University of Glasgow - Strategic Transport and Travel Plan

2022 Staff and Student Travel Survey

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Stantec

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1 2022 Staff and Student Travel Survey

1.1 Background

This Report provides a summary of the results from the analysis of the 2022 Travel Survey for staff and students. The interpretation of the survey results is intended to enable an understanding of university staff and students current travel patterns, behaviour and motivations to be established.

The key findings can then be considered with a view to positively influence the way in which staff, students and visitors access the University as well as helping to achieve the University's wider aspirations in relation to reduced carbon emissions and improved accessibility for staff, students and visitors.

Since the last Travel Survey was undertaken in 2019, there have been a number of changes which will have had an impact on staff and students travel patterns and will continue to do so. The most impactful of those will be the changes in travel behaviour which were driven by the COVID pandemic.

1.2 Aims

The main aims of the survey are to allow the university to:

1. Calculate transport and travel carbon emissions associated with staff and student commuting to the University

2. Report progress against the targets in the Strategic Transport and Travel Plan (revised in 2021)

3. Determine future measures to influence the way staff and students travel, including helping to achieve the University's commitment to being carbon net zero by 2030

1.3 Approach

The survey was hosted via the Jisc online survey tool designed for academic research, education and public sector organisations. This methodology is consistent with the previous Travel Survey (2019). It allows trends over time to be presented and meets HESA reporting requirements.

The survey was live from the 14th March 2022 to the 14th April 2022.

The following sections were included:

1. About respondents

   - Staff (including affiliate), student, or both (treated as a staff member for reporting purposes)
   - Service / School / Institute / Unit that respondent is part of

- Term time address postcode
- Whether respondents work / study full time or part time
- The main campus / location respondents are based at
- The days of the week respondents typically travel to the University
- The average number of days per month respondents typically travel to the University

2. Usual journey to the University

- The combination of transport modes respondents use for their usual journey (commute) to the university
- The main mode of travel respondents use for their usual journey (commute) to the university (the mode which they use to travel the greatest distance)
    Further questions for public transport users
    - The public transport ticket type respondents normally use
    - Respondents' monthly public transport cost
    - The number of bus / coach legs respondents make on their usual journey (commute) to the university
    Further questions for taxi users
    - The type of taxi respondents normally use (private hire or black cab)
    Further questions for those who share a car
    - Who respondents car share with
    Further questions for those who are drivers in a car share arrangement, or take turns, or drive alone
    - Where non-permit holders based at Gilmorehill Campus park their cars
    - Weekly car parking costs for non-permit holders
    - How non-permit holders get to the university when they park their car out with a campus
    - The fuel type of their vehicle
    Further questions for those who drive alone
    - Whether respondents would consider car sharing with another staff member / student
- The alternative main mode of travel for respondents when they do not use their normal main mode
    - Reasons for respondents choosing their alternative mode
    - Frequency of respondents choosing their alternative mode
- Whether students know about and / or use Young Persons' (Under 22s) Free Bus Travel[1] (asked to students only)

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[1] https://www.transport.gov.scot/concessionary-travel/young-persons-free-bus-travel-scheme/

3. Impact of the COVID Pandemic on Travel Habits

- How respondents' main mode of travel changed due to the COVID pandemic
- How many days staff / students currently study / work from home
- How many days they currently travel to campus, and expect to in the future (post Covid)
- Covid impact on how often respondents walk / run, cycle or use public transport
    - to access the university
    - for leisure,
    and the reasons why respondents walk / run, cycle or use public transport more or less
- The main mode respondents used for intercampus travel before COVID and frequency
- How much of respondents' intercampus / local business travel has been replaced by online meetings during the pandemic, and the level of online meetings instead of business travel in the future

4. Electric Vehicle Uptake

- Whether respondents own an EV, or plan to obtain one in the next 5 years
- Where respondents would expect to access charge points for electric vehicles

5. E-bike ownership

- Whether respondents own an e-bike, or plan to obtain one in the next 5 years
    - Whether e-bike owners gave up their private car because of their e-bike
    - Whether e-bike owners use their e-bike for commuting trips
    - Whether their e-bikes are cargo-bikes

1.4 Survey Promotion

A link to the questions was circulated to all University staff and students totalling around 10,500 members of staff and 31,300 students.

In order to raise awareness and increase the survey response rate, varied forms of advertisement were employed to engage staff and students and encourage them to complete the survey. In addition to this, respondents were entered into a prize draw to win shopping vouchers to win one of 2 Fitbits or one of 10 £30 Ethical Superstore shopping vouchers to encourage participation.

2   Data Analysis

2.1   Methodology

The questionnaire was a self-completion on-line survey. Therefore, there is a risk that some responses are inaccurate. However, for the purposes of this Report, some filtering has been undertaken for responses which are obviously incorrect.

Data cleaning was undertaken, for example, where people picked "other", some responses could be fit within the options provided (perhaps they had misunderstood the question) or new groups were created.

This Report is compiled from all of the usable returns from the survey. It should be noted that not all respondents answered every question and therefore the total number of responses for any individual question varies.

Where home postcode addresses further than 320 km (200 miles) travel distance from the campus have been provided, these have also been excluded from the carbon emissions analysis for commuting (consistent with previous years analysis).

A number of respondents noted that their travel behaviour is complex and cannot accurately be summarised by picking just one usual mode of travel. For example, some cycle for part of the year, others walk some days and cycle others. The analysis generally focusses on main locations and main modes only to stop it becoming overly complicated and lengthy.

2.2   Commuting Carbon Emission Calculation

The travel survey data has been used to calculate an estimate of carbon emission relating to staff and students commute to the University. No other greenhouse gas emissions have been calculated.

As only a sample of staff and students commuting information have become available as a result of the survey, we have applied growth factors to reflect emission across the whole University, based on the student and staff numbers for 2022[2].

All staff and students were asked what their main mode of travel to their normal campus was, what their normal campus location was and how many days per week they typically attend the University (i.e. Monday to Friday would count as 5). Based on their response, we have then calculated the total distance travelled (both directions) in a year based on staff being at the University for 45 weeks in the year and students being there for 32. We then applied the relevant carbon emissions factors depending on the

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[2]
https://www.gla.ac.uk/myglasgow/planning/ourdata/data/sources/hesastud/hesastudentheadcountsummaries/ and staff HR headcounts from December 2021.

main mode of choice[3]. Where staff and students have chosen 'car driver alone' we have used information they provided to distinguish between different vehicle fuel types and applied the relevant factor.

A number of respondents stated they home postcode was a University campus address (i.e. G12 8QQ for Gilmorehill) and they have been removed from the calculation of carbon emissions.

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[3] https://www.gov.uk/government/publications/greenhouse-gas-reporting-conversion-factors-2021

3 Survey Results

3.1 Result Visualisation

Detailed analysis is provided on this website -

https://www.gla.ac.uk/myglasgow/sustainability/travel/2022travelsurvey/2022travelsurveyresults/

The webpage includes

- An interactive PowerBI file, which allows detailed interrogations of the survey responses

- An infographic showing key insights and comparisons

- This report as a summary of the main findings which includes trends and information on progress towards the targets set in the University's Strategic Transport and Travel Plan (STTP).

Maps of staff and student home postcodes (areas only) and mode of travel to Gilmorehill and Garscube are included in Appendix B.

3.2 Progress Against STTP Targets

Table 3-1, on the next page, shows the STTP transport and travel targets set in 2021 and the progress against them from the elements measured through the Staff and Student Travel Survey.

Table 3-1 Transport and Travel Targets to 2030

Theme	Ref	Target Description	2019 Value*	2022 Value	Target		Commentary
					2025	2030	
Daily Commute	DC1 - Mode	Achieve the mode share targets for staff, by campus, as set out in **Table 3-2**.	~4.3k Tonne CO2e	~3.6k Tonne CO2e	~2.0k Tonne CO2e	~1.3k Tonne CO2e	A significant reduction has been achieved, which is likely mainly due to staff travelling to the university on fewer days (no significant modal shift). A greater reduction than experienced between 2019 and 2022 is required to meet the 2025 target.
	DC2 - Mode	Achieve the mode share targets for students, by campus, as set out in **Table 3-3**.	~5.6k Tonne CO2e	~3.0k Tonne CO2e	~3.3k Tonne CO2e	~2.0k Tonne CO2e	A significant reduction has been achieved which is likely mainly due to students travelling to the university on fewer days (no significant modal shift). The 2022 result meets the target for 2025.
	DC6 – Working from Home (WfH)	Staff, on average, to work from home two days per week (i.e. travelling to the University, on average 3.0 days per week)	4.3 days	3.1 days	3.0 days	3.0 days	The target for 2025 has almost been met and has contributed to the reduction in CO2e for staff commuting to the university.
				Days travelling to the University (on average)			
	DC7 – Remote Learning	Students, on average, to travel to the University one day per week less than in 2019	4.6 days	3.3 days	3.6 days	3.6 days	The target for 2025 has been exceeded and has contributed to the reduction in CO2e for the student commuting to the university.
				Days travelling to the University (on average)			

* as measured in the 2019 Travel Survey

Table 3-1 shows:

- a reduction in carbon emissions of around 0.7k tonnes of CO2e, which is likely to be attributed to staff travelling to the university on average, fewer days.

