

# Student Travel Survey 2018

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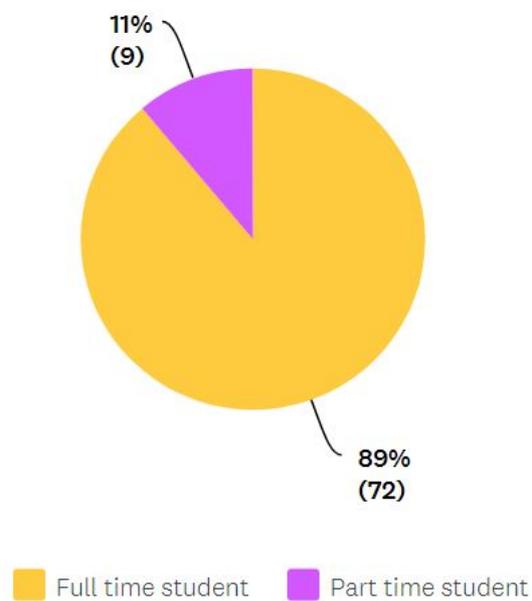
## 1. Introduction

This report draws from responses to a Student Travel Survey between April and March 2018 using Survey Monkey survey tool. 81 students took part in this survey.

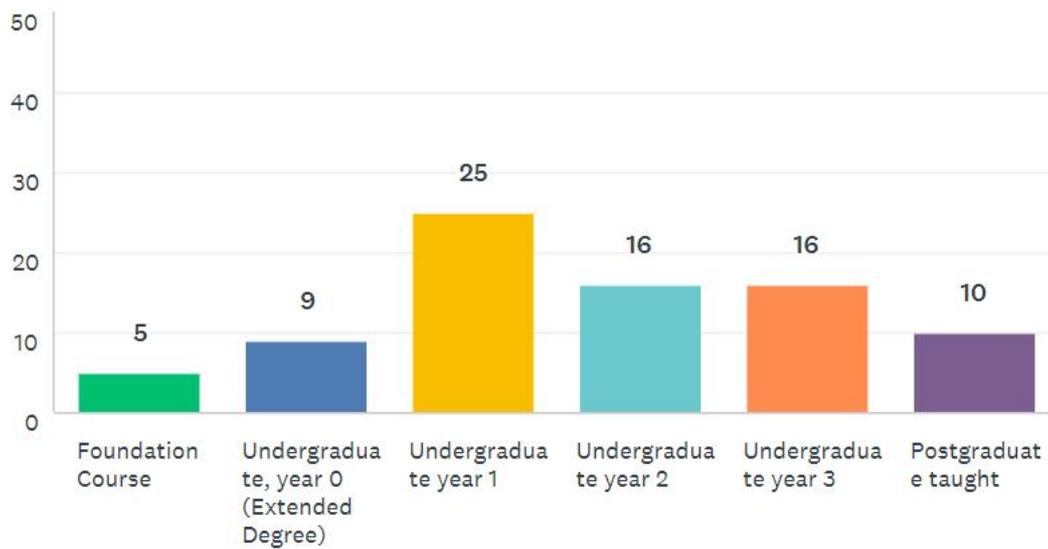
## 2. Survey Respondents Profile

Undergraduate students were the largest group of respondents as indicated in the following Chart 1 and most responsive were 1st year Undergraduates, see Chart 2.

