 2023. Most inter-campus travel (80%) was within the same region.

Table 3.2 shows the primary mode of transport used for the most common inter-campus trips made (noting that some combinations have a very small number of trips, hence interpretation should be made with caution). Key features include:

- Within Hobart CBD inter-campus trips
 - Most trips for these journeys continue to be made by active transport modes (walk/run).
- Sandy Bay - Hobart CBD inter-campus trips (and vice versa)
 - Noticeable increase in the use of eco-fleet cars in 2025, likely driven by the ongoing electrification of passenger fleet cars. This seems to be in detriment of the use of public transport.
 - There is a prevalence of single-occupant car use over multi-occupant vehicles, which could reflect the nature of business conducted at the university, but highlights an opportunity to establish a system that would allow for more carpooling when moving between campuses.
- Inveresk - Newnham inter-campus trips (and vice versa)
 - Travel by car remains the only transport mode used by staff between these campuses, with no staff reporting using public or active transport, or taxi/Uber.
 - Sole occupant in private cars was the preferred transport mode.
- Hobart - Launceston inter-regional trips (and vice versa)

- The use of private cars increased in 2025, although use of university vehicle fleets remained high.
- Sole occupant vehicles use increased since the previous survey in relation to multi-occupant cars. Reasons for this are unclear and further investigation is required to better understand this shift.
- A small percentage of staff used the bus to travel between regions, but cars are still the preferred transport mode by far.

Table 3.2: Percentage of main mode of transport for select Tasmanian inter-campus trips (and return).

	Within Hobart CBD		Hobart CBD – Sandy Bay		Inveresk - Newnham		Hobart - Launceston	
	2023	2025	2023	2025	2023	2025	2023	2025
Private car – sole occupant	-	11%	44%	30%	67%	88%	16%	29%
Private car – multi occupants	7%	-	18%	15%	17%	-	21%	14%
Uni fleet car – sole occupant	-	-	-	10%	17%	13%	32%	7%
Uni fleet car – multi occupant	-	-	-	-	-	-	11%	7%
Uni eco-fleet car – sole occupant	-	-	3%	18%	-	-	5%	21%
Uni eco-fleet car – multi occupant	-	-	-	3%	-	-	-	14%
Car-share vehicle		-	-	-	-	-	11%	-
Motorcycle/ moped	-	-	-	-	-	-	-	-
Electric scooter	10%	-	-	-	-	-	n/a	n/a
Public transport	-	-	18%	8%	-	-	5%	7%
Walk/run	83%	79%	2%	5%	-	-	n/a	n/a
Bicycle	-	-	5%	3%	-	-	n/a	n/a
Taxi/Uber	-	-	11%	10%	-	-	n/a	n/a

3.3. Bus use

As shown in section 3.1, the most striking and consistent increase in mode share for commuting until the COVID-19 pandemic was public transport (bus in Tasmania and public transport more generally in Sydney), particularly among students. Although in the 2021 survey about 24% of staff and 36% of student respondents who were using public transport before the pandemic reported lower or no use of public transport in 2021 because of COVID-19, a slow recovery has been observed in the 2023 survey, at least for students.

The survey also sought feedback on the use of public transport service information and auto-tap ticketing cards. This information helps us understand the level of awareness of, and engagement with, local public transport services.

3.3.1. Greencard and Opal card ownership

The proportion of university staff and students with auto-tap public transport ticketing cards increased between 2013 and 2019 (when many critical initiatives of the first University Sustainable Transport Strategy were implemented), followed by a stable period, and a noticeable increase in the 2025 survey, with 62% of staff and 68% of students reported owning public transport cards (Figure 3.18). Card ownership is higher in Sydney and southern Tasmania for both staff and students, likely due to better availability, frequency, and convenience of public transport services in these areas, but the difference between both states seems to have been reduced in the last couple of years. The percentage of staff and students having regular credit on their cards has remained quite stable over time, with an average of 75% of card owners for both staff and students.

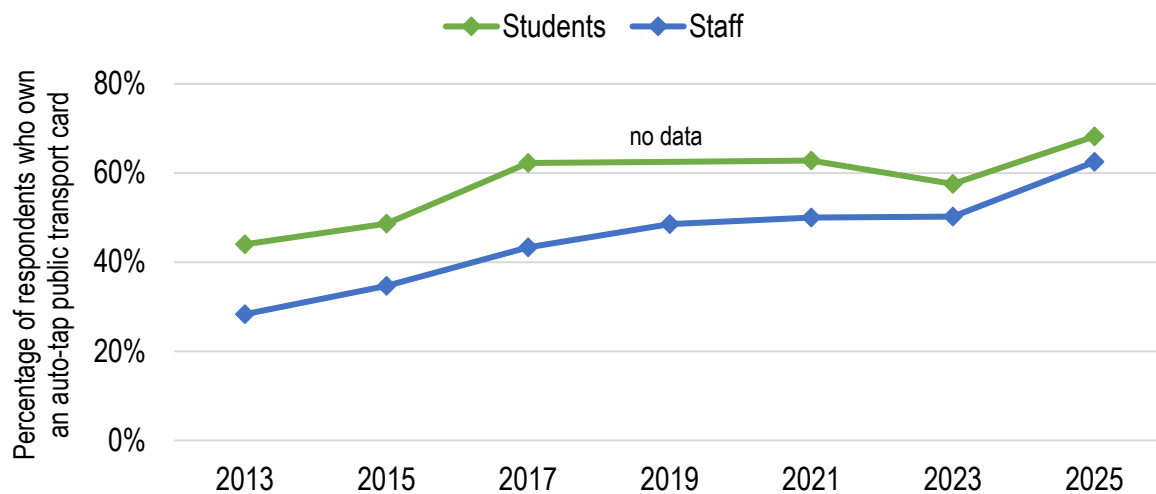


Figure 3.18: Public transport auto-tap card ownership over time.