- the number of days, on average, staff travel to the University has fallen from 4.5 per week in 2019 to 3.1 days per week in 2022. This is close to the 2025 target of 3.0.

- a significant reduction in carbon emissions of 2.6k tonnes of CO2e, which is likely as the result of students travelling to the university on average, fewer days.

- the number of days, on average, students travel to the University has fallen from 4.1 per week in 2019 to 3.3 days per week in 2022. This is below the 2025 target of 3.6.

3.2.1 STAFF COMMUTING TRAVEL

Table 3-2 shows the progress towards individual mode share targets for staff across three Glasgow University locations.

Note that for some campuses, the walking percentage target decreases over time. This is based on accessibility analysis and should be viewed in conjunction with the cycling targets which increase over time. Neither walking nor cycling have carbon emissions so they come together to form "active travel" targets.

Reference to "overall" targets relates to all University locations, not just the three main campus.

There are few trends in modal shift towards more sustainable travel amongst staff, with car travel increasing. Public transport use by staff has remained relatively stable since 2019, with subway use slightly up and bus travel lower.

Table 3-2 Staff Mode Share Targets by Campus

(trends towards target in green and trends away from target in red)

Theme	Mode	Campus	2020	2022	Target 2025	Target 2030
Daily Commute	Walk	Gilmorehill	26%	**26%**	28%	31%
		Garscube	13%	**12%**	11%	9%
		Tay House	9%	**4%**	10%	10%
		Overall	23%	**23%**	26%	29%
	Cycle	Gilmorehill	10%	**8%**	15%	20%
		Garscube	12%	**10%**	20%	29%
		Tay House	6%	**6%**	13%	21%
		Overall	10%	**9%**	15%	21%
	Public Transport	Gilmorehill	34%	**33%**	37%	40%
		Garscube	17%	**17%**	23%	29%
		Tay House	56%	**56%**	60%	64%
		Overall	33%	**32%**	36%	39%
	Car	Gilmorehill	29%	**30%**	19%	9%
		Garscube	58%	**60%**	46%	33%
		Tay House	29%	**32%**	17%	5%
		Overall	33%	**34%**	22%	14%

3.2.2   STUDENT COMMUTING TRAVEL

Table 3-3 shows the progress towards individual mode share targets for students across the main campus. As in section 3.2.1, some walking targets decrease over time. Reference to "overall" targets relates to all University locations, not just the two main campus.

The mode share for public transport use by students, to travel to Gilmorehill and 'Overall', based on the survey results is 36% and 35% respectively, which means that this target has been achieved.

However, public transport use by students to Garscube has fallen from 32% in 2019, to 19% in 2022.

There are some trends towards achieving the modal shift targets amongst students, as follows:

- A reduction in car travel by students to Garscube (from 16% in 2019 to 14% in 2022)

- An increase in walking by students to Garscube (from 40% in 2019 to 52% in 2022)

- An increase in cycling by students to Garscube (from 9% in 2019 to 15% in 2022).

However, public transport use by students to Garscube has fallen from 32% in 2019, to 19% in 2022.

Table 3-3 Student Mode Share Targets by Campus

(trends towards target in green and trends away from target in red)

Theme	Mode	Campus	2020	2022	2025	2030
Daily Commute	Walk	Gilmorehill	53%	**52%**	51%	49%
		Garscube	40%	**52%**	33%	26%
		Overall	53%	**50%**	51%	49%
	Cycle	Gilmorehill	6%	**3%**	10%	15%
		Garscube	9%	**15%**	19%	30%
		Overall	6%	**4%**	11%	15%
	Public Transport	Gilmorehill	32%	**36%**	33%	34%
		Garscube	32%	**19%**	36%	41%
		Overall	32%	**35%**	33%	35%
	Car	Gilmorehill	8%	**8%**	5%	2%
		Garscube	16%	**14%**	9%	2%
		Overall	8%	**9%**	5%	2%

3.3   Result Summary and Discussion

Modal Share Trends - Staff

There are few trends in modal shift towards more sustainable travel amongst staff, with car travel increasing since 2019. More staff members choose to arrive by private car as before – 34% compared to 32% in the last survey.

Public transport use by staff has remained relatively stable since 2019, with subway use slightly up and bus travel lower. Walking for commuting has also remained at the same level overall – at 23%. The cycling modal share has slightly decreased, from 10% to 9%.

Modal Share Trends – Students

The modal share for public transport use to Gilmorehill is 36%, and for Gilmorehill and Garscube combined 35%, and therefore the respective targets have been achieved.

However, public transport use by students to Garscube alone has fallen from 32% in 2019 to 19% in 2022.

There are some other trends towards modal shift targets amongst students, as follows:

- A reduction in car travel by students to Garscube (from 16% in 2019 to 14% in 2022)
- An increase in walking by students to Garscube (from 40% in 2019 to 52% in 2022)
- An increase in cycling by students to Garscube (from 9% in 2019 to 15% in 2022).

Commuting carbon emissions

The University embraces hybrid working and has developed and implemented a Hybrid Working policy to help adapt to new ways of working. Hybrid working has an impact on commuting and related carbon emissions.

Carbon emissions associated with staff commuting have fallen by around 15% (this equates to 0.7k tonnes reduction from 2019) due to them travelling to the university, on average, 3.1 days per week compared to 4.5 days per week in 2019. Staff stated however that they expect to increase how often they travel to the University, on average, to 3.5 days per week post-Covid (which would be an 11% increase in carbon emissions compared to current emissions, if choice of mode remains the same).

A significant reduction in carbon emissions of 2.5k tonnes of CO_2e (around a 46% reduction from 2019) has been achieved as a result of students travelling to the university on fewer days. This can be attributed to reduced/limited on campus teaching during 2020 and 2021 due to the public health restrictions in place at that time. The number of days students travel to the University has fallen from 4.1 per week in 2019 to 3.3 days per week in 2022. This is below the 2025 target of 3.6, but the survey responses suggest students would like to increase their time on campus to 4.2 days per week as we emerge from the Covid pandemic (which would be a 21% increase in carbon emissions if choice of mode remains the same).

The carbon emissions generated through staff and student commuting travel seem to have fallen between 2019 and 2022, and this is likely to be mainly attributed to limited face to face teaching at the height of the pandemic, when fewer students were commuting to campus. On-campus teaching is expected to return, therefore a greater reduction is required between 2022 and 2025, to meet the 2025 targets. To achieve this, more support will be needed to meet the modal shift targets and to deliver the actions set out in the Strategic Transport and Travel Plan Action Plan (updated 2021) in order to increase active travel uptake and reduce car use.

The University should give consideration to the expected bounce-back in carbon emissions from travel across all of its activities, as the COVID related reductions can only be temporary. The reduction in commuting carbon emissions were achieved, mainly through students moving to online teaching and this will be reversed in the near future as teaching returns on campus.

Other Insights

An analysis of alternative commuting modes has shown there is an opportunity for those with main mode of 'car driver alone' to change to public transport or active travel. The table below shows the alternative modes that could be considered for 'car driver alone' (based on survey question 'Do you have an alternative main mode of travel to the University?').

Table 3-4 Car drivers alone and their alternative modes

Alternative Travel Mode	Number of respondents, all University locations	Number of respondents, based at Gilmorehill
Train	200	157
Subway	16	15
Foot	30	8
Bus	89	63
Bike	22	15

There is considerable scope for drivers to use other modes, especially trains, as an alternative.

Other comments in the survey suggest that the main barriers for more public transport use are time and cost. The University should aim to address these barriers in co-operation with public transport providers, to support staff to switch over to public transport as their normal commuting mode.

Risks

There are a number of risks to the University in terms of achieving the transport and travel planning targets which contribute to the overall ambition to be carbon net zero by 2030. These are:

- Staff state they want to travel to the university more post-Covid than they did during Covid restrictions, and students more than compared to pre-Covid levels Based on the survey data on expected days of travel to the University and on the assumption that respondents' method of travel remains the same, that would equate to around an 11% and 21% increase in carbon emissions compared to the current emission level, for each group respectively.

- Current public transport provision is likely to take time to recover and there are ongoing problems with timetables, reduced staff and higher costs, as well as a lack of confidence in quality and reliability of services, as well as in safety from Covid exposure.

- There is a risk that staff members and students start using private cars as a commuting mode, or those who did so during the height of the Covid pandemic continue to use their private vehicles, due to a perceived or real lack of public transport alternatives.

- There are many national and local policies, strategies and infrastructure ambitions which once delivered will help to encourage more sustainable travel choices, but some of these might not be fully realised or in place by 2030. Therefore, these essential interventions, many of which are out with the Universities control, cannot be relied upon to support sustainable travel choices by staff and students in the intervening time.

The University has to be careful to avoid incentivising car travel in response to the above points, as this is the most unsustainable form of travel, and it can be difficult to change behaviour away from driving, once it has bedded in.

Unfortunately, policy decisions such as relaxing on-campus parking rules at the height of the pandemic (suspension of permit system, introduction of a nominal daily charge for on-campus parking) may have enabled some staff to establish car use as their normal travel mode. Without commitment to the STTP Action Plan and the targeted interventions therein, these habits may prove difficult to reverse.

