Staff Travel Survey 2015

Key Findings

Introduction

Between February and April 2015, staff were asked to take part in the University of St Andrews Staff Travel Survey. The travel survey has been conducted approximately every three years since 2002 and provides important insights into staff travel patterns and behaviours.

Links to an online survey (hosted by Bristol Online Surveys) were distributed electronically via In the Loop newsletter, the Salaries Self Service page, emails to school/unit secretaries, and through the Environment Team’s social media channels. A prize draw for a £100 Amazon voucher (donated by travel provider DP&L) and free membership to E-Car Club was offered as an incentive to complete the survey.

The aim of the travel survey, as in previous years, was to better understand staff travel needs and behaviours, to understand the barriers to sustainable transport and identify solutions to monitor the progress of the University’s travel plan. Where applicable a comparison to previous surveys has been included in this report.

A total of 563 responses were received giving a response rate of 26%. This is the lowest response rate received so far, with the 2012/13 survey reaching 32%, the 2009 survey reaching 30%, and the 2006 survey reaching 34%.

Section A – About your journey to work

1. How do you usually travel to work?

The results show that 60% of staff travel to work by car (39% alone and 21% as a car sharer). There has been a slow decrease in the number of staff travelling to work by car alone, and an increase in the number of staff travelling by bus and train. The number of staff walking or cycling to work has remained relatively consistent; see Table 1.

Table 1. Mode of travel to work, 2006-2015.

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
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<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Car (alone)</td>
<td>46%</td>
<td>45%</td>
<td>43.3%</td>
<td>39.3%</td>
</tr>
<tr>
<td>Car (2 people)</td>
<td>-</td>
<td>-</td>
<td>16.6%</td>
<td>15.3%</td>
</tr>
<tr>
<td>Car (3 people)</td>
<td>-</td>
<td>-</td>
<td>3.3%</td>
<td>4.1%</td>
</tr>
<tr>
<td>Car (4 people or more)</td>
<td>-</td>
<td>-</td>
<td>1.1%</td>
<td>1.2%</td>
</tr>
<tr>
<td>Car (with others)</td>
<td>23%</td>
<td>22%</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Bus</td>
<td>6%</td>
<td>8%</td>
<td>9.2%</td>
<td>12.1%</td>
</tr>
<tr>
<td>Bicycle</td>
<td>8%</td>
<td>8%</td>
<td>8.1%</td>
<td>8.7%</td>
</tr>
<tr>
<td>Walk</td>
<td>15%</td>
<td>15%</td>
<td>14.9%</td>
<td>15.6%</td>
</tr>
<tr>
<td>Train</td>
<td>-</td>
<td>1%</td>
<td>1.7%</td>
<td>2.7%</td>
</tr>
<tr>
<td>Motorcycle/moped/scooter</td>
<td>-</td>
<td>1%</td>
<td>1%</td>
<td>0.2%</td>
</tr>
<tr>
<td>Taxi</td>
<td>-</td>
<td>-</td>
<td>0.1%</td>
<td>0.2%</td>
</tr>
<tr>
<td>Other</td>
<td>1%</td>
<td>1%</td>
<td>1%</td>
<td>0.7%</td>
</tr>
</tbody>
</table>
2. How far do you travel to work (door to door, one way)?

The results show that most staff live over 10 miles and up to 20 miles away from their place of work. 10% of staff who responded live within walking distance (1 mile) of their workplace, whilst 30% of staff live less than 4 miles away, a distance ideal for cycling. There has been a slow increase in the percentage of staff living further away from the university; see Figure 1.

![Figure 1. Distance travelled on daily staff commute (door to door, one way), 2006-2015.](image)

3. How long does your journey to work usually take (door to door, one way)?

Staff commuting times are increasing, with 70% of staff commutes taking 30 minutes or less, compared to 79% in 2006; see Figure 2. This fits with the results above showing an increase in the distance staff travel to work.

![Figure 2. Time taken to travel to work (door to door, one way), 2006-2015.](image)
Section B – About Public Transport

4. Which of the following changes would most encourage you to regularly use the bus for your journey to work (If you already travel to work by bus, which changes would you most like to see?)

Of the options offered to staff, discounted tickets/passes would most encourage them to travel to work by bus (24%), followed by more frequent bus services (19%). Improved security was the measure least likely to encourage staff to use the bus (2%).

