

Transport Survey 2008 - University of Bath

Executive Summary

1. The Department of Estates commissioned researchers at the Department of Economics and International Development to undertake a research into staff and students' travel behaviours and their opinions on a variety of transport policies, based on a questionnaire used in a previous Transport Survey (2002).
2. An online survey questionnaire was developed and made available to all users of the University's internal website. In addition to the online questionnaire, hard copies of different questionnaires were available by request.
 - The survey was undertaken between 18 February and 7 March.
 - A total of 3289 completed questionnaires were obtained
 - 1244 were members of staff
 - 2045 were students
 - The overall response rates were 47.12% among the members of staff 18.05% among students.
3. In our sample ...
 - 82.4% of members of staff were full-time employees
 - 63.7% work in academic and academic-related positions
 - 83.9% of students were undergraduates
 - 98.3% of them were full-time students

 - 45.4% of members of staff live in the Bath central region (Bear Flat, Central Bath, Claverton Down/On campus, Fairfield park/Larkhall, Lansdown, Odd Down/Combe Down, Oldfield Park/Twerton, and Weston/Newbridge)
 - 93.9% of students live in the central region of Bath, and noticeably,
 - 40.6% of students have term-time addresses located in the area of Oldfield Park/Twerton

Compared with the figures in the previous survey for students living inside Bath (87%) and living in the area of Oldfield Park/Twerton (28%), it can be seen that Oldfield Park/Twerton has become an increasingly popular area for students to live.

- 53.3% of members of staff and 47.7 of students were female
- 94.2% of members of staff were older than 26
- 90.3% of students were aged between 16 and 25

- 2.6% of members of staff and 1% of students stated that they have impairments and that such impairments affect their mobility

- 30.3% of members of staff have caring responsibility
- 3.8% of students have reported to have caring responsibility to run and this figure is significantly lower than the 10% observed in the previous survey

- 58.5% of members of staff drive a car as the main mode of travelling to/from the University campus (69% in 2002)
- The next most common mode among members of staff is the bus (14%), on foot (7%), and cycling (6.7%)

- The percentages of members of staff who walk or cycle to the University campus are higher than figures obtained in 2002 (5% and 4%, respectively)
- 5.5% of members of staff share a car as the main mode of travel, and another 4.2% of members of staff share a car as the next main mode

Despite of the predominance of car travel to/from campus, a significant share of respondents use non-car forms of transport such as bus (22.4%) and on foot (12.3%) as the secondary form of transport (23% and 11%, respectively, in 2002).

In general, compared to the previous survey results, it can be seen that more people travel by bus, by foot, or by bicycle, and fewer respondents drive a car to/from the University campus or travel as a car passenger.

4. Most students use non-car forms of travel

- 59.2% of students use bus as the main mode of travel (50% in 2002)
- 14.7% of students come to campus mainly by foot (8% in 2002)
- Only 11.7% of students drive to the University campus as the main mode of transport (29% in 2002).
- Those who mainly cycle to the campus represent 6.6% of the student respondents (4% in 2002).
- As to the second main mode of transport, more than 50% of the students choose non-car modes: 30% by foot (22% in 2002) and 21.9% by bus (24% in 2002).
- Although only 7.5% of students drive to the campus as an alternative mode, a significant percentage, 19.3%, of them travel as car passengers

5. Driving a car to the University campus is the main mode of transport for categories of manual (73.3%), clerical (63.8%), academic related categories (62.1%), academic (54.1%), and technical (53.3%).

Taking the bus ranks the second most often used mode of transport in most of the job categories.

6. 61.8% of students living in Bath travel by bus and 6.9% cycle to the University campus. Among those students living outside Bath 18.7% travel by bus and 1.6% cycle.

More than half (55.3%) of students living outside Bath mainly drive to the campus. The proportion of car drivers of students living inside Bath is only 8.9%.

7. Compared to the 2002 results, the proportion of students who are bus travellers is higher in 2008. On the other hand, the proportions of students driving cars in every level of study are significantly lower. Moreover, the percentages of students walking to campus are higher in every level of study.

8. 71.9% of members of staff and 25% of students drive a car to/from the University campus on a regular basis or incidentally.

41.8% of members of staff use their cars mainly because the public transport is inadequate and other 19% use their cars because it is quicker to drive to campus than to use public transport.

The majority of students use their cars to save time when compared to the public transport (29%), while further 22% of students use their cars because the public transport is inadequate.

