The University of Edinburgh 2024 Commuter Travel Survey

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Change list

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Executive Summary

The University of Edinburgh regularly conducts travel surveys across all its main campuses to monitor travel habits and evaluate the success of policies and measures. The University conducts annual travel surveys to monitor changes closely and to assist in annual carbon emissions reporting.

This report provides a summary of the results of the 2024 Travel Survey undertaken in October / November 2024. Comparisons are made to previous travel surveys. The most recent previous travel survey was undertaken in October 2023.

Overall Mode Share

24% of staff employed by the University and 10% of students studying at the University responded to the 2024 survey. The results were weighted to ensure all campuses/colleges were evenly represented. The overall reported mode share takes account of response rate per location for staff against the total number of staff at that location, and response per student per college and the total number of students in that college. This ensures that no location / college is under or overrepresented. For the purpose of the carbon calculations associated with travel to university, staff and students were asked to provide full details of their journeys i.e., if walking and bus was involved in one journey then the distance was provided for both transport modes. However, with respect to the mode share calculations, only the transport mode travelled over the longest distance was extracted from each response and used to form the overall mode share data.

The overall mode share, using the weightings, across all locations, is shown in **Table E.1** below.

Table E.1: Overall University mode share in 2024

Mode of Travel	Staff	Student
Walk	22.4%	37.4%
Bus	26.6%	33.4%
Rail	11.9%	8.3%
Shuttle Bus	0.6%	7.5%
Cycle	16.2%	7.1%
Car Driver Alone	16.4%	3.1%
Car Passenger	1.6%	1.6%
Car Driver with Passenger	3.6%	0.8%
Tram	0.5%	0.4%
Taxi	0.1%	0.3%
Mobility Scooter	0.0%	0.1%
Motorcycle	0.2%	0.0%

Amongst students, walking / wheeling and travelling by bus are the most common modes of travel. This trend was also observed in the 2023 Travel Survey. For staff, car is one of the most common modes along with bus travel and walking / wheeling.

Historical Comparisons

The following section outlines comparisons to the results reported in the 2023 Travel Survey.

Table E.2: Mode share comparisons between 2023 and 2024

Mode of Travel	2023		Percentage point change		2024	
	Staff	Student	Student	Staff	Staff	Student
Car Driver Alone	16.2%	3.0%	+0.2	+0.1	16.4%	3.1%
Car Driver with Passenger	2.8%	1.0%	+0.8	-0.2	3.6%	0.8%
Car Passenger	1.8%	1.1%	-0.2	+0.5	1.6%	1.6%
Cycle	14.8%	7.4%	+1.4	-0.3	16.2%	7.1%
Mobility Scooter	0.0%	0.0%	0	+0.1	0.0%	0.1%
Motorcycle	0.3%	0.1%	-0.1	-0.1	0.2%	0.0%
Public Bus	25.4%	30.3%	+1.2	+3.1	26.6%	33.4%
Shuttle Bus	0.6%	7.3%	0	+0.2	0.6%	7.5%
Taxi	0.5%	0.5%	-0.4	-0.2	0.1%	0.3%
Train	11.9%	8.2%	0	+0.1	11.9%	8.3%
Tram	0.7%	0.5%	-0.2	-0.1	0.5%	0.4%
Walk	25.3%	40.6%	-2.9	-3.2	22.4%	37.4%

Rates of students walking to their main campus is continuing to fall, reducing by 3.2 percentage points between 2023 and 2024, and has reduced by 13 percentage points overall between 2019 and 2024. Rates of staff walking to their main campus has reduced by 2.9 percentage points between 2023 and 2024, and reduced by 3.1 percentage points overall between 2019 to 2024.

Rates of staff cycling to their main campus has increased between 2023 and 2024, increasing by 1.4 percentage points and only a drop of 0.9 percentage points overall between 2019 and 2024. Rates of cycling to campus has stayed generally the same amongst students, from 7.4% in 2023 to 7.1% in 2024.

Bus use increased by 1.2 percentage points for staff and 3.1 percentage points for students from 2023, while rates of train travel has stayed the same for staff and a slight increase 0.1 percentage points for students. Levels for staff and student combined bus travel now exceed those observed in 2019.

Rates of car travel remained relatively the same amongst students, accounting for 5.5% of the mode share in 2024, this is 0.4 percentage points above the rates observed in 2019. Staff car travel increased by 0.8 percentage points over the last year, with the largest increase for those driving with passengers. The 2024 rates of staff car travel are now 0.9 percentage points less than those observed in 2019, with the main difference coming from car passengers.

Campus Comparison

Walking continues to be the main mode of travel, for staff and students combined, across Central Area and King's Buildings. Bus travel is the most common mode at BioQuarter, Easter Bush, Western General and Pollock Halls. When looking at staff and student mode share separately, car travel becomes the most common mode for staff at Easter Bush and BioQuarter, while cycling becomes the main mode of travel for staff at King's Buildings.

Carbon Emissions

The overall annual carbon footprint of commuter travel was calculated (using 2024 DEFRA conversion factors) to be 14,111 tonnes CO_2e in 2024. This is a 3.7% decrease since 2023. When compared to 2019, there has been a 1.8% increase. It must be noted that carbon emissions factors used for calculations change year by year due various reasons including advancement in technology or change in fuel types. Therefore, data must be interpreted with this in mind.

Progress Towards Targets

Table E.3 demonstrates the changing mode share, for both the university overall and per campus, compared with the 2023 Travel Survey and the City Mobility Plan ("CMP") 2030 targets. The CMP targets have been adopted by the University in its Integrated Transport Plan 2023-2030.

Table E.3: Mode share comparison

Overall University						
Mode	Staff (trips to employment)			Students (trips to education)		
	2030 Target (CMP)	2023 Travel Survey	2024 travel Survey (% change)	2030 Target (CMP)	2023 Travel Survey	2024 travel Survey (% change)
Car/Taxi	<24%	21%	22% (+1)	<3%	6%	6% (0)
Walk	>20%	25%	22% (-3)	>32%	41%	37% (-5)
Cycle	>9%	15%	16% (+1)	>7%	7%	7% (0)
Bus/Tram	>46%	26%	28% (+2)	>57%	38%	41% (+3)
Train	>1%	12%	12% (0)	>1%	8%	8% (0)
Central Area						
Mode	Staff (trips to employment)			Students (trips to education)		
	2030 Target (CMP)	2023 Travel Survey	2024 travel Survey (% change)	2030 Target (CMP)	2023 Travel Survey	2024 travel Survey (% change)
Car/Taxi	<24%	13%	12% (-1)	<3%	4%	4% (0)
Walk	>20%	30%	28% (0)	>32%	49%	48% (-1)
Cycle	>9%	11%	13% (+2)	>7%	5%	4% (-1)
Bus/Tram	>47%	27%	28% (+1)	>57%	30%	33% (+3)
Train	>1%	16%	18% (+2)	>1%	10%	10% (0)
King's Buildings						
Mode	Staff (trips to employment)			Students (trips to education)		
	2030 Target (CMP)	2023 Travel Survey	2024 travel Survey (% change)	2030 Target (CMP)	2023 Travel Survey	2024 travel Survey (% change)
Car/Taxi	<24%	30%	28% (-2)	<3%	5%	6% (+1)
Walk	>20%	20%	21% (+1)	>32%	20%	20% (0)
Cycle	>9%	24%	25% (+1)	>7%	15%	13% (-2)
Bus/Tram	>47%	22%	23% (+1)	>57%	57%	57% (0)
Train	>1%	3%	3% (0)	>1%	4%	3% (-1)

BioQuarter						
Mode	Staff (trips to employment)			Students (trips to education)		
	2030 Target (CMP)	2023 Travel Survey	2024 travel Survey (% change)	2030 Target (CMP)	2023 Travel Survey	2024 travel Survey (% change)
Car/Taxi	<24%	34%	30% (-4)	<3%	12%	14% (+2)
Walk	>20%	11%	7% (-4)	>32%	6%	8% (+2)
Cycle	>9%	19%	20% (+1)	>7%	23%	21% (-2)
Bus/Tram	>47%	27%	35% (+8)	>57%	56%	49% (-7)
Train	>1%	5%	6% (+1)	>1%	4%	8% (+4)
Western General						
Mode	Staff (trips to employment)			Students (trips to education)		
	2030 Target (CMP)	2023 Travel Survey	2024 travel Survey (% change)	2030 Target (CMP)	2023 Travel Survey	2024 travel Survey (% change)
Car/Taxi	<24%	23%	23% (0)	<3%	5%	5% (0)
Walk	>20%	15%	19% (+4)	>32%	24%	20% (-4)
Cycle	>9%	31%	24% (-7)	>7%	20%	19% (-1)
Bus/Tram	>47%	30%	31% (+1)	>57%	46%	56% (+10)
Train	>1%	2%	3% (+1)	>1%	2%	0% (-2)
Pollock Halls						
Mode	Staff (trips to employment)			Students (trips to education)		
	2030 Target (CMP)	2023 Travel Survey	2024 travel Survey (% change)	2030 Target (CMP)	2023 Travel Survey	2024 travel Survey (% change)
Car/Taxi	<24%	46%	39% (-7)	<3%	0%	2% (+2)
Walk	>20%	12%	14% (+2)	>32%	47%	61% (+14)
Cycle	>9%	5%	8% (+3)	>7%	8%	7% (-1)
Bus/Tram	>47%	28%	34% (+6)	>57%	41%	30% (-11)
Train	>1%	7%	5% (-2)	>1%	1%	0% (-1)
Easter Bush						
Mode	Staff (trips to employment)			Students (trips to education)		
	2030 Target (CMP)	2023 Travel Survey	2024 travel Survey (% change)	2030 Target (CMP)	2023 Travel Survey	2024 travel Survey (% change)
Car/Taxi	<24%	63%	61% (-2)	<3%	30%	25% (-5)
Walk	>20%	3%	4% (+1)	>32%	2%	1% (-1)
Cycle	>9%	10%	8% (-2)	>7%	2%	3% (+1)
Bus/Tram	>47%	21%	25% (+4)	>57%	65%	71% (+6)
Train	>1%	1%	2% (+1)	>1%	0%	1% (+1)

The results show that the overall university mode share is surpassing the City Mobility Plan targets for all modes (for employment and education trips) except for bus / tram journeys and the car mode share for trips to education. The walking mode share continues to exceed the CMP targets at some campuses. Although the bus / tram mode share target is not met, there has been an increase in bus / tram trips at some campuses, with King's Building exceeding and Easter Bush meeting the CMP target under the

trips to education category. However, Easter Bush mode share for students does not meet any of the remaining mode share targets, because car is high at 25%.

Table E.4 shows the total kilometers travelled by each mode, by staff and students combined, for the 2019-20, 2023-24 and 2024-25 academic years. The University has adopted the CMP target to reduce car kilometers by 30% by 2030 (with 2019 as the baseline year).

Table E.4: Distance travelled comparison

Year % Change	Walk	Mobility Scooter	Cycle	Car	Bus	Tram	Train	Taxi	Motorcycle	Shuttle Bus
2019	40,098,922	26,295	13,004,069	46,596,700	56,481,295	970,888	57,258,430	833,899	1,143,449	4,260,111
2023	22,068,627	69,460	11,899,273	49,875,590	57,510,502	1,643,185	77,784,582	1,944,418	1,217,466	5,146,670
2024	20,663,371	161,222	11,484,281	41,736,523	56,739,525	1,855,646	72,157,287	1,794,363	581,814	5,124,025
2019-2024 % change	-48%	+513%	-12%	-10%	0%	+91%	+26%	+115%	-49%	+20%

The results in **Table E.4** show that the kilometers travelled by all modes has fluctuated since 2019. Car travel kilometers have reduced, however walking distances also continue to reduce. Whilst cycle is relatively static compared to 2019, there has been a slight decrease in distance travelled since 2023. It's important to note that some of the significant percentage changes do not reflect as dramatic a change as suggested. The distances travelled for mobility scooter, for example, are very small to begin with so slight changes can create a significant percentage change.

Next Steps

The University Transport Office will continue to analyse the results of the 2024 Travel Survey in detail to inform a review of the Integrated Transport Plan 2023-2030. A travel survey will be repeated in Autumn 2025.

