

Technical Note – University of Abertay Dundee

Travel Survey Results

1.1 Introduction

During November 2009 staff and students and the University of Abertay Dundee were asked to take part in the University Travel Survey. Surveys were distributed electronically using the internal email system with surveys hosted by surveymonkey.com. Staff without access to the online survey were provided with a paper version. A total of 245 members of staff and 168 students completed the survey providing a total of 448 responses.

This report discusses the results of the staff and students travel survey for the journey to and from the University as well as business journeys undertaken by staff.

1.2 Survey Results

Section A - Your Journey to/from University

How do you normally travel to the University? Please tick the mode used for the main part of your journey.

The results shown in table 1 and figure 2 show the main modes of travel used by staff and student respondents when travelling to the University. The results indicate that approximately 20% of staff respondents travel by active modes of travel such as walking and cycling, while 50% of students respondents walk. Over 55% of staff respondents indicated that they travelled by car (as either a driver or passenger) with approximately 34% travelling alone by car. Only 24% of student respondents indicated that travelled by car, 16% travelling alone.

Answer Options	Staff	Students
Walk	14.69%	50.60%
Cycle	6.12%	0.00%
Bus	15.10%	18.45%
Train	5.71%	5.36%
Motorcycle	0.00%	0.00%
Car passenger	8.98%	2.38%
Car Driver with Passenger(s)	12.24%	5.95%
Car Driver alone	34.69%	16.07%
Other (please specify)	2.45%	1.19%

Table 1 Normal mode of travel to University by staff and student respondents.

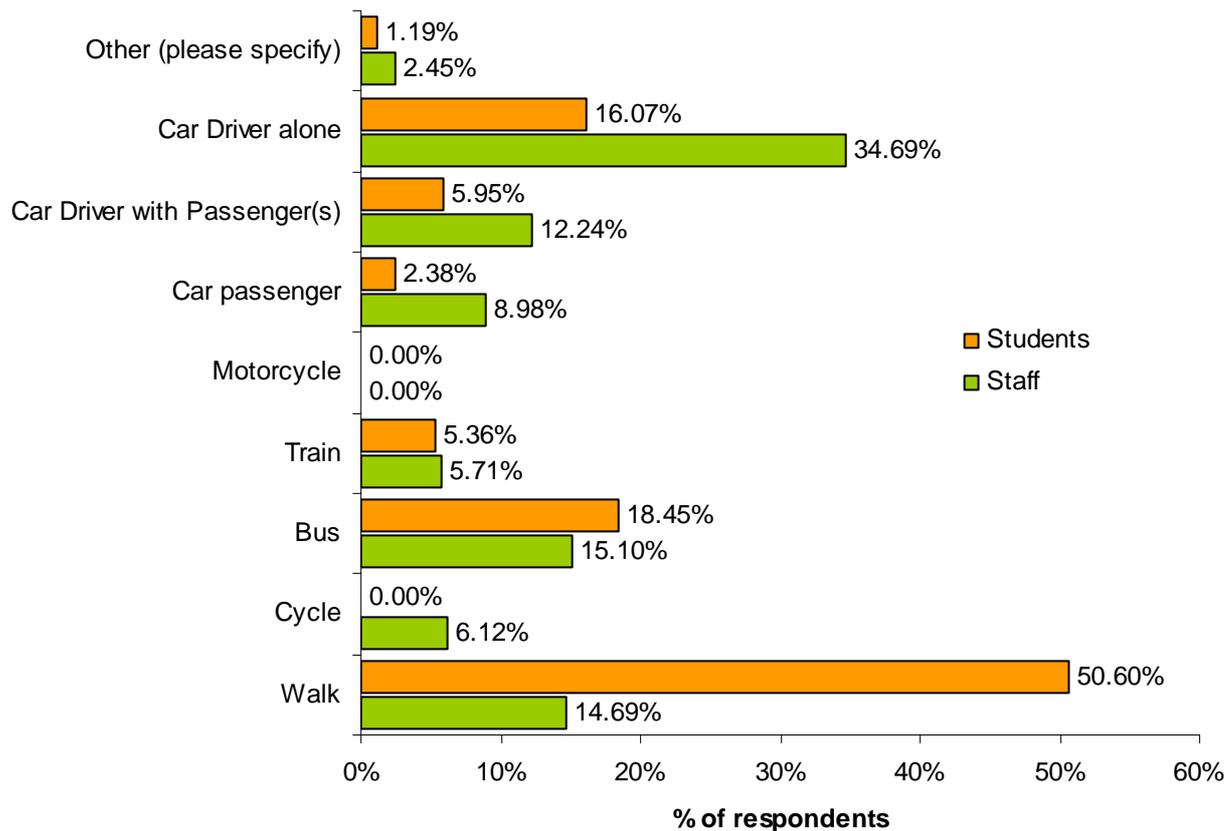


Figure 2 Normal mode of travel to University by staff & student respondents.

The results in table 3 indicate that approximately 10% less staff respondents travel as a car driver when compared to the working population of Dundee and Scotland.

Mode Of Travel	University of Abertay Dundee Staff	Dundee Working Pop*	Scotland*
Walk	14.69%	11.33%	11.75%
Cycle	6.12%	1.17%	1.43%
Bus	15.10%	15.20%	11.83%
Train	5.71%	0.66%	3.34%
Motorcycle	0.00%	0.42%	0.45%
Car Passenger	8.98%	10.23%	8.38%
Car Driver	46.94%	57.64%	56.21%
Other (includes homeworking)	2.45%	3.35%	6.61%

Table 3 Normal mode of travel to work by staff respondents compared to Dundee City (working population – people who work in Dundee City not necessarily Dundee City residents) and Scotland * - Scottish Census data 2001, Table CA218 (*Working but not full time student).

What are your main reasons for travelling by that mode?

The results in table 4 indicates that the main reasons identified by both staff & students for travelling by their chosen mode is convenience and speed.

Reason for Travelling	Staff	Students
Lack of alternative	18.37%	25.60%
Disability which requires car use.	1.22%	0.60%
Quicker than other means of transport	31.02%	37.50%
Health reasons	11.43%	15.48%
Car needed for business trips	3.67%	0.60%
Dropping off/collecting children	15.51%	2.98%
Convenience	37.14%	35.71%
Cheaper to use this mode	20.00%	49.40%
Most practical mode of transport	30.61%	34.52%
Environmental reasons	14.29%	13.10%
Difficulties getting parked	5.31%	4.76%
Don't like alternatives	5.31%	5.95%
Parking available	7.35%	1.19%
To avoid congestion	4.08%	4.17%
Good links to public transport	6.12%	7.14%
Costs of parking	4.49%	12.50%
Other (please specify)	12.65%	9.52%
No Answer	0.41%	0.60%

Table 4 Reason for travelling by chosen mode

Figure 10 provides details of the top ten reasons identified by staff and student respondents why they travel by their chosen mode.

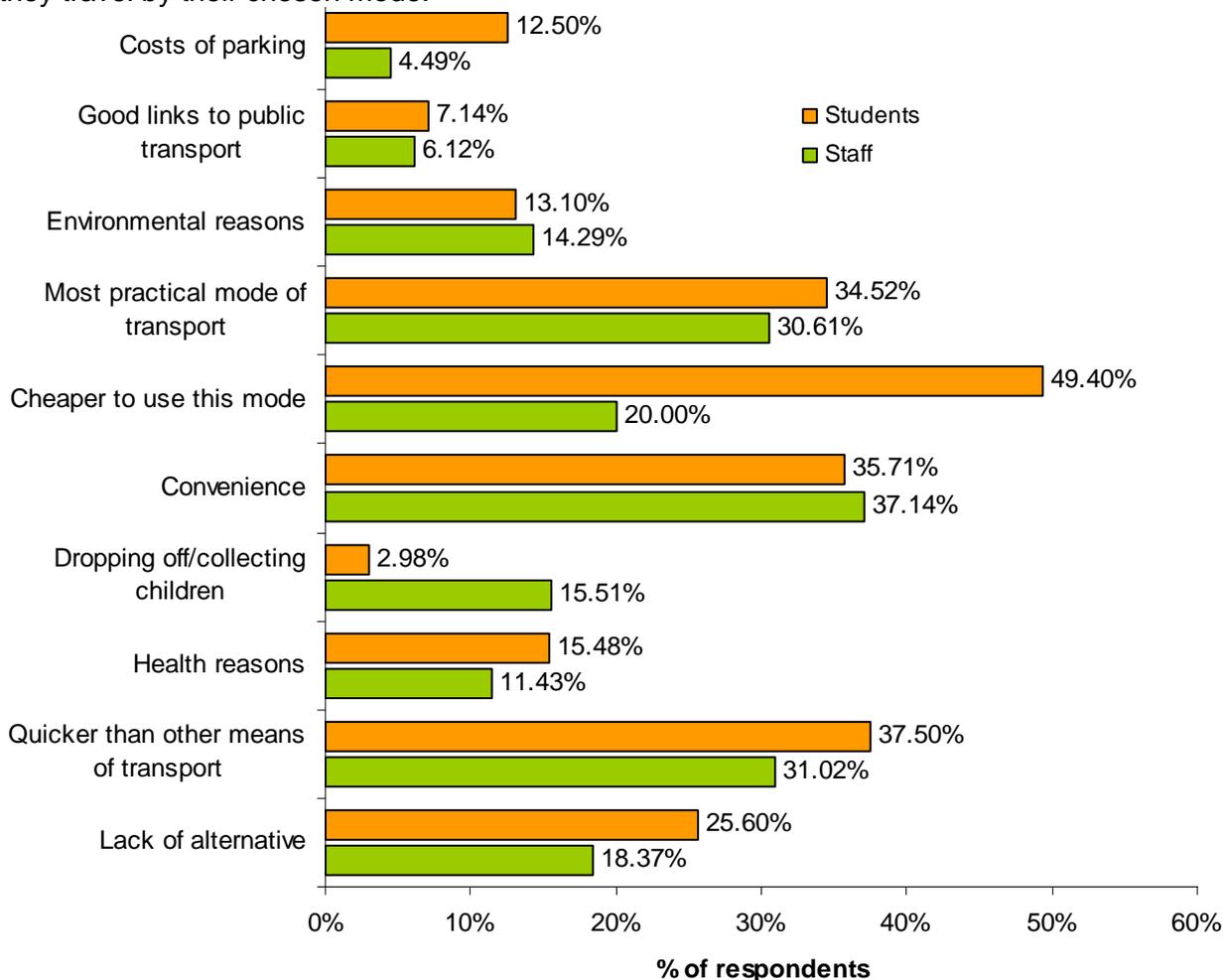


Figure 5 main reasons identified by staff and student respondents as to why they travel by their chosen mode

Do you sometimes travel to University by another mode of transport? If so, please indicate which ones? (please tick all that apply).

The following tables and charts provide details of the alternative modes of transport sometimes used by staff and student respondents for their journey to and from University.

Table 6 and figure 7 provide details of staff respondents. The results suggest that 70% of staff respondents sometimes travel by another mode of transport to and from the University.

Staff Answer Options	Frequently (About Twice Per Week)	Sometimes (About Once Per Week)	Occasionally (About Once Per Month)
Walk	3.27%	1.22%	4.90%
Cycle	1.22%	2.04%	2.45%
Bus	7.76%	8.57%	18.37%
Train	2.45%	0.00%	3.67%
Motorcycle	0.41%	0.41%	0.41%
Car passenger	3.27%	4.90%	9.80%
Car driver with passenger(s)	4.49%	1.22%	1.22%
Car driver alone	2.04%	4.08%	7.35%
Other	1.22%	0.00%	0.00%

Table 6 Mode of travel to University sometimes used by staff respondents

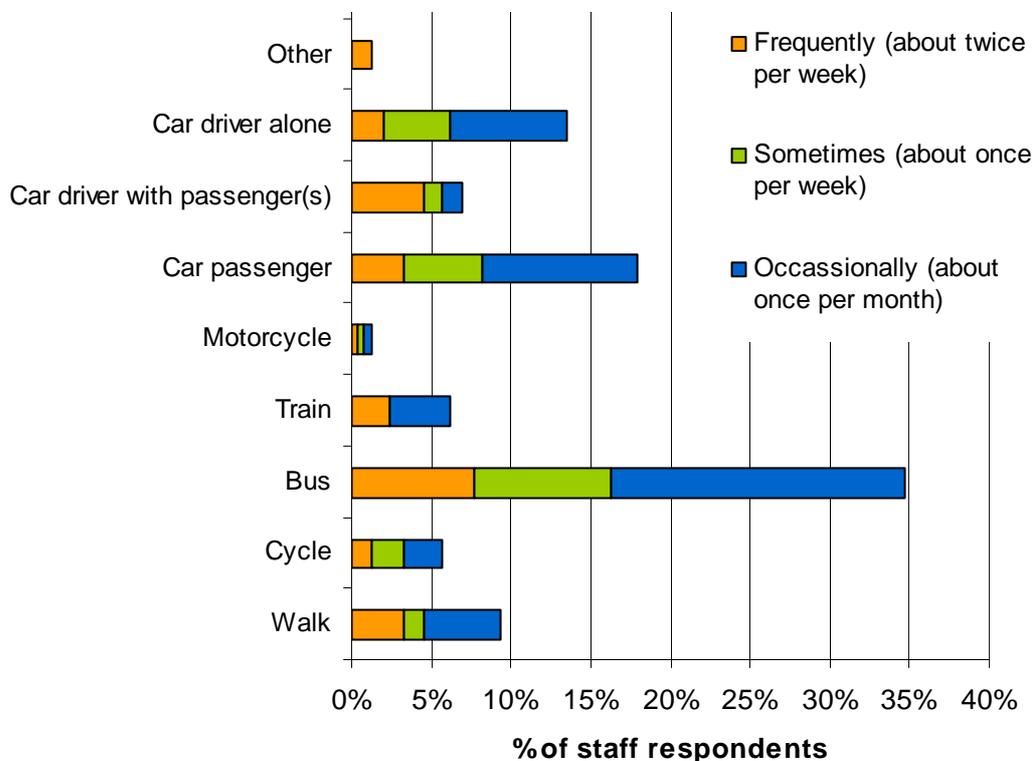


Figure 7 Mode of travel to University sometimes used by staff respondents

Table 8 and figure 9 provide details of the alternative modes of travel sometimes used by student respondents for their journey to and from University. The results suggest that 60% of student respondents sometimes travel by another mode of transport to and from the University.