3.3.2. Use of online public transport information and apps

The survey also asked respondents how frequently they accessed public transport websites or apps such as the *Metro Tasmania App* (Tasmania) or *Opal Travel App* (NSW). Such tools include trip planners, timetable information, service updates and fare information. Similar to card ownership, staff and students from southern Tasmania, as well as Sydney students, are more likely to use these websites/apps and use them more often than in other Tasmanian regions (Figure 3.19). This pattern has not changed over time, although percentages of frequency of use vary slightly between surveys, and a slight increase in use has been observed in the 2025 survey across all regions.

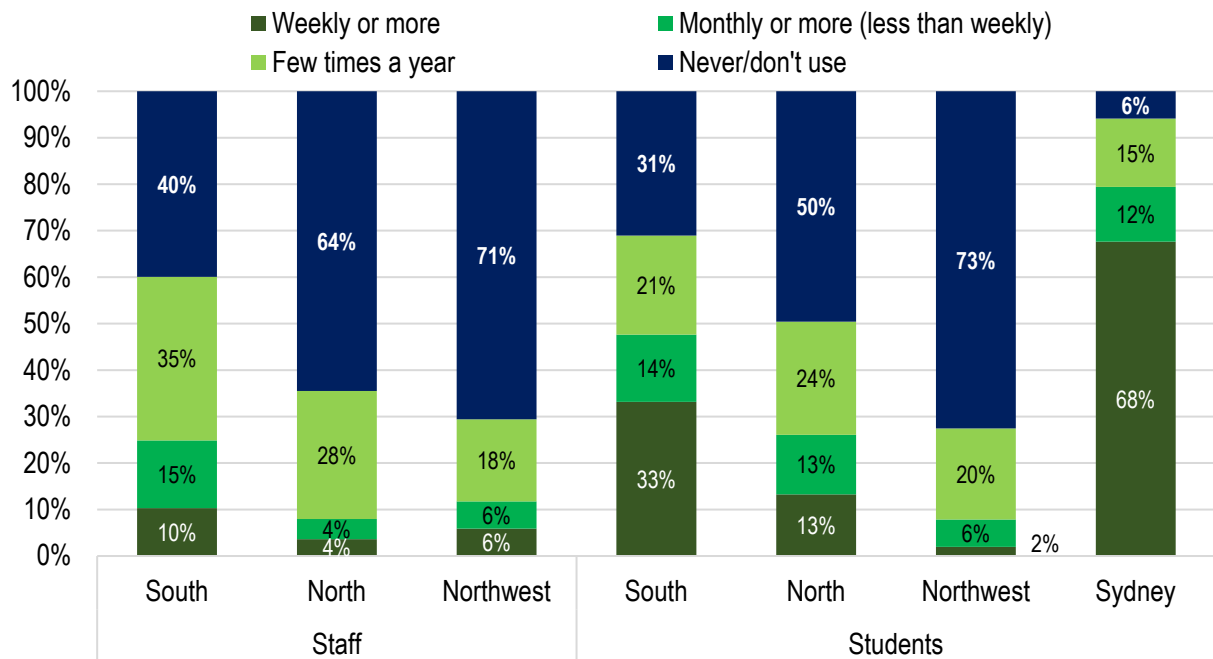


Figure 3.19: Use of a public transport information website or app (including trip planner) – all students and staff 2025.

3.3.3. Bus service challenges

While we have seen an increase in bus use for students and staff over time, and the introduction of through bus services to the Sandy Bay and Newnham campuses (501 from Glenorchy and 601 from Howrah in the south, and 110 from Kings Meadows in the north), there remains significant variation in bus service level across the Greater Hobart and Greater Launceston regions. The survey included a question about the use of bus services that did not require a transfer in the city to get to Sandy Bay or Newnham campuses.¹⁴

Overall, the survey tells us that 70% of student bus users (and 56% of staff) took one bus only (direct trip) at least once in the week prior to the survey. While this may mean that some are mixing modes (such as travelling as a car passenger to access a direct bus route), the share suggests a good level of access overall. However, the previous section on bus incentives suggests that more students and staff would potentially use public transport if more direct routes existed.

During the timing of the survey, inner suburbs and middle suburbs near high frequency corridors from Glenorchy (north) and Shoreline (east) tend to have the best levels of direct service to and through the CBD and on to the Sandy Bay campus. Suburbs further to the north, east and south, and middle suburbs away from high frequency corridors, frequently require transfer at suburban hubs or in the city and, therefore, at least two buses to access the Sandy Bay campus. There is a need to focus attention on either bus

¹⁴ If you travelled on a Metro Tasmania bus to the Sandy Bay or Newnham campus last week and travelled through the city, did you use a bus service that did not require a bus transfer in the city (e.g., routes 501, 601 for Hobart and 110 for Launceston)?

service improvement in areas where multiple buses might be required or bus route access, potentially through park-and-ride facilitating access to higher frequency corridors and most direct services.

For students attending campuses in the north there are likely to be some similar issues, particularly access to Launceston's Newnham campus from outer growth suburbs. Direct services to the Newnham campus are available from Kings Meadows and intermediate suburbs connecting to Newnham, and from Launceston northern suburbs. Other suburbs require more than one bus and transfer in the Launceston CBD.

3.4. Bicycle and e-scooters use

The University has an interest in encouraging cycling. This is a relatively inexpensive and healthy way to get around, particularly when the journey is considered a little too far to walk. Travelling to work or study by bicycle appeals to some more than others, with various factors acting as motivators (e.g., health and enjoyment related) or barriers (e.g., safety, topography, and weather conditions). In this survey, we measure bicycle mode share for the journey to work or study and ask how cyclists are using university bicycle infrastructure and information.

