

Sustainable Transport Plan



Scope

This document applies to all RMIT staff, students, operators, contractors, and tenants that operate on our onshore campuses.

Version Control

This document will be updated and re-issued to reflect approved changes to the content and is subject to version control. The version record and document status are documented below:

Document Change History

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Owner

The overall responsibility for this plan resides with RMIT Property Services.

Review

This document is reviewed every two years by Property Services, with a full refresh every five years.

Control

Printed copies of this document are considered uncontrolled and may not reflect the most recent revision.

Feedback

Any feedback on this document or related actions can be addressed to sustainability@rmit.edu.au

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1. Introduction

RMIT is an international university of technology, design and enterprise with more than 90,000 students and close to 10,000 staff globally.

We empower people and communities to adapt and thrive across generations, with education, research and civic engagement that are applied, inclusive and impactful.

Our three substantial campuses in Melbourne are located in the City, Brunswick and Bundoora, along with other Victorian locations. We also have two campuses (Saigon South and Hanoi) and an English language centre in Vietnam and a research and innovation hub in Spain.

This Sustainable Transport Plan focuses on RMIT University's onshore operations, and land transport with specific limitations applying to various reporting requirements and will be based on operational control assessments.

A sustainable transport system is resilient, accessible, safe, environmentally friendly, and affordable for all students and staff in the RMIT Community.

Pre-pandemic the transport sector accounted for 18.9% of Australia's greenhouse gas emissions in 2019, the second largest sector (accounting for 24.8% in Victoria).

A best-in-class sustainable transport system is one that positively contributes to the social, environmental, and economic sustainability of a community and their lifestyle. An efficiently run system can encourage workers and tourists to travel through cities and regions while providing more equal opportunity access to additional mobility modes, jobs, amenities, and more.

The environmental impact of transport (emissions) associated with the University is significant. The role of a sustainable transport plan at RMIT is to reduce the impact of staff and students commuting to and from campus, through a series of proposed actions, which will include quantifying transport emissions.

1.1 Aims

The Sustainable Transport Plan aims to provide a strategic approach in alignment with **RMIT's Strategic Plan (Knowledge with Action)** and the **Sustainability Policy**.

The high-level aims of the plan are to:

- Increase the uptake of sustainable and active transport modes by students and staff (walking, cycling, buses, trams and trains) to support climate action and good health & wellbeing.
- Reduce single occupancy vehicles (through smarter travel planning, ride-sharing, and improved access to campus and end-of-trip facilities).
- Support the Carbon Management Plan to reduce transport-related emissions.
- Support innovation to encourage sustainable transport options to become more widely available e.g. electric vehicles.

1.2 Objectives

The objectives of the Sustainable Transport Plan are to:

- Raise the environmental and social sustainability credentials of RMIT across all campuses, making sustainable transport options the clear choice for commuting.
- Prioritise sustainable transport options for students and staff, encouraging active transport and public transport options ahead of private vehicle transport.
- Support smarter data collection and analysis to inform transport decision-making and advocacy.
- Provide justification for improved and new transportation facilities, infrastructure and programs (including appropriate designs and locations).
- Provide a clear view of transport issues that impact the accessibility of our campuses to enable advocacy with external government and transport agencies.
- Provide campus-specific strategies for sustainable transport and programs to support students & staff.

1.3 Contributing to the UN Sustainable Development Goals

The UN Sustainable Development Goals (SDGs) provide a pathway for organisations to a more sustainable future. The 17 goals and their respective set of targets and indicators help organisations to identify sustainability aspects relevant to their operations and add value.

Governed by the Sustainability Committee, RMIT made a formal public commitment to the SDGs through the Sustainable Development Solutions Network in June 2017. This plan contributes to the following SDGs:



Institutions that support more sustainable modes of transportation and offer programs to reduce commuting, help decrease local air pollution and related health impacts. In addition, institutions can promote the overall health and wellbeing of the campus community by encouraging and facilitating cycling and walking.



Sustainable, resilient infrastructure focused on increased resource-use efficiency and greater adoption of clean and environmentally sound technologies. Improved transportation support, infrastructure and more sustainable commuting behaviours.



By supporting active transportation and commuting alternatives, institutions can provide access to safe, affordable, accessible and sustainable transport systems for all.



Campus fleets that use cleaner fuels and fuel-efficient vehicles, help achieve the efficient use of natural resources.



Encouraging more sustainable modes of transportation and offering programs to reduce commuting helps decrease greenhouse gas emissions.

2. Existing Context

Managing and planning for the transport and access needs of our campuses is complex. A range of factors can influence the travel demands and behaviours of our commuters such as:

- Campus population and demographics
- Local geography and climatic conditions
- Quality, connectivity and availability of public and active transport infrastructure and services
- Parking supply
- Teaching and learning delivery modes and timings
- Availability of flexible work arrangements

The COVID-19 pandemic has changed the ways students, staff and our wider community live, study and work. Hybrid ways of learning and working have altered the way we use transport as well as the purpose of our trip. The major transport infrastructure projects that are underway present a significant opportunity to prioritise sustainable transport for Greater Melbourne and Regional Victoria.

The purpose of a trip is complex. It is important to address this within the existing context as it largely determines the mode of transport chosen. A person's travel habits are not fixed, they can change depending on a range of factors. For example, on a Wednesday a staff member chooses to take the car because they do daycare drop off & pick up. On Thursday it might be their partner's turn to do the pickup, so they catch the train to work and catch up with a friend for dinner after work. Friday might be sunny and so they decide to ride their bike in.

Hybrid ways of working and learning have also altered the purpose of a trip. For example, this flexible approach to work and learning has enabled people to move from Melbourne to parts of regional Victoria. This may have shifted the number of days they travel to campus and their mode of transportation; they may now commute to work a couple of days per week utilising the time on the regional train to work or study. Flexible working and learning arrangements will continue to be monitored and considered in future iterations of the transport plan.

For up to date information visit our [Sustainable Transport](#) page.

2.1 RMIT Policy Context

Knowledge with Action: RMIT's Strategic Plan to 2031

Vision: To be a leading university of impact in the Asia Pacific region, using technology, design and enterprise to achieve an inclusive and sustainable future.

Action 3.1 Advance Sustainability (Direction 3):

RMIT leads among Australian universities in contributing to an inclusive, sustainable and resilient future for people and the planet, advancing economic health, social inclusion and environmental protection for the wellbeing of individuals, societies and ecosystems.

RMIT's commitment to advancing sustainability models a whole system approach, achieving institution-wide excellence by embedding sustainability principles and practices throughout learning and teaching, research and operational activities.

RMIT Sustainability Policy

RMIT's **Sustainability Policy** is in place to guide all activities, across all RMIT entities. The purpose of this policy is to express RMIT's commitment to advancing its sustainability ambitions as an organisation that models institution-wide excellence by embedding sustainability principles and practices throughout learning and teaching, research and operational activities. Key clauses relating to transport include:

- Ensure that RMIT's greenhouse gas emission reduction targets and actions enable a transition to a low-carbon future, whilst adapting the university to the impacts of climate change.
- Provide infrastructure and initiatives which encourage the use of sustainable transport modes.

RMIT Carbon Management Plan

The RMIT **Carbon Management Plan** provides strategic guidance for RMIT University to manage its greenhouse gas emissions profile and sets the goal to be a carbon neutral organisation. The Plan also serves as a commitment by RMIT University to accurately measure, report and manage the emissions profile within the changing legislative framework in Australia.

RMIT University aims to become a certified carbon neutral organisation by 2025, covering scope 1 (direct), scope 2 (indirect) and scope 3 (upstream and downstream supply chain) emissions. Providing more detailed scope 3 emissions and supporting actions has been a major consideration in the development of this plan.

Carbon Management Plan Transport-related actions have been included in this plan and are marked with the reference *CN25*.

2.2 Completed Actions from Previous Transport Plan

RMIT published a previous Integrated Sustainable Transport Plan (ISTP) in 2015 to run for a decade. Since the plan was developed the transport context around RMIT's campuses and the way we work and study has rapidly changed. The table below reflects on the achievements of the plan.