Student Answer Options	Frequently (About Twice Per Week)	Sometimes (About Once Per Week)	Occasionally (About Once Per Month)
Walk	8.33%	1.19%	5.36%
Cycle	0.60%	1.19%	3.57%
Bus	4.76%	2.38%	11.31%
Train	0.60%	1.79%	5.36%
Motorcycle	0.00%	0.00%	1.79%
Car passenger	2.38%	8.33%	9.52%
Car driver with passenger(s)	1.19%	3.57%	3.57%
Car driver alone	1.19%	5.36%	8.33%
Other	0.00%	0.00%	1.19%

Table 8 Mode of travel to University sometimes used by student respondents.

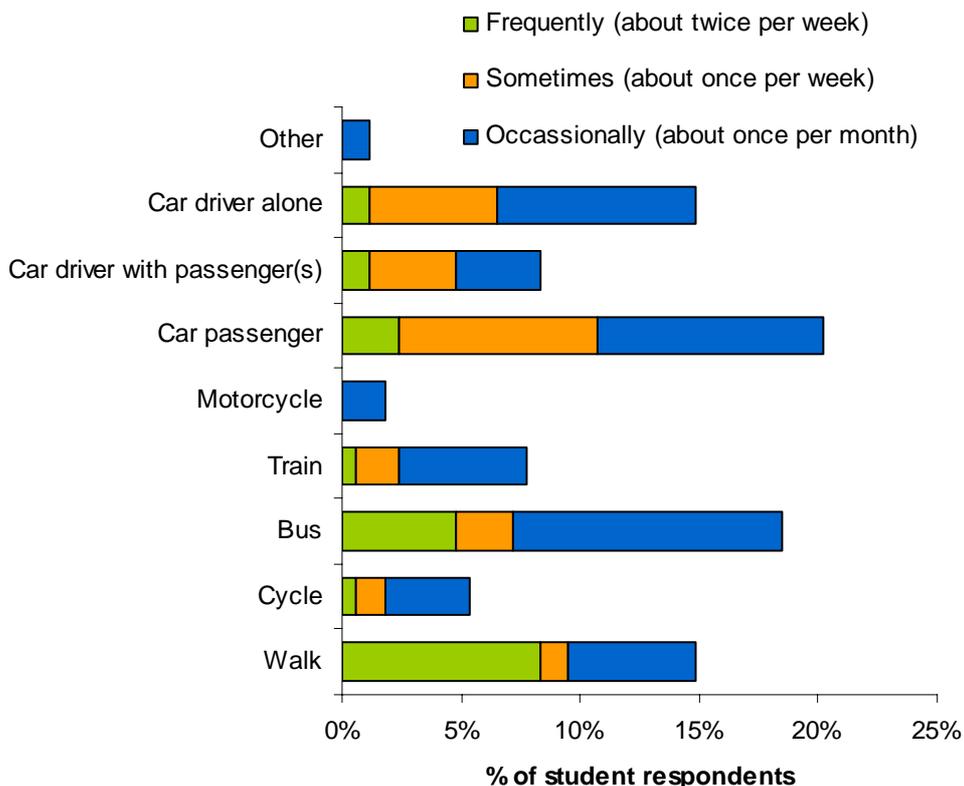


Figure 9 Mode of travel to University sometimes used by student respondents.

If you normally travel by public transport how do you get to the bus stop/station from home?

Table 10 indicates that over 80% of staff and student respondents travel to the bus stop or station on foot. Other modes of travel stated include by car as either a driver or passenger.

Answer Options	Staff	Students
Walk	84.26%	80.43%
Cycle	0.93%	2.17%

Taxi	0.00%	3.26%
Other (please specify)	14.81%	14.13%

Table 10 Mode of travel to bus stop or station from home (results shown as a percentage of those who responded to this question (108)).

If you normally travel by public transport how do you get to the University from the bus stop/station?

Table 11 indicates that almost all staff and student respondents travel from the bus stop or station to the University on foot.

Answer Options	Staff	Students
Walk	99.10%	98.90%
Cycle	0.00%	0.00%
Taxi	0.00%	0.00%
Other (please specify)	0.90%	1.10%

Table 11 Mode of travel from bus stop or station to University

How far do you travel to University from home (one way only)?

The results in table 12 and figure 13 suggest that just over 8% of staff and almost 40% of students travel less than 1 mile to the University from home, a distance that could easily be walked in approximately 20 minutes for most people. 45% of staff respondents and 67% of student respondents indicated that they live within 5 miles of the University a distance that is ideal for cycling and/or bus travel.

Answer Options	Staff	Students
Up to 1 mile	8.16%	39.29%
between 1 & 2 miles	8.98%	14.29%
between 2 & 3 miles	7.76%	7.14%
between 3 & 4 miles	9.39%	2.98%
between 4 & 5 miles	11.02%	2.98%
between 5 & 10 miles	18.37%	5.95%
between 10 & 20 miles	17.14%	11.31%
between 20 & 30 miles	11.02%	9.52%
Over 30 miles	6.94%	6.55%

Table 12 Distances travelled to work by staff and student respondents

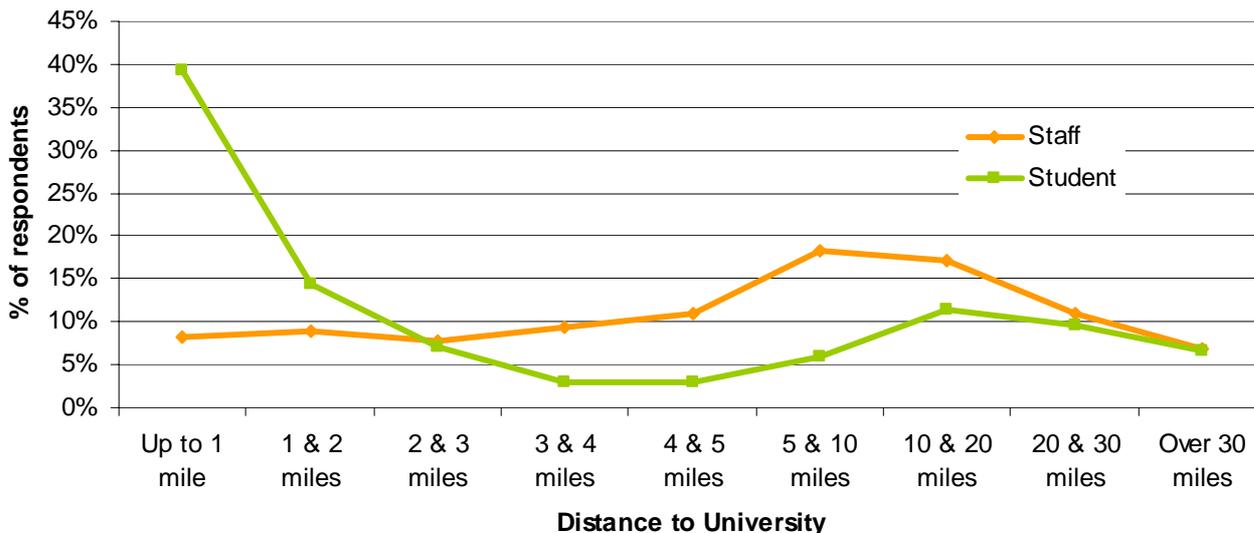


Figure 13 Distance travelled to University by staff and student respondents

Figure 14 provides details of the distances travelled by staff and student who normally drive to University. The results suggest that less than 4% of all respondents drive distances under 2 miles.

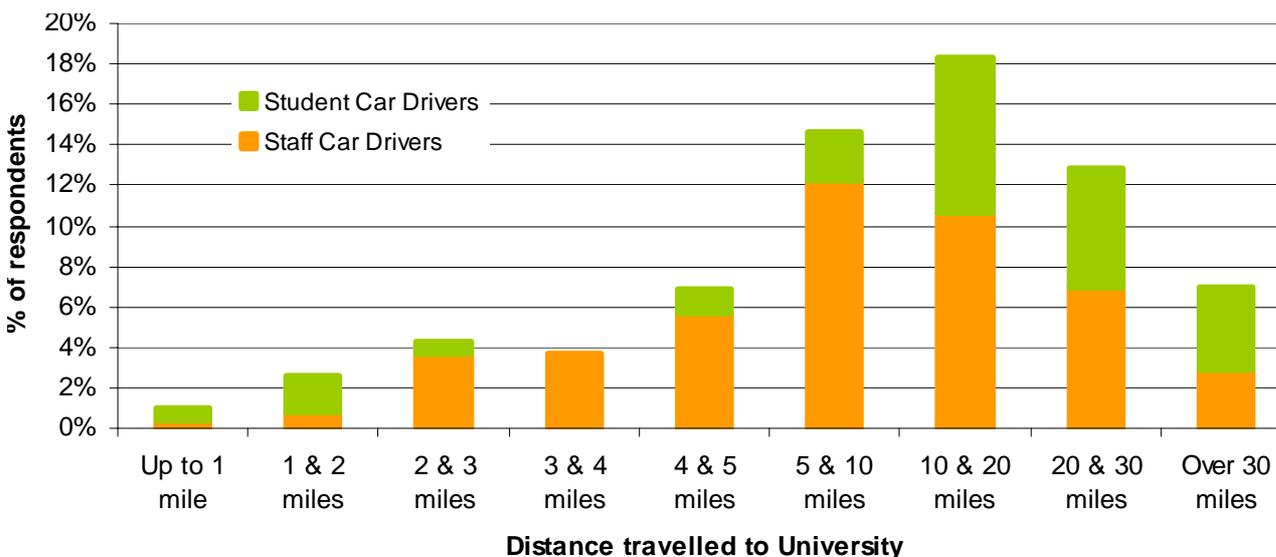


Figure 14 Distances travel to University by staff and student respondents who normally drive to University.

How long does your journey to University normally take?

Table 15 and figure 16 indicates that the largest proportion of staff respondents, 46% take between 15 -30 mins on their journey to University whilst the largest proportion of student respondents, 40% indicated that they travel for 15 minute or less on their journey to the University.

Answer Options	Staff	Students
0 - 15 minutes	18.78%	40.24%
16 - 30 minutes	46.12%	29.59%
31 - 60 minutes	26.94%	21.89%
61 - 90 minutes	4.90%	6.51%
Over 90 minutes	2.45%	0.59%

Table 15 Time taken to travel to University by staff and student respondents.

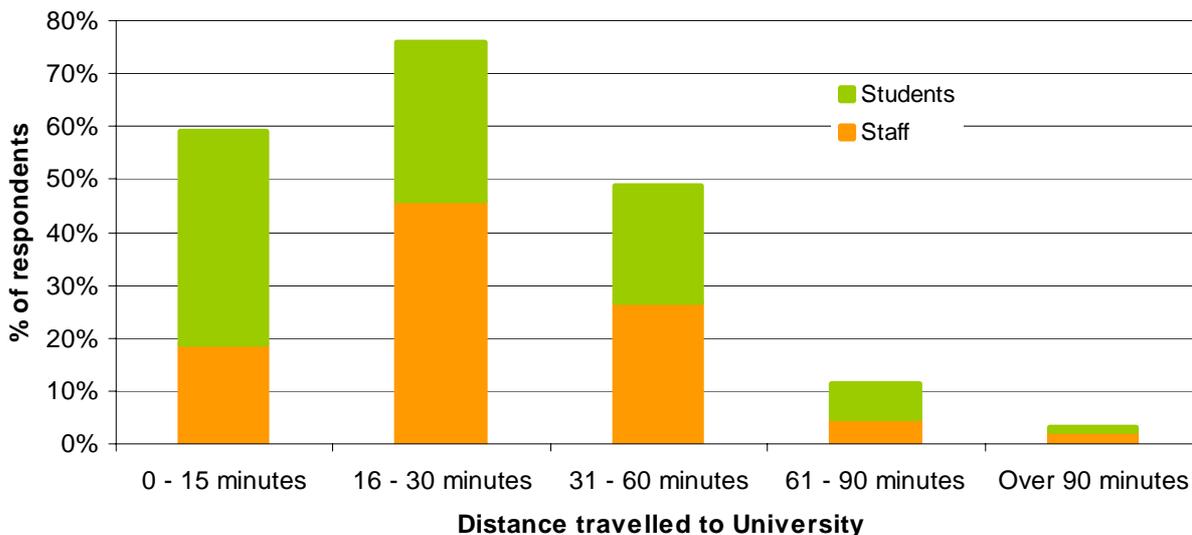


Figure 16 Time taken by staff and student respondents to travel to University.

What time do you typically arrive at University?

The results shown in table 17 and figure 18 provide details of the time staff and student respondents normally arrived at University. The results indicate that the largest proportion of staff respondents, 35%, arrived at work between 08:31 and 09:00, with a further 18% indicating that they arrived between 08:00 - 08:30. 49% of student respondents indicated that they arrive at University between 08:31 – 09:00.

Answer Options	Staff	Students
Before 08:00	12.65%	0.00%
08:00 - 08:30	33.88%	5.92%
08:31 - 09:00	32.65%	49.11%
09:01 - 09:30	12.65%	12.43%
09:31 - 10:00	5.31%	9.47%
After 10:00	2.45%	20.71%

Table 17 Time of arrival at University by staff and student respondents

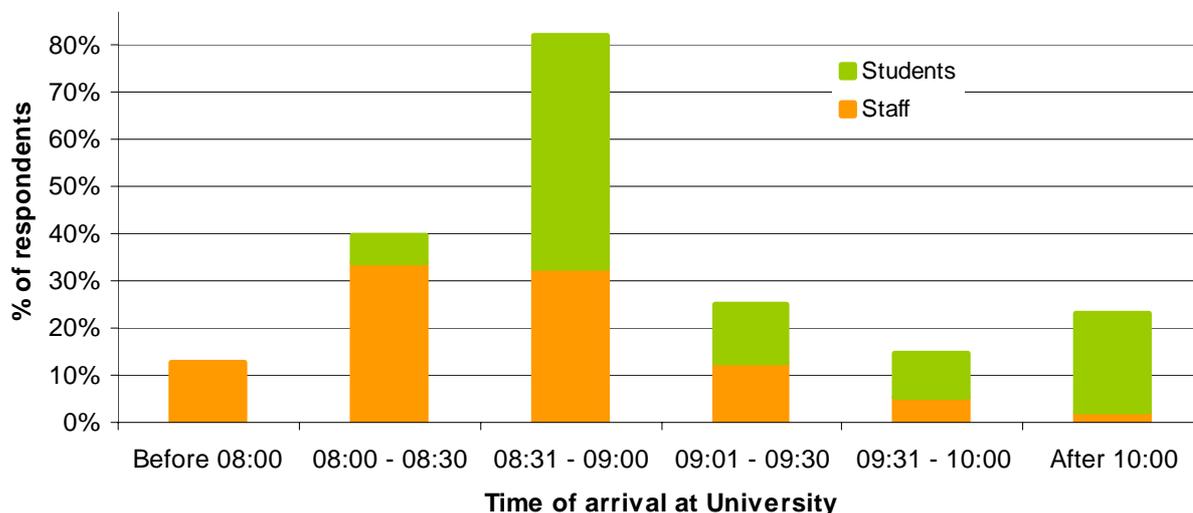


Figure 18 Time of arrival at University by staff and student respondents.