3.4.1. Change over time

Change in the share of bicycle as the main mode for the journey to/from work or study is inconsistent across campuses and depends on whether you consider student or staff travel behaviours. Figure 3.20 shows that cycling used to be generally a higher mode share for staff than students, however a general decrease of cycling by staff and increase for students in the last few years resulted in a similar share for both cohorts in 2023. Interestingly, in 2025 bicycle mode share has decreased considerable for students in most campuses (except for Sandy Bay), achieving a historical low. Conversely, it has increased for staff. This could be partially explained by the increasing support for (through government rebates in 2024) and uptake of e-bikes, which are still relatively expensive for most students compared to staff. The relatively limited change in bicycle mode share over time points to the limits of urban cycling infrastructure and cycling road safety conditions.

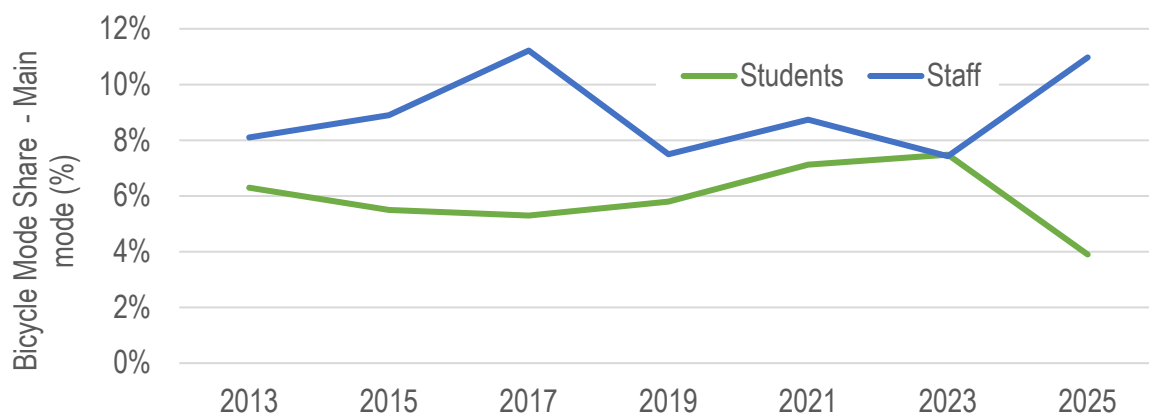


Figure 3.20: Bicycle as main mode –change over time.

3.4.2. Use of bicycle infrastructure

The TBS asked participants to give feedback on the bicycle infrastructure and information they used if they had ridden a bicycle to the University on any day in the previous week. All new UTAS facilities or major refurbishments since 2011 have included significant provision for cyclists and other active transport users. End-of-trip (EoT) facilities include electric bike (e-bike) charging stations, maintenance stations, water stations, showers, and lockers.

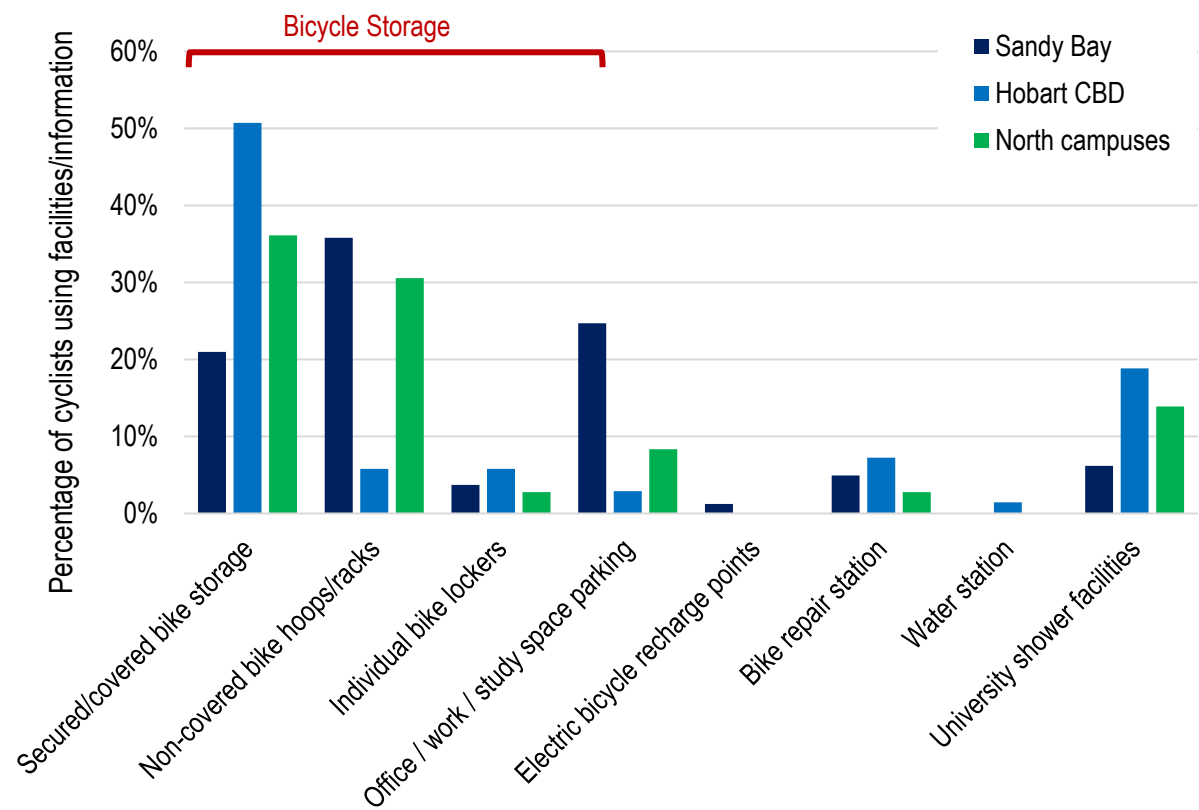


Figure 3.21: University facilities used by bicycle riders (2025).