Table 1. Completed actions from previous RMIT Transport Plan

Action	Comment
Improve bicycle facilities across all campus	<p>The RMIT Design Standards have comprehensive specifications to support cycling.</p> <p>Bike Hubs have been created which have comprehensive change facilities, secure storage, bike vending machines and bike repair stations. They are free for student and staff use across the following locations:</p> <p>City:</p> <ul style="list-style-type: none"> ▪ Building 51 ▪ Building 80 ▪ Building 100 ▪ Building 106 <p>Bundoora West:</p> <ul style="list-style-type: none"> ▪ Change Room Facilities (Building 202, L2) <p>Secure bike cages have been installed in the following locations:</p> <ul style="list-style-type: none"> ▪ Brunswick Bike Cage (behind B514 with lockers inside B514 foyer) ▪ Bundoora West Bike Cage (adjacent to B202) ▪ Bundoora East Bike Cage (adjacent to B253)
Undertake advocacy to improve access to sustainable transport	<ul style="list-style-type: none"> ▪ Implemented bicycle parking corral on A' Beckett Street ▪ Installed Myki Machines at Plenty Road Bus Stop and on-campus top-up station at Bundoora (previously required before the Myki app) ▪ Liaised with Merri-bek Council to slow traffic on Union Street to 40kms/ph. ▪ Metro Tunnel project interface to advocate for RMIT students and staff
Improve the motivation and capability of students and staff to make sustainable transport choices	<ul style="list-style-type: none"> ▪ Participated in PTV's concession Myki scheme for overseas students. ▪ Supported the Staff Commuter Club through PTV ▪ Annual Ride2Work day events – examples included rider breakfasts and a competition to see who cycled the furthest and calculated the CO₂ emissions saved. ▪ Other events include bike fix workshops, security tagging of bikes, safety training workshops and tours of the Bike Hubs. ▪ Promoted the benefits of joining the RMIT Cycling Club which has a 'buddy' type system for all kinds of bike riders ▪ Contributed to RMIT wayfinding webpages and apps to highlight end-of-trip changing and parking facilities

Other related actions, that did not directly result from the transport plan, but improved transport access included improved lighting, campus safety and the development of the Bundoora spine (shared pathway for pedestrians and cyclists).



3. Government Policy Context

3.1 Federal

The Federal Government has committed to reducing greenhouse gas emissions by 43% below 2005 levels by 2030 and achieving net zero emissions by 2050. Their work includes identifying how government and industry can work together to achieve net zero and improve the resilience of transport networks and supply chains in the face of increasing extreme weather events. They are also developing mechanisms to encourage new forms of low-emissions transport including hydrogen, electric, and bio-fuelled vehicles.

Visit the Federal Government's [website](#) for more information about the commitment to reducing transport emissions.

3.2 State

The Victorian Government has committed to a target of net zero emissions by 2050, part of which requires substantial emissions reductions within the transport sector.

Victoria's Big Build has seen significant investment in public and active transport modes to reduce congestion on roads and cut emissions. In line with the tram network, buses and trains will also become carbon neutral.

Significant investment has been pledged to establish a coordinated public fast-charging network in key tourist and community destinations and at high-use locations.

The Transport Sector Pledge has disclosed the below sustainability targets:

- 50% of light vehicle purchases to be zero emissions by 2030.
- All new public transport bus purchases to be ZEVs (zero emissions vehicles) from 2025.
- 400 ZEVs to be added to the Victorian Government fleet by 2023.
- Increasing active transport mode share to 25 per cent by 2030. Over 250 kilometres of new active transport links are being delivered as well as an additional 100 kilometres of new and improved cycling routes across key inner Melbourne suburbs.

The Victorian Government will advocate for improved national fuel efficiency standards for both light and heavy vehicles consistent with international best practice to drive down emissions from fossil-fuel-powered vehicles while we transition to ZEVs.

Victoria will also work with other States and Territories to look at options for developing a harmonised approach to vehicle emissions standards, in the absence of action at the national level.

Under **Plan Melbourne**, a key objective is for Melbourne to have and maintain an integrated transport system that connects people to jobs, services and goods to market by delivering the following:

- The completion of the Metro Tunnel project.
- Improvements to arterial road connections and improved efficiency of the motorway network.
- The ongoing removal of level crossings across Melbourne's suburbs.
- Better transport infrastructure and services in newer suburbs - including new bus services for outer suburbs and, where there is sufficient demand, expansions to the rail network.
- Significant investments in new suburbs to create pedestrian and cyclist-friendly neighbourhoods.
- Ensuring Melbourne's air transport remains efficient for passengers and freight, with the potential to establish another airport in Melbourne's southeast.
- Enhancing the efficiency of Melbourne's freight network by upgrading road and rail freight infrastructure, creating new intermodal freight terminals in Melbourne's north and west, and increasing the volumes of interstate freight transported by rail.
- Enhancing Melbourne's freight network through the Port Capacity project, the Western Distributor project and the possible establishment of a second container port.

Visit the State Government's [website](#) for more information about the commitment to reducing emissions.

3.3 Local

RMIT's onshore campuses are located within the City of Melbourne (City), the City of Merri-bek (Brunswick) and the City of Whittlesea (Bundoora). Their strategic plans, masterplans and transport plans impact the commuting experience for the RMIT community and provide opportunities for RMIT to advocate for improved sustainable transport outcomes.

City of Melbourne

Melbourne is the fastest-growing city in Australia. The city's population is projected to grow from 4.6 million to almost 8 million – with Victoria's total population set to top 10 million by 2051. This will have a significant impact on the city's liveability, with a major indicator being access and ease of transport and connectivity to the neighbourhood and wider city area.

The City of Melbourne (CoM) has outlined a vision for the future in its **Transport Strategy 2030** which sets out the different approaches needed to ensure that people of all ages, abilities and backgrounds can move effectively around the municipality. It prioritises the modes of transport that are sustainable, safe, healthy and affordable, and identifies improvements needed to ensure safe, accessible and agile transport options are available for all.

The plan discloses objectives aimed at reducing through traffic in the busiest parts of the city, converting 'Little Streets' into pedestrian priority shared zones, and transforming Melbourne into the country's leading bicycle city by creating more than 50km of protected bicycle lanes.

In terms of mode share, the CoM has prioritised encouraging car drivers to shift to cycling and walking under a strong emissions reduction scenario, with a goal uptake from 4% to 13% for cycling and 29% to 34% for walking.

Improvements to the metropolitan train city loop system as part of Victoria's Big Build (with the addition of new stations) aim to reduce congestion and increase the frequency, efficiency, and reliability of services.

Visit the City of Melbourne's [website](#) for more information about their sustainability initiatives.

Merri-bek City Council

The aim of the Merri-bek City Council's **Integrated Transport Strategy** is to facilitate a demonstrable mode shift to more sustainable modes of transport that also targets a long-term reduction in car use. Their plan outlines the below priority areas:

Smarter parking management

- Permitting less parking in new developments to allow people to choose a lower level of parking to suit their needs.
- Expanding parking restrictions to protect local streets from changes to parking requirements in new developments.
- Using paid parking in some areas for all-day parking
- Expanding the number of accessible (disabled) parking bays

Reallocating road space

- Reallocating space from cars and car parking to walking, cycling and public transport.
- Reallocating space for greener, more pleasant streets

Advocating for better public transport

- Advocate for more frequent buses and trains
- Advocate for more reliable buses, trams and trains
- Advocate for public transport that is accessible to people of all abilities

Creating safer, quieter streets

- Creating more pedestrian crossings
- Continue to roll out 40km/h limits on all local roads.
- Reduce speed limits on arterial roads near places like schools, hospitals and activity centres.
- Conduct a 12-month trial of 30km/h limits in selected areas
- Close some local roads to through traffic.

Fostering partnerships for sustainable transport

- Work with schools to support walking and cycling.
- Work with communities to support behaviour change
- Work with traders and businesses to improve loading and deliveries.