**Chart 1: Study Mode**



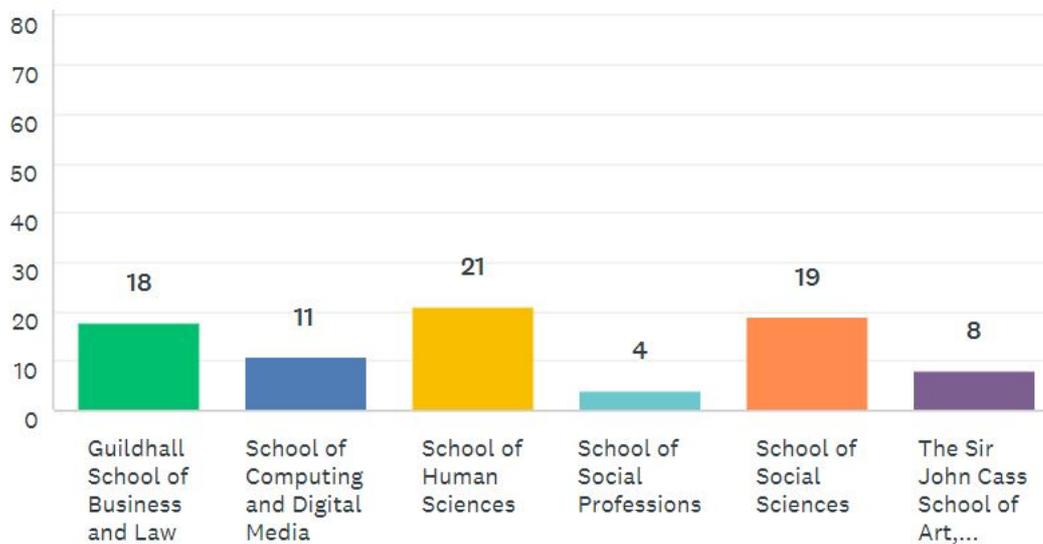
**Chart 2: Stage of studies**



### 2.1 School of Studies

Largest response was received from School of Human Sciences – 21, and followed by School of Social Sciences with response rate of 19, see Chart 3.

**Chart 3: School of studies**



## 2.2 Nationality

69% are UK nationals and 31% responded they are not UK nationals. Non-UK nationals are still considerable amount of students who would travel to their hometowns occasionally during their academic year.

Main countries students travel to can be seen in Table 1:

**Table 1: Respondent countries of origin**

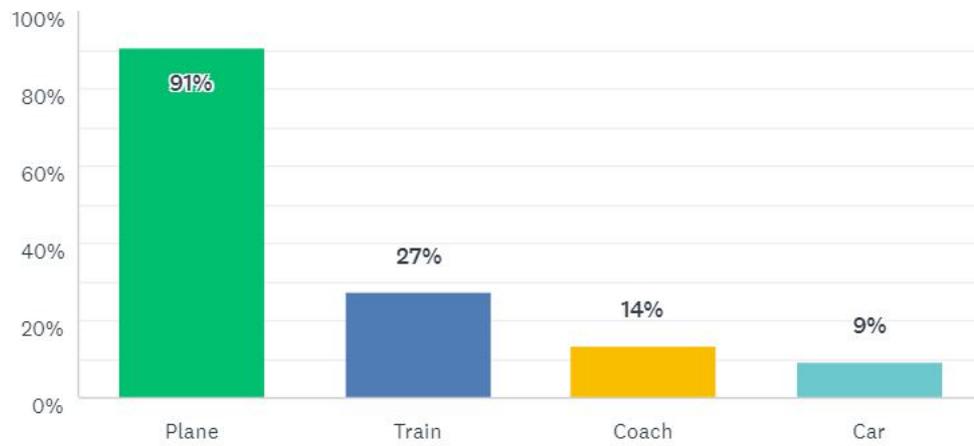
Country	Respondents count who travel to the specified country
Lithuania	1
Macedonia	1
Portugal	1
USA	2
Romania	2
Germany	2
Spain	2
France	3
Italy	4

Chart 4 shows with what transport mode students most likely make their journey to and from university.

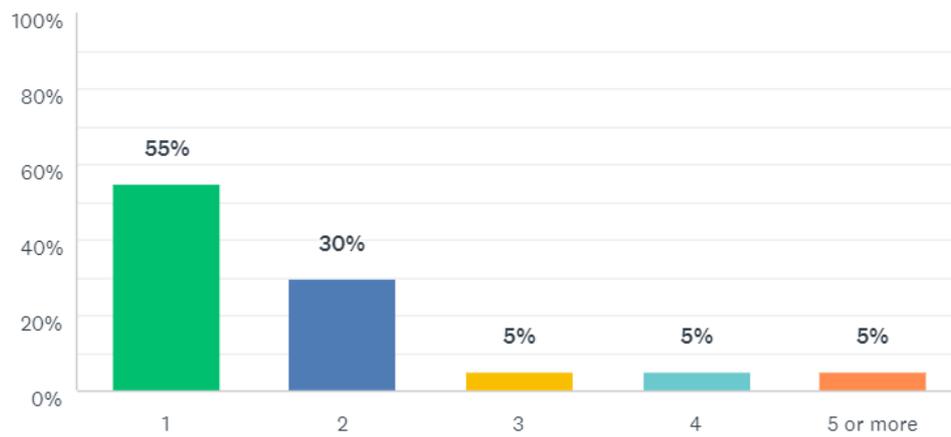
Mostly all respondents, 92%, have chosen to travel by plane, second choice is train, coach and car for closer destinations such as mainland England or France.