1 Overview

1.1 Background

Sweco was commissioned by The University of Edinburgh ("The University") to analyse their 2024 staff and student travel survey.

The University regularly undertake a staff and student travel survey in order to monitor and analyse changing travel behaviours, plan for future policies, and track the university's carbon footprint. The most recent survey prior to the 2024 survey was undertaken 2023.

The 2024 survey was distributed to all staff and students based at campuses in Edinburgh, Scotland. The results were categorised for staff and students by main location of employment / study, as shown below:

- BioQuarter
- Central Area
- Easter Bush
- King's Buildings
- Western General Hospital
- University Accommodation (staff only)
- Other

Results have been weighted for mode share and carbon footprint estimations based on the response rate per campus for staff and students. This ensures that commuting patterns are not overrepresented for a certain campus amongst the results. This allows the closest like-for-like comparison with previous years' data.

1.2 Purpose

Through analysis of changing travel behaviours and sustainable travel for staff and students, the University can target measures and policy to enable as many people as possible to choose to walk, wheel, cycle or use public transport, in line with targets in the University's Integrated Transport Plan.

As in previous surveys, the results also assist in calculating the University's travel to work / study carbon footprint.

1.3 Design

The survey was available online, in the form of a 67-question questionnaire, with branching to target questions for individuals based on previous answers.

The survey was live for four weeks from 7th October – 3rd November 2024.

1.4 Responses

Over the four-week survey period, 8355 responses were received. 66% of staff responses were received within three days of the initial email to staff on 9th October and 20% were received between 24th and 25th October after a reminder email was sent.

64% of student responses were received within three days of the initial email to students on 9th October and 25% were received over the three-day period between 29th and 31st October after a reminder email was sent. **Appendix A** shows the response by staff and students over the survey period.

When considering the overall staff and student population, the response rate for staff was 24% and the response rate for students was 10%.

1.5 Results Power Bi

As in 2023, a Power Bi dashboard was created to display the results in a more user friendly and comparable layout. The interactive dashboard and mapping allow users to interrogate the data based on a selection of settings, such as campus, role, or demographics.

1.6 Travel Planning Activities

This section highlights the most significant travel plan measures that have been delivered since the last travel survey in Autumn 2023.

1.6.1 Review of the Integrated Transport Plan (ITP) 2023-30

A review of the ITP was carried out following the analysis of the 2023 Commuter Travel Survey. The overall aim of the ITP is to ensure that the University campuses and accommodation sites are served as well as possible by sustainable transport options. The ITP aligns with the University's Residential Strategy with an increased focus on travel to and from accommodation. It also supports the University Strategy 2030, and aligns with the University Climate Strategy, which has a net zero carbon target of 2040 and will be amended to align with any update to the current Climate Strategy.

The ITP targets are from the City of Edinburgh Council City Mobility Plan (CMP) 2021-2030, which targets delivery of a safer and more inclusive net zero carbon transport system by 2030. It adopts the CMP target of a 30% reduction in kilometres travelled by car by 2020 (baseline 2019), together with accompanying mode share targets.

The review did not result in any change to the ITP, rather it incorporated a deeper understanding of existing travel behaviours, and drew upon additional sources of data such as timetabling and WIFI connection data.

The ITP specifically highlights the need to target actions at campuses with higher rates of car driving that are in excess of the target, specifically: Pollock Halls, King's Buildings, BioQuarter and Easter Bush.

A summary of progress on a selection of the ITP actions is provided below:

1.6.2 Enhancing and Expanding the Active Travel Network

The extent and quality of active travel infrastructure in the city continues to improve. In March 2023 the City Centre West to East Link opened connecting Roseburn in the West with Leith Walk in the East via a predominantly segregated cycle way. Although the route does not directly serve any University campuses, it provides important connections into other parts of the cycling network and has undoubtedly improved the commuting experience by bike. The University has continued to actively engage with consultations for other active travel routes, notably the proposals for the Meadows to George Street.

The University, together with the BioQuarter partners, has continued to pursue and secure funding from the Sustrans Places for Everyone fund to deliver high quality segregated cycling and walking routes to and within the developing BioQuarter site. As a direct result of this work, the City of Edinburgh Council have now commenced the delivery phase of the Cameron Toll to BioQuarter Active Travel Route. There are further projects in the pipeline including a route to the south connecting to Sheriffhall and housing areas, and further connections within the BioQuarter and hospital area. They have also engaged with Midlothian Council on plans for active travel routes connecting new housing developments in the Roslin and Bilston area with the Easter Bush Campus.

1.6.3 Affordable Access to Bikes

Since September 2022 the University has been providing an e-Bike hire scheme called UniCycles for students living at Pollock Halls and Pentland House. The scheme uses the bikes that were formerly part of the city's public bike hire scheme. The scheme offers students an affordable and convenient way to travel around the city and to campuses. Monitoring and evaluation shows that more students are cycling as a result of the scheme, there are carbon savings, and students reported a range of health, wellbeing,

and financial benefits from hiring an e-bike. Following the success of Year 1, the scheme expanded for Year 2 (September 2023) from 60 to 80 bikes and is now in its 3rd year of operating.

The scheme was set up as one of a number of 'interim' projects funded by the City of Edinburgh Council during 2022-23 and 2023-24, using funding that had been allocated for the discontinued public bike hire scheme. The University has continued to encourage the City of Edinburgh Council to pursue a new public bike hire scheme for the city. The popularity of the previous scheme, together with the success of UniCycles, demonstrates that students and staff would use and benefit from new public bike hire scheme.

1.6.4 Delivering Behaviour Change

Funding was secured from South East Scotland Transport Partnership for 2024-25 to deliver a targeted programme of activities at 3 campuses to support students and staff to walk, wheel and cycle. Active Pollock launched in June 2024 and offered staff the opportunity to hire an eBike for the summer, access to free cycle training and discounted maintenance training, and Led walks and cycle rides. In September 2024 Active King's Buildings and Active Pollock Halls launched with similar initiatives. The outcomes that this project aims to deliver are:

- • More staff and students choose to walk, wheel or cycle to and between our campuses.
- • Fewer staff and students choose to travel by single occupancy car journeys.
- • Walking and cycling routes to and within our campuses are safer.

1.6.5 Improving Public Transport

The University continues to meet regularly with Lothian Buses to discuss problems and opportunities in the bus network. During the course of the last year there have been widespread service improvements affecting all campuses. This is most notable for Easter Bush Campus due to the Transport Office and the Vet School working together with Lothian Buses to increase service frequencies and provide evening services.

1.7 Report Structure

Following this introductory chapter, the report is structured as follows:

- Overall University travel survey results shown by staff and students;
- Individual campus surveys results; and
- Conclusions and recommendations.

2 Overall Survey Results

This chapter summarises survey response rates by university role and considers the overall mode share across all sites.

2.1 Response Rate

The number of staff employed by the University has increased by 619 members from the time of the 2023 survey. This equates to a 3.5% increase.

4,255 responses were received from staff, representing a 24% response rate. This is up by 301 responses in comparison to the 2023 survey, approximately a 1% increase. The breakdown of staff response rates by location, excluding those who do not work or study on campus, is shown in **Table 2-1**.

Table 2-1: Staff response rate

Campus	Academic Staff	Non-academic Staff
BioQuarter	21%	31%
Central Area	16%	33%
Easter Bush	19%	27%
King's Buildings	13%	37%
Western General	23%	30%
Other	20%	23%
Pollock Halls	N/A	18%
Other University Accommodation Site	N/A	24%
Total	**16%**	**32%**

The number of students enrolled at the University has increased by 1,715 students from the time of the 2023 survey. This equates to a 4.2% increase. Those who are distance learners have been excluded, which was also the case in 2023, due to these students not commuting to University campuses. 4,093 responses were received from students, representing a 10% response rate. This is up by 108 responses in comparison to the 2023 survey.

The breakdown of student response rates by college and student status is shown in **Table 2-2**.

Table 2-2: Student response rate

College	Undergraduate	Postgraduate
Arts, Humanities & Social Science	8%	13%
Medicine & Veterinary Medicine	13%	17%
Science & Engineering	11%	13%

The staff and student response rates are important as total carbon emissions are factored up from the sample respondents to reflect the total number of staff and students at the University.

Although the level of responses by both staff and students provides an acceptable sample size when considering overall travel trends to the University, the results at smaller site locations should be treated with some caution given the smaller sample sizes.

2.2 Demographics

The following demographic data is based solely on the information provided by those that completed the survey and is therefore only representative of 24% of staff and 10% of students.

Figure 2-1 shows the University role (staff or student) of survey respondents.

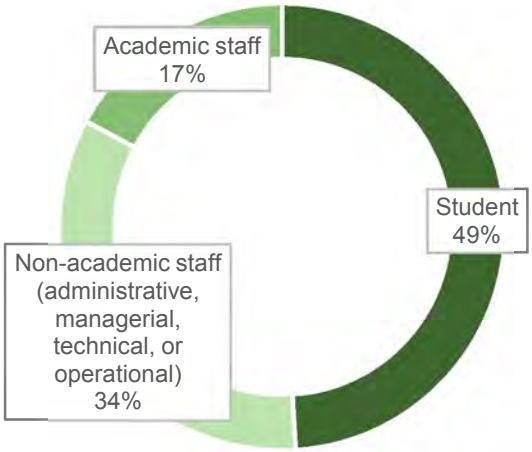


Figure 2-1: Role of respondents

The results shown in **Figure 2-1** represent an academic staff response rate of 16%, a non-academic staff response rate of 32% and a student response rate of 10% when considering the overall population of the University.

Despite students representing 69% of the overall University population, they were underrepresented in the survey with only 49% of respondents being students.

Figure 2-2 and **Figure 2-3** show the split by age and gender of respondents, for staff and students.

