



**STAFF TRAVEL SURVEY 2006 – KEY FINDINGS**

**Survey introduction**

The Staff Travel Survey 2006 was launched on 13<sup>th</sup> January and ran for 3 weeks. Links to an online survey form were provided via the Friday Memo email system on the 3 consecutive weeks of the survey. A number of hard copies were distributed in person to secretaries in all schools and units and also Residence Managers. A prize draw for a Philips sound system, sponsored by Scottish Power, was offered as an incentive to respondents.

656 staff completed either an online or hard copy survey – a 34% response rate.

A Staff Travel Survey was previously conducted in April 2002 with a 19% response rate. Where a direct comparison of responses from the two surveys has been possible, the results are included in the analysis below.

**Key results**

**Headlines:**

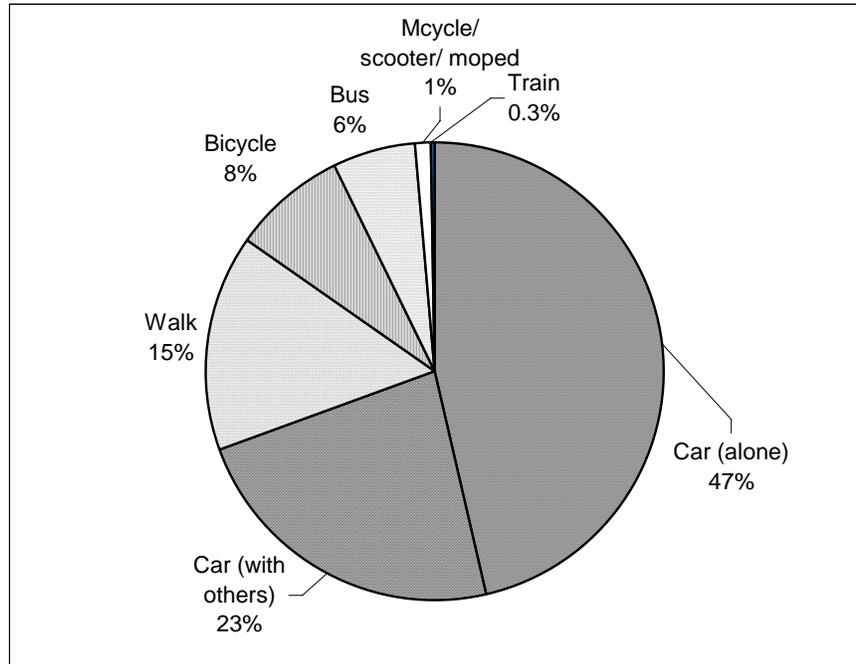
- 70% of staff travel to work by car while 15% walk, 8% cycle, and just 6% use public transport.
- Over a third of staff travel more than 10 miles to work.
- Car use has dropped by 2% since the 2002 survey, despite 7% more staff living further than 10 miles from work.
- More than a quarter of all staff living within a mile of work travel by car.
- The most popular changes that would encourage staff to cycle to work are; improved / more cycle paths on the journey to work and improved / more covered cycle racks at their workplace.
- The most popular changes that would encourage staff to make regular use of public transport for travel to work are; more frequent bus services, discounted bus tickets / passes, and more direct bus routes.
- Car users are most likely to be encouraged to car share if help is given in finding suitable car sharing partners.

**How do you usually travel to work?**

Almost half of all staff (46%) drive to work alone. Another 23% car share, giving a total of 70% staff using a car to travel to work. Comparing the 2006 survey data with that of 2002, although the modal split is similar, it is encouraging to note that numbers of car users have declined by 2%, while bus users and walkers have both increased by 1%.

	<u>2006 Survey</u>	<u>2002 Survey</u>
Car (alone)	46% } 70%	55% } 72%
Car (with others)	23%	17%
Bus	6%	5%
Bicycle	8%	8%
Walk	15%	14%
Other	1%.	1%

