

# Staff Travel Survey 2018

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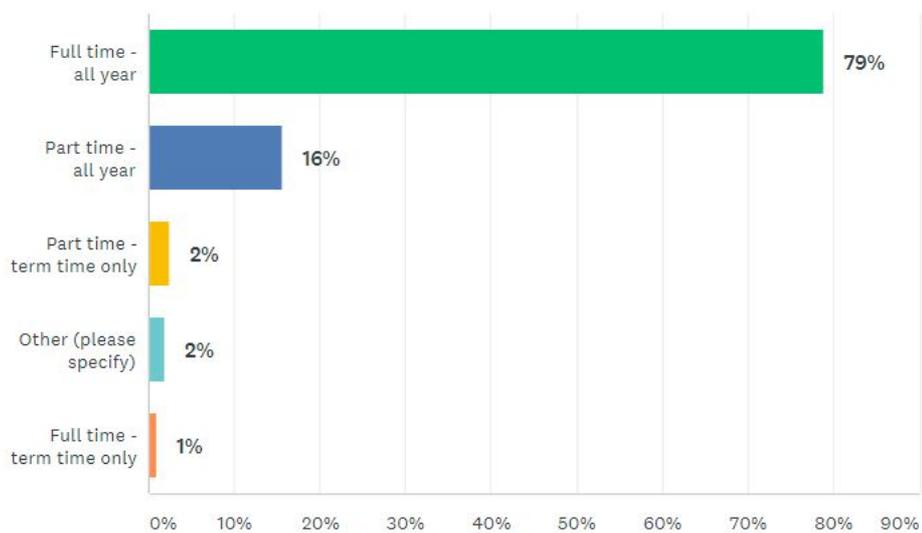
## 1. Introduction

This report draws from responses to a Staff Travel Survey between April and March 2018 using Survey Monkey survey tool. 204 staff took part in this survey. It is 126 staff less than survey undertaken 2 years ago.

## 2. Survey Respondents Profile

Full time staff where the largest group of respondents as indicated in the following Chart 1 and most responsive were Professional/Specialist support staff, see Table 1.

**Chart 1: Contract of employment**



**Table 1: Job function at the university**

<b>Job function</b>	<b>%</b>
Professional/Specialist support	37%
Administrative, clerical and secretarial support	26%
Academic (including Research roles)	15%
Management Role	15%
Manual support (including catering, domestic staff, security, maintenance roles)	4%
Other (please specify) <ul style="list-style-type: none"><li>• Outreach</li><li>• ICT – Web</li><li>• Development</li><li>• Academic Liaison Librarian</li><li>• Customer Liaison Adviser</li></ul>	2%

## **2.1 School or PSD**

Largest response was received from Academic Services – 17%, and followed by Library Services with response rate of 13%, with ITS and Estates both responded with 9%, see Table 2.

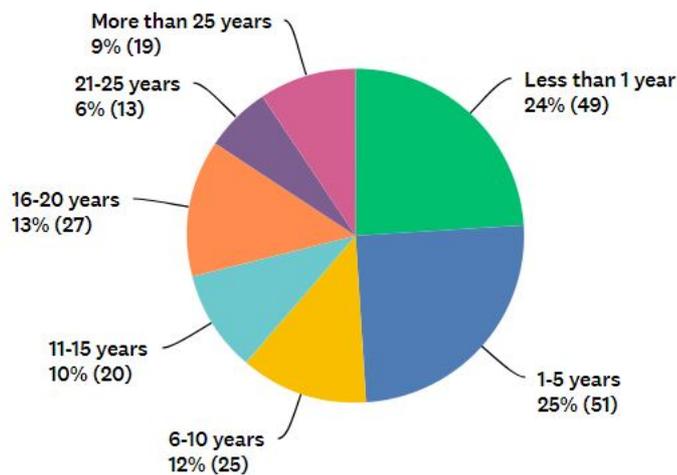
**Table 2: School or Professional Service Department of work**

