Harper Adams University
Staff Travel Survey

September 2022

Contents

Executive Summary

This report presents the findings from a staff travel survey conducted at Harper Adams University between 9 – 19 June 2022. A total of 160 responses were received via an online survey (151) and paper copy (9), representing a 36% response rate[1].

41% of staff travel to the University 5 days a week, with a 23% stating they work agilely and have no set work/travel patterns. The average journey time (regardless of mode) is up to 30 minutes door to door for 67% of staff.

In a typical week, 93% of staff travel to and from work by car, with 88% as single occupancy vehicles, 3% as car drivers with a passenger and 1% as a car passenger.

The top three reasons for car use (single vehicle occupants and car sharing) are a lack of alternatives (62%); most practical method of travel (60%) and quickest mode of travel (39%).

Public transport, walking and cycling account for only 7% of staff travel.

[1] This figure is based on 450 FTE staff.

Introduction

This report presents the findings from a staff travel survey conducted at Harper Adams University from 9 – 19 June 2020. This report contains summary frequency data for all the survey questions and selected text data. The survey utilised was designed to:

- Better understand the changing needs of staff travel and agile working
- Support the implementation of a University Travel Plan and inform business cases for investment in new travel initiatives
- Inform travel plan monitoring, planning condition requirements and regulatory returns including the Higher Education Statistics Agency

Methodology

Details of the survey were advertised to staff as follows:

- All staff email invitation (circulated 9 June 2022)
- Staff newsletter (circulated 10 June 2022)

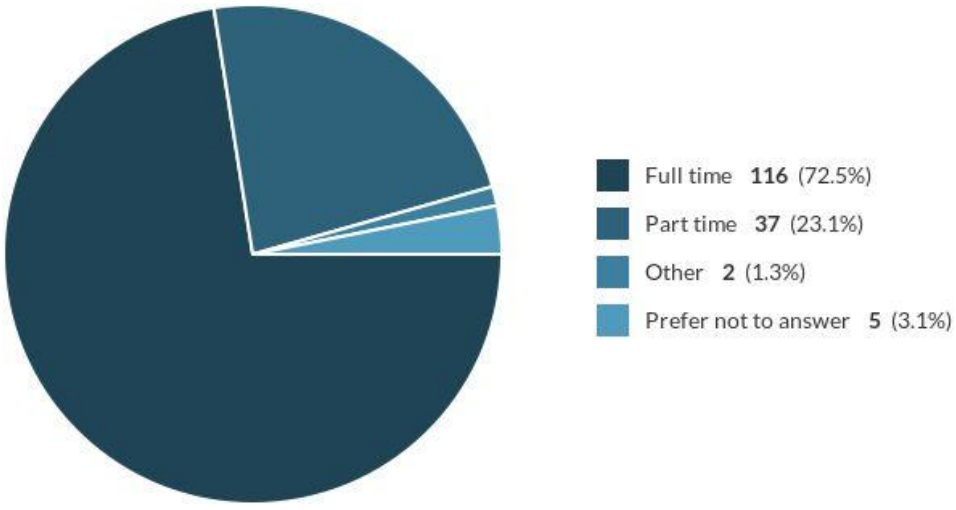
In addition, professional services managers were contacted to ensure that staff who ordinarily cannot access a personal computer for survey completion. The survey was hosted on Jisc Online. The descriptive statistics and text data from the initial analysis are included in this report. Variations in response rate for individual questions or parts of questions are attributed to some respondents not completing the full or part of a question. All values in the table are reduced to one decimal place which may lead to slight discrepancies against the totals which have been kept at 100%.