We asked respondents how many times they would travel home from the beginning of survey April 2018 until August 2018. 55% responded that at least one time, 30% stated that at least 2 times but 5% equally were for answers 3 times, 4 times, 5 times and more. See chart 5.

**Chart 4: Transport modes students chose to use to make the journey to their home countries**



**Chart 5: Travel frequency to and from London from April 2018 until August 2018**



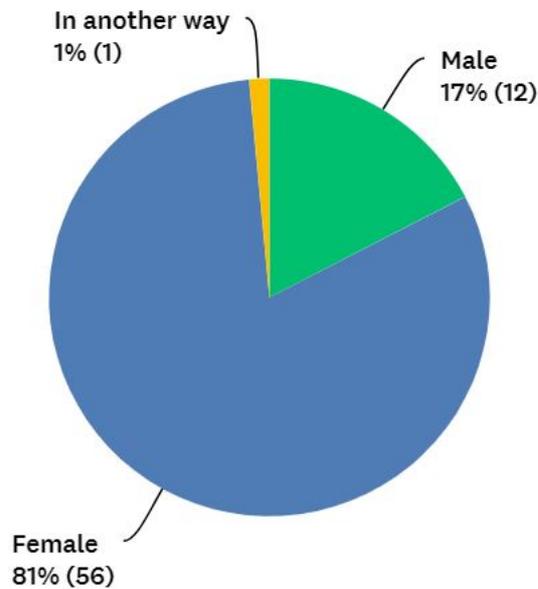
### 2.3 Gender, travel choices affected by it and age profile

Majority of respondents were female – 81% and only 17% respondents were male. See Chart 6.

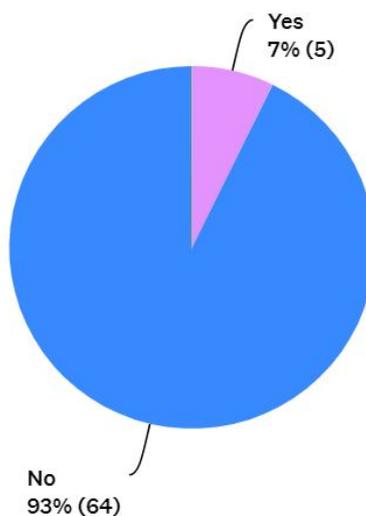
Participants were asked if their gender affected their decisions about travel to work journeys. Five respondent travel choices are affected by their gender but reason how their travel is affected was not disclosed. 12 respondents chose not to give information about gender effects on travel. See Chart 7.

More than half of respondents – 54%, were in the age group 21-29, followed by 20 or under age group. Only 9% of respondents who completed the survey were in age group 30-39 and even less – 6% were in the age group 50-59.