<b>School or PSD</b>	<b>%</b>
Academic Services	17
Library Services	13%
Information and Technology Services	9%
Estates	9%
Engagement	8%
The Sir John Cass School of Art, Architecture and Design	7%

Student Services	7%
School of Human Sciences	5%
Customer Liaison ( HUB's)	5%
School of Social Professions	4%
Guildhall School of Business and Law	4%
Finance	4%
School of Computing and Digital Media	4%
Human Resources	3%
School of Social Sciences	1%
International Office	1%

Finally, respondents were asked to tell how many years they have been working at the university. Respondents have mainly worked 1-5 years at the university (25%) followed by respondents who worked less than 1 year (24%). Large group of respondents – 13%, have worked for 16-20 years or 6-10 years - 12%. See Chart 2 for remaining categories.

**Chart 2: How long have you worked for the University?**



### 2.3 Gender, travel choices affected by it and age profile

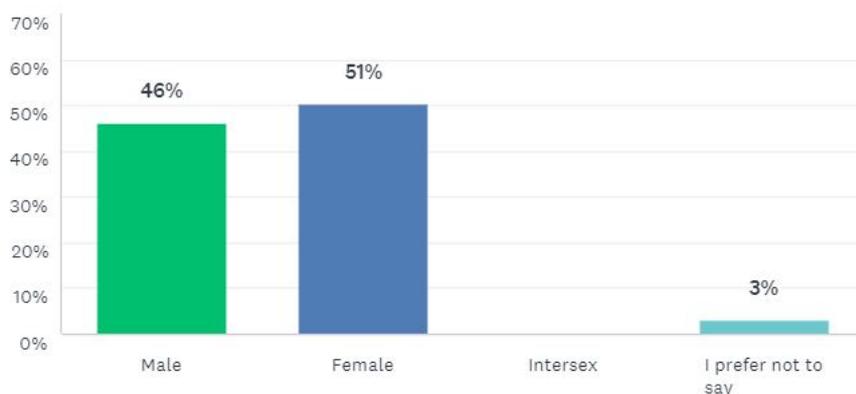
Majority of respondents were female – 51% and 46% respondents were male. See Chart 3.

Participants were asked if their gender affected their decisions about travel to work journeys. Six respondent travel choices are affected by their gender and only few reasons how their travel is affected was given such as worries about their safety if working late or waiting for public transport when it is dark.

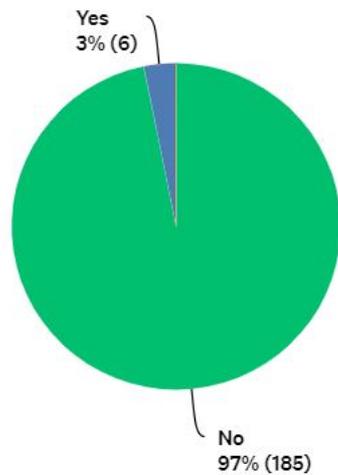
See Chart 4.

31% of respondents were in the age group 50-59, followed by 40-49 age group. See Chart 5.