APPENDICES

Appendix A   Travel Survey

The following pages contain a full copy of the 2022 Staff and Student Travel Survey. Not all the questions were asked to all participants as they were routed throughout the survey depending on their responses. A full list of dropdown menu answer options can be found at the end of the survey for the following questions:

- **Q3:** "What Service / School / Institute / Unit are you working for?"
- **Q22:** "What school are you studying in?"
- **Q9.f.i & Q28.f.i:** "If you use your car to commute to Gilmorehill Campus, where do you most often park your car?"

UofG 2022 Staff and Student Travel Survey

Introduction

Thank you for taking part in the University of Glasgow's 2022 Staff and Student Travel Survey.

The results of the survey will further inform the University's campus development strategy and update on the progress of delivering the [University's Strategic Travel and Transport Plan](#).

Please allow up to 10 minutes to complete the survey. All responses will be treated in accordance with GDPR regulations and our [Privacy Notice.](#)

During this survey, we refer to 'Gilmorehill campus' and 'Garscube campus'. The boundaries of these campuses, for the purpose of this survey, are as per these maps -

[*Gilmorehill campus map*](#) *and* [*Garscube campus map*](#)

If you are based in buildings not on these maps, such as Tay House, QEUH or other locations, you will be given options to state this.

Participants in the survey will be given the opportunity to enter into a draw to win one of 2 Fitbits or one of 10 £30 [Ethical Superstore](#) shopping vouchers. If you want to be entered into this draw, please leave your email address at the end of the survey.

I consent to the University processing my personal data for the purposes outlined in the [Privacy Notice](#). *You will not be able to continue if you do not give consent.* ✱ *Required*

⊙ Yes

About you...

Are you ...?

'Affiliate' means someone who works for the University on University premises, but does not hold a contract with the University. ✽ *Required*

○ a University staff member or affiliate

○ a University student

○ both, a staff member/affiliate and student

Commuting Journey

What Service / School / Institute / Unit are you working for? *If you are working for more than one, please state the one you are contracted for most of the time.*

If you selected Other, please specify:

Your answer should be no more than 35 characters long.

Please provide your usual term-time home postcode, in the format 'G12 8QQ'**.** *Please see our [Privacy Notice](#) for details on how we use your data and keep it safe.* ✱ *Required*

Are you working ...?

○ Full time

○ Part time

At which University Campus or location do you spend the majority of your time? *If you work the majority of your time from home, please also answer and choose the location you visit most on the days you do travel to the University. Agile workers and those who work in more than one place, please choose the location you mostly travel to at the beginning of your University day.* ✱ *Required*

○ Glasgow, Gilmorehill Campus (incl. St Andrew's Building)

○ Glasgow, Tay House

○ Glasgow Berkeley Square

○ Glasgow, Garscube Campus

○ Dumfries, Crichton Campus

○ Glasgow, Dental Hospital and School

○ Queen Elizabeth University Hospital Campus

○ Glasgow Royal Infirmary

○ Gartnavel Royal Hospital and Gartnavel General Hospital

○ Other hospital site

○ SUERC

○ Other

If you selected Other, please specify:

Your answer should be no more than 35 characters long.

What days of the week do you currently travel to the University? *Tick ALL that apply.*
✱ *Required*

☐ Mondays

☐ Tuesdays

☐ Wednesdays

☐ Thursdays

☐ Fridays

☐ Saturdays

☐ Sundays

☐ Varied working week - no set days

☐ Mostly working from home, occasionally on campus

Average number of working days on which you travel to the University, per month.
Please insert a number between 1 and 30. ✽ *Required*

[   ]

Your usual journey to the University

What COMBINATION OF TRANSPORT MODES do you currently use for your usual journey to the University? *Tick **ALL** that apply, but exclude short walking distances, such as to change public transport modes, walk to your car parked close to your home, or walk from subway to University office.*

☐ Foot
☐ Bicycle (including e-bike, hire bike)
☐ Bus / Coach
☐ Subway
☐ Train
☐ Motorcycle
☐ Taxi
☐ Car Sharing – driver
☐ Car Sharing – passenger
☐ Car Sharing – taking turns
☐ Car Driver alone
☐ I do not travel to the University (Working from Home)
☐ Other

If you selected Other, please specify:

Your answer should be no more than 35 characters long.

[   ]

What is the MAIN mode of transport that you currently use for your usual journey to the University? *Please answer for the part of your journey that covers the longest distance.*
✱ *Required*

- ○ Foot
- ○ Bicycle (including hire bike, e-bike)
- ○ Bus / Coach
- ○ Subway
- ○ Train
- ○ Motorcycle
- ○ Taxi
- ○ Car Sharing – driver
- ○ Car Sharing – passenger
- ○ Car Sharing – taking turns
- ○ Car Driver alone
- ○ I do not travel to the University (Working from Home)
- ○ Other

If you selected Other, please specify:

Your answer should be no more than 35 characters long.

What public transport ticket type do you use for your journey to the University?

- ○ One single ticket for a single mode
- ○ One single ticket for each mode, for a combination of public transport modes
- ○ One return ticket for a single mode
- ○ One return ticket for each mode, for a combination of public transport modes
- ○ A season ticket (weekly, monthly, 10 weekly or similar, annual), for a single mode

○ A season ticket (weekly, monthly, 10 weekly or similar, annual), for more than one public transport mode (i.e. SPT Zonecard)

○ A prepaid ticket that can be used flexibly (i.e. SPT SmartCard)

○ Other

If you selected Other, please specify:

Your answer should be no more than 35 characters long.

In what range are your monthly costs for public transport to the University?

○ Below £10

○ Between £10 and £20

○ Between £20 and £30

○ Between £30 and £50

○ Between £50 and £70

○ Between £70 and £100

○ More than £100

Are you using …?

○ One bus / coach only

○ More than one bus / coach with interchange

In order to calculate the University's carbon footprint for commuting, we would like to know more about the taxi you normally or most often use to get to University sites. **Is the taxi you use ...?**

○ A private hire taxi (including Uber)

○ A black cab

○ It varies

○ Don't know

Are you sharing the car with ...?

○ Family member(s) living at the same address who is (are) going to the University ?

○ Family member(s) living at the same address who is (are) going to another place ?

○ A person or persons who live at a different address from you and who also go(es) to the University

○ A person or persons who live at a different address from you and who go(es) to another place

Do you hold a University Car Parking Permit?

○ Yes

○ No

If you use your car to commute to Gilmorehill Campus, **where do you most often park your car?** *Please ignore this question if you drive to another University location.*

[   ]

If you selected Other, please specify:

Your answer should be no more than 35 characters long.

[   ]

Do you pay for car parking ?

○ Yes

○ No

In what range are your average weekly car parking costs associated with your

commute (parking out with the campus)?

○ Below £20

○ Between £20 and £40

○ Between £40 and £60

○ Between £60 and £75

○ Above £75

Once you park your car, how do you travel to your place of work?

○ Foot

○ Bike, including hire bike

○ Bus / Coach

○ Subway

○ Train

○ Taxi, including Uber

○ Car sharing

Would you consider car sharing with another staff member or student?

○ Yes

○ No

We would like to know more about the car you use to access University sites in order to calculate the University's carbon footprint for commuting. **How is your vehicle fuelled?** *If more than one vehicle is used, please choose the fuel type of the vehicle you use the most for your travel to the University.*

○ Petrol

○ Diesel

○ Compressed Natural Gas (CNG)

○ Liquefied Petroleum Gas (LPG)

○ Plug-in Hybrid Electric (PHEV)

○ Battery Electric (BEV)

○ Hybrid Vehicle (not plug-in)

Your alternative modes when travelling to the University

Do you have an alternative main mode of travel to the University? *By 'alternative mode', we mean a travel mode different from your normal main travel mode, which you choose on some days. Please answer for the part of your journey that covers the longest distance.* ✱ *Required*

○ No alternative mode

○ Foot

○ Bicycle (including hire bike, e-bike)

○ Bus / Coach

○ Subway

○ Train

○ Motorcycle

○ Taxi

○ Car Sharing – driver

○ Car Sharing – passenger

○ Car Sharing – taking turns

○ Car Driver alone

○ I do not travel to the University (Working from Home)

○ Other

If you selected Other, please specify:

Your answer should be no more than 35 characters long.

What are the reasons for choosing this alternative mode? *Tick ALL that apply.*

☐ The weather

☐ Different place of work on that day

☐ Plans after or before work

☐ Care responsibilities

☐ For exercise

☐ Main mode is unavailable

☐ Other

If you selected Other, please specify:

Your answer should be no more than 35 characters long.

On average, how often do you choose your alternative mode for travel to the University? *Please choose the option that is closest to your actual use of alternative mode.*

○ Up to 10% of all journeys to the University

○ About 25% of all journeys to the University

○ About 50% of all journeys to the University

If you have any other related comments not covered elsewhere in this section of the survey, please share them here.

Your answer should be no more than 300 characters long.

Impact of the COVID Pandemic on Travel Habits

Due to the COVID pandemic, has your MAIN travel mode to the University changed?

