



## Staff Travel Survey 2009 - Key Findings

### 1 Introduction

#### 1.1 Introduction

During October 2009 staff were asked to take part the University of St Andrews Travel Survey. Links to an online survey were distributed electronically using the internal email system with surveys hosted by Bristol Online Surveys (BOS). A number of paper versions of the survey were also available, by request from the Estates Helpdesk, Individual School/Unit Secretaries and copies were made available in both the University Library and Student Association buildings. A prize draw for an iPod was offered as an incentive to respondents.

The aim of the travel survey was to; better understand staff travel needs and views and to monitor the progress of the University travel plan.

To enable monitoring of the University's travel plan and assess changes in staff travel habits it was necessary to use comparative questions with previous surveys (undertaken in 2002 & 2006) and methodology in reporting. Where a direct comparison of responses from previous surveys has been possible, this has been included in the following analysis.

A total of 790 surveys were completed either online or in paper copy. The numbers of responses received provide a response rate of 38%. This indicates an increase in staff responses from previous years. In 2002 the survey received a 19% response rate whilst in 2006 34% of staff responded to the survey.

#### 1.2 Survey Overview

##### ***The Journey to Work***

- 67% of staff travel to work by car
- 15% walk to work
- 8% cycle to work
- 9% travel by public transport
- 10% of staff live within 1 mile of their place of work

##### ***Changing travel habits***

- Discounted public transport tickets are the most popular measure to support staff in travelling by bus and train.
- Improved cycle paths were suggested by staff respondents as the most popular measure to encourage them to travel by bicycle.
- Help finding someone to car share with as the main measure to support them to car share to work.



## 2 Survey Results

### 2.1 Introduction

The 2009 survey results shown and discussed in this section are shown as a percentage of all staff respondents (790) unless stated otherwise.

### 2.2 Section A - About your journey to work

#### A1. How do you usually travel to work? (If more than one means of transport, tick the one that involves the longest distance) ?

The results indicate that 67% of staff travel by car (45% travel alone, 22% as a car sharer). Over the results suggest that there has been a steady decrease in the percentage of staff who travel to work by car since both the 2002 and 2006 surveys with a subsequent increase in the percentage of staff who walk or travel by bus. This can be seen clearly in table 1 and figure 2.

Mode Of Travel	2002	2006	2009
Walk	14%	15%	15%
Cycle	8%	8%	8%
Bus	5%	6%	8%
Train	-	-	1%
Motorcycle/scooter	-	-	<1%
Car with others	17%	23%	22%
Car driver alone	55%	46%	45%
Other (please specify)	1%	1%	<1%

Table 1 Mode of travel to work by respondents.

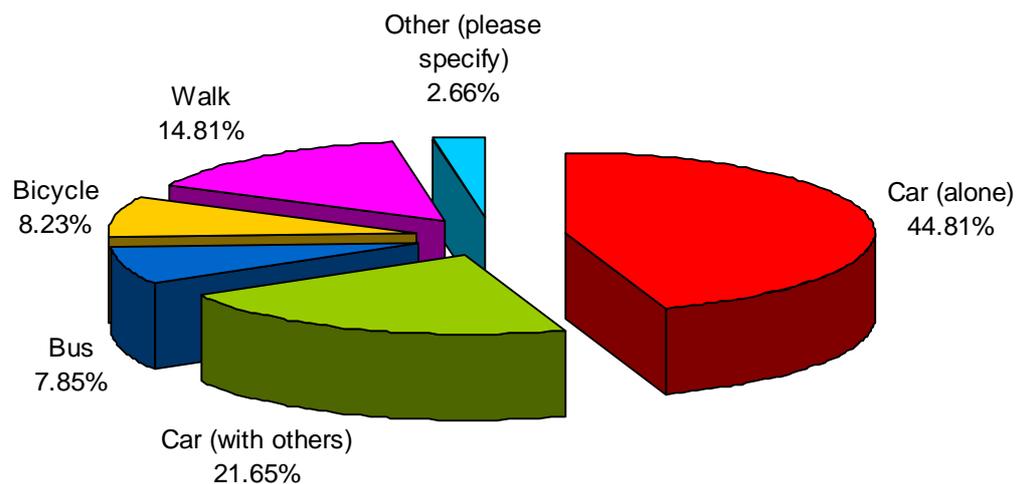


Figure 2 Mode of travel to work by staff respondents

#### A2. How far do you travel to work? (door to door, one way).

The results suggest that 10% of staff responded live within 1 mile of their place of work, a distance that is easily walked in approximately 20 minutes for most people. A further 23% live between 1



and 4 miles of the University, a distance that is ideal for cycling. When compared with previous survey results it is apparent that more staff are travelling further on their journey to work at the University with over 40% living 10 miles or more away.

Distance	2002	2006	2009
Up to 1 mile	31%	14%	10%
1-2 miles		18%	14%
2 – 4 miles	41%	6%	9%
4 – 10 miles		26%	25%
10 – 20 miles	28%	26%	32%
20 – 40 miles		7%	6%
Over 40 miles		2%	3%

Table 3 Distance travelled to work by staff respondents (comparative data).

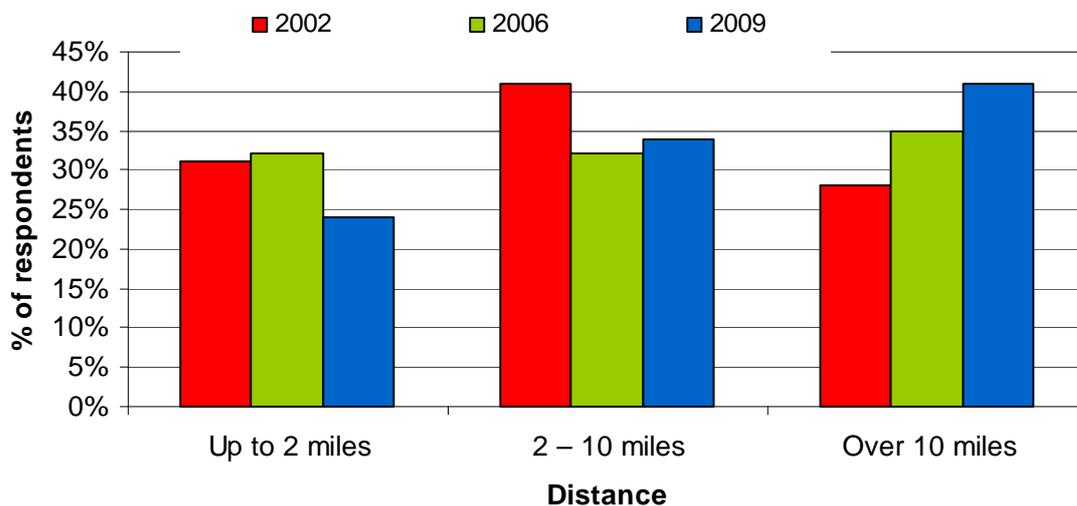


Figure 4 Distance travelled to work by staff respondents (comparative data)

**Journey distance by mode of travel**

Table 5 suggests that approximately 8% of staff respondents who live with a mile of their place of work travel by car as either a driver or a passenger. When compared to the results of the 2006 survey (table 6 and figure 7) it suggests that this figure has reduced by approximately 70% (21% modal shift). The results suggest that there has been a subsequent increase in the percentage of staff respondents walking to work who live up to 1 mile from their place of work. Table 8 suggests that overall the percentage of staff who travel by car and live within 1 mile of their place of work is less than 1%.



Answer options 2009	Car	Walk	Bicycle	Bus	Other	Total
Up to 1 mile	7.69%	80.77%	10.26%	1.28%	0.00%	100.00%
1 to 2 miles	41.44%	38.74%	16.22%	2.70%	0.90%	100.00%
2 to 4 miles	54.79%	15.07%	24.66%	5.48%	0.00%	100.00%
4 to 10 miles	80.71%	0.00%	7.61%	10.66%	1.02%	100.00%
10 to 20 miles	85.38%	0.00%	1.98%	11.46%	1.19%	100.00%
20 to 40 miles	91.84%	0.00%	0.00%	4.08%	4.08%	100.00%
Over 40 miles	60.00%	0.00%	0.00%	10.00%	30.00%	100.00%

Table 5 Distance travelled to work by staff respondents, by mode of travel 2009. (percentages shown relate to the number of staff respondents travelling within the distance parameter.)

Answer options 2006	Car	Walk	Bicycle	Bus	Other	Total
Up to 1 mile	27%	62%	9%	2%	0%	100.00%
1 to 2 miles	49%	32%	18%	1%	1%	101.00%
2 to 4 miles	74%	9%	12%	5%	0%	100.00%
4 to 10 miles	79%	0%	10%	9%	1%	99.00%
10 to 20 miles	90%	0%	1%	8%	1%	99.00%
20 to 40 miles	89%	0%	0%	11%	0%	100.00%
Over 40 miles	86%	0%	0%	0%	14%	100.00%

Table 6 Distance travelled to work by staff respondents, by mode of travel 2006. (percentages shown relate to the number of staff respondents travelling within the distance parameter.)

