



Staff Travel Survey 2012/13 – Key Findings

Introduction

Between November 2012 and April 2013 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 the internal email system, Friday memos and In the Loop Newsletter. Paper copies were also available on request with some given out to cleaning staff via the cleaning supervisors as well as at Environmental Facilitator workshop sessions.

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 and 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 713 responses were received giving a response rate of 32.9%. This is a slightly lower figure than the previous years (2009 – 38%, 2006 – 34%).

Highlights

Section A – About your journey to work

1. How do you usually travel to work?

The results show that 64.3% of staff travel to work by car (43% alone and 21% as a car sharer). There has been a slow decrease in the numbers of staff travelling to work by car alone, an increase in the number taking the bus and continuity in the number cycling to work, see Table 1.

Table 1 Mode of travel to work

Mode	2012/13	2009	2006
Car (alone):	43.3%	45%	46%
Car (2 people):	16.6%	-	-
Car (3 people):	3.3%	-	-
Car (4 people or more):	1.1%	-	-
Car with others:	-	22%	23%
Bus:	9.2%	8%	6%
Bicycle:	8.1%	8%	8%
Walk:	14.9%	15%	15%



Train:	1.7%	1%	-
Motorcycle/scooter/moped:	<1%	<1%	-
Taxi:	0.1%	-	-
Other (please specify):	1%	1%	1%

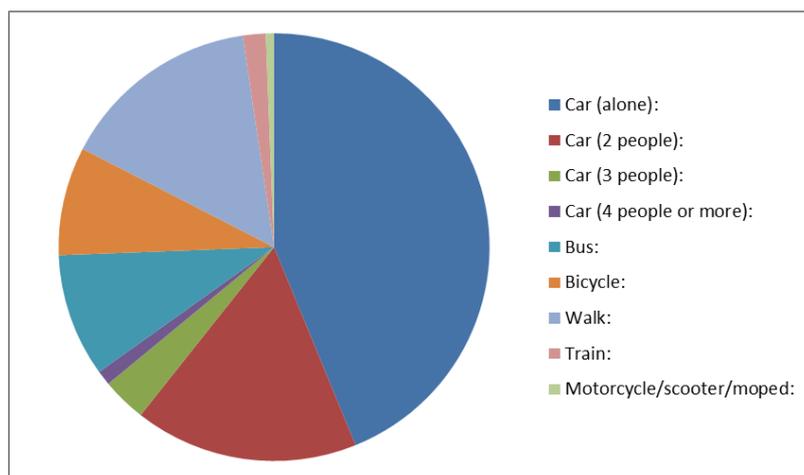


Figure 1 Mode of travel to work

2. How far do you travel to work?

The results show that 11% of the staff who responded live within walking distance (1mile) of the University, whilst 32.8% of staff live between 0 and 4 miles, a distance ideal for cycling. The number of staff travelling between 10 and 40 miles to work has fluctuated slightly over the last few years with a slight decrease in 2012/13 of staff travelling 10 – 20 miles and 20 – 40 miles.

Table 2 Distance travelled to work

Distance	2012/13	2009	2006
Up to 1 mile:	11.3%	10%	14%
Over 1 mile and up to 2 miles:	15%	14%	18%
Over 2 miles and up to 4 miles:	6.5%	9%	6%
Over 4 miles and up to 10 miles:	27.6%	25%	26%
Over 10 miles and up to 20 miles:	30.3%	32%	26%
Over 20 miles and up to 40 miles:	5.8%	6%	7%
Over 40 miles:	3.4%	3%	2%

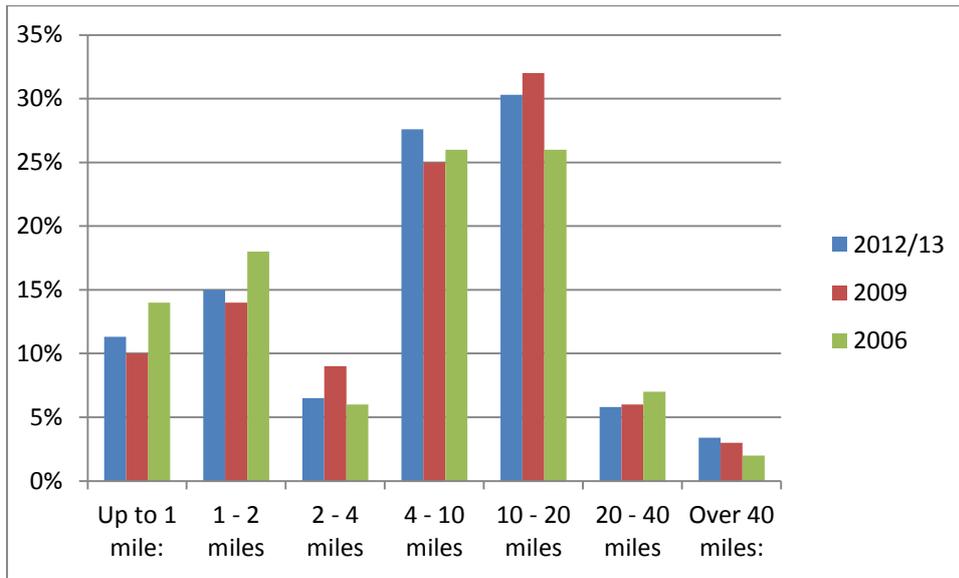


Figure 2 Distance travelled to work

Table 3 shows the distance travelled by staff to work compared with mode of travel. The most common modes for each

Table 3 Distance travelled to work by mode of travel

Distance	Car (alone)	Car (share)	Bus	Bike	Walk	Train	Motorcycle	Taxi	Totals
Up to 1 mile	4	5	0	8	62	0	1	0	80
Over 1 mile and up to 2 miles	22	15	2	23	41	0	0	1	106
Over 2 miles and up to 4 miles	14	19	3	7	2	0	0	0	46
Over 4 miles and up to 10 miles	99	53	26	13	0	0	2	0	195
Over 10 miles and up to 20 miles	128	48	29	5	0	0	1	0	214
Over 20 miles and up to 40 miles	30	5	4	1	0	1	0	0	41
Over 40 miles	8	3	1	0	0	11	0	0	24
Totals	305	148	65	57	105	12	4	1	713

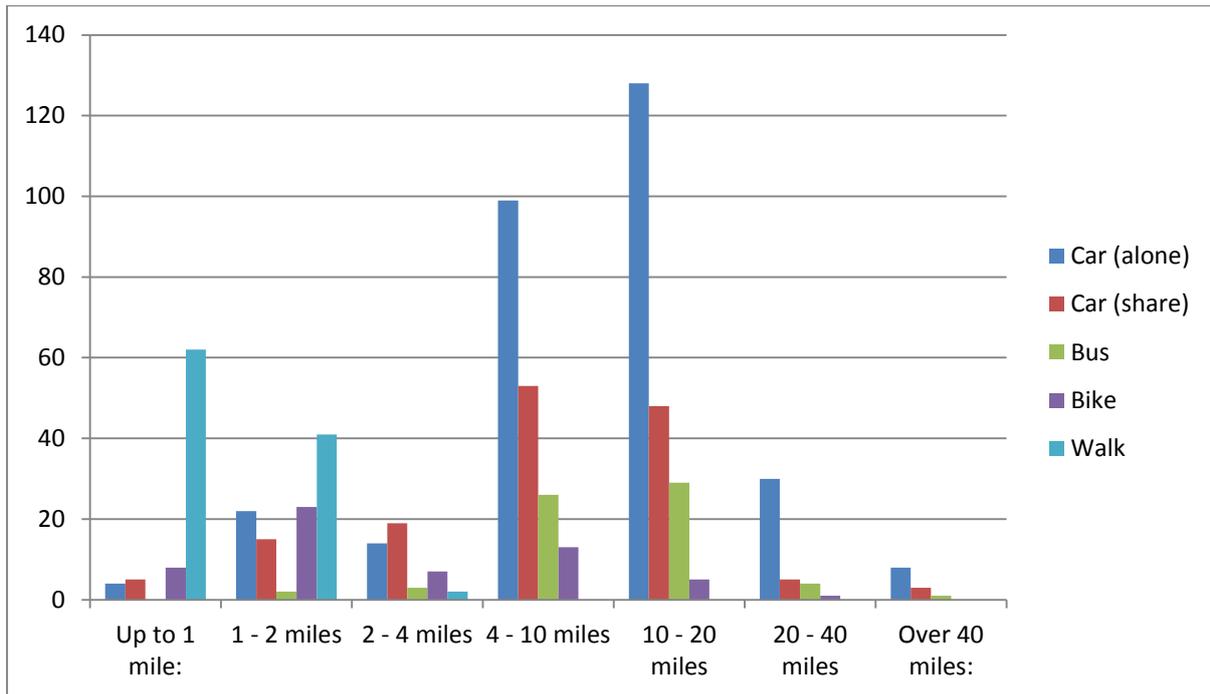


Figure 3 Number of staff travelling certain distances by different modes of transport

3. How long does your journey take?

The results indicate that 77.8% of staff travel for 30 minutes or less to get to work. This is a slight increase on the 2009 survey results which showed 76% travel for 30 minutes or less. This fits with the results from 2012/13 which also shows a slight increase in the number of staff living 1 – 2 miles and 4 – 10 miles away from the University.