○ No

○ Yes, I used to walk

○ Yes, I used to cycle

○ Yes, I used to take the bus/coach

○ Yes, I used to take the train

○ Yes, I used to take the subway

○ Yes, I used to take a taxi

○ Yes, I used to be a car passenger

○ Yes, I used to be a car driver with passengers

○ Yes, I used to car share and take turns

○ Yes, I used to be a driver alone

○ Yes, I used to drive a motorbike

○ Not applicable - just recently joined the University

○ Yes, Other

If you selected Other, please specify:

How many days do you currently work from home?

○ 5 days per week

○ 4 days a week

○ 3 days a week

○ 2 days a week

○ 1 day a week

○ I do not work from home

As COVID related restrictions are eased and people are returning to campus, **how often are you currently travelling to the University,** and, in future, **how often do you expect to travel to the University (on average)?**

	Now	In future
5 days	☐	☐
4 days	☐	☐
3 days	☐	☐
2 days	☐	☐
1 day	☐	☐
No days (Working from home)	☐	☐
Varies depending on work commitments	☐	☐

How has the way you travel to the University changed since the start of the COVID pandemic?

	Do / Use less	No change	Do / Use more
Walking, running	☐	☐	☐
Cycling	☐	☐	☐
Public transport	☐	☐	☐
Car	☐	☐	☐

If you ticked 'Do / Use more' in the previous question for walk / run / cycle / wheel, **what has influenced your decision to use these modes more?** *Tick ALL that apply.*

☐ One or more Spaces for People schemes or temporary infrastructure measures

(i.e. the closure of Kelvin Way to cars)

☐ Restrictions on public transport availability

☐ Decision to avoid using public transport

☐ University support (i.e. cycle parking, Cycle to Work scheme, etc.)

☐ Free Nextbike memberships and hire stations near me

☐ More time due to working from home

☐ Maintaining fitness levels

☐ Restricted access to other exercise options (i.e. swimming pools, gyms, etc.)

☐ Desire to reduce carbon emissions relating to travel

☐ Other

If you selected Other, please specify:

Your answer should be no more than 35 characters long.

Do you walk, cycle, run or wheel more or less, for non-work related reasons, (such as exercise, errands, leisure ...), since the beginning of the COVID pandemic?

	Do less	No change	Do more
Walking, running	☐	☐	☐
Cycling, wheeling	☐	☐	☐

If you ticked 'Do more' in the previous question, **what has influenced your decision to walk / run / cycle / wheel more?** *Tick ALL that apply.*

☐ One or more Spaces for People schemes or temporary infrastructure measures (i.e. the closure of Kelvin Way to cars)

☐ Restrictions on public transport availability

☐ Decision to avoid using public transport

☐ Free Nextbike memberships and hire stations near me

☐ More time due to working from home

☐ Maintaining fitness levels

☐ Restricted access to other exercise options (i.e. swimming pools, gyms, etc.)

☐ Desire to reduce carbon emissions relating to travel

☐ Other

If you selected Other, please specify:

Your answer should be no more than 35 characters long.

COVID and your intercampus / local business travel

Before the COVID pandemic, I would undertake local business travel / intercampus travel by …

	Daily	Weekly (1-2 times a week)	Monthly (1-2 times a month)	Infrequently (3-6 times a year)	Never
On foot	☐	☐	☐	☐	☐
Bicycle (incl. University e-bike or hire bike)	☐	☐	☐	☐	☐
Motorbike	☐	☐	☐	☐	☐
Private car	☐	☐	☐	☐	☐
Bus	☐	☐	☐	☐	☐
Taxi	☐	☐	☐	☐	☐
Subway	☐	☐	☐	☐	☐
Train	☐	☐	☐	☐	☐

Combination of public transport modes	☐	☐	☐	☐	☐

When Covid related restrictions were introduced, what estimate of business/intercampus travel did you replace by the use of digital tools, such as online meetings? And, in future, **to what extent do you expect the use of digital tools to replace business/intercampus travel?** *This should be compared to the frequency of business/intercampus travel meetings BEFORE the pandemic.*

	Business travel replaced by online meetings during COVID restrictions	In future – expected level of business travel replaced by online meetings
0%	☐	☐
Up to 10%	☐	☐
Between 10 and 25%	☐	☐
Between 25% and 50%	☐	☐
Between 50 and 75%	☐	☐
Between 75 and 100 %	☐	☐
Not sure	☐	☐

Electric Vehicle Uptake

*Electric Vehicles (EVs) consist of **Battery Electric Vehicles (BEVs)** and **Plug-In Hybrid Electric Vehicles (PHEVs**). They both need to be plugged in to charge their battery, but PHEV's also have a petrol or diesel engine.*

*Solely **Hybrid Electric Vehicles (HEVs)** can not be plugged in. They still consist of a battery and a petrol/diesel engine, but the battery is charged through regenerative braking and by burning petrol/diesel inside their internal combustion engines (ICEs).*

Do you own a private car?

○ Yes, a Battery Electric Vehicle

○ Yes, a Plug-in Hybrid Electric Vehicle

○ Yes, a Hybrid Electric Vehicle (no recharging required)

○ Yes, a petrol, diesel, CNG or LPG powered vehicle

○ No

Within the next 5 years do you plan to …?

○ Replace your car with an Battery EV / Plug-In Hybrid Vehicle

○ Replace your car with an Hybrid Electric (no recharging needed)

○ Replace your own car with a car club membership

○ Give up on car ownership

○ Retain your current car or replace with another car with the same engine type

Where do you most frequently expect to access charge points for recharging the vehicle's battery?

○ At home

○ On street provided by the local authority

○ Public car parks

○ At a destination (i.e. shopping centre, service station)

○ On University campus

○ Other

If you selected Other, please specify:

Your answer should be no more than 35 characters long.

Where do you most frequently expect to access charge points for recharging the vehicle's battery?

○ At home

○ On street provided by the local authority

○ Public car parks

○ At a destination (i.e. shopping centre, service station)

○ On University campus

○ Other

If you selected Other, please specify:

Your answer should be no more than 35 characters long.

Do you plan to buy/lease an EV within the next 5 years?

○ Yes

○ No

Where do you most frequently expect to access charge points for recharging the vehicle's battery?

- ○ At home
- ○ On street provided by the local authority
- ○ Public car parks
- ○ At a destination (i.e. shopping centre, service station)
- ○ On University campus
- ○ Other

If you selected Other, please specify:

Your answer should be no more than 35 characters long.

Electric Bikes

Do you currently own an e-bike?

○ Yes

○ No

Did you give up your private car because of the e-bike?

○ Yes

○ No

○ I did not own a private car

For what types of trip do you use your e-bike? *Tick ALL that apply.*

☐ Leisure cycling, for sport or excercise

☐ Commuting to your place of study

☐ Cycling to a specific location for a purpose (i.e shopping)

Is your e-bike a cargo-bike?

○ Yes

○ No

Do you plan to obtain an e-bike within the next 5 years?

○ Yes

○ No

The University owns a small e-bike fleet available to staff to use for business/intercampus travel. This includes an e-cargo bike which can transport small loads.

Would you consider using a University e-bike for business travel?

○ Yes

○ Already use them

○ No

○ Not sure

Commuting Journey - Student

What school are you studying in? *If you are studying in more than one, please state the one you spend most time in.* ✱ *Required*

[   ]

Please provide your usual term-time home postcode, in the format 'G12 8QQ'. *Please see our Privacy Notice for details on how we use your data and keep it safe.* ✱ *Required*

[   ]

Are you studying ...?

○ Full time
○ Part time

At which University Campus or location do you spend the majority of your time?
Please choose the campus you mostly travel to at the beginning of your University day. ✱ *Required*

○ Glasgow, Gilmorehill Campus (incl. St Andrew's Building)
○ Glasgow, Garscube Campus
○ Dumfries, Crichton Campus
○ Glasgow, Dental Hospital and School
○ Queen Elizabeth University Hospital Campus
○ Glasgow Royal Infirmary
○ Gartnavel Royal Hospital and Gartnavel General Hospital

○ Other hospital

○ Other

If you selected Other, please specify:

Your answer should be no more than 35 characters long.

[   ]

Which days of the week do you currently travel to the University? *Tick ALL that apply.*
✱ *Required*

☐ Mondays

☐ Tuesdays

☐ Wednesdays

☐ Thursdays

☐ Fridays

☐ Saturdays

☐ Sundays

☐ Varied University week - no set days

☐ Mostly studying from home - irregularly on campus

Average number of study days on which you travel to the University, per month.
Please insert a number between 1 and 30. ✱ *Required*

[   ]

Your usual journey to the University

What COMBINATION OF TRANSPORT MODES do you currently use for your usual

journey to the University? *Tick **ALL** that apply, but exclude short walking distances, such as to change public transport modes, walk to your car parked close to your home, or walk from subway to the University.*

- ☐ Foot
- ☐ Bicycle (including e-bike, hire bike)
- ☐ Bus / Coach
- ☐ Subway
- ☐ Train
- ☐ Motorcycle
- ☐ Taxi
- ☐ Car Sharing – driver
- ☐ Car Sharing – passenger
- ☐ Car Sharing – taking turns
- ☐ Car Driver alone
- ☐ I do not travel to the University (Studying from Home)
- ☐ Other

If you selected Other, please specify:

Your answer should be no more than 35 characters long.