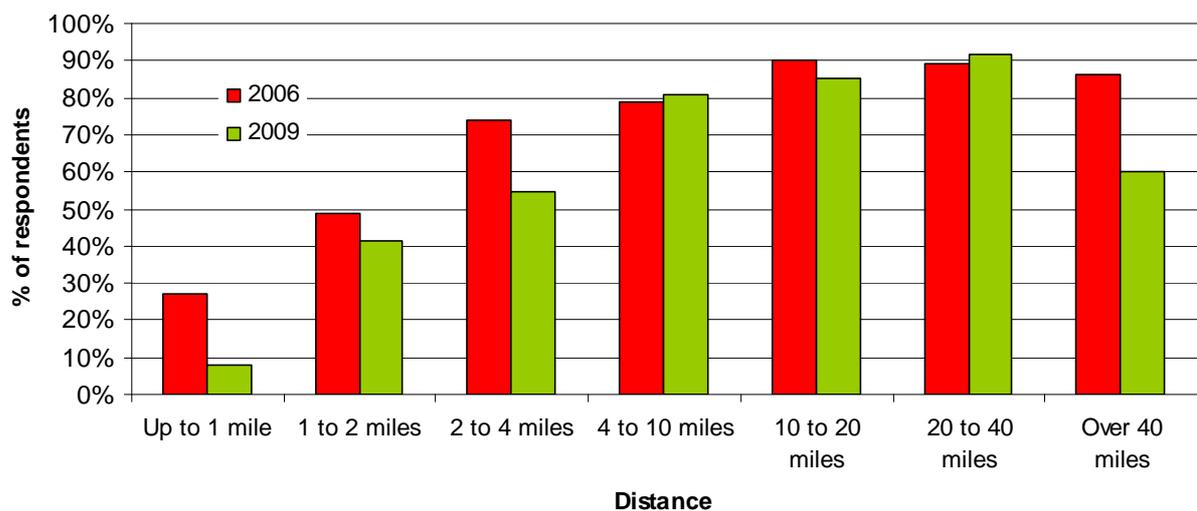


Figure 7 Distance travelled to work by staff car user respondents. (percentages shown relate to the number of staff respondents travelling within the distance parameter.)



Answer Responses	Car	Walk	Bicycle	Bus	Other	Total
Up to 1 mile	0.76%	7.97%	1.01%	0.13%	0.00%	9.87%
1 to 2 miles	5.82%	5.44%	2.28%	0.38%	0.13%	14.05%
2 to 4 miles	5.06%	1.39%	2.28%	0.51%	0.00%	9.24%
10 to 20 miles	27.34%	0.00%	0.63%	3.67%	0.38%	32.03%
4 to 10 miles	20.13%	0.00%	1.90%	2.66%	0.25%	24.94%
20 to 40 miles	5.70%	0.00%	0.00%	0.25%	0.25%	6.20%
Over 40 miles	1.52%	0.00%	0.00%	0.25%	0.76%	2.53%
Grand Total	66.33%	14.81%	8.10%	7.85%	1.77%	98.86%

Table 8 Distances travelled to work by staff respondents, 2009.

**A3. How long does your journey to work usually take? (Door to door; one way)**

The results suggest that approximately 76% of staff respondents travel for less than 30 minutes on their journey to work, this is a reduction of 3% since the 2006 staff survey. This is expected given that more staff are living further away from the University when compared to the 2006 survey.

	2006	2009
0 - 15 minutes	38%	30.38%
16 - 30 minutes	41%	45.95%
31 - 45 minutes	12%	15.82%
46 - 60 minutes	5%	4.56%
61 - 90 minutes	2%	2.28%
Longer than 90 minutes	2%	1.01%

Table 9 Time taken to travel to work by staff respondents, comparative data.

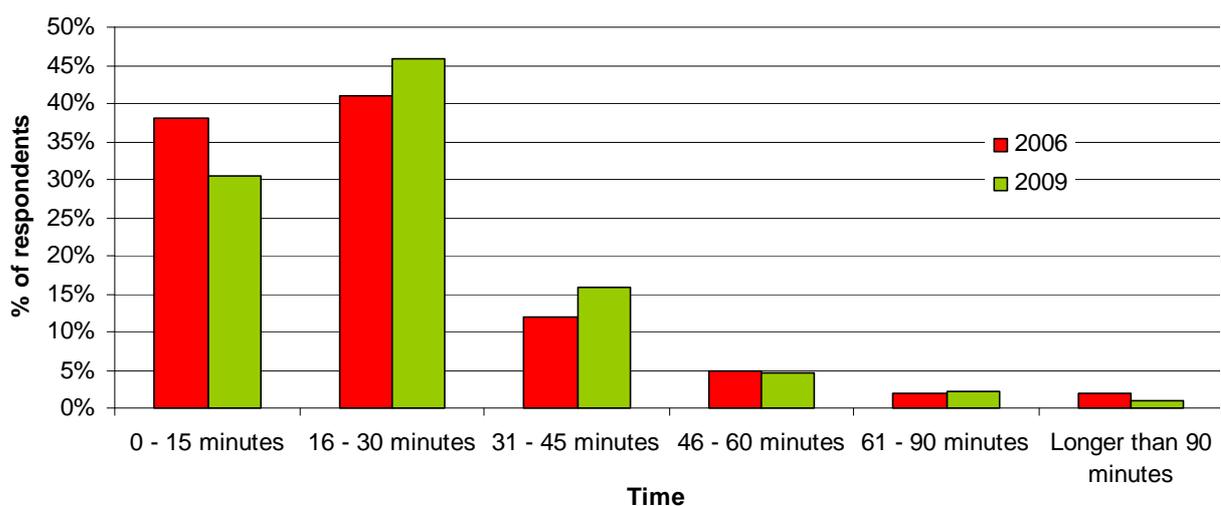


Figure 10 Time taken to travel to work by staff respondents, comparative data.



### 2.3 Section B – About Public Transport

#### **B4. Which of the following changes would most encourage you to regularly use the train for your journey to work? (If you already travel to work by train, which changes would you most like to see?)**

The result in table 11 & figure 12 provide an overview of the types of measure to encourage staff respondents to travel to work by train. The most popular measures include ‘Discounted tickets/passes’ (12%) and ‘More frequent train services’ (7%). Approximately 45% of staff respondents indicated that no changes would encourage them to use the train for their journey to work. Respondents were asked to state why they would not consider commuting by train, the main reason identified was that there was no train station in St Andrews. Other reasons included;

- Live too close to St Andrews
- Time and cost involved in travelling by train
- Better connection to/from the train station needed.

Respondents were also asked to indicate other measures/change that would encourage them to travel by train, responses given generally reiterated the measures/changes already suggested.

Staff Answer Options	Staff 2009
Improved security e.g. lighting around station:	0.63%
More timetable and route information	1.14%
Cleaner and more comfortable trains	2.03%
Flexible working hours	3.54%
More reliable services	4.43%
More convenient train times:	6.46%
More frequent train services	7.34%
Discounted tickets / passes	12.28%
No changes would encourage me	44.68%
Other ( <i>please specify</i> ):	68.10%

Table 11 Measures to encourage/support staff respondents to travel by train to work

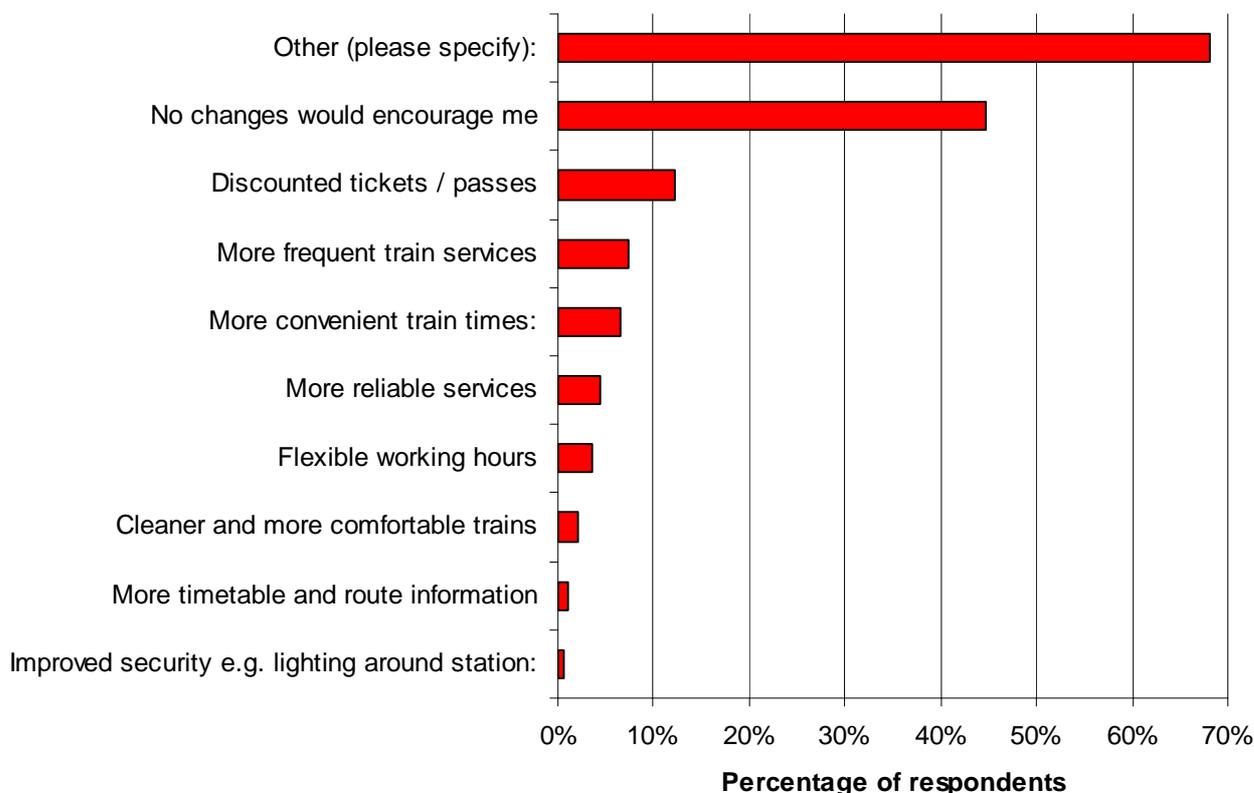


Figure 12 Measures to encourage/support staff respondents to travel by train to work.