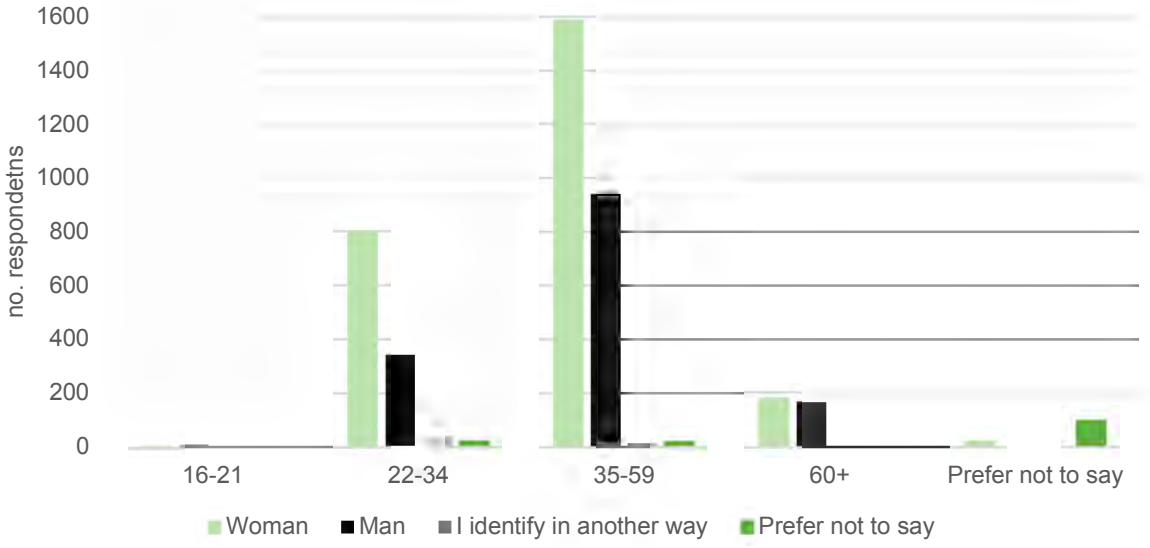


Figure 2-2: Age group and gender status of staff respondents

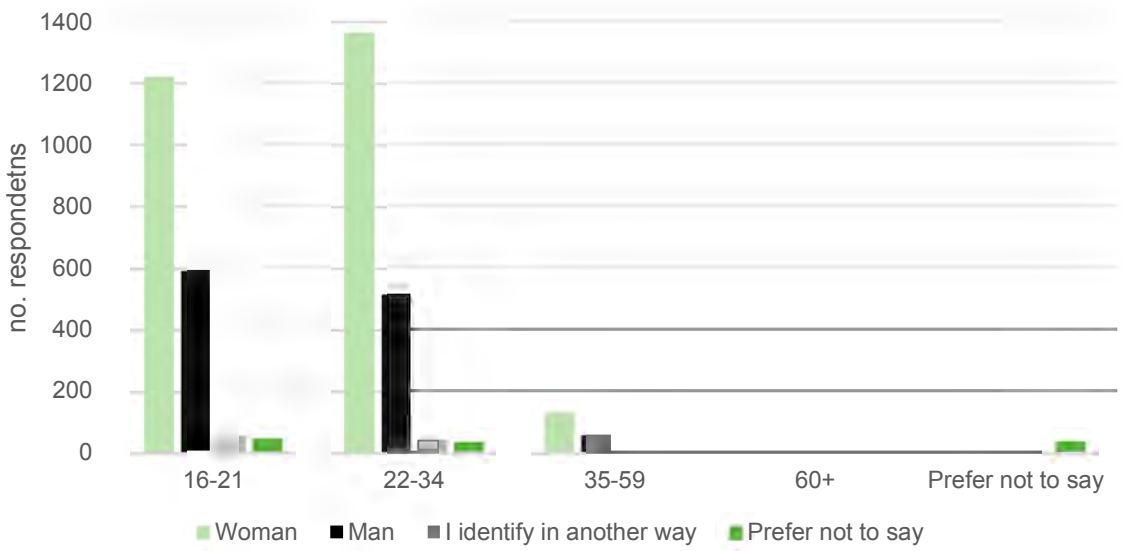


Figure 2-3: Age group and gender status of student respondents

The results show that for both staff and students, a higher proportion of respondents identified as a woman. Staff were mostly aged between 22 and 59 while students where mostly aged between 16 and 34.

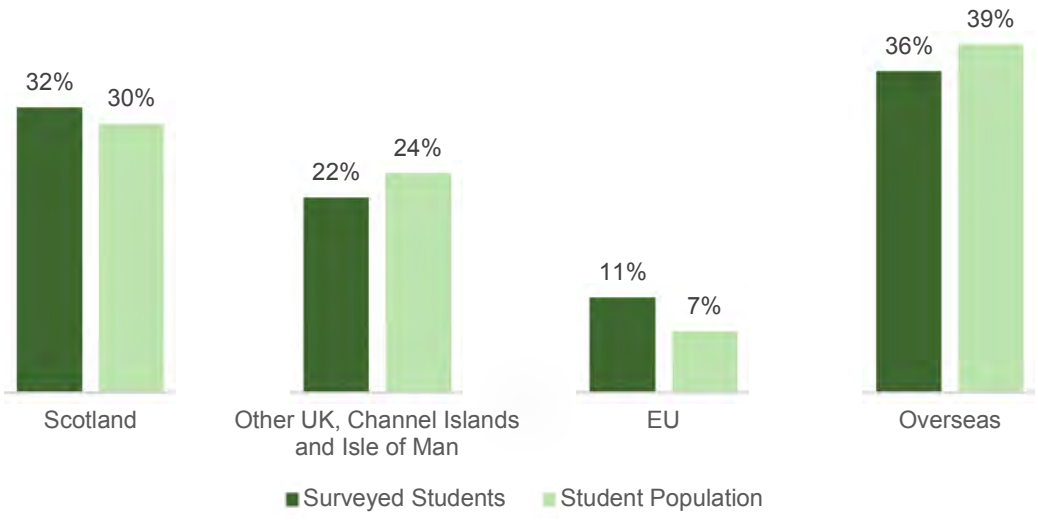


Figure 2-4: Fee status proportion of surveyed students and entire student university population

As can be viewed on **Figure 2-4**, the proportion of students surveyed in terms of fees status is broadly representative on the entire University population. The biggest discrepancy is in European Union ("EU") students where there are overrepresented but only by 4%.

2.3 Mode Share

2.3.1 2024 Mode Share

The reported mode share considers the response rate for staff at each location relative to the total number of staff at that location, as well as the response rate for students at each college compared to the total number of students in that college. Using this information, a weighting was applied to each

response based on the specific location or college. This approach ensures that no location or college is either underrepresented or overrepresented in the results. The weightings are shown in **Table 2-3**.

Table 2-3: Weightings applied to staff and student overall mode share

Location / College	Staff / Student	Weighting
BioQuarter	Academic staff	4.8
Central Area		6.3
Easter Bush		5.4
King's Buildings		7.7
Western General		4.3
Other		5.1
Pollock Halls		0
Other University Accommodation Site		0
BioQuarter	Non-academic staff	3.2
Central Area		3.0
Easter Bush		3.7
King's Buildings		2.7
Western General		3.3
Other		4.4
Pollock Halls		5.5
Other University Accommodation Site		4.2
Arts, Humanities & Social Science	Undergraduate student	13.0
Medicine & Veterinary Medicine		8.0
Science & Engineering		9.4
Arts, Humanities & Social Science	Postgraduate student	8.0
Medicine & Veterinary Medicine		5.8
Science & Engineering		7.7

For the purpose of travel to the University carbon calculations, staff and students were asked to provide full details of their journeys i.e., if walking and bus was involved in one journey then the distance was provided for both travel modes by the respondent. However, with respect to the mode share calculations, only the transport mode travelled over the longest distance was extracted from each response and used to form the overall mode share data.

The overall university mode share is shown in **Figure 2-5**, represented separately for staff and students.

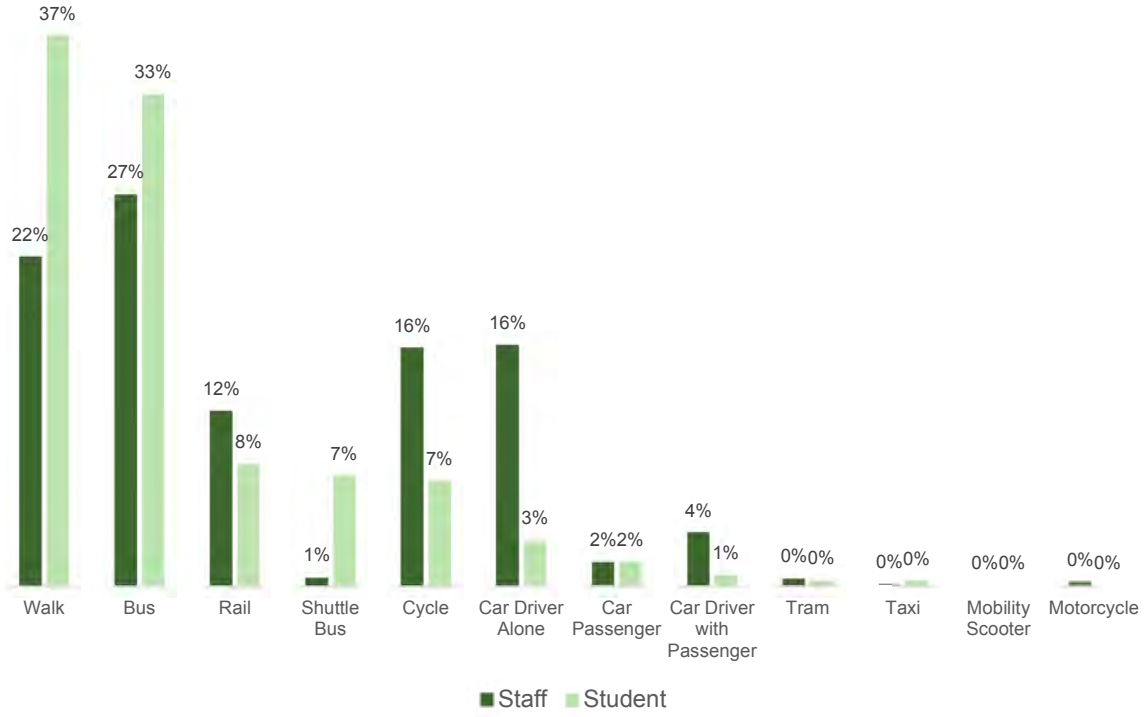


Figure 2-5: Staff and student mode share

The results in **Figure 2-5** show high levels of sustainable travel by both staff and students. Walking is the main mode of transport for students (37%) followed by bus (33%). Bus travel is most popular amongst staff (27%) followed by walking at 22%. Cycling and car driver alone are used by a high proportion of staff (16%) when compared to students.

2.3.2 Mode Share Trends

Figure 2-6 shows the change in mode share between 2000 and 2024 for staff and **Figure 2-7** shows the change in mode share between 2004 and 2024 for students. Supporting data is also provided in **Table 2-4** and **Table 2-5** below.