Table 4 Time taken to travel to work

Time	2012/13	2009	2006
0 - 15 minutes:	31.2%	30.3%	38%
16 - 30 minutes:	46.6%	45.9%	41%
31 - 45 minutes:	12.1%	15.2%	12%
46 - 60 minutes:	5.8%	4.5%	5%
61 - 90 minutes:	3.0%	2.2%	2%
Longer than 90 minutes:	1.1%	1%	2%
Other (please specify):	0.1%	-	-

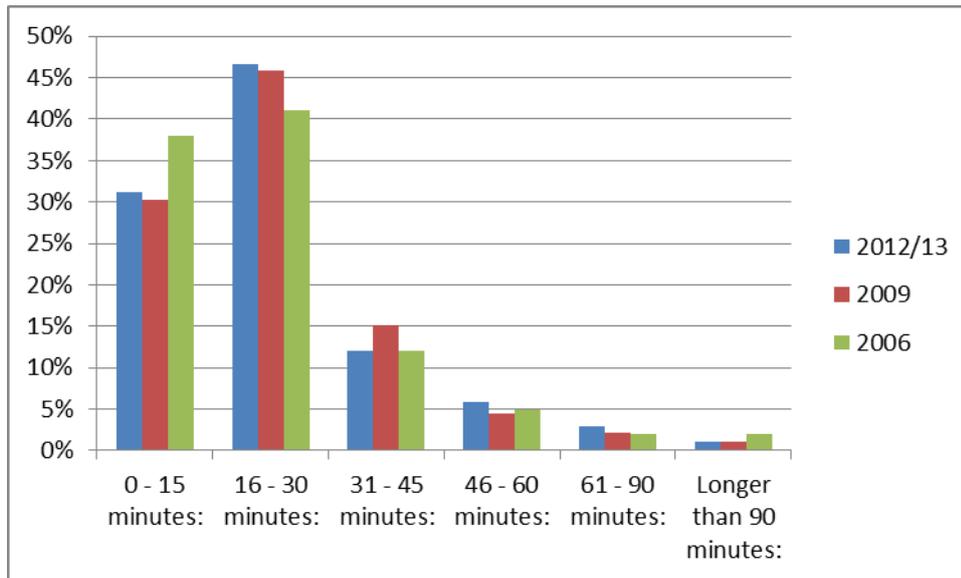


Figure 4 Time taken to travel to work

Section B – About Public Transport

4. Which of the following changes would most encourage you to regularly use the train for your journey to work? (tick all that apply)

Of the suggestions given to respondents seen in the table below **discounted tickets and passes** was the most popular with 16.4% of staff selecting that option. However 50% of staff said that no changes would encourage them to take the train.

Table 5 Potential measures to encourage staff to travel by train

Answer Options	2012/13	2009
More frequent train services:	7%	7.3%
More convenient train times:	5.7%	6.5%
Discounted tickets / passes:	16.4%	12.3%
Cleaner and more comfortable trains:	1.9%	2%
More reliable services:	3.9%	4.4%
More timetable and route information:	1.2%	1.1%
Improved links with connecting services e.g. bus:	11.7%	-
Flexible working hours:	3.9%	3.5%
No changes would encourage me (please state why in the box below):	50.3%	44.7%
Other (please specify):	67%	68.1%



The most common response that would encourage staff to use the train in the 'Other' section was a **direct train line to St Andrews**.

Most staff also used this section to give reasons why they would not be encouraged to use the train. The main reasons cited were:

- Live in or very close to St Andrews
- Live too far from a train station
- Too many different modes involved in getting the train e.g. travel to train station from home, train, bus from Leuchars, walk to work... takes too much time
- Childcare commitments

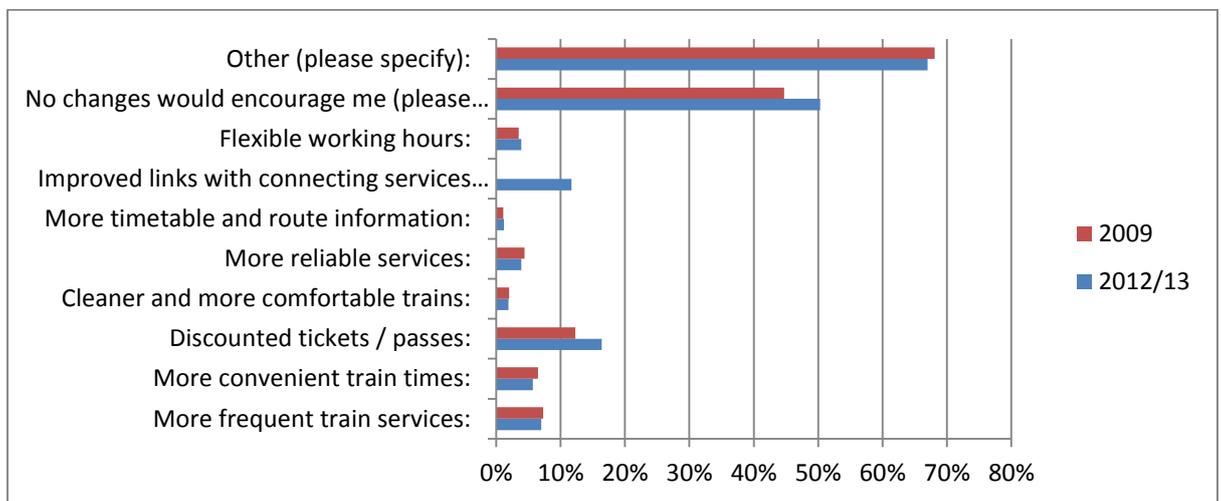


Figure 5 Potential measures to encourage staff to travel by train

5. Which of the following changes would most encourage you to regularly use the bus for your journey to work?

Table 6 shows an overview of the measures to encourage/support staff to use the bus more regularly for their commute; a comparison with 2009 data is included. The table and graph 6 shows that **discounted tickets and passes** and **more frequent bus services** are the most popular suggestions, with almost identical percentages to 2009.

Table 6 Potential measures to encourage staff to travel by bus

Answer Options	2012/13	2009
More direct bus routes:	20.6%	26.8%
More frequent bus services:	39.2%	39.8%
Discounted tickets / passes:	47.2%	44.4%
Cleaner and more comfortable buses:	5.7%	7.9%
More reliable services:	14.3%	14.4%
More timetable and route information:	8.9%	9.6%



Improved security e.g. better lighting at bus stops:	3.5%	4.3%
Flexible working hours:	8.8%	11.1%
More convenient drop-off points for work:	11.6%	13.8%
Better connections between workplace and bus station:	6.5%	7.6%
No changes would encourage me (please state why in the box below):	25%	21/3%
Other (please specify):	33.5%	32.5%

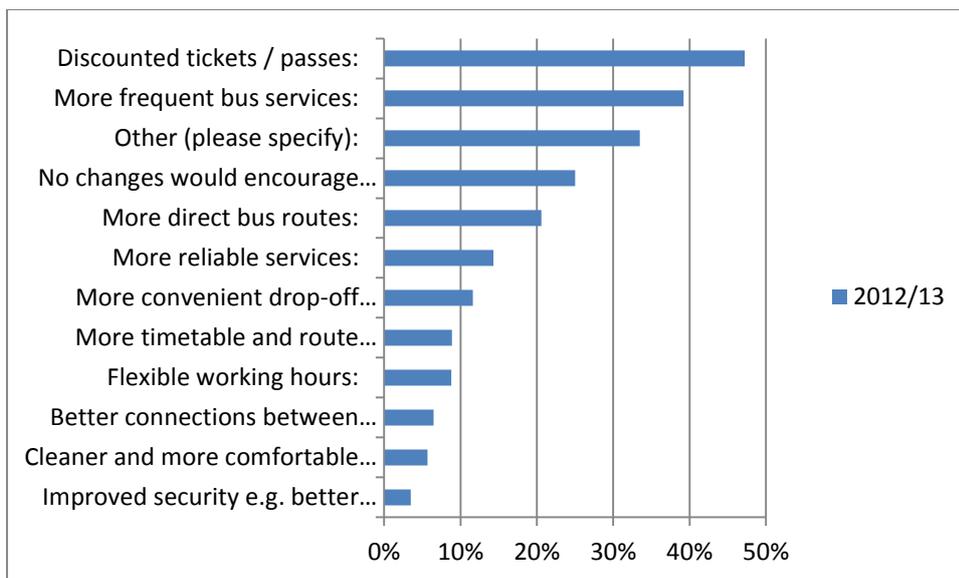


Figure 6 Measures to encourage/support staff to travel by bus

Approximately 25% of staff responded that no changes would encourage them whilst 33% used the 'Other' comments section. This was often used (as with train travel) to explain why they couldn't use the bus e.g. childcare, bus stop too far away, live too close to take the bus, bus makes commute too long.