Notable responses to “Other” include:

- Prefer to walk/cycle
- Live too far away from a bus stop
- Buses do not run at suitable times
- Use the car to combine work commute with school run
- Bus takes too long

See appendix for a full list of responses.

![Figure 3. Measures to encourage staff to travel to work by bus.](image)

5. What is the maximum you would be willing to pay for a return bus ticket (home to work and back)?

Most staff reported that they would not consider using the bus, regardless of ticket price (23%). As in previous years, the maximum most staff would be willing to pay for a return bus ticket is £3, although this year there has been an increase in the percentage of staff willing to pay over £4 for a return ticket; see Figure 4.
6. **If you travel by bus, how many minutes are spent walking from the bus stop to your workplace?**

The results show that most staff do not usually travel by bus (60%). Of those that do, most spend between 6-10 minutes walking from their bus stop to their place of work (18%); see Figure 5.
Section C – About Car Travel

7. What are your main reasons for using a car to get to work?

The main reasons staff cited for using a car to get to work were that it is the quickest means of getting to work, convenience/comfort, flexibility, and that it is the cheapest option; see Figure 6.

Notable responses to “Other” include:

- For personal appointments outside of work
- Medical/mobility reasons
- Weather is too bad
- Bus is too expensive
- Working hours do not coincide with bus times

See appendix for a full list of responses.

8. How often do you use your car during the working day for the following activities?

Most staff rarely or never use their car for other activities during the working day. Of those that use their car most days, most use it for carer responsibilities (10%), and of those that use their car some days, most use it for getting to other places of work (within or outwith the university) (23%); see Figure 7.
9. Where do you usually park?

Most staff park in a university car park, with 52% parking at their place of work, and 14% parking at another building. There has been an increase in the percentage of staff using free non-university parking spaces, doubling from 15% in 2009 to 33% this year; see Figure 8.

The most-used car parks by those who park in a university car park at their place of work are:

- Bute Building (25 respondents)
- Old Burgh School (24 respondents)
- North Haugh (21 respondents)
- Library (18 respondents)
- Gateway Building (16 respondents)

The most-used car parks by those who park in a university car park at another building are:

- Library (6 respondents)
- Wherever a space is available (6 respondents)
- Castlecliffe (4 respondents)
- Dyer’s Brae (4 respondents)
- Gannochy (4 respondents)

The most-used car parks by those who park in free non-university parking spaces are:

- Petheram Bridge (41 respondents)
- The Scores (26 respondents)
- East Sands (8 respondents)
- St Andrews Harbour (8 respondents)
- Wherever a space is available (6 respondents)
The only paid non-university car parking facility used by staff listed was North Street (2 respondents).

See appendix for a full list of responses.

Figure 8. Staff car parking locations, 2009-2015.

10. How many minutes are spent walking from your car to your workplace?

Most staff spend 5 minutes or less walking from their car to their workplace (85%), with an increasing percentage of staff taking between 6-10 minutes (up to 13% from 9% in 2012/13); see Figure 9.

Figure 9. Time staff spend walking from car to workplace, 2009-2015.
11. What measures might help you reduce your car use for travel to and from work? Please rank your answers (1 = would not encourage me to reduce my car use, 5 = would definitely encourage me to reduce my car use).

The results show that improvements to public transport e.g. more frequent services, cheaper tickets, would be most likely to encourage staff to reduce their car use for travel to and from work. Easy access to cars that can be hired by the hour for either personal or work use are measures that are least likely to encourage staff to reduce their car use; see Figure 10.

Notable responses to “Other” include:

- Availability of public transport within walking distance of home
- Improved cycle facilities in town
- Car is essential – no changes would make me reduce my car use
- More cycle paths in NE Fife
- Secure overnight cycle storage

See appendix for a full list of responses.

![Figure 10. Measures to encourage staff to reduce their car use for travel to and from work (1 = would not encourage me to reduce my car use, 5 = would definitely encourage me to reduce my car use)](image)

12. Which of the following changes would most encourage you to car share to work (if you already car share, which changes would you like to see?) Please rank your answers (1 = would not encourage me to car share, 5 = would definitely encourage me to car share).

The results show that a free taxi home if let down by a driver would be the measure most likely to encourage staff to car share to work. Instant access to a car that can be hired by the hour in case a share is unavailable, and “other” responses are the measure least likely to encourage staff to car share to work; see Figure 11.

Notable responses to “Other” include:

- Work patterns not conducive to sharing
- Need a nearby neighbour who works at the University
- Car is already full
Car sharing to work is fine, but issues with carsharing home
Financial incentive/recognition

See appendix for a full list of responses.