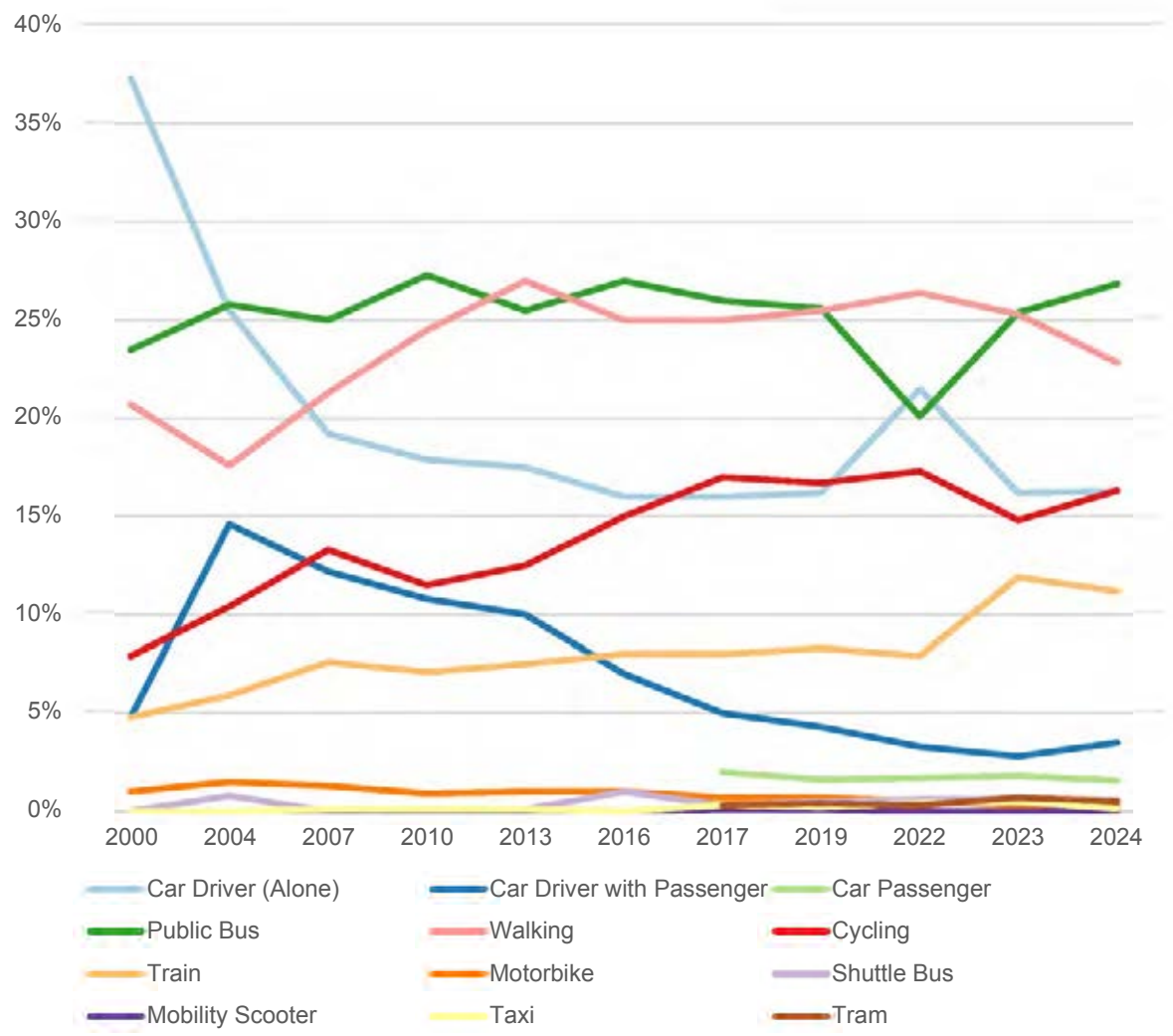


Figure 2-6: Staff mode share trends between 2000 and 2024

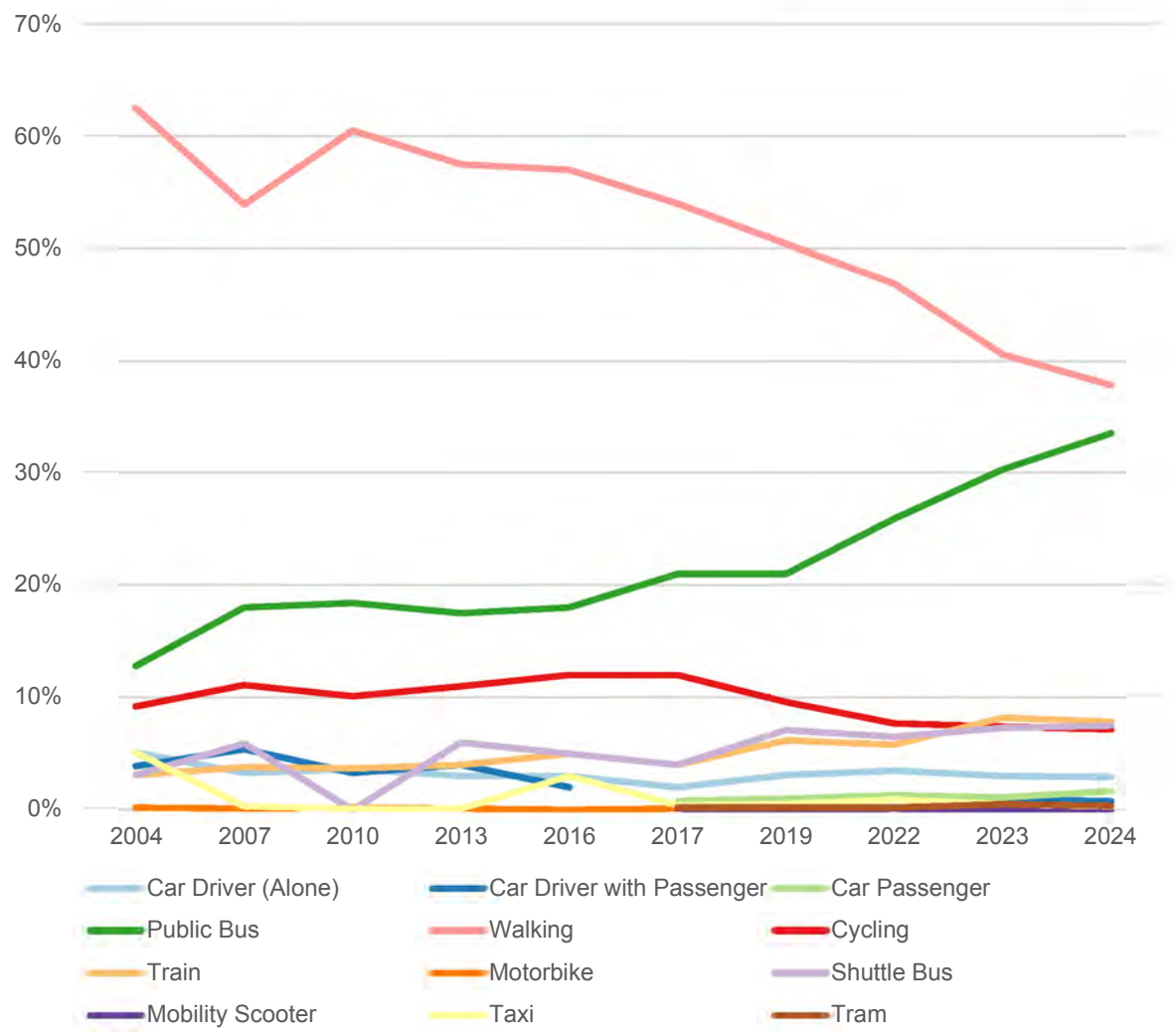


Figure 2-7: Student mode share trends between 2004 and 2024

Table 2-4: Staff mode share comparisons between 2000 and 2024

Mode	2000	2004	2007	2010	2013	2016	2017	2019	2022	2023	2024
Car Driver (Alone)	37.3%	25.5%	19.2%	17.9%	17.5%	16.0%	16.0%	16.2%	21.5%	16.2%	16.4%
Car Driver with Passenger	4.8%	14.6%	12.2%	10.8%	10.0%	7.0%	5.0%	4.3%	3.3%	2.8%	3.6%
Car Passenger							2.0%	1.6%	1.7%	1.8%	1.6%
Public Bus	23.5%	25.8%	25.0%	27.3%	25.5%	27.0%	26.0%	25.6%	20.1%	25.4%	26.6%
Walking	20.7%	17.6%	21.3%	24.5%	27.0%	25.0%	25.0%	25.5%	26.4%	25.3%	22.4%
Cycling	7.9%	10.4%	13.3%	11.5%	12.5%	15.0%	17.0%	16.7%	17.3%	14.8%	16.2%
Train	4.8%	5.9%	7.6%	7.1%	7.5%	8.0%	8.0%	8.3%	7.9%	11.9%	11.9%
Motorbike	1.0%	1.5%	1.3%	0.9%	1.0%	1.0%	0.7%	0.7%	0.5%	0.3%	0.2%
Shuttle Bus*		0.8%			0.1%	1.0%	0.3%	0.5%	0.6%	0.6%	0.6%
Mobility Scooter							0.1%	0.1%	0.0%	0.0%	0.0%
Taxi			0.1%	0.1%	0.1%		0.3%	0.2%	0.4%	0.5%	0.1%
Tram							0.3%	0.4%	0.3%	0.7%	0.5%

**Due to human error shuttle bus count potentially included in 'public bus' counts before 2023*

Table 2-5: Student mode share comparisons between 2004 and 2024

Mode	2004	2007	2010	2013	2016	2017	2019	2022	2023	2024
Car Driver (Alone)	5.1%	3.3%	3.6%	3.0%	3.0%	2.0%	3.1%	3.5%	3.0%	3.1%
Car Driver with Passenger	3.9%	5.4%	3.3%	4.0%	2.0%	0.5%	0.8%	0.8%	1.0%	0.8%
Car Passenger						0.8%	1.0%	1.3%	1.1%	1.6%
Public Bus	12.8%	18.0%	18.4%	17.5%	18.0%	21.0%	21.0%	25.9%	30.3%	33.4%
Walking	62.5%	53.9%	60.5%	57.5%	57.0%	54.0%	50.4%	46.9%	40.6%	37.4%
Cycling	9.2%	11.1%	10.1%	11.0%	12.0%	12.0%	9.6%	7.7%	7.4%	7.1%
Train	3.1%	3.8%	3.7%	4.0%	5.0%	4.0%	6.2%	5.8%	8.2%	8.3%
Motorbike	0.2%	0.1%	0.2%	0.1%	0.0%	0.1%	0.1%	0.2%	0.1%	0.0%
Shuttle Bus*	3.1%	5.9%		6.0%	5.0%	4.0%	7.1%	6.5%	7.3%	7.5%
Mobility Scooter						0.1%	0.0%	0.1%	0.0%	0.1%
Taxi	5.1%	0.3%	0.1%	0.1%	3.0%	0.4%	0.5%	0.9%	0.5%	0.3%
Tram						0.2%	0.2%	0.2%	0.5%	0.4%

** Due to human error shuttle bus count potentially included in 'public bus' counts before 2023*

The overall mode share for 2022, 2023 and 2024 is shown in **Table 2-6**, alongside the percentage point change between the years.

Table 2-6: Overall mode share change, staff and students combined

Mode	2022	Percentage point change	2023	Percentage point change	2024
Bus	24.2%	4.5%	28.7%	2.5%	31.2%
Car Driver Alone	8.7%	-1.3%	7.4%	-0.1%	7.3%
Car Driver with Passenger	1.5%	0.1%	1.6%	0.1%	1.7%
Car Passenger	1.4%	0.0%	1.4%	0.2%	1.6%
Cycle	10.5%	-0.6%	9.9%	0.1%	10.0%
Mobility Scooter	0.1%	-0.1%	0.0%	0.1%	0.1%
Motorcycle	0.3%	-0.1%	0.2%	-0.1%	0.1%
Rail	6.4%	3.0%	9.4%	0.0%	9.4%
Taxi	0.7%	-0.3%	0.4%	-0.1%	0.3%
Tram	0.2%	0.4%	0.6%	-0.2%	0.4%
Walk	41.0%	-5.6%	35.4%	-2.8%	32.6%
Shuttle Bus	4.8%	0.2%	5.0%	0.3%	5.3%

Note any discrepancies in Table 2-6 percentage change is due to rounding

2.3.3 Overall

Overall, the mode share proportions have remained broadly similar to those observed in the 2022 and 2023 travel survey. The largest change has been in the proportion of those walking, with an 8.4 percentage point decrease between 2022 and 2024. The next largest change has been in those taking a bus, with a 7 percentage point increase over the same period. There has been a minor decrease in the number of people driving by car (alone) by 1.4 percentage points from 2022 to 2024 and the number of people driving with passengers has increased by 0.2 percentage points between 2022 and 2024.

2.3.4 Walking

Overall, there has been a minor decrease in the number of people walking to the University in 2024 (2.8 percentage points), but it was even greater between 2022 and 2023 at 5.6 percentage points. This can mainly be attributed to students walking rates falling, as between 2022 and 2024 they fell by 9.5 percentage points. This can possibly be attributed to students living further away and therefore having to use alternative forms of travel to get to the University. It should also be noted that the Scottish Government under-22 bus travel scheme has been live since January 2022 which could also affect numbers of those who walk to the University, as these students now have a free alternative travel option.

2.3.5 Cycling

Rates of cycling have increased by 0.1 percentage points in 2024. The numbers of people cycling, for both staff and students, have stayed relatively constant over the previous three years with around 7% for students and between 15%-17% for staff.

2.3.6 Mobility Scooter

There is, and has been, limited numbers of staff and students who travel to the University by mobility scooter and therefore it is difficult to draw conclusive trends. Only three students and one staff member recorded their main mode of travel as mobility scooter in the 2024 travel survey.

2.3.7 Bus

Travelling by bus has continued to increase from 2022, with an overall 7 percentage point increase over the two-year period, now sitting at 31.2% in 2024. There has been a steady increase over the years of students travelling by bus, whereas for staff it has fluctuated from year to year.

2.3.8 Shuttle Bus

There has been a minor increase in shuttle bus usage this year by 0.3 percentage points. The shuttle bus is predominantly used by students, not staff, and the trend for students has stayed relatively constant over the three previous years.

2.3.9 Tram

Overall, tram travel has decreased this year by 0.2 percentage points, compared to a 0.4 percentage point increase last year. Rates of tram travel remain low from previous years, but future proposed plans to extend the tram line to BioQuarter may result in a further increase as it will offer convenient access to the University campus based there.

2.3.10 Train

The overall rates of train travel in 2024 has remained the same as 2023, sitting at 9.4%, unlike the 3 percentage point increase that was observed between 2022 and 2023.

2.3.11 Taxi

Rates of those travelling by taxi have fallen by a minor percentage change of 0.1 percentage points in 2024, following the decrease of 0.3 percentage points in 2023. Number of both staff and students who use taxis as their main mode of transport are low.

2.3.12 Motorcycle

The rates of people who travel by motorcycle have remained steady over the years overall but has shown a decline from 2023 to 2024 by 0.1 percentage points for both staff and students. There has been a slow, minor decline of staff who have travelled by motorcycle from 2004 to 2024.

2.3.13 Car

There has been an overall decrease of 0.1 percentage points of car drivers alone from 2023 to 2024. Car passengers and car drivers with passengers have remained relatively static from 2022 to 2024.