Findings

Sample size and characteristics

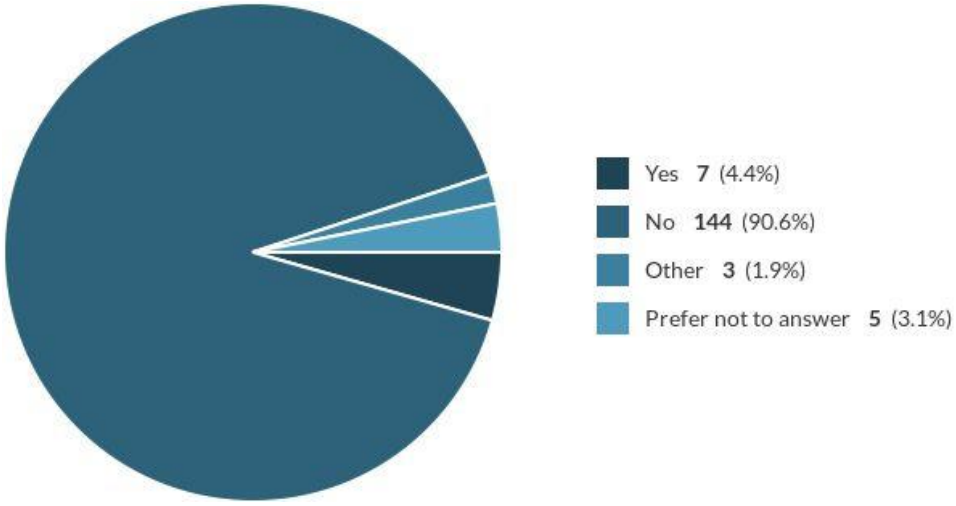
A total of 151 responses were registered on-line with a further 9 completing the paper survey (manually entered into the online survey), making a combined total of 160. Whilst not all staff responded to every question, the question related to travel mode choice in a typical week was set as a mandatory question. 160 responses equate to a 36% response rate.

The majority of staff whom participated in the survey work full time.



Mobility

4% of respondents stated they have a disability that affects their travel arrangements.

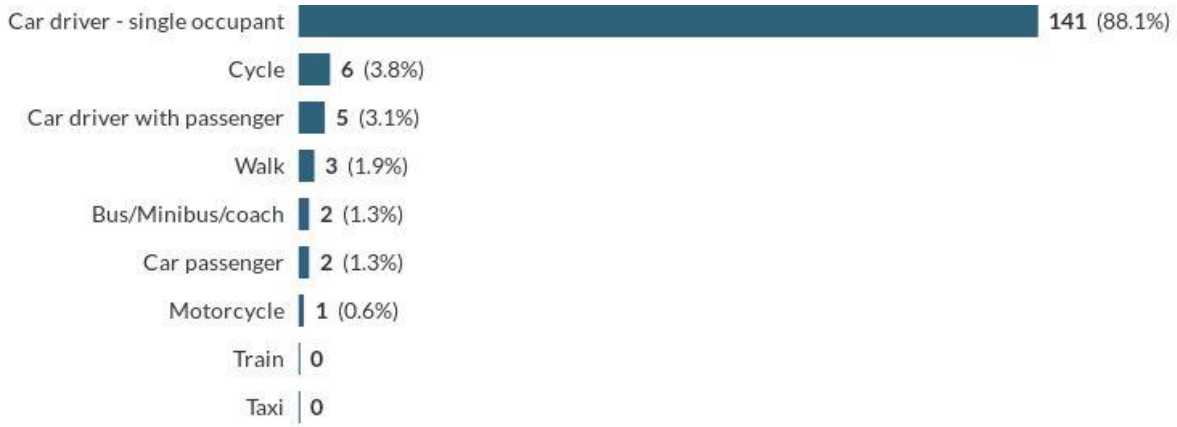


How do staff travel to and from the University?