Visit the Merri-bek City Council's [website](#) for more information about their Travel Smart initiatives.

City of Whittlesea

Under the **Whittlesea 2040 Strategy – A Place for All** – there are four key goals:

1. Connected community
2. Liveable neighbourhoods
3. Strong local economy
4. Sustainable environment

Across these goals there are a number of key directions which relate to sustainable transport, including:

- Smart, connected transport networks
- Well-designed neighbourhoods and vibrant town centres
- Health and wellbeing focus areas include accessible, safe connected walking and cycling paths within mixed-use precincts and improved transport infrastructure.
- Cycling and improved access and connectivity to and from public and active modes of transport continue to be a priority for the council and consideration for newly developed areas.

3.4 Major Transport Projects

Major transport projects underway present an opportunity to advocate for sustainable transport infrastructure. Under Victoria’s Big Build, several major transport projects are unfolding across the state and within Melbourne which upon completion will dramatically improve access to and connectivity of public and active transport modes. During the construction phase, significant disruptions continue to impact various modes of transport which can also distort normal commuting patterns. The major projects underway that will improve public and active transport for Melbourne include the Level Crossing Removals (LXRP) and Melbourne Metropolitan Tunnel projects.

Melbourne Metro Tunnel

When the Metro Tunnel Project is complete, there will be a new underground station ‘State Library’ established between Franklin Street and La Trobe Street, connecting into Melbourne Central Station. This will significantly improve the way students, staff and members of the wider community arrive at the RMIT City campus and connect to the Brunswick campus. The station is due to be completed by 2025 and RMIT has worked alongside this project to reduce community impacts during construction and drive the best long-term outcomes for the University.

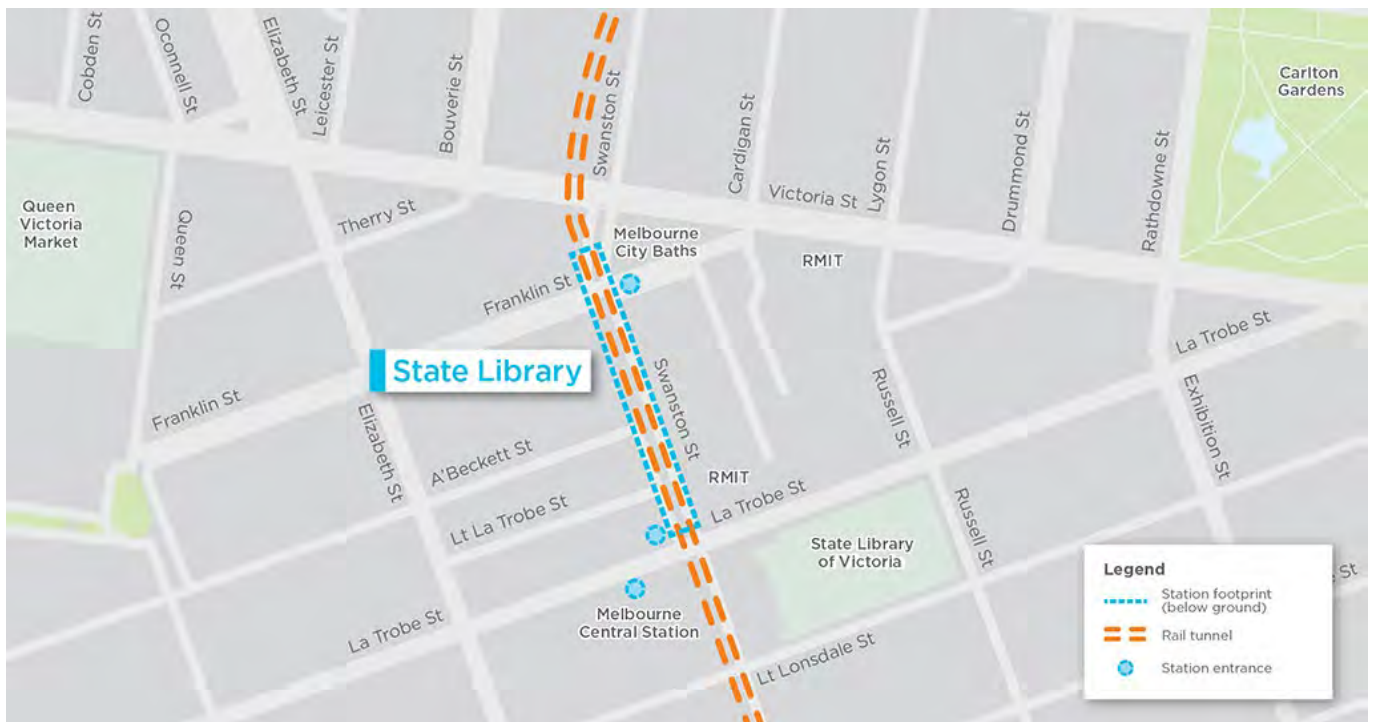


Figure 5: Melbourne Metro Tunnel Map, new State Library Station at RMIT City Campus

Image source: bigbuild.vic.gov.au/projects/metro-tunnel/stations/state-library



Figure 6: State Library Station, Street Level Entrance

Image source: bigbuild.vic.gov.au/projects/metro-tunnel/stations/state-library/station-design



Figure 7: State Library Station, Franklin Street underground

Image source: Courtesy of Melbourne Metro Tunnel Project

Level Crossing Removal Project

The Level Crossing Removal Project (LXRP) was established by the Victorian Government to oversee one of the largest rail infrastructure projects in the state's history. LXRP is part of the Major Transport Infrastructure Authority and falls under Victoria's Big Build.

Central to the project is the elimination of dangerous and congested level crossings across metropolitan Melbourne by 2030, in addition to other rail network upgrades including new train stations, track duplication and train stabling yards.

RMIT's most significant interface with this project will be the removal of crossings along the Upfield line which runs directly past the Brunswick campus.

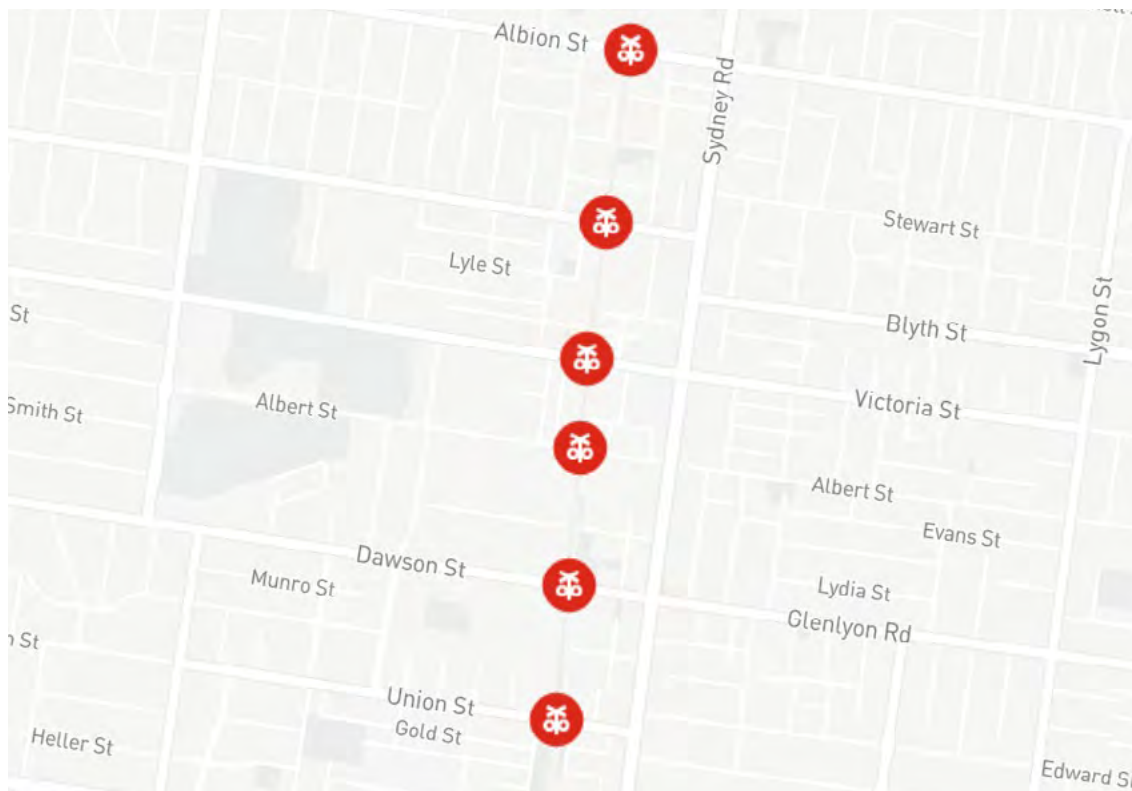


Figure 8: Level crossings to be removed along the Upfield Train Line

Image source: bigbuild.vic.gov.au/projects/level-crossing-removal-project

Suburban Rail Loop

The Suburban Rail Loop will deliver a 90km rail line linking every major train service from the Frankston Line to the Werribee Line via Melbourne Airport, better connecting Victorians to jobs, retail, education, health services and each other.