The most used facilities are secured or covered bicycle storage, especially in the Hobart CBD campus, reflecting the high-quality end-of-trip infrastructure that has been installed at several facilities there. Non-covered bike hoops and racks are also well used across other campuses. There was barely any storing of bicycles in workspaces/offices in Hobart CBD or northern campuses, whereas this is still an issue at Sandy Bay. Water stations, shower facilities, and bike repair facilities were moderately used with highest levels of use in locations where such facilities were more prevalent (Figure 3.21). The survey did not seek feedback on opinions surrounding the quality of this infrastructure and information, although other smaller ad hoc user opinion surveys are undertaken from time to time.

3.4.3. Electric bicycles

E-bike use has shown growth since 2015, with the share of e-bike users increasing to 26% of riders in 2025 for staff and students combined (compared to 24% in 2023). E-bike use

among staff riders made up 35% of all staff cyclists (up from 26%). All but one staff and all but one student users of e-bikes were in the south.

E-bike sales have been growing steadily in Australia in the last few years¹⁵. The University is currently offering (from mid-2021) a salary sacrifice option for e-bikes through the University's e-bike provider and offers e-bikes charging infrastructure at key locations in all main campuses. Further attention thereby points to other stakeholders to help grow this initiative, including the improvement of bicycle route connectivity and safety, and system-wide e-vehicle infrastructure in a State that enjoys the benefit of majority renewable energy supply.

3.4.4. Electric scooters

Electric scooters are a type of personal mobility device (PDM). This relatively new form of transportation is gaining traction globally and hire-and-ride e-scooters were introduced in both Hobart and Launceston in 2022.

We asked about the use of e-scooters for the first time in the 2023 survey, however only a few respondents indicated they had used an e-scooter for commuting (two students and one staff member in 2023; seven students and five staff in 2025). It is worth noticing that all staff respondents used a privately owned e-scooter, while five students (71%) indicated they used a commercial hire-and-ride one.

3.5. Car use and parking

3.5.1. Car type

The University has been providing infrastructure for public electric vehicle charging for several years and will continue to do so while concurrently electrifying its vehicle fleet.

Since the 2021 survey, staff and students who drove to the University in the week prior to the survey have been asked to identify the size and power source of the vehicle used.

While the percentage of fuel-efficient cars is relatively low for both staff and students, there has been a noticeable increase in the number of electric and hybrid vehicles driven by staff members (14.3% in 2025). Although showing an increasing trend, the percentage of fuel-efficient cars driven by students remains under 4% (Figure 3.22). This could be a consequence of more infrastructure provided for staff, and economic issues for students.

Interestingly, while the proportion of more sustainably powered cars continues to grow, so does the size of cars driven by our staff and students (Figure 3.23), although the most common vehicle is still a medium petrol car. Note that the examples per size category provided in the survey changed in 2025, which could have had an effect on how respondents selected their car size.

¹⁵ [Electric Vehicle Council, 2020](#). State of Electric Vehicles. August 2020

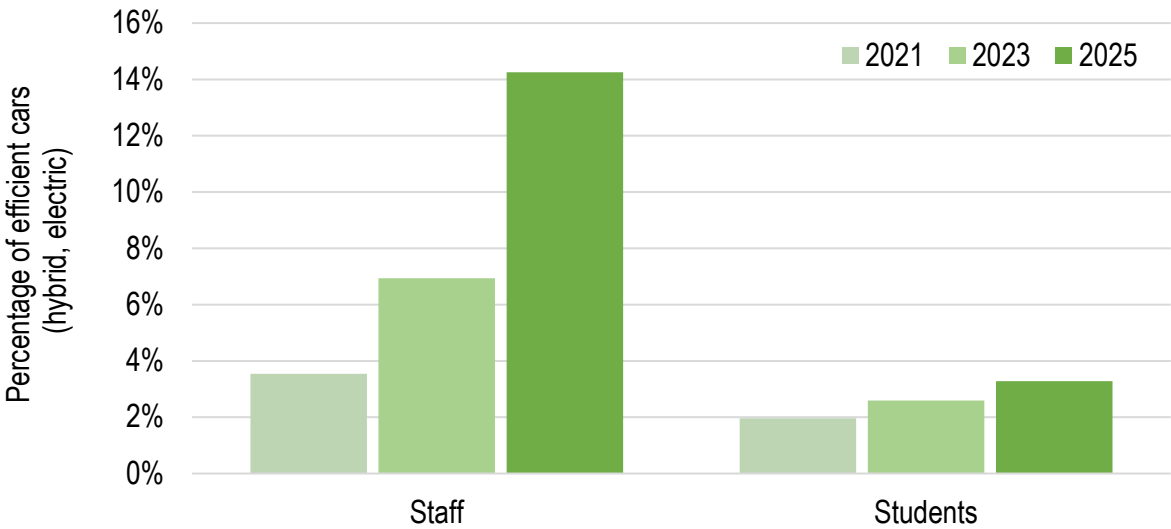


Figure 3.22. Percentage of fuel-efficient cars driven to the University in the week prior to the survey.