What time do you typically leave University?

The results shown in table 19 and figure 20 provide details of the time staff and student respondents typically leave the University. The results indicate that the largest proportion of staff, 40%, depart between 17:01 and 17:30, and the largest proportion of students departed between 16:31 and 17:00.

Answer Options	Staff	Students
Before 16:00	5.31%	27.81%
16:00 - 16:30	7.35%	16.57%
16:31 - 17:00	22.04%	23.08%
17:01 - 17:30	39.59%	17.16%
17:31 - 18:00	14.29%	5.92%
After 18:00	10.20%	7.69%

Table 19 Time of departure from University by staff and student respondents

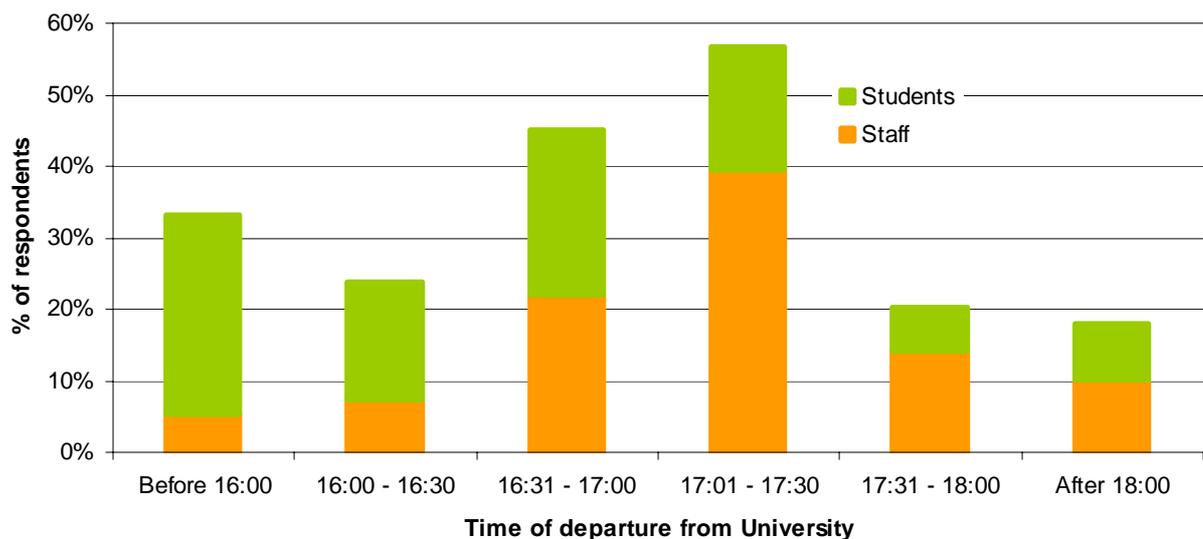


Figure 20 Time of departure from University by staff and student respondents.

Please indicate on which days you travel to the University.

The results shown in table 21 and figure 22 suggest that the majority of staff respondents travel to the University 5 days a week whilst the majority of student respondents travel to University 4 days a week.

Answer Options	Staff	Students
1	0.82%	2.37%
2	2.04%	1.78%
3	9.80%	11.83%
4	9.80%	37.28%
5	73.88%	35.50%
more than 5	2.86%	10.65%

Table 21 Number of days travelled to the University by staff and student respondents.

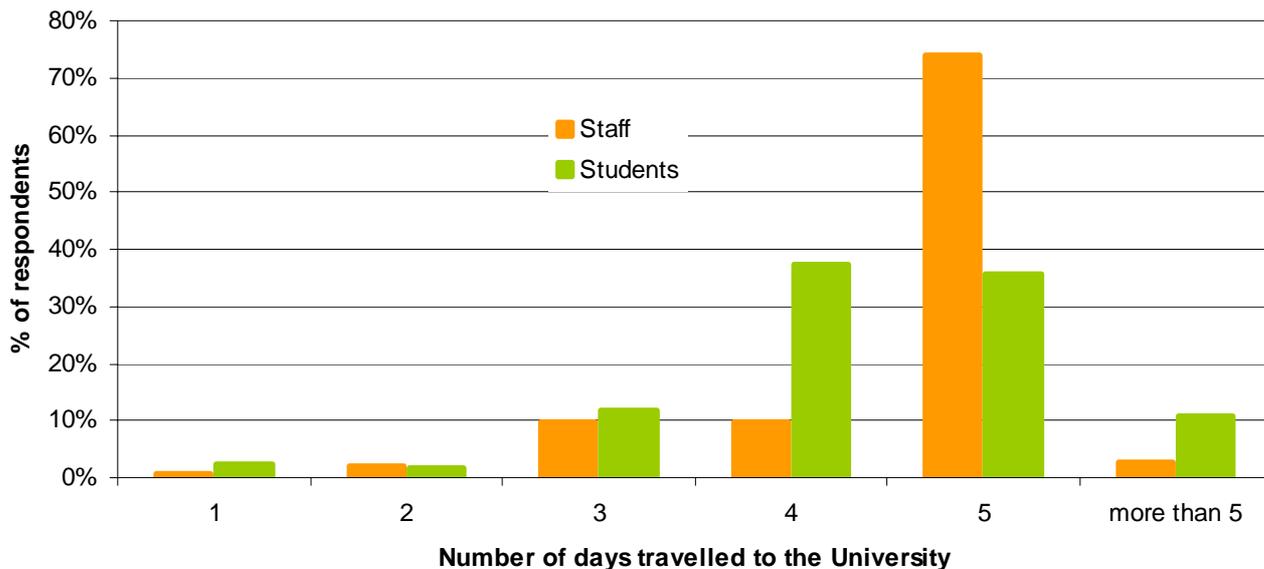


Figure 22 Number of days travelled to work by staff respondents.

Please indicate on which days you travel to the University.

The results shown in table 23 and figure 24 provide details on the days which staff and student respondents travel to the University. The results indicate that the vast majority of staff respondents work Monday to Friday, with Wednesday is being the day when the highest percentage of staff are at University and Tuesday the highest percentage of students..

Answer Options	Staff	Students
Mon	90.20%	88.76%
Tue	93.88%	89.94%
Wed	94.29%	82.84%
Thurs	93.06%	80.47%
Fri	88.57%	79.88%
Sat	6.12%	9.47%
Sun	4.90%	5.33%

Table 22 Days travelled to University by staff and student respondents.

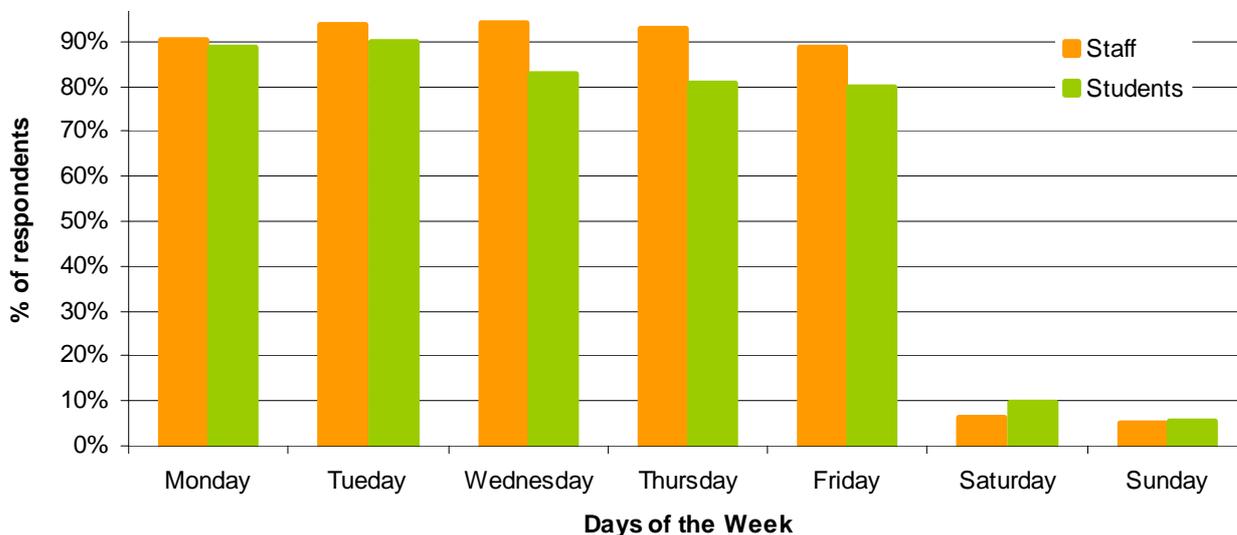


Figure 23 Days of the week travelled to the University by staff and student respondents.

Section B – Improving your journey to Work

Please select three things that would encourage you to walk or cycle to the University (all of part of the way). If you already walk or cycle to the University, which would you like to see?

Staff and students were asked to identify measures that would encourage them to walk or cycle to the University and if they already walk or cycle which measures they would like to see.

The results shown in table 24 and figure 25 indicate that the most important measures identified by staff respondents were 'Cycle paths and signage on your journey to University' (15%) and 'Improved changing facilities, showers and lockers', (12%). Overall 35% staff indicated that improved changing facilities, showers and lockers would support them to walk or cycle to work.

Staff Answer Options	Highest	2 nd	3rd	Total
Information on cycling and walking routes	3.67%	4.08%	4.90%	12.65%
Meeting people who walk or cycle in the same direction	2.04%	3.67%	4.49%	10.20%
Safer, better lit paths on site	11.43%	3.67%	4.08%	19.18%
Cycle paths and signage on your journey to University	15.51%	4.90%	6.53%	26.94%
More/improved cycle stands	3.67%	3.67%	4.49%	11.84%
Secure cycle lockers installed	4.08%	8.16%	5.31%	17.55%
Improved changing facilities, showers and lockers	12.65%	14.29%	7.76%	34.69%
Arrangements to buy a bicycle at a discounted rate	6.94%	8.57%	7.76%	23.27%
Cycle training	0.41%	1.22%	1.22%	2.86%
Pool cars available for business journeys	2.45%	2.45%	4.49%	9.39%
Park and ride for bikes e.g. South side of Tay Bridge	4.08%	2.45%	1.63%	8.16%
Other	4.08%	0.82%	1.22%	6.12%

Table 24 Measures to encourage staff respondents to walk and or cycle to work.

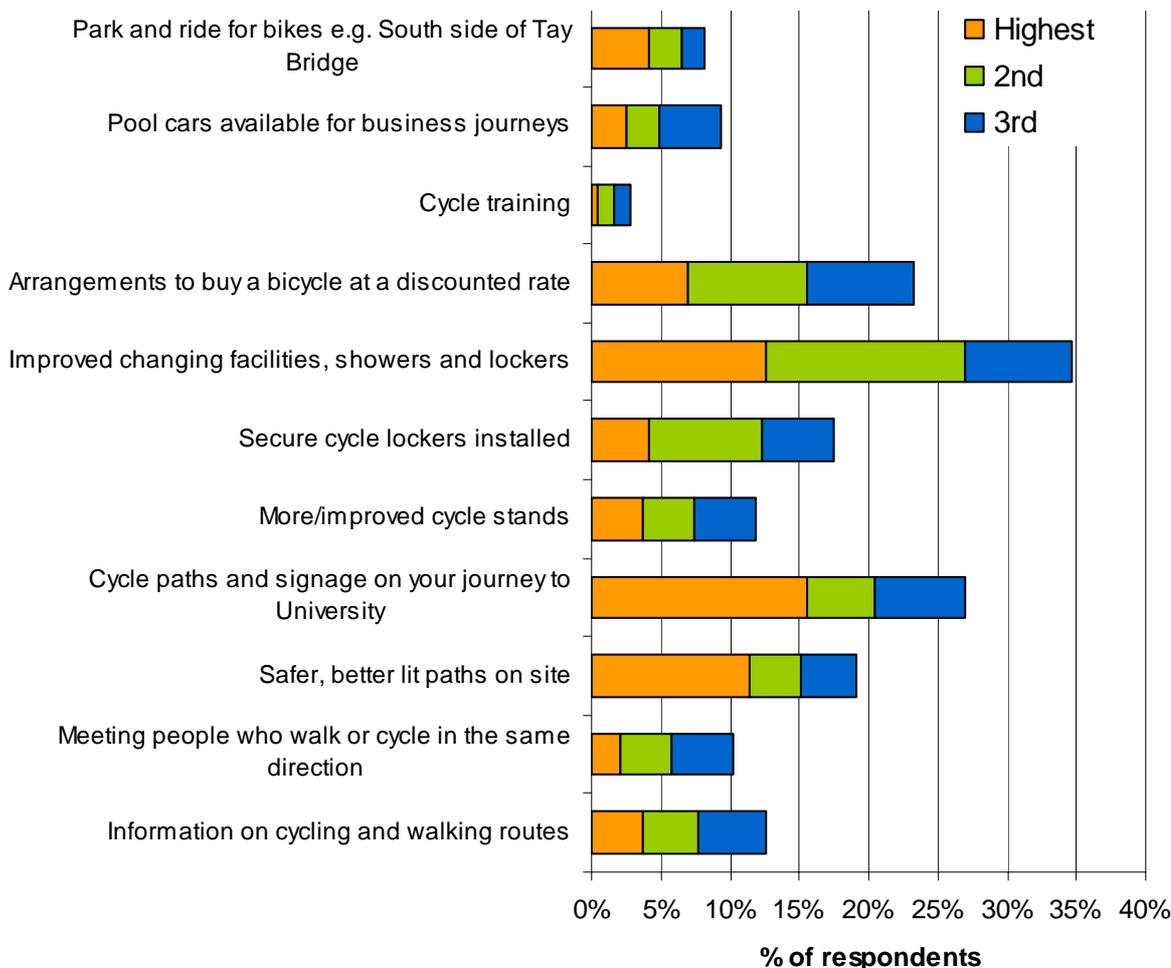


Figure 25 Measures to encouraging staff respondents to walk and or cycle to work.