Some suggestions for encouragement to use the bus were also listed (in many cases these reiterated or were very similar to the suggestions given):

- Discount using staff ID card, similar to current student deal
- Buses that run all day and night every 15 minutes
- Provision of a bus that is not mostly filled with school children.
- Parking at bus station in Dundee
- Re-absorb bus services into local authorities
- Reduced fare subsidised by the University
- Shuttle bus round the town for staff provided by the University



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

Table 7 shows the maximum prices staff would pay for a return bus ticket to commute to work. Approximately 23% of staff would not consider using the bus at all regardless of the price. This is a slight increase from 20% in the 2009 survey but records show that this figure was still significantly higher at 31% in 2006 survey.

Table 7 Max price staff would pay for a return bus ticket

Answer Options	2012/13	2009
I would not consider using the bus, regardless of ticket price:	23.4%	20.6%
£1.50:	12.3%	12.8%
£2.00:	14.5%	14.8%
£3.00:	17.9%	18.1%
£4.00:	13.3%	7.9%
£5.00:	10.5%	7.6%
£6.00:	3.6%	2.7%
£8.00:	1.8%	1%
£10.00:	1.6%	0.9%
More than £10.00:	1.2%	0.4%

Table 8 Max price staff would pay for a bus ticket compared with distance travelled

What is the maximum you would be willing to pay for a return bus ticket?	Up to 1 mile	1 – 2 miles	2 – 4 miles	4 – 10 miles	10 – 20 miles	20 – 40 miles	Over 40 miles
£1.50	13	29	16	12	13	0	0
£2.00	7	19	10	41	19	1	1
£3.00	7	9	7	43	48	7	0
£4.00	0	1	5	37	40	7	0
£5.00	4	0	0	17	37	10	3
£6.00	0	0	0	8	14	1	1
£8.00	0	0	0	2	6	4	0
£10.00	0	0	0	4	1	1	5
More than £10.00	1	0	0	0	2	1	4



Table 8 suggests that the majority of staff would pay a maximum of £1.50 for journeys between 0 and 4 miles, £3 for journeys between 4 and 20 miles, £5 for journeys between 20 and 40 miles and £10 for journeys over 40 miles.

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

63.7% of staff responded that they don't usually travel by bus but the results show that 30% of staff have a 10 minute walk or less to the bus stop. The results from this question cannot be compared easily with the 2009 survey as the option 'I don't usually travel by bus' was not included in 2009 so the question was only answered by those who do use the bus.

Table 9 Time spent walking to bus stop

Answer Options	2012/13
I don't usually travel by bus:	63.7%
0 - 5 minutes:	15.5%
6 - 10 minutes:	14.5%
11 - 20 minutes:	6.1%
21 - 30 minutes:	0.2%
Longer than 30 minutes:	0%

Section C – About Car Travel

The results shown in this section are shown as a percentage of those who responded who said they usually travel to work by car (Section A, questions 1 = 453 people).

8. What are your main reasons for using a car to get to work? (select all that apply)

The main reasons staff cited for using a car to get to work were **quickest means of getting to work**, **convenience and comfort** and **flexibility**. These results are largely the same as those from the 2009 survey with the most significant differences being:

- A slightly lower percentage citing lack of a suitable alternative this year compared to 2009
- 6% increase in those who cited convenience and comfort as a reason for car use in 2012/13
- 43.7% cited a car as the cheapest option to travel to work, this option was not included in the 2009 survey so there is no comparative data

Table 10 Reasons for using a car to get to work

Answer Options	2012/13	2009
Car essential to perform job:	6.4%	6.7%
Availability of car parking space close to workplace:	19.6%	14.29%
Convenience, comfort:	56.7%	50.3%



Cheapest option:	43.7%	-
Flexibility (e.g. to fulfil carer responsibilities):	53.2%	49.75
Travel to work combined with dropping off/collecting children:	27.1%	26.7%
Lack of a suitable alternative:	39.3%	43.2%
Quickest means of getting to work:	71.1%	67.4%
Other (please specify):	18.5%	-

Most of the comments in the 'Other' section reflected the options in the table and were very similar to the 2009 results:

- Need a car for activities before and/or after work
- Cost of car cheaper than public transport
- Only viable option in very small Fife villages, poorly connected by regular buses
- Health issues
- A few respondents highlighted that they used a car but in a car share and listed the reasons they did this:
 - Sociable
 - Creates good work/life balance as you need to leave work on time
 - Cost savings

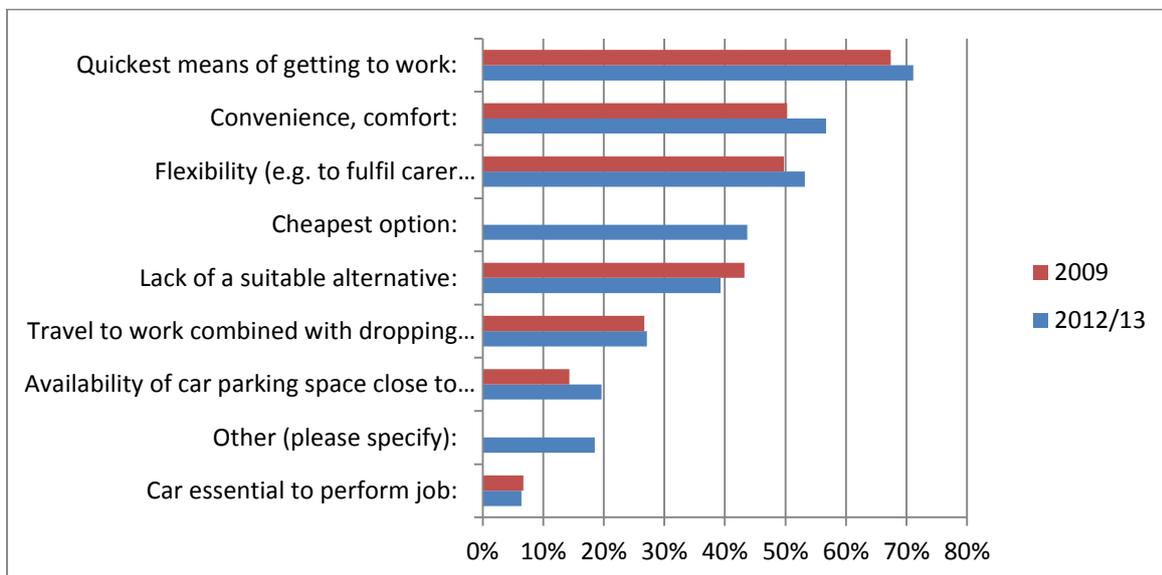


Figure 7 Reasons for using a car to get to work



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

Table 11 shows how often staff who drive to work use their car during the day and for what purpose. The largest proportions of staff in both 2012/13 and 2009 rarely or never use their car for work. The 2006 survey however, showed that the largest proportions of staff used their car 'some days' for all types of journey indicated. Although the largest proportions of staff rarely or never use their car during the day the 2012/13 survey shows increases in daytime journeys by those that do in comparison with 2009. For example, journeys made to get to other places of work on most days has increased from 7% to 12% and journeys for carer responsibilities on some days has increased from 13.5% to 19%.

Table 11 Use of car during the day 2012/13 and 2009 data

2012/13	Most days:	Some days:	Rarely/never:
Getting to other places of work (within or outwith the University)	11.8%	23.4%	64.8%
Lunchtime activities	4.1%	15.4%	80.6%
Carer responsibilities	8.6%	19.1%	72.4%
2009	Most days:	Some days:	Rarely/never:
Getting to other places of work (within or outwith the University)	7.1%	28.2%	60.1%
Lunchtime activities	4.9%	14.3%	66.1%
Carer responsibilities	9.9%	13.5%	61.9%

10. Where do you usually park?

The results in table 12 for 2012/13 are shown as a percentage of those who answered the question (572). Approximately the same number of staff are parking in a University car park where they work as in 2009 however, less staff are parking in university car parks outside of their work and consequently (?) more are parking in non-university car parks (16% to 28%). The most common non-university areas for parking are:

- Petheram Bridge
- The Scores
- East Sands



The 2012/13 survey also shows that a small number of staff are paying for car parking in non-university areas, something which was not happening in 2009.

Table 12 Places where staff park their cars

Answer Options	2012/13	2009
In a university car park at my place of work	57%	58%
In a university car park at another building	13%	25%
Free parking in nearby street/non-university car park	28%	16%
Paid parking in nearby street/car park	1.3%	0%

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

90% of staff walk for less than 5 minutes from their car to reach their workplace. The table shows that staff are managing to park closer to their workplaces in 2012/13 than in 2009. The figures for 2012/13 are more similar to the 2006 results than the 2009 results indicating a fluctuation of walking distances and presumably as a consequence parking habits.

