

## Staff Travel Survey 2013

In order to quantify and work towards reducing 'Scope 3' CO<sub>2</sub> emissions and assist with creating a viable travel plan the College has conducted two surveys to gather information on staff and student travel behaviour. This includes travel to, between, and from the College campuses, and off site travel for College related work.

### The Staff Survey

The online service Survey Monkey was used to carry out the survey, which consisted of 32 questions. The survey was advertised using posters, the staff briefing, and via an email to staff who completed last year's survey. Participants were invited to submit their email address to enter a draw for an online shopping voucher as encouragement to complete the survey. The main focus of the survey was daily commuting and the different modes of travel used.

The questions covered 4 areas:

1. Participant details
2. General travel behaviour
3. Distances travelled
4. Other behaviours affecting travel

#### 1. Participant details

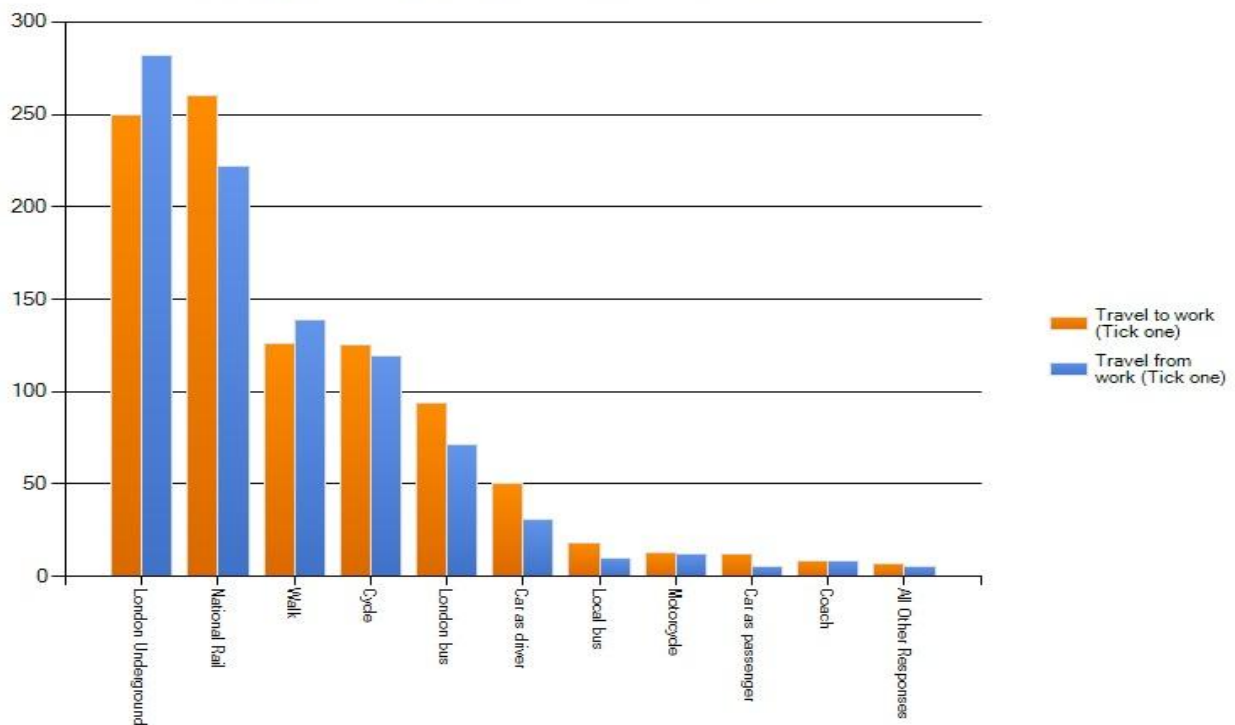
The survey was taken by 1,017 staff members, the majority of whom are full time academic or support services staff based at the South Kensington Campus. The survey captured what most participants described as their usual and regular commute - this was made 5 times per week by over 90% of people.