What is the MAIN mode of transport that you currently use for your usual journey to the University? *Please answer for the part of your journey that covers the longest distance.*
✱ *Required*

- ○ Foot
- ○ Bicycle (including e-bike, hire bike)
- ○ Bus / Coach
- ○ Subway

- ○ Train
- ○ Motorcycle
- ○ Taxi
- ○ Car Sharing – driver
- ○ Car Sharing – passenger
- ○ Car Sharing – taking turns
- ○ Car Driver alone
- ○ I do not travel to the University (Studying from Home)
- ○ Other

If you selected Other, please specify:

Your answer should be no more than 35 characters long.

What public transport ticket type do you use for your journey to the University?

- ○ One single ticket for a single mode
- ○ One single ticket for each mode, for a combination of public transport modes
- ○ One return ticket for a single mode
- ○ One return ticket for each mode, for a combination of public transport modes
- ○ A season ticket (weekly, monthly, 10 weekly or similar, annual), for a single mode
- ○ A season ticket (weekly, monthly, 10 weekly or similar, annual), for more than one public transport mode (i.e. SPT Zonecard)
- ○ A prepaid ticket that can be used flexibly (i.e. SPT SmartCard)
- ○ Other

If you selected Other, please specify:

Your answer should be no more than 35 characters long.

In what range are your monthly costs for public transport to the University?

○ Below £10

○ Between £10 and £20

○ Between £20 and £30

○ Between £30 and £50

○ Between £50 and £70

○ Between £70 and £100

○ More than £100

Are you using …?

○ One bus / coach only

○ More than one bus / coach with interchange

In order to calculate the University's carbon footprint for commuting, we would like to know more about the taxi you normally or most often use to get to University sites. **Is the taxi you use ...?**

○ A private hire taxi (including Uber)

○ A black cab

○ It varies

○ Don't know

Are you sharing the car with ...?

○ Family member(s) living at the same address who is (are) going to the University ?

○ Family member(s) living at the same address who is (are) going to another place ?

○ A person or persons who live at a different address from you and who also go(es) to the University

○ A person or persons who live at a different address from you and who go(es) to another place

Do you hold a University Car Parking Permit?

○ Yes

○ No

If you use your car to commute to Gilmorehill Campus, **where do you most often park your car?** *Please ignore this question if you drive to another University location.*

[   ]

If you selected Other, please specify:

Your answer should be no more than 35 characters long.

[   ]

Do you pay for car parking ?

○ Yes

○ No

In what range are your average weekly car parking costs associated with your commute (parking out with the campus)?

○ Below £20

○ Between £20 and £40

○ Between £40 and £60

○ Between £60 and £75

○ Above £75

Once you park your car, how do you travel to your place of study?

○ Foot

○ Bike, including hire bike

○ Bus / Coach

○ Subway

○ Train

○ Taxi, including Uber

○ Car sharing

Would you consider car sharing with another student or staff member?

○ Yes

○ No

We would like to know more about the car you use to access University sites in order to calculate the University's carbon footprint for commuting. **How is your vehicle fuelled?** *If more than one vehicle is used, please choose the fuel type of the vehicle you use the most for your travel to the University.*

○ Petrol

○ Diesel

○ Compressed Natural Gas (CNG)

○ Liquefied Petroleum Gas (LPG)

○ Plug-in Hybrid Electric (PHEV)

○ Battery Electric (BEV)

○ Hybrid Vehicle (not plug-in)

Your alternative modes when travelling to the University

Do you have an alternative main mode of travel to the University? *By 'alternative mode', we mean a travel mode different from your normal main travel mode, which you choose on some days. Please answer for the part of your journey that covers the longest distance.* ✳ *Required*

○ No alternative mode

○ Foot

○ Bicycle (including e-bike, hire bike)

○ Bus / Coach

○ Subway

○ Train

○ Motorcycle

○ Taxi

○ Car Sharing – driver

○ Car Sharing – passenger

○ Car Sharing – taking turns

○ Car Driver alone

○ I do not travel to the University (Studing from Home)

○ Other

If you selected Other, please specify:

Your answer should be no more than 35 characters long.

What are the reasons for choosing this alternative mode? *Tick ALL that apply.*

☐ The weather

☐ Different place of study on that day

☐ Plans after or before work

☐ Care responsibilities

☐ For exercise

☐ Main mode is unavailable

☐ Other

If you selected Other, please specify:

Your answer should be no more than 35 characters long.

[   ]

On average, how often do you choose your alternative mode for travel to the University? *Please choose the option that is closest to your actual use of alternative mode.*

○ Up to 10% of all journeys to the University
○ About 25% of all journeys to the University
○ About 50% of all journeys to the University

Transport Scotland opened the Young Person's (Under 22s) Free Bus Travel scheme in Jan 2022. All young people aged 5-21 years old can apply for a card to access free bus travel.

Do you use the free bus travel for those under 22 years old in Scotland?

○ Yes
○ Not yet, but planning to
○ No, and not planning to
○ I am not aware of this scheme

If you have any other related comments not covered elsewhere in this section of the survey, please share them here.

[   ]

Impact of the COVID Pandemic on Travel Habits

Due to the COVID pandemic, has your MAIN travel mode to the University changed?

○ No

○ Yes, I used to walk

○ Yes, I used to cycle

○ Yes, I used to take the bus/coach

○ Yes, I used to take the train

○ Yes, I used to take the subway

○ Yes, I used to take a taxi

○ Yes, I used to be a car passenger

○ Yes, I used to be a car driver with passengers

○ Yes, I used to car share and take turns

○ Yes, I used to be a driver alone

○ Yes, I used to drive a motorbike

○ Not applicable - just recently joined the University

○ Yes, Other

If you selected Other, please specify:

Your answer should be no more than 35 characters long.

How many days, as an average, do you currently study from home?

○ 5 days per week

○ 4 days a week

○ 3 days a week

○ 2 days a week

○ 1 day a week

○ I do not study from home

As COVID related restrictions are eased and people are returning to campus, **how often are you currently travelling to the University,** and, in future, **how often do you expect to travel to the University (on average)?**

	Now	In future
5 days	☐	☐
4 days	☐	☐
3 days	☐	☐
2 days	☐	☐
1 day	☐	☐
No days (Studying from home)	☐	☐
Varies depending on study commitments	☐	☐

How has the way you travel to the University changed since the start of the COVID pandemic?

	Do / Use less	No change	Do / Use more
Walking, running	☐	☐	☐
Cycling, wheeling	☐	☐	☐
Public transport	☐	☐	☐
Car	☐	☐	☐

If you ticked 'Do / Use more' in the previous question for 'Walking, running' and/or 'Cycling, wheeling', **what has influenced your decision to use these modes more?**
Tick ALL that apply.

☐ One or more Spaces for People schemes or temporary infrastructure measures (i.e. the closure of Kelvin Way to cars)

☐ Restrictions on public transport availability

☐ Decision to avoid using public transport

☐ University support (i.e. cycle parking)

☐ Free Nextbike memberships and hire stations near me

☐ More time due to studying from home

☐ Maintaining fitness levels

☐ Restricted access to other exercise options (i.e. swimming pools, gyms, etc.)

☐ Desire to reduce carbon emissions relating to travel

☐ Other

If you selected Other, please specify:

Your answer should be no more than 35 characters long.

Do you walk, cycle, run or wheel more or less, for non-University related reasons, (such as excercise, errands, leisure ...), since the beginning of the COVID pandemic?

	Do less	No change	Do more
Walking, running	☐	☐	☐
Cycling. wheeling	☐	☐	☐

If you ticked 'Do more' in the previous question, what has influenced your decision to walk / cycle / wheel more? *Tick ALL that apply.*

☐ One or more Spaces for People schemes or temporary infrastructure measures (i.e. the closure of Kelvin Way to cars)

- ☐ Restrictions on public transport availability
- ☐ Decision to avoid using public transport
- ☐ Free Nextbike memberships and hire stations near me
- ☐ More time due to studying from home
- ☐ Maintaining fitness levels
- ☐ Restricted access to other exercise options (i.e. swimming pools, gyms, etc.)
- ☐ Desire to reduce carbon emissions relating to travel
- ☐ Other

If you selected Other, please specify:

Your answer should be no more than 35 characters long.

