

Goldsmiths College Estates & Services

Staff Travel to Work Survey 2010

1 College Policy Background

- 1.1 Goldsmiths' Environmental and Sustainability Policy 2009 aims to improve the College's own environmental practices, and promote awareness of both corporate and individual responsibility to all students and staff. It resolves to achieve gradual and continual improvement in how it measures and minimises its own environmental impacts. Green travel planning is relevant in terms of mitigating Climate Change therefore a target to reduce the carbon footprint of our commuter travel is included in our overall carbon reduction plan.
- 1.2 In terms of transport the objective is to:
"Encourage staff and students to use of modes of transport that minimise greenhouse gas emissions and environmental impacts particularly when travelling on Goldsmiths business."
- 1.3 Formulation and implementation of both Student and Staff Green Travel Plans are identified as the means for achieving this objective. Promoting use of public transport, cycling, walking and car-sharing to reduce the number of staff and students driving to the College are potential ways forward along with flexible working arrangements.

2 UK Policy Background

- 2.1 The Government and the Department for Transport are committed to delivering a UK transport system which takes full account of transport's wider impact on climate change, health, quality of life and the natural environment. The 5 key goals are to:
 - Support national economic competitiveness and growth;
 - Reduce transport emissions of CO₂ and other greenhouse gases;
 - Contribute to better safety, security and health;
 - Promote greater equality of opportunity for all citizens;
 - Improve quality of life and promote a healthy natural environment.

3 Purpose of Survey

- 3.1 An on-line travel questionnaire was developed to identify the present travel habits of staff to the campus; compare these to some basic results of the 2002 survey; and determine measure's to encourage sustainable travel.
- 3.2 All staff were invited to take part and received a link to the survey within an email circulated by Internal Communications. An example of the questionnaire used is included in Appendix A: Travelplan Survey 2010.
- 3.3 The questionnaire was circulated and answered from October to December 2010.

4 Results of Survey

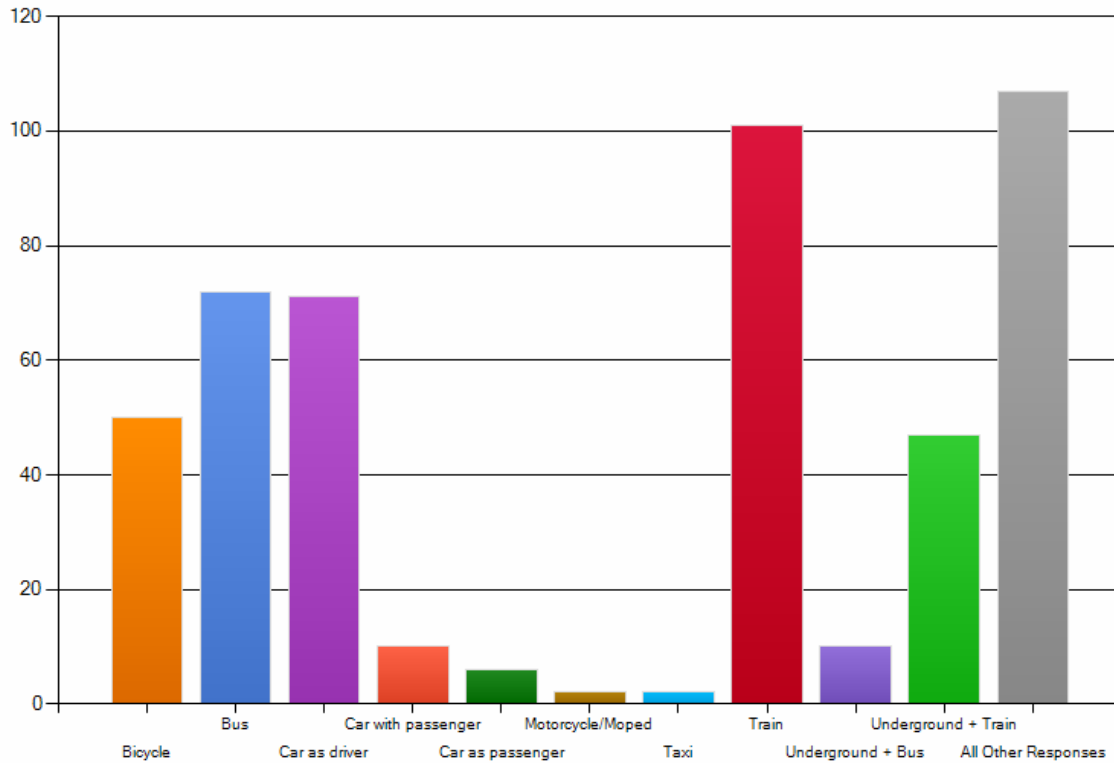
- 4.1 There are currently 2081 full-time and part-time staff travelling to the College. A total of 302 surveys were returned (292 fully completed) representing a response rate of just over 14.5% compared to 41% in 2002 when 424 out of the 1043 paper surveys distributed were returned. Appendix B quantifies Response Rates.