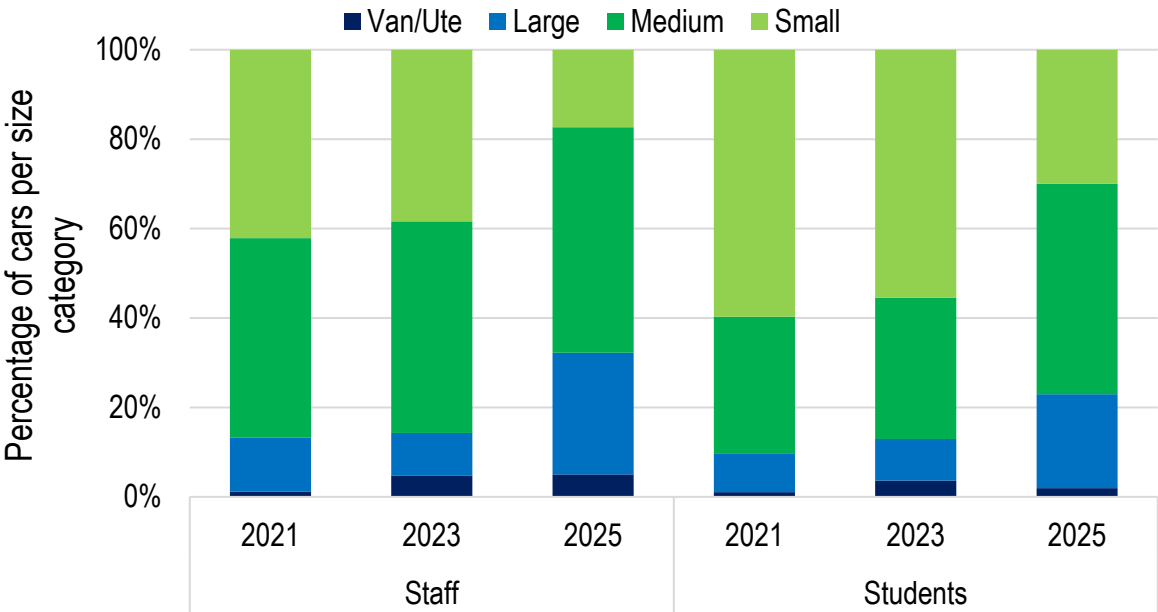


Figure 3.23. Percentage of cars per size category for staff and students over time.

3.5.2. Parking

For those students and staff that drove to university campuses and facilities, we asked what type of parking they used to get a sense of:

- demand for parking at different campuses;
- the potential impact of parking in neighbourhoods surrounding university facilities;
- the take-up of paid and non-paid parking options.

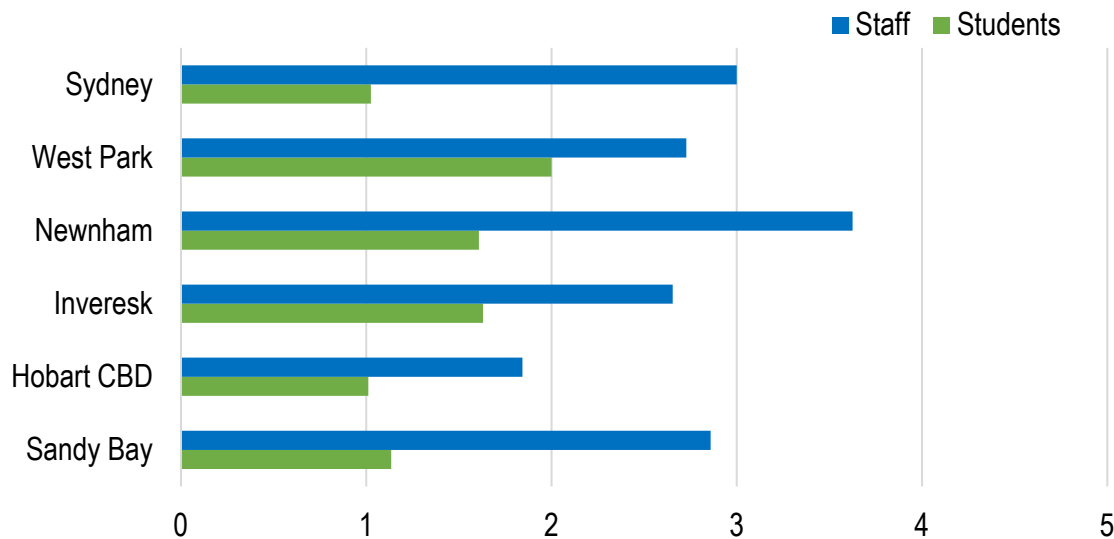


Figure 3.24: Average parking days per weekday by car driver.

Figure 3.24 shows the average parking days per weekday (Monday to Friday) by car driver to each campus/location for staff and students. Although there is not great variation for each cohort between locations, it is worth noting that students drive and park on or close to campus fewer days than staff on average. This could reflect many lectures and other educational events being online, which reduces the need for students to come to campus.

The proportion of parking days by parking category are presented in Figure 3.25 and Figure 3.26.

Student parking

For students attending the Sandy Bay campus primarily, some 22% of the vehicles parked were on-campus with purchased permits or vouchers. This proportion is an increase from 14% in 2023. Some 29% of student vehicles were reported as being parked off-campus at no charge in surrounding streets in 2025 compared to 38% in 2023. Some 42% of student vehicles were parked on-campus at no charge.¹⁶

For students attending the Hobart CBD primarily, some 40% of students parked off-campus at no charge. This proportion is similar to 2023. Such parking is likely to be on streets on the city fringe largely accessible by foot. Some 50% paid for parking in some form.

Most students driving to campus can park free of charge in north and northwest campuses, as well as Sydney. Most of this involves parking on campus with a student permit. A relatively small percentage (approximately 25% in north campuses and less than 10% in West Park) pay for parking through special permits and vouchers (north campuses) or off campus (Inveresk and West Park)

¹⁶ The Sandy Bay Grace Street carpark and a section of College Road provides car parking free of charge providing the student has a student permit.

