

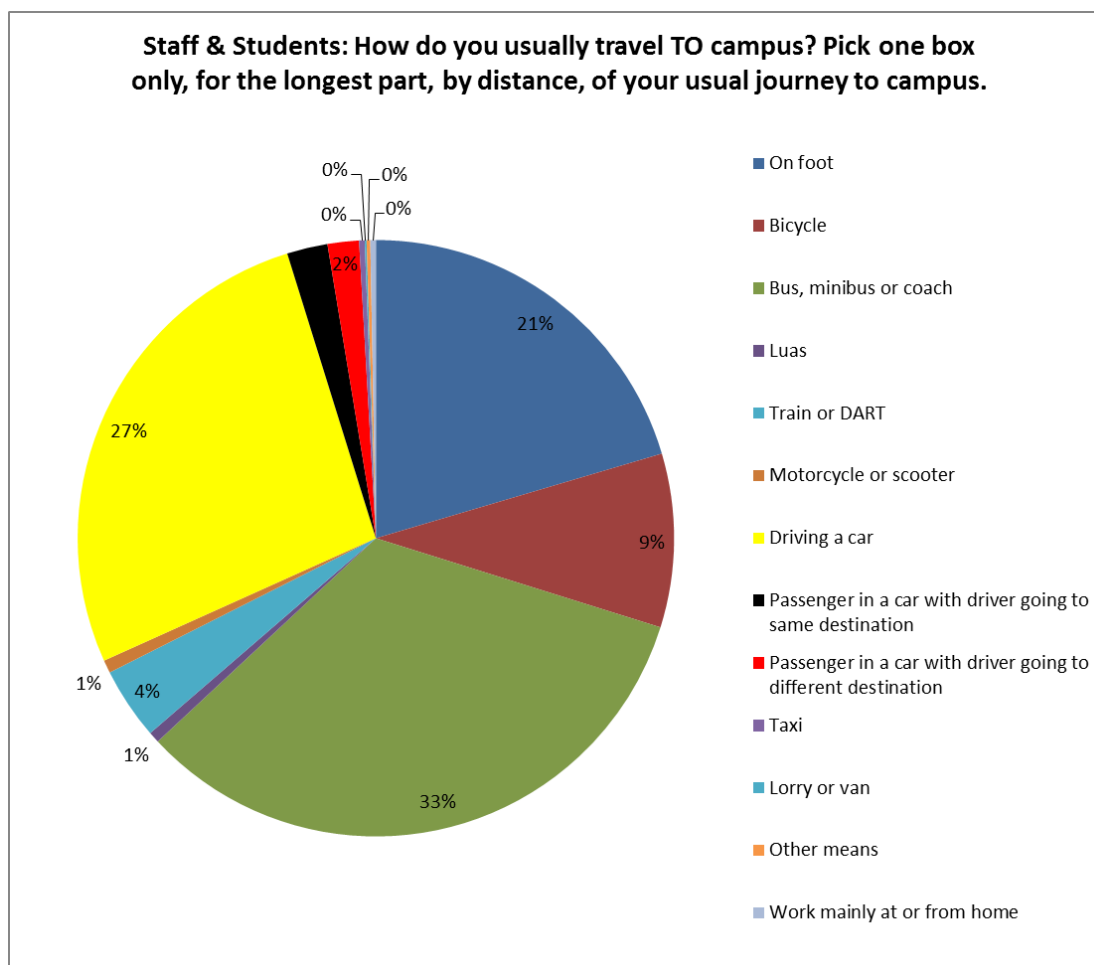
## DCU Travel Survey of Staff and Students January/February 2016

### Summary by Mode

2,494 people responded to the DCU travel survey, which was conducted online through [www.surveymonkey.com](http://www.surveymonkey.com) between 27<sup>th</sup> of January and 11<sup>th</sup> February 2016. This represents a response rate of 14% based on 17,865 staff and students (2,020 staff and 15,845 students). This is an increase of 769 respondents from the 2013 survey. It is important to note that this is the first travel survey to collect data from staff and students across all of the DCU campuses. 26% of respondents were staff (637 people) and 74% students (1,848).

The largest proportion of the respondents to the DCU Travel survey travel to campus by bus, min bus or coach (33%), followed by driving a car (27%), on foot (21%), bicycle (9%), train or DART (4%), lorry or van (4%), passenger in a car with driver going to same destination (2%) and passenger in a car with driver going to different destination (2%), Luas (<1%), by taxi (<1%), working mainly at or from home (<1%), travelling by other means (<1%). Regular car drivers are made up equally of staff and student respondents.

Figure 1 – Usual mode of travel – DCU Staff & Students



The main reasons for mode choice stated by respondents are: Quickest (35%), Lack of alternative (31%), Cheapest (17%), Less stressful (5%), Other Commitments (3%), reliability (2%), Habit (2%), Environment (3%) and Personal Safety (<1%). 31% stated lack of alternative (747 people) as a response therefore there is scope to work with this remaining respondents.

### Changes from November 2013 – January 2016

It should be noted that the respondent group changed significantly between 2013 and 2016. In 2013, the survey was open to the Glasnevin and St. Patrick's College campuses. However, the 2016 survey was open to DCU Glasnevin, St. Patrick's College, Innovation Campus, Sports Campus, Elmhurst Campus, All Hallows Campus and the Mater Dei Campus. This has resulted in a change in DCU's mode split due to the opening up of the survey to the entire of DCU's campus network. It is suggested that the 2016 mode split is taken as the baseline figure for DCU as this is representative of the entire DCU campus. It is also suggested that DCU conduct a monitoring travel survey in 12 months to gauge modal shift across campuses.

**Table 1 – Changes from November 2013 – January 2016**

Mode	2013	2016
Bus, mini bus or coach	34%	33%
On foot	28%	21%
Car	22%	27%
Bicycle	9%	9%
Train or DART	3%	4%
Lorry or Van	<1%	4%
Passenger in a car with driver going to different destination	2%	2%
Passenger in a car with driver going to same destination	2%	2%
Luas	<1%	<1%
Motorcycle or scooter	<1%	<1%
Working mainly at or from home	<1%	<1%
Other means	0	<1%

## Cycling

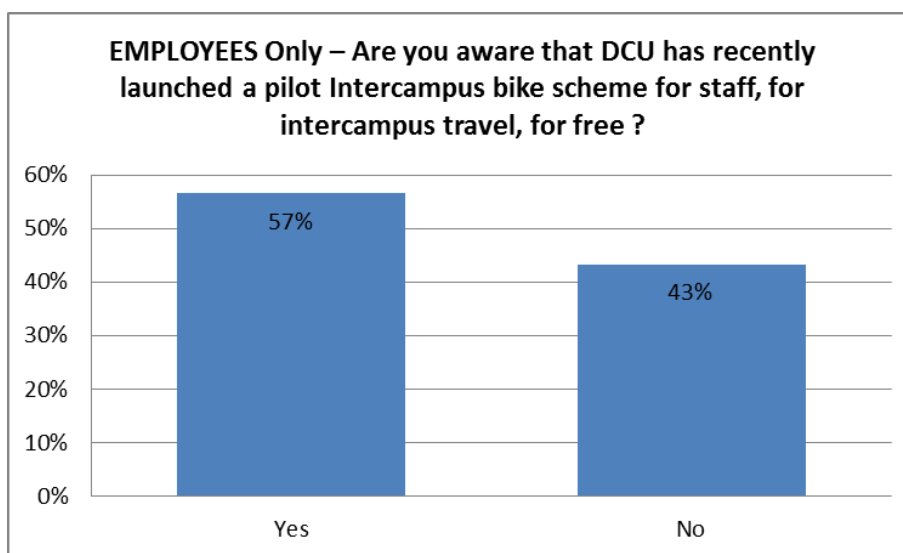
9% of respondents regularly cycle to DCU. This figure is unchanged from the 2013 survey. A further 10% of respondents (246 people) occasionally cycle to DCU and 50% of respondents (1,065 people) own a bicycle. 10% of regular car drivers (64 people) stated travelling to campus on bicycle occasionally.