Seven brand new stations are proposed for SRL North at Doncaster, Heidelberg, Bundoora, Reservoir, Fawkner, Broadmeadows, and Melbourne Airport, connecting SRL North to Melbourne Airport.

Three transport super hubs at Clayton, Broadmeadows and Sunshine will connect regional services, so passengers outside Melbourne won't have to travel through the CBD to get to employment, world-class hospitals and universities in the suburbs. The suburban rail loop consists of SRL West, Airport, North, and East.

This project has the potential to improve connectivity to RMIT campuses from a significant number of suburbs.

Bike Highway Footscray – Docklands

There have been several upgrades to walking and cycling infrastructure as part of Victoria's Big Build, including connecting the west with plans for a new 2.5km elevated veloway which will give cyclists a safe and express route from Footscray to and from the city.

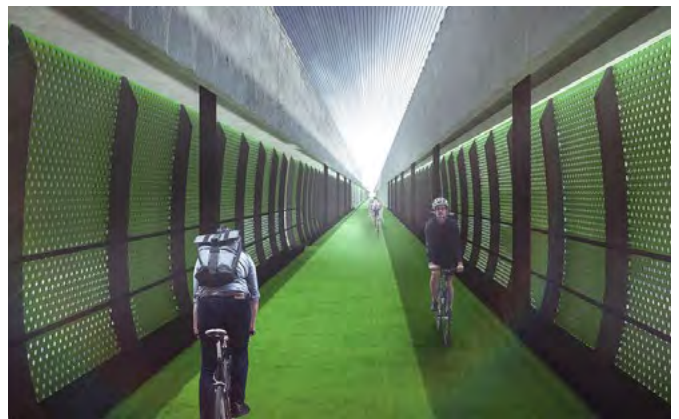


Figure 9: Renders of the veloway

Image source: bigbuild.vic.gov.au/projects/west-gate-tunnel-project/about/greener-and-better-connected-west/cycling-benefits

4. University Sector

The tertiary education sector has a pivotal role to play in supporting sustainable transport. Develop infrastructure and initiatives within their direct control, partnering with industry and advocating for changes in the wider community.

Student and staff commuting generates a significant carbon footprint. Reductions can be made by developing strategies that shift transport modes away from single occupancy vehicles to active or sustainable options, for example:

- Encourage the use of appropriate sustainable transport routes to and from campus that feed into existing public transport networks.
- Providing policy, education and supporting infrastructure to ensure sustainable transport options are readily available, accessible and safe for students and staff to use.
- Undertake advocacy to improve access to sustainable transport options.
- Provide thought leadership and innovative thinking to support evolutions in transport planning, technologies and support services.

To better understand where RMIT is placed in the sustainable transport space a desktop analysis was conducted across other Australian universities to highlight other sustainable transport initiatives and innovations. The following highlights a snapshot of the findings:

Table 2. Snapshot of sustainable transport initiatives within the University sector

ANU	ANU has committed to reducing greenhouse gas (GHG) emissions from energy, waste, university travel and direct on-campus activities to net zero by 2025 and below zero by 2030 as part of the ANU Below Zero Initiative. After consultation with staff and students from across the University, they developed a voluntary pilot program to assist individuals in considering their greenhouse gas footprint while making travel plans and produced a low-carbon travel guide .
University of Melbourne	The UoM have a strong engagement program for sustainable transport including Ride2Uni breakfasts, UMSU Bike Co-op workshops, Myki Commuter club etc. Surveying is conducted to better understand transport behaviours and impacts on staff and students.
Deakin University	Deakin has introduced a carpool service for their community through a third-party app, which matches them with other Deakin travellers who have similar commute times and locations.
La Trobe University	La Trobe has a dedicated bus service and a new shared path through campus into the community with clear signage and road decals delineating bike/walking lanes.
Monash University	Monash has an extensive network of buses connecting students and staff from campus to and from train stations. They also provide a free shuttle bus running every 20 minutes and have a bus Interchange located on campus which is serviced by nine PTV Smart Buses.
UTS	A major objective of their Sustainable Transport Plan is to reduce the number of people driving. The Plan sets a target of under 10% of staff and 5% of students travelling to UTS City Campus by car. UTS focuses on end-of-trip facilities to encourage active transport, master planning and local council to improve cycling and walking access to campus.

University of Wollongong

The Wollongong Campus Master Plan 2016-2036 set targets to:

- Increase active and public transport journeys (e.g. walking, cycling and bus).
- Reduce demand for parking.
- Reduce traffic congestion.

Their carpooling initiative provides free parking for commuters with three or more people in the car commuting to and from campus. In 2019, UoW had a mode share split of private transport (50%), public transport (29%) and active transport (21%). In 2021, post COVID-19, there was an increase in private transport (60%), a reduction in public transport (19%) and active transport remained unchanged (21%).

Otago University

Otago University has a goal to have zero staff and students driving to campus by 2030. Currently, 66% of staff drive and 16% of students drive.

A Workplace Travel Plan (WTP) has been launched which is a long-term management strategy for staff travel that drives behavioural change and sustainable travel patterns.

5. Transport Modes

All RMIT campuses in Melbourne vary significantly in terms of their size, location and proximity to public transport infrastructure. This has resulted in large variations in the modes of transport the RMIT community choose to commute to and from campus. For all up-to-date RMIT statistics visit the [RMIT website](#).

We have the opportunity to shift mode share away from private vehicles and single occupancy vehicles to public transport and active modes of transport. These modes of transport enable good access to RMIT campuses. A brief overview of each of these modes can be found below.

Public Transport

RMIT's Melbourne-based campuses are well served by a wide range of public transport options and a high frequency of services. This makes public transport convenient, safe, accessible and low-carbon. To enable greater access to public transport for the RMIT community, eligible students and staff can access discounted PTV passes. The **Myki Commuter Club** rewards staff for frequent PTV usage by discounting an annual pass. **Concession Myki's** are available for students experiencing financial hardship and **iUSE passes** are available for international undergraduate students.

▪ Trains

The **PTV Network Development Plan** is focused on expanding the capacity of the existing network to meet the growing needs of the city; re-designing train services to maximise opportunities for seamless coordination with buses and trams; and extending the network to areas currently not served by metropolitan rail.

The Australian and Victorian governments have invested more than \$4 billion in the Regional Rail Revival program for V/Line which includes upgrading every regional passenger rail line in Victoria. Fares have now been brought into line with the Metro Melbourne rate, making public transport the most viable option for many more regional commuters.

RMIT's City and Brunswick campuses are located within walking distance of metropolitan train stations. However, the Bundoora campus requires an additional mode to connect to the local train station.

▪ Trams

The Melbourne tram network is operated by Yarra Trams and powered by renewable energy. Their vision is to create a transport system that is innovative, efficient, sustainable and accessible. The network primarily services routes in and out of the City however connectivity remains a challenge when moving across town and services can be particularly slow and varied where trams share the road with cars.