2.4 Distance Travelled

Using information collected through the survey it was possible to calculate total distance travelled by each mode. This was completed by converting survey responses to two-way trips, considering numbers of days each respondent travelled to the University and scaling based on the assumed number of weeks worked a year relating to their role. Data was then weighted by each mode by staff type and campus or student type and college. These values were then converted from miles to kilometres. **Table 2-7** below presents this information which shows total km travelled by each mode.

Table 2-7: Annual commuting distances for staff, students and combined

Mode	Staff (km)	Student (km)	Total (km)
Walk	6,519,086	14,144,285	20,663,371
Mobility Scooter	50,961	110,262	161,222
Cycle	7,018,388	4,465,893	11,484,281
Car Driver Alone	20,126,697	12,371,963	32,498,660
Car Driver with Passenger	3,961,287	1,393,631	5,354,919
Car Passenger	1,088,293	2,794,652	3,882,945
Bus	16,185,042	40,554,483	56,739,525
Tram	438,249	1,417,398	1,855,646
Rail	26,999,056	45,158,231	72,157,287
Taxi	368,497	1,425,865	1,794,363
Motorcycle	400,625	181,189	581,814
Shuttle Bus	465,822	4,658,203	5,124,025

2.5 Mode Share by Location

Table 2-8 shows the 2024 mode share split by location for staff and students.

Table 2-8: Mode share by role and campus

Location	Role	Mode									
		Walk	Mobility Scooter	Cycle	Public Bus	Shuttle Bus	Train	Tram	Taxi	Motor-cycle	Car
BioQuarter	Staff	7.2%	0.3%	20.3%	34.6%	0.0%	6.3%	0.0%	0.7%	0.9%	29.7%
	Student	7.5%	0.0%	20.8%	49.4%	0.0%	8.3%	0.0%	0.5%	0.0%	13.4%
Central Area	Staff	28.3%	0.0%	13.4%	26.8%	0.3%	18.0%	0.8%	0.1%	0.2%	11.9%
	Student	47.8%	0.1%	4.4%	29.2%	3.5%	10.4%	0.5%	0.5%	0.0%	3.5%
Easter Bush	Staff	4.3%	0.0%	7.8%	25.4%	0.0%	1.6%	0.0%	0.0%	0.4%	60.5%
	Student	0.5%	0.0%	3.1%	70.6%	0.0%	0.9%	0.0%	0.0%	0.0%	24.8%
Kings Building's	Staff	21.2%	0.0%	25.4%	20.8%	1.9%	3.1%	0.0%	0.0%	0.0%	27.6%
	Student	19.7%	0.0%	13.3%	36.0%	20.9%	3.4%	0.2%	0.0%	0.1%	6.4%
Western General	Staff	19.1%	0.0%	24.1%	30.9%	0.0%	3.4%	0.0%	0.0%	0.0%	22.5%
	Student	19.9%	0.0%	19.3%	55.7%	0.0%	0.0%	0.0%	0.0%	0.0%	5.1%
Other	Staff	12.8%	0.0%	9.2%	20.2%	0.0%	7.0%	2.2%	0.0%	0.0%	48.7%
	Student	18.2%	0.0%	0.0%	38.9%	4.1%	26.2%	0.0%	0.0%	0.0%	12.6%
Pollock Halls	Staff	14.0%	0.0%	8.0%	34.0%	0.0%	5.0%	0.0%	0.0%	0.0%	39.0%
Other University Accommodation	Staff	12.5%	0.0%	0.0%	29.2%	0.0%	0.0%	0.0%	0.0%	0.0%	58.3%

The results in **Table 2-8** show that walking, cycling, bus and car travel were the most common modes of travel overall. Rates of car travel and cycling were generally higher amongst staff, while walking and bus travel were higher amongst students. This is likely due to a higher proportion of students living close to their primary campus. Use of mobility scooter, motorcycle, tram, and taxi travel were all consistently low, often below 1%.

Easter Bush saw the highest rates of car travel while Central Area saw the lowest, this is likely a reflection of the increased levels of public transport and housing available around the Central Area compared to Easter Bush.

2.6 Days of travel

Staff and students were asked how many days they commute to University during an average week. The results are shown in **Figure 2-8**.

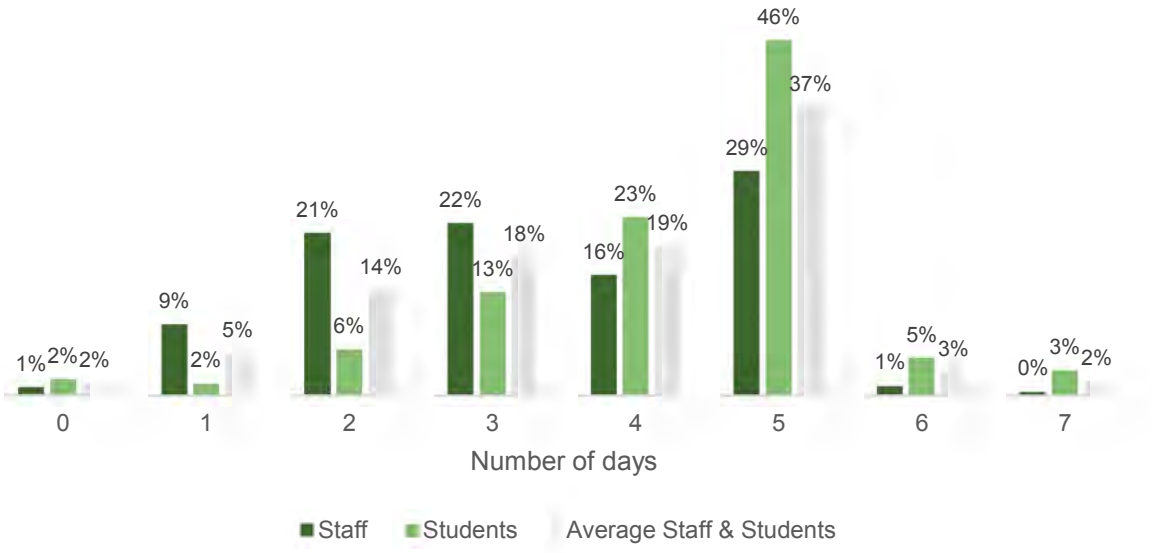


Figure 2-8: Average number of days commuting to campus

There is a fairly even split of staff that commute two, three or four days and a slightly higher proportion (29%) that commute five days per week.

Staff are more likely to work remotely than students, with 46% of students commuting five days per week and 23% commuting four days per week. This trend remains similar to what was observed in the 2023 survey.

On average, 56% of staff and students commute to University 4-5 days per week, the same as observed in 2023. This suggests the many staff and students still take more of a hybrid approach to work / study. In comparison to pre-pandemic levels in 2019, 77% of staff and students commuted to University 4-5 days per week.

2.7 Home postcode

Respondents were asked to provide the postcode for their term time address. **Figure 2-9** and **Figure 2-10** show the mapped postcodes for staff and students.