How staff travel to work, 2006

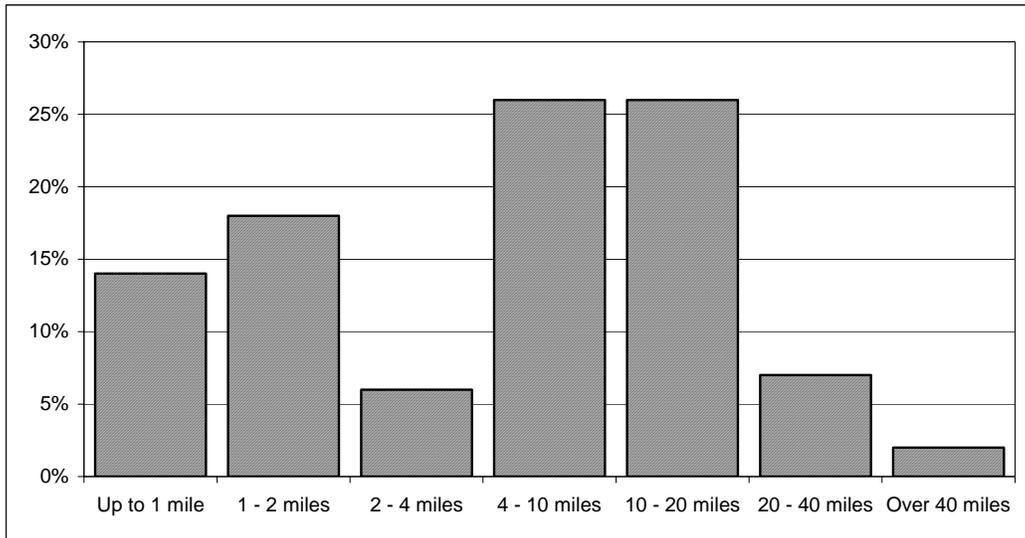


**How far do you travel to work?**

Approximately a third of all staff live within 2 miles of work, a third live between 2 and 10 miles and the remaining third live more than 10 miles away. 14% of staff travel less than a mile to work. More staff live further from work than they did in 2002 – 35% of staff live more than 10 miles away compared to 28% in 2002.

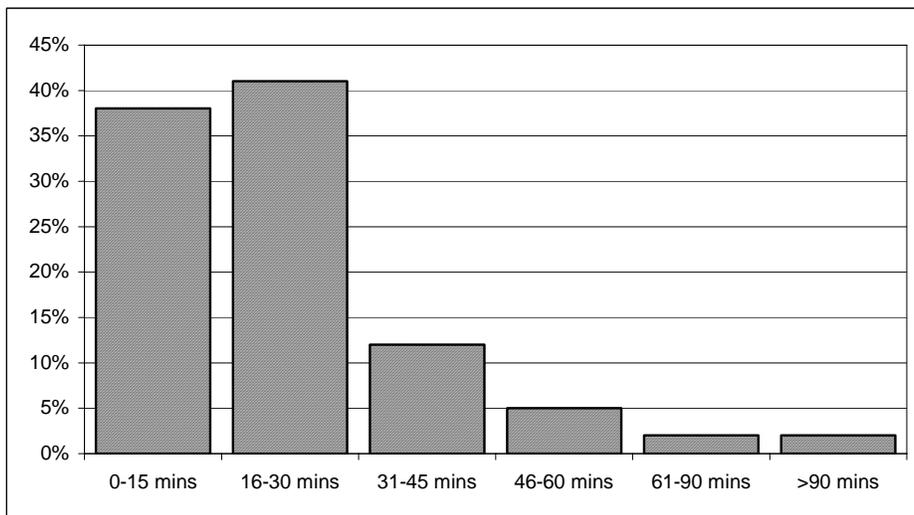
	2006 Survey		2002 Survey
Up to 1 mile	14%	} 32%	31%
1 - 2 miles	18%		
2 - 4 miles	6%	} 32%	41%
4 - 10 miles	26%		
10 - 20 miles	26%	} 35%	28%
20 - 40 miles	7%		
Over 40 miles	2%		

How far staff travel to work, 2006



### How long does the journey take?

79% of staff travel for a maximum of 30 minutes to get to work. However, 6% take longer than an hour.



### Journey distance by mode of travel

More than a quarter of all staff living within a mile of work (27%), travel by car. Staff cycling to work are most likely to be travelling 1-2 miles although a few travel more than 10 miles by bicycle. Not too surprisingly, most staff on foot travel less than a mile although 7% walk more than 2 miles. Bus users are most likely to be travelling 20 – 40 miles.