5 Analysis of Responses to Survey Questions

5.1 Q1 Main Modes of Transport to the College

Chart 1 (below) is compiled from 298 responses and reveals that 158 staff (53%) of respondents, travel to the campus using public transport compared to 262 (61.8% in 2002). Currently 101 staff travel by train; 47 underground & train; 72 bus; 10 underground& bus. Comparative responses show that in 2010 there are

Main modes of transport to the College. Please tick those that apply.



TravelplanSurvey 2010

Main modes of transport to the College. Please tick those that apply.

Answer Options	Response Percent	Response Count
Bicycle	16.8%	50
Bus	24.2%	72
Car as driver	23.8%	71
Car with passenger	3.4%	10
Car as passenger	2.0%	6
Motorcycle/Moped	0.7%	2
Taxi	0.7%	2
Train	33.9%	101
Underground + Bus	3.4%	10
Underground + Train	15.8%	47
Walking	35.9%	107
Specify how many days per week and please add here any other comments		284
answered question		298
skipped question		4

50 cyclists (16.8%) and only 37 (8.7%) in 2002. 107 walk - almost double the 2002 figure, though some will use public transport if the weather is inclement. Several currently use different modes and combinations thereof, during their working week. 71 (23.5%) of respondents are lone car drivers, compared with 162 (30%) in 2002. Many car drivers provided additional comments giving reasons justifying their need to use this mode of travel. 10 drivers drive in with a passenger and 6 staff travel as a passenger. Only 2 respondents use motorcycle/moped and 2 travel by taxi.

5.2 Q2 Journey Details

5.2.1 292 respondents provided a home location and/or postcode to identify their journey starting point.

Table 1a Journey Starting Point - Inner London Postcodes

Inner			London			Postcodes		
Bermondsey	SE1	2	Westminster Vic	SW1	1	Aldgate	E1	2
Abbeywood	SE2	1	Brixton	SW2	5	Bethnal Green	E2	1
Blackheath	SE3	7	Earl's Court	SW5	1	Bow	E3	2
Brockley	SE4	21	Fulham	SW6	2	Chingford	E4	1
Camberwell	SE5	4	Battersea	SW11	3	Clapton	E5	5
Catford	SE6	11	Balham	SW12	3	Hackney	E8	3
Charlton	SE7	7	Tooting	SW17	1	Leyton	E10	1
Deptford	SE8	6	Wandsworth	SW18	1	Poplar	E14	2
Eltham	SE9	2	Wimbledon	SW19	1	Walthamstow	E17	2
Greenwich	SE10	2	SW Total		18	E Total		19
Kennington	SE11	2						
Lee	SE12	5	West End	W1	2	Barbican	EC2	2
Lewisham	SE13	11	Chiswick	W4	1	EC Total		2
New Cross	SE14	11	Shepherds Bush	W12	1			
Peckham	SE15	10	W Total		4	Islington	N1	5
Rotherhithe	SE16	2				East Finchley	N2	1
Tooting	SE17	2				Finchley Central	N4	3
Plumstead	SE18	6	Camden Town	NW1	4	Highbury	N5	1
Crystal Palace	SE19	3	Cricklewood	NW2	2	Edmonton	N9	1
Anerley	SE20	2	Hampstead	NW3	1	Muswell Hill	N10	3
Dulwich	SE21	4	Kentish Town	NW5	2	Southgate	N11	3
East Dulwich	SE22	3	Kilburn	NW6	1	South Tottenham	N15	1
Forest Hill	SE23	13			10	Stoke Newington	N16	4
Herne Hill	SE24	2				Upper Holloway	N19	3
Sydenham	SE26	2				Wood Green	N22	1
West Norwood	SE27	1				N Total		25
Thamesmead	SE28	1	SE Total	143				

Inner London:	South-East	143	West End	4
	South-West	18	Barbican	2
	North-West	10	Central	25
	East	19	North	26
				Total: 212

Table 1b Journey Starting Point – Outer London Postcodes

OUTER Borough	LONDON Town	POSTCODES Nos
Barking & Dagenham	Barking	1
Bexley	Bexleyheath Crayford Erith Sidcup	6
Brent	Wembley	1
Bromley	Beckenham Biggin Hill Bromley	13
Croydon	Croydon Sanderstead	5
Hillingdon	Hayes	1
Hounslow	Chiswick	1
Kingston-upon-Thames	Surbiton	1
Redbridge	Ilford	1
Richmond-upon-Thames	Teddington Twickenham Straw' Hill	7
Sutton	Sutton Wallington	2
Total		39