#### 2. General travel behaviour

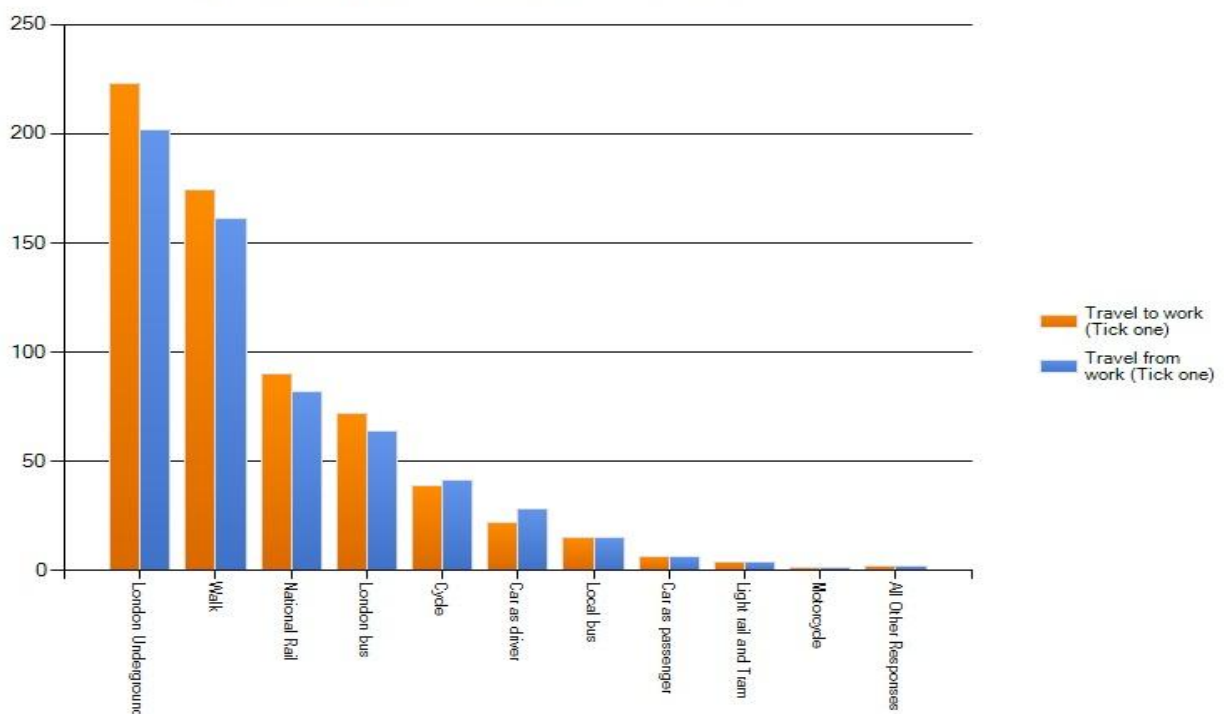
The three main modes of transport staff use, combining all legs of their journey, are London Underground, national rail services or walking. Probably unsurprisingly the results for those with 3 legs to their journey showed that walking is the most common method used for the shortest leg of their journey, whilst the use of national rail services slips much further down the table. Cycling and London buses also feature strongly as the next most common modes of transport used for travelling to and from work. Although few people drive to the College, the results show that of those who do, most travel as a single occupant in the car.