	Car	Walk	Cycle	Bus	Other
Up to 1 mile	27%	<b>62%</b>	9%	2%	0%
1 - 2 miles	<b>49%</b>	32%	18%	1%	1%
2 - 4 miles	<b>74%</b>	9%	12%	5%	0%
4 - 10 miles	<b>79%</b>	0%	10%	9%	1%
10 - 20 miles	<b>90%</b>	0%	1%	8%	1%
20 - 40 miles	<b>89%</b>	0%	0%	11%	0%
Over 40 miles	<b>86%</b>	0%	0%	0%	14%

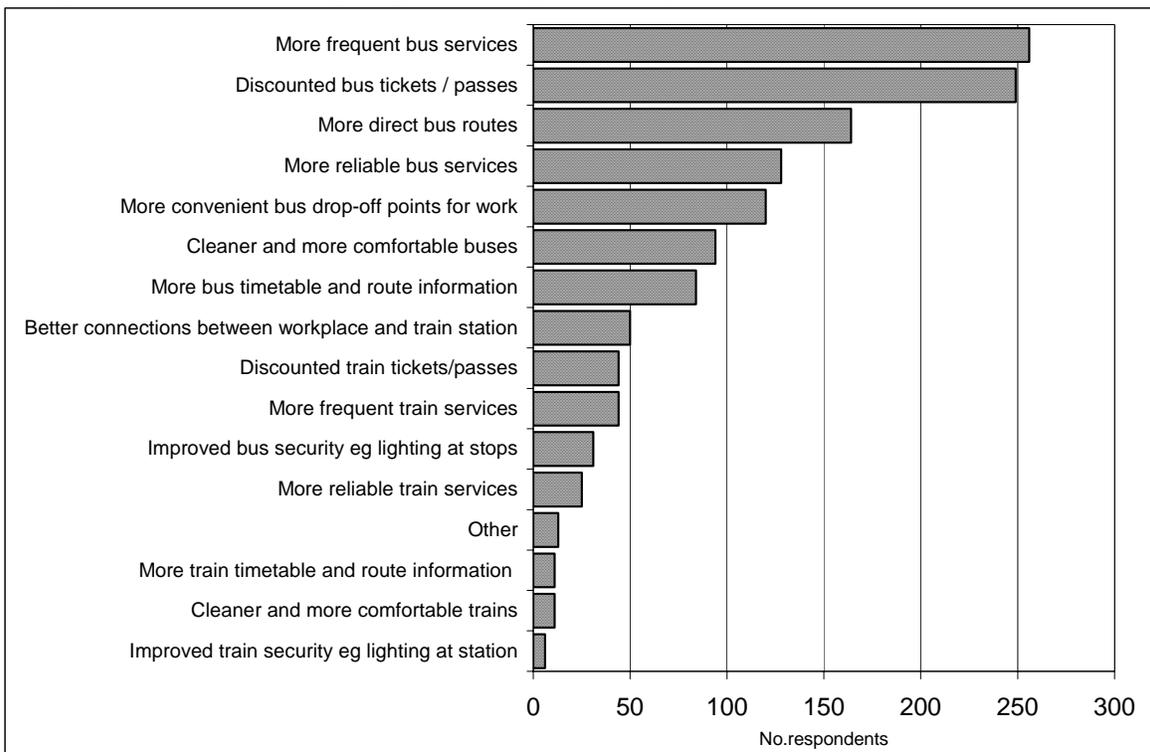
## Public Transport

37% staff who usually travel to work by car or motorcycle/scooter/moped would not be encouraged by any changes to regularly use public transport. Respondents were able to add comments as to why. The main reasons given, grouped into categories of response, were (in order of frequency):

1. Home not on suitable bus/train route
2. Carer / school run responsibilities
3. Bus timetable not suitable / shift working
4. Need flexibility of car – activities/pets
5. Public transport takes too long
6. Security /convenience of car
7. Enjoy driving

The most popular changes that would encourage staff to make regular use of public transport were: more frequent bus services, discounted bus tickets / passes, and more direct bus routes (see chart below).

Changes that would encourage regular use of public transport, 2006



## Bus pricing

31% of respondents said that they would not consider using the bus, regardless of ticket price. Those that would consider the bus, would pay a maximum return fare from home to work of £1.50 for the shortest journeys of less than 2 miles each way, and up to £10 for journeys of 40 miles or more each way.