Method of travel

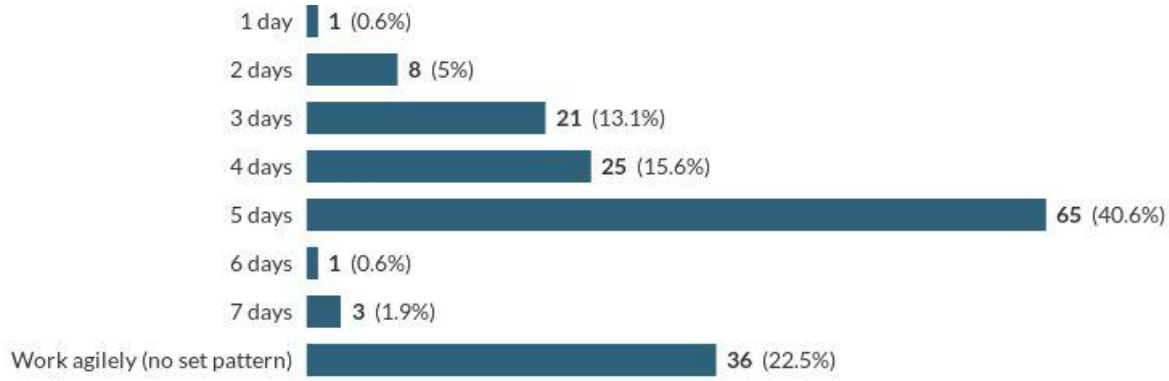
Overall, 93% of the respondent's typical travel is via unsustainable modes of travel (including car as driver or with/as a passenger, taxi and motorcycle) whilst 7% of staff travel sustainably (via walking, cycling or public transport) broken down as

- 88% of journeys are by single occupancy vehicle drivers
- Public transport by bus only accounts for just 1.3% of journeys unsurprisingly given poor transport infrastructure and routes
- 3.8% journeys by are cycle



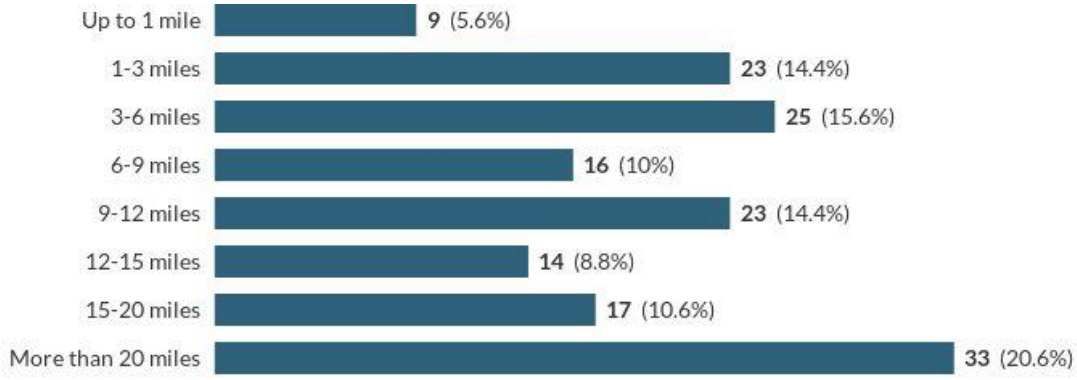
Usual frequency of travel per week

Most staff travel to the University every day, with 40% travelling 5 days a week, and an additional 2.5% of staff travelling 5 or more days a week. The continued implementation of flexible working as a precautionary measure to the Covid respiratory illness result in 22.5% of respondents working agilely, with just under a quarter of full-time staff being able to work in this way



