

Headline travel survey findings

STAFF

Est.
1841

YORK
ST JOHN
UNIVERSITY

The survey was completed in December 2024 by 24.6% of staff (284) and 6.2% of students (734), offering a statistically reliable insight into current behaviours and initiatives that might be most successful in encouraging more staff and students to consider using more sustainable travel options, more regularly.

Staff location

Over 85% of respondents are based at the main campus in York, with the second most popular location being home (Figure 1).

Frequency & mode of travel

Just over a quarter of staff (29.3%) travel to the University five days a week or more (with the average being 3.4 days a week). The most popular day for staff to commute is Tuesday, followed by Wednesday. Friday is notably the quietest weekday.

The most popular mode for commuting, overall, is walking, which accounts for 25.7% of staff; all modes of active travel account for 46.8%. This is followed by car alone at 23.2%, with car sharing accounting for 3.5%. Public transport modes are used by 23.9%, with the train being slightly more popular than the bus (Figure 3).

Figure 5 provides mode share by campus; those at the London campus exclusively use public transport or active modes; by contrast those based at the University Sports Park are most likely to travel by car (albeit for locations other than the main campus the number of responses is small and, therefore, results should be treated with caution).

Just under half (45.6%) of staff indicated they sometimes travel by an alternative mode; with a fifth of this group doing so at least once a week.

Support for sustainable travel

Those that currently travel by public transport, would most like to see 'cheaper fares secured', followed by 'greater support / recognition of the potential for delays on public transport'. The priorities of car drivers who might be encouraged to use public transport for their commute are similar with 'cheaper fares' and 'more reliable services' proving most popular.

Amongst those that cycle to work, the top priority is improving 'local cycle routes' and 'end of journey facilities', including lockers, showers, changing and drying facilities. Those that currently drive would also most like to see 'improved/more shower/changing facilities' as an incentive to cycle to work. Pedestrians would most like to see 'improved pedestrian safety' and the 'free personal safety training', followed by 'improved lighting on campus', indicating that personal safety is a concern.

Vehicle type

Currently, 6.9% of staff drive a fully electric vehicle to work and a further 4.9% drive a self-charging hybrid. 13% of those that currently drive a petrol/diesel vehicle are definitely considering switching to an EV in the next 3 years, with a further 8.7% doing so in the next 5 years. 16.3% remain unsure (Figure 2).

Travel costs

Those who use the train and car alone have the highest proportion of staff paying the most for their commute. Unsurprisingly, walking, followed, by cycling has the highest proportion of staff that commute for less than £10 per week. Just over 5% of bus users pay nothing to commute.