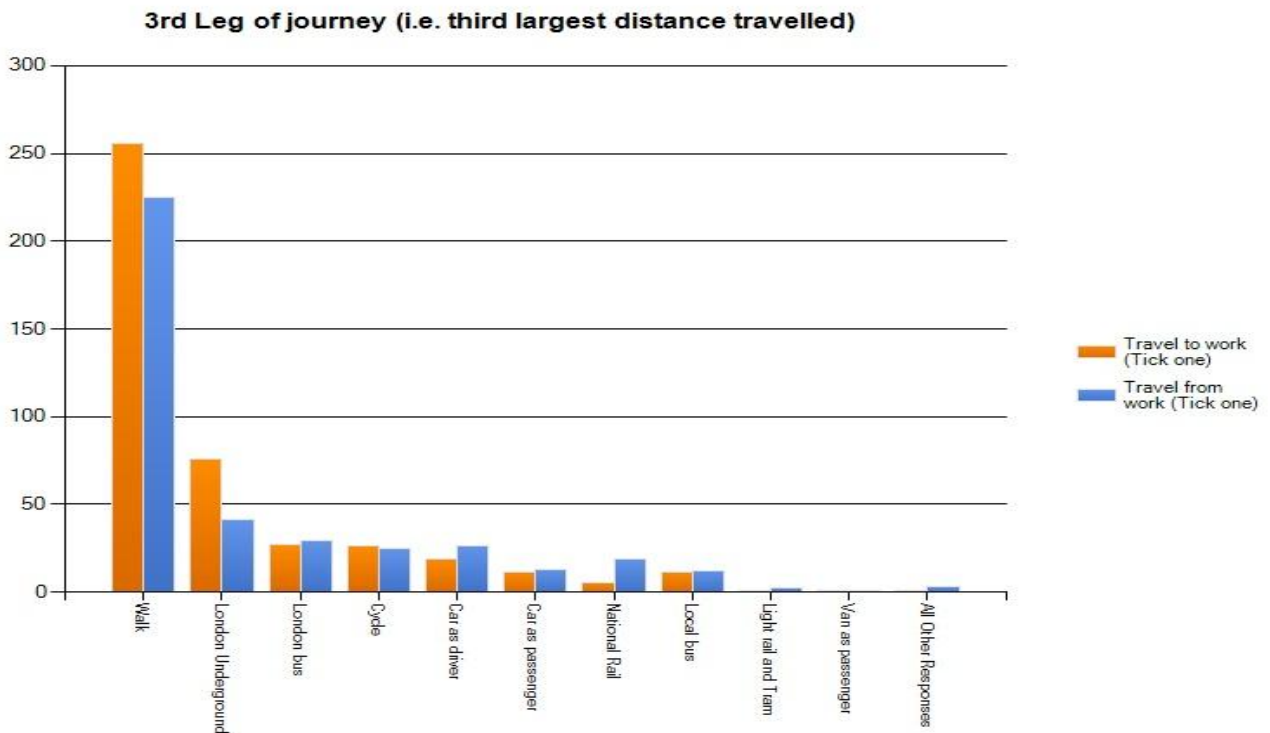
# Imperial College London

1st Leg of journey (i.e. largest distance travelled)



2nd Leg of journey (i.e. second largest distance travelled)