**B5. 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?)**

The results in table 13 & figure 14 provide an overview of the types of measures/changes to encourage/support staff respondents to travel to work by bus. The most popular measures include 'Discounted tickets/passes' (44%) and 'More frequent bus services' (40%), these are the same as two most popular measures as suggested in the 2006 staff survey.

Approximately 21% of staff respondents indicated that no changes would encourage them to use the bus for their journey to work. Respondents were asked to state why they would not consider commuting by bus, the main reason identified was, live too close to work. Other reasons included;

- Carer arrangements
- Lack of bus services from home
- Need a car for work purposes

Respondents were also asked to indicate other measures/change that would encourage them to travel by bus, responses given generally reiterated the measures/changes already suggested.



Staff Answer Options	Staff 2009
Improved security e.g. better lighting at bus stops	4.30%
Better connections between workplace and bus station	7.59%
Cleaner and more comfortable buses	7.97%
More timetable and route information	9.62%
Flexible working hours	11.14%
More convenient drop-off points for work	13.80%
More reliable services	14.43%
No changes would encourage me	21.27%
More direct bus routes	26.08%
Other	32.53%
More frequent bus services	39.87%
Discounted tickets / passes	44.43%

Table 13 Measures to encourage/support staff respondents to travel by bus to work.

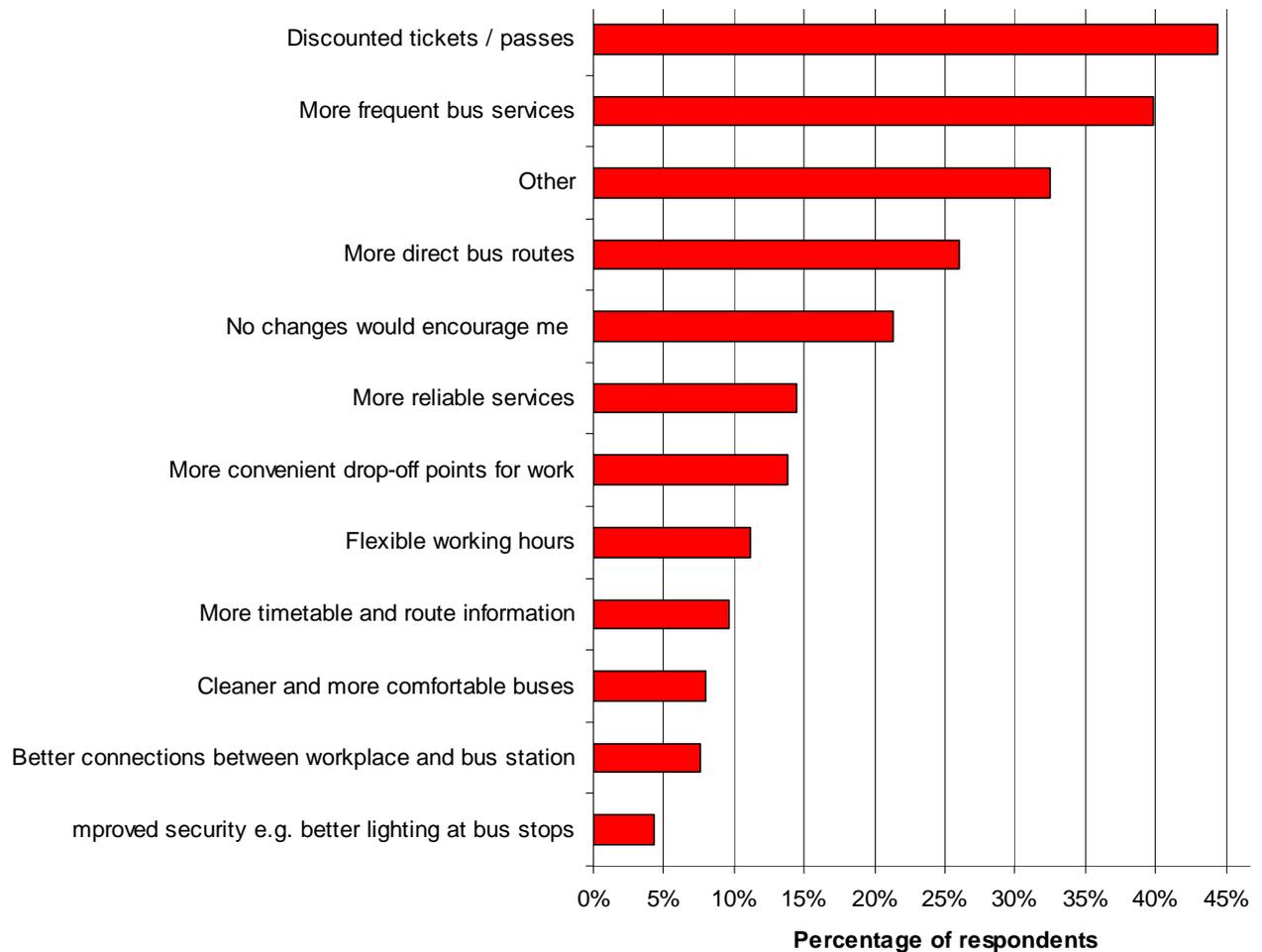


Figure 14 Measures to encourage/support staff respondents to travel by bus to work.

**B6. What is the maximum you would be willing to pay for a return bus ticket (home to work and back)?**

21% of respondents indicated that they would not consider using the bus regardless of the ticket price. This is approximately a 30% reduction or 10% shift in respondents compared to the 2006 survey responses in which 31% of respondents indicated that they would not consider using the bus regardless of ticket price.

Staff Answer Options	Percentage
£1.5	12.78%
£2	14.81%
£3	18.10%
£4	7.97%
£5	7.85%
£6	2.66%
£8	1.01%
£10	0.89%
More than £10.00	0.38%
I would not consider using the bus, regardless of ticket price	20.63%

Table 15 Maximum price respondents would be willing to pay for a return bus ticket for the journey to and from work.

The results in table 16 provide details of the maximum price staff respondents would be willing to pay based on the distance that they travel to work. The result suggest that for journeys up to 4 miles each way the majority of respondents would consider paying a maximum of £1.50, for journeys of between 4 and 10 miles each way up to £2 and for journeys between 10 and 20 miles each way, £3. For journeys of over 40 miles each way, the majority of respondents indicated that they would pay a maximum of £10.

2009	£1.5	£2	£3	£4	£5	£6	£8	£10
Up to 1 mile	1.14%	<b>1.27%</b>	0.51%	0.13%	0.13%	0.13%	0.00%	0.13%
Over 1 mile and up to 2 miles	<b>3.54%</b>	1.52%	0.63%	0.25%	0.13%	0.00%	0.00%	0.00%
Over 2 miles and up to 4 miles	<b>2.91%</b>	2.28%	0.89%	0.76%	0.00%	0.00%	0.00%	0.00%
Over 4 miles and up to 10 miles	3.42%	<b>6.08%</b>	5.82%	2.28%	1.90%	0.51%	0.38%	0.00%
Over 10 miles and up to 20 miles	1.65%	3.42%	<b>9.75%</b>	3.80%	4.18%	1.77%	0.13%	0.13%
Over 20 miles and up to 40 miles	0.00%	0.25%	0.51%	0.51%	<b>1.39%</b>	0.13%	0.25%	0.13%
Over 40 miles	0.00%	0.00%	0.00%	0.25%	0.13%	0.13%	0.25%	<b>0.38%</b>

Table 16 Number of days travelled to College by staff and student respondents.

**B7. If you travel by bus, how many minutes are spent walking from the bus stop to your workplace?**

For those who currently travel by bus to and from work, the majority, 76% have less than a 10 minute walk from the bus stop to their place of work, 33% have less than a 5 minute walk whilst



3% have more than a 21 minute walk. The results in table 17 suggest that in 2009 staff walked for longer periods of time between the bus stop and their place of work than in 2006.

Answer Options	2006	2009
0 - 5 minutes	40%	33.05%
6 - 10 minutes	41%	43.35%
11 - 20 minutes	17%	20.17%
21 - 30 minutes	2%	3.00%
Longer than 30 minutes		0.43%

Table 17 Time spent walking from the bus stop to staff respondent's place of work. (Figures shown as a percentage of those who responded to this question, 233.)