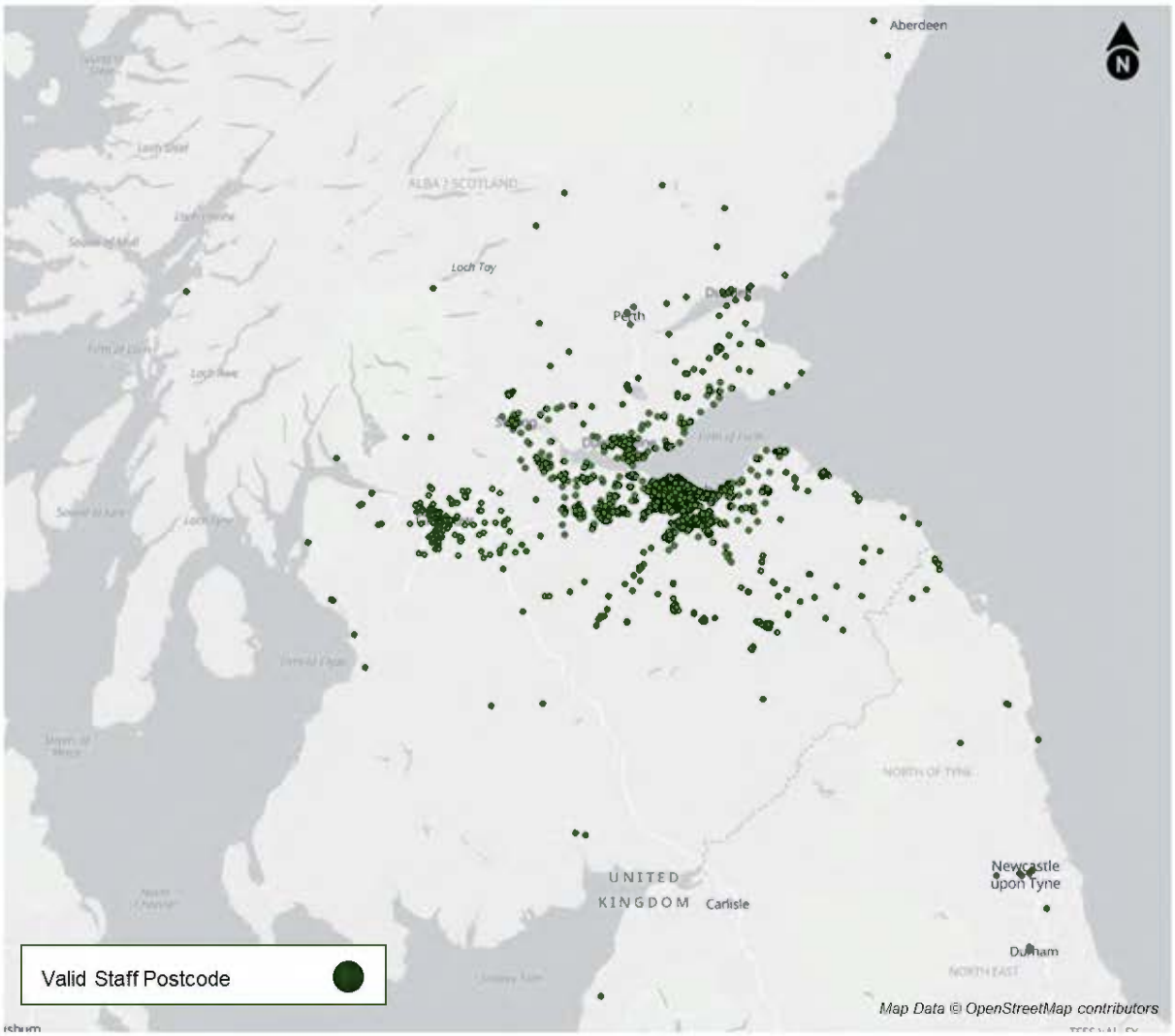


Figure 2-9: Staff home postcodes

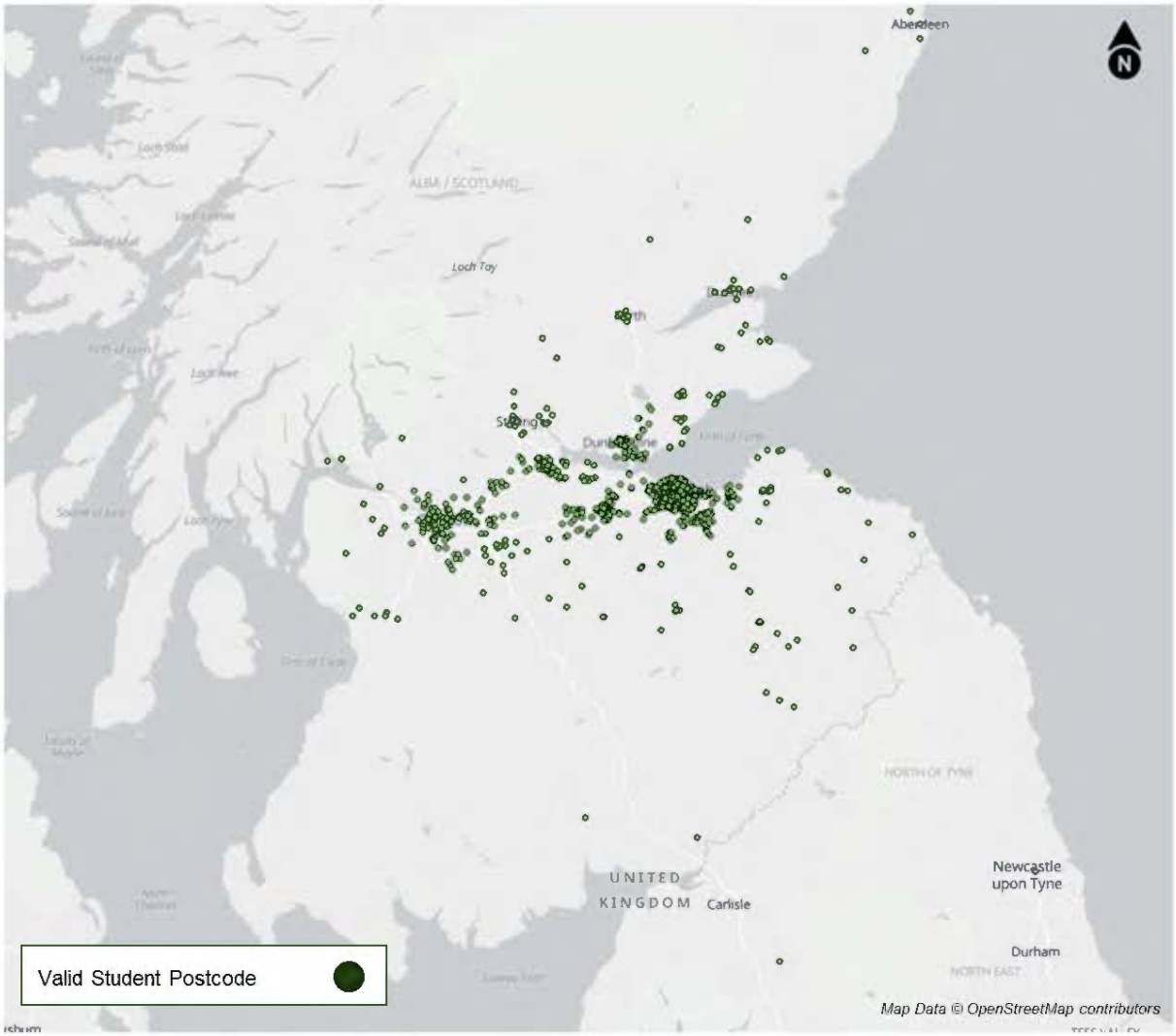


Figure 2-10: Student home postcodes

The highest concentration of staff and students live within the City of Edinburgh during term time; 65% of staff and 83% of students. This was then followed by Glasgow City and the surrounding towns within the Central Belt. 91% of staff and 94% of students who provided a valid postcode live within the Central Belt.

Staff and students were also asked to note the average one-way journey in miles per day for their commute to university. They were sign posted to Google Maps in order to determine the commute distance. The results are shown in **Figure 2-11**.

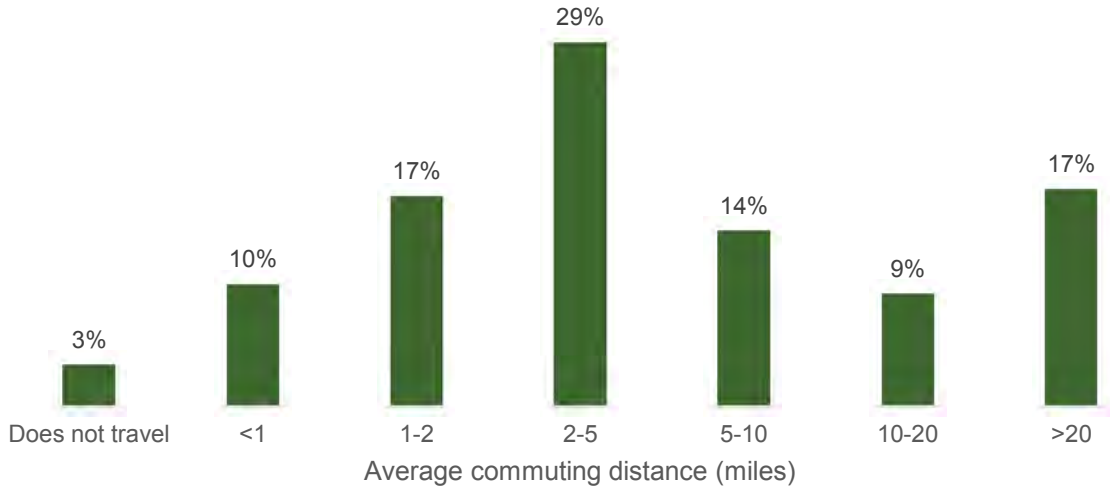


Figure 2-11: Average commuting distance of staff and students

Figure 2-11 shows that 56% of respondents that commute, travelled less than five miles per day to their main place of work / study. National guidance[1] states that a cycle of less than five miles is an acceptable distance for an average person, this suggests that the majority of staff and students could undertake active travel as their main mode of travel. Additionally, 10% of staff and students live less than 1 mile (20-minute walk) from the university; a distance considered reasonable to access local amenities in national transport policy. However, is important to note that distance is not the only determining factor. It is just one factor in deciding if walking or cycling is feasible for a trip. Infrastructure plays a crucial role; safe and accessible paths, bike lanes, and pedestrian-friendly areas can make a significant difference. Additionally, a person's physical ability, fitness level, and comfort with cycling or walking longer distances are important considerations. Responsibilities, such as time constraints, carrying items, or managing children, can also affect the decision. Weather conditions and personal preferences further influence the choice of transport. Thus, it is important to view the feasibility of active travel trips holistically.

Valid postcodes for both staff and students were mapped against the catchment mapping for each campus.

Table 2-9 shows the percentage of staff or students living within the following catchments of their main campus, alongside the existing mode share of staff or students at the campus for the corresponding catchment.

- 20-minute walking catchment (1 mile)
- 30-minute cycling catchment (5 miles)
- 60-minute public transport catchment
- 60-minute car catchment

[1] Planning Advice Note (PAN) 75, Planning for Transport

Table 2-9: Percentage of staff or students in a travel mode catchment and the proportion of those already using that mode at the campus

Role	Staff				Students			
Catchment	**Walk**	**Cycle**	**Public Transport**	**Car**	**Walk**	**Cycle**	**Public Transport**	**Car**
BioQuarter	2%	54%	70%	97%	2%	71%	80%	94%
(% already using this mode at BioQuarter)	7%	20%	41%	30%	8%	21%	58%	13%
Central Area	12%	61%	71%	96%	50%	81%	83%	96%
(% already using this mode at Central Area)	28%	13%	46%	12%	48%	4%	40%	4%
Easter Bush	2%	40%	55%	96%	1%	47%	87%	97%
(% already using this mode at Easter Bush)	4%	8%	27%	61%	1%	3%	72%	25%
King's Building	8%	68%	48%	100%	8%	86%	88%	97%
(% already using this mode at King's Buildings)	21%	25%	24%	28%	20%	13%	40%	6%
Western General	6%	61%	66%	98%	0%	86%	86%	92%
(% already using this mode at Western General)	19%	24%	34%	23%	20%	19%	56%	5%
Pollock Halls	8%	57%	75%	99%				
(% already using this mode at Pollock Halls)	14%	8%	39%	39%				

The results shown in **Table 2-9** demonstrate the potential audience for sustainable travel under acceptable travel-time based catchments. It demonstrates that a great proportion of staff and students that could walk, already do so, and in many cases the percentage already using this mode is greater than percentage living in the walking catchment of their respective campuses. In the case of cycling and public transport, many more staff and students live within reasonable commuting distances than actually choose to do so by each mode, particularly for cycling. This highlights the potential for more sustainable travel choices.

2.8 Carbon Footprint

This section provides information on the University travel to work / study carbon footprint. The 2024 DEFRA carbon emissions factors[2] were used in the carbon footprint calculations. It should be noted that the calculation takes into consideration the fact that some respondents use multiple modes as part of their usual journey, and the calculations are weighted based on the response rate by location against the total number of staff and students based at each location. **Appendix B** provides details of the carbon footprint calculation methodology used.

[2] www.gov.uk/government/publications/greenhouse-gas-reporting-conversion-factors-2024

For the purposes of calculating carbon emissions, the maximum commuting travel distances are assumed to be 5 miles for walking and mobility scooter, 40 miles for cycling, 120 miles for car and bus, 150 miles for train and 60 miles for all other modes. This represents a change in the way in which maximum distances have been allowed for compared to the 2023 survey. A proportion of those commuting to the University, particularly staff, only travel one day per week and are travelling greater distances therefore the maximum distance for car, bus and train travel has increased from 60 miles to account for this.

Table 2-10 shows overall carbon footprint for each mode in the years 2019, 2022, 2023 and 2024. **Table 2-11** and **Table 2-12** show the carbon footprint by staff and students separately. **Table 2-13** shows the change in the overall carbon footprint between 2019 and 2024.

Table 2-10: Overall carbon footprint of staff and students

Mode	Average Distance (miles)				Annual Estimated Total CO2e (tonnes)				Annual Estimates CO2e per Individual (tonnes)			
	2019	2022	2023	2024	2019	2022	2023	2024	2019	2022	2023	2024
Walk	1.2	1.1	1.1	1	n/a				n/a			
Mobility Scooter		2.3	2	1.8	n/a				n/a			
Cycle	2.8	3.2	3.1	3.4	n/a				n/a			
Motorcycle	9.5	9.4	7.2	7.3	130	120	101	67	0.6	0.5	0.5	0.5
Car Driver Alone	12.9	12.6	13.2	13.3	5,875	5,180	4,995	3,308	1.3	0.9	0.9	0.9
Car Driver with Passenger	10.1	9.1	11.2	12.1	523	297	370	298	0.5	0.3	0.4	0.4
Car Passenger	2.4	6.7	6.2	6.5	106	391	338	358	0.1	0.2	0.2	0.2
Bus	4.6	4.6	5	5.2	4,282	4,229	6,338	7,353	0.3	0.2	0.3	0.3
Tram	5.8	6.6	4	4.9	21	26	46	49	0.1	0.1	0	0.1
Rail	29.7	27	26.9	31.8	2,265	1,262	2,165	2,458	0.6	0.3	0.4	0.4
Taxi	3	3.6	3.6	3.8	152	356	299	219	0.3	0.3	0.4	0.3
Total					13,354	11,860	14,652	14,111				

Table 2-11: Staff carbon footprint

Mode	Average Distance (miles)				Annual Estimated Total CO2e (tonnes)				Annual Estimates CO2e per Individual (tonnes)			
	2019	2022	2023	2024	2019	2022	2023	2024	2019	2022	2023	2024
Walk	1	1.3	1.2	1.2	n/a				n/a			
Mobility Scooter			1.2	1.3	n/a				n/a			
Cycle	3.7	3.9	2.9	3.9	n/a				n/a			
Motorcycle	8.9	10.1	3	8.1	79	65	81	52	0.6	0.6	0.7	0.5
Car Driver Alone	13.3	12.7	9.7	13.2	4,396	3,745	3,251	1,867	1.4	1	0.9	0.9
Car Driver with Passenger	10.8	9.5	9.8	12.3	422	209	210	201	0.6	0.4	0.4	0.5
Car Passenger	2.2	7.5	6.1	6.9	52	133	101	103	0.1	0.3	0.2	0.2
Bus	4.8	5.7	5.8	5.6	1,815	1,272	1,828	2,266	0.4	0.3	0.3	0.4
Tram	4.6	4.8	3.2	3.8	7	7.5	17	14	0.1	0.1	0.1	0.1
Rail	25.8	24.8	23.9	29.6	1,016	481	710	940	0.7	0.3	0.3	0.4
Taxi	4.5	4.4	3.6	4.7	29	39	51	58	0.6	0.4	0.3	0.3
Total					7,816	5,950	6,249	5,501				