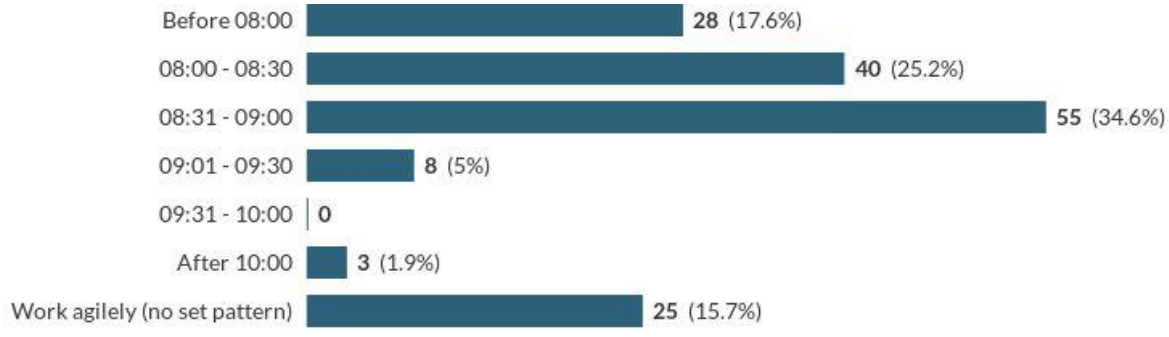
Distance of travel to work

20% of respondents are travelling a single trip distance of less than 3 miles. Extending this single trip range to 6 miles captures 36% of respondents. With a third of workforce potentially living with a 6-mile single trip distance presents an opportunity for more sustainable modes of travel including cycling and car sharing.



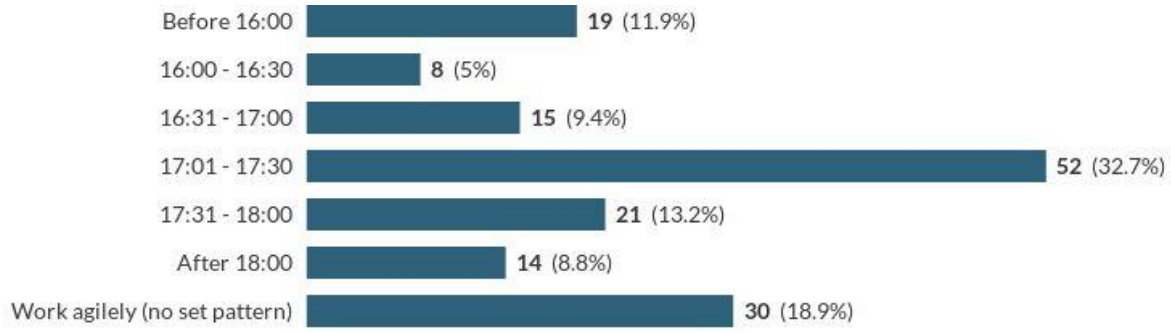
Arrival time to work

Unsurprisingly, over three quarters (77.4%) of respondents arrive at the University before 09:00 which, combined with student travel patterns may well impact on highway junction capacity and should be considered carefully with respect to campus master planning and development.



Departure time from work

Staff departure times are more staggered which in turn will help alleviate some of the traffic pressures on the highway.



Staff travel distance by Mode of travel

When cross tabulating single trip journey distance by typical mode of travel, the reliance on private motor vehicle becomes more apparent:

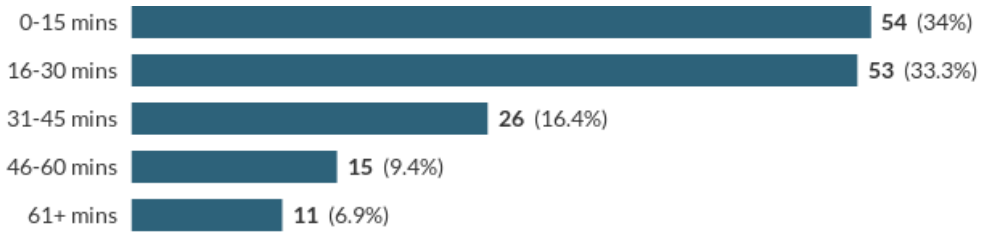
- 15% of all single trip journeys of up to 3 miles involve a car with 11% as single vehicle occupants, whilst only 4% of the same trips are performed by more sustainable modes of travel – cycling (2%) and walking (2%)
- The incidences of car sharing over the same single trip distance is relatively insignificant with only 1% travelling as a passenger or driver with a passenger.