All RMIT campuses are in close proximity to a tram stop and access to at least one or more tram lines.

▪ Buses

The Victorian government has pledged that all new public transport buses will have zero emissions from 2025. Better bus services are needed in the outer suburbs and growth areas, where they are often the only public transport for booming populations. Investment in the bus network has been marginal with no additional SmartBuses deployed in the past 10 years. Buses have a significant role to play in connecting other public transport modes such as trams and trains, particularly cross-city.

Walking & Cycling

Pedestrian prioritisation is an increasing focus for Melbourne CBD, as well as master planning that better connects key cycling paths and provides safer, more planned cycling infrastructure. Pedestrian walkability in the city and across RMIT's campuses remains a clear focus. Improving the quantity and quality of bike lanes in the city will enhance safety & connectivity.

RMIT has five large, secure bike parking facilities across the three Melbourne campuses with over 780 secure bike parking spots. Students and staff have automatic access to our secure bike parking facilities through their RMIT Security Access Card.

Previous data shows that there are clear seasonal fluctuations in the number of people that cycle to campus. March sees the highest peaks which aligns with the start of the semester and favourable weather. The lowest usage occurs throughout Easter break and colder months (June & July). The numbers pick up again across August, September and October, before rapidly dropping off in November & December, signalling the end of the academic year.

E-Bikes

Currently, there is no e-bike strategy for Victoria, the closest framework is the Victorian Cycling Strategy 2018-2025. The e-bike is a competitive mode of transport for car and public transport trips up to 15km in urban environments, particularly in peak hours. Approximately 60,000 e-bikes were sold in Australia in 2021 (three times more than electric cars).

RMIT has secure end-of-trip facilities and charging for e-bikes and will continue to support and monitor in line with the growing uptake of e-bikes.

E-Scooters

Electric-powered scooters (e-scooters) are increasingly being used as a form of transport in major cities around the world, including Melbourne. There are various levels of legislation and support for this emerging mode. E-scooters were made legal under strict regulations in 2023. With approximately 100,000 privately owned E-scooters in the state of Victoria, this mode of transport is emerging as a strong alternative to cars and other modes. We will continue to monitor the use of E-scooters as they are integrated into the everyday transport routines of staff and students at RMIT.

Electric Vehicles

There is a strong trend towards private electric vehicles globally. In 2021, fewer than two per cent of new cars in Australia were powered by electricity. As of July 2023, this had risen to over eight per cent and will continue to gain momentum in the market. The state government has announced targets for 50 per cent of all local new vehicle sales to be electric by 2030.

The uptake of electric cars must be aligned with the development of supporting charging infrastructure and the greening of the grid. Renewables account for 37.8% of Victoria's electricity generation (source Victorian Renewable Energy Target [22/23 Progress Report](#)).

RMIT established an **Electric Vehicle (EV) Living Lab** with research activities focused on solving some of these challenges and maximising the opportunities provided by electrification.

Electric Vehicles are still at a cost premium for students and staff. EV charging stations are being installed across all RMIT campuses to support the uptake of EVs, particularly for the RMIT fleet. However, it is not RMIT's position to support the use of EVs as a prioritised commuting option for campuses that are well-served by public transport.

For more information about the transition to electric vehicles, see the [RMIT Carbon Management Plan](#).

Cars

Privately owned cars continue to dominate the Australian market and are largely unregulated when it comes to emissions and fuel standards. A stronger focus on greener vehicle technology and legislation is required to improve overall emissions for the transport sector. Under the [Victorian Zero Emissions Vehicle Roadmap](#) there is a target of half of all light vehicle sales by 2030, to be zero-emissions vehicles.

Congestion levies apply to car parks in densely populated areas in Melbourne. Levies encourage the use of alternative modes of transport, aiming at reducing congestion and promoting more sustainable transport options. A levy applies to off-street private and public car parking spaces across parts of inner Melbourne.

At RMIT permit, daily and hourly parking is available across all campuses, but is very limited in the City campus as it is well served by public transport and single-occupancy vehicles are discouraged. RMIT's commercial car park in Building 91 (110 Victoria Street) is independently managed by a third-party provider. Salary sacrificing is currently available for eligible staff members. A Congestion Levy applies to executives who utilise parking at the City campus.

Fleet Cars

RMIT utilises third-party providers to provide a small number of fleet vehicles utilised as a bookable pool for university business purposes.

Air Travel

Flights are a significant component of RMIT's scope 3 emissions profile, the emissions from air travel are tracked through the University's travel providers. Air travel can be an essential part of a global education provider, although there are increasingly viable alternative solutions becoming available for conferences and remote research applications.

The University encourages the use of all methods of communication such as video conferencing and other emerging technologies, to reduce as far as possible the requirements for staff to travel between campuses and sites for face-to-face meetings.

For more information see the [**RMIT Carbon Management Plan**](#).

6. Action Plan

6.1 University-Wide Actions

The following actions are proposed to enable and motivate greater participation in sustainable transport choices across all three RMIT campuses in Melbourne. These actions aim to address the key transport insights and the evolving transport context. Actions have been prioritised over the following scales:

- Ongoing
- Short Term (1 Year)
- Medium Term (2-3 Years)
- Long Term (3+ Years)

Strategic		
Insight	Action	Timeline
RMIT's Carbon Management Plan and associated Carbon Neutral commitment (CN25) have set several transport-related actions.	Encouraging active transport and public transport options ahead of private vehicle transport.	Ongoing
	RMIT University will actively support the transition of transportation options to electric options.	Ongoing
	Build out RMIT's scope 3 emissions profile - calculate commuter emissions at a total RMIT level. Develop plans to measure, report and reduce.	Short term
Strong property planning and infrastructure development at RMIT support sustainable transport outcomes	Ensure sustainable transport planning remains a strong focus for any campus planning and capital development programs – including Design Standards, Property Plan and Master planning.	Ongoing
Sustainable modes of transport tend to require more planning.	Identify ways to enable smarter travel planning.	Short term

Strategic		
Insight	Action	Timeline
Reward the community for taking positive steps towards sustainable transport	Provide incentives to motivate staff and students to make sustainable travel choices	Ongoing
Single-occupancy vehicles increase congestion and carbon footprints	Ensure parking strategies discourage single occupancy vehicles and incentivise more sustainable transport options.	Short term
People don't necessarily commute to their closet campus, rather their primary campus	Advocate for hot desking options at other campuses to enable staff to work from any RMIT campus through property planning processes.	Medium term
E-scooters are increasingly being used as a form of transport in major cities around the world, including in Melbourne. Safety is a major issue	Work with the HSW team and Student Life to develop educational programs around safe and legal commuting for e-scooters. Assess secure end-of-trip parking/ facilities for e-bikes/scooters	Medium term
The salary sacrifice scheme currently only supports combustion engine vehicles	People Team to review salary sacrificing to include EVs & E-Bikes, long-term phase-out of combustion engine salary sacrificing.	Long term
Work-related travel – Local		
The motor vehicle industry is transitioning to EVs	RMIT University will provide the first phase of electric vehicle charging infrastructure at strategic locations across the University (CN25 Action)	Complete
Staff are not always using public transport to travel between work meetings	Identify opportunities to encourage work-related travel via public transport	Short term
Alternatives need to be sought to reduce single-occupancy car journeys	Undertake wider promotion of the use of fleet cars if work-related travel is required	Short term
RMIT uses a small number of fleet vehicles but they will need to transition to EVs	RMIT University will procure electric vehicles for the fleet within the appropriate travel category at the next major fleet refresh and consider a wider inclusion (CN25 Action)	Medium Term
Work-related travel – Interstate/international		
The class of air travel has an impact on carbon emissions	Review RMIT policies to ensure lower emission seats are prioritised for air travel.	Short Term
Places such as Europe and China have efficient rail options	Ensure RMIT travel policies do not disincentivise the use of public transport.	Short Term
Equity of access to air travel should be an academic-driven conversation	Encourage RMIT academics to participate in the Australasian Universities Air Travel Consortium and support the development of a low-carbon travel planning guide (see ANU example in section 4).	Medium Term
As an International University, some level of air travel is unavoidable and will need to be offset	RMIT University will offset the emissions from all domestic and international travel by 2025 (CN25 Action).	Medium Term