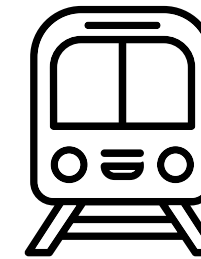
46.8%

Active travel



24.6%

Public transport



30%

Private transport



Figure 1 – Main location of staff respondents

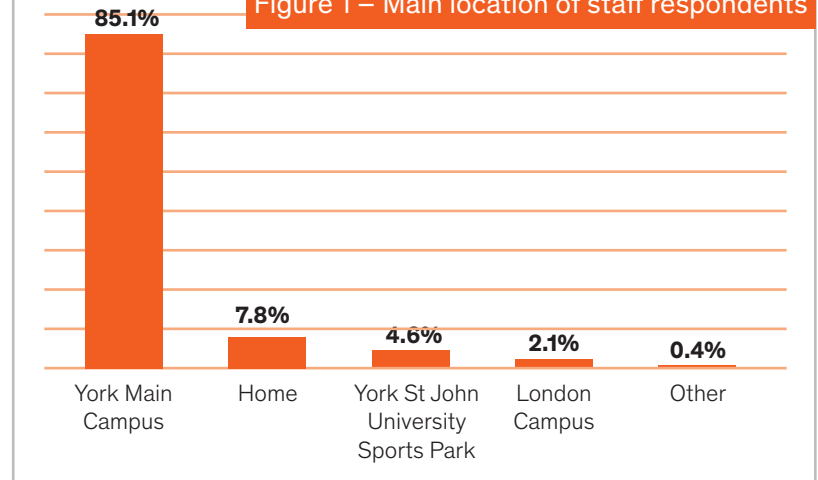


Figure 2 – Intentions to switch to an electric vehicle

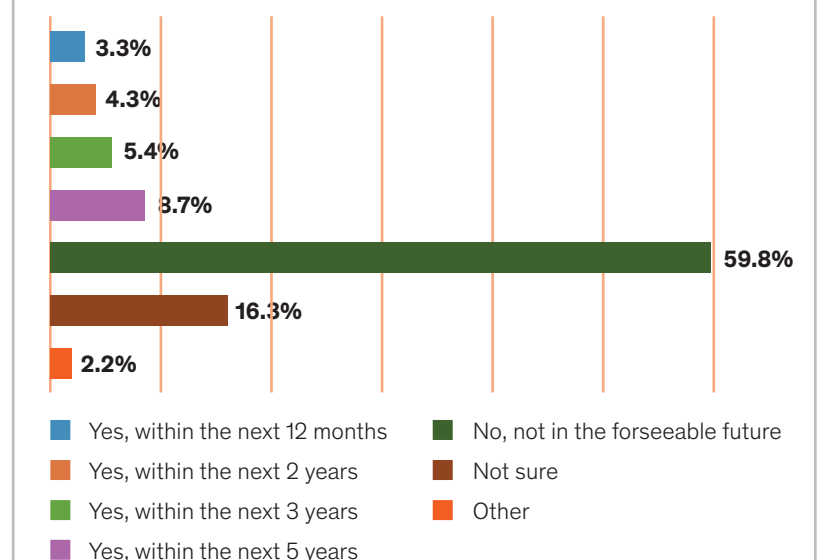


Figure 3 – Staff usual commuting mode (all locations)