## 2.4 Section C - About Car Use.

The results shown in section C are shown as a percentage of those respondents who indicated that they usually travel by car to work (525).

### C8. What are your main reasons for using a car to get to work?

The main reasons identified by staff respondents car users for using a car to get to work were, 'Quickest means of transport' (67%) and 'Convenience, comfort' (50%) these are the same two main reason identified by staff car user respondents in the 2006 staff travel survey. Other reasons were identified by 25% of respondents, whilst the majority of these reiterated the reasons identified in table 18, other reasons included;

- Too many things to carry
- Need for a car before and after work
- Cost of car travel cheaper than public transport

Staff Answer Options	Staff 2009
Car essential to perform job	6.67%
Availability of car parking space close to workplace	14.29%
Other (please specify)	24.95%
Travel to work combined with dropping off/collecting children	26.67%
Lack of a suitable alternative	43.24%
Flexibility (e.g. to fulfil carer responsibilities)	49.71%
Convenience, comfort	50.29%
Quickest means of getting to work	67.43%

Table 18 Reasons identified by staff respondents car users for using a car to get to work.

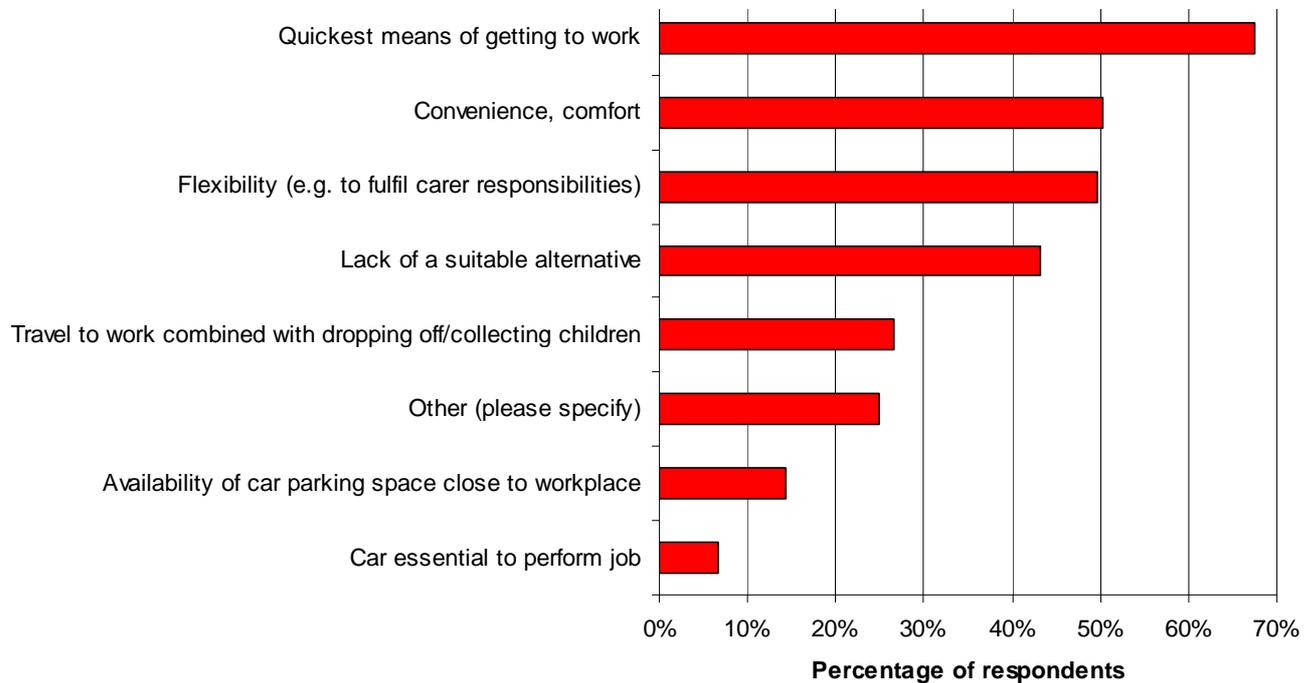


Figure 19 Reasons identified by staff respondent's car users for using a car to get to work.

**C9. How often do you use your car during the working day for the following activities?**

Staff who usually travel to work by car were asked to identify how often they use their car during the working day. Table 20 identifies that the largest proportion of staff respondents 'rarely or never' use a car during the working day for 'getting to other places of work' (60%), 'Lunchtime activities' (66%) and 'Carer responsibilities' (62%). In 2006 staff survey indicated that the largest proportion of staff respondents use their cars 'Some days' for all type of journeys indicated below. The 2006 survey results are shown in table 21.

2009	Most Days	Some Days	Rarely/Never
Getting to other places of work (within or outwith the University)	7.05%	28.19%	60.19%
Lunchtime activities	4.95%	14.29%	66.10%
Carer responsibilities	9.90%	13.52%	61.90%
Other	0.00%	0.00%	0.00%

Table 20 Use of the car during the working day by staff respondents who usually travel by car to work, 2009.

2006	Most Days	Some Days	Rarely/Never
Getting to other places of work (within or outwith the University)	10%	57%	33%
Lunchtime activities	8%	65%	27%
Carer responsibilities	12%	67%	21%
Other	18%	82%	-

Table 21 Use of the car during the working day by staff respondents who usually travel by car to work, 2006.

**C10. Where do you usually park?**

The majority of staff respondents, (65%) who usually travel by car to work, park in a University car park at their place of work. A further 16% park within the University but at another building to their place of work and approximately 33% park outwith the University.

Staff respondents	2006	2009
In a university car park at my place of work (please specify)	58%	64.95%
In a university car park at another building (please specify)	25%	16.00%
Free parking in nearby street/non-university car park (please specify)	16%	30.86%
Paid parking in nearby street/car park (please specify)	0%	2.10%

Table 22 Places where staff respondent car users park their cars.

**C11. How many minutes are spent walking from your car to your workplace?**

83% of staff respondents who usually travel by car, park within a 5 minute walk of their place of work. This suggest that when compared to the 2006 survey results, staff of walking further from where they park their cars to their place of work.

Staff respondents	2006	2009
0 - 5 minutes	91%	83.24%
6 - 10 minutes	8%	10.48%
11 - 20 minutes	1%	4.19%
21 - 30 minutes	0%	0.00%

Table 23 Time taken by staff respondents who usually travel by car to walk from where they park their car to their workplace.

**C12. The enforced car parking permit scheme has improved the car parking situation?**

The largest proportion of staff 46% neither disagree or agree that the car parking permit scheme has improved the parking situation, however more staff respondents (32%) agree or strongly agree that it has improved the situation whilst, 19% disagree or strongly disagree that it has improved the situation.

Staff respondents	2009
Strongly disagree	7.24%
Disagree	12.00%
Neither disagree or agree	46.67%
Agree	25.14%
Strongly agree	6.67%

Table 24 Staff respondents view on the whether the car parking scheme has improved the car parking situation.

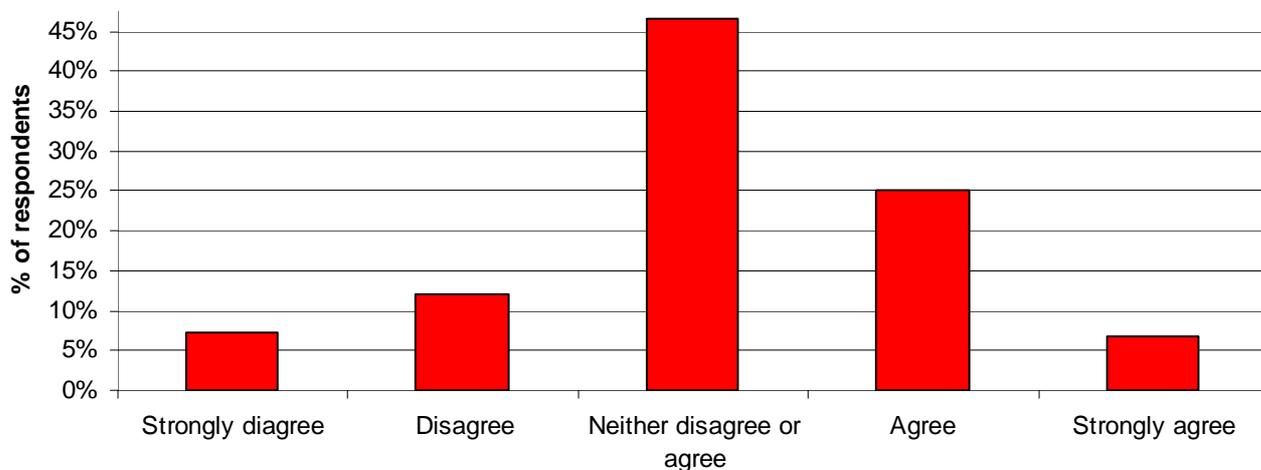


Figure 25 Staff respondents view on the whether the car parking scheme has improved the car parking situation.