Engagement & events		
Insight	Action	Timeline
Our staff and student community seek information and news from multiple engagement platforms	Utilise engagement methods to reinforce this plan through advocacy and sharing of information to encourage sustainable transport decisions. For example stakeholder meetings, social media, newsletters, website and signage (physical and digital).	Ongoing
Events are a great way to engage and inform the RMIT community	Ensure sustainable transport is a feature of the annual sustainability engagement plan and associated events. For example Welcome Days, Sustainability Week, bike service, safety demonstrations and Ride2Uni Day.	Ongoing
Advocacy		
Insight	Action	Timeline
Collaboration is required as transport systems are made up of multiple providers and stakeholders	Regularly engage with local partners and agencies to align priorities and find solutions to remove barriers (infrastructure and services).	Ongoing
The RMIT Design Standards and property plans inform the consideration of sustainable transport in the built environment	Continue to review Design Standards annually.	Ongoing
	All new builds or significant refurbishments are to be assessed to support further opportunities in the development of additional centralised bike hubs.	Ongoing
A sustainable transport strategy cannot be genuinely delivered if combustion engine cars and associated infrastructure continue to receive investment	Develop a clear stance on the approach to new car parks, and in the long term reduce the number of parking bays and allocate for electric vehicles. Disincentivise the uptake of combustion engine cars as a transport mode.	Ongoing
The Commuter Club model is outdated, and the uptake is trending downward	Work with the RMIT People team to lobby PTV for a more appropriate staff commuter club offering (i.e. flexi card discount instead of annual pass)	Long term
PTV discount is only offered to students via hardship assistance and the awareness and uptake is low	Work with Student Life to review more appropriate student subsidies for PTV	Long term

Data & insights		
Insight	Action	Timeline
Previously there has been inconsistent data collection to track RMIT transport patterns and behaviours	Standardise data collection processes and create insight dashboards.	Ongoing
To ensure the ambitions of the transport plan are upheld, regular tracking and reporting on targets must be shared with senior leadership	Find opportunities to report relevant transport data to key internal stakeholders.	Ongoing
	Provide regular updates to key internal decision-makers on transport action/metrics.	Ongoing
Transport surveys have low uptake and lack meaningful insights	Embed data collection methodology in Workday to capture staff commuting habits.	Short term
	Identify alternative methods for capturing student and staff travel habits and issues (i.e. Bikespot map).	Short term

6.2 City Campus

The RMIT City campus is centrally located within the City of Melbourne and is comprised of over 60 buildings. Most of the student and staff population are based at the City campus, which has access to a rich network of public transport options including trams and trains as well as shared paths and roads that feed into the campus from the city grid and beyond.

RMIT does not advocate for parking, particularly on the City campus. There is, however, an opportunity to provide better access and equality to parking options for our community with special requirements. In many instances, people with disabilities are not driving themselves, but need a safe drop-off and pick-up zone. This could also extend to daycare drop-offs and other community needs.

Our end-of-trip facilities allow cyclists access to a world-class bike hub, change facilities, lockers, secure bike parking and additional space for e-bikes and charging.

The City Campus has several plan overlays, particularly the City North Masterplan, which articulates the opportunity to leverage the new State Library Train Station (with an entrance on Franklin Street) and prioritise sustainable and active transport. The overarching access and movement objective is to prioritise walking, cycling and public transport, whilst ensuring equitable access. Sustainable transport will remain a key pillar in all RMIT property planning moving forward.



City Campus Actions

Insight	Action	Timeline
Major transport projects underway present an opportunity to advocate for sustainable transport infrastructure	Continue to work with Metro Tunnel interface to ensure the best possible solutions for the City Campus	Ongoing
Pedestrian walkability is obstructed by many obstacles and major roads which impedes safety and accessibility	Continue to lobby for prioritisation of pedestrians around pain points (i.e. crossing Victoria Street, Franklin Street & Cardigan Street interfaces)	Ongoing
The city has a rich network of public transport and infrastructure for active transport, alleviating the 'need' for a private vehicle	Provide no additional car parks at the RMIT City Campus	Ongoing
<p>Accessibility & Inclusion:</p> <p>There is a gap in parking options for our community with special requirements:</p> <p>In many instances, people with disabilities are not driving themselves, but still need a safe drop-off and pick-up zone</p> <p>Street Parking options are available however, a council-issued parking permit is required.</p>	<p>Adopt a 'parking for purpose' lens and establish a safe pick up and drop off zone for the City Campus (with adequate shelter, lighting, signage and security).</p> <p>Parking for purpose lens will include planning with the below in mind:</p> <ul style="list-style-type: none"> ▪ Loading zones ▪ DDA ▪ Daycare centre drop-offs/pick-ups ▪ Rideshare drop-offs/pick-ups 	Long Term
City Bike Hubs are nearing capacity (B51 & 80)	Identify opportunities for additional bike hub facilities and review current facilities for functionality (particularly given the shift to heavier, floor-based e-bikes which require charging).	Long Term
Community feedback is strong, there is a need to improve the quantity and quality of bike lanes in the city to enhance safety & connectivity.	Work with CoM and VicRoads to push for more dedicated bike lanes to enhance safety and make cycling more appealing.	Long Term

6.3 Bundoora Campus

The Bundoora campus is situated within the City of Whittlesea, approximately 20 km north of the CBD. Bundoora is our second largest site with over 30 buildings and substantial green space. There are two campuses, Bundoora East and Bundoora West located opposite each other along the major arterial road, Plenty Road, where the '86 RMIT Bundoora Tram' runs from Docklands to RMIT (directly north of the CBD). The Bundoora West Campus also has student accommodation, **Walert House**.

120 car park bays are available in dedicated areas, with **paid parking** required year-round from 8am to 4pm weekdays. Five types of parking available:

1. Casual – hourly, half-day, full day
2. Annual Student Permit
3. Bi-annual Student (per semester) Permit
4. Monthly Permit
5. Bundoora Student Accommodation Reserved Parking

There are expansion plans for the Bundoora East campus, with the opening of a new **Trades Innovation Centre** due to open in 2025. This will not only impact available car parking, but also present an opportunity to lobby for improvements to public transport provisions.



Bundoora Courtesy Bus Service

RMIT provides a **bus service** at the Bundoora campus, in response to the RMIT community's feedback. Safety on public transport was a concern, particularly at night with poor connections between transport modes leading to longer wait times and people feeling unsafe.

The new and improved Bundoora Courtesy Bus Service is now more flexible, safe and operates more regularly, departing from Walert House every 20 minutes and travelling along the dedicated route as shown in the map below.

The free Bus Service safely escorts students and staff between Bundoora campuses, as well as to major transport, food and housing hubs near the Bundoora campuses.

The service operates between 5:00 pm-10:00 pm, 7 days a week, driven by a trained RMIT security officer with high frequency rotations, waiting no more than 20 minutes for the next service.