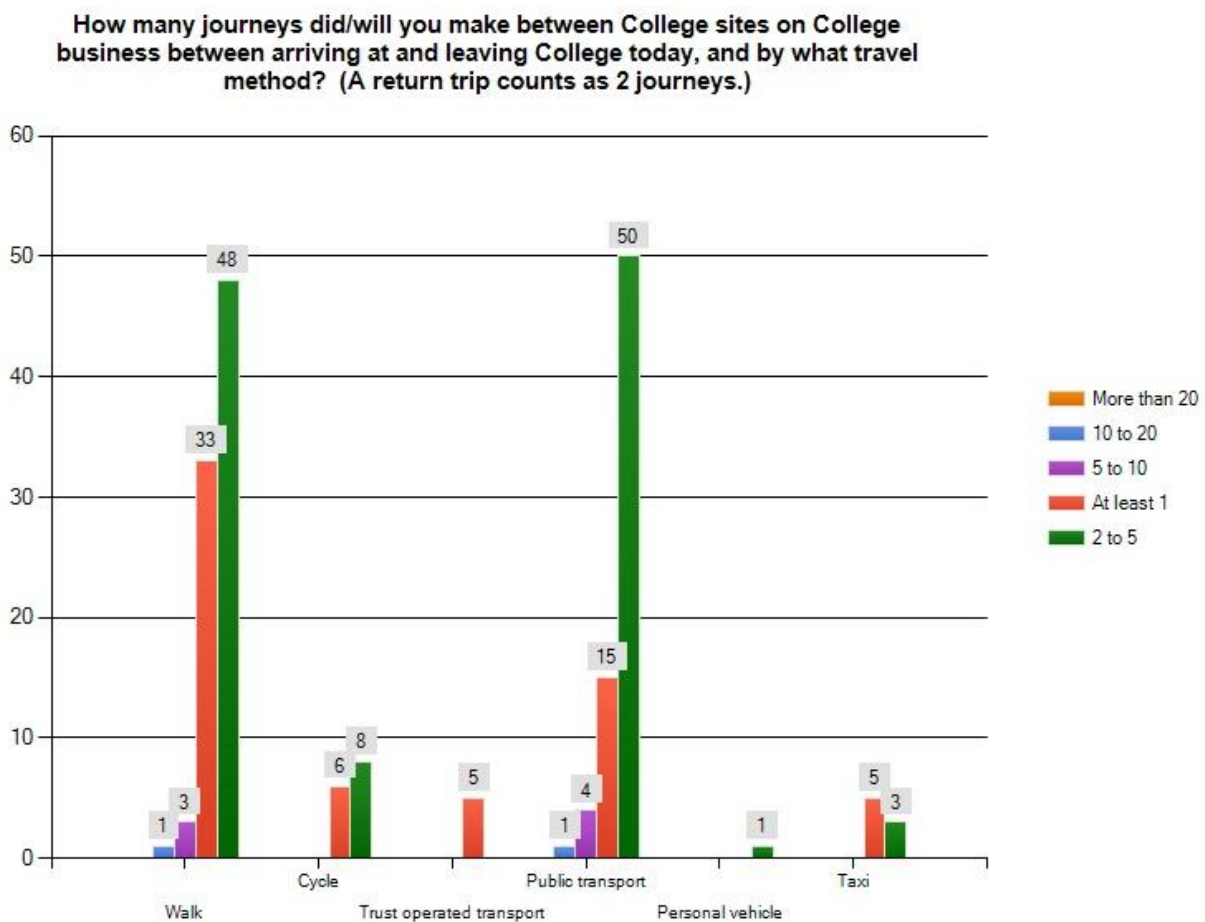
### 3. Distances travelled

South Kensington may be considered a residential area but very few participants live within a mile of the College. As a result only around 12% of participants have a journey time of 30 minutes or less. Almost two thirds of staff live over 5 miles from the College and nearly one quarter travel more than 20 miles to get to work.

Over half the participants make their journeys in the rush hour, nearly 40% taking over an hour to get to work and more than two thirds of staff have at least a 45 minute journey. A more flexible approach to working hours, if taken up by staff, may improve the time taken to commute. The costs in time, money and energy in commuting journeys may be greatly reduced by working from home, but only 2% did so even though over 60% are able to. Again a more flexible approach may reap benefits. The most popular reason for working from home was convenience, however comfort and cost have become increasingly important factors since last year with nearly a third of staff having to pay more than £10 per day in order to travel to work.