**Chart 6: Gender**



**Chart 7: Travel choices affected by type of gender**



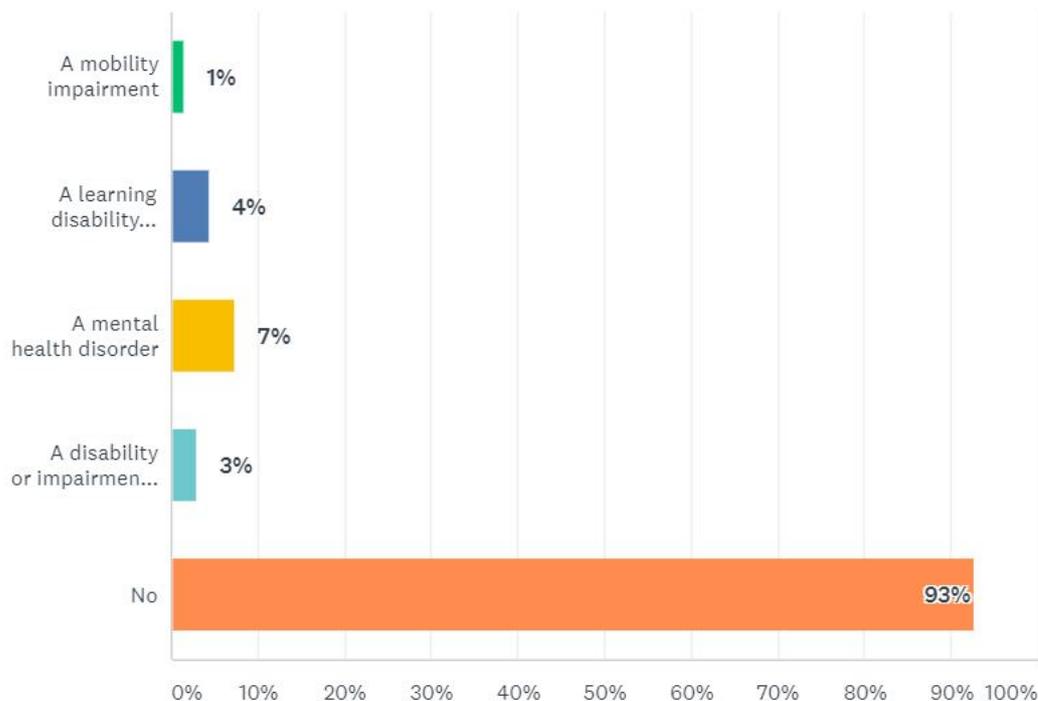
## 2.3 Disabilities

Survey also looked at any disability, illness or injury, which could affect student travel choices. Less respondents, only 64, answered this question. Chart 8 shows that majority – 93% of respondents not have any disabilities, illnesses or injuries that might affect they travel to the university however 7% states that they have mental health disorder, learning disability, a disability or impairment not listed on the survey or a mobility impairment – 4%, 3% and 1% respectively.

Only 7% of respondents answered that this does affect their travel choices for example:

Lack of step free stations nearby university makes few respondents to choose bus or taking Underground causes too much stress so other alternative transport modes have been chosen to avoid it. In addition, few respondents would chose routes with the least walking and climbing upstairs or least confusing and intricate routes.

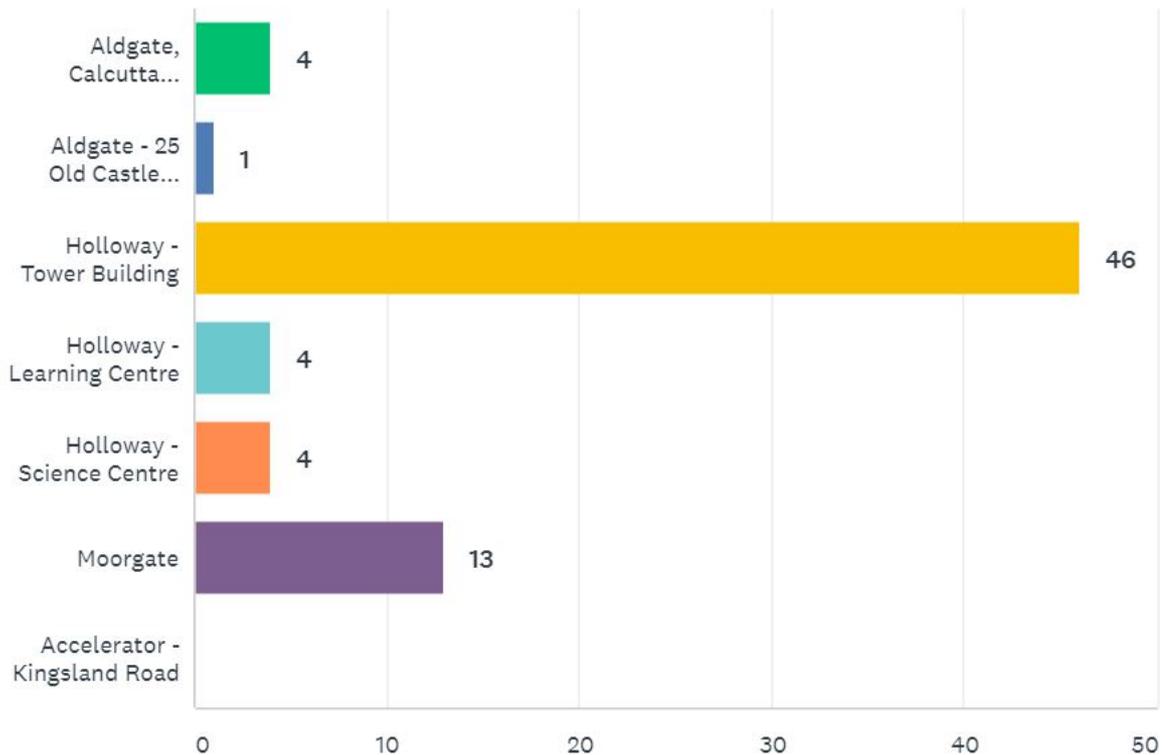
**Chart 8: Disability, illness or injury, which could affect student travel choices**



## 2.4 Main student campus

Finally, students 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 Moorgate as shown in Chart 9.