The bus service follows a dedicated route:

1. Walert House
2. B203 Sports Centre
3. B210, 202 Library/Security
4. Plenty Road Tram & Bus
5. University Hill Shopping Centre
6. B300 RMIT Health Sciences Clinic
7. Bundoora East B251
8. Plenty Road Tram & Bus

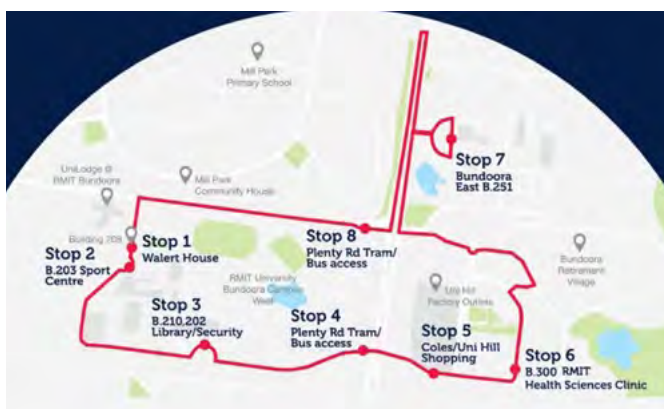


Figure 10: Bundoora Courtesy Shuttle Bus route

Bundoora Campus Actions

Insight	Action	Timeline
There are expansion plans for Bundoora East (i.e. Trades Innovation Centre).	Monitor parking impacts from expansion and lobby for improvements to public transport provisions.	Ongoing
Car parking strategies are reviewed at this campus – planning needs to reduce single-occupancy car journeys	Ensure any review of parking strategies on campus encourages public transport and EV use whilst reducing single occupancy vehicles.	Short Term
	Investigate prioritising car park spaces (closer to the buildings) for short-term drop-offs, car share participants and EVs (priority remains DDA).	Short Term
Safety on public transport was a concern, particularly at night. Poor connections between transport modes mean longer wait times and people feeling unsafe.	Review uptake and explore opportunities to extend the current bus loop shuttle service on campus (frequency, peak times, stops)	Medium Term
There is currently no direct connection from a train station to campus.	Enhance public transport use through the provision of a network of bus stops on campus with appropriate weather protection, wayfinding and lighting. Conduct a deep dive to understand opportunities.	Long Term
	Future capital opportunity to install a roundabout and remove the sharp turn on Clements Drive to enable PTV bus access through the campus. Allowing for the reinstatement of the bus stop outside Building 202. Work with relevant agencies to re-route the existing 570 bus through the West campus.	
	Work with relevant agencies to explore additional opportunities to improve connections to other train stations and develop a shuttle service to/from key trainlines.	

6.4 Brunswick Campus

The Brunswick campus is located 5km north of Melbourne within the City of Merri-bek and situated beside the Upfield train line which has an accompanying shared bike path. This campus comprises six buildings and is home to Fashion and Textiles Students and Design Students who curate portfolios to showcase their creative work. As a result, they have more materials to carry to and from campus, further contributing to the uptake of driving. The campus has a bike cage, bike racks and hoops. However, there are no end-of-trip facilities (change rooms, lockers and showers) which presents an area for improvement to unlock greater uptake of active modes of transport.

All level crossings are to be removed on the Upfield train line by 2027, and when the Melbourne metro tunnel project is complete, will lead to more frequent services and place-making opportunities, as well as impact parking at RMIT. Making the Upfield train line “boom-gate free” will also deliver a fully separated walking and cycling connection into the Melbourne CBD, dramatically improving the user experience for these active transport modes.

Brunswick Campus Actions

Insight	Action	Timeline
Free parking on campus encourages staff to drive	Understand how the concept of parking for purpose can be implemented without subjecting the university to further parking levies	Short term
There are no end-of-trip facilities at the Brunswick campus	Improve end-of-trip bike facilities for Brunswick by providing accessible and equitable change facilities	Medium term
All level crossings are to be removed on Upfield leading to more frequent services and placemaking opportunities and impacts to parking.	Understand the implications and opportunities of the LXR along the Upfield Line for sustainable modes of transport and placemaking.	Long term
Post metro tunnel and LXR Brunswick will be more accessible due to the proposed increased frequency of trains, and better connections.	Promote the accessibility of the Brunswick campus	Long Term



7. Monitoring & Reporting

7.1 Monitoring

RMIT undertook a transport survey of staff and students in 2022, with 290 respondents across all three Melbourne campuses. Of the RMIT community who completed the survey, 55% of respondents were staff, 39% were students and 6% were both. 85% of students attend the City campus, 12% at Bundoora and 3% at Brunswick. Given the limited participation numbers, we have not published the statistics to avoid false assumptions being made. However, we have been able to capture some general findings outlined below. New mechanisms have been identified in the action plan to improve surveying and data collection.

Postcode & Primary Campus

Hybrid ways of working and learning have enabled staff and students to move further away from their primary campus. Particularly for the City and Bundoora campuses.

Survey results enabled the spatial mapping of postcode data by the primary campus of survey respondents outlined in the table below.

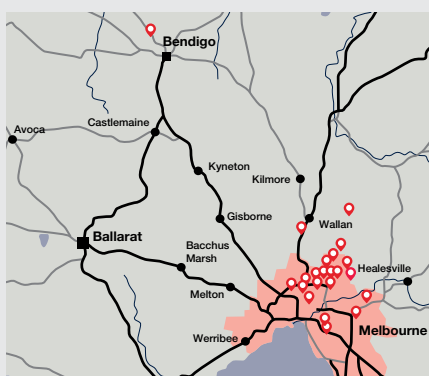
City Campus:

Commuters are spread out across metropolitan Melbourne and Regional Victoria (noting this was before V-Line costs were brought in line with Metro).



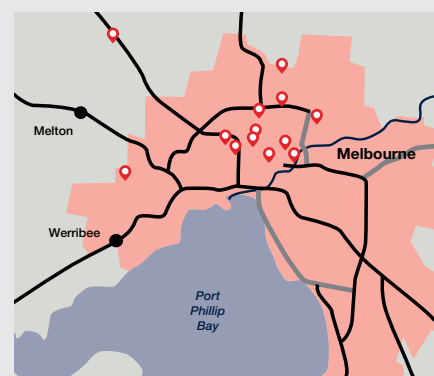
Bundoora Campus:

Commuters reside mostly north/north-east of the Bundoora campus and in close proximity.



Brunswick Campus:

Commuters are located mostly in the inner-north.



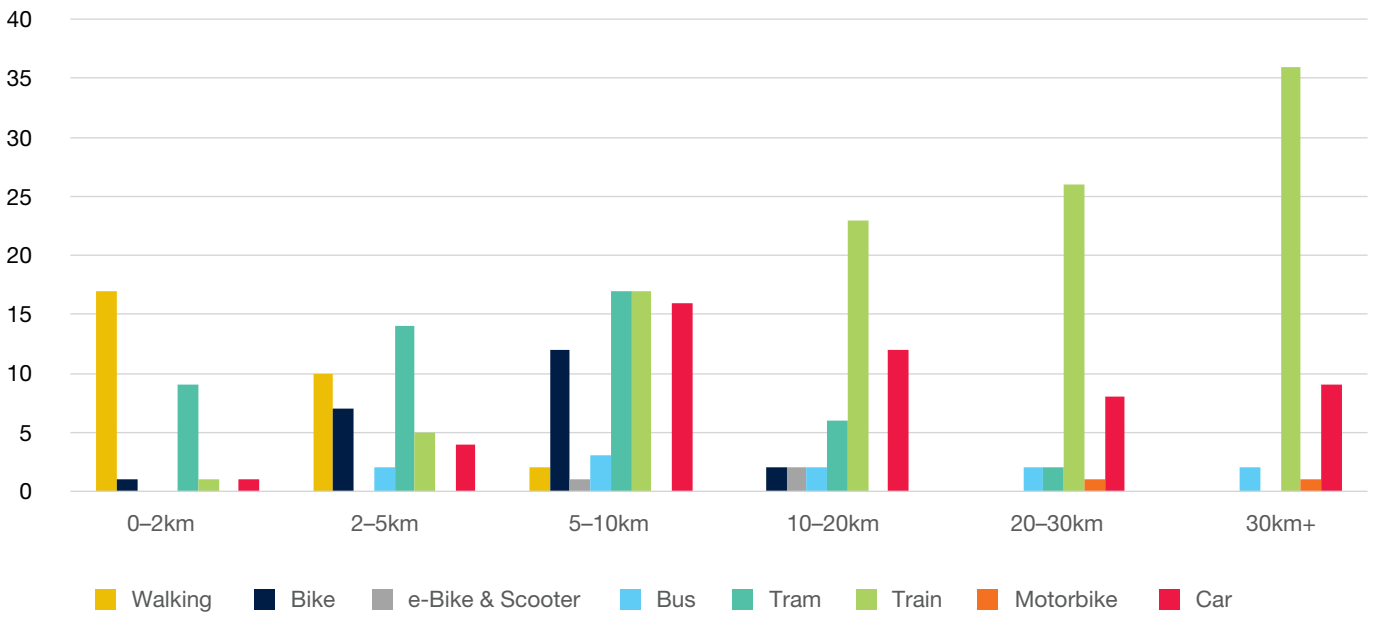
Transport Mode by Distance

Distance also affects the type of transport mode utilised. We found that as the journey distance increases, the uptake of trains dramatically increases.

