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## TECHNICAL NOTE

```
Job Name: University of Glasgow - 2019 Travel Plan Survey
Job No: }3370
Note No: 1.1
Date: 12/06/2019
Prepared By: B Reynolds
Subject: Summary of Travel Plan Results
```


## Response Rate by staff and student

The table below shows the number of survey responses received from staff and students to the 2019 University of Glasgow Travel Plan survey.

|  | Total at <br> University | Responses | Response <br> rate |
| :--- | :---: | :---: | :---: |
| Staff Numbers | 8,599 | 2,616 | $30 \%$ |
| Student Numbers | 20,453 | 2,011 | $10 \%$ |
| Total | $\mathbf{2 9 , 0 5 2}$ | $\mathbf{4 , 6 2 7}$ | $\mathbf{1 6 \%}$ |

The response rate for the 2015 survey was $31 \%$ staff and $15 \%$ students (overall was $19 \%$ ).

## Location of Responses

The table shown below summarises the total number of responses from staff and students by University Campus or location.

| Which University Campus or location are you usually based at? |  |  |  |  |
| :--- | ---: | ---: | ---: | ---: |
|  | Student | Staff | All | All \% |
| Glasgow, Gilmorehill Campus (incl. St Andrew's <br> Building) | 1,665 | 2,035 | 3,700 | $80 \%$ |
| Glasgow, Tay House | 1 | 91 | 92 | $2 \%$ |
| Glasgow, Garscube Campus | 128 | 294 | 422 | $9 \%$ |
| Dumfries, Crichton Campus | 12 | 11 | 23 | $0 \%$ |
| Glasgow Dental Hospital and School | 24 | 17 | 41 | $1 \%$ |
| Queen Elizabeth University Hospital Campus | 45 | 20 | 65 | $1 \%$ |
| Glasgow Royal Infirmary | 19 | 18 | 37 | $1 \%$ |
| Gartnavel Royal Hospital and Gartnavel General | 7 |  | 35 | 42 |
| Hospital | 70 | 7 | 47 | $1 \%$ |
| Multiple Hospitals | 70 | 88 | 158 | $3 \%$ |
| Other | - | - | - | $0 \%$ |
| No answer | 2,011 | 2,616 | 4,627 | $100 \%$ |
| Total |  |  |  |  |

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## TECHNICAL NOTE

## Modal Split

The figure below shows the total mode split by staff and students at the University.


The table below provides a comparison of modal split data to that obtained through the 2013 and 2015 University travel surveys.

|  | All |  |  | Students |  |  | Staff |  |  |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 9}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 9}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 9}$ |
| Foot | $40 \%$ | $39 \%$ | $34 \%$ | $51 \%$ | $50 \%$ | $49 \%$ | $21 \%$ | $24 \%$ | $23 \%$ |
| Bicycle | $6 \%$ | $8 \%$ | $9 \%$ | $5 \%$ | $6 \%$ | $7 \%$ | $7 \%$ | $10 \%$ | $10 \%$ |
| Public bus/ Coach | $12 \%$ | $12 \%$ | $12 \%$ | $13 \%$ | $14 \%$ | $12 \%$ | $10 \%$ | $10 \%$ | $13 \%$ |
| Subway | $4 \%$ | $4 \%$ | $4 \%$ | $5 \%$ | $4 \%$ | $4 \%$ | $3 \%$ | $3 \%$ | $4 \%$ |
| Train | $14 \%$ | $14 \%$ | $17 \%$ | $14 \%$ | $14 \%$ | $16 \%$ | $13 \%$ | $14 \%$ | $17 \%$ |
| Motorcycle | $0 \%$ | $0 \%$ | $0 \%$ | $0 \%$ | $0 \%$ | $0 \%$ | $1 \%$ | $1 \%$ | $0 \%$ |
| Taxi | $0 \%$ | $0 \%$ | $0 \%$ | $0 \%$ | $0 \%$ | $0 \%$ | $0 \%$ | $0 \%$ | $0 \%$ |
| Car passenger | $2 \%$ | $2 \%$ | $2 \%$ | $1 \%$ | $1 \%$ | $1 \%$ | $3 \%$ | $3 \%$ | $3 \%$ |
| Car driver with <br> passenger(s) | $4 \%$ | $3 \%$ | $2 \%$ | $1 \%$ | $1 \%$ | $1 \%$ | $8 \%$ | $6 \%$ | $3 \%$ |
| Car sharing - taking <br> turns | - | - | $1 \%$ | - | - | $1 \%$ | - | - | $1 \%$ |
| Car driver alone | $16 \%$ | $16 \%$ | $17 \%$ | $6 \%$ | $7 \%$ | $7 \%$ | $32 \%$ | $29 \%$ | $25 \%$ |
| Other | $2 \%$ | $1 \%$ | $1 \%$ | $3 \%$ | $1 \%$ | $0 \%$ | $1 \%$ | $1 \%$ | $1 \%$ |
| Total Responses | $\mathbf{1 0 0 \%}$ | $\mathbf{1 0 0 \%}$ | $\mathbf{1 0 0 \%}$ | $\mathbf{1 0 0 \%}$ | $\mathbf{1 0 0 \%}$ | $\mathbf{1 0 0 \%}$ | $\mathbf{1 0 0 \%}$ | $\mathbf{1 0 0 \%}$ | $\mathbf{1 0 0 \%}$ |

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