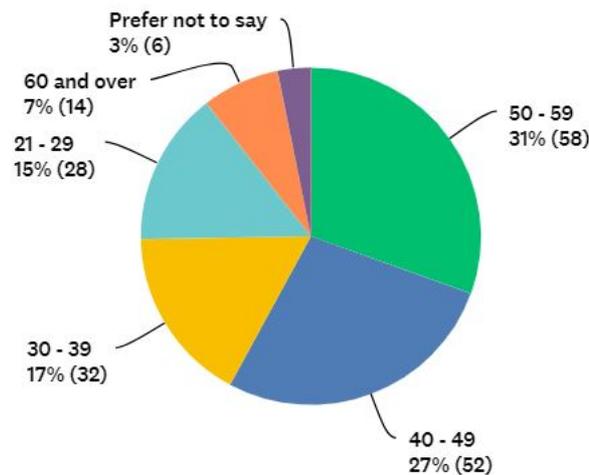
**Chart 3: Gender**



**Chart 4: Travel choices affected by type of gender**



**Chart 5: Age group**

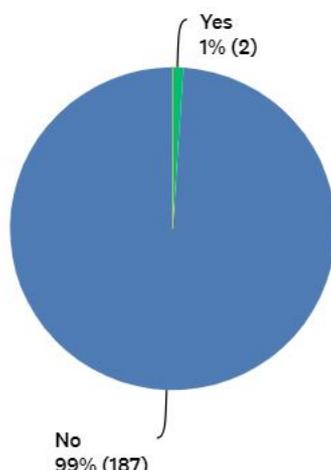


Respondents were asked to state their ethnic background and if this somehow affects their travel. Survey data showed that majority of staff travelling to university is not affected by their ethnic background however two respondents were feeling that this is affecting their travel choices especially after dark hours. Full list of ethnic groups can be seen in Table 3 and responses about how many people are affected by their ethnic group can be seen in Chart 6.

**Table 3: What is your ethnic group?**

<b>Ethnicity</b>	<b>%</b>
English/Welsh/Scottish/Northern Irish/British	61%
Any other White background	7%
Irish	4%
African	4%
Caribbean	3%
Indian	3%
White and Black Caribbean	1%
White and Black African	1%
Any other Mixed/Multiple ethnic background	1%
Pakistani	1%
Bangladeshi	1%
Chinese	1%
Any other Asian background	1%
Any other Black/African/Caribbean background, please describe	1%
Arab	1%
White and Asian	0%
Gypsy or Irish Traveller	0%
Other	12%

**Chart 6: Does this affect your travel choices?**



**Disabilities**

Survey also looked at any disability, illness or injury, which could affect staff travel choices. Table 4 shows that majority – 86% of respondents not have any disabilities, illnesses or injuries that might affect they travel to the university however 6% states that they have a disability or impairment not listed on the survey, a mobility impairment, A sensory Impairment (vision or hearing) or a learning disability – 2%, 2% and 1% respectively.

6% of respondents answered that this does affect their travel choices for example: Choosing the route where could get a seat, unable to walk long distances, consider facilities stations offer when travelling through the stations. Choosing stations with minimum steps.

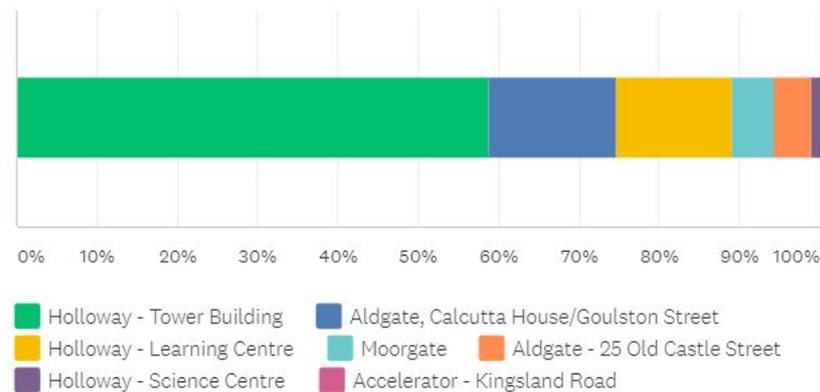
**Table 4: Disability, illness or injury, which could affect student travel choices**

<b>Ethnicity</b>	<b>%</b>
No	86%
A disability or impairment not listed above	6%
Rather not say	4%
A mobility impairment	2%
A sensory Impairment (vision or hearing)	2%
A learning disability (e.g., ADHD, dyslexia)	1%
A mental health disorder	0%

## 2.2 Main staff campus

Finally, staff were asked to indicate which campus and building they were mainly based in. The majority of travel survey respondents were based at Holloway Road, but second largest respondent main site was Aldgate, Calcutta House/Goulston Street as shown in Chart 7.