24% of respondents (582 people) would consider cycling using their own bicycle and 13% (302 people) would use a fleet bicycle if available.

27% of respondents **live within 3km** of their campus. A further 13% live **between 3-5km** from campus. These people could be targeted for regular and occasional cycling on the commute.

16% of respondents live **between 5-10km** of their campus. These staff and students could be targeted for occasional cycling on the commute.

Figure 2 – Staff awareness of intercampus bicycle scheme



### Cycle to Work Scheme

- **Awareness** of the DCU Cycle to Work scheme is high, with 75% of respondents (550 people) indicating that they are aware of it.
- 13% of responding staff (35 people) who regularly drive to work would consider an alternative to the car on the commute if a bike purchase discount scheme was available. As the Cycle to Work scheme which offers discounts on bike purchases for staff is already in place in DCU it would be worth promoting this scheme further.

### Facilities for cyclists

- 31% of respondents (663 people) are aware that if they walk or cycle to campus they can access free shower facilities in the DCU Sports Complex with their DCU staff or student card up to 9.45am every weekday morning.
- 86% of respondents (1,806 people) are not aware of where the all-day showers are available on campus.
- 25% of respondents regularly driving to work (154 people) would consider cycling to/from work if this option was available to them – either using their own (17%, 105 people) or a fleet bicycle (8%, 49 people).

Respondents stated that they would be encouraged to walk or cycle to campus if:

- Shower areas were improved/increased: 54% (1,034 people)
- Lockers provided: 62% (1,202 people)
- Drying room for gear provided: 53% (989 people)
- Cycle parking increased: 52% (988 people)
- Cycle parking moved closer to entrance: 43% (786 people)
- Cycle parking covered and secure (e.g. only accessible by cyclists): 58% (1,100 people)
- Increased security on campus: 55% (1,043 people)

#### Cyclist facilities – current regular car drivers only

Respondents who are regular car drivers stated that they would be encouraged to walk or cycle to campus if:

- Shower areas were improved/increased: 244 people
- Lockers provided: 341 people
- Drying room for gear provided: 206 people
- Cycle parking increased: 196 people
- Cycle parking moved closer to entrance: 165 people
- Cycle parking covered and secure (e.g. only accessible by cyclists): 234 people
- Increased security on campus: 226 people

#### Initiatives to encourage cycling

- 46% of respondents (604 people) are interested in a **Bike Maintenance Class**
- 34% of respondents (447 people) are interested in **cycle training/on road skills**
- 18% of respondents (241 people) are interested in a **Bicycle Users Group**
- 21% of respondents (270 people) are interested in information on **electric bikes** available through the Cycle to Work scheme
- 21% of respondents (270 people) are interested in information on **fold up bikes** (for use by people commuting part of the way on public transport or by car) available through the Cycle to Work scheme

71% of respondents (1,000 people) stated that they had secure bicycle parking/storage in their primary place of residence during term.

**Comments are included in appendix 2.**

### Walking

There is great potential for promoting walking on the commute in DCU as 20% of respondents (507 people) regularly walk to work and 29% occasionally walk (704 people).

- 26% of respondents **live within 3km** of the campus. A further 13% of respondents **live within 5km** of their campus. These people could be targeted for regular and occasional walking on the commute.
- 30% of respondents (398 people) are interested in **Lunchtime walking**.
- 26% of respondents (341 people) are interested in a **Sli na Slainte walking route** marked out in the local area/ on site.
- 15% of regular car drivers (95 people) stated that they travel to campus on foot occasionally.

**Comments are included in appendix 2.**

## Active Modes

- 28% of respondents (363 people) are interested in **'Green commuters' coffee mornings**.
- 47% of respondents (609 people) are interested in an **Incentive scheme for 'green commuters'**.
- 31% of respondents (663 people) are aware that if they walk or cycle to campus they can access **free shower facilities** in the DCU Sports Complex up to 9.45am every weekday morning.

## Public Transport

38% of respondents (940 people) are already using public transport. It appears that there is further scope to increase regular use of the bus or train as further 60% of staff and students occasionally use public transport (1,443 people), meaning that they have access to services.

- 49% of respondents (1,173 people) would consider using public transport for the journey to campus, if available. 59% of regular car drivers (367 people) stated that if available they would use public transport for their journey to/from campus.
- 50% of respondents (433 people) said that they would be encouraged to choose an alternative to the car on the commute if **discounted public transport tickets** were available. 34% of regular car drivers (172 people) said that they would be encouraged to choose an alternative to the car on the commute if **discounted public transport tickets** were available.
- 16% of respondents (135 people) stated that **personalised information** about other transport options would encourage them to choose an alternative to the car.
- 57% of respondents (495 people) said that **better Dublin Bus links to DCU** from your area would encourage them to use an alternative to the car on the commute.
- 26% of respondents (227 people) stated that a **Dublin Bus terminus on campus** would encourage them to use an alternative to the car on the commute.
- 45% of regular car drivers (279 people) occasionally travel to campus by public transport (Bus, minibus or coach, Luas, Train or DART) meaning they have access to services.
- 31% of respondents (671 people) stated that they **live within 400meters of a direct bus** to campus. 15% of regular car drivers (87 people) said they live within 400 meters of a direct bus to campus.
- 16% of respondents (343 people) are aware that they can access ClaroRead software through ISS – it can convert digital text to audio files so you can listen to a book chapter/research paper on you commute.

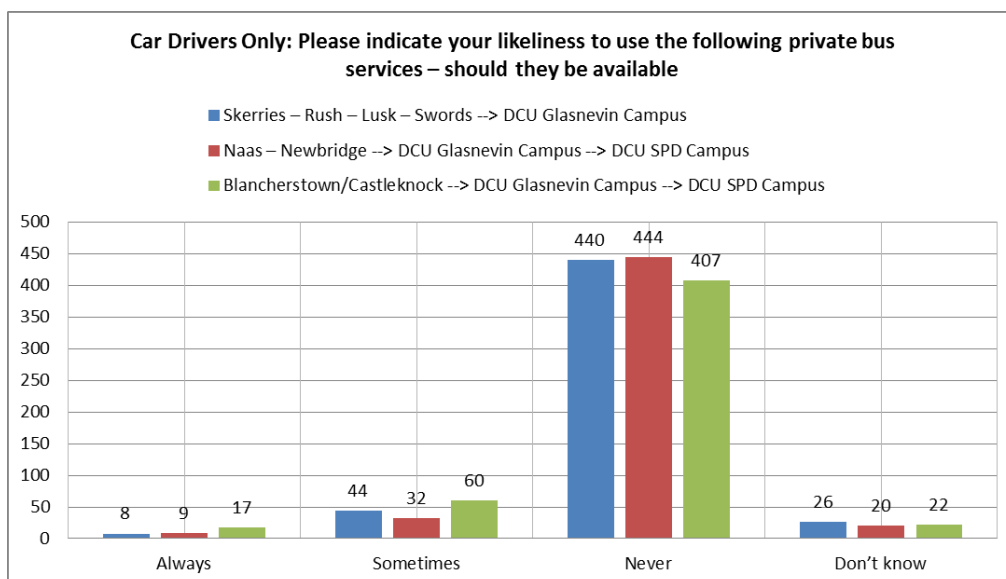
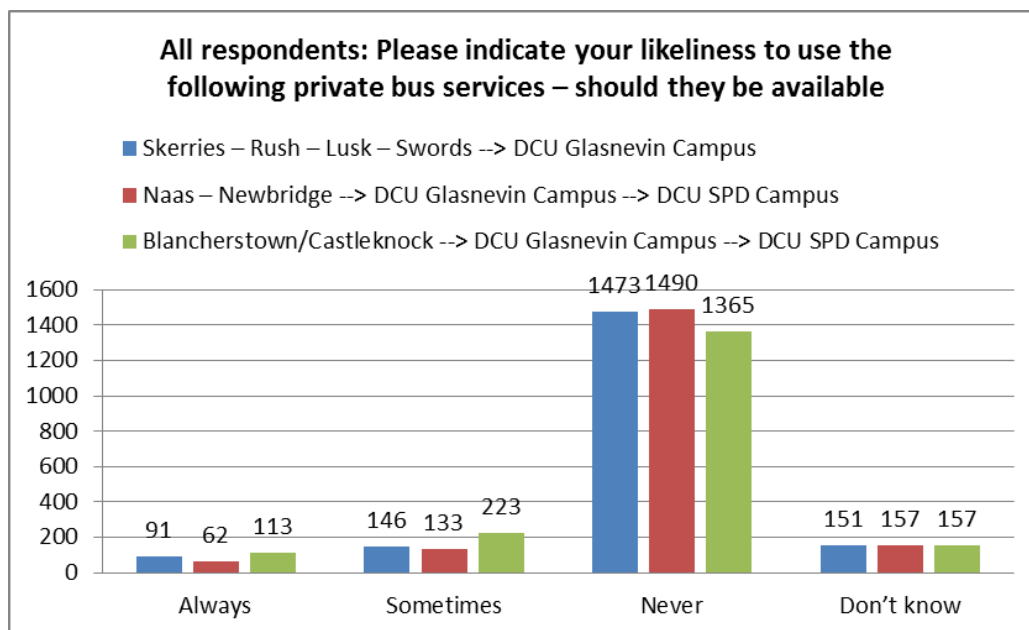
### Tax Saver Tickets

