## Headline travel survey findings STAFF

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 guarter 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.







#### Figure 4 Staff commuting emissions

394

35

48

93

0

1

5

Estimated Total Yearly

tonnes CO2e

Car (alone)

Car (share)

Bus

Train

Walk

Other

Bicycle



Yes, within the next 5 years



### YORK **ST JOHN** UNIVERSITY

# Headline travel survey findings STUDENTS

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.

#### Student type and location of study

Just over three-quarters of respondents are studying an undergraduate course, with postgraduates accounting for 23.9%. Nineteen percent of students that took part were international students.

86.6% of respondents are usually based on the main city centre campus, with the average student attending campus 3.2 days a week. Attendance typically exceeds 60% Monday to Friday, with the peaks being on Monday, Tuesday and Thursday.

#### Frequency and mode of travel

Active modes account for over half of students commuting, with the vast majority walking (**Figure 9**). Public transport accounts for one-third of students commuting, with train proving more popular than bus. 7.8% of students typically drive alone (compared with 23.2% of staff). **Figure 7** illustrates mode by main campus of study, confirming the dominance of walking in York and public transport in London.

**Figure 6** illustrates how mode share differs by term time accommodation type; those who live in their own home or family/parental home are much more likely to travel by car alone. Conversely, those in University managed accommodation exclusively use active modes or the bus to commute.

#### Support for sustainable modes

Amongst those who walk to University, the most popular initiative was 'rewards for walking to University', followed by 'improved pedestrian safety on walk from home to campus'.

Amongst cyclists, 'improve / provide more secure and sheltered cycle parking facilities' and 'offer free cycle maintenance on campus' were most popular, followed by the provision of lockers to store equipment. These somewhat reflect the priorities of staff.

For those who travel by public transport, 'cheaper fares' was by far the biggest priority, followed by the introduction of rewards for travelling to University by public transport.

#### Vehicle type

89.3% of students who drive to campus alone do so in a petrol or diesel vehicle. However, 20.2% indicated that they will definitely transition to an electric vehicle over the next five years and a further 12.7% suggested they were unsure.





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Figure 7 – Student usual commuting mode (by campus)



## Headline travel survey findings

## 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 tCO<sub>2</sub>e** per year, equivalent to **500 kg CO<sub>2</sub>e per head** per year. Emissions generated from staff working from home are estimated at **171 tCO<sub>2</sub>e** per year, or **148 kg CO<sub>2</sub>e per head** per year.

Student commuting generates total emissions of **3,447 tCO<sub>2</sub>e** per year, or **291 kg CO<sub>2</sub>e 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.





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

Total yearly distance (KM)
1,741,164
1,429,664
245,991
459,810
118,713
7,712
432
4,003,486