**Chart 7: Survey respondents' main Site base**



## 3. Travel Patterns

The survey asked a series of questions to understand staff travel patterns, including modes of travel, the main objective of the survey, together with an exploration of attitudes towards 'greener' travel choices and barriers.

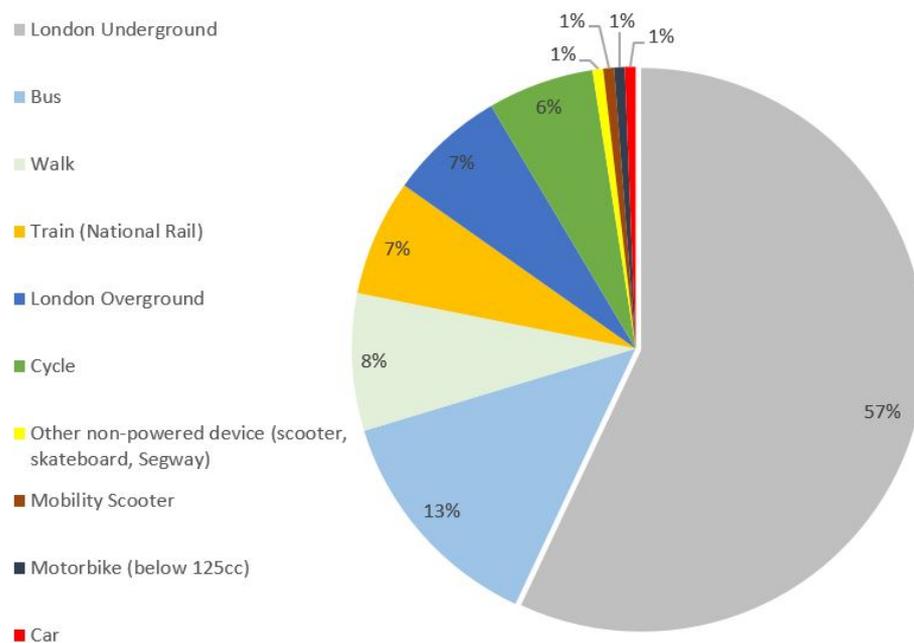
### 3.1 Main Mode of Travel

Main key modes of transport was obtained by asking people their principal mode of travel on their day of survey completion. Participants were asked to choose one from 16 different categories of transport; these have been integrated for reporting purposes.

Chart 10 shows that 57% staff travel by London Underground as a main mode of transport, bus is used by 13% of staff and National Rail and Overground is used by 7% of staff each.

Quote few staff walking or cycling as their main means of work travel, 8% and 6%.

**Chart 10: Main mode of transport**



Staff were asked to select the main reasons for travelling with their chosen main mode of transport. 77% of respondents have said that it is the fastest way to get to university as well as most convenient and cost effective, 52% and 48% respectively. Quite few staff says that it is too far to walk or cycle – 33%.

20% respondents have considered they travel as most environmentally friendly and 27% to keep fit. See all reasons for main modes of transport in Table 11.