Table 13 Time taken to walk from car to workplace

Answer Options	2012/13	2009
0 - 5 minutes:	90%	83.2%
6 - 10 minutes:	8.9%	10.5%
11 - 20 minutes:	1%	4.2%
More than 20 minutes:	0%	0%

12. The enforced car parking permit scheme has improved the car parking situation...

Table 14 shows that just over half of staff who responded are ambivalent about the car park permit scheme (56%), a 10% increase on the 2009 survey. 30% of staff agree that the car park permit scheme has improved car parking in 2012/13 compared to 32% in 2009. Whereas 13% of staff disagree that it has improved car parking in 2012/13 compared with a greater 19% in 2009.

Table 14 Views on the car park permit scheme

Answer Options	2012/13	2009
Strongly disagree:	4.2%	7.2%
Disagree:	9.1%	12%



Neither disagree or agree:	56.2%	46.7%
Agree:	23.6%	25.1%
Strongly agree:	6.9%	6.7%

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

The percentages for 2012/13 are calculated from the number of people who indicated in Section A Question 1 that they travel by car to work (453).

Table 15 Potential measures to reduce car use

Answer Options	2012/13	2009
Improved facilities for cyclists e.g. covered cycle racks, showers, cycle paths:	23%	14.7%
Improvements to public transport e.g. more frequent services, cheaper tickets:	64%	53.5%
Encouragement to work from home:	30.1%	23%
Financial incentives for other forms of transport e.g. bus pass purchase via salary sacrifice:	26.4%	25.3%
A park and ride scheme operating from Guardbridge:	12.8%	-
A park and pedal scheme e.g. park in Guardbridge and cycle into St Andrews:	10.8%	-
An improved car sharing scheme:	5.7%	8.3%
Improved charging facilities would encourage me to buy an electric vehicle:	7.5%	-
Flexible working hours:	15.2%	18.5%
No measures would currently discourage me from travelling by car (please state why in the box below):	23%	22.7%
Other (please specify):	28.4%	26.1%

23% of staff indicated that no changes would discourage them from using a car. This is no change from the 2009 survey, the desire for financial incentives is similarly stable at around 25%. However, there are some interesting differences. This year 23% of staff responded that improved facilities for cyclists would discourage them from using a car (an 8.3% increase from 2009), also that 64% of staff said improvements to public transport would discourage them (a 10.5% increase on 2009) and 30.1% said encouragement to work from home would discourage them (a 7% increase on 2009).

Three new answer options this year; a park and ride at Guardbridge, a park and pedal at Guardbridge, and improved electric vehicle charging facilities, were cited as measures that would discourage some staff from using a car (12.8%, 10.8% and 7.5% respectively).

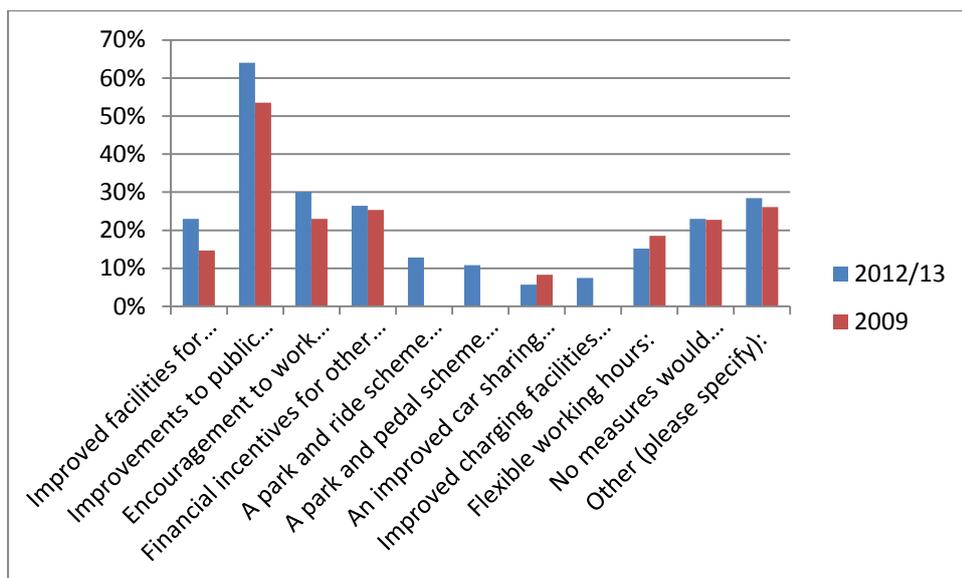


Figure 8 Potential measures to reduce car use

14. Which of the following changes would most encourage you to car share to work (if you already car share which would you most like to see?)

45% of staff who responded to this section stated that no changes would encourage them to car share. This is an approximately 13% increase on the 2009 survey which suggests staff have become less rather than more amenable to car sharing. However, 36% of staff responded that help finding car share partners with similar work patterns would encourage them to car share, a 4% increase on 2009, and almost 20% cited designated parking spaces and a free taxi home as encouraging.

Table 16 Potential measures to increase car sharing

Answer Options	2012/13	2009
Help finding car share partners with similar work patterns:	36.6%	31.1%
Free designated parking spaces for car sharers:	18.5%	25.3%
Free taxi home if let down by driver:	18.9%	20.9%
Access to car club (shared vehicles for members' use, so you don't drive your own car):	11.9%	-
No changes would encourage me (Please state why in the box below):	45%	32.8%
Other (please specify):	42.6%	-

Of the 42% of staff who cited 'other' some listed suggestions for encouragement such as:

- Shared car club to and from Leuchars station (encouragement to get train, then car share)
- A work ethic/social norm that everyone leaves at 5pm to ensure not waiting for colleagues



- Would car share/leave car at work if greater access to small estates cars for transfers between buildings for meetings
- Integrate current St Andrews car sharing website with local nurseries, or subsidise a bus service to local nurseries

While others listed restrictions to car sharing, for example:

- Reduced flexibility
- Increases time to get home
- Childcare
- After work activities
- Registered with casecr share/asked colleagues to car share but no interest

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

The most common emissions band is band E (£120pa and 131-140g/km CO₂). This is similar to the 2009 survey in which 29.2% of staff indicated their vehicle was within the D/E emission band. This year only 9% of staff responded that their car was registered before March 2001, this is a significant decrease from 24% in 2009.

Table 17 Emission bands of staff cars (figures shown as a percentage of those who responded to this question - 451)

Answer Options	2012/13
My car was registered before March 2001:	9.3%
I have an electric vehicle:	0.2%
Band A -- £0 pa - less than 100 g/km:	4.0%
Band B - £20 pa -- 101--110 g/km:	5.1%
Band C - £30 pa -- 111-120 g/km:	11.8%
Band D - £100 pa -- 121--130 g/km:	12.6%
Band E - £120 pa -- 131 -140 g/km:	17.5%
Band F - £135 pa -- 141-150 g/km:	10.9%
Band G - £170 pa -- 151-165 g/km:	11.5%
Band H - £195 pa -- 166-175 g/km:	6.2%
Band I - £215 pa -- 176 -- 185 g/km:	4.4%
Band J - £250 pa -- 186 - 200 g/km:	3.1%
Band K - £270 pa -- 201 -- 225 g/km:	2.7%
Band L - £460 pa -- 226 -255 g/km:	0.0%
Band M -- £475 pa -- Over 225 g/km:	0.7%



Section D - About Cycling

16. 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)?

Table 18 Potential measures to increase cycling

Answer Options	2012/13	2009
Improved / more cycle paths on the journey to work:	36.9%	33.1%
Improved changing facilities / showers / lockers at workplace:	23.9%	26.5%
Maintenance assistance e.g. Bike Doctor:	12.5%	-
Improved / more covered cycle racks at workplace:	18.2%	18.9%
Opportunity to buy a bicycle at a discount:	17.4%	16.1%
Shared bike scheme:	2.4%	-
No changes would encourage me (please state why in the box below):	45.2%	43.4%
Other (please specify):	47.5%	47.1%

The most popular changes to encourage staff to cycle to work are improved/more cycling paths (37%), and improved changing and other facilities at workplace (24%), almost exactly the same as in 2009.

45% of staff responded that no changes would encourage them and 47% of staff filled in the 'other' section. The suggestions here included reasons why staff would not consider cycling, the main ones being; child care, journey too far, lack of safe cycle paths/routes, poor health, unpredictable weather and already cycle to work.

Staff who responded in this section also wrote that; more shower facilities are a priority, lockers are needed to protect bikes from weather and make them more secure, safer routes within (as well as outwith) St Andrews, driver training and increased awareness of cyclists are essential.

Section E – Business Travel

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

46.2% of staff responded that they walk for a business journey more than once a week, whilst 25% of staff said they use the car (alone) for business trips more than once a week.