**C13. What measures might help you to reduce your car use for travel to and from work?**

23% of car users indicated that no measures would discourage them from travelling by car. This is approximately a 40% reduction (15% shift) since the 2006 staff travel survey where 38% of staff respondents indicated that no measures would discourage them from travelling by car.

The main measures identified by respondents to support them in reducing their car use for the journey to work were; 'Improvements to public transport' 54% and 'Financial incentives for other forms of transport' 26%. These were the two main measures identified in the 2006 staff travel survey. The 2009 survey results suggest that 26% of staff respondents indicated 'other' measures. The other measures identified by respondents generally reiterated the measure suggested in table 26 as well as identifying reasons why staff were unable to travel by modes other than the car.

Staff Answer Options	Staff 2009
An improved car sharing scheme	8.38%
Improved facilities for cyclists e.g. covered cycle racks, showers, cycle paths	14.86%
Flexible working hours	18.48%
No measures would currently discourage me from travelling by car (please state why in the box below)	22.67%
Encouragement to work from home	23.05%
Financial incentives for other forms of transport	25.33%
Other (please specify)	26.10%
Improvements to public transport e.g. more frequent services, cheaper tickets	53.52%

Table 26 measures to support staff respondents in reducing their car use.



**C14. Do you regularly car share to work i.e. share part or all of your journey with friends, family or colleagues?**

36% of staff respondents who usually travel by car, car share regularly on their journey to work.

Staff Answer Options	2009
Yes	35.62%
No	61.33%

Table 27 Car users who car share on a regular basis.

**C15. Which of the following changes would most encourage you to car share to work (If you already car share, which changes would you most like to see?)**

33% of car users would not be encouraged to car share to work by any changes, this is a decrease of approximately 20% (5% shift) when compared to the results of the 2006 staff survey.

Over 30% of staff respondents indicated that ‘help finding someone to share with and 25% indicated ‘free designated parking spaces for car sharers’ as the two main changes/asures to encourage them to car share. These two measures/changes where also the main measures highlighted in the 2006 staff survey.

Staff Answer Options	Staff 2009
Free taxi home if let down by driver	20.95%
Free designated parking spaces for car sharers	25.33%
Help finding car share partners with similar work patterns	31.05%
No changes would encourage me (Please state why in the box below)	32.76%

Table 28 Measures/changes to encourage staff respondents to car share to work.

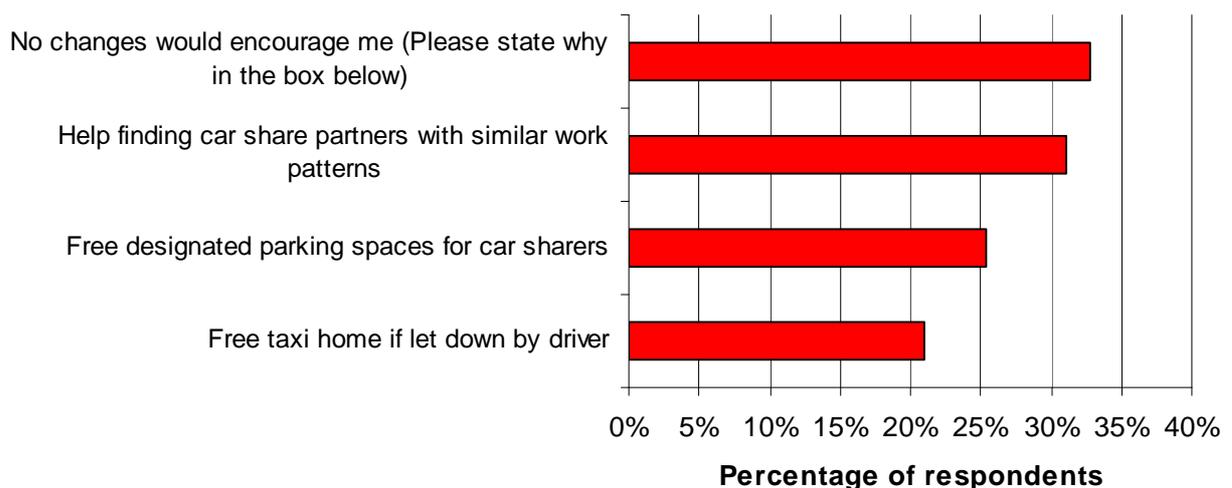


Figure 29 Measures/changes to encourage staff respondents to car share to work.



**C16. In terms of emissions, what band is your car?**

Almost 30% of staff respondents indicated that their vehicle is within the D/E emission band. 24% of staff also suggested that their vehicles were registered before March 2001.

Staff Answer Options	Staff 2009
My car was registered before March 2001	23.81%
Band A - £0 pa - less than 100 g/km	2.68%
Band B/C - £35 pa - 101-120 g/km	12.80%
Band D/E - £120 pa - 121-140 g/km	29.17%
Band F - £125 pa - 141-150 g/km	11.61%
Band G - £150 pa - 151-165 g/km	9.52%
Band H/I - £175 pa - 166-185 g/km	5.65%
Band J/K - £215 pa - 186-225 g/km	3.87%
Band L/M - £405 pa - above 225 g/km	0.89%

Table 30 Emission bands of staff respondents (figures shown as a percentage of staff who responded to this question 336)

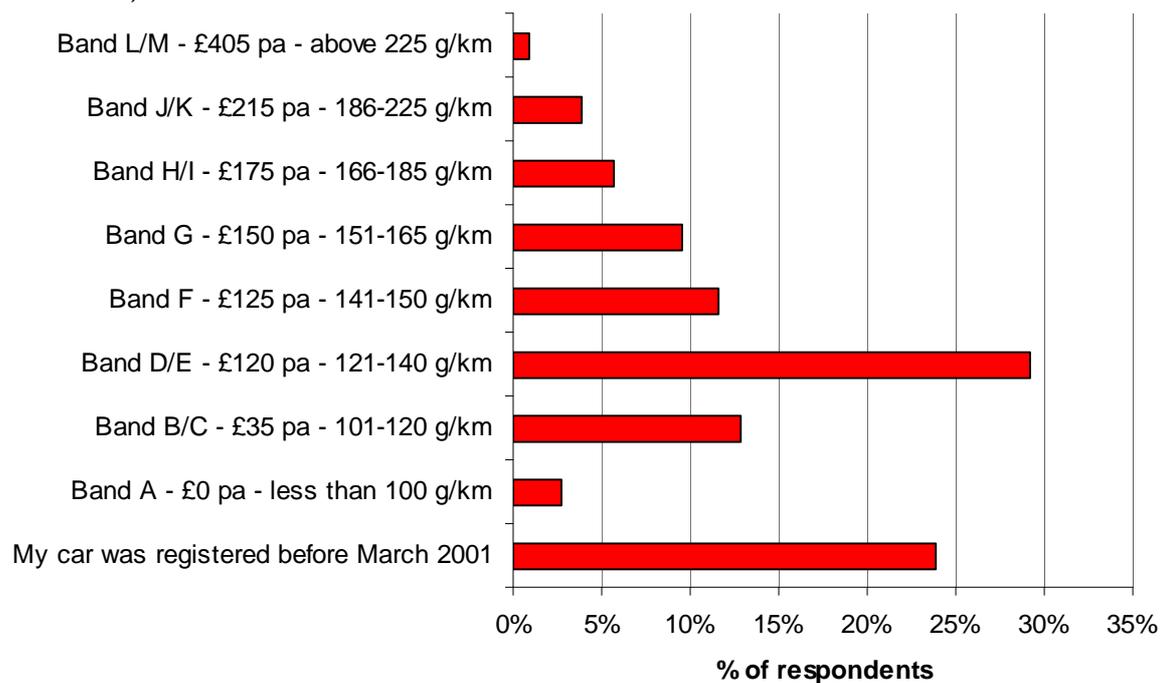


Figure 31 Emission bands of staff respondents (figures shown as a percentage of staff who responded to this question, 336)

**2.5 Section D – About Cycling**

**D17. 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?)**

The most popular changes to encourage staff respondents to cycle to work include 'Improve/more cycle paths on the journey to work' (33%) and 'Improved changing facilities' (26%).

43% of respondents indicated that 'No' changes would encourage them to cycle to work? (55% of car users, 33% of public transport users) The percentage of car users and public transport users



who indicated that no changes would encourage them to cycle has reduced when compared to the 2006 staff travel survey. The 2006 survey indicated that 66% of car users and 54% of public transport users indicated that no changes would encourage them to cycle.

47% of staff respondents suggested 'other' measures. The 'other' suggestions included reasons why staff respondents would not consider cycling. The main ones included, distance too far and dangerous roads/lack of cycle paths.

Staff Answer Options	Staff 2009
Opportunity to buy a bicycle at a discount	16.08%
Improved / more covered cycle racks at workplace	18.86%
Improved changing facilities / showers / lockers at workplace	26.46%
Improved / more cycle paths on the journey to work	33.04%
No changes would encourage me (please state why in the box below)	43.42%
Other	47.09%

Table 32 Changes to encourage staff respondents to cycle to work.

## 2.6 Section E – Business Travel

### E18. How often do you use the following means of transport for business travel?

36% of staff respondents indicated that they walk for business journey more than once a week, whilst a further 25% indicated that they travelled by car (alone) more than once a week.