Table 1c Journey Starting Point – Other UK Locations

County	Town	Nos
Bucks	West Wycombe	1
Essex	Billericay	1
Essex	Ingatestone	1
Essex	Wivenhoe	1
Hertfordshire	Hemel Hempstead	1
Hertfordshire	Rickmansworth	1
Kent	Canterbury	2
Kent	Dartford	1
Kent	Gravesend	1
Kent	Headcorn	2
Kent	Herne Bay	1
Kent	Rochester	2
Kent	Tonbridge Mayfield	3
Kent	Tonbridge Wells	1
Kent	Welling	2
Kent	Whitstable	1
Surrey	Dorking	1
Surrey	Redhill	1
Sussex	Brighton	4
Sussex	Horsham	1
Sussex	Portslade	1
Leicestershire	Leicester	1
Total		31

nb 1 response only gave 'home' without a location or postcode

The above three tables show that 49% (143) live locally within SE postcodes; a further 27% (79) travel from inner London districts; and 13.4% (39) journey from Outer London Boroughs; making a total of 89.4% (261) travelling from locations within Greater London. Only 10.3% travel from the home counties of Buckinghamshire, Essex, Hertfordshire, Kent, Surrey and Sussex and one travels long-distance from Leicester.

5.2.2 Approximate Mileage

Table 2 below shows the distance 244 respondents travel to get to the College. 31 - just over 10% replied they did not know and 1 said it was not applicable.

Table 2 Approximate Mileage Travelled

<u>Mileage</u>	<u>Staff Nos</u>
0.5 -1	115
5.5 -10	48
10.5 -15	21
16 - 20	5
21 - 25	4
26 - 30	4
31 - 35	3
36 - 40	0
41 - 45	2
46 - 50	5
51 - 55	1
60	4
80	1

5.2.3 Average Journey Time

293 respondents provided an average journey time to work. Table 3 shows that 35.5% live within half an hours distance of the College; 31% 1 hour or less; only 4 staff spend 2 to 2.5 hours travelling to work.

Table 3 Average Journey Time in Minutes

<u>Minutes</u>	<u>Staff nos</u>	<u>%</u>
1-15	50	16.6
16-30	72	23.8
31-45	69	22.9
46-60	61	20.2
61-75	17	5.6
76-90	21	7.0
91-105	7	2.3
120	4	1.3
150	1	0.3

5.2.4 Affect of Weather on Transport Mode

295 respondents answered the question *Does weather affect your journey mode?*

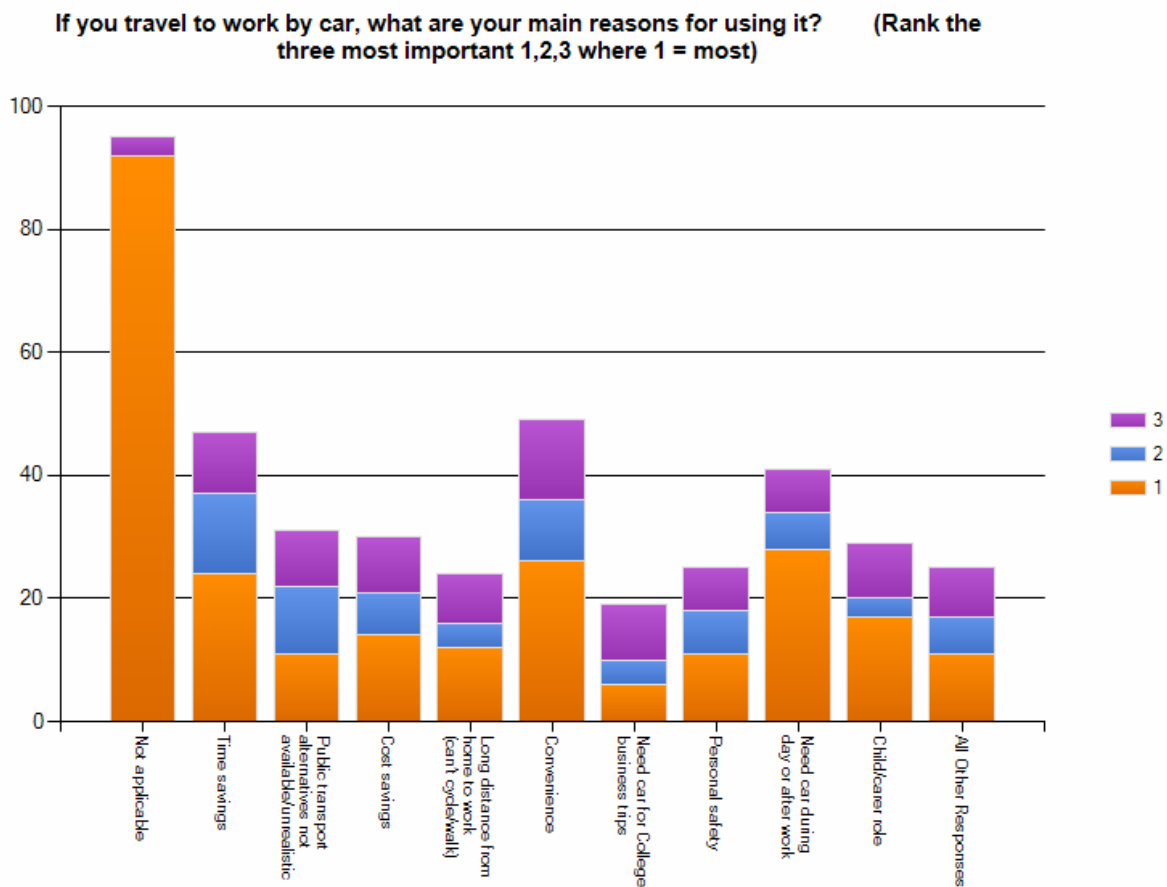
Yes 101 (34.2%)	No	141 (47.8%)
Sometimes/occasionally 29 (9.8%)	Rarely	17 (5.8%)