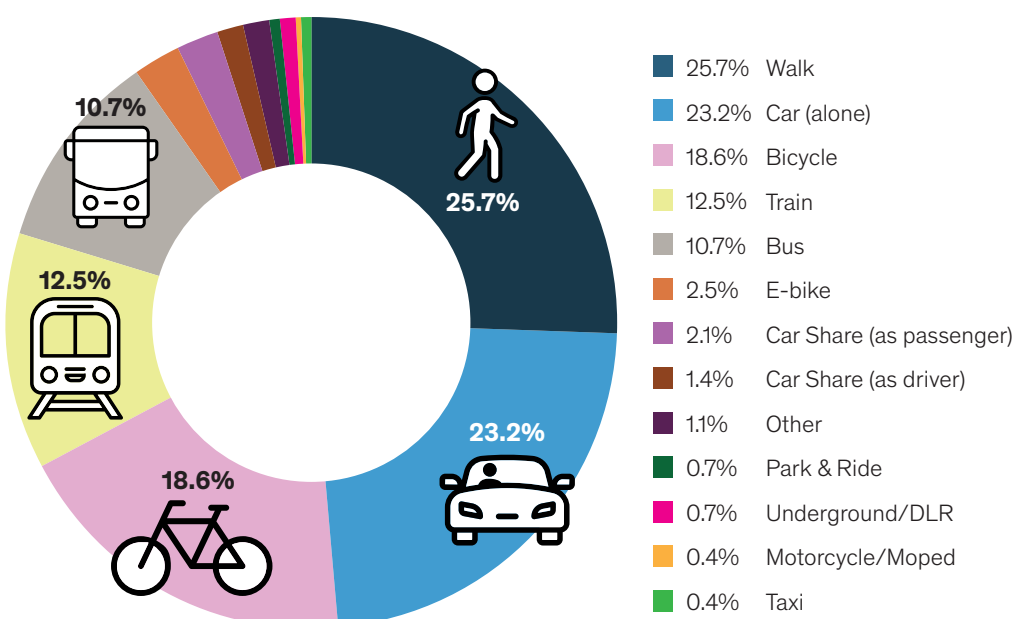


Figure 4 – Staff commuting emissions

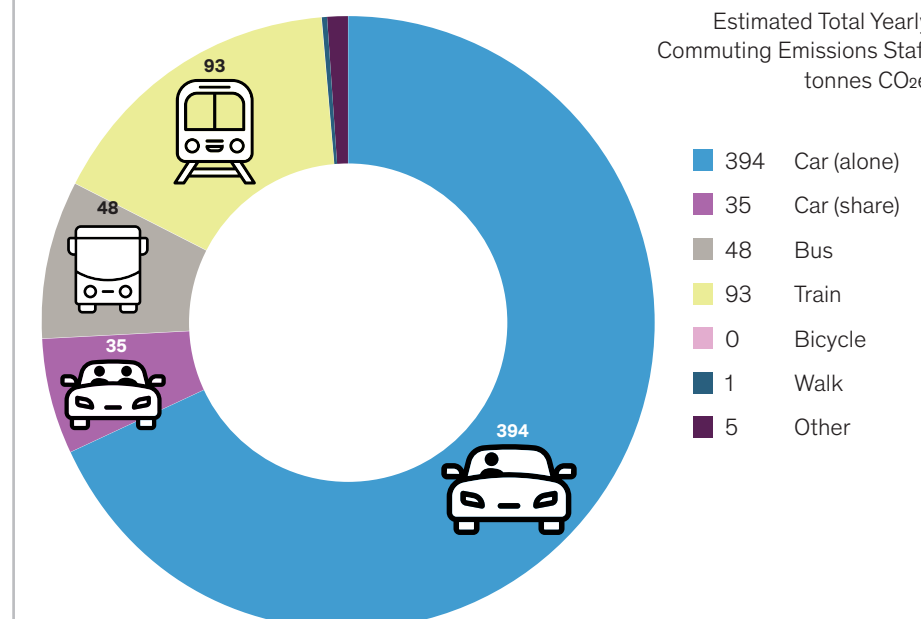


Figure 5 – Staff usual commuting mode (by location)

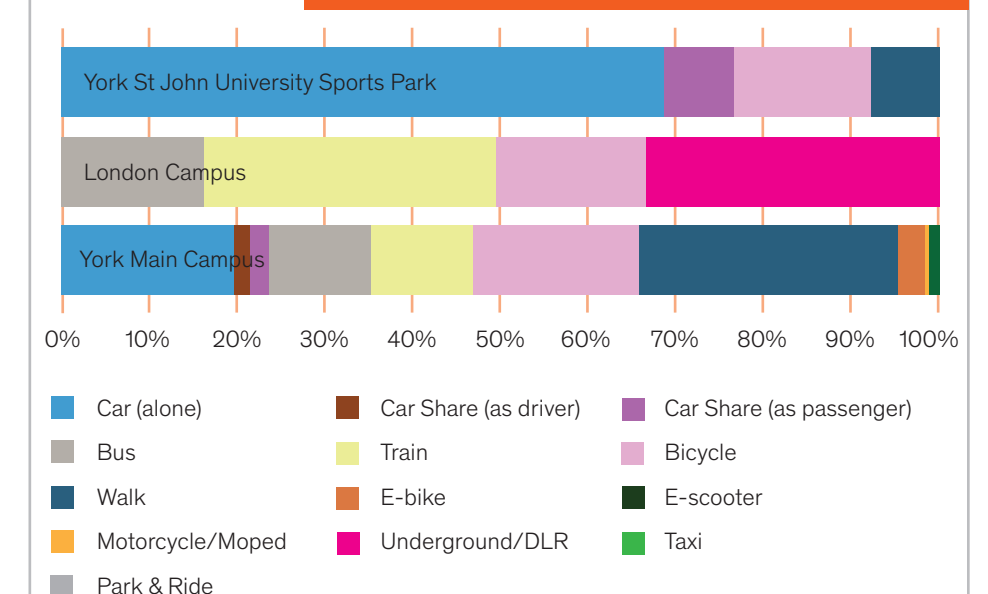


Figure 7 – Student usual commuting mode (by campus)

Commuting Mode	York Main Campus	London Campus	York St John University Sports Park
Car Share (as driver)	~1%	~1%	~2%
Car Share (as passenger)	~1%	~1%	~1%
Bus	~10%	~25%	~10%
Train	~17%	~48%	~7%
Bicycle	~2%	~1%	~7%
Walk	~55%	~1%	~41%
E-bike	~1%	~1%	~1%
E-scooter	~1%	~1%	~1%
Motorcycle/Moped	~1%	~1%	~1%
Underground/DLR	~1%	~18%	~1%
Taxi	~1%	~1%	~2%
Park & Ride	~1%	~1%	~1%
Other	~1%	~1%	~1%

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CARBON ASSESSMENT

The survey was completed in December 2024 by 24.6% of staff (284) and 6.2% of students (734), offering a statistically reliable insight into current behaviours and initiatives that might be most successful in encouraging more staff and students to consider using more sustainable travel options, more regularly.

Commuting

Staff commuting to the University generate a total of **578 tCO₂e** per year, equivalent to **500 kg CO₂e per head** per year. Emissions generated from staff working from home are estimated at **171 tCO₂e** per year, or **148 kg CO₂e per head** per year.

Student commuting generates total emissions of **3,447 tCO₂e** per year, or **291 kg CO₂e per head** per year.

Other student trips

Emissions generated by student trips at the start/end of the academic year and during term-time to a 'home' address have been calculated and are summarised in **Figure 9 and 10 respectively**. Student trips at the start / end of the academic year are equivalent to around a fifth of carbon from students' daily commuting trips, with plane travel contributing the most carbon. By comparison, trips to an alternative address during term time are minimal in the context of carbon impact overall.