The results shown in table 26 and figure 27 indicate that the most important measures identified by student respondents were ‘Safer better lit paths on site’ (20%) and ‘Meeting people who walk or cycle in the same direction’, (17%). Overall 39% of students respondents indicated that ‘Safer, better lit paths on site’ would support them to walk or cycle to University.

Staff Answer Options	Highest	2 nd	3 rd	Total
Information on cycling and walking routes	5.92%	12.43%	10.06%	28.40%
Meeting people who walk or cycle in the same direction	16.57%	6.51%	8.88%	31.95%
Safer, better lit paths on site	19.53%	13.02%	6.51%	39.05%
Cycle paths and signage on your journey to University	7.10%	8.28%	5.92%	21.30%
More/improved cycle stands	2.37%	5.33%	4.73%	12.43%
Secure cycle lockers installed	8.88%	8.28%	6.51%	23.67%
Improved changing facilities, showers and lockers	7.69%	11.24%	9.47%	28.40%
Arrangements to buy a bicycle at a discounted rate	8.28%	6.51%	10.06%	24.85%
Cycle training	0.59%	1.18%	2.96%	4.73%
Pool cars available for business journeys	4.14%	0.59%	2.37%	7.10%
Park and ride for bikes e.g. South side of Tay Bridge	2.37%	3.55%	4.14%	10.06%
Other	4.14%	0.00%	1.78%	5.92%

Table 26 Measures to encourage student respondents to walk and or cycle to University.

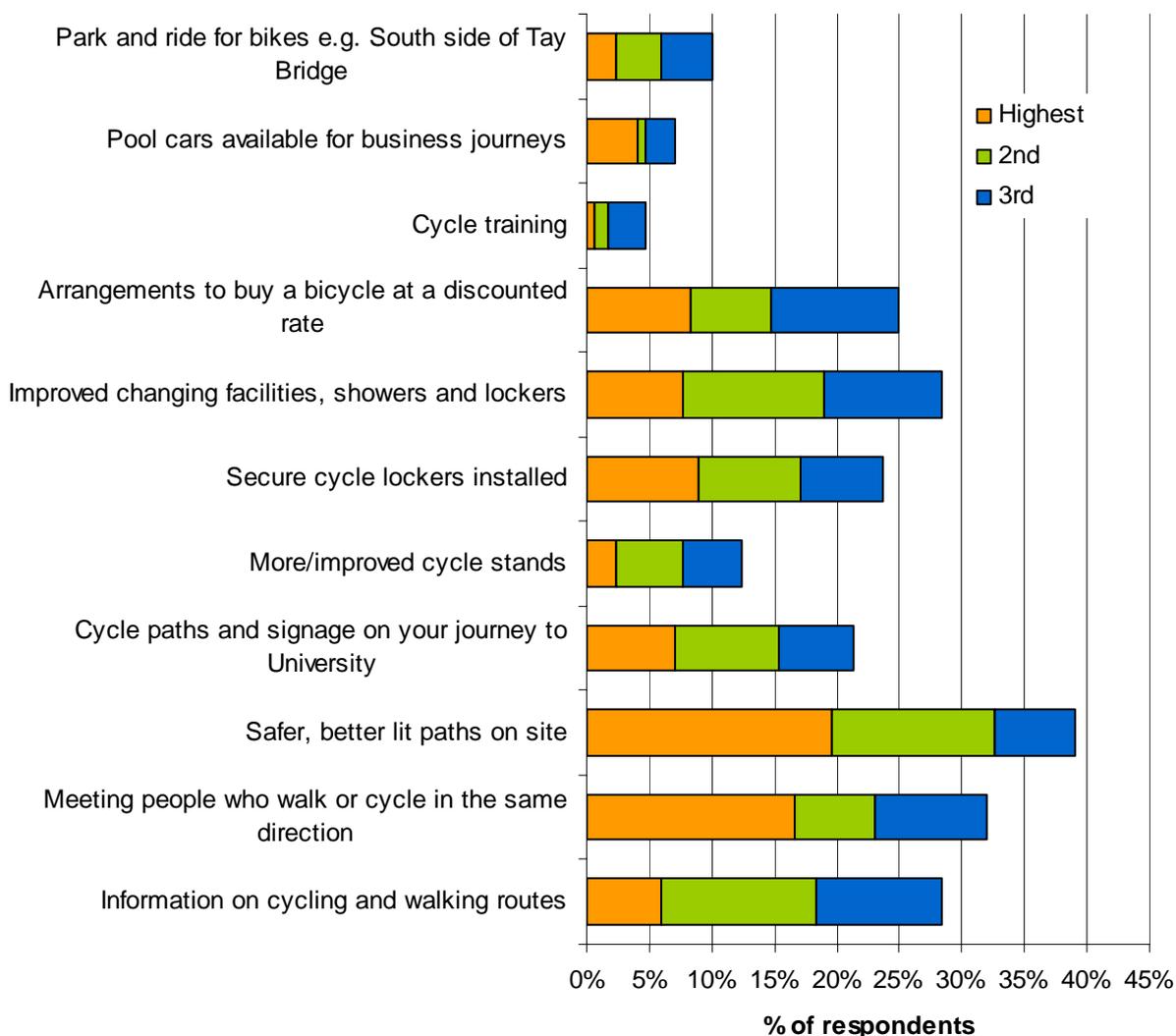


Figure 27 Measures to encourage student respondents to walk and or cycle to University.

If the most important measure you listed in the above question was in place would you walk /cycle to and from work?

Staff and students were asked if the most important measure identified in tables 24 and 26 were put in place would they walk or cycle to the University. The results shown in tables 28 and figure 29 suggest that in addition to those who already walk and cycle, the measures would encourage 32% of staff respondents and 16% of student respondents to consider walking or cycling, even if only for some of the time, for their journey to the University.

Consider Walking Or Cycling	Staff	Students
I already walk/cycle to University all/most of the time	22.04%	49.70%
Yes, all the time	2.04%	2.96%
Yes, some of the time	29.80%	13.61%
No, continue by present mode of transport	33.06%	21.89%
Don't know	4.49%	7.10%

Table 28 Respondent's willingness to walk or cycle to University if measures were in place.

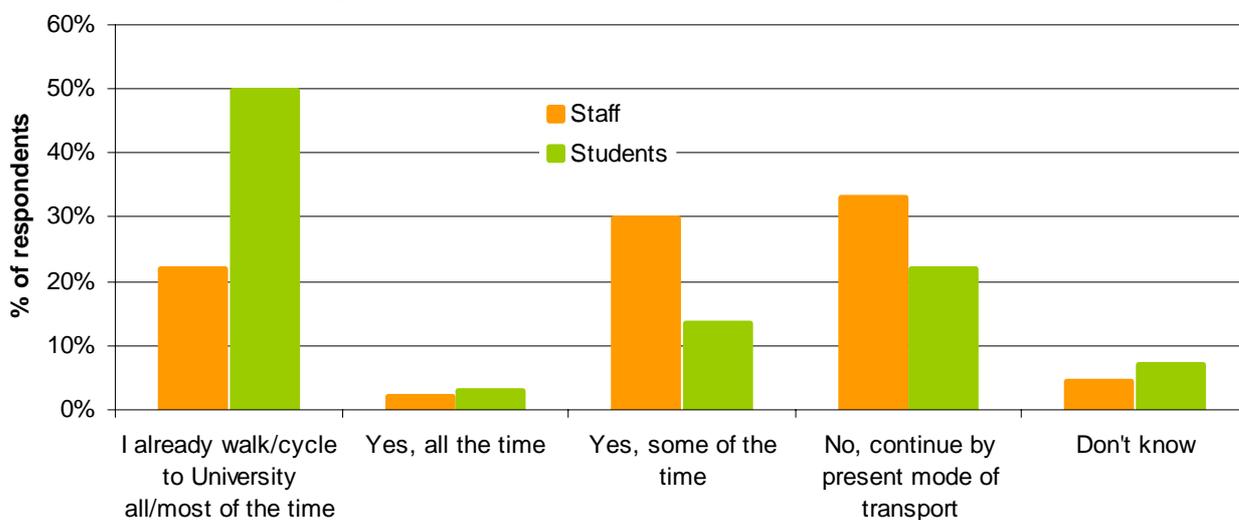


Figure 29 Respondent's willingness to walk or cycle to University if measures were in place.

Would any of the following encourage you to use public transport to get to the University, if you already use public transport which would you like to see?

Staff and students were asked to identify which measures would encourage them to travel by public transport to the University and if they already travel by public transport what measures they would like to see.

The results shown in table 30 and figure 31 indicate that the most important measures identified by staff respondents are; 'Discount tickets/passes available at the University' (33%) and 'More frequent buses & trains (24%) to encourage them to travel by public transport to University.

Answer Options	Highest	2 nd	3 rd	Total
More/better to bus and train information available on campus	5.31%	4.08%	6.12%	15.51%
Easier access to bus and train information online	0.00%	2.86%	6.94%	9.80%
Easier access to bus and train information by mobile phone	0.41%	1.22%	2.86%	4.49%
More direct bus routes	12.24%	9.80%	11.43%	33.47%
Better frequency of buses & trains	23.67%	21.22%	6.12%	51.02%
Better lighting at bus shelters/stops	0.82%	2.45%	4.08%	7.35%
Discount tickets/passes available at the University	33.06%	15.92%	8.57%	57.55%
Better connection from home to station	4.08%	4.49%	2.86%	11.43%
Better connections from the station to University	0.41%	1.22%	4.08%	5.71%
Pool cars available for business journeys	0.82%	3.67%	5.31%	9.80%
Other	4.08%	0.41%	1.63%	6.12%

Table 30 Measures identified by staff respondents to encourage them to travel by public transport to the University.

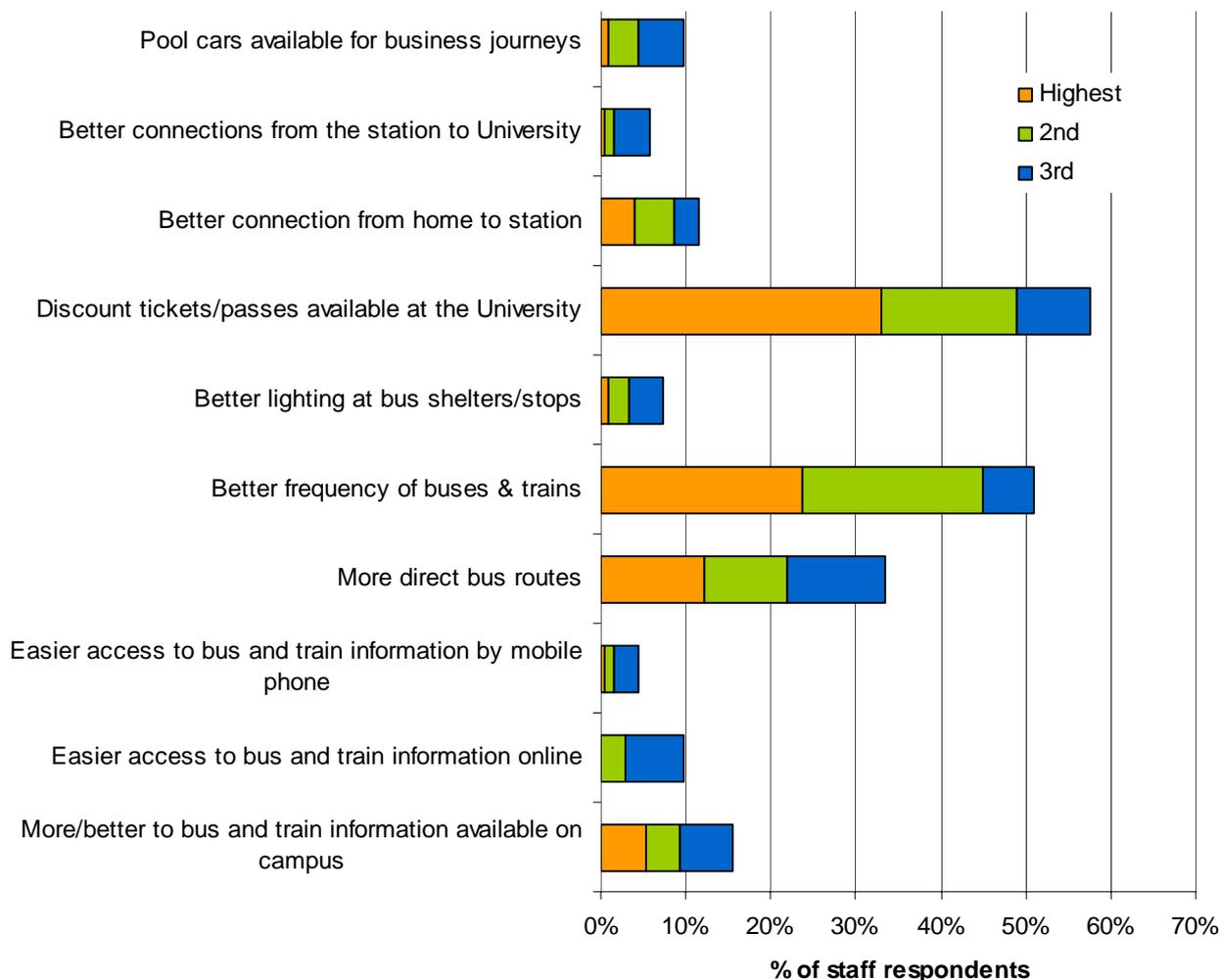


Figure 31 Measures identified by staff respondents to encourage them to travel by public transport to University.

The results shown in table 32 and figure 33 indicate that the most important measure identified by student respondents is; ‘Discounter tickets/passes available at University’, (36%) and ‘Better frequency of buses and trains’, (15%) to encourage them to travel by public transport to University.