**Comparison with current Stagecoach fares...**

Staff distance to work	Max willing to pay for return bus fare	Stagecoach pricing
Up to 2 miles	£1.50	
2 – 4 miles	£2.00	
4 – 10 miles	£2.00	£3.50
10 – 20 miles	£3.00	£5.00
20 – 40 miles	£5.00	
40+ miles	£8-£10	

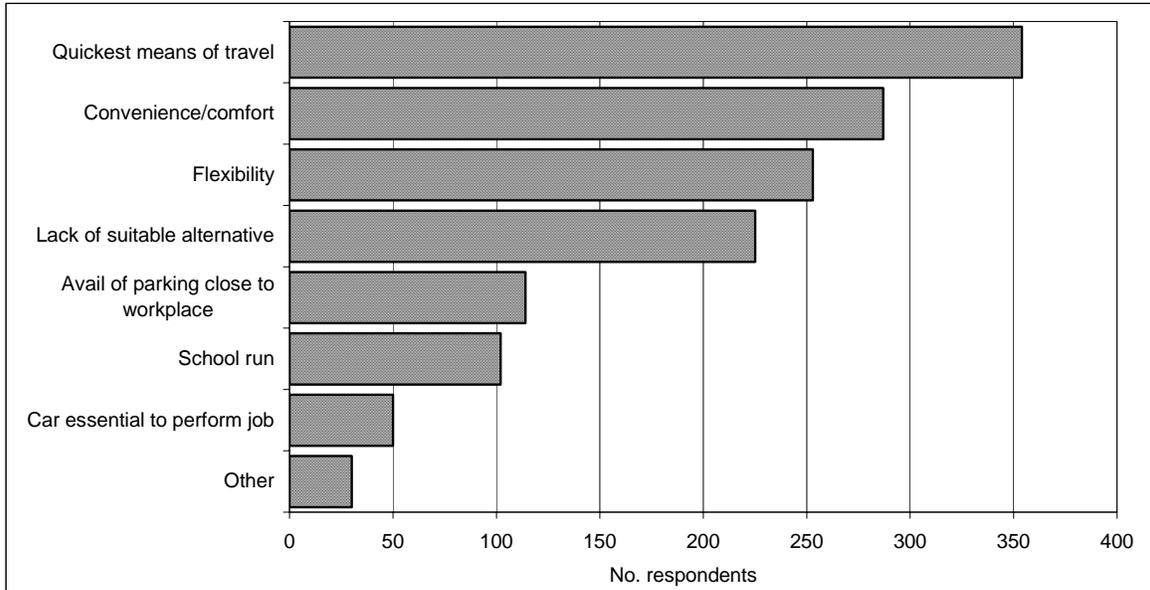
For those currently travelling by bus, the majority (81%) have less than 10 minutes walk to get from the bus stop to their workplace. 40% have less than 5 minutes walk but 2% have more than 21 minutes walk.

### Car travel

The main reasons selected by car users for using a car to get to work (in order of frequency) were:

1. Quickest means of getting to work
2. Convenience, comfort
3. Flexibility (eg to fulfil carer responsibilities)

Main reasons for using a car to get to work, 2006



### Car use during the working day

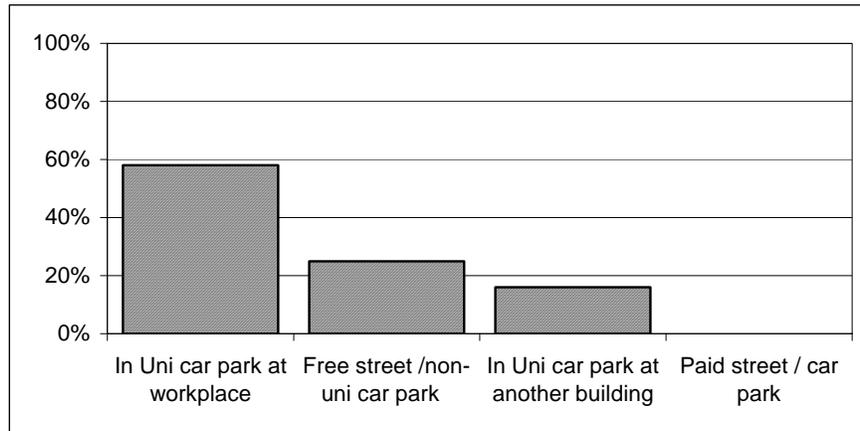
Most staff bringing a car to work use it during the working day 'some days' for getting to other places of work (within or outwith the University), for lunchtime activities, for carer responsibilities and for other reasons. 'Other' reasons tended to be for shopping or going direct to after-work activities.

	Most days	Some days	Rarely/never	No. respondents
Getting to other places of work	10%	<b>57%</b>	33%	418
Lunchtime activities	8%	<b>65%</b>	27%	366
Carer responsibilities	12%	<b>67%</b>	21%	341
Other	18%	<b>82%</b>	-	33

### Parking

Most staff (58%) park in a University car park attached to their place of work. Even if they are parking outwith a workplace car park, the vast majority (91%) are walking no more than 5 minutes from their car to their workplace.