Table 2-12: Student carbon footprint

Mode	Average Distance (miles)				Annual Estimated Total CO2e (tonnes)				Annual Estimates CO2e per Individual (tonnes)			
	2019	2022	2023	2024	2019	2022	2023	2024	2019	2022	2023	2024
Walk	1.1	1.1	1	0.9	n/a				n/a			
Mobility Scooter		2.3	2.3	2	n/a				n/a			
Cycle	2.1	2.4	3.6	2.4	n/a				n/a			
Motorcycle	12.2	8.2	18.2	4.9	51	55	20	15	0.7	0.3	0.2	0.2
Car Driver Alone	11.7	12.2	26.3	14.0	1,479	1,435	1,744	1,442	0.8	0.6	0.8	0.9
Car Driver with Passenger	8.2	8.2	14.7	10.9	101	88	160	96	0.3	0.2	0.3	0.3
Car Passenger	2.5	6.2	6.4	6.1	54	259	237	255	0.1	0.2	0.2	0.2
Bus	4.4	4	4.3	4.8	2,466	2,956	4,511	5,087	0.2	0.2	0.2	0.3
Tram	7.2	8.2	5.2	6.5	14	18.8	29	35	0.1	0.1	0	0.1
Rail	33.8	29.3	31.4	33.6	1,248	781.1	1,454	1,518	0.5	0.3	0.4	0.4
Taxi	2.8	3.5	3.6	3.4	122	317	248	162	0.3	0.3	0.4	0.2
Total					5,535	5,910	8,403	8,609				

Table 2-13: Change in Carbon Footprint between 2019 and 2024

Role	Estimated Annual Carbon Footprint (tonnes of CO2e)				Estimated Annual Carbon Footprint per individual (tonnes of CO2e)			
	2019	2022	2023	2024	2019	2022	2023	2024
Staff	7,859	5,950	6,249	5,501	0.6	0.4	0.4	0.3
Student	5,999	5,910	8,403	8,609	0.2	0.1	0.2	0.2
Overall	13,858	11,860	14,652	14,111	0.3	0.2	0.3	0.2

Overall, the University carbon footprint in 2024 has increased in comparison to 2019, with an increase of 253 tCO_2e (1.8%). For staff (academic and non-academic combined) the carbon footprint has reduced since 2019, but for students it has increased. When comparing the carbon footprint per individual, for staff it has reduced from 0.6 to 0.3t CO_2e, and for students it remains 0.2t CO_2e.

It must be noted that carbon emissions factors used for calculations change year-by-year due to various reasons, including advancement in technology or change in fuel types. Therefore, data must be interpreted with this in mind as year-by-year changes in the carbon footprint may not correlate with increases or reductions in other factors. As an example, the carbon emission factor for public bus has increased from 0.190 in 2023 to 0.209 in 2024. In isolation this may appear to be a small increase but when factored to cover the entire University population it can have a significant impact on the calculations. In the case of students, the rise in overall carbon emissions between 2023 and 2024 is likely a result of a higher public bus mode share and an increase in students enrolled at the University. In addition, although average distances travelled by staff for car travel (Car Driver Alone, Car Driver with Passenger, Car Passenger) have increased in 2024, the emissions associated with car travel has decreased. This contradicts what may have been expected given a perceived direct relationship of distance and emissions, and in this instance, the reduction in carbon emissions may be attributed to the fluctuation in the carbon emissions factors alongside other variables such as vehicle fuel types.

Further detail on the difference in carbon emissions factors between previous years can be viewed in **Appendix B**.

2.9 Working from Home

This year the survey asked staff two additional new questions to provide necessary data to calculate the 'work from home' rate. This rate has been calculated using data from the following two questions in the survey:

- On average, how many hours per week are you contracted to work?
- On average, how many of these hours do you work from home?

The calculation method can be seen below.

$$\frac{\text{Hours per week working from home}}{\text{Hours per week contracted to work}} = \text{Work from home rate (\%)}$$

Figure 2-12 below shows the results of the analysis.

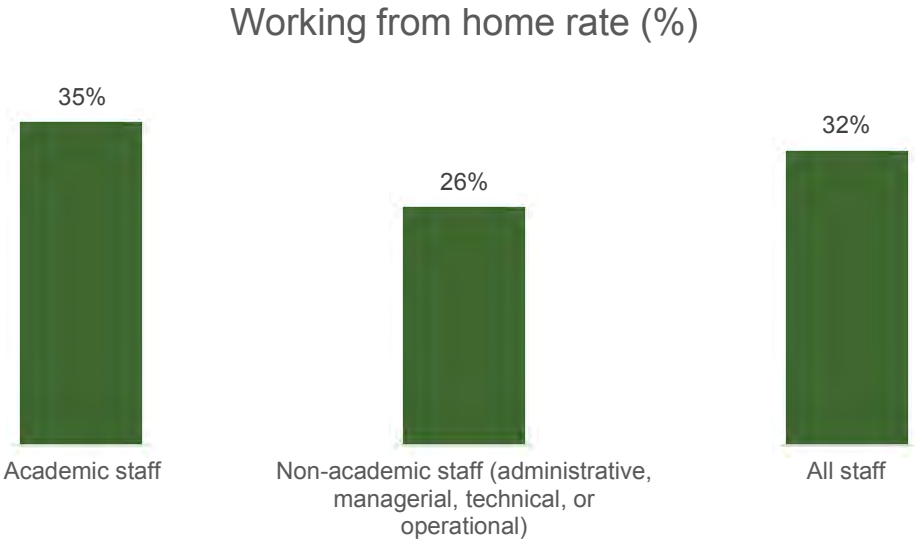


Figure 2-12: Working from home rates

As can be viewed, academic staff work from home for an average of 35% of their week while non-academic staff work from home for 26% of their week. The average for all staff is 32%.

2.10 Active Travel Scheme Awareness

Respondents were asked about the awareness of sustainable transport initiatives that are provided by the University. The results are shown in **Figure 2-13**.

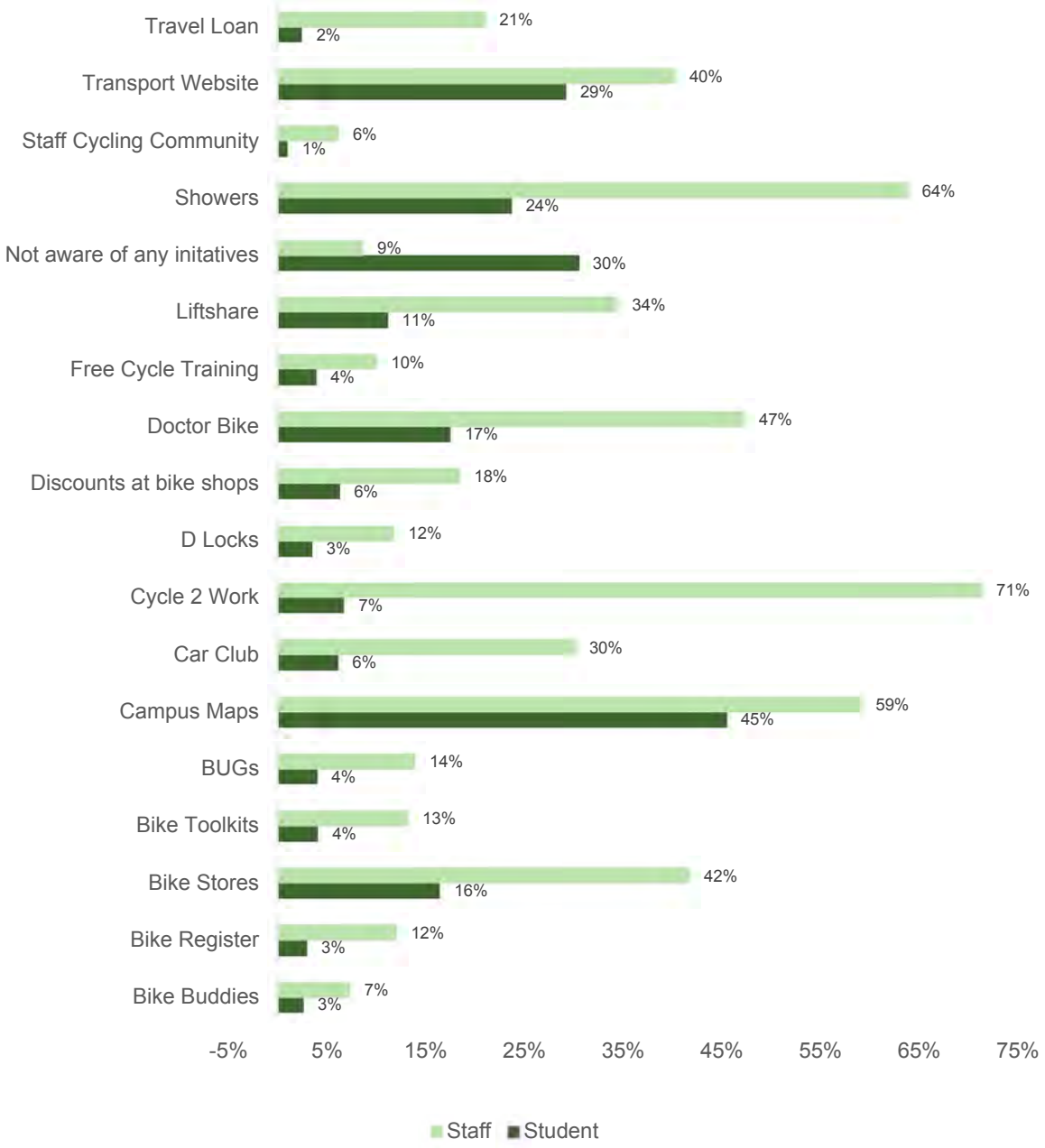


Figure 2-13: Active travel scheme awareness

On the whole, staff are aware of more schemes compared to students. The results show that staff are most aware of the online campus maps (71%) followed by showers (64%). Staff are least aware of the staff cycling community (6%). Students are most aware of the campus maps (45%) followed by showers (24%). 30% of students were not aware of any of the initiatives.

3 Site Specific: Central Area

A total of 2,531 staff (academic and non-academic combined) based at the Central Area responded to the survey, which represents 25% of all staff based at Central Area. A total of 2,538 students based at the Central Area also responded, this represents 6% of all students at the University of Edinburgh.

3.1 Mode Share

Table 3-1 shows the overall, student and staff mode share for Central Area.

Table 3-1: Central Area 2024 mode share

Mode	Staff	Student	Overall
Bus	26.8%	29.2%	28.5%
Car Driver Alone	7.9%	2.0%	3.7%
Car Driver with Passenger	2.7%	0.3%	1.0%
Car Passenger	1.3%	1.2%	1.2%
Cycle	13.4%	4.4%	7.0%
Mobility Scooter	0.0%	0.1%	0.1%
Motorcycle	0.2%	0.0%	0.1%
Rail	18.0%	10.4%	12.6%
Taxi	0.1%	0.5%	0.4%
Tram	0.8%	0.5%	0.6%
Walk	28.3%	47.8%	42.3%
Shuttle Bus	0.3%	3.5%	2.6%

3.2 Staff

Walking remains the most common mode of travel for staff based at the Central Area (28.3%), however this is a 2.4 percentage point decrease on the 2023 results. Rates of driving alone have fallen by 1.3 percentage points since 2023, indicating a return to pre-pandemic levels of ~8%. Public transport patronage accounts for 45.6% of the mode share.

3.3 Students

The majority of students based at Central Area walk to campus (47.8%), followed by bus travel (29.2%). Car driver alone and cycling have decreased slightly, by 0.1 and 0.4 percentage points respectively, when compared to the 2023 results.

3.4 Sustainable Transport Initiatives

At Central Area students and staff were most aware of the following sustainable transport initiatives:

- Campus maps (54%)
- Showers (42%)
- Cycle2Work (38%)

Students and staff were least aware of:

- Staff cycling communities (3%)

- Bike buddies (4%)
- D locks (6%)

3.5 Catchment Mapping

The following section demonstrates the accessibility of key services and locations within a 20-minute walk, a 30-minute cycle, a 60-minute journey by public transport and a 60-minute drive from the Central Area. Valid postcodes, and the corresponding main mode of travel for staff and students have also been mapped for those who reported Central Area as their main campus. This methodology has been repeated across all the six main campuses.

All catchments are based on travel times during a weekday AM peak of 8:00-9:00am. The time bands chosen for walking, cycling and public transport relate to recommended distances for reasonable journeys in national guidance. The catchment for public transport considers the time to reach the services by foot. The time band for car travel was chosen to allow comparison to public transport.