Answer Options	Highest	2 nd	3rd	Total
More/better to bus and train information available on campus	6.51%	11.83%	13.02%	31.36%
Easier access to bus and train information online	2.96%	5.92%	2.96%	11.83%
Easier access to bus and train information by mobile phone	0.00%	1.78%	6.51%	8.28%
More direct bus routes	11.83%	12.43%	8.28%	32.54%
Better frequency of buses & trains	20.12%	19.53%	12.43%	52.07%
Better lighting at bus shelters/stops	2.37%	5.33%	5.33%	13.02%
Discount tickets/passes available at the University	35.50%	18.93%	8.88%	63.31%
Better connection from home to station	3.55%	2.37%	4.73%	10.65%
Better connections from the station to University	1.18%	2.37%	8.88%	12.43%
Pool cars available for business journeys	0.00%	1.18%	4.14%	5.33%
Other	2.96%	0.00%	2.37%	5.33%

Table 32 Measures identified by student respondents to encourage them to travel by public transport to University.

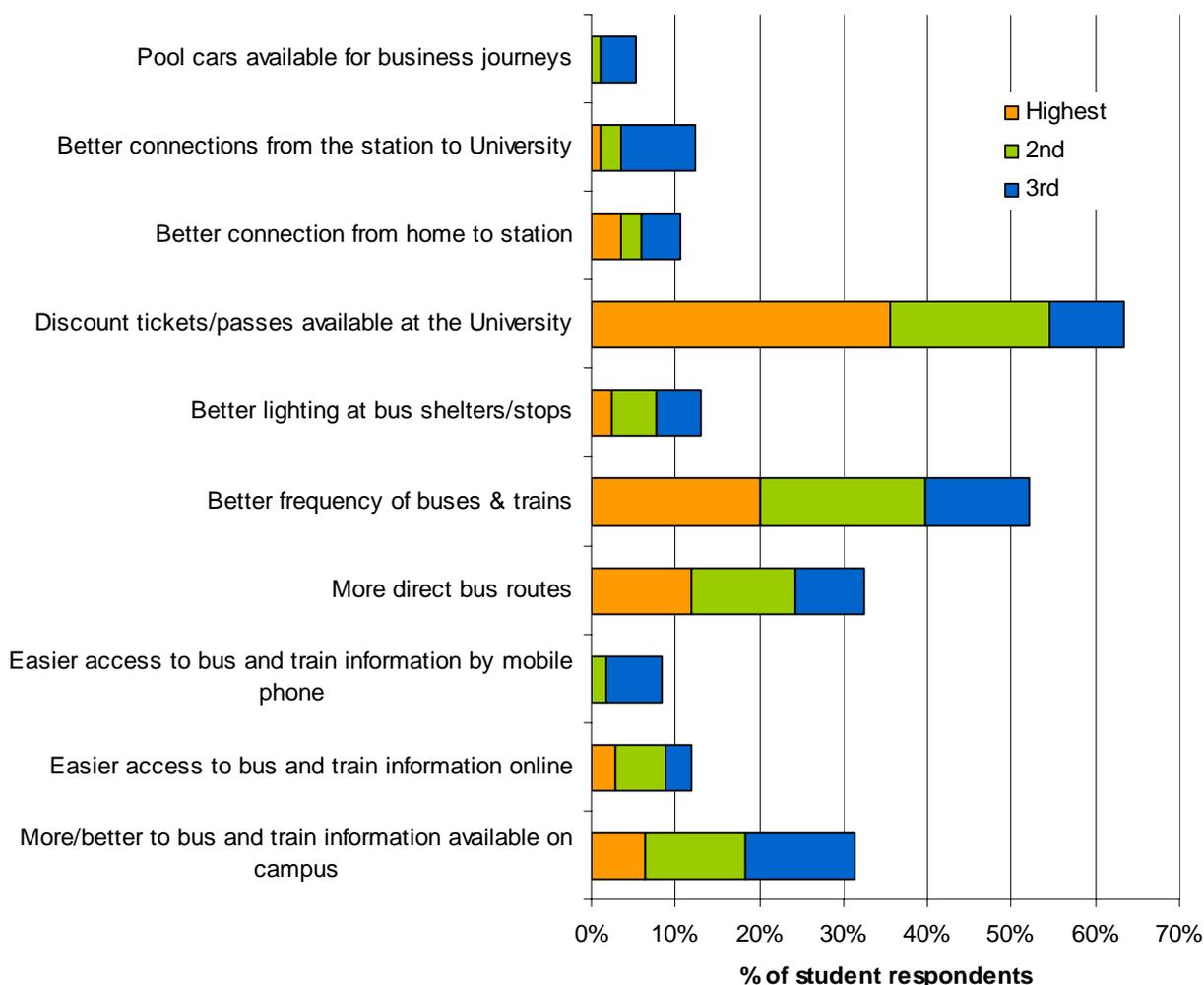


Figure 33 Measures identified by student respondents to encourage them to travel by public transport to University.

If the measures you listed in the above question were in place, would you travel by public transport to University?

Staff and students were asked if the measures they identified in table 30 and table 32 were put in place would they travel to University by public transport. The results shown in table 34 and figure 35 suggest that in addition to those who already travel by public transport, a further 44% of staff and 30% of student respondents would consider travelling by public transport for a least some of the time for the journey to University.

Consider Public Transport	Staff	Students
I already travel by public transport all/most of the time	21.22%	26.04%
Yes, public transport all of the time	5.71%	6.51%
Yes, public transport some of the time	38.78%	24.85%
No, continue by present mode	24.90%	35.50%
Don't know	4.90%	2.96%

Table 34 Respondent's willingness to travel by public transport to work if measures were in place.

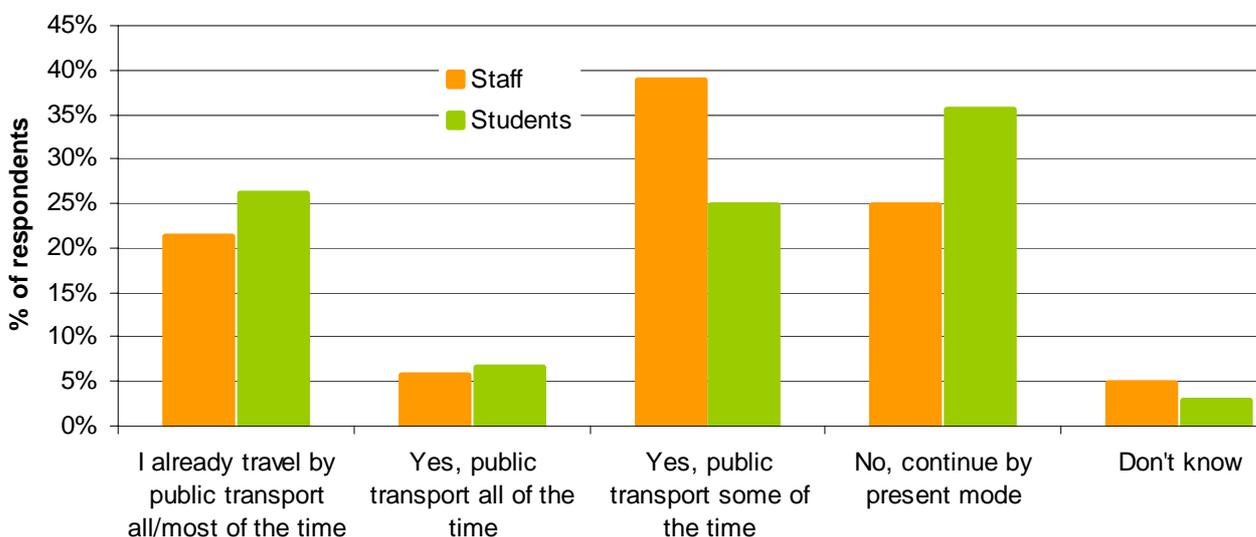


Table 35 Respondent's willingness to travel by public transport to work if measures were in place.

Which of the following measures would encourage you to car share to University, if you already car share which would you like to see?

Staff and students were asked to identify which measures would encourage them to car share to the University and if they already car share what measures they would like to see.

The results shown in table 36 and figure 37 indicate that the most important measures identified by staff respondents are 'Reserved parking spaces for car sharers' (29%) and 'Help finding someone to share with' (21%) in supporting them to car share for the journey to University.

Answer Options	Highest	2 nd	3 rd	Total
Help finding someone to car share with	21.22%	9.80%	14.69%	45.71%
Reserved parking spaces for car sharers	29.39%	20.82%	8.98%	59.18%
Free lift home in an emergency or if let down by car sharer	9.39%	11.43%	15.51%	36.33%
Reduced parking charges for car sharers	7.35%	17.55%	11.84%	36.73%
Pool cars available for business journeys	2.45%	3.67%	6.94%	13.06%
Other	4.49%	0.41%	1.63%	6.53%

Table 36 Measures identified by staff respondents to encourage them to car share to work.

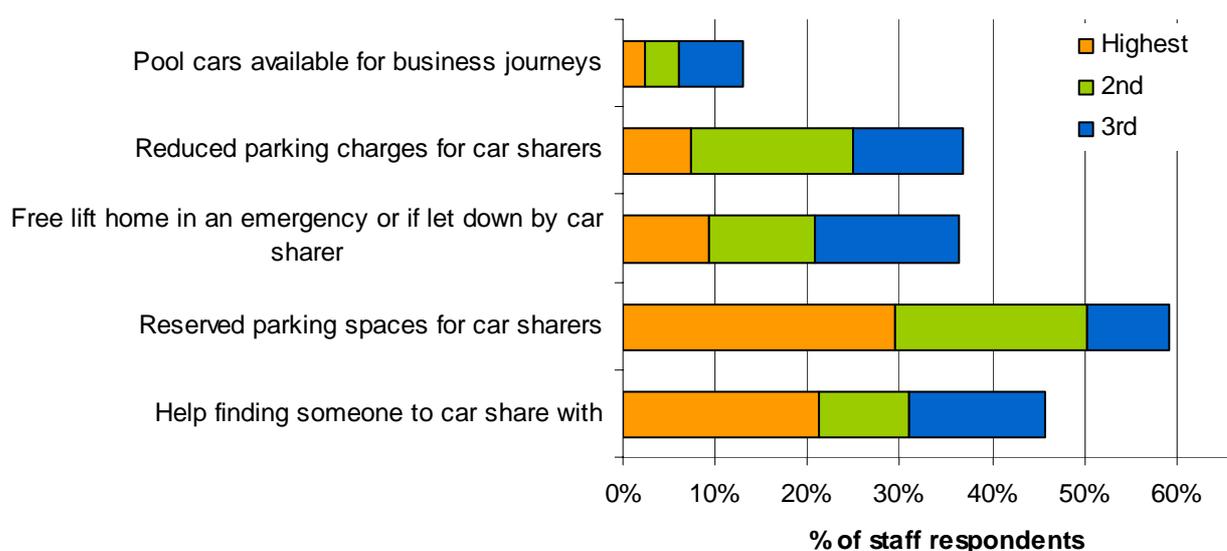


Figure 37 Measures identified by staff respondents to encourage them to car share to University

The results shown in table 38 and figure 39 indicate that the most important measures identified by student respondents are 'Help finding someone to share with' (27%) and 'Reduced parking charges for car sharers' (24%) in supporting them to car share for the journey to University.

Student Answer Options	Highest	2 nd	3 rd	Total
Help finding someone to car share with	27.22%	13.02%	22.49%	62.72%
Reserved parking spaces for car sharers	21.30%	26.63%	14.79%	62.72%
Free lift home in an emergency or if let down by car sharer	7.69%	13.61%	14.79%	36.09%
Reduced parking charges for car sharers	23.67%	23.08%	16.57%	63.31%
Pool cars available for business journeys	1.18%	1.78%	5.92%	8.88%
Other	2.96%	0.00%	0.59%	3.55%

Table 38 Measures identified by student respondents to encourage them to car share to University

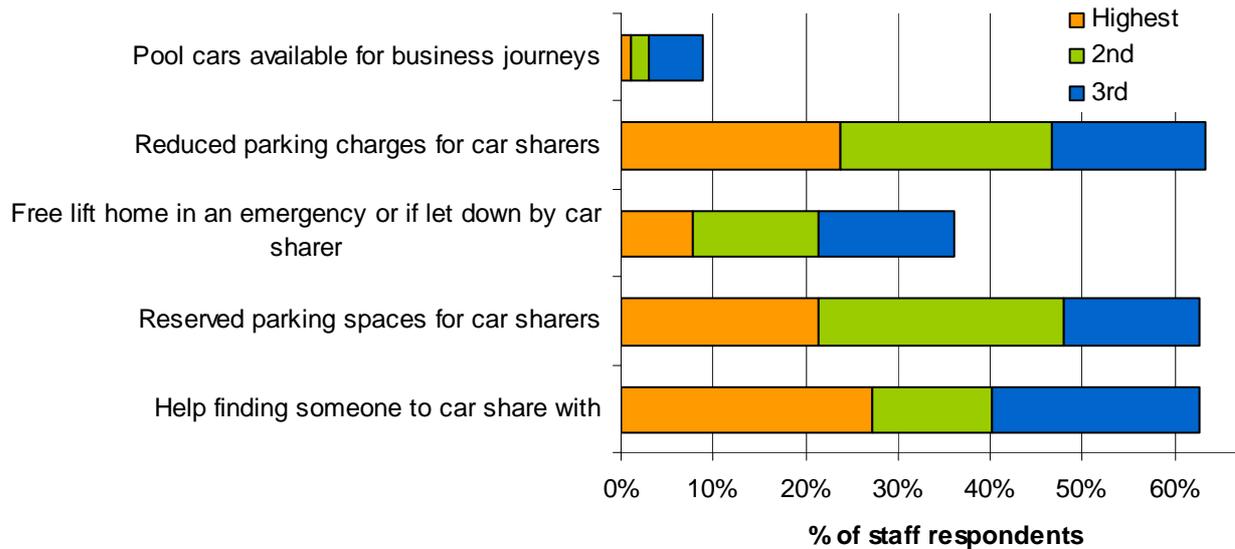


Figure 39 Measures identified by student respondents to encourage them to car share to University

If the most important measures you listed in the above question was in place would you car share to and from University?