Figure 11. Measures to encourage staff to car share to work (1 = would not encourage me to car share, 5 = would definitely encourage me to car share)

13. *In terms of emissions, what band is your car? (annual vehicle tax rates)*

The results show similarity between staff car emission bands for years 2009 and 2012/13 where a majority of cars are banded between bands B and F (2009 = 53%, 2012/13 = 58%, 2015 = 60%). No staff members have declared that they own an electric vehicle, but the percentage of staff with a car in the top three bands has increased from 17% in 2009 to 28% this year. The proportion of cars registered before 2001 continues to drop off, falling from 24% in 2009 to 4% this year; see Table 2.

Table 2. Staff car emission bands with highlighted maximum column entries, 2009-2015.

<table>
<thead>
<tr>
<th></th>
<th></th>
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<th></th>
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</thead>
<tbody>
<tr>
<td>Registered before March 2001</td>
<td>24%</td>
<td>9%</td>
<td>4%</td>
</tr>
<tr>
<td>Band A – electric car</td>
<td>-</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>Band A</td>
<td>3%</td>
<td>4%</td>
<td>7%</td>
</tr>
<tr>
<td>Band B</td>
<td>14%</td>
<td>5%</td>
<td>7%</td>
</tr>
<tr>
<td>Band C</td>
<td>12%</td>
<td>14%</td>
<td></td>
</tr>
<tr>
<td>Band D</td>
<td>29%</td>
<td>13%</td>
<td>7%</td>
</tr>
<tr>
<td>Band E</td>
<td>18%</td>
<td>18%</td>
<td></td>
</tr>
<tr>
<td>Band F</td>
<td>10%</td>
<td>11%</td>
<td>14%</td>
</tr>
<tr>
<td>Band G</td>
<td>10%</td>
<td>12%</td>
<td>12%</td>
</tr>
<tr>
<td>Band H</td>
<td>6%</td>
<td>6%</td>
<td>6%</td>
</tr>
<tr>
<td>Band I</td>
<td>4%</td>
<td>4%</td>
<td></td>
</tr>
<tr>
<td>Band J</td>
<td>4%</td>
<td>3%</td>
<td>4%</td>
</tr>
<tr>
<td>Band K</td>
<td>3%</td>
<td>3%</td>
<td></td>
</tr>
<tr>
<td>Band L</td>
<td>1%</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>Band M</td>
<td>1%</td>
<td>1%</td>
<td></td>
</tr>
</tbody>
</table>
Section D – About Cycling

14. Which of the following changes would most encourage you to regularly cycle to work? (If you already cycle, which changes would you most like to see?) Please rank your answers (1 = would not encourage me to cycle, 5 = would definitely encourage me to cycle).

The results show that improved/more cycle paths on the journey to work would be most likely to encourage staff to cycle to work. The opportunity to hire a bicycle long-term and a shared bike scheme would be least likely to encourage staff to cycle to work; see Figure 12.

Notable responses to “Other” include:

- Live too far away to cycle
- Bike lockers e.g. at workplace of Guardbridge
- Do not feel safe cycling on the roads
- Better weather
- Improved road surfaces

See appendix for a full list of responses.

Figure 12. Measures to encourage staff to cycle to work (1 = would not encourage me to cycle to work, 5 = would definitely encourage me to cycle to work)

Section E – Business Travel

15. How often do you use the following means of transport for business travel (including travel around St Andrews)?

61% of staff responded that they walk for a business journey more than once a week, with 27% of staff using a car (alone) for this purpose. Of the respondents that cycle for business travel, most do so more than once a week. The majority of plane journeys are undertaken once a term (25%) with another 17% of respondents using the plane annually; see Table 3.
16. How often do you use video conferencing facilities for work meetings?

13% of staff reported that they regularly use video conferencing facilities. Whilst this is a relatively small percentage, it is a significant improvement on the 3% of staff who indicated they regularly use video conferencing in 2009. Percentages of occasional and rare users of video conferencing facilities are also on the rise, with staff never using video conferencing down to 44% from 69% in 2009; see Figure 13.

![Figure 13. Regularity of video conferencing facility use amongst staff, 2009-2015.](image-url)

Table 3. Mode of business travel by frequency with highlighted maximum column entries.