There is a moderate level of awareness of the tax saver tickets scheme among respondents, however, there may be potential to encourage current public transport users to avail of the scheme through providing more detailed information based on individual circumstances/Public Transport usage.

- 65% of employees who responded (520 people) are aware that public transport users can purchase a **Tax Saver commuter ticket** through their employer.
- 51% of employees who responded (404 people) are aware that Tax Saver tickets for public transport are available **annually**.

- 14% of employees who responded (75 people) who currently use public transport for their journey to or from work avail of Tax Saver tickets through DCU. This uptake is relatively low so there appears to be scope for further promotion.
- 78% of respondents (1,669 people) are aware of the new top-up **Leap Card system** for pay-per-journey public transport travel on Dublin Bus, Luas and DART/Commuter Rail.
- 96% of respondents (2,060 people) are aware that using a Leap card instead of cash can **save money on journeys** on Dublin Bus, Luas and DART.
- 74% of respondents (1,587 people) were aware that **Leap cards can be purchased** on campus from the **Students Union** on the first floor in the Hub in DCU. There is an opportunity to further promote this availability to staff and students.

Figure 3 – Interest in Private Bus Service



Comments are included in appendix 2.



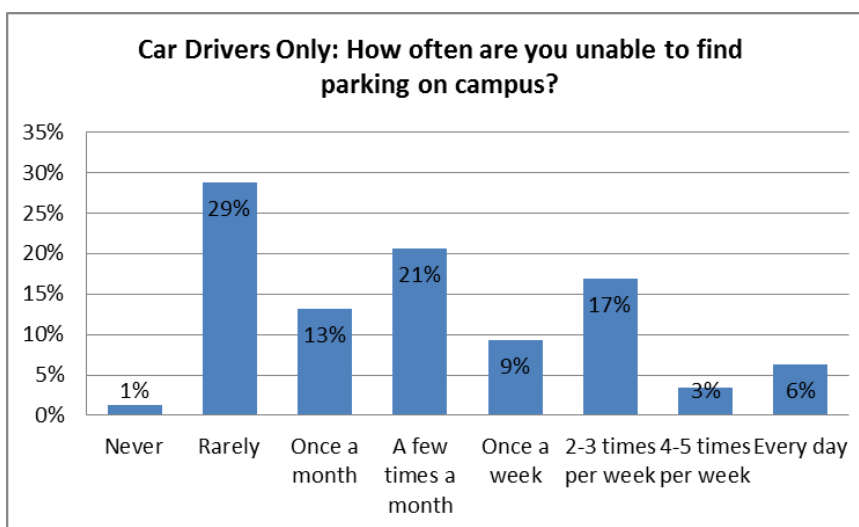
## Car-sharing

While car sharing is an option in terms of more sustainable travel, it should ideally be targeted at those currently driving alone, i.e. avoiding staff and students switching from other modes such as active travel.

**Informal car-sharing** is happening, with 2% of respondents regularly travelling to campus as a passenger in a car with driver going to same destination, and 2% of respondents reported travelling to campus regularly as a passenger in a car with driver going to different destination.

- Car-sharing could be increased by more **formal promotion**, with 47% of regular car commuters (259 people) stating that they are interested in car-sharing.
- 30% of regular car drivers (169 people) stated that they need their **car for other pick-ups** or drop offs (for example the school run, crèche etc.) on their commute.
- 4% of regular car drivers (13 people) 'always' need their car for work purposes during the day. 58% need their car 'sometimes' for work purposes (194 people).
- 8% of regular car drivers (45 people) stated that they are aware that DCU and DCU Student Union have joined [www.carsharing.ie](http://www.carsharing.ie)
- 67% of regular car drivers who responded (371 people) stated that they would be in favour of **dedicated parking for 'carsharing'** participants. 73% of all respondents (666 people) would also be in favour.
- 40% of respondents who were regular car drivers stated that they always have a car-parking space available to them on campus.
- 75% of car drivers (387 people) state that there times when they cannot find parking on campus.

Figure 4 – Car Drivers access to parking



- 36% of regular car drivers (226 people) stated that if available they would use car sharing for their journey to/from campus.
- 57% of respondents who were regular car drivers (202 people) are aware of the Go Car available for business travel.
- 9% (44 people) said that they would be encouraged to choose an alternative to the car on the commute if a **fleet vehicle** was available. Further promotion of the availability of the 'Go Car' on campus could be beneficial.
- A **guaranteed ride home scheme** could also be put in place for staff in emergency situations where a car share partner is unable to get home. This is rarely used in practice (using UK case studies as evidence).

Comments are included in appendix 2.

## Video or tele-conferencing/Other

Awareness and use of video/teleconference facilities is very low. There is potential for creating greater awareness of the availability of these services and how to use them.

8% of respondents are aware of where Dublin City University's tele-conferencing/Skype facilities are (169 people).

7% of respondents (142 people) are aware of how to use the teleconference/Skype in DCU. This could be increased through promotion and training in an effort to encourage and support a reduction in business travel.

38% of employees who responded (257 people) to the survey stated that they use video or tele-conferencing for business.

The potential for employees to swap meetings is outlined in figures 4, 5 and 6.

Figure 5 – Employee potential to substitute Irish Meetings

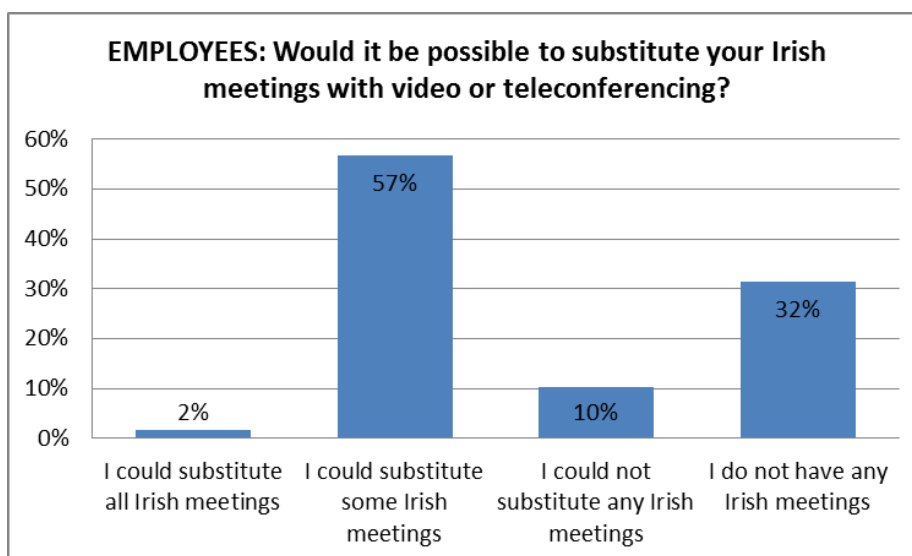
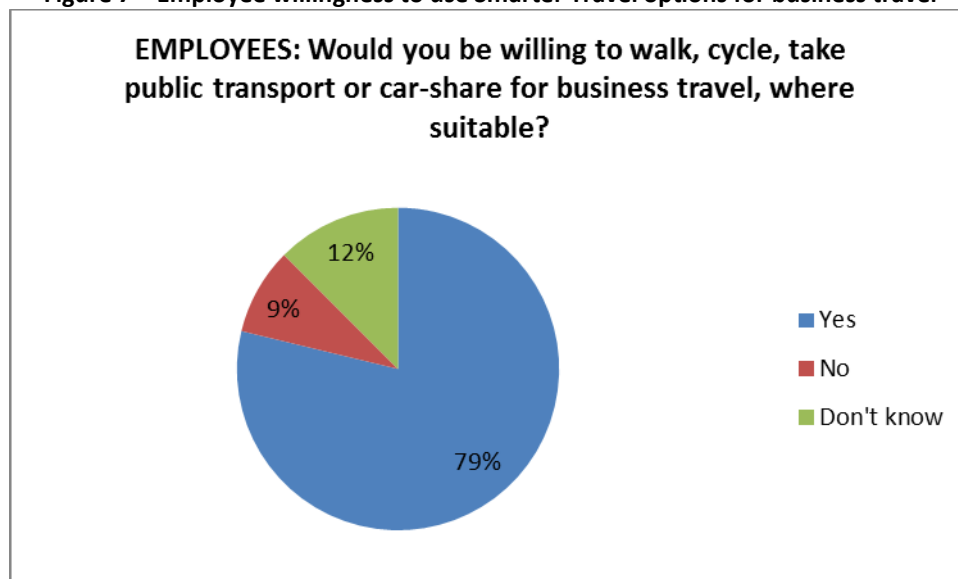