## 4. Other behaviours affecting travel

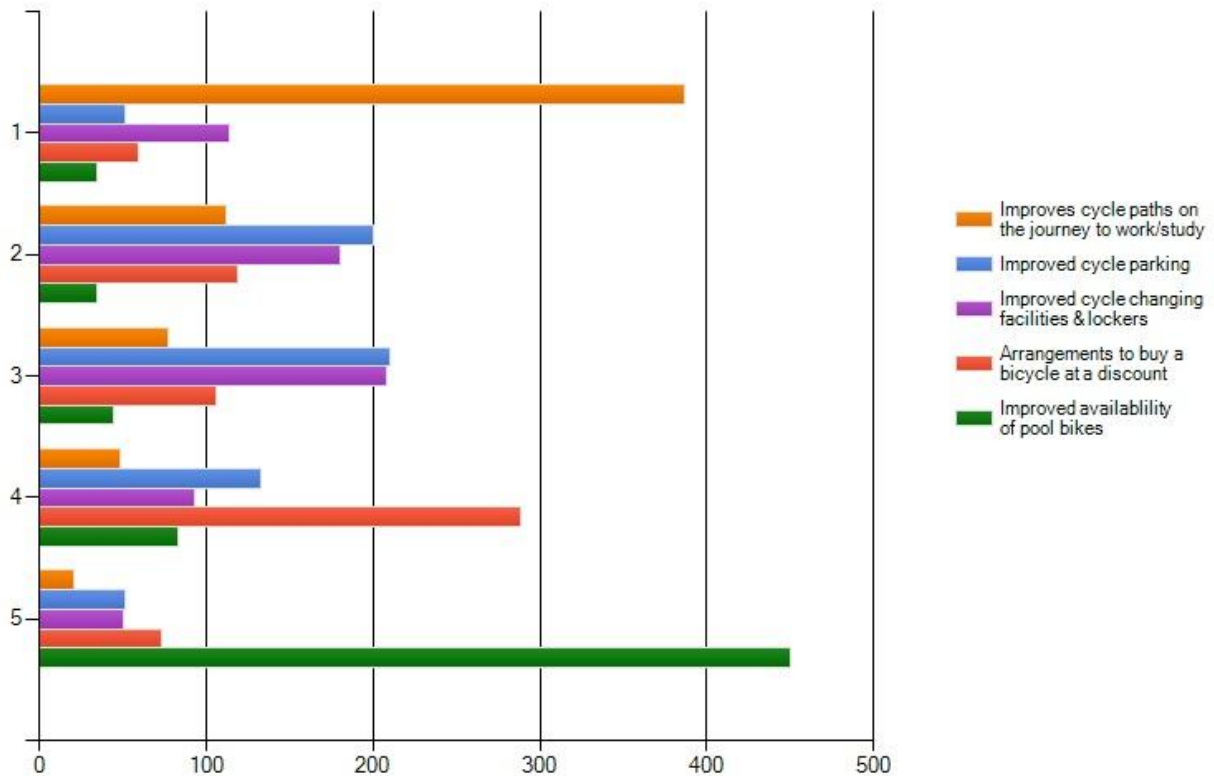
Of the small proportion of people that travel between College sites during their working day, most either walk or use public transport to do this. A small proportion cycle or use NHS operated transport. Even those who made more than 5 journeys between college sites also walked or used public transport. When asked if improving inter-campus teleconferencing facilities would reduce their travel between sites, 73% of participants said it wouldn't.



A very similar pattern to the above was true of those who travelled off site on College business, with the majority either walking or using public transport.

Participants were also asked what they would consider to be important factors in encouraging cycling to work or between sites. The majority considered improvement to cycle routes and paths was of the highest priority, followed by improved arrangements for cycle parking and changing facilities. The availability of bikes didn't seem to be of high importance to most.