The main comments related to train delays due to snow/rain/leaves; some walkers switch to using buses if it's raining heavily, icy or snowing; only one person said they may drive if it's cold or wet; one said they don't switch despite delays.

5.3 Q3 Main Reasons for Travel to Work by Car

5.3.1 Chart 2 reveal the most important reasons for most drivers are convenience, needing the car during the day or after work, and time savings. Next most important category relates to those with a childcare/carer role; closely followed by cost savings, long distance from home to work. Unavailable or unrealistic public transport alternatives and personal safety are ranked equally. Needing a car for college business is ranked the least important reason. The results indicate that public transport improvements could promote modal change.

Chart 2 Main Reasons for Travelling to Work by Car

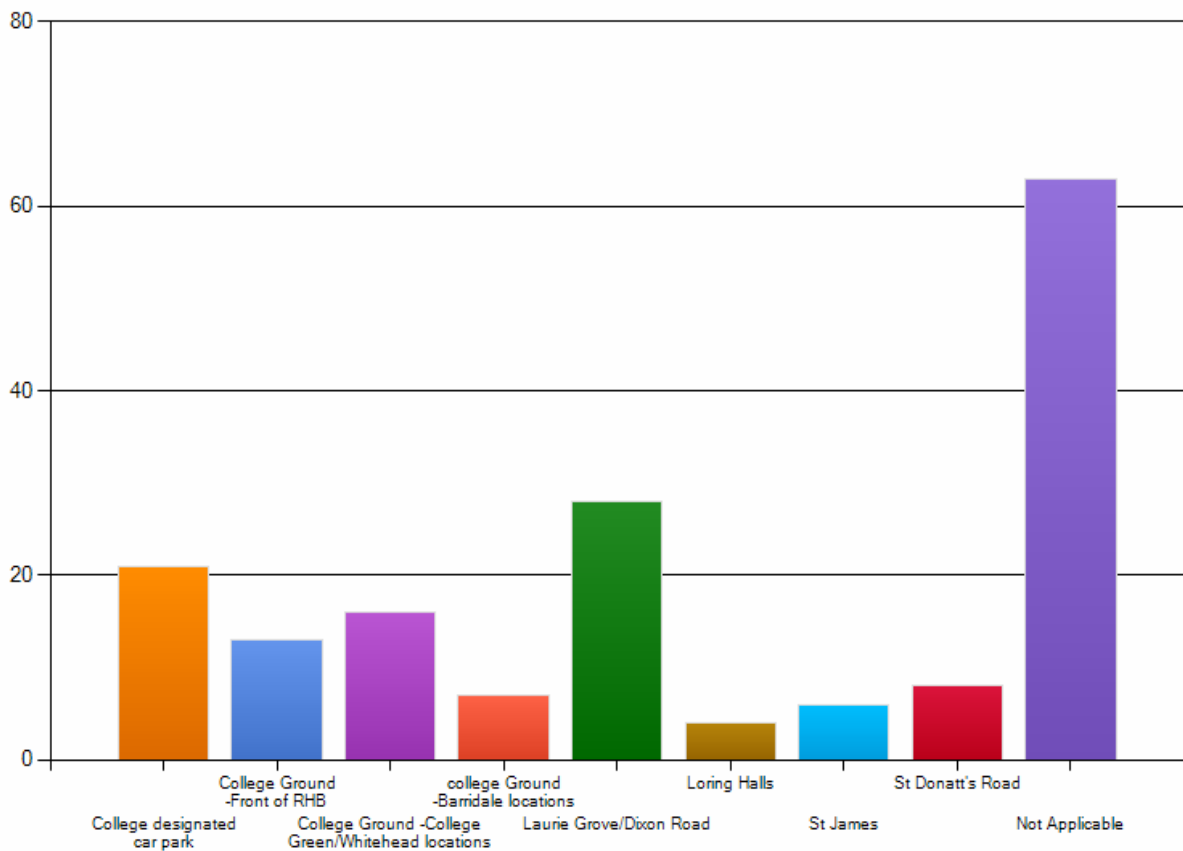


5.4 Q4 Car-Users Parking Arrangements

5.4.1 Chart 3 shows car-users usual parking locations used. This question was asked in order to quantify the likely displacement of cars onto surrounding residential streets if the car park in front of the Richard Hoggart Building is closed and double yellow lines introduced along Laurie Grove and Dixon Road.