Figure 6 – Employee potential to substitute International Meetings



Figure 7 – Employee willingness to use Smarter Travel options for business travel

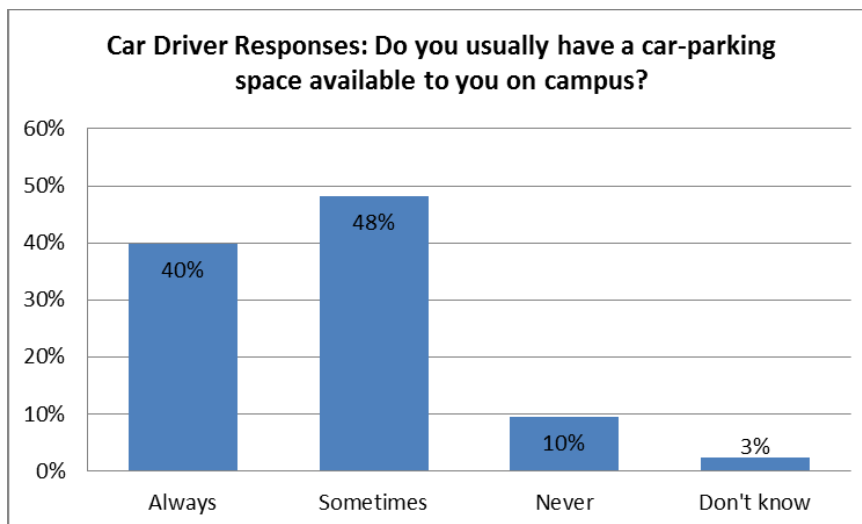
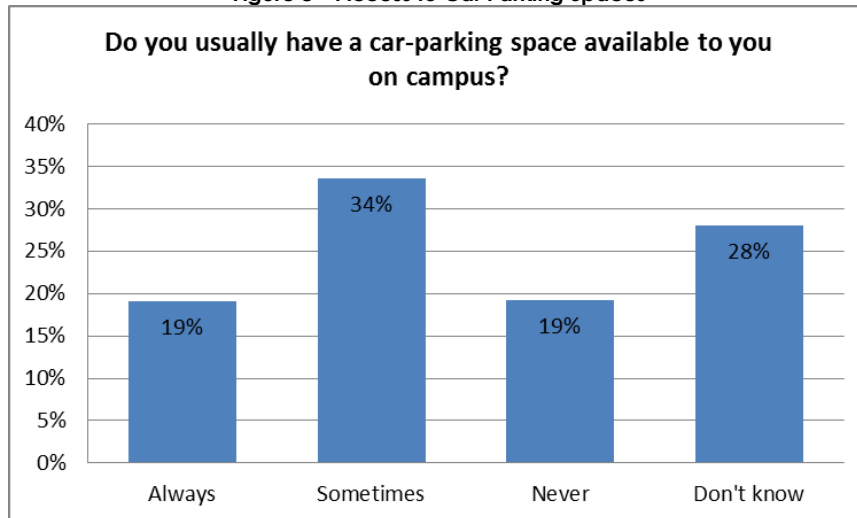


## Car Drivers & Other Information

A small proportion of respondents (19%) state that they **always have a car parking space** available to them at their place of work. 40% of those who state that they drive to campus also stated that they always have a car-parking space available.

34% of respondents '**sometimes**' have parking and 19% '**never**' have parking at their campus (see Figure 7). Availability of parking, particularly where it is free to staff and students, will have an impact on modal split.

Figure 8 – Access to Car Parking Spaces



30% of drivers stated that the car was needed for pick-ups and drop offs on their commute. 70% of respondents who drive for the commute do not need their car for this reason. There is an opportunity to encourage this group to consider other modes.

51% of respondents (1,255) stated that there are no other factors or needs which affect their choice of mode. 38% of respondents who drive for the commute (251 people) stated that there are no other factors affecting their choice of mode.