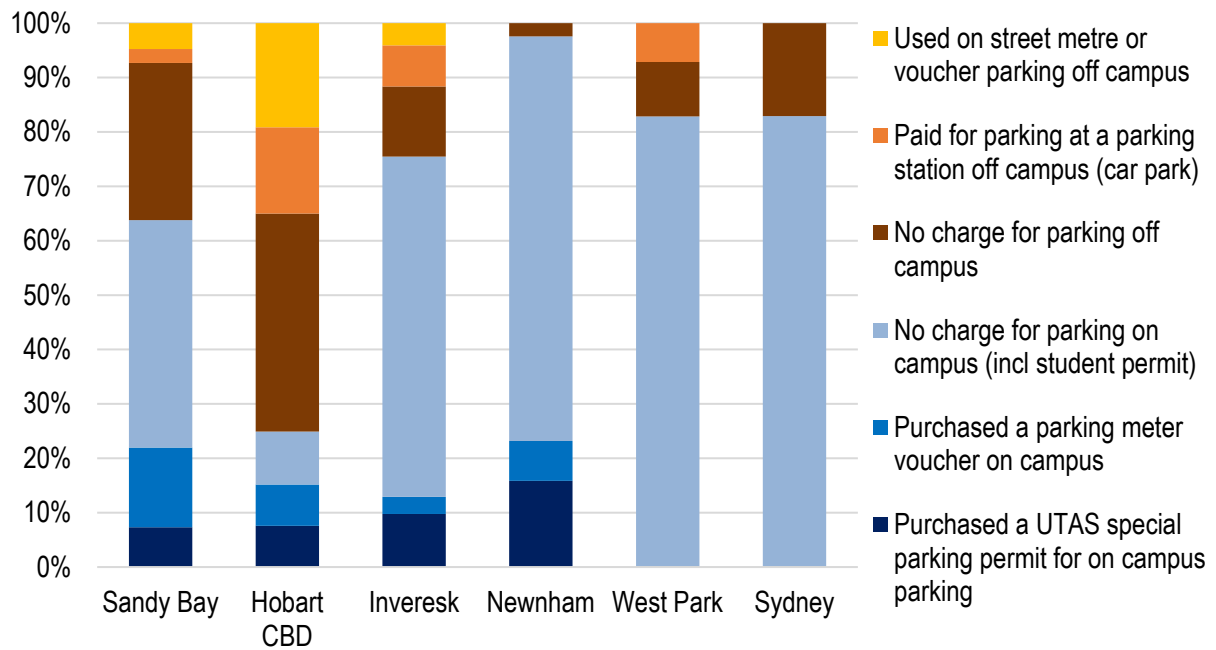


Figure 3.25: Students – % of cars parked by category Mon-Fri.

Staff parking

The use of paid staff permits for parking is common among Tasmanian-based staff, with staff based in Sandy Bay and Newnham more likely to park on campus and have purchased a permit. Other staff in Tasmanian campuses are likely to park at no charge on or off campus, although almost 30% of staff based at Hobart CBD facilities pay for off campus parking, likely a reflection of the limited free parking in the area compared to other campuses.

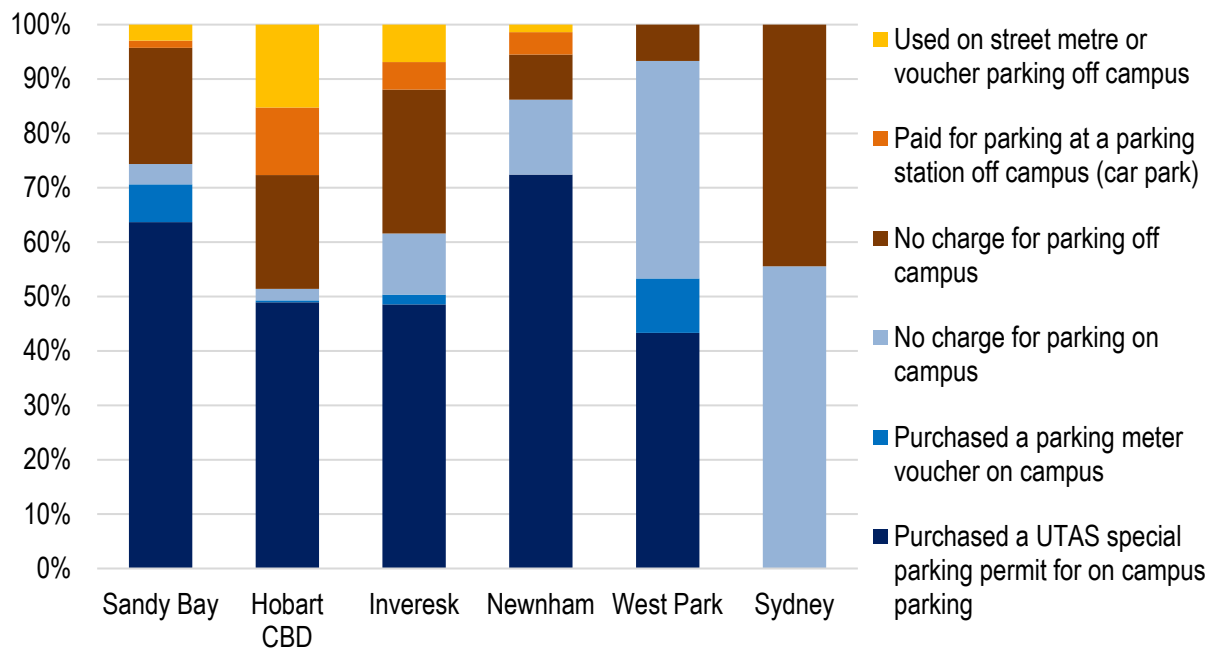


Figure 3.26: Staff – % of cars parked by category Mon-Sun.

None of the respondents based at Rozelle in Sydney reported having paid for parking, with some 56% reporting on campus parking (although this should be taken with caution considering the low number of respondents from this region).