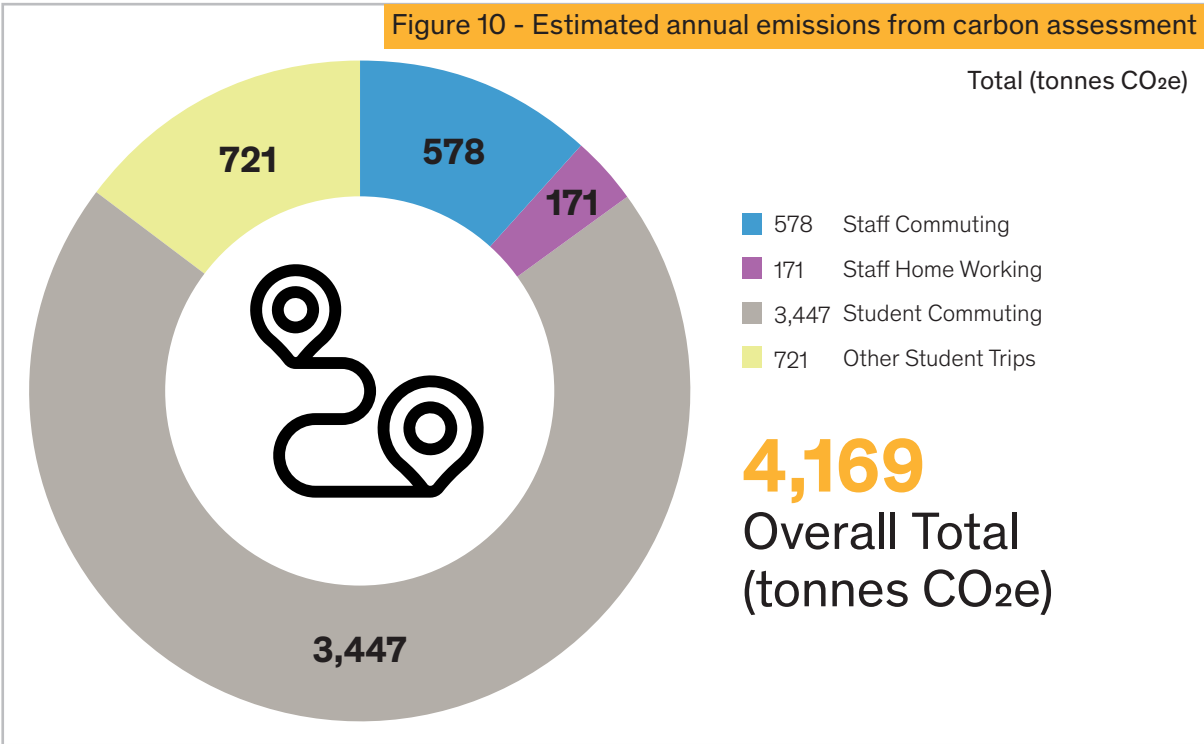
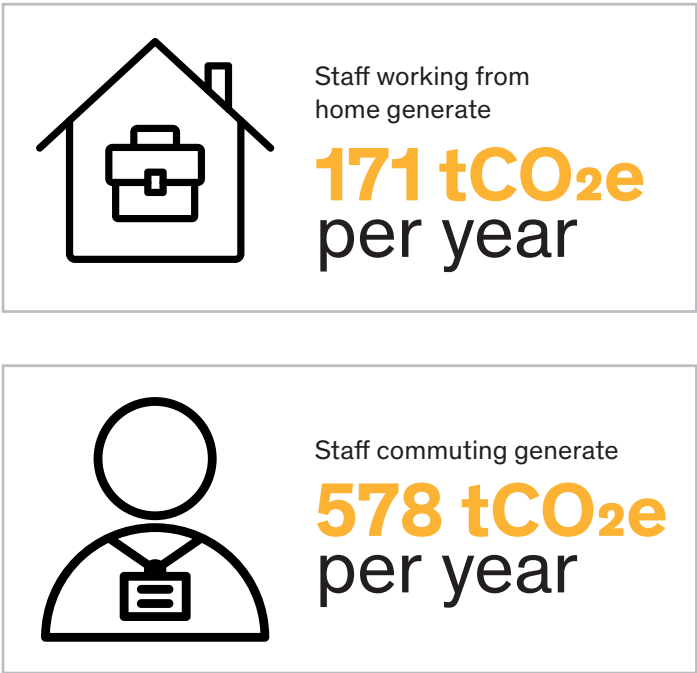
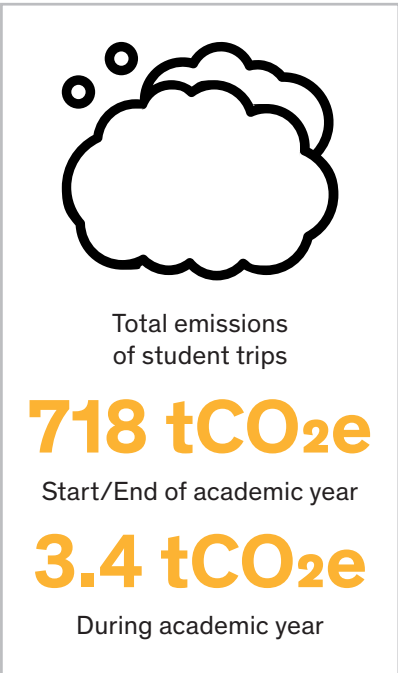