Figure 9- Reason for choice of usual mode to campus

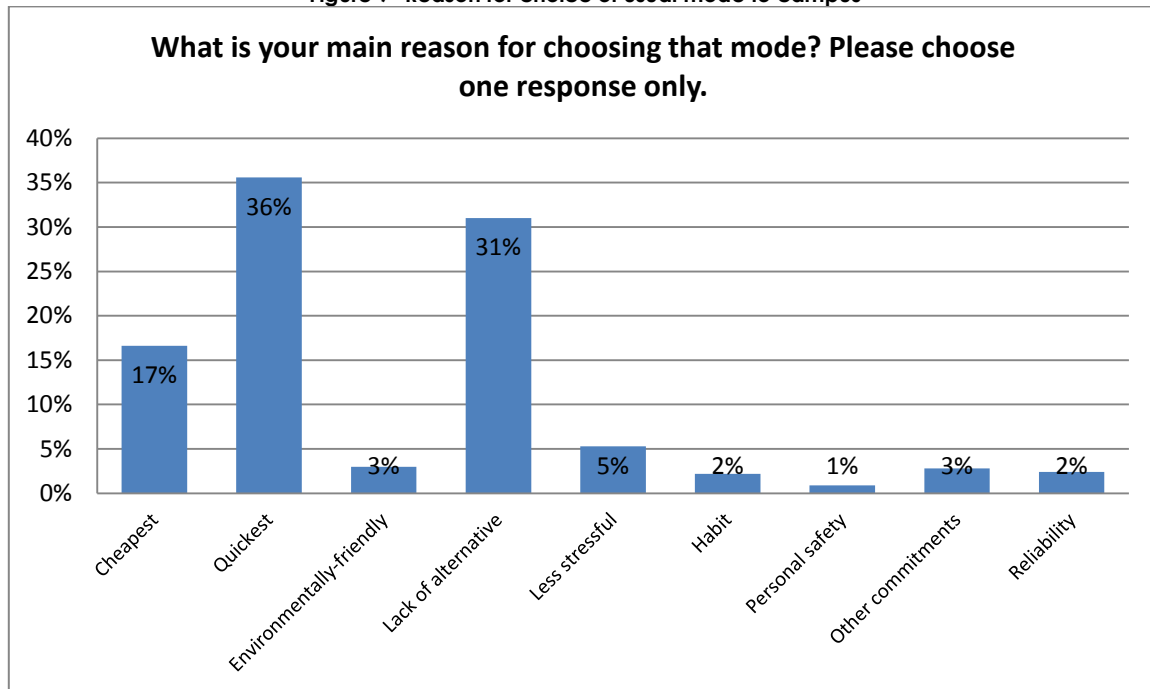


Figure 10 – Car Drivers Only – factors that would encourage alternative to car

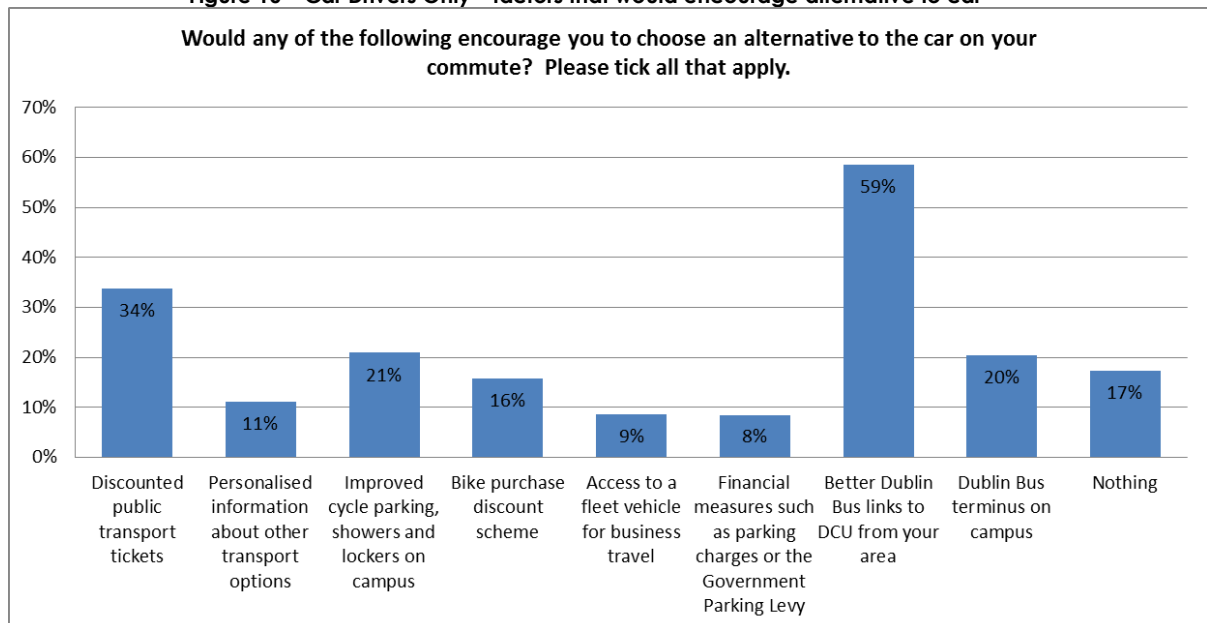


Figure 11- Regular Car Drivers: Where do you park on campus

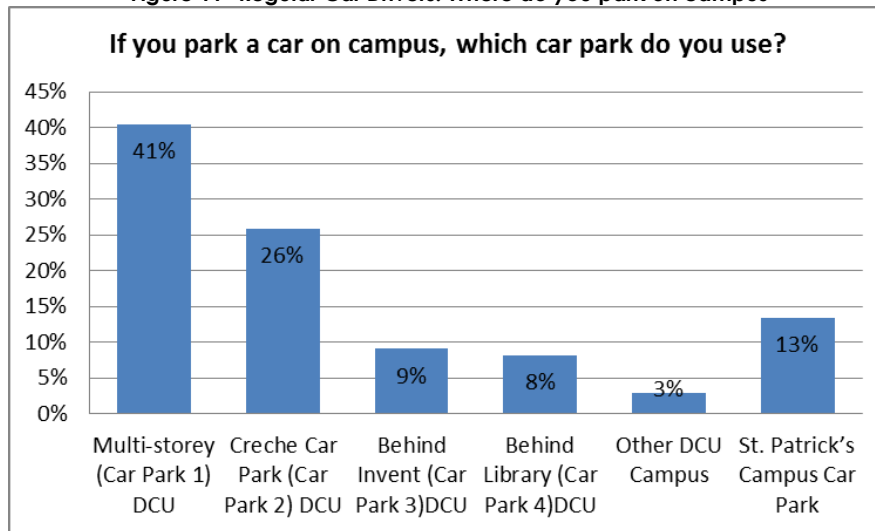
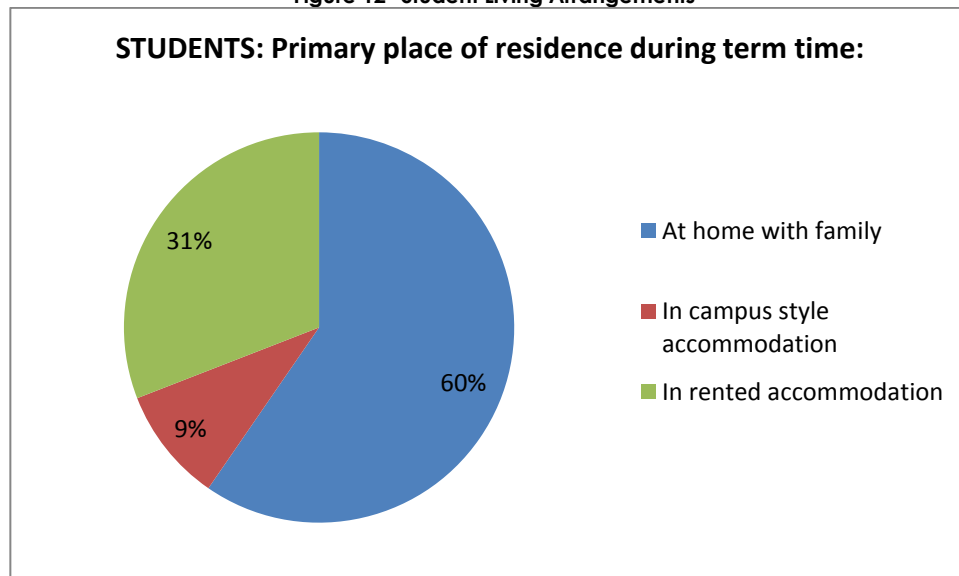


Figure 12- Student Living Arrangements



Other comments received are included in appendix 2.

## Suggested Actions

Based on occasional use of modes other than the car, or willingness to use other modes, there is a good opportunity for DCU to facilitate employees and students interested in having a more active or sustainable commute.

As 70% of car commuters (394 people) **do not need their car** for other pickups or drop offs (e.g. the school run or crèche) on their commute, they may have some flexibility in terms of modes they can try, providing they are not mobility impaired, working unsociable hours or on site visits etc. Of those respondents who regularly drive to work, there is some scope to encourage alternatives, even on an occasional basis, based on distances travelled –

- 9% of regular car commuters (62 people) live within a 3km radius of their workplace (*potential walkers/ cyclists*)
- 12% of regular car commuters (77 people) live between 3-5km of their workplace (*potential walkers/ cyclists*)
- 19% of regular car commuters (125 people) live between 5km and 10km from their workplace (*potential cyclists*).

Only 18% of car commuters (89 people) said that '**nothing**' would encourage them to choose an alternative to the car on the commute. This is a relatively low number of people who are unwilling or unable to change mode of travel – it still leaves plenty of scope to work with.

### Making the Business Case for Dublin City University's Action Plan:

The actions listed in the **Action Plan** below are starting points to further promote and encourage sustainable and active travel in DCU. Promoting and celebrating the positive results in terms of mode share is also suggested.

DCU's Action Plan should not be 'anti-car', but instead focus on facilitating choice for employees and students, while incentivising and encouraging use of more sustainable options where possible.

Facilitating employees and students who usually drive to work to change modes even one day every week will reduce cars coming on site by 20% on a daily basis, allowing DCU to potentially reduce parking. Initially visible 'no cost' and 'low cost' actions will garner support for the plan, while other actions may be planned for subsequent periods. These actions also suggest encouraging a shift to more active modes which as well as impacting on parking capacity could also result in huge health and well-being gains.