**Chart 9: Survey respondents' main Site base**



## 3. Travel Patterns

The survey asked a series of questions to understand student travel patterns, including modes of travel, the main objective of the survey, together with an exploration of attitudes towards 'greener' travel choices and barriers. When choosing where to study 64% of students did investigate their journey and travel to the university and for 54% of respondents it had effect on their choice of university.

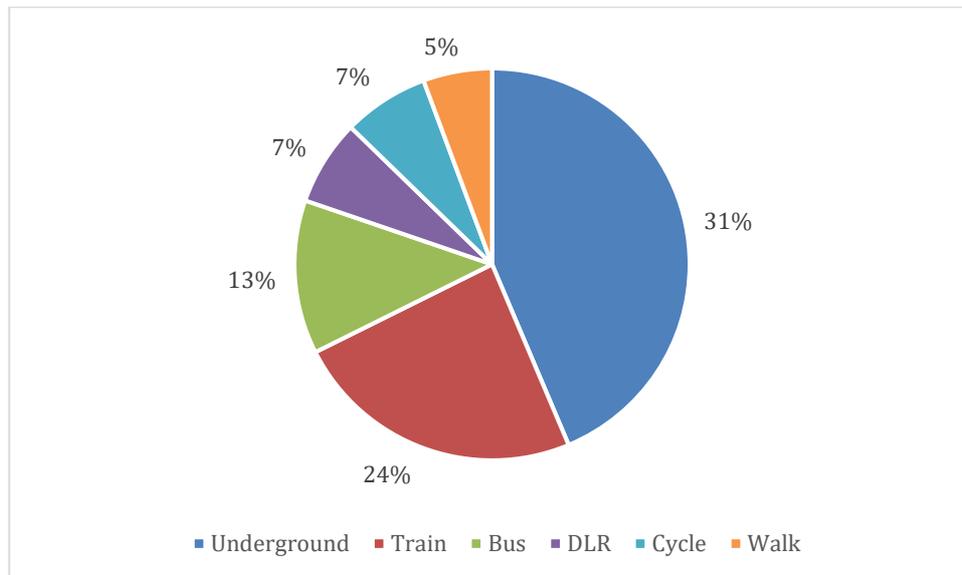
### 3.1 Main Mode of Travel

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. The tube and train were, the most common responses with bus being only third main mode of transport.

Chart 10 shows that 13% cited bus (or coach) compared to 31% and 24% respectively indicating the Tube or Train as their main mode when traveling to the university.

Not a large proportion of students reported walking or cycling as their main means of work travel, 12% altogether.