If we consider the three reasons relating to public transport (inadequate, cheaper and quicker) altogether, it is shown that 67.1% of members of staff and 64.4% of students use their cars to/from the University campus because of inadequate public transport. This result represents an increase from the figures observed in 2002, especially among students,

which suggests that improvements in the public transport services to/from the University campus have the potential to decrease car use among members of staff and students.

9. As it would be expected, the vast majority of members of staff and students attend the University campus at weekdays, although a significant share of respondents come to the University campus during the weekends, especially students (41%).

When compared to the Transport Survey 2002, virtually all figures related to members of staff slightly decreased during weekdays, suggesting that a higher percentage of members of staff work from home at some point during weekdays. Students, however, slightly increased their attendance on campus when compared to 2002 figures, for all weekdays and weekend.

10. The vast majority of members of staff (71.9%) arrive on campus between 8:00 and 9:30am, and depart between 17:00 and 18:30pm (60.6%).

Students' peak arrival time is between 8:30 and 10:30 (73.6%), although departure time is more evenly distributed between 16:00 and 18:30pm.

11. The average length of one-way journeys between residences and the University campus for members of staff and students is in the interval 30-39 minutes.

12. The vast majority of members of staff driving to/from the University campus use permit holder and reserved car parks (94.8%).

Students mainly use pay-and-display car parks on campus (54.3%), although a significant share (30.4%) use permit holder car park.

Post-graduate students form the majority (60.8%) of students who drive a car to the University campus and are permit holders.

13. 47% of members of staff already work from home sometimes. 32.6% of members of staff that currently do not work from home would be able and willing to do so if improved IT services and resources were provided. Among students this percentage is smaller (22.6%), but still significant, which suggests that IT provision has a potential to help reducing the pressure on transport services to/from the University campus.

14. Only one public transport measure ('buses stopping at different points on campus') was unimportant for members of staff.

The provision of more reliable, cheaper and frequent buses seems to be the most important transport measure for students and members of staff.

As in the Transport Survey 2002, our results provide a clear message that there is a need for improvements in the bus services to/from the University campus. Such improvements would regard reliability/punctuality; cheaper fares; more frequent buses; and the provision of shuttle services up/down Bathwick Hill.

Respondents that use bus services to/from the University campus tend to rate the bus-related measures as more important than non-users of buses.

15. When asked what might reduce car use, responses indicated that only one measure ('direct buses from home to campus') could potentially change members of staff behaviour towards car use, while other measures related to buses (cheaper; more reliable and frequent; more capacity) and improved car-sharing schemes could reduce students' car use to/from the University campus.

16. The car-related measure rated the most important for members of staff was 'clamping illegally parked cars', while 'minimising the distance between car parks and work/study places on campus' was rated as unimportant by members of staff and students.

In general, respondents were indifferent to car-related measures. Car users in general place higher importance to car-related measures than non users.

17. Although the environmental issue was rated as important by all sub-groups when deciding about their mode of transport, as expected, car users reported lower level of importance on environmental issues than non users, both among members of staff and students. Interesting to note that environmental concerns are more important when choosing transport use among postgraduate students than undergrads; and among those respondents with no mobility impairment than otherwise. These results were very similar to those observed in the Transport Survey 2002.
18. Members of staff disagree that a pay-as-you-go scheme should replace annual parking fees, while students agree (not strongly though). Car drivers are more likely to disagree with this statement than non drivers.

The opposite is observed for the statement that parking fees should be related to salary band: members of staff agree with this statement while students disagree. Car drivers are less likely to agree with this statement.
19. The issue of parking fees is contentious among members of staff who use their car to/from the University campus. An even distribution of respondents who strongly agree and strongly disagree with statements about how parking fees should be used was observed. The same result was observed in the Transport Survey 2002.

The only conclusion that can be drawn refers to the majority of members of staff disagreeing with the statement that a pay-as-you-go scheme should replace the annual parking fees; and the majority of members of staff agreeing that parking fees should be paid by all, including low-paid staff.

The majority of respondents strongly disagree with the statement that parking fees could be used for any purpose that the University of Bath chooses. All other statements were approved by the majority of respondents, with no significant differences observed between car drivers and non drivers.
20. The majority of members of staff agree with the statement that it is correct to ban all undergraduate students from bringing their cars to the University campus, while the majority of students disagree with those statements. For both groups, the intensity of agreement (members of staff) and disagreement (students) is higher among car drivers. The same result can be observed in the Transport Survey 2002.

Students' level of disagreement with the statements eases with the level of study. In fact, postgraduate students even agree with banning undergraduates from using car parks on campus.
21. The vast majority of respondents agreed that the disabled people should have higher priority than others for parking on campus, a similar result observed in the Transport Survey 2002.

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