Potential impacts are:

- Positive contribution to ISO14001 or other environmental management systems
- Reduced CO<sub>2</sub> emissions associated with business travel or employee commuting
- Decreased sick leave
- Reduced stress on car parking and movement between campuses
- Reduction of time spent by those who do drive to find parking and get to class/work
- Increased return from maternity leave
- Increased site access for staff, students, visitors and suppliers
- Providing additional employee benefits for employees
- Facilitating and enabling a wider student base to consider attending DCU
- Linking with Sustainability Agenda and Green Campus Programme

Please contact Smarter Travel Campus for ideas and contacts for any of the actions listed below, or any other initiatives that DCU would like to address.

Suggested Actions	Person Responsible	Timeline	Targets
<b>Cycling</b>			
<b>'Soft' Measures (e.g. promoting behavioural change)</b>			
Promote the Cycle to Work scheme through in-house bike displays from suppliers			
Organise cycle training/on-road skills to increase safety and confidence of staff and students			
Continue running regular Bike Maintenance and consider a class/course			
Set up a Cyclists' Forum to discuss issues and liaise with management			
Display local area maps for cyclists/walkers interested in local routes and show how to get to each campus			
Participate in Annual staff and student Cycle Challenges			
Participate National Bike Week events in June (see <a href="http://www.cyclechallenge.ie">www.cyclechallenge.ie</a> and <a href="http://www.bikeweek.ie">www.bikeweek.ie</a> )			
Arrange tours of cycling facilities for interested/new employees and students as part of induction or other relevant times			
Arrange for local bicycle shops/rediscovery centre to come on site and show staff and students how to use electric bikes and fold up bikes. Also provide information on how they can be purchased through the Bike to Work scheme (employees)			
Display and promote accessibility maps showing how long it would take to cycle to/from each DCU campus and between campuses			
Display time to cycle posters showing time to travel by bike to nearby and popular destinations and to other DCU campuses			
Publicise details of cycle parking and changing facilities for each campus – this can be online as well as across campus(e.g. on noticeboards, at cycle parking, at entrances into the buildings)			
Consider setting up a cycling club (this could facilitate cycling buddy system for new cyclists)			
Consider location of CCTV and presence/visibility of on campus security			
Continue making affordable bicycles available for rent/sale to students			
Promote Dublin Cycle Planner <a href="http://www.transportforireland.ie/walking-cycling/about-dublin-cycle-planner/">http://www.transportforireland.ie/walking-cycling/about-dublin-cycle-planner/</a>			
<b>'Hard' Measures (e.g. supporting infrastructure)</b>			
Conduct a site audit to gauge ease of access, safety and facilities for cyclists coming on-site			
Survey & improve cycle parking to encourage cycling to each DCU site and cater for increases in demand			
Consider providing a dry room for staff and students (see IT Blanchardstown for example)			
Provide Cyclists' equipment to borrow (pump, allen keys, lights, puncture repair kit etc) and promote availability of these and DCU's bicycle maintenance stand			
Consider making cycle/walking safety and repair materials available on site (e.g. in existing shops like Spar on Glasnevin campus)			
Consider how cyclists should travel across campus –e.g. currently 'no cycling' signs along the mall may create a mixed message if DCU is being promoted as a cycling friendly campus			
Provision of bicycle maintenance and repair service and equipment for DIY repairs on each campus			
Consider extending hours shower facilities are available free of charge			
Consider secure parking/storage provision for staff and students			
Continue monitoring uptake of new fleet bikes for staff and consider expanding initiative to include students			
<b>Walking</b>			
<b>'Soft' Measures</b>			
Promote walking through organised walking events/lunchtime walks			
Introduce a Sli na Slainte or similar walking route on-site			
Participate in an annual Pedometer Challenge for employees in September, see <a href="http://www.pedometerchallenge.ie">www.pedometerchallenge.ie</a> for more information			
Participate in student walking challenge, Marchathon, in March			
Offer in-house health checks for people interested in getting more active (you can also do this for Cycling)			
Consider providing umbrellas or rain wear for employees and students to borrow on wet days e.g. they could be DCU branded!			
Display and promote accessibility maps showing how long it would take to walk			





to/from campus and between campuses and promoting the Albert Park walking route.			
Display time to walk posters showing time to travel on foot to nearby and popular destinations and other campuses.			
Consider holding coffee mornings (e.g. free tea and snack!) for active commuters to encourage more to take up walking and cycling on the commute and to acknowledge those who currently actively commute.			
Consider making shower and changing facilities available free of charge throughout the day and promoting location and access details on each campus.			
<b>'Hard' Measures</b>			
Open up entrances to allow more direct access through your site for pedestrians			
Improve 'natural surveillance' on site (e.g. improving lighting)			
Consider mapping a Sli na Slainte or walking route (e.g. between campuses)			
Consider provision of locker facilities where items can be left overnight to facilitate walking and cycling			
<b>Public Transport</b>			
<b>'Soft' Measures</b>			
Continue to promote Tax Saver annual commuter tickets for public transport. Highlight potential savings to employees – particularly to new staff.			
Publicise Real Time Passenger Information apps and websites where relevant and consider displaying real time information on TV screens and intranet for bus stop nearby all around campus (e.g. in the Hub, canteen and at main entrances to buildings across campus) to show when next buses are due.			
Publicise the national door to door multi-modal journey planner on <a href="http://www.transportforireland.ie">www.transportforireland.ie</a> and mobile phone application. You can also link to this site from your own website/ intranet.			
Publicise National Taxi Driver Check mobile application			
Consider including a trial leap card for public transport and timetable information in employee induction packs			
Promote large TFT sign showing bus route and real time information (particularly to new staff and students)			
Display a local area map with public transport stops/ route numbers marked – this can go online and on notice boards			
Provision of information on savings that can be made by using Adult and Student Leap Card and that leap cards can be purchased in the Students Union (Hub).			
Provision of information on bus networks accessing DCU in induction packs, on internet and student portals and other communications networks (e.g. notice boards in the student Hub etc.) This could also include information on the distance (or number of steps) to walk from local bus stops and other campuses.			
Provision of information on student bus ticket types available			
Continue to link with National Transport Authority in relation to routing			
<b>Car-sharing</b>			
<b>'Soft' Measures</b>			
Promote DCU's private campus car-sharing scheme on <a href="http://www.carsharing.ie/dcu">www.carsharing.ie/dcu</a>			
Consider promoting your private car sharing scheme to staff and students at a transport road show event - this could be as part of fresher's week.			
Hold coffee mornings/a launch event for potential car sharers to find out what is involved & see a demo of the site & to meet others who they might car share with			
Raffle the use of a parking space near entrances/reception for one carsharing group every month or something that will appeal to staff and students.			
Develop a carsharing policy			
Offer a Guaranteed Ride Home in emergency situations – where a lift is unavailable for unforeseen reasons. In practice this is very rarely used by employees, but is a good tool to address fears about getting home in an emergency. This could also be open to cyclists and pedestrian commuters. This could be trailed for staff and potentially considered for students			
Promote the availability of the Go Car to staff for business travel and how they can avail of this. Also promote the Go Car generally to all staff and students (over 21 years) for personal use if they register privately with Go Car.			