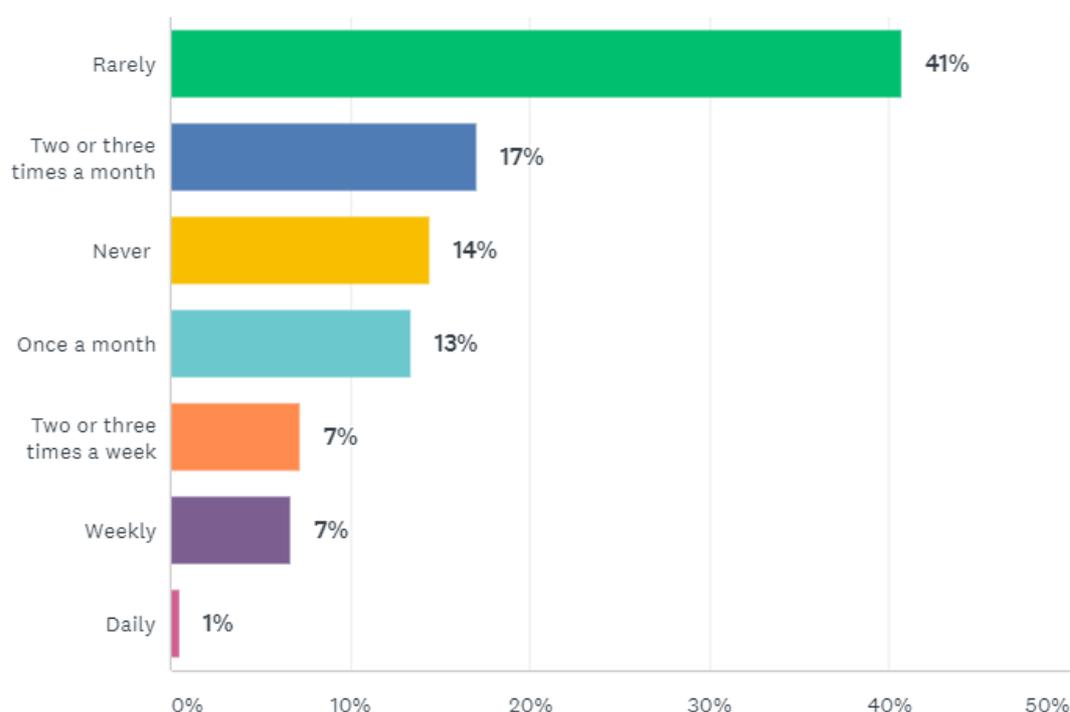
**Table 11: Reasons for choosing main mode of transport**

The fastest way to get to University	77%
Convenient/flexible	52%
Most cost-effective	48%
Prefer it	40%
Too far to walk or cycle	33%
To keep fit	27%
Most environmentally friendly	20%
Lack of other viable options	16%
Public transport alternatives not available/realistic	6%
Public transport too expensive	6%
Commitments before/after study	3%
Childcare/other caring responsibilities on route	2%
Personal safety concerns	2%
Medical/mobility challenges	1%
Provide others with a lift	0%
Required during the day as part of studies	0%

### **3.2 Travel between campuses**

Responses indicated that less than half of the survey participants (47%) were rarely traveling between University sites during their work day. 17% respondents travel between campuses 2-3 times per month and very strongly 14% never travel to other campuses. Still quite large number of staff (14% in total) travel 2-3 times a week or weekly. See Chart 11.

**Chart 11: Staff travel between campuses whilst working**



The most commonly travel connections reported was between Holloway and Aldgate buildings, just over half of participants, 51%. This was followed by Holloway – Moorgate, reported by 30%, Holloway – Moorgate – Aldgate 13% and Aldgate – Moorgate, 6%.

Staff were also asked what mode of transport they choose when travelling across the campuses and responses showed that 57% were choosing to travel by London Underground or bus - 13%. Only 8% of respondents walk to work and even less – 6% - cycle to the work, see Table 12.

**Table 12: Main form of transport staff chose when travelling between campuses**

London Underground	57%
Bus	13%
Walk	8%
Train (National Rail)	7%
London Overground	7%
Cycle	6%
Other non-powered device (scooter, skateboard, Segway)	1%
Mobility Scooter	1%
Motorbike (below 125cc)	1%
Car	1%

## 4. Greener Travel choices – barriers and enablers

### 4.1 Barrier to greener travel

The survey sought to explore staff views on what issues in general they thought act as a barrier to staff making greener travel choices and their thoughts on what policies or actions the University or local/London government might take to support better choices.

Participants were asked to indicate all those issues they regarded as relevant from a list of potential barriers. Their responses in the Table 13 below shows a diversity of perceived barriers as well as comparison from last survey undertaken in 2015/16.

Long distance to the University (44%) and weather (31%) were the top responses as per last survey in 2015. Convenience came as third on the list with (24%) showing that perhaps choosing greener travel is harder when it is very convenient to use public transport or other transport modes to get to the University but on previous survey unsafe cycling routes took 3rd place as a barrier.