The majority of plane journeys are undertaken once a term or less, with 22% indicating that they travel once a term and 14% of respondents indicating that they travel by plane annually.

Staff Answer Options	More Than Once A Week	Weekly	Fortnightly	Monthly	Once A Term	Annually	Never
Walk	<b>36.08%</b>	<b>8.86%</b>	3.42%	6.20%	3.67%	1.01%	20.89%
Cycle	6.71%	3.16%	1.65%	2.91%	3.42%	1.52%	53.67%
Bus	5.82%	3.29%	3.29%	7.34%	10.76%	5.06%	38.86%
Train	1.01%	1.65%	3.92%	<b>13.67%</b>	21.52%	7.97%	29.49%
Motorbike/scooter	1.01%	0.13%	0.25%	0.00%	0.51%	0.25%	<b>64.18%</b>
Car (alone)	24.68%	7.97%	<b>4.94%</b>	6.84%	10.25%	4.43%	21.65%
Car (sharing)	10.89%	4.43%	3.16%	6.96%	10.51%	6.20%	30.38%
Taxi	0.25%	1.01%	2.53%	8.86%	15.95%	9.24%	36.08%
Plane	0.25%	0.00%	1.39%	7.34%	<b>21.65%</b>	<b>13.80%</b>	32.66%

Table 33 mode of travel by frequency used by staff respondents when travelling for business.



**E19. How often do you use video-conferencing facilities for work meetings?**

3% of staff respondents indicated that they ‘often’ use video conferencing facilities for work meetings, 62% indicated that they ‘never’ use video conferencing facilities.

Staff Answer Options	2009
Often	3.16%
Occasionally	10.89%
Rarely	12.66%
Never	61.39%

Table 34 Staff respondents use of Video conferencing facilities

**2.7 Section F - About You**

**F20. What is your home postcode?**

The largest proportion of staff respondents (41%) live within the KY16 postcode area. The results however suggest that staff travel from as far as Edinburgh and Paisley.

Staff Answer Options	2009
DD1	1.61%
DD2	1.74%
DD3	1.07%
DD4	1.61%
DD5	1.61%
DD6	5.89%
EH	2.01%
KY2	0.67%
KY7	0.80%
KY8	3.21%
KY9	0.80%
KY10	14.32%
KY14	1.74%
KY15	17.40%
KY16	41.10%
Other KY	0.80%
PH	0.94%
Other	2.68%

Table 35 Postcode location of staff respondents (percentages calculated based on the number of respondents who answered this question, 747)

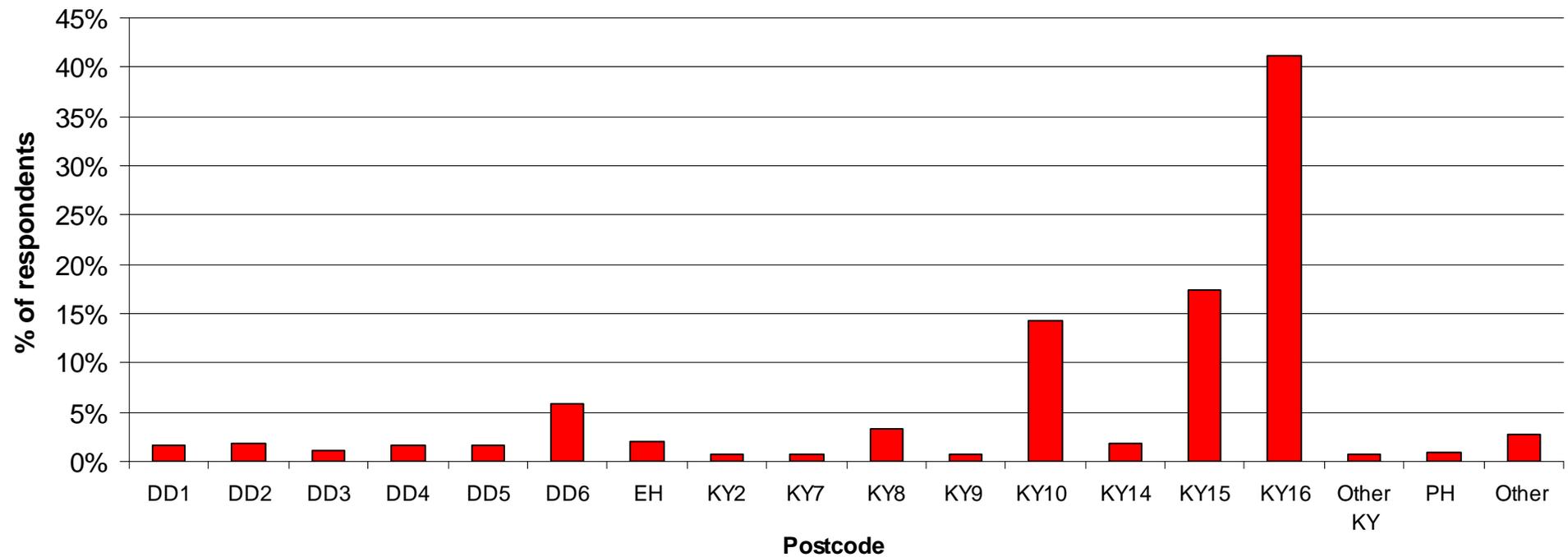


Figure 36 Postcode locations of staff respondents (percentages calculated based on the number of respondents who answered this question, 747)

**F23. What days do you usually work at the University?**

The majority of staff respondents 74% indicated that they work Mon – Fri, all year. 8% indicated that they worked ‘other’ days, these included; Working 5 days from 7, shift work, whilst others indicated that they sometimes work from home.

Staff Answer Options	2009
Monday to Friday, all year	74.43%
Monday to Friday, during semesters only	4.43%
Less than 5 days a week	9.49%
Other	8.35%

Table 37 Days staff usually work at the University.

**F24. What gender are you?**

45% of staff respondents are male and 55% are female.

Staff Answer Options	2009
Male	44.56%
Female	53.04%

Table 38. Gender of Staff respondents

**2.8 Section G – Any other comments**

In total 165 comments were received from staff covering a range of topics. The vast majority of comments were concerning car parking at the University and included; lack of car parking facilities, lack of enforcement of the permit system, dedicated spaces need to be provided for managers, car shares, business travellers. A number of comments also suggested that car parking charges were the only answer.

Cycling suggestions included; improvement to shower and changing facilities for cyclists would be beneficial along with better cycle routes from the outlying areas.

Public Transport topics includes: cheaper/subsidised fares would be beneficial, along with more frequent service and better timing of certain routes to enable staff to get to university on time.

Other topics comments on included;

- The Cost of living in St Andrews, forcing staff to live outwith the area.
- Motorcycle parking facilities should be provided
- Flexible working
- University transport for business travel and
- The use of technology to reduce the need to travel such as Skype, video conferencing etc.

A list of all comments received in section G as shown in appendix A



## Appendix A - Section G Staff Respondents Comments

Staff Respondents Comments
Need improved cycle paths throughout St Andrews
Some changed transport scheme is absolutely needed. There is no car parking available at the University that is convenient, so I often spend 10-30 minutes looking for parking and competing with people for parking in open public spots. And a return ticket
This year at St.Regulus Hall almost twice as many students have brought cars to St Andrews- still not a lot but parking has gotten very difficult.
would park in the university car parks but by the time I get to work there spaces are no longer available
awaiting news of replacement of showers at Butts Wynd, about which exercisers to work have been kept pretty much in the dark
I almost always walk as it is much more convenient. Still difficult to park even with permit scheme particularly if you need to use your car during the day. Would like to go to the sports centre for classes as lunchtime, but I don't have time to walk the
The two factors preventing me using public transport to travel to work more often are (i) that a return from Cupar to St Andrews by bus is currently £6.05 and (ii) that I have had the experience more than once of standing at a bus stop in Cupar and ringing
Car is far and away the most effective form of transport for me, as I come from Dundee, but I would gladly lift-share if I could find someone who was sufficiently flexible in terms of their arrival and departure times.
Need to sort out the parking. I am fine at the weekend but need to arrive at 8.30 during the week to get a place. I do a 43 mile round trip to work so most other means of transport are not suitable. I would consider the bus during the week on some journeys
You should work together with the city of St Andrews in order to remove all free car parks in town, including staff car parks. The daily fee should be more than a return bus ticket to Leuchars train station. This should encourage the use of bus + train. Y
Please can we have better bike shelters - the one at the Bute only works if the rain is vertical!
Parking permits should be prioritised for people who have less of a choice and distances of over 2 miles. It is easier to encourage people in St Andrews either to walk or use bus than those who live in other towns or villages.
Regular checks on connections with Leuchars station (i.e. direct intervention with Stagecoach Fife to avoid boycotting Leuchars-University public transport) would be much appreciated, both for commuting and for organisation of University events.
I would love to walk to work/cycle everyday and would do so if I lived in St Andrews however I live in Newburgh so this is impossible. I also have a small child to drop off and collect everyday from nursery/granny/auntie all which are located in different
Did try to find car share, but no-one travelling at same start/finish times
At present, you take your life in your hands by cycle, if a cycle lane was available from Strathkinness I would consider cycling to work a couple of times a week. If a regular bus service was available between 0800 and 0900 and then 1700 to 1800
Charge for parking
I enjoy going to the gym but I am unable to attend at lunchtimes as it's too far to walk from the centre of town, have a good session, shower, and be back at my desk within the hour. If I take my car I lose a parking space
Green incentive scheme introduction, which rewards staff for alternative methods of travelling to work may encourage more use of cycles / public transport. Bike to work scheme will hopefully prove popular.
More car parking spaces would be appreciated
I prefer to cycle to work but in bad weather conditions there are no facilities to change/shower on arrival
Level of bus fares is a huge issue. £3.35 single to/from Crail. At £1 or so per person would be cheaper than car, even for whole family. Extra demand might then justify more frequent busses (say every 10 minutes) which removes another barrier to bus use,
I dislike driving and would very much like to take the bus (or train, if they build one within walking distance of St Andrews!); however, the cost is just too much. Compared to my hybrid car, the bus is 4-5x expensive



**Staff Respondents Comments**

as the petrol for driving

I would prefer to use the Bus service but it is very expensive and the walk from Bus Station is too long. A service that would take me from Bus Station to Abbey Walk directly would be very nice as currently it tae 40 minute and takes you all around town.