<b>'Hard' Measures</b>			
Allocate carsharing parking bays in a priority location (e.g. closest to entrances – this could be beside where the Go Car is currently parked) for car sharers			
<b>Business Travel/ Technology-Assisted Trip Reduction</b>			
<b>'Soft' Measures</b>			
Consider introducing a Travel Allowance that includes modes other than the car e.g. walking, cycling, public transport, carsharing, drive-alone car			
Record the number of meetings held using video or tele-conferencing and raffle a prize when a target is met e.g. increase usage by 50% over 6 months, 100 <sup>th</sup> video-conference - record the carbon savings by using technology instead of travelling and publicise this to staff (and students where relevant).			
Promote availability of this technology to staff and students and provide demonstrations on how to use it and details of support available should difficulties arise when using the technology. This might also include providing access to and demonstrating non-traditional video conference options that employees can use at their desk, e.g. Skype or Go To Meeting.			
<b>All Modes</b>			
Develop a marketing & communications plan (this would keep staff and students up to date on progress, developments and achievements made in relation to travel). This could link with the overall sustainability agenda of DCU and Green campus programme and the Incorporation Project.			
Hold Green/Active Commuters coffee mornings			
Include travel information in employee and student induction packs and online in an easily accessible location on your campus intranet and student portal – ensure that information is provided on access to all DCU campuses and available to staff and students across campuses			
Provide incentives for active commuters			
Brand your campus' Travel Plan			
Direct all visitors & suppliers coming on-site to a 'how to get here' link/map online which is regularly updated with information on public transport routes & stops, cycle parking availability, taxi ranks, time to travel to site, cost of tickets etc. You can link to the national door to door, multi-modal Journey Planner on <a href="http://www.transportforireland.ie">www.transportforireland.ie</a> .			
Visitors and suppliers could also be directed to National Transport Authority mobile phone applications including: Real Time Ireland, National Journey Planner, Dublin Cycle Planner and Taxi Driver Check.			
Provide information and promote uptake of Leap Card, particularly for students and those for whom tax saver is not an feasible option			
Consider facilitating active travel between campuses			
Consider providing travel information to students before they arrive on campus and at the start of their university journey. For example, through student recruitment activity, website, induction pack/book and any other relevant mechanisms for communication.			
<b>Other</b>			
Liaise with HR and Management to identify employees who could work from home on a one-off/regular basis			
Consider including long-term contractors in schemes such as Cycle to Work and Tax Saver (if not already)			
Consider engaging with crèche in relation to car park and flexible options to facilitate staff and students using this as an option and therefore reducing need for drop offs en route – this could also impact on need to bring car on campus.			
Promote availability of ClaroRead software though ISS – it can convert digital text to audio files so you can listen to a book chapter/research paper on you commute.			



## Appendix 1

### Arrival & Departure Times

The majority of staff and students arrive on campus between 8.00 and 9.30am, and leave between 4pm and 6.30pm. With another group of respondents leaving after 7pm. As the majority of people arrive on campus within a short timeframe this may facilitate car sharing.

Figure 13 – Arrival Times

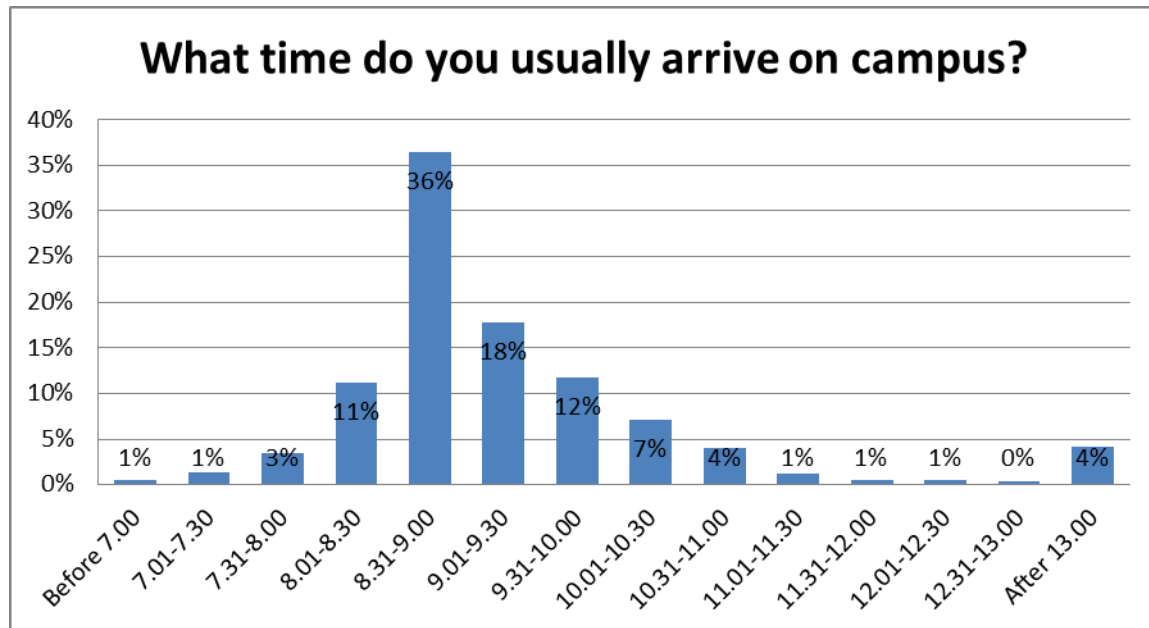
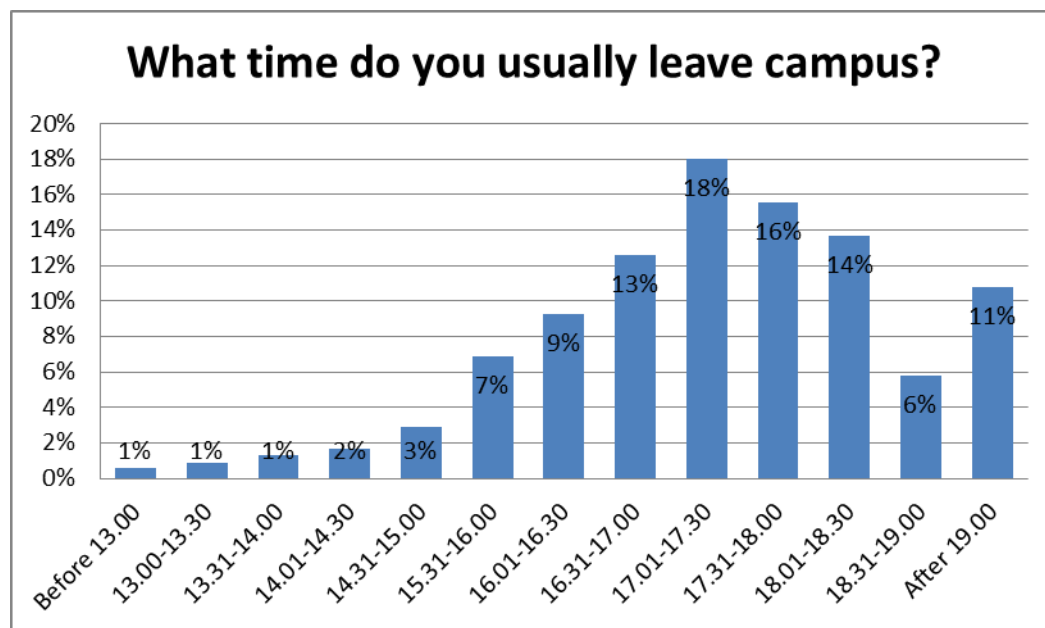


Figure 14 – Departure Times



### Respondents' Profile

63% of respondents were female and 37% were male and 0.4% chose the category 'other'. The majority of respondents in the 18-21 year age bracket (see Figure 11).

Figure 15 – Gender Profile of Respondents

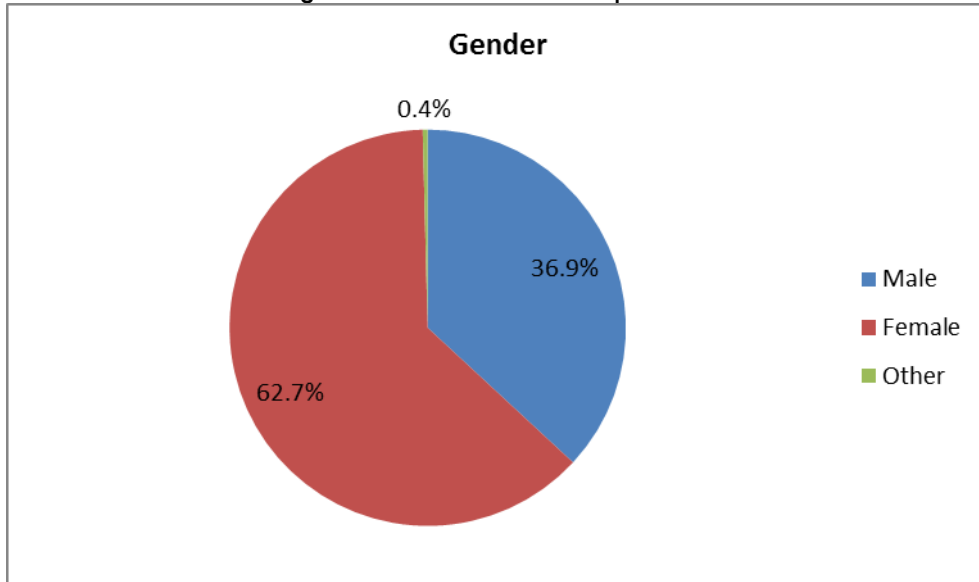


Figure 16 – Age Range of Respondents (Staff and Students)