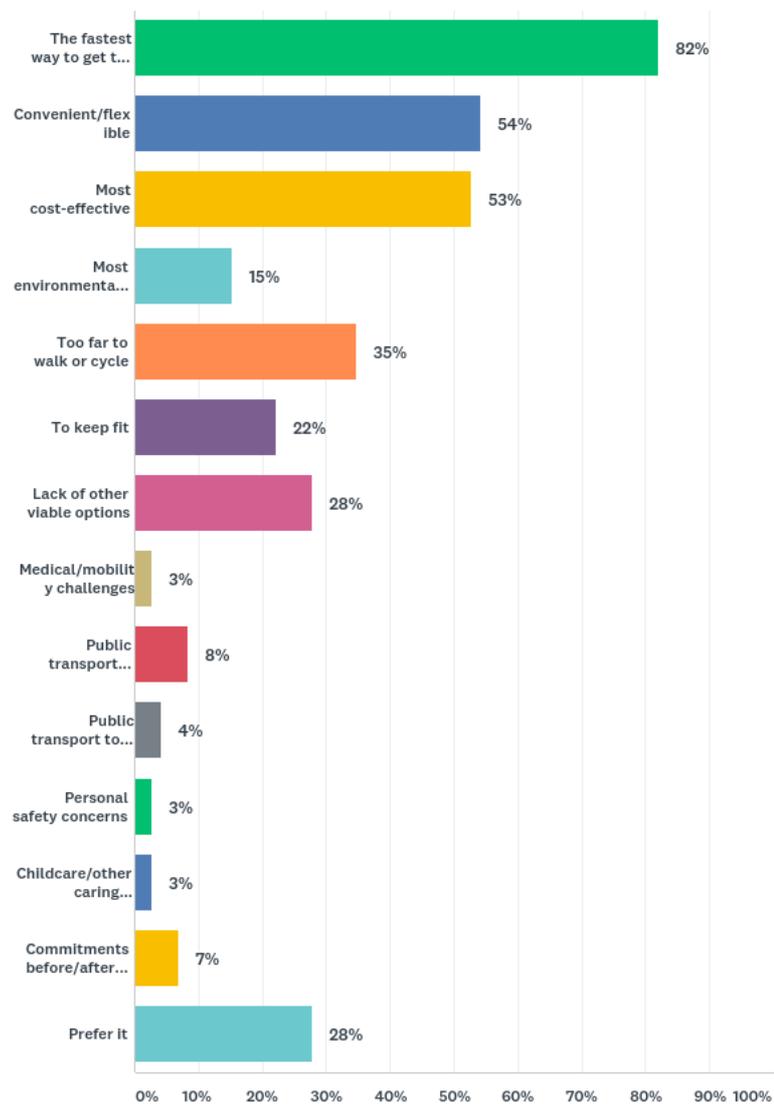
**Chart 10: Main mode of transport**



Students were asked to select the main reasons for travelling with their chosen main mode of transport and unsurprisingly 82% of respondents have said that it is the fastest way to get to university as well as most convenient and cost effective, 54% and 53% respectively.

Only 15% of respondents selected that it is the most environmentally friendly way to get to university and 22% claimed that their chosen main mode of transport is also for keeping fit. See all reasons for main modes of transport in Chart 11.

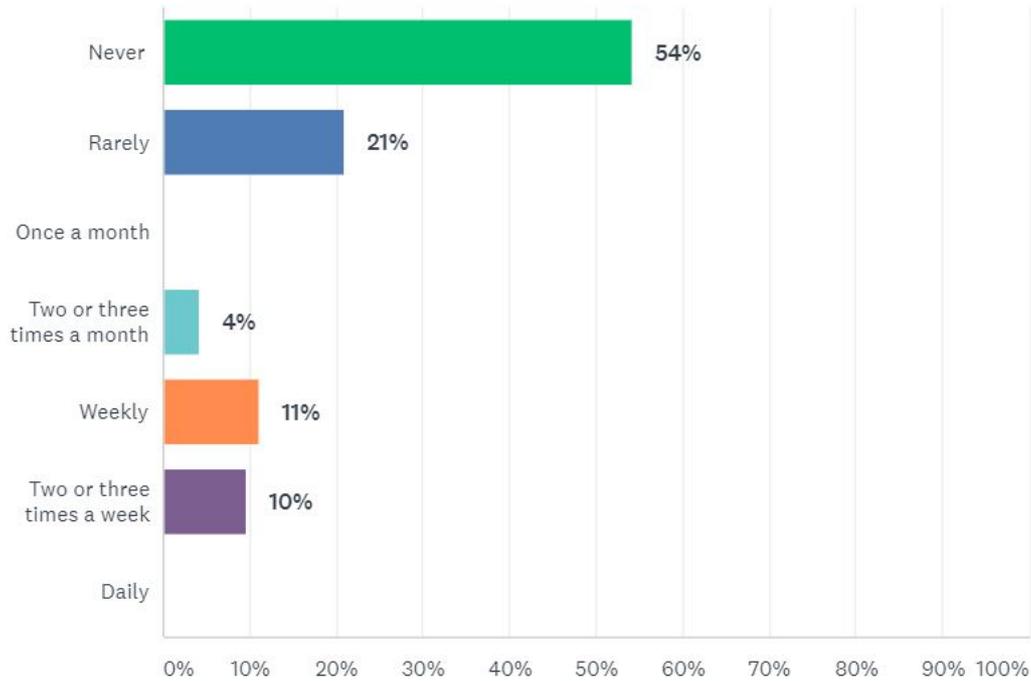
**Chart 11: Reasons for choosing main mode of transport**



### 3.2 Travel between campuses

Responses indicated that more than half of the survey participants (54%) were not traveling between University sites during their studies. 11% responded they travel weekly but other 10% responded they travel two or three times a week to other campuses. 21% responded that they did travel but rarely.