<table>
<thead>
<tr>
<th>Mode of transport</th>
<th>More than once a week</th>
<th>Weekly</th>
<th>Fortnightly</th>
<th>Monthly</th>
<th>Once a term</th>
<th>Annually</th>
<th>Never</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walk</td>
<td>61%</td>
<td>14%</td>
<td>5%</td>
<td>6%</td>
<td>4%</td>
<td>1%</td>
<td>10%</td>
</tr>
<tr>
<td>Cycle</td>
<td>10%</td>
<td>3%</td>
<td>2%</td>
<td>5%</td>
<td>3%</td>
<td>2%</td>
<td>75%</td>
</tr>
<tr>
<td>Bus</td>
<td>10%</td>
<td>5%</td>
<td>5%</td>
<td>4%</td>
<td>11%</td>
<td>16%</td>
<td>7%</td>
</tr>
<tr>
<td>Train</td>
<td>3%</td>
<td>2%</td>
<td>6%</td>
<td>19%</td>
<td>27%</td>
<td>11%</td>
<td>32%</td>
</tr>
<tr>
<td>Motorbike/scooter</td>
<td>0%</td>
<td>1%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>98%</td>
</tr>
<tr>
<td>Car (alone)</td>
<td>27%</td>
<td>7%</td>
<td>5%</td>
<td>11%</td>
<td>11%</td>
<td>5%</td>
<td>35%</td>
</tr>
<tr>
<td>Car (sharing)</td>
<td>14%</td>
<td>5%</td>
<td>4%</td>
<td>10%</td>
<td>15%</td>
<td>9%</td>
<td>45%</td>
</tr>
<tr>
<td>A car that I hire by the hour</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>2%</td>
<td>1%</td>
<td>96%</td>
</tr>
<tr>
<td>Taxi</td>
<td>1%</td>
<td>1%</td>
<td>2%</td>
<td>10%</td>
<td>20%</td>
<td>12%</td>
<td>55%</td>
</tr>
<tr>
<td>Plane</td>
<td>0%</td>
<td>0%</td>
<td>2%</td>
<td>8%</td>
<td>25%</td>
<td>17%</td>
<td>48%</td>
</tr>
</tbody>
</table>
17. *What would encourage you to use more sustainable travel options for business travel?*

Most respondents listed improvements to public transport services as something that would encourage them to use more sustainable travel options for business, with many responses also putting forward suggested improvements to the cycling infrastructure and support for video conferencing.

See appendix for a full list of responses.

**Section F – About you**

18. *What is your home postcode?*

Most respondents have a postcode in the KY16 area (196 respondents).

Other notable responses include:

- KY15 (96 respondents)
- KY10 (81 respondents)
- DD6 (26 respondents)
- DD2 (23 respondents)
- KY8 (12 respondents)

A small number of respondents come from Edinburgh, Perth, Falkirk, and Glasgow postcode areas.

See appendix for a full list of responses.

19. *Which building is your usual place of work?*

Most respondents usually work in the Physics building (56 respondents).

Other notable responses include:

- Old Burgh School (34 respondents)
- MBSB (31 respondents)
- Bute Building (26 respondents)
- Gateway Building (24 respondents)
- Butts Wynd (20 respondents)

See appendix for a full list of responses.

20. *What time do you normally arrive at/leave work?*

The results show that most staff arrive at work at 8.30am (117 respondents) with 74% of staff arriving between 8-9am. Most staff leave work at 5pm (158 respondents) with 73% of staff leaving between 5-6pm.
Twenty respondents reported that the time they arrive at work varies, and 37 respondents reported that the time they leave at varies (depending on shifts).

![Bar chart showing time of arrival and departure at work](image)

**Figure 14. Time staff arrive at and leave work.**

21. *What days do you normally work at the University?*

The vast majority of staff work Monday to Friday all year (73%), with 11% working less than 5 days a week; see Figure 15.

Notable responses to “Other” include:

- Monday to Friday and some evening/weekend work
- Five days out of seven
- Shift work
- Often work from home
- Depends on research schedule/teaching/meeting commitments

See appendix for a full list of responses.
22. *Any other comments?*

We received over 150 comments on a variety of travel issues, with the most prominent being:

- Complaints that bus travel is too expensive
- Requests for a staff discount on bus travel
- Complaints that bus travel is too infrequent
- Requests for flexitime working to reduce amount of travelling
- Requests for more shower facilities in university buildings

See appendix for a full list of responses.

23. *Prize draw*

The winner of the prize draw was Dr Ruth Bowness.