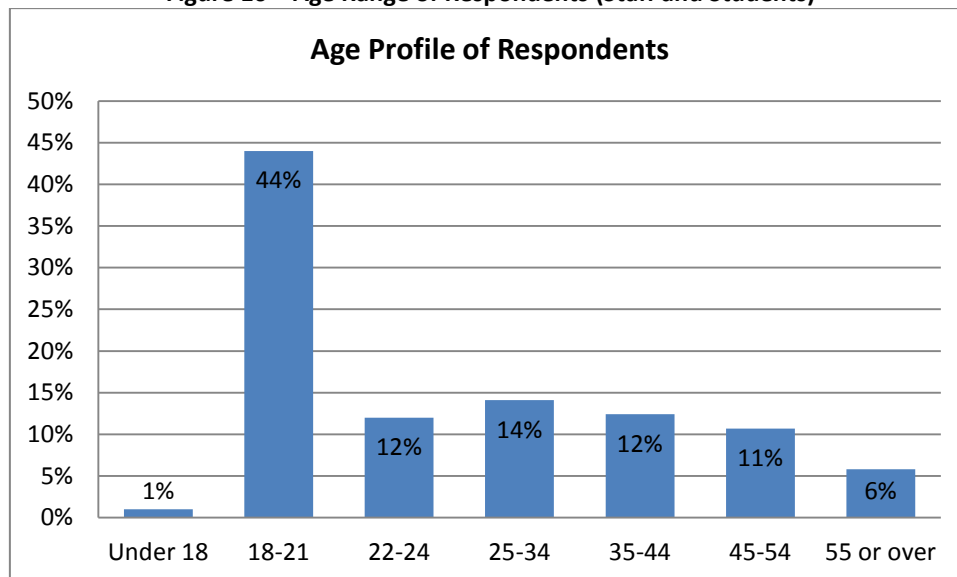


Figure 17 – Employee type (all respondents)

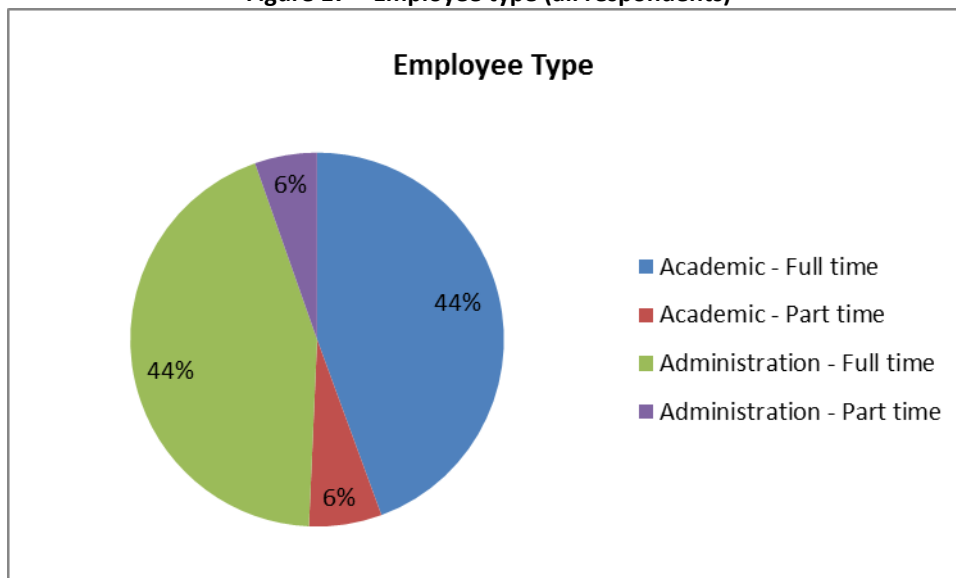


Figure 18 – Student Type

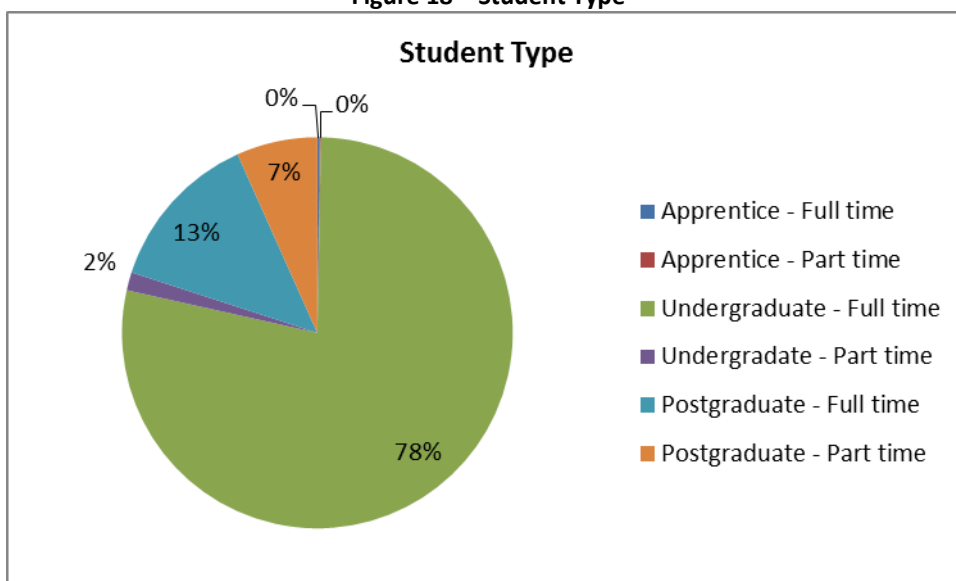




Figure 19 – Time taken to travel to campus (all respondents)

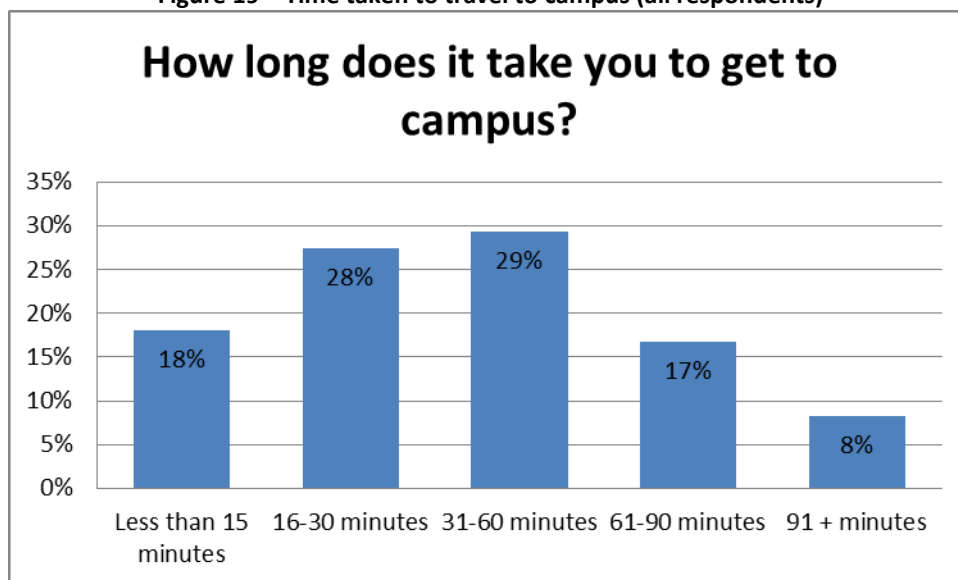


Figure 20 – Distance to travel to campus (all respondents)