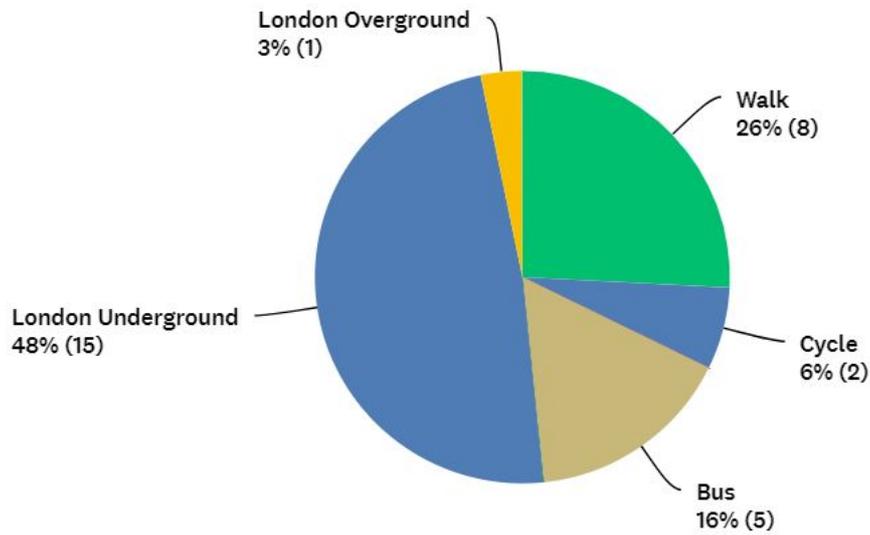
**Chart 12: Student travel between campuses whilst studying**



The most commonly travel connections reported was between Holloway and Aldgate buildings, just under half of participants, 45%. This was followed by Holloway – Moorgate, reported by 35% and Aldgate – Moorgate, 13%.

Students were asked what mode of transport they choose when travelling across the campuses and responses showed that 48% were choosing to travel by Underground and only 26% walk to the campus or take a bus, 16%, see Chart 12.

**Chart 12: Main form of transport students chose when travelling between campuses**



## 4. Greener Travel choices – barriers and enablers

### 4.1 Barrier to greener travel

The survey sought to explore student views on what issues in general they thought act as a barrier to students 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 2 below shows a diversity of perceived barriers. Long distance to the University (58%) and weather (50%) were the top responses and convenience came as third on the list with (36%) 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.

**Table 2: The main barriers to make travel choice greener**

<b>Barriers</b>	<b>Respondents</b>
Long distance to the University	58%
Weather	50%
Convenience	36%
Unsafe cycling routes	28%
Personal safety/security	25%
Public transport is too expensive	17%
Inaccessibility to the public transport	14%
Changing and shower facilities	14%
High cost of bikes	14%
Lack of bike storage	11%
Lift in relative's/friends car	6%

Dislike walking/cycling	3%
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Taking barriers related to specific green travel choices, the table shows key factors seen as barriers for greener travel. 28% of responses have selected unsafe cycling routes but personal safety/security is a barrier for 25% respondents that somewhat would reflect high responses about unsafe cycling routes.

Fewer respondents (17%) have selected that public transport is too expensive which would indicate they travel by car or by motorbike and it reflects on next selected barrier – inaccessibility to the public transport – 14%.