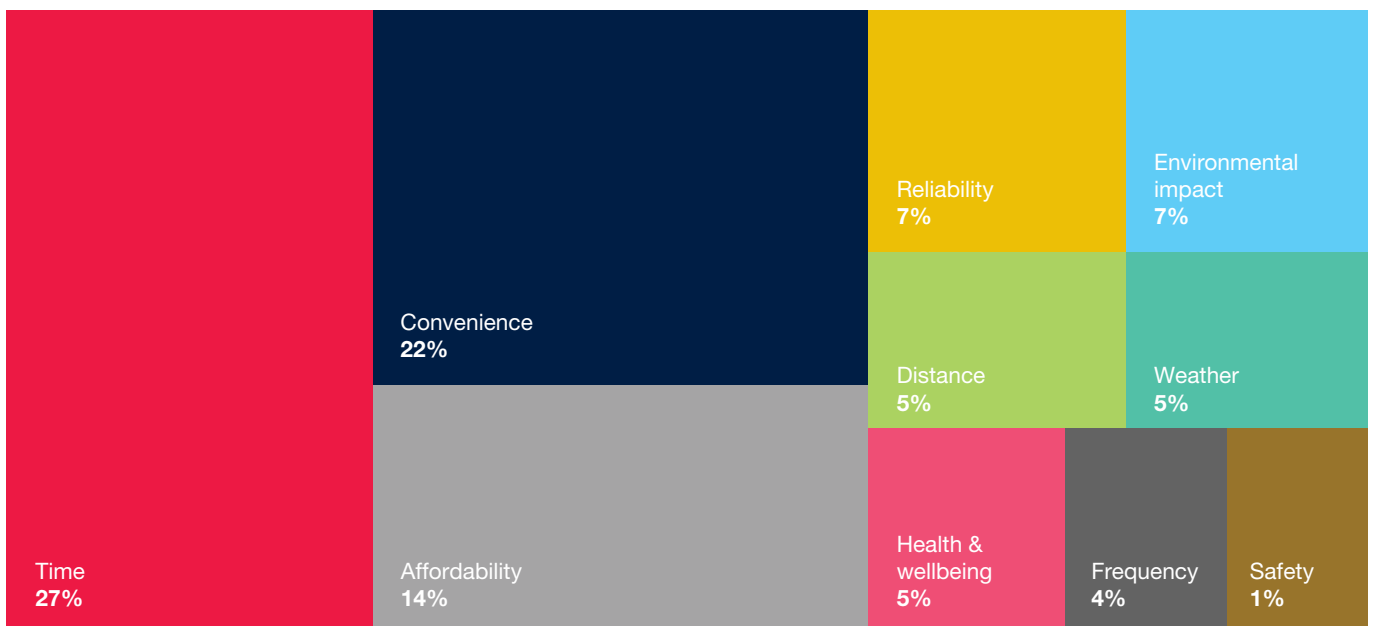
Walking distance is capped at 5-10km, after peaking at 0-2km. Cycling uptake peaks at 5-10km, then drops off, this is extended to 10-20km if e-bikes or e-scooters are used.

Car use peaks at 5-10km, but then becomes more prevalent in 30km+ journeys where trains may not be an available option. Tram and bus use also peak at 5-10km, which is consistent with the PTV network coverage for trams and users avoiding long bus journeys.

Transport mode chosen by distance



The top three considerations for choosing transport modes were consistent for students and staff & students who listed 'time', 'convenience' & 'affordability' as the most important.



Areas for Improvement

Survey responses were asked about areas for improvement, many of the issues raised are not within the control of RMIT, but provide context for the actions that have been developed in this plan relating to working with partners.

Areas for improvement suggested by the RMIT Community

ALL	<ul style="list-style-type: none">▪ Improved safety at night-time on PT▪ Car-pooling/ride-share program for RMIT staff▪ Increase the number of bike lanes & improve safety & quality of existing bike lanes▪ Incentives or discounts to purchase e-bikes (i.e. for staff salary sacrifice)▪ Electric buses so that all modes of PTV are environmentally friendly (Metro Train, Tram & Buses)▪ The cost of public transport is prohibitive for some, and PTV discounts are not widely known about or adopted▪ EV charging stations▪ Buses replacing trains are unreliable and significantly impact commute time▪ Inadequate parking at train stations▪ The commuter club has too many exclusions (i.e., V/Line travellers) and low awareness amongst staff▪ Distance and time are the two biggest factors for people based regionally
City Campus	<ul style="list-style-type: none">▪ Expansion of free tram zone to include RMIT Swanston Street tram stop▪ Better promotion of SAB bike facilities & access to B51 Bike Hub from Swanston Street▪ Establish an 'RMIT Hub' (i.e. eastern suburbs), whereby the university has office and meeting spaces available that staff can book so they can connect with other team members without needing to do the long haul into the CBD.▪ More frequency of trains on Hurstbridge lines▪ Improved pedestrian crossing at Cardigan Street
Brunswick Campus	<ul style="list-style-type: none">▪ Better end-of-trip facilities at Brunswick (currently no change rooms)▪ Greater frequency of trains (Upfield)▪ More frequent bus services to and from the Brunswick campus (stopping at Dawson Street)
Bundoora Campus	<ul style="list-style-type: none">▪ Maintenance of car parks could be improved▪ A bus between Bundoora and train station/Ringwood via Eltham & Greensborough▪ Run an on-demand shuttle service to South Morang train station

7.2 Reporting

Benchmarks and targets will be developed and updated regularly by the Sustainability Team in Property Services to track the success of this plan. These metrics will be informed by key industry benchmarking, such as metrics used in **Green Star-rated** projects and collaboration with other universities.

Targets will be based on the following guiding principles:

- A shift in mode share from private vehicles to public and active transport modes that have low or no emissions.
- An annual reduction in RMIT's carbon footprint associated with transport.
- No net increase in car parking spaces and minimised private car parking provisions.
- Measures in ease and frequency of connectivity to public transport modes.
- Provision of and investment in active transport infrastructure.
- User experience, accessibility and pedestrian prioritisation on campus.

There are clear opportunities with this Sustainable Transport Plan to build out wider transport datasets to provide further insights into student and staff travel habits for both commuting and University business purposes. The metrics will sit outside this plan and be tracked as a series of dashboards.

The current methodologies for calculating transport emissions are captured under our **Carbon Management Plan** processes and reporting.

The table below outlines some of the key sources of transport-related data for RMIT:

Data Source	Responsibility	Frequency
Data points from staff and student transport profiles once in place	Sustainability Team	Monthly
Swipe card data (bike hubs and cages)	Security	Quarterly
Bundoora bus usage data	Security	Quarterly
Parking App	Campus Planning & Services (CPS)	Quarterly
Private parking permits	CPS	Quarterly
Fleet usage data	CPS	Quarterly
Myki Commuter Club and Concession card data	People Team	Quarterly
Scope 3 emissions data – flights, business travel	Sustainability Team & Procurement Team	Annually
Monitor existing partner data sources – State and Local government, PTV data, pedestrian counters, Bikespot, Super Counts etc.	Sustainability Team	Annually
Campus audits of bike parking and facilities	Sustainability Team	Every 2 years
Provide engaging ways to capture student and staff data on issues and pain points	Sustainability Team	Every 5 years
Intercept & observational surveys (i.e. counting of people boarding buses etc.)	Sustainability Team	Every 5 years

Regular reporting on metrics will be critical to ensure that sustainable transport remains at the forefront of decision-making and that the Sustainability Team is making progress against this plan.

Full public disclosure of progress will be communicated via the [sustainability website](#) and the **Sustainability Annual Report**.