Chart 3 Car Park Usage

If you travel by car, where do you park?

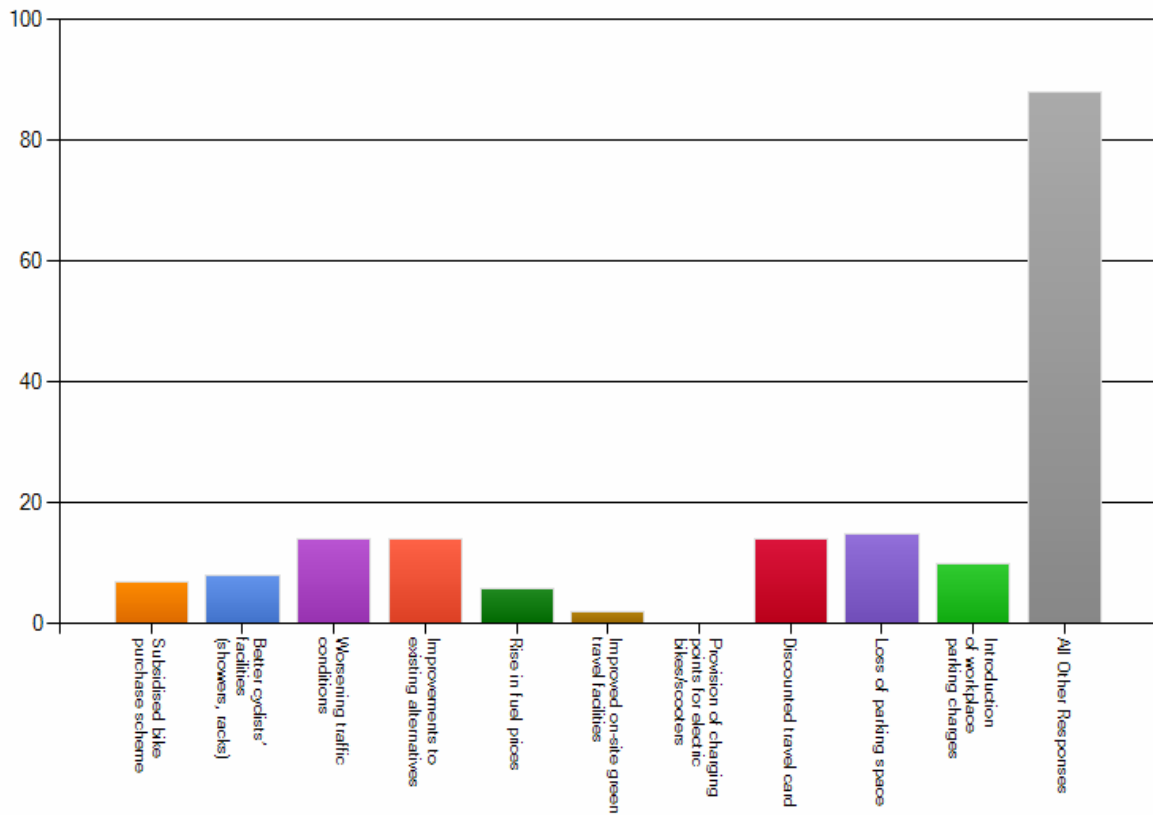


5.5 Q5 Incentives to Car Users to Switch Travel Mode

5.5.1 Chart 4 below indicates that worsening traffic conditions, improvements to existing alternatives, loss of parking spaces and discounted travel cards constitute the main incentives for switching from driving to another transport mode. Introduction of workplace parking charges ranks fifth. Better facilities for cyclists such as more showers and cycle racks, and a subsidised bike purchase scheme would promote change. Rises in fuel prices, car-sharing opportunities and improved on-site green travel facilities were less popular incentives.