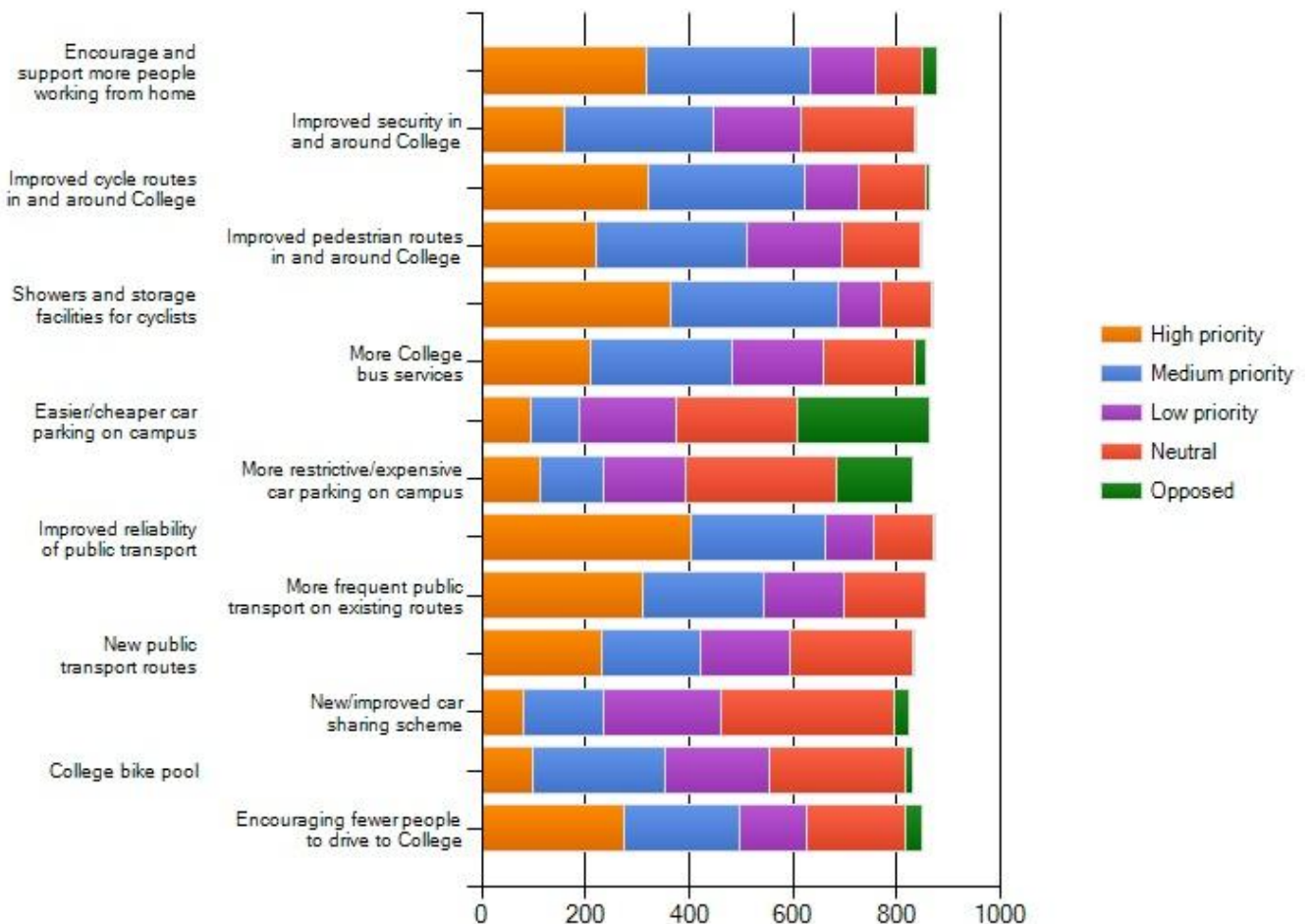
**Which of the following changes would encourage you to cycle to the College, or if you already cycle, which of the following would you most like to see at your place of work/study? Please rank in order of importance.**



The main things staff considered to be important in shaping the College's transport policy overall were improved reliability/ frequency of public transport and improving cycle routes, showers and storage facilities for cyclists (as mentioned above). Encouragement and support for working from home also scored strongly as a high priority. Although making any changes regarding public transport may not be possible for the College, improving cycling facilities and supporting working from home are areas that could be worked on.

The strongest opposition was to the option of easier or cheaper car parking on campus, and encouraging fewer people to drive to college was of high or medium priority to more than half of the participants despite the fact that few people drive to or from the College.

## How important do you think the following should be in shaping the College's transport policy?



### Improvements for next survey

Although distances used by the various forms of transport were collected to calculate the CO<sub>2</sub> emissions, some participants skipped these questions. An amendment to the question format in the next survey (compulsory questions and closed response fields) could ensure this question is answered which would assist with data analysis.

This year's survey reached a wider audience in comparison with last year, with more staff from non SK sites taking our survey.

The survey is to be conducted on a two yearly basis from now, alternated with the student survey, to ensure participants don't get survey fatigue and that we receive fresh, accurate responses.