Journey mode, typical week	Journey distance, single trip (miles)								Totals
	Up to 1	1-3	3-6	6-9	9-12	12-15	15-20	> 20	
Walk	1.88 %	0.00 %	0.00%	0.00%	0.00%	0.00 %	0.00%	0.00%	1.88%
Cycle	0.62 %	1.25 %	1.25%	0.00%	0.00%	0.62 %	0.00%	0.00%	3.75%
Bus	0.00 %	0.62 %	0.00%	0.00%	0.00%	0.00 %	0.62%	0.00%	1.25%
Motorcycle	0.00 %	0.62 %	0.00%	0.00%	0.00%	0.00 %	0.00%	0.00%	0.62%
Car driver single	2.50 %	11.25%	13.75 %	8.75%	13.75 %	8.12 %	9.38%	20.62 %	88.12%
Car passenger	0.62 %	0.00 %	0.62%	0.00%	0.00%	0.00 %	0.00%	0.00%	1.25%
Car driver with passenger	0.00 %	0.62 %	0.00%	1.25%	0.62%	0.00 %	0.62%	0.00%	3.12%
Totals	**5.62 %**	**14.37%**	**15.62 %**	**10.00 %**	**14.37 %**	**8.75 %**	**10.62 %**	**20.62 %**	**100.00 %**

N.B. Journey mode by taxi and train not tabulated due to zero response rate

Time spent travelling

Just over two thirds of staff (67%) travel for up to 30 minutes door to door, whilst 7% of journeys for staff take more than one hour.



Car Drivers

Numbers in vehicle

88.1% of staff typically drive as single occupants. An additional 4.4% of staff car share with others from the University but these car sharing journeys have a maximum two occupants (driver plus passenger).

Reasons for using car

Staff that typically drive were asked what their main reasons for travelling via the car were. The top three most popular reasons for doing so are: a lack of alternatives; most practical method of travel and quickest mode of travel.

Public Transport Services

Travel by public transport only accounts for 1.3% of staff journeys, exclusively by bus. Given the poor rail transport links, it is unsurprising that staff choose to not travel by train. However, further analysis reveals that these journeys are in the 1-3 miles and 15-miles distance brackets indicating that public transport can be a viable alternative.

Reasons for using Public Transport

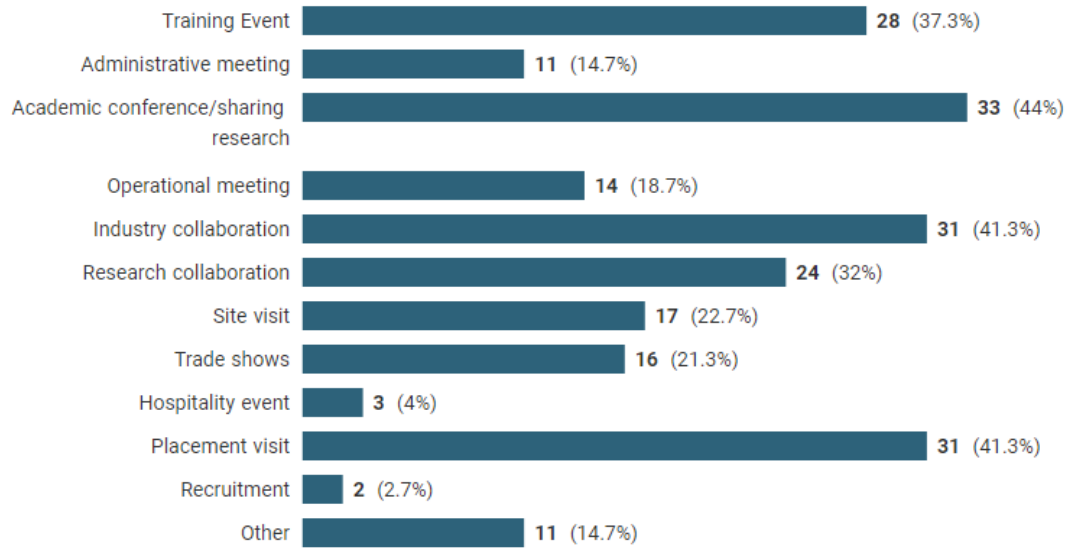
Staff that typically used the bus indicated a lack of alternatives are the primary reason.