Does the university have a parking strategy for the new medical science building? Local residents are already complaining about crowding out of Petheram Bridge car park by contractors' vehicles; this problem will only get worse when the building is occupied.

The increasing lack of parking spaces near my workplace is becoming unbearable. I do not understand why people who dwell in St Andrews receive parking permits, while long distance commuters like me cannot park anywhere! I would really prefer to cycle to work

Parking is a big issue, however there are many persons who live in St Andrews who are probably within walking distance of their buildings who bring their cars. Also there is a such a wide variety of locations that staff travel to work from it is difficult

I would prefer to use the bus more often. The walk from my house to the bus stop and high cost of using the bus, especially the latter, are limiting.

The main problem with the car parking arrangements, so far as I am concerned, is that the Gateway building car park allows all sorts of people, other than Staff, to park.

Bus travel I shall renew my comments from the times of 2006, i.e. the previous survey: Staff discounts on buses badly needed!!!! Even with a bus pass commuting to St Andrews and back is staggeringly expensive and makes an enormous chip into a someone's budget.

The buses are starting to get crowded at the peak times (at least between St A and Cupar). I have not yet had to miss the bus because it was full, but it may be getting close to that point.

I would be very happy to travel by bus to work if it was cost effective. A substantial reduction in the cost of bus travel would be required if I and my husband were to forego all travel by car. I have often considered taking public transport, but even we

It is a struggle to find a parking space at my own building every day of the week unless I come in early. Too many staff members are bringing in their cars who live in the town.

This survey did not enquire about housing. The unavailability of affordable housing for academic staff at St Andrews forces more commuting from farther afield.

The scores is a public road right - not uni property? But could we get fife council to paint some parking bays onto the street because the parking down there is just pathetic people have no idea how to long there cars are and leave huge spaces. There is a

When I have to drive in to work I park my car on the outskirts (e.g. Donaldson Gardens or nearby) and walk the rest, thereby: (1) avoiding the parking frenzy (2) avoiding high fuel consumption urban driving (3) saving money and (4) keeping fit.

I would find it useful to be able to pick up a free bus service within St Andrews so that if I have to park a distance from my work, I can get to work more quickly and not arrive soaked/cold in inclement weather.

In addition to the need to transport children (who live in Newport with their mother; I live in St Andrews), my wife's health means I need to be able to get home quickly in the event of emergency, or, as has happened several times in the recent past.

I completely understand that it would be better to have another way to use our cars (or not use them). I'm always concern about the choice our system led, when I see every morning all these cars commuting with a single occupant.

I disagree with the proposed council plans to restrict parking around the university area

I feel it is unfair that we staff, who are forced to live out of town, often in rural areas, due to expensive house prices in St Andrews, have to compete for car parking spaces with students who are given car parking spaces and access to staff car parks.

I drive up Tuesdays, stay 2 nights in St. Andrews and return Thursday evening. As I live south of Edinburgh, this is a good compromise between the practicalities of coming to SA and living so far away from work.

Would perhaps be interested in pool car or some kind of subsidised car scheme.

I find the travel from Edinburgh to St Andrews very expensive and exhausting as the connections between the bus at Leuchars and the train are getting worse. There also needs to be extra trains in the morning.



**Staff Respondents Comments**

Recent timetable changes increasing frequency and enhancing speed of trains from Leuchars to Edinburgh have greatly improved the commute. But the lack of joined-up bus services is the bane of my life and makes St As seem a remote and backward destination

I agree with minimising using the car and walk whenever I can while I am at work. However time constraints outwith my working day and financial constraints play a large part in my decisions. I live in an area poorly served by buses and on the times myself

Tried parking when the free park and ride went from Pethram Car Park, but 1st bus was 09:00am and we start work at least by 08:45am!

The parking situation in St Andrews is terrible perhaps the University should look to build a large Staff Car Park on the outskirts of town with a park and ride facility, to help the situation

Driving to work is as legitimate as any other form of transport. Car share schemes work for people in a team who work similar hours so individuals like myself would be penalised if I was not offered a parking spot just because I travel in alone most days.

I used to car-share but gave it up as I missed having the freedom to go home when I wanted to. Some nights I wanted to work late and it was impossible due to the car-share commitment. In the end I lasted 9 months before withdrawing from the scheme.

I did car share for years, but I have a new job which does not have 'set' hours and therefore I am never sure of my working hours each day and this makes it difficult to share unless the person had the same hours as me.

I've recently started using the car share scheme. Not sure how the website works, but managed to get in touch with someone and we take turns on two days a week. So far, it is working well.

I did cycle regularly from April - September, however, when it was raining there was no where to change and store wet clothes, shower or dry my hair.

Car parking in St Andrews is very hard to find. I have trouble walking distances in the mornings so having to walk up from North Haugh is a problem so I leave early to park closer. Walking, particularly in cold weather, can be painful (arthritis in lower

Video conference and softwares like skype are probably not enough encouraged...

Re the bus service between Guardbridge and St Andrews, I'm actually quite happy with things at the moment.

This missed out using university travel (estates bus, vans etc) to get about during the day. Frequently we get "called out" and have to take equipment, which precludes cycling/walking. It would be useful if all of the University could get access to the Estates Bus...

Have commuted by public transport quite happily in the past, travelling by train between Aberdeen and Dundee. But my present rural living arrangements, remoteness of any bus or train facilities and the lack of a train station in St Andrews.

**THIS WAS A VERY EASY TO FILL IN AND USE SURVEY. WELL DONE**

I look forward to the continued support of the University in making commuting as efficient and as hassle-free as possible.

You don't ask about car parking. The new parking permits have hardly been enforced, as the inspectors, when they are actually around, have very limited powers to stop people parking.

The university is talking about closing down the squash courts on Butt's Wynd. This will put significant pressure on other showers in the university and have a negative effect on the desirability of cycling to work.

If I worked part-time, I might consider not using a car, as I would have more time to cycle and if I lived in St Andrews I would be happy to walk in, as I previously did.

I share with my husband or friends as often as possible and do not feel that I should be made to feel guilty for driving to work. Some of us have to because we need to see children off to school leaving us a short time in which to get to work.

A lot of surveys have been done during the last years and there is always the question of making the bus fares cheaper and no answer to this.

The covered bike lock up facilities outside the Purdie building are totally inadequate for the numbers using them. If you arrive at 9.00 there are no spaces left. People then lock them to lamp posts and railings etc.

A car sharing scheme would be a good idea provided others can be found who work roughly the same hours as myself and would be willing to share my car with myself and my dog.



### Staff Respondents Comments

I usually share a car with two family members. I feel that three people arriving in one car is quite good economically.

I am now able to cycle to work due to the shower facilities and bike rack in the Old Burgh School. I have just purchased a bike through the cycle to work scheme and hope to use in more frequently in the spring and summer.

Bus travel to Anstruther is fabulously expensive. While some people cycle to work, the standard of driving is so poor that I have never seen this as attractive. A dedicated cycle route between Anstruther and St Andrews could be possible!

I walk or cycle to work according to daylight hours and weather conditions - secure cycle provision would be wonderful.

I would be tempted to cycle from Dundee if the cycle path was more direct (i.e. not via the coast) and more isolated from the road. As it is, I think it would be too dangerous to cycle between my apartment and Leuchars.

The bus fare structure seems to disadvantage people like me who live 5-10 miles from work --we pay far more per mile than people who take the bus from Edinburgh for instance, and yet we are likely to be the most frequent riders.

I don't own a car and live over 20mins away from St Andrews so I rely completely on buses or the kindness of friends occasionally. There is a big gap in bus times between 8.05 and 9.40 serving the East Neuk and the fast service ends after 6.10.

I would like the option of working flexible hours, but the public transport available to me is so inflexible (so few buses) there would be no point.

Cycle paths are very important to encourage more people to cycle - helping the planet and the general health of staff. One reason that I wouldn't move to East Neuk is that I think the roads are too dangerous to cycle.

Cycle path between St Andrews and Guardbridge/Leuchars is excellent. There is a desperate need of cycle path extension from Guardbridge to Cupar and between St Andrews - Anstruther as these are very busy dangerous roads and used by many University based cyclists.