COVID and your intercampus travel

Before the COVID pandemic, I would undertake intercampus travel by …

	Daily	Weekly (1-2 times a week)	Monthly (1-2 times a month)	Infrequently (3-6 times a year)	Never
On foot	☐	☐	☐	☐	☐
Bicycle (own or hire bike)	☐	☐	☐	☐	☐
Motorbike	☐	☐	☐	☐	☐
Private car	☐	☐	☐	☐	☐
Bus	☐	☐	☐	☐	☐
Taxi	☐	☐	☐	☐	☐
Subway	☐	☐	☐	☐	☐
Train	☐	☐	☐	☐	☐

Combination of public transport modes	☐	☐	☐	☐	☐

When COVID related restrictions were introduced, what estimate of intercampus travel did you replace by the use of digital tools, such as online meetings? And, in future, **to what extent do you expect the use of digital tools to replace intercampus travel?** *This should be compared to the frequency of intercampus travel BEFORE the pandemic.*

	Intercampus travel replaced by online meetings during COVID restrictions	In future – expected level of intercampus travel replaced by online meetings
0%	☐	☐
Up to 10%	☐	☐
Between 10 and 25%	☐	☐
Between 25% and 50%	☐	☐
Between 50 and 75%	☐	☐
Between 75 and 100 %	☐	☐
Not sure	☐	☐

Electric Vehicle Uptake

*Electric Vehicles (EVs) consist of **Battery Electric Vehicles (BEVs)** and **Plug-In Hybrid Electric Vehicles (PHEVs)**. They both need to be plugged in to charge their battery, but PHEV's also have a petrol or diesel engine.*

*Solely **Hybrid Electric Vehicles (HEVs)** can not be plugged in. They still consist of a battery and a petrol/diesel engine, but the battery is charged through regenerative braking and by burning petrol/diesel inside their internal combustion engines (ICEs).*

Do you own a private car?

- ○ Yes, a Battery Electric Vehicle
- ○ Yes, a Plug-in Hybrid Electric Vehicle
- ○ Yes, a Hybrid Electric Vehicle (no recharging required)
- ○ Yes, a petrol, diesel, CNG or LPG powered vehicle
- ○ No

Within the next 5 years do you plan to …?

- ○ Replace your car with an Battery EV / Plug-In Hybrid Vehicle
- ○ Replace your car with an Hybrid Electric (no recharging needed)
- ○ Replace your own car with a car club membership
- ○ Give up on car ownership
- ○ Retain your current car or replace with another car with the same engine type

Where do you most frequently expect to access charge points for recharging the vehicle's battery?

- ○ At home
- ○ On street provided by the local authority
- ○ Public car parks

○ At a destination (i.e. shopping centre, service station)

○ On University campus

○ Other

If you selected Other, please specify:

Your answer should be no more than 35 characters long.

[   ]

Where do you most frequently expect to access charge points for recharging the vehicle's battery?

○ At home

○ On street provided by the local authority

○ Public car parks

○ At a destination (i.e. shopping centre, service station)

○ On University campus

○ Other

If you selected Other, please specify:

Your answer should be no more than 35 characters long.

[   ]

Do you plan to buy/lease an EV within the next 5 years?

○ Yes

○ No

Where do you most frequently expect to access charge points for recharging the vehicle's battery?

○ At home

○ On street provided by the local authority

○ Public car parks

○ At a destination (i.e. shopping centre, service station)

○ On University campus

○ Other

If you selected Other, please specify:

Your answer should be no more than 35 characters long.

Electric Bikes

Do you currently own an e-bike?

○ Yes

○ No

Did you give up your private car because of the e-bike?

○ Yes

○ No

○ I did not own a private car

For what types of trip do you use your e-bike? *Tick ALL that apply.*

☐ Leisure cycling, for sport or excercise

☐ Commuting to your place of study

☐ Cycling to a specific location for a purpose, such as shopping or visiting ...

Is your e-bike a cargo-bike?

○ Yes

○ No

Do you plan to obtain an e-bike within the next 5 years?

○ Yes

○ No

Prize Draw & Voluntary Travel Diary

If you want to be entered into a prize draw for your participation, please insert your email address into the textbox provided. *You could win one of 2 Fitbits or one of 10 £30 shopping vouchers for the [Ethical Superstore](). With entering an email address you give consent to be contacted in relation to the prize draw only.*

To understand staff and students' travel profile in more detail, we are looking for volunteers to fill in a travel diary, detailing every journey they take, for 2 weeks.

If you would be prepared to fill in a travel diary as a volunteer for 2 weeks, please insert your email address into the textbox provided. Full guidance will be given. *With entering an email address you give consent to be contacted in relation to the volunteering for a travel diary only.*

Final page

Thank you for taking part in this survey.

Key for selection options

3 - What Service / School / Institute / Unit are you working for? *If you are working for more than one, please state the one you are contracted for most of the time.*

Commercial Services
Estates Directorate
External Relations
Finance Division
Hunterian Museum & Art Gallery Division
Information Services
People & Organisational Development, and HR
Research Strategy & Innovation
Strategy & Planning and Court Office
Student & Academic Services
The Transformation Team
Arts Administration
MVLS Administration
Social Sciences Administration
Science & Engineering Administration
Institute of Biodiversity Animal Health & Comparative Medicine
Institute of Cancer Sciences
Institute of Cardiovascular & Medical Sciences
Institute of Health & Wellbeing
Institute of Infection Immunity & Inflammation
Institute of Molecular Cell & Systems Biology
School of Culture & Creative Arts
School of Modern Languages & Cultures
School of Humanities
School of Critical Studies
School of Life Sciences
School of Medicine, Dentistry & Nursing
School of Psychology & Neuroscience
School of Veterinary Medicine

School of Chemistry
School of Computing Science
School of Engineering
School of Geographical & Earth Sciences
School of Mathematics & Statistics
School of Physics & Astronomy
School of Psychology
Adam Smith Business School
Adam Smith Research Foundation
School of Education
School of Interdisciplinary Studies
School of Law
School of Social & Political Sciences
Scottish Universities Environmental Research Centre
Other

9.f.i - If you use your car to commute to Gilmorehill Campus, where do you most often park your car? *Please ignore this question if you drive to another University location.*

In the Hyndland area
In the Dowanhill area
In the Partick area
In the Kelvinside area
In the Anniesland area
In the Woodlands area
In the Woodside area
In the Yorkhill and Kelvingrove area
In the Anderston area
In the Thornwood area
In the Hillhead area
In the Maryhill area
In another Westend area
Other

22 - What school are you studying in? *If you are studying in more than one, please state the one you spend most time in.*

Adam Smith Business School
School of Interdisciplinary Studies
School of Chemistry

School of Computing Science
School of Critical Studies
School of Culture & Creative Arts
School of Education
School of Engineering
School of Geographical & Earth Sciences
School of Humanities
School of Law
School of Life Sciences
School of Mathematics & Statistics
School of Medicine, Dentistry and Nursing
Dental School
School of Modern Language & Cultures
School of Physics & Astronomy
School of Psychology
School of Social & Political Sciences
School of Veterinary Medicine

28.f.i - If you use your car to commute to Gilmorehill Campus, where do you most often park your car? *Please ignore this question if you drive to another University location.*

In the Hyndland area
In the Dowanhill area
In the Partick area
In the Kelvinside area
In the Anniesland area
In the Woodlands area
In the Woodside area
In the Yorkhill and Kelvingrove area
In the Anderston area
In the Thornwood area
In the Hillhead area
In the Maryhill area
In another Westend area
Other