Business Travel

Respondents were asked a series of questions to ascertain whether they are required to travel for business and, if so, the frequency and mode.

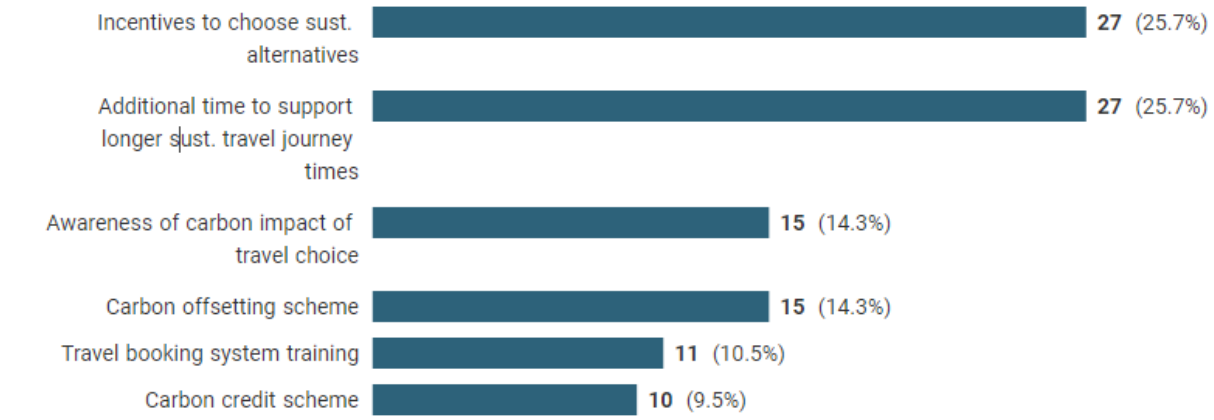
- Just under half (48%) of respondents are required to undertake business travel

The reasons for business travel are varied but the most frequent reason for travel is for academic conference/sharing research purposes.



Respondents were then what mode they used and the frequency of travel in a typical month. By far the most popular mode of business travel is by private car with 57% of those respondents using their car for business purposes 1-5 times a month. 33% of respondents are also conducting business travel by hire car at least 1-5 times a month.

Respondents were then asked what would encourage them to consider sustainable modes of transport for business travel.



Multi answer: Percentage of selections across all answer options (adding up to 100% across all options)

Attitudes to Alternative Travel Modes

Respondents were asked how likely they were to change their mode of travel to a more sustainable alternative following intervention and support for more sustainable alternatives.

Walking and Cycling

	Percentage of Respondents			Response
Intervention	**Substantial effect**	**Some effect**	**Little to no effect**	
Better information on walking and cycling routes	3.8	15	81.2	133
Meeting people who walk/cycle in the same direction	1.5	9.9	88.5	131
Better/safer cycle paths/lanes	27.9	9.6	62.5	136
(Improved) changing and shower facilities	20.4	16.8	62.8	137
Cycle training	0.8	3.1	96.2	131
High quality secure cycling parking	13.4	14.2	72.4	134
Onsite cycle maintenance facilities (e.g. Dr Bike)	8.3	13.5	78.2	133
Pool cars available for business journeys	4.6	11.5	83.8	130

Public Transport

	Percentage of Respondents			Response
Intervention	**Substantial effect**	**Some effect**	**Little to no effect**	
Better information on routes, stops and timetables	12.6	15.4	72	143
More frequent bus services	28.2	21.5	50.3	149
Higher reliability of services	26.4	18.8	54.9	144
Better connections from home to workplace	39.1	22.5	38.4	151
Better information on ticket options	5.1	19.1	75.7	136
Pool cars available for business journeys	10.1	15.9	73.9	138
Improved infrastructure: better bus shelters, modern fleet	10.8	21.6	67.6	139