The majority of plane journeys are undertaken once a term (25%) as well as 17.5% of respondents using the plane annually.



The cells highlighted yellow show the most popular mode of transport for each time bracket e.g. walking is the most common mode of business travel for journeys made weekly or more than once a week, whereas plane is the most common mode of business travel for annual journeys.

Table 19 Mode of business travel by frequency

Answer Options	More than once a week	Weekly	Fortnightly	Monthly	Once a term	Annually	Never
Walk	46.2%	10.5%	4.7%	7.1%	5.2%	2.6%	23.8%
Cycle	9.8%	2.6%	1.7%	3%	4%	1.9%	76.9%
Bus	9.4%	2.9%	4.7%	12.9%	18.1%	7.4%	44.6%
Train	1.6%	1.8%	5.5%	20.1%	26.1%	10.8%	34.1%
Motorbike/scooter	1%	0%	0%	0.2%	0.6%	0.2%	98%
Car (alone)	24.8%	7.9%	6.2%	11.6%	12.8%	4.8%	31.9%
Car (sharing)	13.7%	5.1%	3.6%	10.4%	13.7%	7.2%	46.3%
Taxi	0.9%	1.7%	3.2%	11.4%	24.1%	12.1%	46.5%
Plane	0.2%	0.2%	1.7%	11.2%	25.4%	17.5%	43.8%

18. How often do you use video conferencing facilities for work meetings?

Figure 9 shows the majority of staff (55%) never use video conferencing for meetings whereas only 9.8% of staff use video conferencing regularly. 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, when 62% of staff also responded that they never used video conferencing.

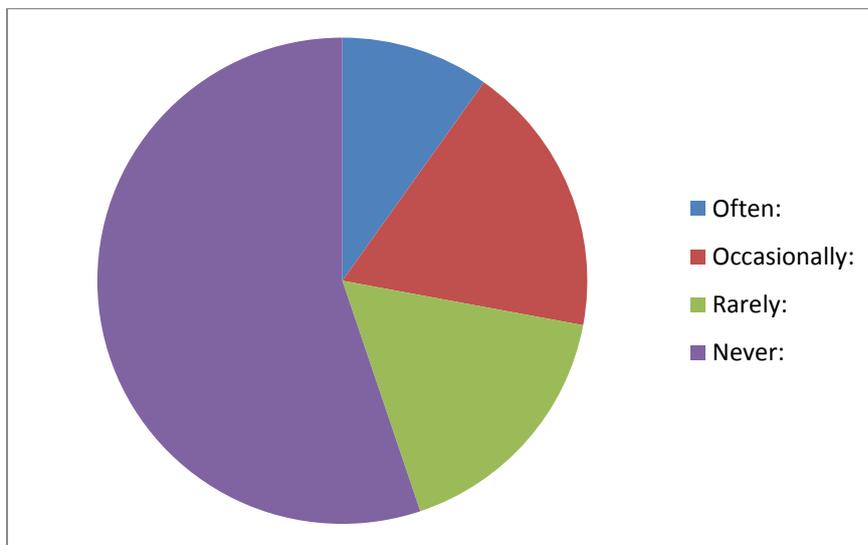


Figure 9 Regularity of video conferencing amongst staff



Section F – About You

19. What is your home postcode?

The largest proportion of staff respondents live within the KY16 postcode area (43%), which is a slight increase on 2009 (41%).

The results in Table 20 show a wide spread of home locations, with staff coming from as far as Edinburgh, Perth, north of Forfar and Crieff!

Table 20 Staff postcodes (percentages based on number of people who answered this question)

Postcodes	2012/13
DD1	1.17%
DD2	2.34%
DD3	0.73%
DD4	1.32%
DD5	1.76%
DD6	4.84%
Other DD	1.32%
EH	2.93%
KY8	3.37%
KY10	15.27%
KY14	1.61%
KY15	16.15%
KY16	43.31%
Other KY	3.37%
PH	0.44%

20. Which building is your usual place of work?

We received responses from staff all over the university campus but Figure 10 shows the schools/buildings/units with the highest response rates.

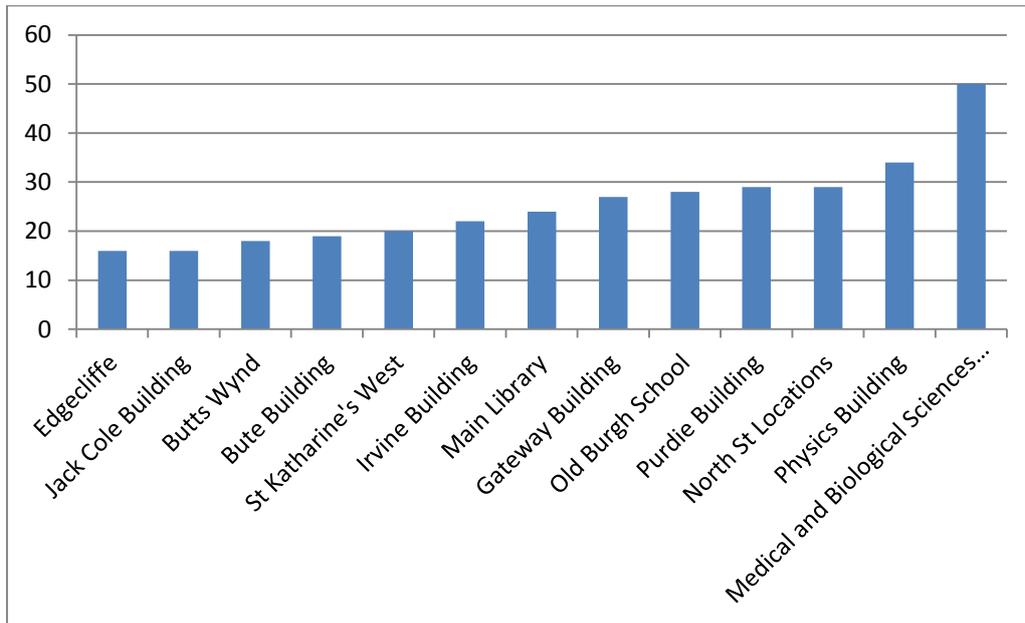


Figure 1 Buildings with highest response rates

21. What time do you arrive at work and leave work?

The most common times are approximately 9am start to approximately 5pm finish but there is significant diversity. For a full list please contact the Environment Team.

22. What days do you usually work at the University?

- Monday to Friday (all year) – 74.4%
- Monday to Friday (semesters only) – 5.6%
- Less than 5 days a week – 10.9%
- Other – 9.1%

23. What gender are you?

- 45% of staff respondents are male
- 54% are female

Section G – Final Comments

24. Final comments?

Approximately 130 additional comments were made in this section. A full list of comments is included in Appendix A but some of the highlights/most common responses are shown below:

CYCLING

- More facilities → cycle paths, showers
- Safer routes and increased awareness of cyclists from drivers



PUBLIC TRANSPORT

- Shuttle bus service
- Park and ride
- Subsidised bus fares

OTHER

- Lack of parking and parking bays
- Cost of living in St Andrews forces people to live out with and consequently drive
- University shouldn't fund domestic air travel if viable train route exists
- University should put pressure on and work with Fife Council to make transport options easier, cheaper and safer for its staff

APPENDIX A – FINAL COMMENTS

Staff comments
<p>1. The bus service between Leuchars and St Andrews should be cheaper. Rates are almost as expensive as tickets to Dundee. Leuchars passengers are clearly subsidizing the full Dundee service. 2. Better discounts on Stagecoach in Fife services. Currently, the flexi-rider expires after 28 days. It would be nice if there was no expiration on the Flex-rider ticket, or if passengers could have 60 days to use it. 3. Train tickets are becoming prohibitively expensive. 4. Many universities provide free shuttle services for their students and employees to link the university to the main transport hub (e.g., Leuchars in our case). 5. The university should lobby bus and train authorities on behalf of staff and students for cheaper rail travel, especially given the lack of adequate rail link to St Andrews. 6. Bus departure times from Leuchars are not timed with the trains. Rather, the bus schedule privileges the Dundee route. More frequent service recently begun has been a slight improvement. 7. Bus drop off is far away from most university buildings. It would be nice if at least some bus services would have drop-off points along North Street. Currently, only the 92 bus, which runs extremely infrequently, has such a route.</p>
<p>A closed-in bicycle shed at ELT would enable me to keep my bike at work for faster movement from building to building.</p>
<p>A link to how to find out what emissions band your car is in would have been useful if you're not going to provide an option for I don't know or a box to say what make/model you have so it can be calculated for you.</p>
<p>A wee shuttle bus for staff and student use which circulates the town from North Haugh to East Sands via Abbey Walk would be useful.</p>
<p>All university air travel should be stopped.</p>



Although I do not generally travel much more than my journey to and from work, I book many flights for visiting academics, as we organise many conferences and workshops every year. I travel by car to and from work due to the remote location of our house but would consider car sharing or other alternative methods of transport (except cycling) if it was all possible.