Staff and students were asked if the measures they identified in table 36 and table 38 were put in place would they car share to the University. The results shown in table 40 and figure 41 suggest that in addition to those who already car share, a further 42% of staff and 38% of student respondents would consider car sharing for a least some of the time for the journey to University if measures were put in place.

Answer Options	Staff	Students
I already car share to University all/most of the time	8.57%	5.33%
Yes, all of the time	8.16%	14.20%
Yes, some of the time	33.88%	23.67%
No, continue by present mode of transport	33.88%	42.01%
Don't know	5.31%	10.06%

Table 40 Respondent's willingness to car share to University if measures were in place.

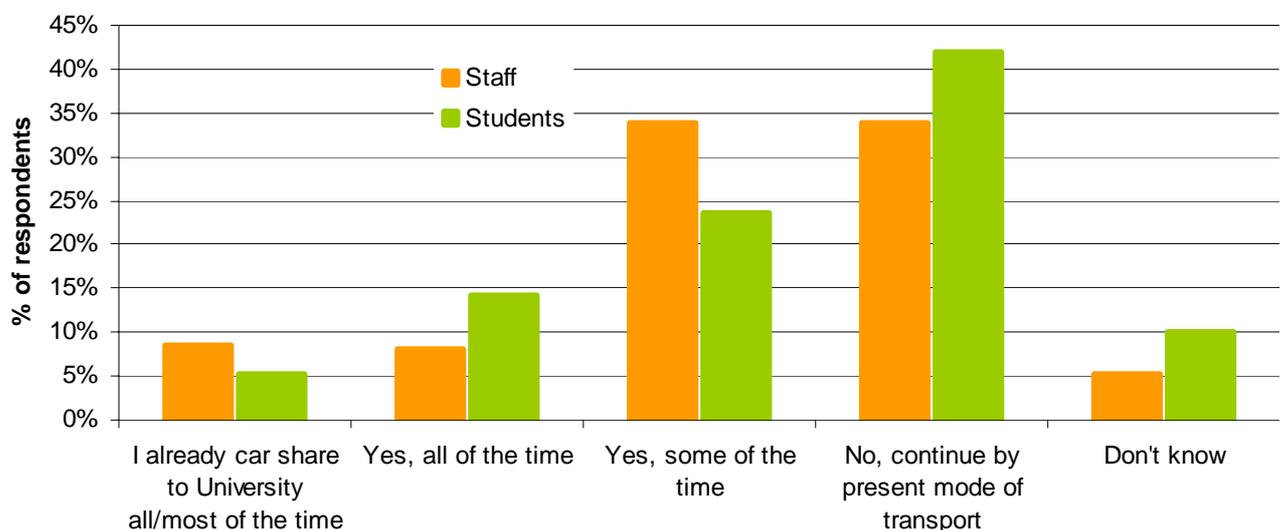


Figure 41 Respondent's willingness to car share to University if measures were in place.

If you drive to the University where do you normally park your car?

Staff and students who drive to the University were asked to identify where they park their car.

The results in table 42 & figure 43 suggest that the largest proportion of staff respondents (40%) park their cars within the University car park whilst the largest proportion of student respondents (23%) park in 'paid parking in local car park'

Answer Options	Staff	Students
University car park	39.59%	3.55%
Free parking in nearby street	5.31%	10.06%
Paid parking in nearby street	0.41%	5.33%
Free parking in local car park	9.39%	3.55%
Paid parking in local car park	11.02%	23.08%
Other (please specify)	15.10%	15.38%

Table 42 Location where respondents park their cars when at University.

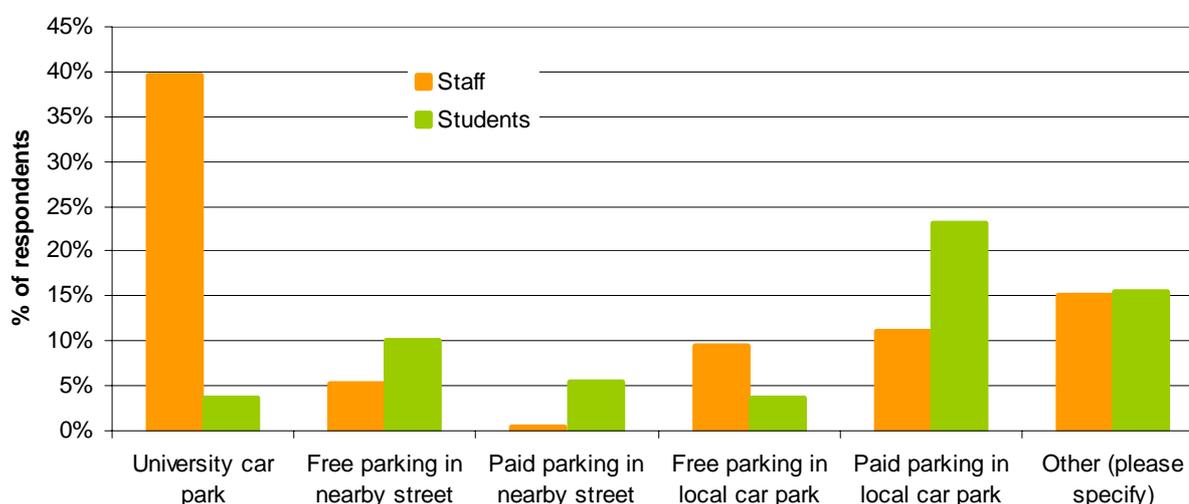


Figure 43 Location where respondents park their cars when at University.

Section C - Reducing the need to Travel

The following section was aimed directly at staff and no student responses were collected.

Do you ever work from Home?

The results shown in table 44 and figure 45 suggest that 42% of all staff respondents do even if only on occasion work from home. The results in table 44 also suggest that Academic staff are more likely to work from home than support staff. The results also suggest that 25% of support staff respondents indicated that they would like to work from home.

Answer Options	Academic Staff	Support Staff	Total
Yes – on a regular basis	25.27%	2.04%	11.02%
Yes – on occasion	57.14%	16.33%	31.43%
No – but would like to	7.69%	25.17%	18.37%
No	8.79%	30.61%	21.63%
Not suitable for my job	1.10%	25.85%	15.92%
No Answer	-	-	1.63%

Table 44 Staff Respondents who work from home.

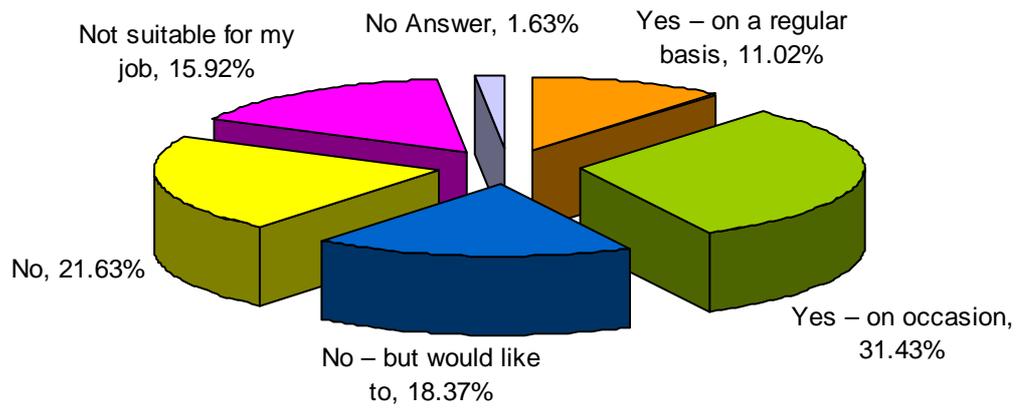


Figure 45 Staff respondents who work from home

Are you required to travel for business purposes during the day?

The results in table 46 and figure 47 indicate that 52% of all staff respondents indicated that they require to travel for business purposes. The results also indicate that Academic staff have a greater requirement for business travel than support staff.

Answer Options	Academic	Support	All Staff
Yes	70.00%	43.15%	52.24%
No	30.00%	56.85%	45.31%

Table 46 Staff respondents who require to travel for business purposes

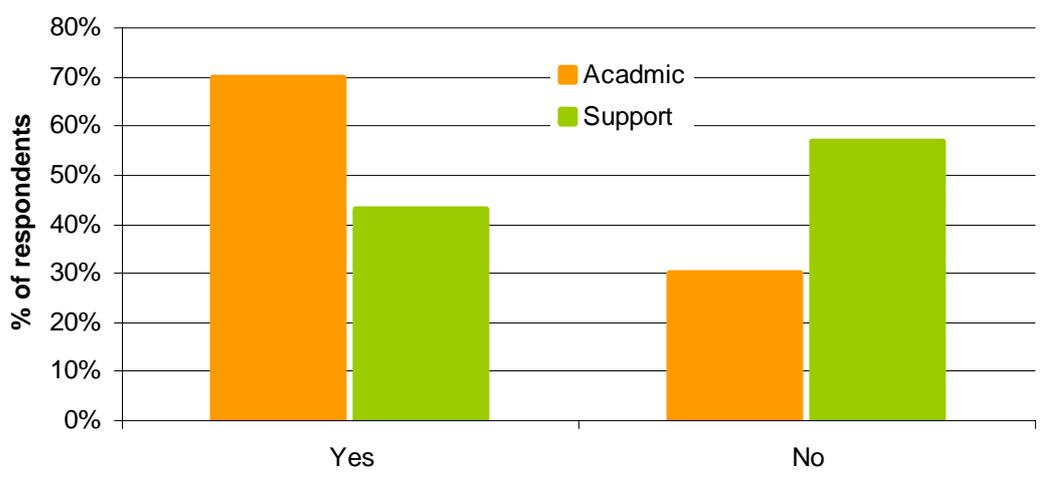


Figure 47 Staff respondents who require to travel for business purposes

How often are you required to travel for business purposes?

Staff were asked to identify the type of journeys they undertaken for business and how frequently they are required to undertake the journeys.

The results in table 48 and figure 49 suggest that very few journeys are required on daily or even weekly basis. The majority of business journeys are monthly or less and the most common type of journey is to for training and conferences and to undertake meetings with external organisations.

Staff Answer Options	At least once a day	2-3 times a week	Once a week	2-3 times a month	Once a month	Rarely	Total
Meetings with University Colleagues	0.82%	2.04%	2.86%	2.86%	6.94%	25.31%	40.82%
Meetings with external organisations	0.00%	1.22%	3.67%	6.94%	17.96%	36.73%	66.53%
Student visits	0.41%	0.82%	0.41%	1.22%	2.45%	24.08%	29.39%
Training and conferences	0.00%	0.00%	0.82%	1.63%	16.33%	48.57%	67.35%
Other	0.41%	3.67%	1.22%	0.00%	1.63%	10.61%	17.55%

Table 48 Staff respondents frequency of business travel by type of journey

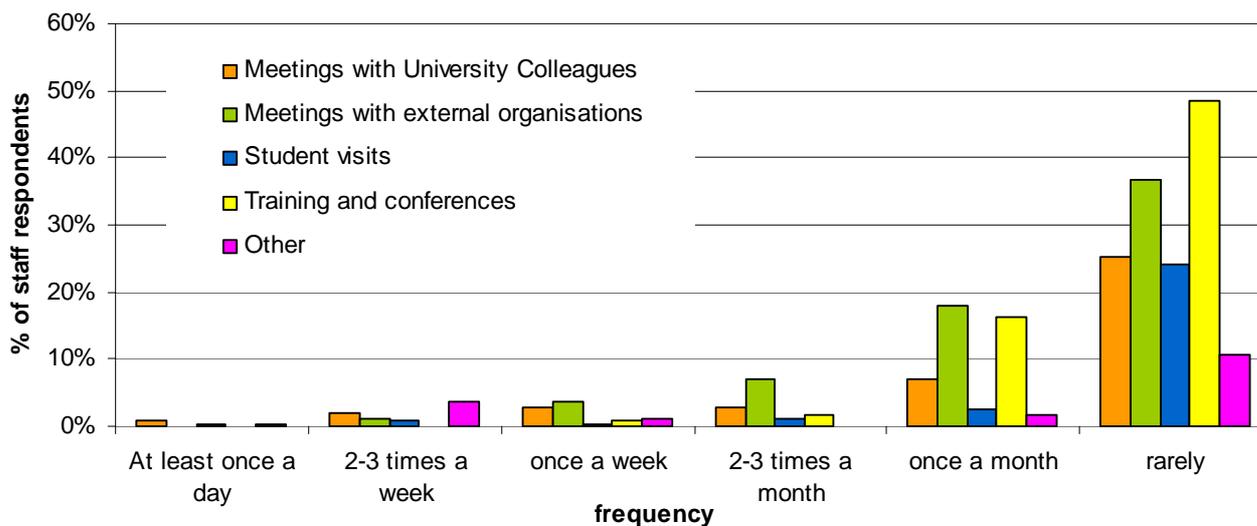


Figure 49 Staff respondents frequency of business travel by type of journey

What is your usual mode of transport for business journeys?

Staff were asked to identify the mode of travel used for journeys undertaken for business.

The results in table 50 and figure 51 suggest that walking is identified by staff respondents as the main mode use for journeys to meet with University Colleagues, Train for meetings with external organisations and training and conferences whilst car travel is the main mode used for other types of journeys which include research trips, student visits and practical visits.

Answer Options	Meetings with University Colleagues	Meetings with external organisations	Training and conferences	Other (please specify)	Total
Walk	20.82%	7.35%	3.67%	1.63%	25.31%
Cycle	0.00%	0.00%	0.41%	0.00%	0.41%
Bus	2.04%	5.31%	3.67%	0.00%	7.76%
Train	11.43%	38.37%	48.57%	2.04%	58.37%
Car	9.80%	28.16%	20.41%	4.90%	39.59%
Plane	0.41%	4.49%	14.69%	2.45%	17.14%
Other	0.00%	1.22%	0.41%	3.27%	4.49%

Table 50 Main mode of travel by staff respondents for business journeys.