3.6. Air travel

The 2025 TBS asked staff and students about their air travel behaviour to return to their home state/countries (domestic and international students) or for business purposes (staff). This is the first time that the TBS asked about air travel, but an ad hoc survey conducted in 2022 explored staff air travel for University-related activities. A [2022 Air Travel Survey report](#) is available through the Sustainability Portal.

3.6.1. Student air travel

Domestic interstate students and international students were asked about their state/country of origin and the number of times that they flew home in a year while studying at UTAS.

Overall, domestic students reported flying 1.8 times per year on average to their home state, although this frequency changed depending on their mode of study (Table 3.3). Frequency of air travel also varied by state, with Victorian and South Australian students traveling the most (2.1 and 2.2 times per year respectively) and Western Australian students the least (1.2 times on average), noting that ACT and NT students are not reported here because of the very low number of respondents (<5 per territory). If considering state and study mode combined, higher frequency of air travel was reported by on campus students from Victoria and South Australia, while online students from Victoria and Western Australia flew the least number of times (Table 3.3).

Reasons for air travel were not asked in the survey but likely include returning home for holidays (on campus students) and/or visiting campuses for intensive courses, graduation, networking or supervisory purposes (particularly remote HDRs). Future surveys will investigate this further.

Table 3.3. Average number of flights per year for interstate students between University campus locations and their home state.

	On campus		Online	
	Responses	Trips/year	Responses	Trips/year
All states	133	2.4	88	1.0
Victoria	30	3.1	20	0.5
New South Wales	65	2.0	34	1.2
Queensland	19	2.4	16	1.2
South Australia	14	2.8	7	1
Western Australia	5	1.8	8	0.8

All international students but one reported to be studying on campus. These students flew 0.9 times per year on average to their home countries, with students from New Zealand, Hong Kong and China flying more frequently (2, 1.8 and 1.5 times per year respectively) likely because of distance and cultural factors (Table 3.4).

Table 3.4 includes the most common countries of origin for UTAS students (which were listed in the survey questionnaire). Other countries were identified by students and include 33 countries, however the number of respondents per country was too low to offer any meaningful insights other than most students from these countries fly to their country of origin at least once per year.

Table 3.4. Average number of flights per year for international students between University campus locations and their country

	On campus	
	Responses	Trips/year
All	175	0.9
Bangladesh	14	0.7
China	8	1.5
Hong Kong	4	1.8
India	14	1.0
Malaysia	6	1.0
Nepal	11	0.5
New Zealand	4	2.0
Philippines	3	1.0
Sri Lanka	11	0.8
United Kingdom	7	0.9
Vietnam	13	1.1
Other	80	0.9

3.6.2. Staff business air travel

Staff were asked about their air travel requirements, behaviours and use of alternative options, including barriers and incentives to reduce air travel.

Reasons and requirements for air travel

Survey participants were asked if their work at the University involved air travel, with some 43% of respondents confirming this was the case in relation to their current role. However, only a portion of these respondents indicated that they had travelled internationally (30%) and/or interstate (67%) in the past year. This suggests that even if air travel might be required, it is not in an annual basis.

The main reason for travelling by air was conference/workshop attendance and/or presentation – 71% of international travellers and 76% of domestic travellers. Although most of the respondents attending conferences/workshops indicated that they had been involved in presenting their work and networking while at the conference, some travelled

merely for listening/participating and networking purposes, and some only presented their work (although they may have conducted other activities during the same trip; this is not clear from survey responses).

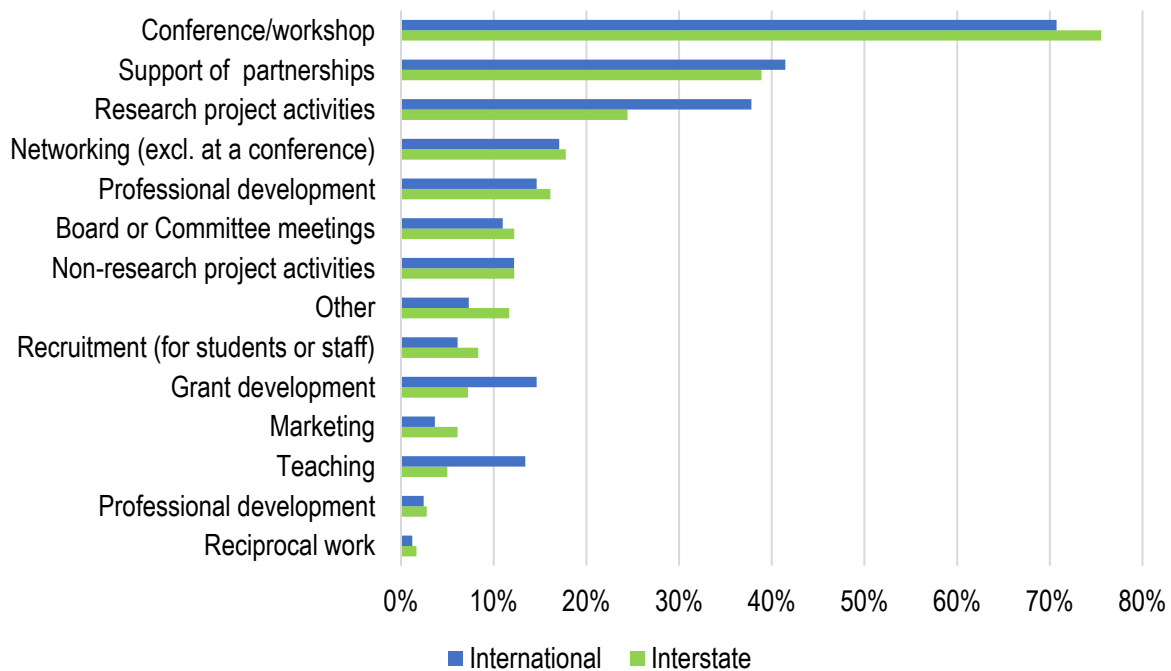


Figure 3.27 Reasons for international and domestic travel during the previous year.