Chart 4 Incentives to Car-Users to Switch travel Mode

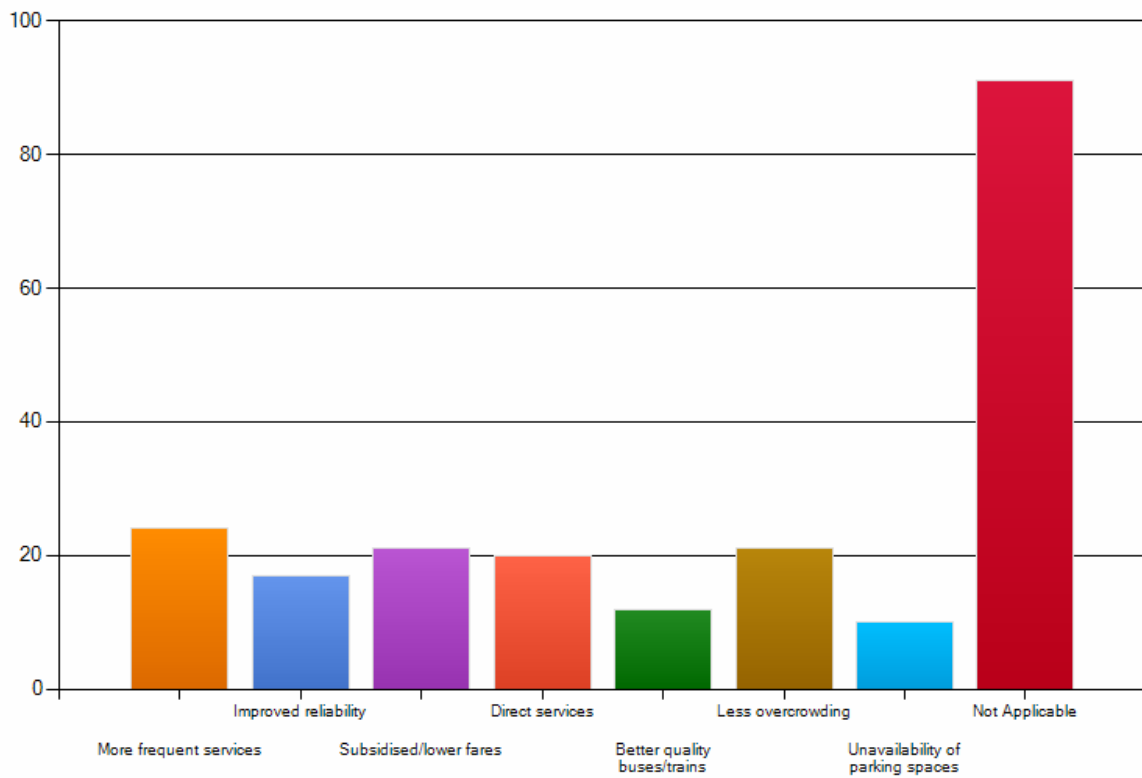
If you usually travel to work by car, what would make you switch to another mode of travel



5.6 Q6 Measures to Incentivise Change to Use of Public Transport

5.6.1 Chart 5 shows that more frequent or services, less overcrowding and lower or subsidised fares are similarly rated as incentives to use public transport. Better quality buses and trains, and unavailability of parking spaces are lesser incentives.

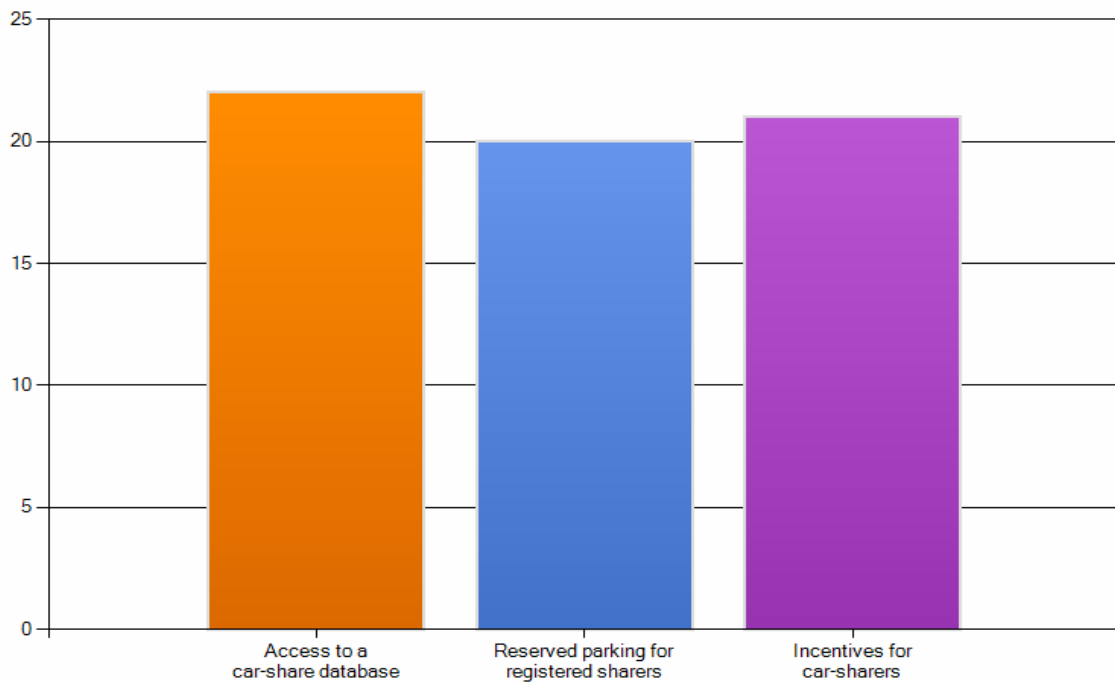
Would you consider changing to public transport if any of the following measures were introduced?