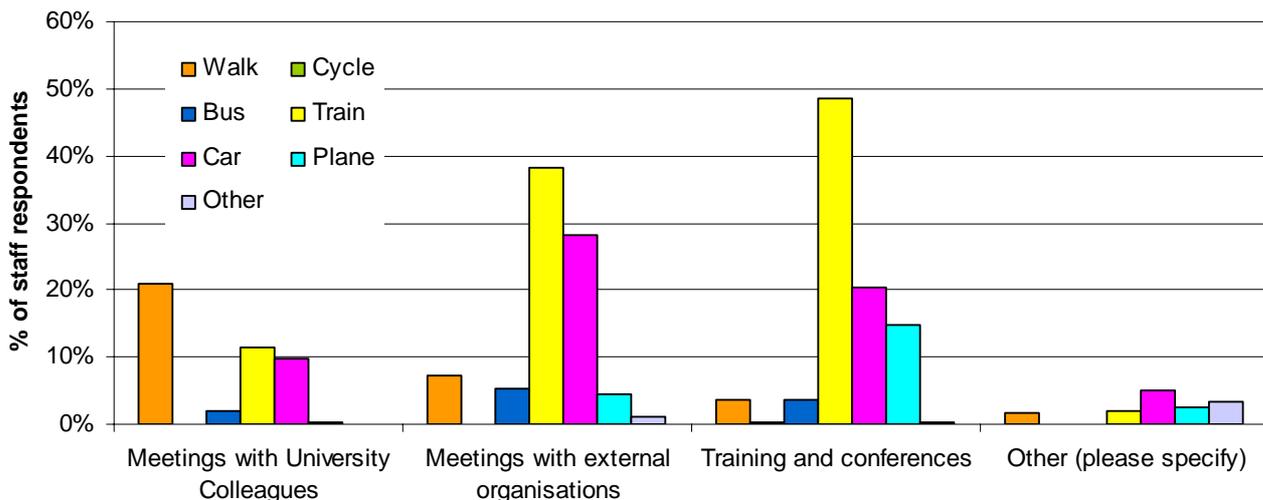


Figure 51 Main mode of travel by staff respondents for business journeys

Figure 52 provides an overview of the modes of travel used for all journeys. The results suggest that train travel is the most commonly used mode of travel. Interestingly air travel accounts for 17% of all journeys.

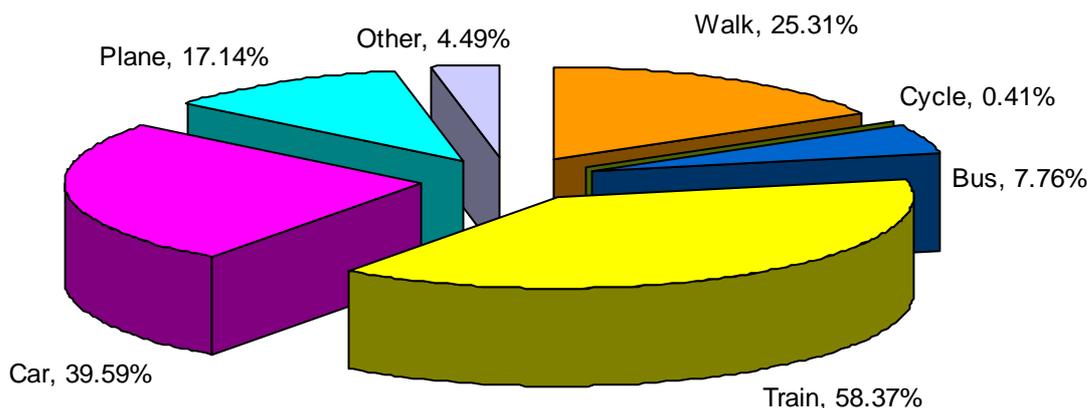


Figure 52 Modes of travel used by staff respondents for all journeys

If you travel by car for business journeys, what type of vehicle do you use?

Staff were asked to indicate if they travelled by car for business purposes what type of vehicle they used. The majority of staff respondents, 33% indicated that they used their own vehicle. The other types of vehicles used included taxi and van. The results are shown in table 53 and figure 54.

Answer Options	Staff
A hire car	10.61%
Your own car	33.47%
University vehicle	4.49%
Get a lift with someone else	8.16%
Other	4.08%

Table 53 Types of vehicle use for business journeys by staff respondents when travelling by car.

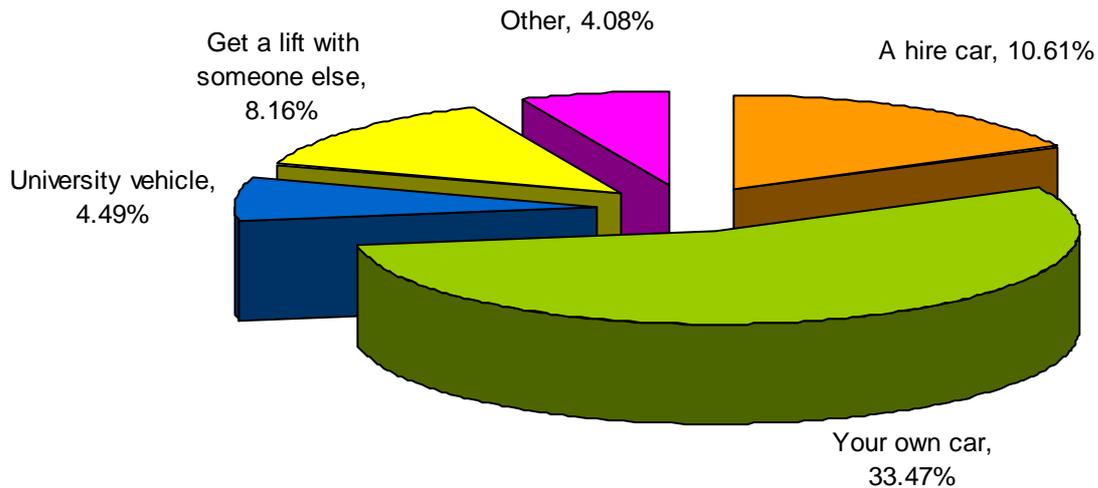


Figure 54 Types of vehicle use for business journeys by staff respondents when travelling by car

Do you ever use telephone conferencing facilities?

The results in table 55 and figure 56 suggest that overall less than 2% of staff respondents regularly use the Universities telephone conferencing facilities. A further 9% suggested that they don't currently use telephone conferencing facilities but would like to.

Answer Options	Academic	Support	Total
Yes - regularly	1.11%	1.41%	1.22%
Yes - occasionally	15.56%	18.31%	16.33%
No - but would like to	10.00%	7.75%	8.57%
No	73.33%	72.54%	69.80%

Table 55 Staff respondents use of telephone conferencing facilities.

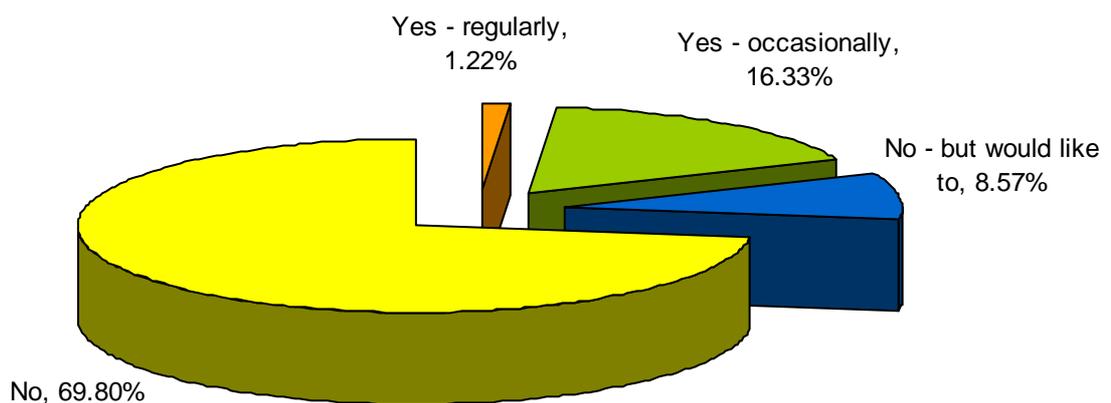


Figure 56 Staff respondents use of telephone conferencing facilities.

Do you ever use video/web conferencing facilities?

The results in table 57 and figure 58 suggest that overall less than 2% of staff respondents regularly use the Universities video/web conferencing facilities, however over 17% indicated that they did occasionally use the facilities. A further 9% suggested that they don't currently use video/web conferencing facilities but would like to.

Answer Options	Academic	Support	Total
Yes - regularly	0.00%	2.08%	1.22%
Yes - occasionally	23.08%	15.97%	17.96%
No - but would like to	12.09%	8.33%	9.39%
No	64.84%	73.61%	68.57%

Table 57 Staff respondents use of video conferencing facilities

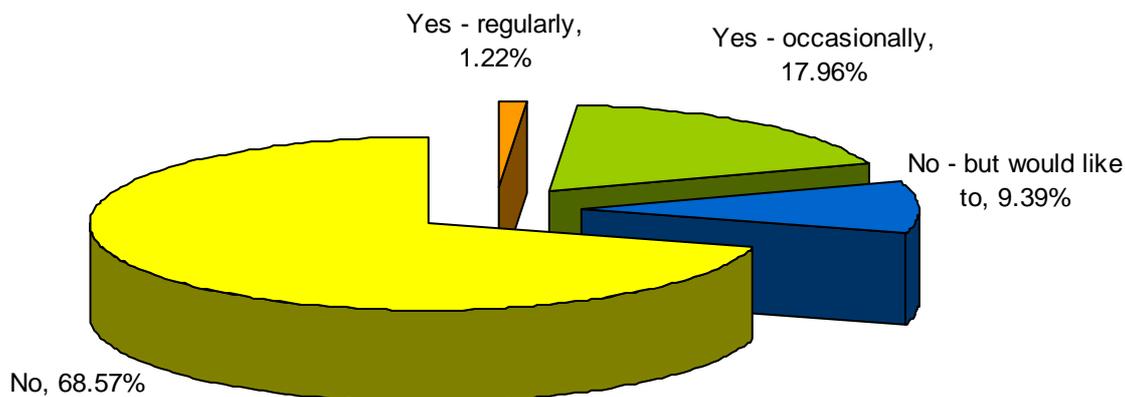


Table 58 Staff respondents use of video conferencing facilities

Section D - Information about you.

What is your gender?

Answer Options	Staff	Student
Male	44.08%	38.46%
Female	54.29%	60.95%

Table 59 Gender of staff & student respondents

What is your age group?

Answer Options	Staff	Student
under 25	0.82%	67.86%
25-34	21.63%	24.40%
35-44	29.80%	4.76%
45-54	27.76%	2.38%
55+	17.96%	0.60%

Table 60 Age groups of staff and student respondents

Do you have a disability which affects your travel arrangements?

Answer Options	Staff	Students
Yes	2.45%	1.19%
No	95.10%	97.62%

Table 61 Staff & Students respondents with disabilities which affect their travel

Is your work/study

Answer Options	Staff	Student
Full time academic staff	28.57%	95.83%
Full time support staff	49.80%	0.00%
Part time academic staff	8.57%	4.17%
Part time support staff	10.61%	0.00%

Table 62 Staff & student respondents work/study type

Are you....? (students only)

Answer Options	Student
An undergraduate Student	86.90%
A Postgraduate Student	10.71%
A PHD Student	1.79%

Table 63 Student course type

Within which department/faculty do you work/study ?

Answer Options	Staff	Students
Executive Management	0.82%	-
Central Services	23.67%	-
Information Services	13.47%	-
Estates & Campus Services	8.98%	-
School of Contemporary Sciences	19.59%	25.60%
School of Social & Health Sciences	12.65%	30.36%
Dundee Business School	7.35%	20.83%
Institute of Arts, Media and Computer Games	2.86%	13.10%
School of Computing and Engineering Systems	6.12%	8.93%

Table 64 Staff & students respondents department/faculty in which they work/study

If you have any further comments regarding travel and transport or if you have any ideas on how we can improve your journey please let us know.

Staff and students respondents were asked to provide comments regarding travel and transport as well as ideas on how their journey could be improved. In total 58 responses were received from staff and 40 from students and covered a range of topics. Some comments reiterated reasons why staff and students were unable to make changes to their travel habits, however the majority offered ideas for improvements to transport facilities and services. These included reduce rates for parking in the local car parks, improved cycle parking facilities, greater level of information on public transport and opportunities to car share.

Details of all comments are provided in table 65

Comments
Staff Comments
Provide better cycle paths. The darkness and hills unfortunately don't help either and can't be changed.
The cycle lanes through the city centre leave a lot to be desired, in terms of linking everything up.
Sorry but due to my family commitments I do not see myself changing the way I come to University any time soon. At present it would take approx 2 hours to come here by bus if I was to take my child to nursery on the way
Crossing the road directly outside is a nightmare in the morning due to all the school pupils being dropped off.
(1) Travel purchase should be more flexible....the university travel agents are not always the most economical way of buying travel.
(2) Insistance on economy class travel is not always a saving, as airport transfers, meals etc are often included in upgrade packages.
(3) Health & Safety and ability to work on arrival should be important considerations when choosing class of air travel. Most universities have a policy of business class travel on flights greater than 5 or 6 hours duration. If this is too costly, then the university should consider alternatives to the requirement for travel.
Would love to cycle from Forfar (particularly in summer) but there are no cycle paths - it is only 10 miles of dual carriageway from Dundee Road to the Claverhouse Roundabout and there is scope to make cycle paths available much of the journey of Angus council were willing to survey possible routes alongside the A90.
these questions only asked about travel to work, sometimes people have different arrangements at different times of the day. Personally I travel in with one person and out and again with another, or by bus.
If not more University Car park spaces, then a reduced rate with Bell Street multi-storey
The University must invest more in cycle parking facilities (covered if possible). The current facilities are not really suitable for a modern University.
A shuttle or rental bicycles available at the university for local travel would be most helpful for myself and other members of staff from my division who must travel to Dundee University for external class events.
Lobby to break the monopolistic position of Scotrail and to institute local commuter services between Dundee and Aberdeen.
Compared to similar duration of travel in other cities, travel from Fife to Dundee is expensive. A half hour bus ride within Dundee is £1.20 whereas the same half hour from St Andrews to Dundee is roughly £3.60. It is likely that I would save money on a per-trip basis if I were to drive a car.
Using anything other than a car is not an option as I live in a (very) rural area with no public transport. Free parking is therefore very important. Car sharing is really the only feasible option - but flexible working hours make this quite difficult to organise.
The bus services in my area have been stripped back to the extent that we need to walk further for a lesser choice of buses, which are also less frequent. A number of people have complained to the local councillor and bus companies, but to no avail.
Difficult for me to answer as I don't fall into a straightforward group. I use carshare 3 days per week (with family members for School / work) and Bus 2 days per week (when I'm travelling alone). I also walk / cycle if the weather is good and time allows... but poor direct cycle paths (Newport-Dundee) are the biggest obstacle
I run home from the University each evening and occasionally run into the Uni in the morning. As I live within 3 miles of the University I personally feel this is the easiest and quickest mode of transport. I do feel very supported in this choice by my department as I have a small area where I feel I can safely and securely store my running gear.
Improved lighting/security for walk to Dudhope would probably be welcomed by most staff.
Would prefer if Brian Souter of Stagecoach spent more of his money on his threadbare Glenrothes Dundee service which only operates every hour and is often over subscribed leaving people to wait for another hour for the next bus. If we had a half hourly service during rush hour with smaller sprinter buses that connected to small sprinter buses operating to Edinburgh, he wouldn't have to use large buses that go all the way from Edinburgh to Dundee via Dunfermline. Nobody in their right mind uses the X54 to go from Edinburgh to Dundee. Much more sensible to split the route. Also it would be good to have a Scottish travel ticket that