Am considering an electric car? Have asked if plans to provide charging points but have not had a reply. Does the University have any plans for charging points?

Applying for a parking permit online is a nightmare for people who are not computer literate. It's nothing but a hassle. This should be left to office staff or one of these days they will no longer have a job (bad news).

As mentioned above I would so like help in the cost of travel. As it accounts for around 20% of my income and more if I did not walk 30mins to Dundee Bus station to catch my bus (99). In total without this walking economy rather than another bus this total would not be £25 a week but over £35 and moving toward 25% of income. I need a PhD to progress in my career. Any help in this travel cost would make the funding of PhD possible and greater involvement within the University. If the University had a scheme where such travel costs could be covered by tax breaks it would be helpful for people like me on a low income and such travel needs.

Better cycling options in the area as a whole would be very welcome.

Between April and September (inclusive) I walk to work once a week, but wasn't sure where to enter this information.

Buses are too slow and cause motion sickness. Having a young family, I can never be sure what I am doing after work. Trains are quick, but there is no station in St Andrews. A car is the only option for me and my family.

Car parking is really limited but for a lot of people it is the only form of transport. Car sharing clubs should be better promoted.

Car parking is still difficult regardless of changes made. There aren't enough spaces and some car parks without marked bays end up with badly parked cars spaced too far apart or too close together and there are problems getting back into your car!

Changing transport use for those living outside St Andrews will not be easy. I believe more restrictions on those living in St Andrews using parking etc. needs to be put in place.

Charge for parking, issue free day voucher for those with bikes say 15 a year. So they can cope with adverse weather etc.



Currently it is cheaper to buy diesel than to travel by bus.

Cycle parking should be convenient e.g. 1. The sports centre used to have a simple chain along the wall - easy and fast - please restore it! 2. The library cycle park is so crowded that it is impossible to park in it. 3. More simple chain-type places to attach cycle to an immovable object are MUCH needed around St Andrews (insurance requirement). I have had to stop students locking their cycles to handicapped ramp railings, and have seen many inappropriate parking arrangements.

Discounted rail fare would be great. Perhaps a mini bus service for staff commuting to and from Edinburgh would be good?

Fife has pretty awful bus services out in the countryside. Most normal people cannot afford to live in St Andrews, or we would have done so, and then walked or biked to work.

Flexible working would really be useful with infrequent bus services for example my buses are on the hour now, they used to be 10 past the hour, and therefore, when I finish at 1 or 2 I have an hour almost to wait.

Folding bike has enable me to cycle part way or cycle in and bus back.

For the activities I undertake at work the flexibility offered by the car given no practical public transport no footpaths on road the car at nominally 20 miles a week in total for getting to work is the best solution and the flexibility to be able to carry out activities at short notice vital!

Improve the cycling paths to and from St Andrews. The upper and (particularly) lower road to Strathkiness is a death trap forcing people in to cars. Bus is ridiculously expensive and still far cheaper to drive with or without student discounts at present. Train is a hassle getting to and from Leuchars so nobody really bothers with it in my school at least. St Andrews desperately needs a train station.

Given my location, I feel that train would only be a reasonable alternative to driving if there were a train station in St Andrews.

Given the necessity of car travel for workers in a very expensive small town with a large and thinly-populated rural hinterland who largely lack practicable public transport alternatives, it's imperative that the employer maintain pressure on the Council to make parking in town as straightforward and affordable as possible. It's especially important since the employer's own expansion strategy has played a major role in making residential property in the town too expensive for many of its own employees, thus forcing most of them to commute across-country to get to work. There is therefore a strong argument for seeing the widespread reliance on cars as a problem of the university's own creating.



Good the university is looking at this but a small town in Fife is always going to demand more complex travel solutions than those facing a metropolitan university. Car sharing might work for some. If bus prices / conditions are a big disincentive then the university might look at hiring one or more buses to do a daily run into St Andrews and out again, rather as Elmwood College and St Leonard's school do for pupils.

How do I find a rideshare between Edinburgh and St Andrews? I would like to share lifts on this route, but have tried what is listed on the University's website for employees with no success. Could this sort of request/matching up become a section in In the Loop?

I am really keen to leave my car or in another area of St Andrews if this helps the University and the town, however I have not yet seen any initiatives that help full-time working mothers/fathers achieve this (where they are fully responsible for children during the working week). I have two small children who need to be dropped off at child-minder's every morning/picked up every night. I need some form of transport for emergencies. The nature of my job means that I have to be in the office every day to manage my teams, my schedule means that often I have to get to meetings across town with little to no travel time scheduled in - very difficult when you are not guaranteed a space. I pay lots of town parking with my own money so that I can attend meetings - at times this can be £5 per day. I then often return to meetings at my office to find that there are no spaces left and this leaves me with the decision on whether to be late for the meeting or leave the car parked in a safe but non-parking space and receive a warning sticker or fine. This really creates additional stress in an already stressful working day. With less janitorial and other cover, we are now expected to transport materials across town to meetings etc. and this does mean using own car. I have been forced to organise business insurance on my car because I often have to transport myself and other colleagues from venues to get to meetings and I worry that I will be held accountable if anything happens on one of these trips and I am not properly insured. Meetings have to be scheduled elsewhere mostly because of lack of meeting space and since meetings are usually scheduled back to back, need to take care to save time - again no guarantee of a space and often I have to pay for parking. I never claim parking or mileage for any of this.

I cannot cycle to work as it is too far. I live in Glenrothes. There is no rail station here and buses run at awkward times.

I car share as a means of saving money but also for company and safety, especially during the winter.

I come in early to ensure that I get a parking space.

I cycle regularly, 3+ times per week. I would really like to see better facilities for cyclists. More showers and covered cycle space (dreadfully poor at the Bute).

I did try getting the train to Leuchars and cycling the rest of the way for a few weeks. However I



abandoned this because of: Occasions when the trains were cancelled/delayed (very annoying)
Occasions when I missed the train (my fault) and had to wait over an hour for the next one (very infrequent)
Worries about cycling in dark/windy/icy conditions, Inconvenience when combining with after-work activities, A touch of laziness.

I do use the bus once per week as we are a one car family and the car is needed by another member of the family once a week. I recently looked at getting the bus more regularly but I would have been financially worse off and have to spend more time away from my young child so did not feel it was viable.

I don't drive as do not yet have a UK driving license and also currently live within walking distance to work. When I do drive in the future, and if I were to live further away, I'd like to think I would use a bus/train rather than a car, but only if it were cheaper/same cost.

I don't think the form accurately conveyed my morning commute, so to summarise. 08:20 - leave house at edge of St Andrews and drop off wife at her work near centre of town 08:30 - leave centre of St Andrews and drop child off at Acorn Nursery 08:50 - park at Gateway 16:00 - wife walks to Gateway, picks up car, and picks up child from Nursery, and drives home 17:20 - I walk or run home
The only reason I commute by car is that the childcare in the centre of town pale in comparison to the excellence of Acorn Nursery. If St Andrews University invested money into a highly subsidised Nursery that blew all other childcare facilities out of the water in its excellence, then there would be no need for me or dozens of other parents to commute out of town by car.

I feel that the university should more strongly discourage people from travelling by plane for work when they could easily travel by train. It would seem quite reasonable for me, for example for the university not to fund plane travel for conferences within the UK if a reasonable train connection is available. A couple of notes about the survey design: - I think the question about car-sharing should have been on a separate page to the other questions about car-travel, since it is also relevant to people who don't currently travel to work by car. To answer what I can remember of that question: I would car-share if I could find a driver who also works approximately 10-6 rather than 9-5. (I was getting a lift regularly last semester, when I had normal working hours.) My reasons for preferring car-sharing to the bus are that it is quicker and cheaper, and also good for getting to know other people who live in my village. - The 'frequency' options in the question about how often various transport methods are used seemed too limited. For example, I probably travel by train for work about 5-6 times a year, but there was no option between monthly (about 12 times) and termly (i.e. twice).

I feel the bus prices are very high in Fife compared to when I stayed through in Glasgow. If these prices came down and a more regular service I would think about using the bus more often.

I got knocked off my bike a few weeks ago travelling from St Andrews to Cupar (Pitscottie route). I now cycle on the main route (via Dairsie) but on the pavement when possible. It's just too risky to be



on the road as most drivers are fine but I've had quite a few close calls. It would help if there were more cyclists on the road then we'd have more of a presence. I want my son to grow up in a country where it's safe to cycle and travel by car isn't the only safe and affordable option.

I have never heard of a proposed Park and Pedal scheme from Guardbridge and wonder if this is something that might happen in the near future?

I miss cycling to work, but the country roads around here are too dangerous.