5.7 Q7 Car-Sharing

Chart 6

Would you consider car-sharing for your journey to work if any of the following were provided?

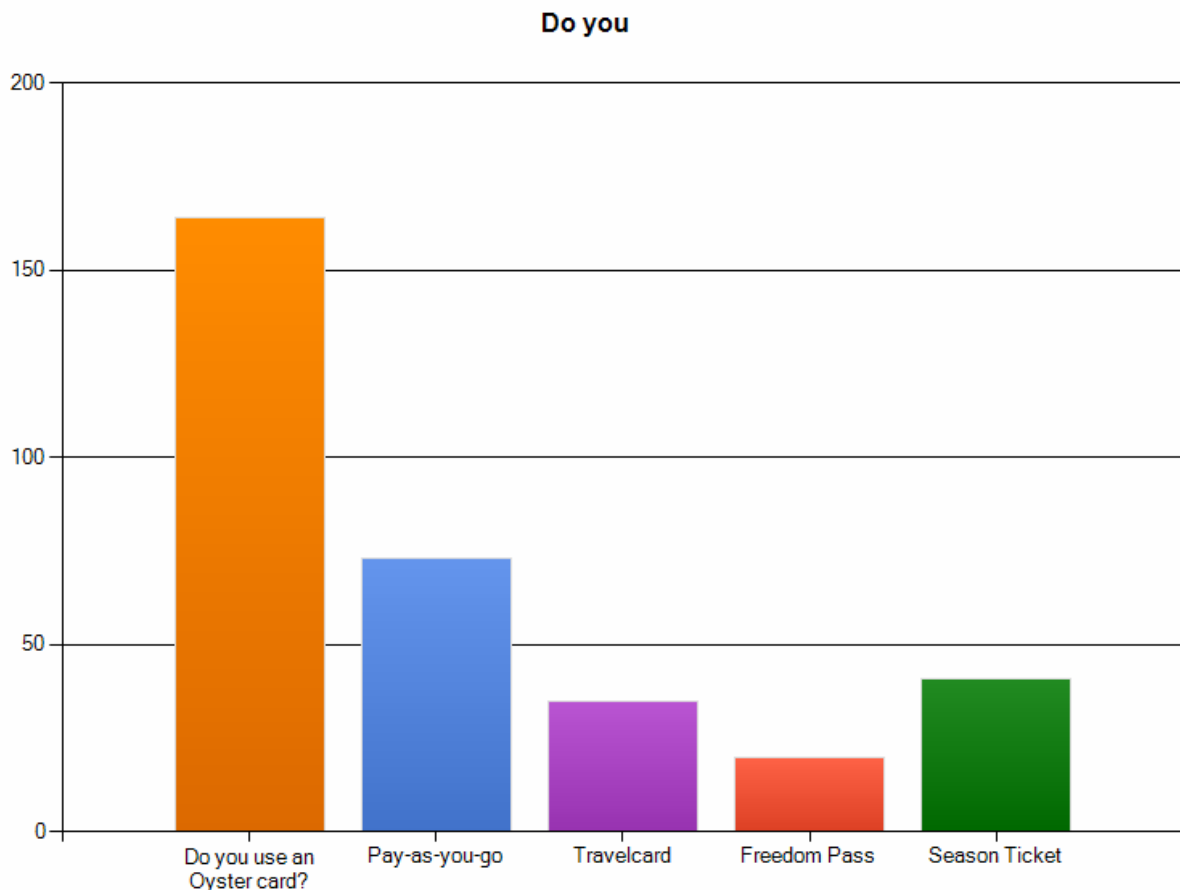


5.7.1 Chart 6 above suggests that access to a car-share database and incentives for car-sharers and reserved parking for registered shares would all encourage car-sharing.

5.8 Q8 Ticketing Type Profile

- 5.8.1 Out of the 302 respondents 53 (17.6%) skipped the question indicating that they do not use public transport to get to the college. A total of 41 (13.6%) use season tickets; 35 (11.6%) use travelcards; 20 (6.6%) have the benefit of freedom passes. Oyster cards are used by 164 (54.3%) of commuters. 73 (24.2%) use Oyster cards or day tickets on a pay-as-you-go basis.

Chart 7 Ticketing Profile



5.9 Q9 Workstyle and Demographics

- 5.9.1 Student statistics reveal an increase of only 120 (5%) whilst staff numbers (have risen by 619 creating 43.3 %more journeys.