Appendix B   Mode Share Map

The following maps show the mode share for home postcode areas for staff and students to travel to Gilmorehill and Garscube and for staff only to Tay House. The mode share is split into Active Travel, Car-based Modes, Public Transport and Other. The individual modes included in each grouped mode are:
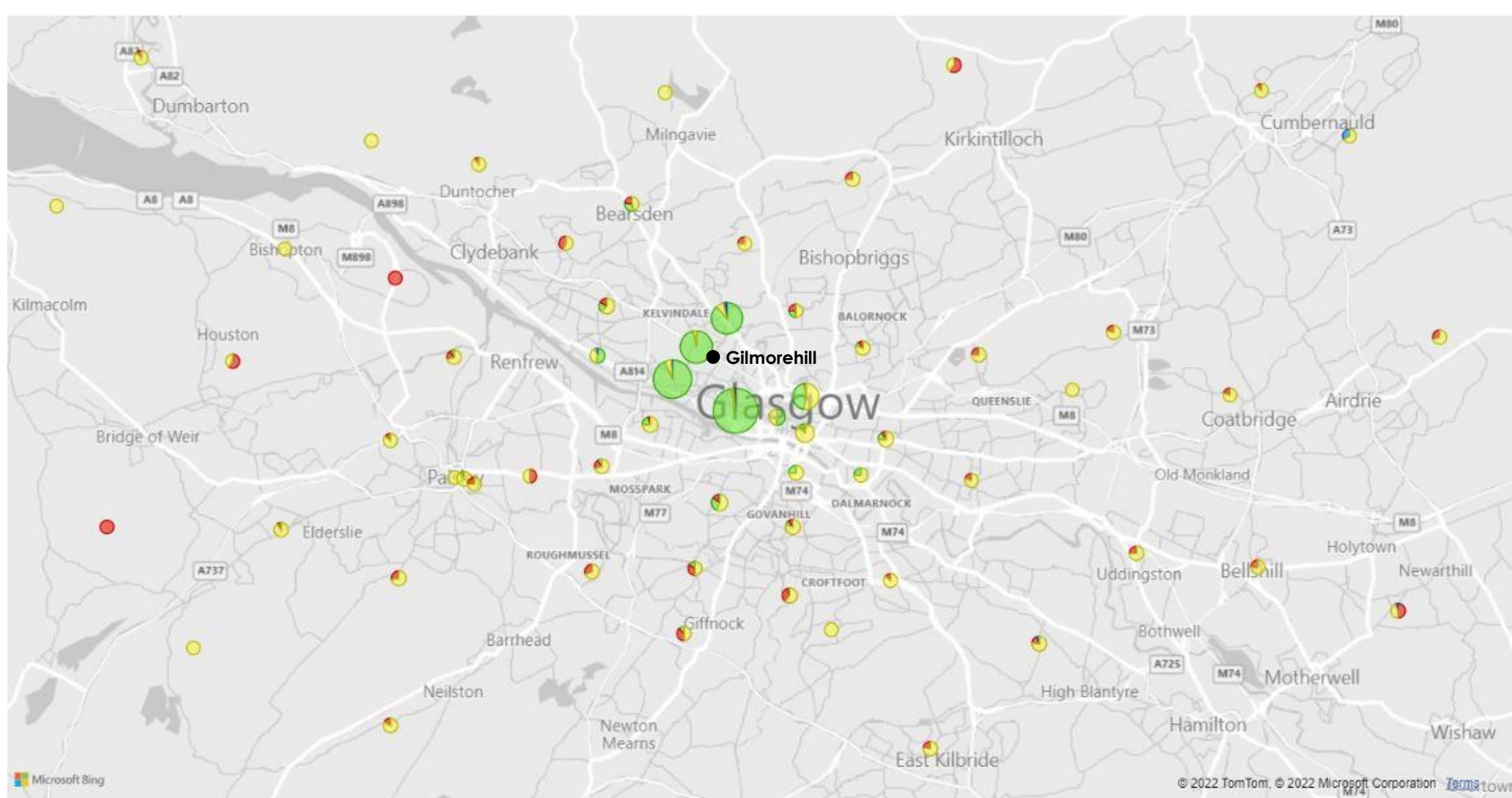
- **Active Travel:** walking and cycling
- **Car-based Modes:** car driver alone, car sharing – driver, car sharing – taking turns and car sharing – passenger
- **Public Transport:** train, subway and bus/coach
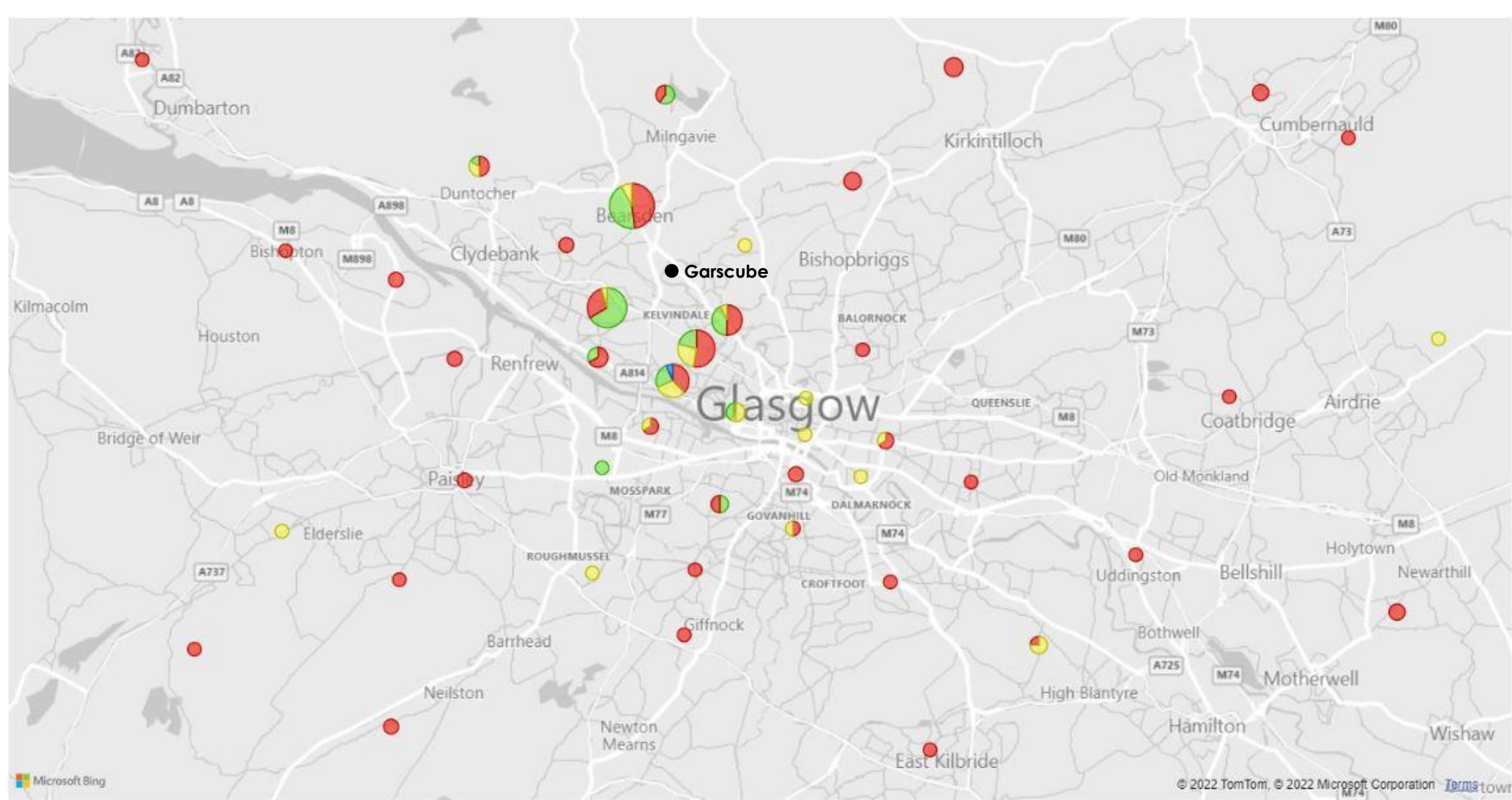- **Other:** motorcycle, tax and other
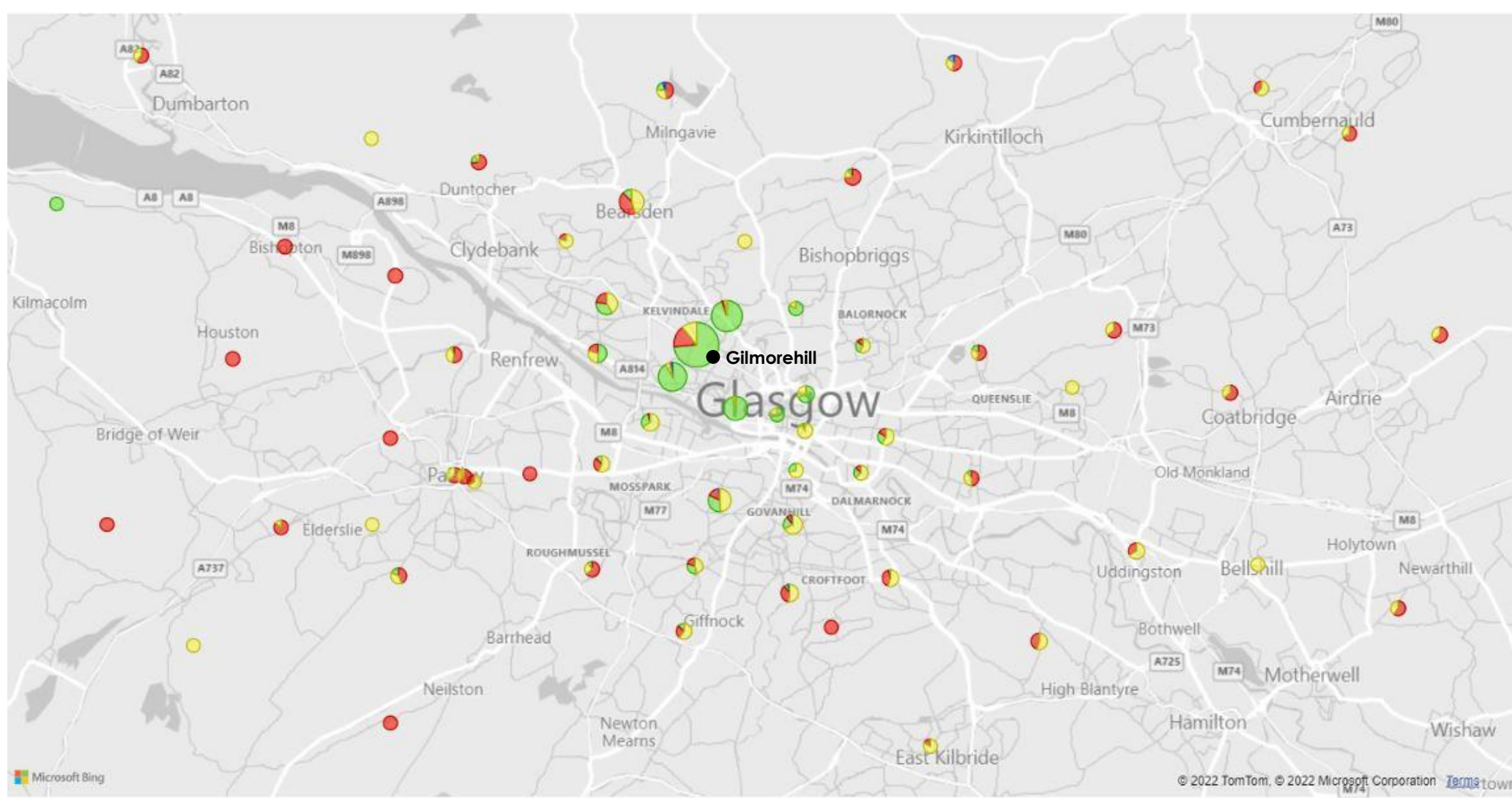
Active Travel
Car-based Modes
Public Transport
Other