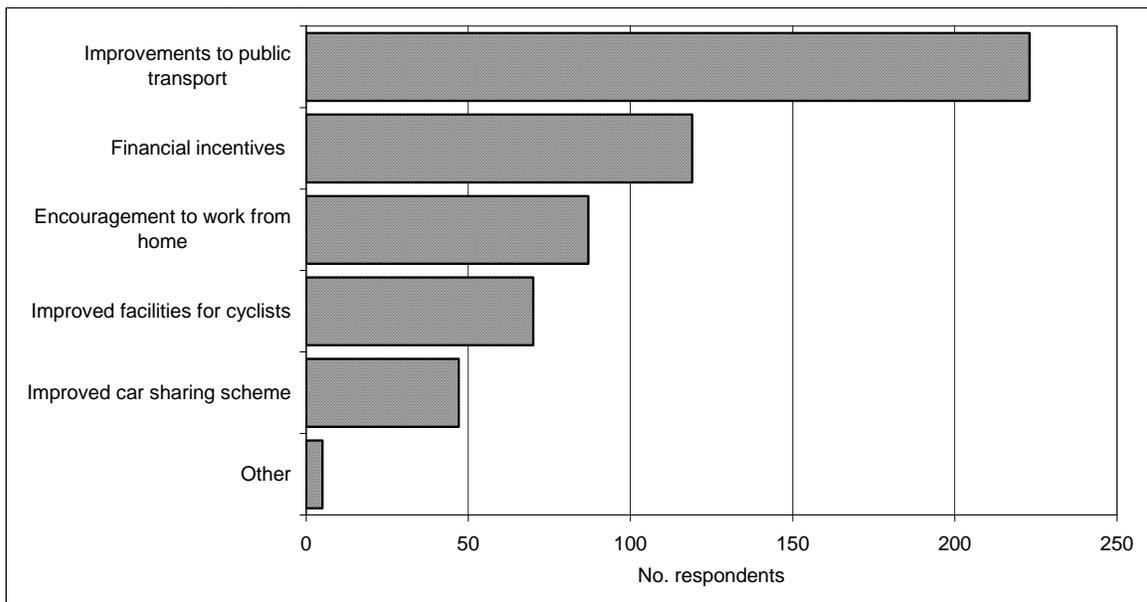
Almost a quarter of car users (24%) who are not using a car park at their workplace, are parking on the Scores. A further 13% are finding parking at other University car parks on the Scores. 8% find places in the University car park behind 107 North Street.



### Reducing car use

38% of car users would not currently be discouraged from travelling to work by car by any measures. For those that might be encouraged to reduce car use, the key measure selected was improvements to public transport.

Measures which might help reduce car use for travel to and from work, 2006



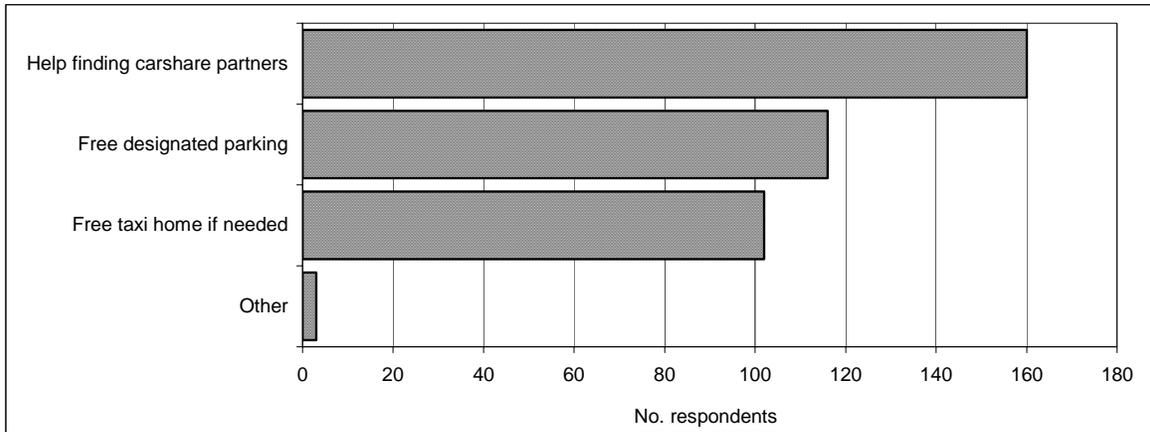
### Car sharing

28% of car users would not be encouraged to car share by any changes. Respondents were able to add comments as to why. The main reasons given, grouped into categories of response, were (in order of frequency):

1. Irregular work pattern
2. Lack of flexibility
3. Carer responsibilities

For the remainder of car users, the change most likely to encourage car sharing is to offer help in finding suitable car sharing partners.