Comments
could be used on both the train and bus like other sophisticated countries. We are living in the dark ages here. More cycle paths would also help e.g. from Freuchie to where I live in Falkland as my bus stop is in the former.
I think the strategy to adopt is that of providing a reasonable choice for the community, so that our University can help encourage a movement towards greening individual's attitude and behaviour in this area. However, the implementation of such a strategy can only happen within the limit of our financial base.
Parking spaces allocated with regards to senior management and real need to be flexible in working arrangements
If it weren't for the fact that i need to get home for my dog every lunchtime, i would get the bus as parking is expensive. There really is no travel alternative for me than driving my own car as there is not enough time for me to get the bus home and back again every lunchtime, and if i car shared then i would be stuck here some lunchtimes. I am on the university staff parking rota and use the main uni car park for the week once a month, but cannot use dudhope the remaining 3 weeks as its too far away for me to walk up to and back every lunchtime. The only thing that would stop me driving is if the Uni opened a dog creche but that's never going to happen, so driving my own car will remain indefinitely!
free (or nominal fee) public transport for those who stay in Dundee. It is currently cheaper to travel by car than for 2 people to take the bus. (£1.45 per person per journey = £5.80). Even if parking in a multi-storey, it is still cheaper (5.00 per day).
Bus ticket discounts!!
Covered cycle racks would be advantageous
Car parking within bell street site should be reduced and subject to market charges for a premium location.
I would like to see reduced parking in nearby facilities (e.g. bell street)
Some questions a little confusing as to whether one or multiple answers needed/acceptable???
would consider life share down to the East Neuk and did indeed share lifts with Kaye from HR but for various reasons did not work particularly well. Currently - car share with wife to St Andrews, 99 Bus to Dundee overgate and then walk. Return is the reverse
the road way leading up to dudhpe castle should have a speed limit. at present there are lots of people walking back to cars after work and then driving too fast on their way out. I have had to 'jump' out of the way near the entrance way to avoid a driver travelling too fast.
Variable working hours (e.g. fairly common to work late) and requirement to pick up/drop-off child makes it very difficult to car share (though very occasionally have given other people a lift home). Bus times from where I live are not convenient. There is no local railway station.
Perhaps the flexibility to work from home. My current job at Abertay would allow me to work from anywhere on the planet so coming in to work 5 days a week isn't required. The university should have a working from home strategy like many other large employers.
Improved lighting / security at Dudhope would help. Currently parking in Bell Street car park when working out with 'normal' hours as do not feel safe walking to / from Dudhope when it's dark or not many people are around.
The most economical way for me to purchase a train pass is to buy a season ticket. However, these are very expensive. Some universities have a scheme whereby a 'loan' is given to buy an annual pass (i.e., the most cost-effective ticket), which is then re-paid out of the person's salary each month. I know that Abertay does not have this system in place for staff members at the moment, but it would be very welcome if you decide to implement it.
Ease of transport/convenience with a child is most important; used buses for ~1&1/2 years there; but now using car again due to ease/convenience.
I already car share with one other person would love to car share with others if I could identify others to share with.
It would be helpful if disabled staff were able to make individual arrangements with the university for business travel (as per DDA) to meetings, conferences etc. This could be done in conjunction with the Occupational Health Nurse. Needs differ and the arrangements for non-disabled staff are not always appropriate.
Essential that you listen to experienced cyclists (like myself) before purchasing & installing new cycle stands.
Better bus access to Dundee from panmurefield village (service 13 was withdrawn July 2009)
I cannot use the free staff car park as I have not yet received a staff card, despite handing in the

Comments
appropriate documents etc weeks ago.
Strathtay buses (No 57) would not get me to work on time nor would I be able to get one within an hour of finishing. Therefore my only mode of transport is a car or motorbike. I would use public transport as I cover approx 160 miles in a normal working week which apart from fuel is a lot of wear & tear on vehicles. A 4 week bus pass is £47 for a student from PH11 and if staff could get the same discount it would make it far cheaper than fuel.
Ability to use flexitime more readily would encourage more use of the limited train service (duties make it difficult to leave work before 5)
public transport for next to nothing like the way they do it in mainland Europe.
It's great that the University have the free parking up at the Castle, the only thing for me would be if it were a little closer to the University. Having an hours journey in to then walk 15 mins down/up the road adds more time onto my day, however I appreciate I'm the minority. Other than that it would be great if the price of petrol went down!!
As highlighted earlier if improved facilities for drying cycle wear were available I would cycle to work more frequently.
I can only reiterate that I need my car to drive to livery stables to see to my horse after work.
I came in one morning recently and allowed the workers' lorry in ahead of me. It took a few minutes, and once it got through I was told it was 3 minutes past 9.00 and I could not be allowed into the car park - despite the fact that the workers were holding the gate open. I had a new member of staff with me, and we then had to find a shop, get change, park the car in the municipal car park, and run to our meeting. I was told that information was available on the portal, although last week when I tried to park (well before 9), it was not possible to get in and I was told that this information was not on the portal.
Apparently my department does not exist in your survey! I work in student services!
I feel i would definately benefit from the discounted cycle scheme, both for my health and fitness. It would allow me to leave my car which would save money and reduce the effect on the environment also.
Free parking at Dudhope Castle is great, but lighting is poor making it feel unsafe on dark nights.
cycle every day no matter the weather have done for thirty years; apart for a short time when i had a knee replacement
considering the amount of staff who commute and have no option but to drive themselves it would be good if discounted parking was available.
Would be good to arrange car sharing from Wormit with someone on the same schedule as myself.
I work part time and sometimes vary my start and finish times. I have no intention of sharing someone else's car but would be keen to collect any other University employee and drive them to work in my car.
I'd really like to see secure, covered cycle storage on campus - the current arrangements aren't great. Often University vans and private cars are parked right up against the cycle racks, making it extremely difficult to get bikes in and out.
Also disappointed that the Lifestyle cycle scheme was closed some time back - as I understand it, this was a cost-neutral scheme for the University, but offered a significant financial incentive for staff to purchase bikes for commuting.
I'd like to see better lighting en route to Dudhope and better communication/arrangement of any walking groups so I wouldn't have to walk up on my own. Discounted car parking at Bell Street for UAD staff would also be a major benefit and discounted rail and bus fares would be a huge incentive for me to use public transport.
Discount on fares would be great idea as I do like using the bus on the odd occasion I do.
The one issue with the buses from to and from is the fact they sometimes don't turn up and I am either left standing at a cold bus stop, that's a reason i take my car as i know i will get to and back in good time.
Institute car/journey sharing scheme from Fife
Public transport is an unattractive option because of inflexibility on arrival and departure times
Student Comments
Bell Street car park is very expensive. Some sort of discounted monthly student membership would be great.
The parking fees at Bell Street are excessive, even the monthly fees are high at £70.50, but I park there because it is convenient and free car parking spaces are usually some distance away from the University

Comments

and from my child's nursery.

Encourage Dundee City Council to create bicycle paths on the large roads in Dundee, like there are in all other big European cities. That would really be something great! Cycling on the road can be quite dangerous... Organise campaigns for cycling and its benefits, help people to buy cheaper (but good) bikes ...

Unfortunately the train timetable means that I arrive in Dundee at about 4 minutes past the hour. As there is only one train an hour this means that I have to arrive an hour before my lecture (normally a 9am start) to ensure that I am on time. It would be helpful if the trains could arrive on the half hour instead of the hour giving people time to travel from the station to their final destination in Dundee.

Whenever I was in Alloway halls, the buses were frequent but the times were never right. For instance if the timetable said the bus would arrive at 8.40am it some times would be late and cause you to miss part of the 9.00am class

Unfortunately Perth and Kinross don't allow disabled travellers to go free on the train anymore, I did use to catch the train in 1st year until they changed the disability scheme. It certainly would be an advantage if they re-instated free journeys again.

Better lighting along pavements.

I live in East Ingliston- very poorly serviced by bus- and Forfar dual makes cycling impossible which I would prefer- improved cycle routes would be good!

Despite the fact I regularly walk to university - I do believe students should have a reduced parking fee at the Bell Street multi-storey car park. it does seem to be a popular option.

The bus service from Charleston is not always consistent.

Normally there is an 8:40 bus service, which allows me to arrive at University at around 8:55 - however some mornings the bus does not arrive until nearly 8:50, meaning I am late to my 9am lecture.

The previous bus leaves at around 8:25, and arrives at 8:35-8:40, which means if I catch that one I am usually the first person there, with 5-10 minutes to wait for anybody else to arrive.

Ideally I would like to see more frequent buses from Travel Dundee in the morning.

My walk distance to university only takes me 4minutes, so it's perfect

Often in the winter, in the evening it can be quite scary using public transport, as the buses are always really full (you cant get a seat) and there are nearly always some scary characters onboard. This can be quite intimidating (especially for females).

The only frustrating aspect of my travelling is the high price of the bus passes. I have to walk home, which is the waste of my time and in the evening it is also quite dangerous.

Walking is for cool kids. Fact.

cheaper car park while parking at university

I enjoy driving through to the university, I do get bored on the journey by myself but I dont know anyone around me that is on the same course as me.

I think better concession on bus tickets would help students to travel..b'cos i m over 25 and i can't use concession on tickets. Moreover bus route on my way is been cancelled. So there is no alternative for me...:(

Discounted parking at the bell street car park for students.

Traffic is crazy at most times of day. Drivers fail to indicate.

It is impossible for me to car share and harder to use public transport because of my timetable at university. I am in university every single day - some days only for 1 hour. This is extremely costly when living outwith Dundee and i feel that the university should take this into account when timetabling and try to condense the timetables.

Abertay is well situated for public transport, I think that most of the issues are outwith the university's control. Bus services and information seem very poor in Dundee; and parking prices are very high. However I think the university is right not to provide parking for students, as only in exceptional circumstances can people not get public transport. if there were exceptions (providing parking passes etc) i think students would abuse the priviledge. I occasionally borrow a car to come to university (from Edinburgh) and am quite happy parking out of town and walking in, though it may be useful to provide information on free parking around Dundee for those who need to drive. The only addition I would add is that I also ride a motorcycle, and it may be useful to provide safe motorcycle parking close to the university, as well as lots more safe cycle storage.

Comments
buses often not on time and occasionally don't turn up
I live in the country and there are no bus stops for 2 miles from where i live. If there was a bus stop nearer i would definitely take the bus.
it costs far too much for me to travel to university every day, i live in Kirkcaldy and have to get the train every day. There is not even a bus which would obviously be cheaper. sometimes this results in me missing classes.
I live in Monikie which is a rural area buses are every two hours so if you miss one you have to pay around £25 for a taxi or miss vital lectures. Buses are around £10 per week as a day ticket is £2.50 so therefore quite expensive and i do not have my bursary through yet so having to work extra to afford to come to university which is quite stressful. Buses are often late or dont turn up at all. Buses dont provide a direct journey from rural areas instead they go through monifieth, broughty ferry etc first so have to leave the house extremely early.
I walk almost everyday, the only times i bring my car are if i have been elsewhere the night before, i am playing sport for the university or if i am collecting equipment.
I would prefer my journey to be safer - more frequent traffic lights for pedestrians to pass at least the main routes.
One of the reason i moved here was due to commuting being difficult and long. Buses coming to and from Fife (Glenrothes) are terrible they have reduced the amount of services and the buses are continuously full on a number of occasion people are unable to get on the bus and are told to wait an hour for the next (Especially on the morning buses). This happened to me on a number of occasions. It has been written about a number of times in the local paper The Fife Free Press with little action from Stage Coach. I also wrote to them direct complaining about it and got no reply. Still have email if you want to see it. Many students are effected by this not just Abertay students but Dundee students and people who work and commute to Dundee from Fife. There should be huge support for any action taken on this particular matter and many students are effected by it.
Lot of student of Abertay are crossing the Marketgait every day (from the Hub to University) and this Street is very dangerous. The lights for walkers only last 10sec about every 3minutes! Something could be done to avoid a big waste of time and to reduce the risk of crossing that street, with unfair drivers even if there is car jam 10meters ahead!
A shuttle run in the mornings for students in accommodation (such as Alloway) would be very helpful.
parking facilities for students
If there are enough and convenient parking areas for cycle parking, I would like to go to school by bike frequently which would be faster than walking.
Bell Street car park clearly makes a huge amount of profit through people using it to get to the university. Can the university and Dundee City Council not come to an arrangement for much cheaper parking? Although I come to uni for whole days at a time I know that some people only come in for 1-2 hour lectures yet have to pay for a minimum of 4 hours of parking.
I feel that some consideration is required for those who live further away. In total per day I travel 3 hours on the bus. Where I have classes that don't finish until four or five I don't get home until 18:15 or 19:15. I appreciate that it is difficult to revolve classes around specific groups of people, however, I feel some understanding should be given to students to allow them to leave class earlier to avoid an hours wait for a bus.
trains need to be more frequent, i am restricted with what trains i can get to and from uni
Discount Semester Parking Permits for Bell Street Car Park
It is a disgrace that the principal gets dropped off at the front door of the uni by car, maybe he should set an example by walking,,better for his health too.
Abertay is well placed for bus and train travel as it is within easy walking distance of both stations. More information on ticket types would be a good thing as i wasn't sure what my cheapest ticket option was i only stumbled upon it by accident.

Table 65 Comments by staff and student respondents