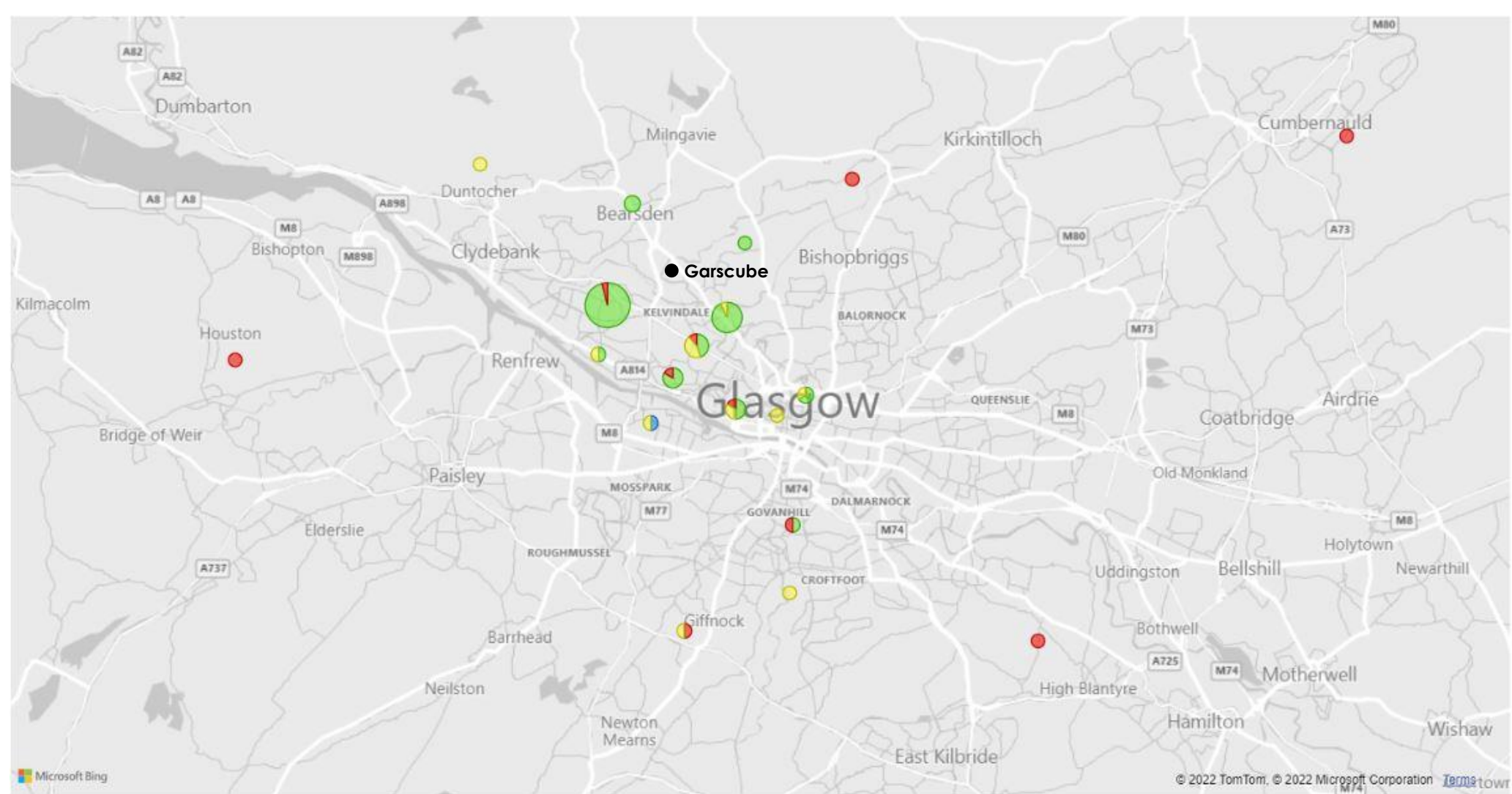Size of dot indicates number of respondents.
Maximum = 203 (G12)

Staff Based at Gilmorehill

Stantec

Active Travel
Car-based Modes
Public Transport
Other

Size of dot indicates number of respondents.
Maximum = 344 (G3)

Students Based at Gilmorehill

Stantec
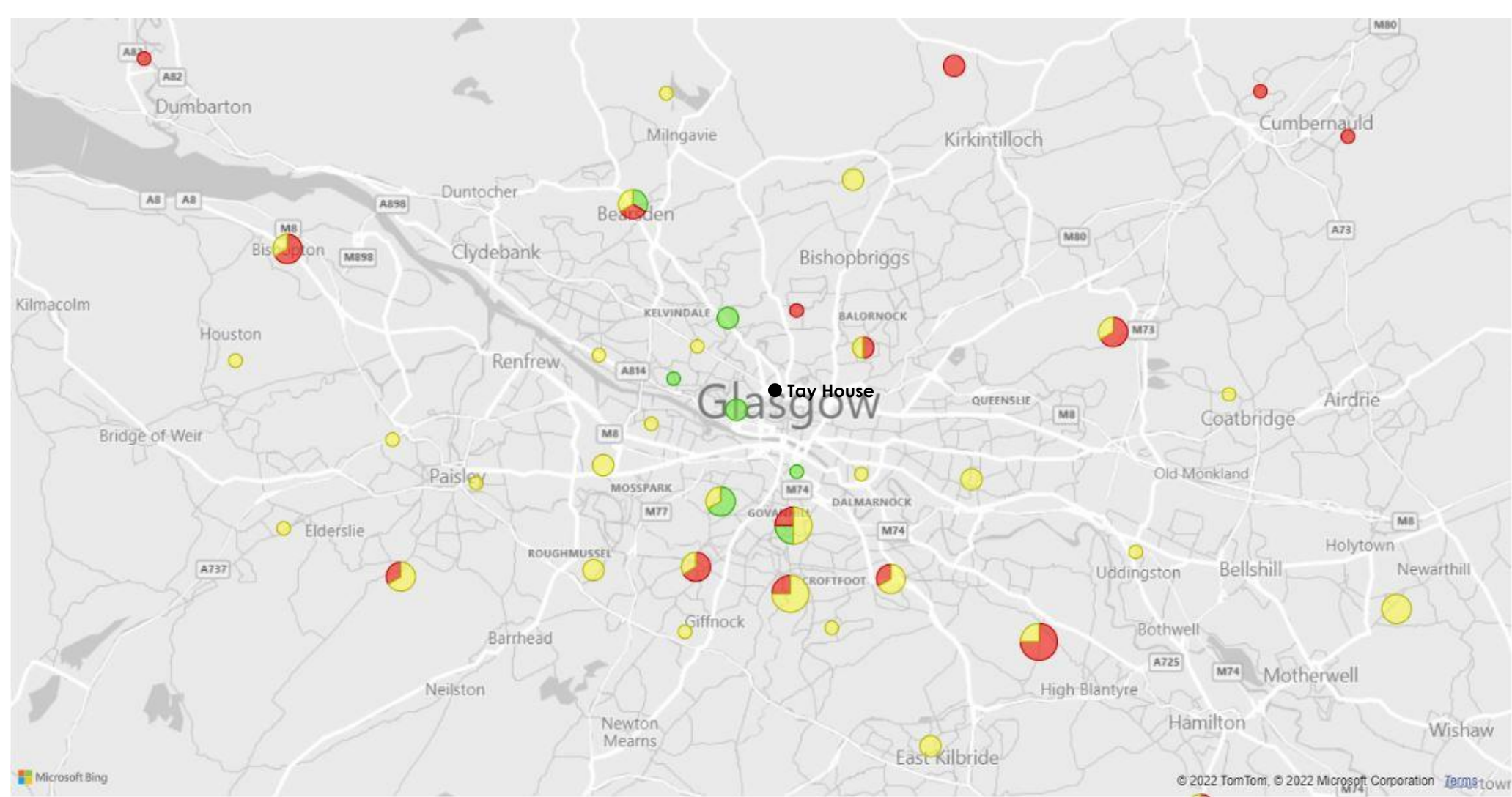
Active Travel
Car-based Modes
Public Transport
Other

Size of dot indicates number of respondents.
Maximum = 25 (G61)

Staff Based at Garscube

Stantec

Active Travel
Car-based Modes
Public Transport
Other

Size of dot indicates number of respondents.
Maximum = 25 (G13)

Students Based at Garscube

Stantec

Active Travel
Car-based Modes
Public Transport
Other

Size of dot indicates number of respondents.
Maximum = 4 (G42, G44, G72)

Staff Based at Tay House

Stantec