Figure 13 - Top 4 emission totals of student trips

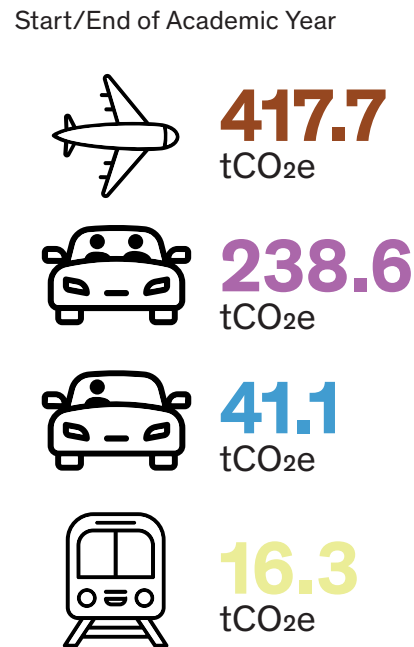


Figure 12 - Estimated total yearly commuting emissions

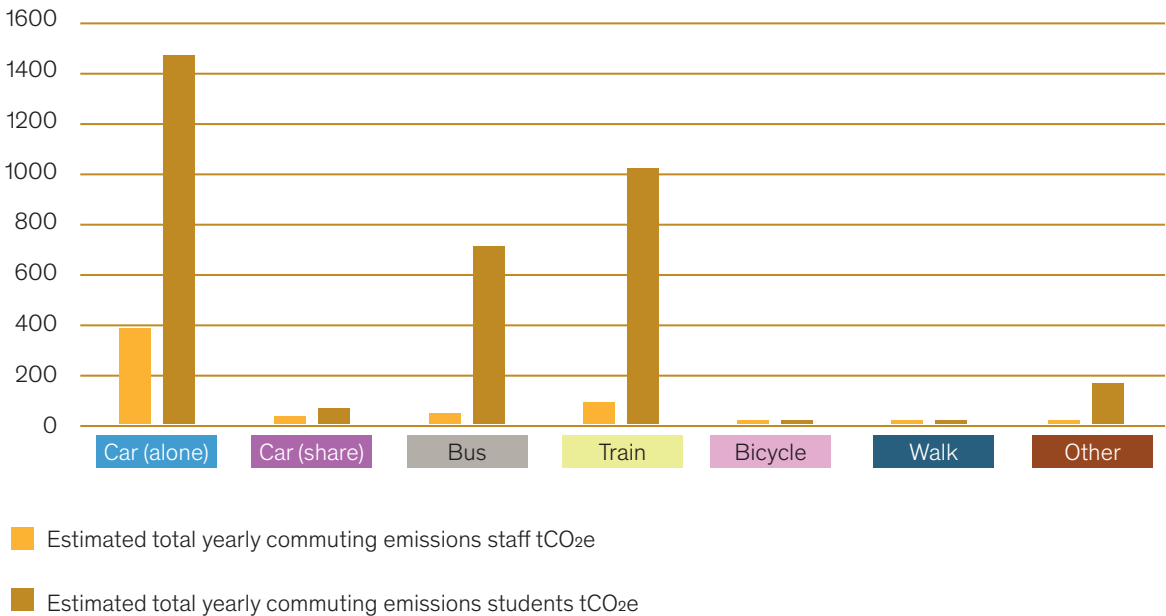


Figure 11 - Carbon impact of student trips (start/end of academic year)

	Total emissions (tCO ₂ e)	Total yearly distance (KM)
Plane	417.7	1,741,164
Car / van share with family or non-student(s)	238.6	1,429,664
Car / van alone	41.1	245,991
Train	16.3	459,810
Bus / Coach	3.2	118,713
Car / van share with another student(s)	0.6	7,712
Taxi	0.1	432
Total	718	4,003,486