I previously lived near Dairsie and now live in Crail. There is a cycle path to Guardbridge and I think that this should be extended to Cupar (the Council did road improvements last year, but did not upgrade the pavement into a path/cyclepath. The roads from Crail and Anstruther to St Andrews desperately need a cycle path as people drive very fast on them. A new route following the line of the old railway would be ideal!

I really hope some of the initiatives in this survey, like park and ride at Guardbridge, subsidised bus travel etc., take off and are supported. They would really help with congestion in the town.

I really think providing a shuttle bus round St Andrews for staff and drop off point near St Salvators would cut a lot of staff using cars. If there was a sufficient town bus service near where I live I would definitely use it. But having to leave my home at 8.15 to get to work for approximately 8.45 is too long,

I recently changed my car to a smaller engine which is far more fuel efficient but is unfortunately in the same emission class as my old car. I now drive a 1ltr engine rather than a 1.4 ltr.

I take the bus, but have only been able to since I got a promotion and can now afford it! It takes a good bit of my monthly budget and I really do wish there were some kind of discounts available.

I think that parking in staff car parks is very difficult, but the biggest factor which would encourage me to get the train to work would be discounted tickets and something done about the Leuchars connection. It is crazy that it is significantly longer and more expensive to get to work by train.

I think the provision of a free hopper bus around town/university buildings/residences etc. for staff/students and public would be useful. Bicycles available for getting around town/university buildings. Money incentive to reduce carbon/travel costs as an encouragement to walk/cycle or share wherever possible.

I use a mixture of car and bike (bike more than car) but this mixed option is not well reflected in possible survey responses.



I used to take the bus to work - the quality and cost of the local bus service has been getting worse in recent years.

I walk or cycle according to the weather

I walk whenever possible and having a less formal dress code helps with this - I can wear comfortable shoes and clothes that are more conducive to a brisk 25 min walk. If I have to drive, there is no other option because of my childcare needs.

I work part time, 3 days. 13.5 hours only. Busy periods when free car parks full I have to pay £3.60 per day car parking plus petrol to travel becomes untenable depending on inflation.

I would be happy to live in St Andrews and get rid of my car, but I can't afford it. My puny salary has determined that I have to live in inexpensive housing quite far away.

I would be happy to look at other methods of travel to and from work if any existed.

I would be really grateful if the University would consider (1) a salary-sacrifice scheme to allow employees to buy an annual Stagecoach ticket and/or (2) organise subsidised coach travel for employees. This would help those of us who cannot afford to live in St Andrews offset relatively high travel costs. It would also be helpful if the University could work with Stagecoach to make sure the company picks up all passengers on the official route during periods of bad weather. When there was heavy snow two years ago, Stagecoach re-routed coaches in Cupar to avoid the major bus stop. University employees went to the bus stop at 7 am to try and ensure they could get to work on time and were left waiting for hours, while the buses went straight through the town without stopping. This was poor service as many of us buy weekly passes and directly impacted on employees' ability to get to work.

I would consider cycling if the roads were safer - I live in Strathkinness and could easily cycle but there is a serious requirement for a cycle lane - I would not consider cycling on either the High Road or the Low Road because I want to live! Buses from Strathkinness arrive an hour early or an hour late for work, it is also cheaper for me to take my car. I wouldn't consider taking a bus unless I had a better choice of time and tickets were discounted. Discount would have to be considerable given that my car is in a very low band and is extremely economical. To be fair - it's the council that need to make the changes - I feel that the university do as much as possible to help staff and students but are fighting a losing battle against short sighted politicians! (rant over!)

I would consider using a web site that offered rides - for example, most days I can say "I am leaving at 6pm from South Street and driving to x with 3 spaces". This would be most useful for airport journeys.



I would like use cycle more often, if they have a safe cycle road rather than use the same road as the car, which is very dangerous.

I would love it if there was a staff discount for users of the 99 bus between St Andrews and Dundee. I have to use a different bus company in Dundee to get to the town centre and that ticket is around £40 a month for unlimited travel in Dundee. My 99 ticket is around £98 a month for unlimited travel in Fife with links to Edinburgh, Dundee, Glasgow & Perth. I used to commute from Dunfermline and it was ironically cheaper to commute from there than Dundee. The bus journey time also only takes around 15 minutes more!

I would love to see bike pathways built and safer routes plus shower facilities at work. This would allow me to exercise during daily commute!

I would very much like to cycle in some of the time, but would do this more in the summer months. Buses are possible, but it adds too much time on to the day.

I'm lucky I can usually walk, but I see my out-of-town colleagues struggle with parking all the time. Stagecoach buses are unreliable, very unreliable.

I've been asking for more/improved bike shelters on North Haugh for years. The University has built two additional buildings with no extra shelters.

I've no realistic option but to travel by car, alone. Bus costs about the same, takes much longer and is at inconvenient times. No train. The parking situation hasn't improved, and is possibly worse, due to lack of enforcement, more people on site and loss of existing spaces never recovered after temporary works or through conversion to disabled parking (rather than creating new spaces).

If I lived in St Andrews I would either walk or cycle to work every day. It is because I live further away from the town that I cannot do this. There are no bus services go past my road-end that could get me to work on time, and I have to take my child to school each morning on the way to work.

If I lived in town then we would be able to take advantage of the opportunities on offer for reducing carbon footprint in terms of travelling. Unfortunately this rationale does not fit for farm living. But the increase in price of fuel has certainly reduced the number of trips into town and thus cutting down emissions accordingly!

If I worked 9-5, I would have set up a car share by now, and do sometimes pick up/drop off colleagues who live on my route, but irregular and unpredictable work pattern, combined with living in 2 separate locations, makes this tricky.

Information about the Cycle to Work scheme at this university would be useful. Staff may not know



that some bus companies will take your bike in the luggage compartment underneath - Stagecoach and some Moffat & Williamson - so it's possible to travel home with your bike by bus if the weather has deteriorated. I usually catch the bus home and put the bike in the car next day.

Integrated public transport systems would help everyone .. there doesn't seem to be (awareness of the need for) integration at the heart of public transport management.

It can be frustrating to have empty disable parking spaces when there is so much pressure on parking e.g. MUSA car park regularly has no-one parked in the two spaces available.

It is a real shame the travel office at St Andrews closed; if that could be brought back that would be wonderful. Safer bike routes or information on the safest routes to take would be a help. I have tried to figure out what roads are quietest that might be used to get to other towns, but don't really know, and am new to St. Andrews. A bike borrowing arrangement from the university would be wonderful.

It is very costly to commute from Edinburgh to St Andrews so assistance with costs would most helpful. No real alternative to the train and bus into St Andrews except working from home.

It would be beneficial if the existing car parks had areas marked out, as some of the parking is truly shocking and if people parked better far more people could be accommodated.

It would be nice if there were bike stations around campus one could use to go to town etc. (the bikes you can take and leave at special racks using a card or code). In Milan and Paris I used them regularly. Also better train-bus connection timing would save me 15 min every day of very cold waiting.

It would be useful if shared taxis to/from Edinburgh airport could be arranged.

It would make a huge difference if there was a direct X58/X60 bus from Anstruther to St Andrews which arrived in St Andrews around 8.45am and did not detour around the farms to function as a school bus.

Main reason for car usage is time.

Main reason for not using public transport is cost; petrol consumption costs less than bus travel. Designated cycle paths on roads would encourage me to cycle to work.

More road light could help.

More spaces at OBS - in my opinion, there is not a lot of movement in and out of the car park during



the day so more spaces would not increase traffic flow.

My biggest travel problem is crossing the main road from the bus stop to get to the North Haugh in the morning. Drivers can be very careless and selfish and crossing can often be dangerous at peak times.

Need more covered cycle shelters near the entrances to buildings across the University. Need map of University showing locations of nearest showers - Incorporate this into the St Andrews App

Nice idea to use public transport or car share but not practical for me due to where I live in relation to other facilities.

Not so much about staff travel but more about students, especially cyclists. They MUST learn: That a red light means STOP; How to signal their intentions properly and in plenty of time; ALWAYS have lights for after dark; ALWAYS wear light clothing or, better still, Hi Vis wear, for dark nights. On the latter 2 points, any chance that cheap lighting sets and cheap Hi Vis waistcoats could be sold via BESS or other outlets? Spokes is rather expensive for both!

Parking on the North Haugh is a problem except up at Agnes Blackadder Hall. Half the Gateway car park is fenced off as an unused builders yard. Opening that up and then banning students from parking South of the road would help a lot.

Parking situation near school in St Andrews are appalling and seem to be dictated by retired people. It e.g. forbids parking between 9-10 and 14-16h! This is clearly unsupportive for working parents.

Please build more shower facilities on south street immediately!!

The improvement for cyclist and car sharing are key from my point of view. The former would involve more secure bike tracks to surrounding villages (Cupar, Crail, etc.). Care sharing can be improved by encouraging people in the same work group to share their trip to work. Finally, a competition between departments/schools/work groups who has the least carbon footprint could start a process within work groups to reconsider their commuting patterns.