A cheaper bus service from Dundee to St Andrews and back would be helpful as well as a safer cycle route from the Tay Bridge into St Andrews.

With reference to parking permits, any staff unless disabled in the KY16 post code area should not be given a permit. This would allow staff that have to use a car parking space - a guaranteed space and the benefit to health would be great.

Bus travel limited, would struggle in summertime if relocated to e.g. David Russell Apartments

I travel to work with a neighbour with same starting time (car). I travel home by bus, then go-flexi taxi because I finish at a different time from neighbour

Car is needed for flexibility in working hours between me + my partner (wife)

Unless you can arrive in St Andrews by 8:30 (which parents with primary school children cannot manage easily) it's very hard to find parking close to the Arts departments (Scores) due to loss of spaces on the Scores.

Dedicated University car parking is an absolute essential for people like me, for whom public transport is not an option.

I would like to limit my car use if possible but living outside St Andrews proves difficult. The nature of my job means I work long or unsociable hours and my car allows me to travel in hte most comfort and quickest time possible.

Charging for spaces and/or permits is, regrettably, probably the only method of significantly reducing car use.

The car parking enforcement is extremely unhelpful. The way the penalty system is administered makes it look like it is trying to prevent people from doing their work rather than help. The layout of the Bute car park is crazy.

I would love to cycle more. So any help to improve cycle paths is good

have always commuted by bicycle or train before but neither are options here unfortunately.

Having recently joined the University, I was pleasantly surprised by the bus services in the area. It would be possible for me to at least occasionally use a bike but the lack of cycle paths between Cupar and St



### Staff Respondents Comments

Andrews so far as put me off.

If there were shower facilities I would cycle further on a regular basis . In my last job there was an expectation that a lot of the work was done from home and hours were very flexible - everybody always did more than they were paid for.

I haven't seen much provision for motorcycle parking at the University, but I found at the University of Newcastle that specific parking places for motorcycles were always full. I believe this may be due to the spaces being free to use as motorcycles did.

Bus from Cupar I have found useful by surprisingly quite expensive. I use this if my car is down. Times are frequent and service is reliable even till quite late in the early evening. I think to prise me out of my car the bus would have to be free.

On the rare occasions when poor weather makes it impossible for me to cycle to work I am always struck by how poor the bus links are: too infrequent, poor punctuality, expensive tickets and - esp. in the mornings - very circuitous routes.

For me the train would be ideal, but is sadly too expensive.

I would really like to cycle to work but distance, the business of some of the roads and the lack of changing and cleaning up facilities at work prevent this. I have occasionally driven part way with the bike and cycled the last couple of miles.

Allow car parking spaces to be reserved for staff that have to travel between sites as part of their job. I have to give lectures in the Bute Building (sometimes needing to give a lecture in the BMS immediately afterwards) and find it very difficult to travel between the two.

In my current situation with young family and working ~20 miles from home, I don't feel that public transport would allow me a comfortable, stress-free way to travel.

Almost all travel to work in St Andrews is the result of staff living outside the town. People feel they have to do this for a host of reasons.

I feel the university does nothing to help encourage staff to use public transport. Car parks are taken away, eg Art History for Principals house, and do not replace. New Arts Building built, loss of some spaces. People still need to get to work.

Bus services to and from where I live (Wormit) are not good, and have recently been cut further.

The current amount of car parking in the North Haugh is inadequate. This will only get worse once the Medical Sciences building is occupied. Unfortunately, for many staff this will not result in more public transport as it is overly expensive and inadequate.

I am on an 80% contract and very dependent on flexible working. If I was not allowed to be so flexible I would face some difficult choices.

The University should provide more off-street parking.

I'm lazy. Much as I may dislike it the more the University can make my life awkward regards taking the car or encourage me to not take the car, the better. On a separate note, would regular shuttle services provided by the Uni from St. A to Leuchars rail help.

Many people can't afford to live in St Andrews, but would love to. Naturally these are the ones who are not in the highest pay brackets. Penalising them further by charging for car parking spaces is very short sighted and extremely unfair.

Whilst more spaces have become available with the parking warden, the university has also reduced loads of older available spaces e.g. front of museum, front of principles house, back of geography. So in effect there's probably less spaces available.

There are never enough cycle places at the cycle rack near the Level 2 entrance of Purdie. Would like to see a cycle way up Bell Street and to move the polluting taxi rank from Bell St to make way for it.

Stop making the drivers out to be bad people like the Government does! Most University employees don't live in St Andrews - and live a fair distance away - plus many people have to collect children.

if there was a regular shuttle bus running from the north haugh and back i would consider parking there.

Cycle paths would make a great improvement. Between Guard bridge and Dundee, this road is literally a killer.

As a high number of staff come into St Andrews to work the university should be actively supporting the St Andrews railink . This in particular due to the EU CO2 emission reduction requirement of 15% by 2020 .

Yes, we need support for travel within the University for meetings etc. Please get some form of internal



### Staff Respondents Comments

transportation sorted. for staff other than Estates staff. If you walk to meeting it takes about 20 minutes from the North Haugh to the Centre.

It would be great if there were more university yellow bikes (Pool) bikes and their use was pushed more

I would consider changing my mode of transport to work if there were good alternatives which are also cost effective. I used the buses regularly when I hurt my hand and could not drive, it meant getting up earlier and getting home much later as it added

I know members of staff who live within walking distance of various departments who take their cars to work, perhaps they should be encouraged to take alternative transport. Particularly those families who take 2 cars to the same place!

I try whenever possible to use time as well as I can - I seek to collect meetings together to have on the same days as seminars etc, to minimise the number of days I have to travel. I try to do any admin which necessitates being at the University on those days too.

Regarding the question has enforced parking improved the parking situation. I marked neither agree or disagree because: a. Yes it's improved as it's stopped many students and visitors parking who shouldn't have. b. No in that it doesn't stop many contractors..

A discount plan between the university and Stagecoach would be a win-win situation for both parties.

University should provide some travel discount pass to encourage use of public transport.

Cutting down on car travel by working more from home.

I shared rides for 16 years at my previous university and seriously encourage everyone to do it where possible. Reserved, free and close parking was the key to participation there.

I know many staff members who would take bus or train if they were more convenient, and many who would cycle if there were paths. At the moment cycling is only barely short of dangerous -- I've had an accident in the past year and know of many others.

Better cycle paths in St Andrews and alongside main roads would make a massive improvement in safety. And encourage more people to cycle.

I think all employees should be allowed to choose which mode of transport they use to get to work. There would have to be a drastic change in public transport for the majority of people who travel any distance by car

Given the isolated place where I live, my age and the absence of any means of public transport, I do not see any alternative to using a car.

I think the most important changes that university should do to improve congestion and minimise car use at the moment is to invest into cycling routes, perhaps in cooperation with local government (council).

The introduction of flexible working hours may help assist use of public transport and car sharing. Financial incentive to pay the person using car to offer lifts to colleagues could be attractive.

I think I would definitely be encouraged to use the bus if the bus I got from Leuchars stopped in market street, and if there were covered bus stops in the same areas, plus if the bus times around 5pm-5.30pm were more frequent.

At the moment a monthly travel bus pass in Dundee which I need to get into the city centre costs £33. On top of this I have to pay £23 per week to travel from Dundee to St Andrews. This takes a huge chunk of my salary. Can anything be done to subsidise this?

We need discounted bus/train tickets to encourage staff to come by public transport. We also need better links between Stagecoach and the trains...at present a bus leaves on the hour just as a train is arriving - then we have to wait nearly 20 mins.

The usual: Town too expensive for new staff to afford housing. Insufficient reliable public transport to outlying areas necessitates cars which the University doesn't want to provide parking spaces for. Fife Council trying to fleece car users.

Bus fares are expensive!

Car parking continues to be an issue as many users park without regard to other users and often take up more than one space or park in places that make entering and exiting car parks difficult. This does not seem to be addressed.

Improved cycle path/lighting from Cupar to St Andrews would encourage me to use my bike. More frequent bus times.

I have applied for the cycle scheme and will experiment with cycling to work, especially in the good



**Staff Respondents Comments**

weather.

Bus service is generally very good between Anstruther and St Andrews - although the recent changes to timetables don't make much sense (95 and X60/X58 arriving to St Andrews within 7 minutes of each other)

The X60 runs hourly but after the 46 mins to 8 I cannot get a bus until 9.20 Also I have to stay at work for 25 mins after my hours as they have changed all bus service times. If I go on a 95 bus it now takes 1hr to get home.

I have to catch a bus at 9:10 for starting work at 10:15 and at night I finish work at 6pm but the bus is at 6:40pm. For a 10 min journey time.

More flexible times and to be less expensive

University needs to seriously consider introducing a proper pricing scheme for car parking permits

As I have 2 young children I have to take car as I have to pick up/drop off child from Rainbow nursery to Canongate nursery in my lunch time!!

Car sharing would be possible if cleaners' hours were uniform. As it is, some work 2,3,4 or 5 hours and finish at different times. Flexible working, say 7-7:30 start would also open up possibility of early morning bus travel.

*Table A1 Staff respondents comments in Section G*