Next barriers indicated was unsafe cycling routes with 23% and personal safety and security 19%. Changing and shower facilities were still one of the highest marked barriers. This cannot be compared with last survey, as it was not included as a question. Lack of bike storage has increased from 7% to 10% and clearly shows increase in high costs of public transport from 7% to 14%.

**Table 13: The main barriers to make travel choice greener**

Barriers	Respondents 2018	Respondents 2015
Long distance to the University	44%	16%
Weather	31%	12%
Convenience	24%	7%
Unsafe cycling routes	23%	17%
Personal safety/security	19%	9%
Changing and shower	15%	Not included in survey

facilities		
Public transport is too expensive	14%	7%
Lack of bike storage	10%	7%
Dislike walking/cycling	4%	11%
High cost of bikes	3%	2%
Inaccessibility to the public transport	1%	4%
Attitudes of other staff	1%	1%

Other comments were given such as not knowing how to cycle or not being able to cycle or walk and that it is too long to use public transport. Suggested support to encourage greener travel is explored in the next section.

#### **4.2 Support to encourage 'greener' work travel**

Survey participants were asked to indicate their views about possible actions by the University or London Government that might encourage greener work travel.

**Table 14: What could encourage staff to choose greener travel to University?**

Larger discounts on public transport costs	41%
None	24%
Changing and showering facilities	24%
Secure cycle storage	23%
Information on cycle routes	19%
Other (please specify)	Responses 11%
More trains	11%
Information on walking routes to avoid main roads	9%
More buses	9%
Cycle training	9%
More tubes	6%
Reduced road speed limits	5%
Information about health benefits	4%
Changes to existing bus routes (please use comment box to identify which routes)	1%
Improvements to accessibility of public transport	1%

To overcome various barriers for greener travel participants have selected to have larger discounts on public transport (41%) followed by providing changing and showering facilities (24%), secure cycle storage (23%) as well as information on cycle routes – 19%. Comparing to last survey these were the same 4 suggestions indicated by staff. To encourage more cycling to university cycle training was indicated by 9%

Staff also suggested having more information on walking routes to avoid main road (9%) and information about health benefits (4%) when walking or cycling.

Last travel survey these were also indicated 8% and 4% respectively.

Staff were encouraged to leave comments about their responses concerning greener travel choices. Here are some responses that reflect the barriers on greener travel:

- Provide more secure cycle storage at all campuses
- Nowhere to park the car (even if it is electric car)
- Lack of respect from cyclists towards pedestrians and knowledge how to cycle safe and campaign to improve cycle safety on Holloway Road
- Application that the university offers as part of its Wellbeing package to help track walking, distances, shortest routes etc to discover costs £2.99 and it should be free

- Will walk only if feel safe to do so
- Too dangerous to cycle
- Would walk more for financial rather than environmental reasons
- Better changing and showering facilities and secure staff cycle parking
- Accommodation for university staff to stay overnight which will eliminate the need to travel every day
- Include running as a greener travel option for the next survey
- Extra half hour lunch break if were doing exercise in their lunch hour - to allow time for a shower
- Staff making green travel choices but wishing to avoid rush hour traffic if they are cycling offered extra time for a shower after cycling, running or walking a long distance
- Offer travel card loans
- Not using buses even would like to but some of them still have diesel engines and in the meantime risking your health by breathing even more exhaust fumes is not worth it
- More lifts and less steps for the underground and trains
- Living outside London is far less safe to cycle than in London and cycling less now because of safety issues
- It is too far for any other option apart from public transport (apart from driving which would be worse)
- Open Science Centre gym earlier to have a chance to have a shower

## **Conclusion**

Greener travel is considered by many staff who took part in this travel survey. There were indicated many issues travelling more greener such as distance to the university. Another concerns were raised about safe cycling in London and providing more information on cycling routes as well as walking routes.

More shower and changing facilities should be available and accessible before work hours and secure cycle storage should be available across all campuses.