Please could you do everything you can to make a safe road crossing next to the Gateway building. There is a point between the bus stop/cycle path/footpath from the playing fields on the hotel side where people need to cross over the road. There are people crossing at all times of day, including in the dark. But the crossing happens after a sharp bend in the road from one direction or the roundabout from the other, when people are driving fast and not expecting to see pedestrians. Pedestrians on the playing fields side cannot see traffic coming around the bend because road signs are in the way. This is a tragedy waiting to happen and the University could easily prevent it by providing traffic lights or a zebra crossing in partnership with the council. If a safe crossing cannot be



implemented then the bus stop and footpath must be moved to prevent further risks to safety for all involved. It is really very dangerous and totally unnecessary, a bit of a planning oversight but one that could have severe and preventable consequences.

Public transport in this area is very expensive indeed compared to Manchester (where I have lived). It would be great if the University is more flexible toward working from home.

Public transport is far too costly to even consider on a daily basis and has no flexibility.

Questions were not tailored for non-drivers like me who car-share!

Safe cycle paths are a high priority in my opinion - particularly in any development of the Western expansion (Langlands).

Shower facilities would be a fantastic bonus and could encourage people to run/cycle/powerwalk to work and also to exercise at lunchtime. Exercise has proven time and time again to have physical, mental and social benefits (as long as you can shower after!)

Shower, decent covers for bikes & a bike doctor please!

Significant investment in additional student accommodation (say 5000 additional places) would ease the pressure on local housing, reduce rental values, and allow more university staff (and others working in town) to find somewhere affordable to live that would and reduce travel distances, etc.

Something you haven't asked about, but that will complicate my travel arrangements in the future, is about school drop-off. Like many parents, I don't commute direct from home to work, because I have children to drop at nursery or school. That makes the distance longer, the convenience of a car must become more important, and it makes car-sharing more problematic. I may have to give up cycling when mine start school, even though the direct distance to work is negligible.

Stop wasting staff time on silly surveys like this

Thanks for listening!

Thanks for this. It's good to know we are looking at transport.

The buses from Dundee to St Andrews are very convenient and I would use them a lot more often if they weren't so expensive, as I already said it is cheap for me to drive than get the bus.

The most recent changes in the bus timetable (X26/27) seriously deter working or socialising after work etc. It is a vicious circle - if not enough people use the bus then the service will be reduced but



if the timetable is not user friendly then people won't use the buses anyway. I don't blame the bus company but the service is getting fewer users friendly by steady increments.

The path with steps between Greyfriar's Gardens and the North Haugh has a surface that is getting very worn, and the steps flood - this matters for pedestrians. Any chance of a fix? The cycle/pedestrian path between Andrew Melville (upper) and Sports Centre is getting very rough - any chance of filling in the potholes?

The poor road surfaces and unlit windy roads make cycling dangerous. If St Andrews had a rail station it would help with transporting staff and visitors to and from the airport.

The problem with public transport links to St Andrews is they are far too infrequent and rather expensive. If there was a bus leaving every 10 mins (as is the case when commuting in a major city) then you can be flexible in travelling to work. Since they run once an hour, that makes them unreliable in a work environment that needs me to be able to be flexible.

The quality of the roads in St Andrews is horrific for bicycles. Several times, a wheel has been damaged beyond repair from driving in potholes. I wonder whether bus drivers at Leuchars might be convinced to wait for trains that arrive 5 minutes late. A major cause of annoyance is seeing a bus driving away while I'm running from the train to the bus stop. Waiting for the next bus in the cold then is not so pleasant. A waiting area that better shields bus passengers from the cold is another suggestion for the station at Leuchars.

The question on frequency of business travel was not very well posed. Many academics travel on business (to conferences, for research visits, to give talks/courses etc.) from time to time but not regular, so none of the categories really work for these trips- and they are usually the ones that often involve long-distance travel.

The University and Fife Council should address local commuting and bus use. The bus services seem to be retracting while becoming ever more expensive, and they are frequently late. I would like to use them much more frequently but can't afford to at the current fare levels.

The University continues to restrict the number of car park spaces, making life very difficult for those of us who live outside St Andrews and who have to bring the car into the town whether we want it or not. There are many spaces around the University that could be used more effectively for car parking. When the car parks were reorganised, it was done so that many potential spaces were lost/discarded. The University needs to think about how to make life easier for those of us who live outside St Andrews and have children, rather than harder as it is doing at the moment.

There are facilities for student commuters but there should be for staff as well and these should be open 7 days a week.



There can be a free university run minibus service across St Andrew, which would be useful for commuting for those living within St Andrews. Also to commute between different university buildings.

This area is ill-served by public transport. Modified car use schemes work well in cities and built up areas, but not so much in semi-rural areas, (e.g. where live). I have quite carefully calculated the mileage re my own routines, which involve dropping children at different schools before being dropped off at the office. For very specific reasons, two cars would actually work better but our current circumstances do not allow for this.

This is a pointless survey for most of those that live in St Andrews.

This survey seems skewed to getting us onto cycles, and public transport. Where are the questions about improving options for drivers, or questions about whether there is enough car parking???

PLEASE LET US USE THE EMPTY GRAVELLED AREA IN FRONT OF ECONOMICS AS A CAR PARK. IT HAS ALREADY BEEN RUINED AS A GARDEN BY THE UNIVERSITY PLACING DOWN GRAVEL FOR PORTACABINS THAT NEVER ARRIVED. SO IT'S PERFECT FOR PARKING - WHY NOT????

Unfortunately due to family commitments I feel most options other than a car are suitable for myself and unable to share as these would probably impact on others

Very pleased to see the staff travel survey. I hope it leads to good things.

We need car parks outside St Andrews with a park-and-ride scheme.

When do we get a train station in St Andrews? When will there be sensible i.e. frequent and direct connections to Edinburgh airport? These are the changes that would make a real difference, not just to me, but also to my research due to ease of travel for international visitors.

When travelling on business this is usually for conferences, so the number of times can vary each year.

When you have someone who doesn't enjoy driving and happily uses public transport when it's sensible in major cities, and who because of where he lives and the type of journey he makes can't find a single practicable way in which you could persuade him not to come to work by car, you can take it that driving is effectively the only show in town. Concentrate less on pretending you can realistically change this situation and more on ensuring that parking facilities remain in place whenever the Council periodically tries to reduce them. The only thing you could do as a university to at least reduce my journeys would be pressure Schools to stop organising unnecessary meetings or, as is now happening in mine, attempting deliberately and artificially to spread teaching commitments around the timetable in order to force staff to be in the office more often. (Some local



managers have a bee in their bonnets about reducing home-working, even though it's some of the most demonstrably research-productive staff who do it, so moves are afoot to add bits and bobs of new teaching around the timetable: that alone will force non-locals to travel to St Andrews more frequently, often for just an hour in a day, as well as jeopardising research time. Joined-up thinking by an institution serious about minimising travel, generally and necessarily of a non-green kind, would lead to explicit steps to discourage contradictory moves of that type in individual Schools.)

I'm not convinced that there is enough that could be done to make anything but driving to work practical or affordable. Even setting extremely poor rural service and unreliability aside (try getting a bus in snow or after 6pm!), I am still able effectively to rent a car as cheaply as I could using the local bus service (and I did look into this!), with a lot more added flexibility.

Why has a large area of parking been closed off again in the Economics car park? The parking situation for staff who work in the centre of town is absolutely ridiculous, especially for those who live in rural areas and NEED to travel by car to work. Why not restrict all the people who live in St A's and who CAN travel to work by alternative means from having parking passes. There are lots of them!

Why I don't use car share: I am not on Facebook, and do not plan to join... time after school drop-off (after 9am) is probably not the most popular time for travelling to work; twice a week I have to drive my child to after school activities straight after work; Once (or twice) a week I do shopping after work as we live in a village with a small shop. I like our bus service, but it is only once every 2 hours at pick times, and is quite dear considering we have invested in a car.

Why oh why is the additional gravel area in the economics car park - not open for parking!! And can someone please get the council to mark parking bays on the scores. When I do bring the car I get very frustrated with just how poorly most people's parking is - people waste so much space by leaving far too much space between cars.

With more cycle paths I would consider purchasing an electric bicycle, to use in the Spring and Summer months. However, I would completely stop using a car if a discount in the bus fare was available for university staff, especially if the 99 route bus arrived at St Andrews by 6.55 am.

Working from home one day a week would be more productive and save money/time and fuel.

Would it be feasible to consider a minibus pick up for St Andrews from either Guardbridge or Leuchars? Or if there are enough people in an area a minibus from home or an agreed pickup point, to pick up, drop off to fit with core working hours (i.e. to arrive for 9am and leave at 5pm)? This would reduce the amount of car usage and parking and I would consider it for my commute although I would still need to use the car to get to airports/train stations when travelling on business.



Would like improved cycle parking in St. Andrews. Bikes can quickly rust even under mostly covered cycle parking structures. Bike Dr. would be great too.