Table 4 Comparative Staff & Student Profiles 2001/2 and 2010/11 Academic Years

<u>Staff</u>	<u>Nos 2001/02</u>	<u>Nos 2010/11</u>
Academic /Research/Related	487	626
Admin/Technical/Clerical/Other	403	916
Visiting Tutors	496	408
Total	1431	2050
<u>Students</u>	<u>Nos 2001/02</u>	<u>Nos 2010/11</u>
Undergraduates	5373	5045
Postgraduates – taught	2446	2566
Postgraduates – research	558	726

5.9.2 Staff working hours are shown in Table 5 below and reveal that of the 292/3 respondents, 104 - just over one-third (35.5%) - work 08.30-09.00 until 17.00-17.30. A total of 219 (75%) staff start between the hours of 08.00 and 09.30 and 203 (70%) finish between 16.00 and 18.00. Even taking account of the visiting tutors and part-timers, these figures indicate that staff are taking advantage of flexible working hours.

Table 5 Staff Arrival and Leaving Times

<u>Start time</u>	<u>Nos</u>	<u>%</u>	<u>Leaving time</u>	<u>Nos</u>	<u>%</u>
Pre 07.30	3	1.0	Pre 16.00	5	1.7
07.30-08.00	21	7.2	16.00-17.00	52	17.8
08.00-08.30	52	17.7	17.00-17.30	104	35.6
08.30-09.00	104	35.5	17.30-18.00	47	16.2
09.00-09.30	63	21.5	18.00-18.30	41	14.0
09.30-10.00	36	12.3	18.30-19.00	21	7.2
After 10.00	14	4.8	After 19.00	22	7.5

5.9.3 294 staff responded to the question regarding their age.

Table 6 Respondents Age Groupings

<u>Age group</u>	<u>Nos</u>	<u>%</u>
Under 25	6	2
25-34	65	22.1
35-44	80	27.2
45-54	81	27.6
55 or over	62	21.1

5.9.4 297 staff completed the question on their type of job as shown in table 6. This reveals that no manual staff responded to the travel survey, possibly because they have little or no access to college email.

Table 7 Job Types

<u>Job type</u>	<u>Nos</u>	<u>%</u>
Academic	108	36.7
Clerical	19	6.5
Administrative	103	35.0
Manual	0	0
Managerial	38	13.0
None of these	8	2.7

5.9.5 227 (77.2%) of respondents work full-time and 67 (22.8%) part-time.

5.9.6 179 (61.7%) of 290 respondents are male; 111 (37.3%) are female.

5.9.7 13 staff members have a disability that affect their travel arrangements.

6. Comments and Issue Identification

6.1 65 respondents contributed further comments relating to car-sharing, cycling, international travel, motor cycling, parking, public transport, walking and provision of pedestrian crossings. These are collated in Appendix C. Practical, policy and lobbying suggestions which would promote sustainable travel to and from the campus are incorporated in the recommendations.

7. Recommendations

To research the feasibility of identifying funding, introducing policies or lobbying to promote the following actions:

7.1 Car-sharing

i) Investigate the feasibility of providing a limited campus database.

7.2 Cycling

- i) Provide additional secure, preferably covered cycle racks in appropriate, accessible, and well-signposted locations around campus for staff usage;
- ii) Identify cycle theft hotspots on campus and investigate re-siting bike racks within locations with CCTV coverage;
- iii) Refurbish existing and install new showers;
- iv) Improve changing rooms in the Lockwood Building and provide additional facilities such as secure lockers and hair-dryers, and investigate the possibility of providing facilities in Deptford Town Hall basement;
- v) Hold Dr Bike sessions on campus;
- vi) Encourage staff to set up a bike club within the College for the benefit of cyclists on campus;
- vii) Lobby for bicycles to be allowed on the DLR at peak times;
- viii) Lobby for the provision of dedicated cycle lanes across London Bridge and other Thames bridges.

7.3 International Travel

i) Consider increasing conference funding to pay for alternatives to flying.

7.4 Motor Cycling

i) Permit motor cyclists and moped riders to park on campus in dedicated spaces.

7.5 Parking

- i) Draft a pilot parking policy that takes account of the needs of carers, people with disabilities; evening timetables; inadequate public transport connections and/or timetables;
- ii) Research the potential for introducing a College car-sharing scheme;
- iii) Implement removal of the car parking spaces in front of the Richard Hoggart Building
- iv) Ensure that staff with disabilities are enabled to park on the campus.

7.6 Public Transport

i) Aim to influence TfL to increase the frequency of trains between London Bridge and New Cross;

7.7 Walking

- i) Lobby for a safe pedestrian crossings particularly near Deptford Bridge DLR station;
- ii) Provide a clothes drying facility.

7.8 Working from Home

i) Research and discuss the feasibility of allowing staff to work on emails and reading material for up to an hour at home so that they can travel comfortably outside of peak commuting times.

8 Conclusion

- 8.1 The Staff Travel Survey 2010 provides an insight into current staff travel arrangements and reveals that the majority of respondents are using sustainable modes of travel to Goldsmiths campus. Responses to questions relating to what measures would encourage car-users to switch to public transport, cycling or walking provide an indication of the basis for a Staff Green Travel Plan. The positive and practical comments contributed by survey respondents, as well as earlier discussions at the ESSC, have enabled compilation of recommendations to achieve sustainable travel for consideration in the interim.