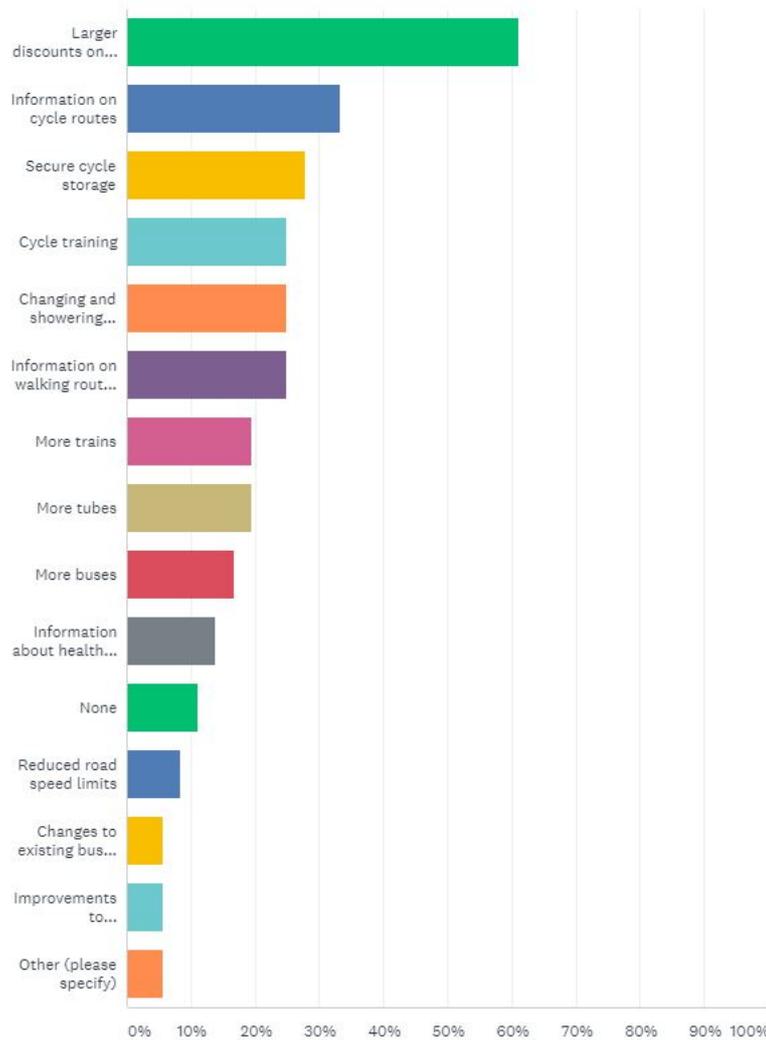
As for barriers to particularly cycling is lack of changing and shower facilities from 14% respondents, lack of bike storage indicated from 11% respondents and too high costs to purchase bike is indicated by 14% of students. 2 respondents have commented that they do not feel confident enough to cycle in the city and they feel it is not safe as well as too long distance to cycle. Dislike of cycling however, was reported only by 1 person.

Overall responses to this survey question suggest that various safety concerns are high on people’s list of barriers to greener travel as well as long distance to the university, weather and convenience. Actions to encourage greener travel are explore in the next section.

#### **4.2 Support to encourage ‘greener’ work travel**

Finally, survey participants were asked to indicate their views about possible actions by the University or London Government that might encourage greener study travel. Some of the issues perceived as barriers were reflected in responses to this question about desirable support to encourage improvement in sustainable travel, but a variety of other possible actions were additionally supported. The chart below shows the ranked responses.

**Chart 12: What could encourage students to choose greener travel to University?**



Travel discounts emerges as the most common response, supported by well over half of participants (61%) followed by providing better information about cycling routes ( 33%) and slightly less respondents selected that there should be more information on walking routes to avoid main roads – 25%.

To encourage more cycling to university secure cycle storage, cycle training and changing/showering facilities were selected, average of 25% respondents were selecting this as a areas for improvements.

Only 14% respondents were indicating that information about their health benefits could be beneficial for them to think about greener travel options.

Options for ‘more’ public transport like tubes, trains, buses attracted consistent levels of response from participants, around 19%. Analysis of suggestions and comments offered by those ticking ‘other’ support indicated few ideas for cycling support such

as more cycle lanes and more new routes for cycling.

Students were encouraged to leave comments about their responses concerning greener travel choices:

- Increase bike racks on the side of the Tower building in Holloway
- Implement safer cycle highways or cycle lanes
- Make drivers of all vehicles, buses, vans, lorries, taxis etc. more aware of cyclists on the road
- Revisit the 1.5 meter rule that drivers must give to cyclists.
- More discounts for students to purchase bikes
- Increase availability to have a showers after cycling
- Have more affordable accommodation options near the university for students.

## **Conclusion**

Overall responses from this travel survey shows that students tend to live far from the university and this unable them to choose greener travel choices like cycling. Large group of respondents who would like to cycle feel that there are many safety issues related to it where University could continue to advertise 1-2-1 cycling sessions to encourage students cycle and learn to be safe on the roads.

Increasing bike lockers to store their foldable bikes or equipment is also needed based on responses. This will be increased over the summer 2018 to address this issue. As per shower and changing facilities it is also addressed as a problem for those who would like to cycle but facilities might not be available or convenient (different building/ campus).

More information on safer cycling routes available around London could be provided too.