### Changes which would most encourage car users to car share to work, 2006

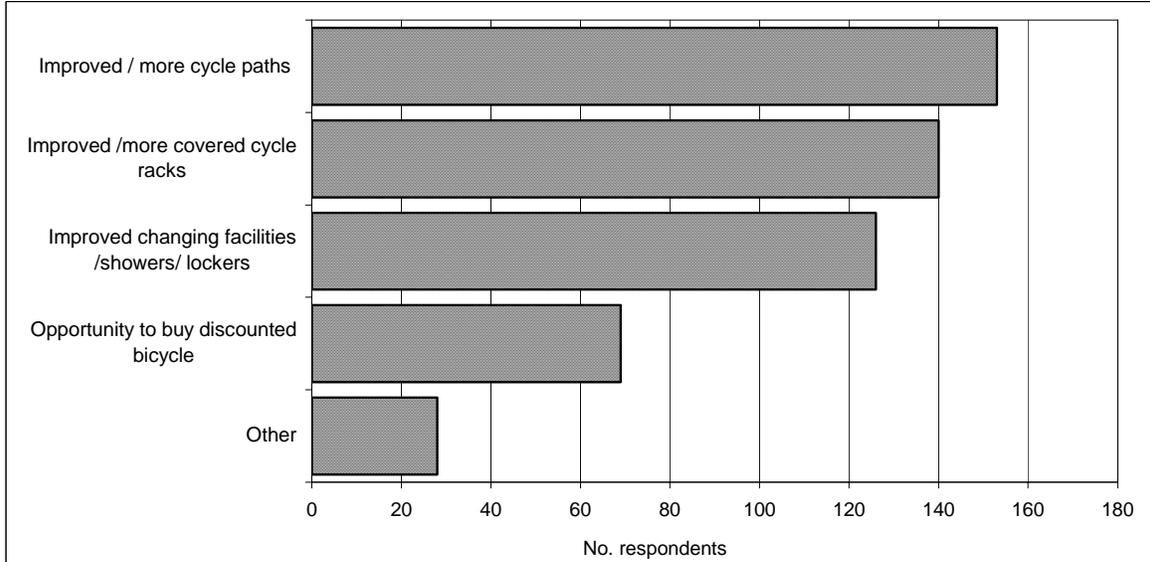


### Cycling

For 66% of car users, no changes would encourage them to cycle to work. Equally, 54% of public transport users would not be encouraged to cycle. By far the main reason given for this reluctance was a prohibitive distance from home to work (139 responses). Also that the journey would take too long (12 responses). Other reasons quoted by 10 or more responses were: the need to transport children to school, safety concerns, medical / health reasons, poor weather / dark mornings and evenings.

The most popular changes that would encourage staff to cycle to work were: 'improved / more cycle paths on the journey to work', followed by 'improved / more covered cycle racks at their workplace' (see chart below).

### Changes that would encourage regular cycling to work, 2006



### Analysis to follow:

- Analysis of 'further comments' given by respondents (over 200).
- Postcode analysis of staff home /work addresses against existing bus routes.
- Analysis of daily working hours against bus timetables.
- Gender analysis?

## **Survey Follow-up Next Steps**

### Data Analysis

- Analyse data based on staff home postcode and link this into existing travel routes and services to assess gaps and improvement opportunities. Feed this information into the University Transport Forum. (Ditto for student data once complete).
- Carry out a gender analysis of data to see how this effects travel patterns

### Transport Forum

- Update Forum with staff and student survey information.
- Via the Transport Forum, explore the potential for improvements in the frequency of bus services, discounted bus tickets / passes, and more direct bus routes.

### Car Use and Carshare

- Communicate the benefits of walking and cycling to staff, to influence the number of staff who live within walking and cycling distance of the University but who drive to work.
- Develop a proposal for improved car parking management including policing and signage
- Review carshare process to take account of staff feedback that uptake would be encouraged if carshare partners were found for them.

### Cycling

- Deliver and maintain programme for phased installation of cycle shelters and associated facilities.
- Ensure that cycle paths and infrastructure is built into future development plans where appropriate.