Other frequent reasons for travelling, both for domestic and international air travel, include support of collaborative partnerships and research project activities, as well as networking (excluding while at a conference).

Respondents who indicated that their work at the University involved air travel were asked if they were required to travel by air to do their job effectively, for career progression and/or if they had any specific disciplinary/departmental requirements or expectations. Interestingly, although most respondents (85%) chose at least one of the three potential requirements, some (8%) responded negatively to all of them. This suggests that there are other requirements that were missed in the survey, or that some people are not required to travel per se, but their job involves air travel nevertheless. Also worth noting that some staff were unsure whether their job required air travel or not (Table 3.5).

Table 3.5 Percentage of respondents for questions about requirement of air travel to work effectively, career progression and department requirements/expectations.

	Effective work	Career progression	Department expectations
No	19%	24%	40%
Unsure	9%	12%	22%
Yes	72%	65%	38%

Air travel alternatives

Some air travel could be avoided with the use of alternative options. The survey findings underscore the popularity of various digital platforms for remote communication, including videoconferencing, file sharing and phone calls. Some 33% of respondents whose job involves air travel (i.e., travelled by air or are likely to travel by air for university work-related purposes) indicated they had intentionally used ICT tools to avoid air travel to conduct their work at UTAS in the previous year. This is, if they hadn't used any of these options, they would have travelled by air to achieve the same result. This result is very different to the 2022 Air Travel Survey (ATS), where over three quarters of respondents indicated they had used alternatives to air travel. However, the 2022 survey was possibly not clear and some survey participants may have answered this question without consideration of air travel avoidance (i.e., they used ICT options, but these did not necessarily replace air travel).

Respondents were also asked about barriers to using alternatives to air travel, with some proposed in the survey (taken from the 2022 ATS, in which this question was open-ended). The need for interaction to achieve outcomes was identified as the main barrier by some 68% of respondents who fly for University-business purposes. Another significant barrier was the need to be at a location physically (e.g., fieldwork, in-person only events), with 57% of respondents highlighting this issue. Other barriers were highlighted by less than a third of respondents and included the ineffectiveness of sea/land travel from Tasmania, the need of air travel for career progression, issues with the use of technology partner requirements, and the expectation to perform routine job while attending online events. It is worth noting that some 7% of respondents indicated that there were no barriers to the use of alternative travel options.

When asked about personal and/or institutional incentives that would encourage respondents to use alternatives to air travel, most respondents identified at least one incentive. The most popular incentives were additional travel time allowance for sea/land travel, support for online events organisation and /or attendance (e.g., TOIL for attendance outside of working hours) and innovative and engaging approaches to online events (all above 20%). Some 38% of respondents indicated that there was no incentive that would encourage them to use alternatives to air travel.

Survey participants were also asked about their awareness of public pledges to reduce air travel. Some 36% of respondents affirmed to be aware (although the percentage was higher – 48% – for those who indicated that their job involved air travel). However, only 2% of respondents indicated that they were a signatory to one of these pledges.

4. SUSTAINABLE TRANSPORT STRATEGY

The UTAS [Sustainable Transport Strategy 2022-2032](#) intends to guide investments and actions that deliver more socially, economically and environmentally sustainable transport outcomes and travel behaviours into the future. To achieve this purpose, the Strategy has the following strategic objectives:

1. Providing students and staff with equitable access to the university in a safe and accessible way
2. Encouraging healthy and safe lifestyles and workplaces
3. Minimising the environmental impact of travel activity
4. Minimising social and organisational costs
5. Supporting the places and diverse communities in which UTAS is embedded

All the UTAS sustainable transport strategies have focused on supporting modal shift through improved infrastructure and services within UTAS's control or direct influence through stakeholder partnerships while working to influence community changes, such as safer active transport connections. Notwithstanding COVID-19 impacts, the TBS results broadly validate these efforts with successful modal shift evident over time. The surveys also enable a fine grain assessment of the impact of specific initiatives and interventions to support such modal shifts. The focus at its most basic has been to increase bus use and active mode choices and reduce the share of students and staff driving as sole occupants.

APPENDIX: QUESTION TOPICS

	Students	Staff
Commuting (previous week)		
Campus attended for work/study each day	✓	✓
Main transport mode to and from work/study	✓	✓
Journey combined with other activities	✓	✓
Trip steps for each journey (by mode and approximate time)	✓	✓
Car/parking (previous week)		
Driver licence to drive in Australia and car access		✓
Car type (size and power)	✓	✓
Parking type	✓	✓
Business/study travel (previous week)		
Campus/facility of origin and destination	✓	✓
Trip steps for each journey (by mode)	✓	✓
ICT use (previous year)		
Face-to-face vs online activities frequency		✓
ICT technology use frequency (by type)		✓
Public transport use		
Public transport card ownership and credit	✓	✓
Public transport website/app use frequency	✓	✓
Likelihood of various incentives encouraging the use public transport	✓	✓
Bicycle and scooter use (previous week)		
Use of University bicycle facilities/information	✓	✓
E-bicycle and e-scooter ownership	✓	✓
Air travel (previous year)		
Destination and number of trips (interstate / international students only)		✓
Intentional avoidance of air travel	✓	
Number of international / domestic trips and reasons for travel	✓	
Job / career requirements for travel	✓	
Barriers and incentives for use of alternative options	✓	
Demographic		
Employment status		✓
Enrolment status (full/part-time) and study mode (online/on-campus)	✓	
Gender and age group	✓	✓
Aboriginal/Torres Strait Islander	✓	✓
Place of origin (international/interstate/Tasmania)	✓	
Student accommodation residence	✓	
Residential postcode and suburb (previous week)	✓	✓