20-minute neighbourhood analysis has also been included, showing the number of key amenities located within a 20-minute walking round trip of Central Area. The criteria used for the analysis have been modified from the Scottish Government recommendations, to suit a university campus.

The catchment mapping will be used to indicate to the University areas of gaps in provision or to highlight areas that are well connected and where increased levels of sustainable travel could be achieved.

Table 3-2 shows the percentage of staff or students living within the walk, cycle, public transport or driving catchments of Central Area, alongside the existing mode share of staff or students at the campus.

Table 3-2: Percentage of staff or students in a travel mode catchment and the proportion of those already using that mode at Central Area campus

Role	Staff				Students			
Catchment	**Walk**	**Cycle**	**Public Transport**	**Car**	**Walk**	**Cycle**	**Public Transport**	**Car**
Central Area	12%	61%	71%	96%	50%	81%	83%	96%
(% already using this mode at Central Area)	28%	13%	46%	12%	48%	4%	40%	4%

3.5.1 Walking Catchment

Figures 3-1 and **Figure 3-2** make clear the walking catchment from Central Area for staff and students respectively. The walking catchment has isochrones of 5, 10 and 20-minute intervals.

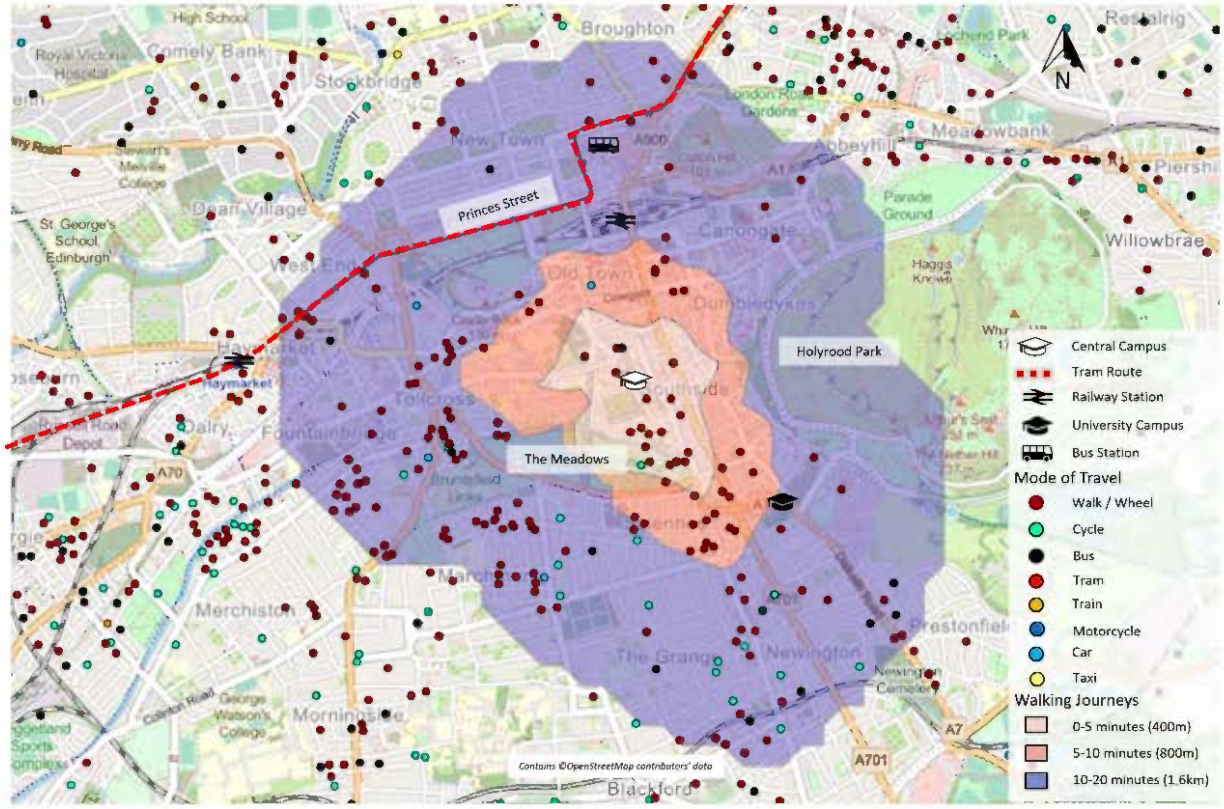


Figure 3-1: Staff 20-minute Central Area walking catchment

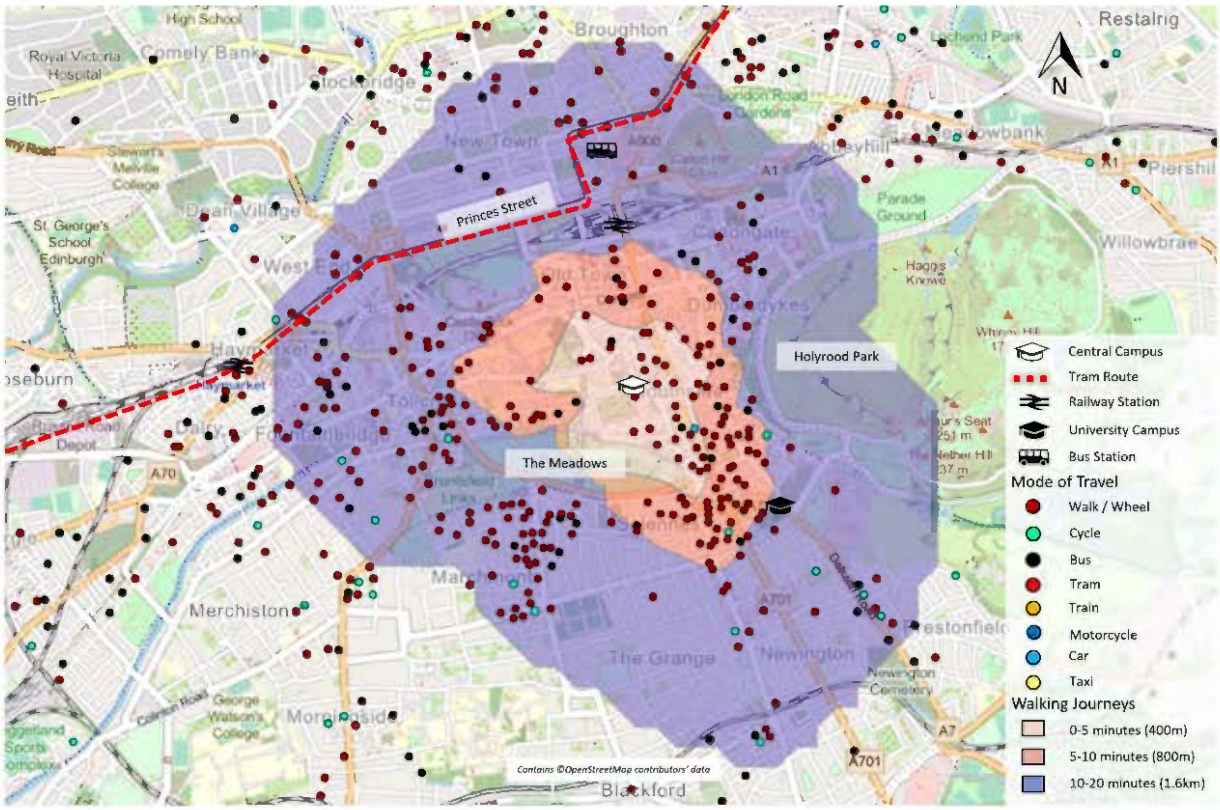


Figure 3-2: Student 20-minute Central Area walking catchment

Most of central Edinburgh can be accessed within a 20-minute walk, with student accommodation in Pollock Halls and Newington also within the catchment.

Both Edinburgh Waverley and Haymarket railway stations, as well as Edinburgh Bus Station, are accessible on foot within 20-minutes.

The postcode mapping highlights a high proportion of both staff and students walking to campus, both from within and out with the 20-minute catchment. Analysis completed found that 50% of students based at Central Area live in the walking catchment. The actual proportion of students currently walking as their main mode is 48%. Similarly, 12% of staff live in the walking catchment but a greater proportion (28%) walk as their main mode.

3.5.2 Cycling Catchment

Figures 3-3 and **3-4** highlight the cycling catchment from Central Area, for staff and students respectively. The cycling catchment has isochrones of 10, 20 and 30-minute intervals.

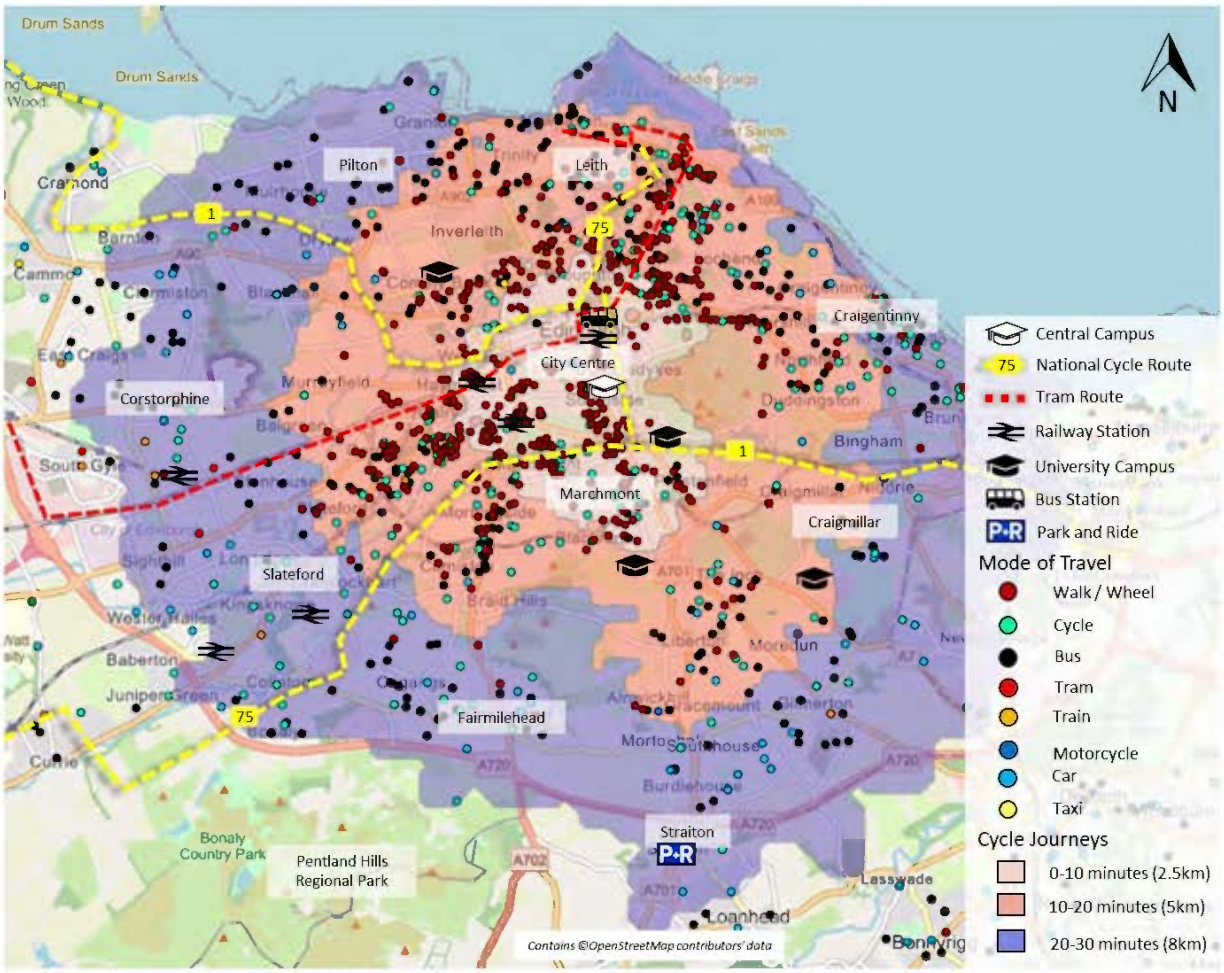


Figure 3-3: Staff 30-minute Central Area cycling catchment

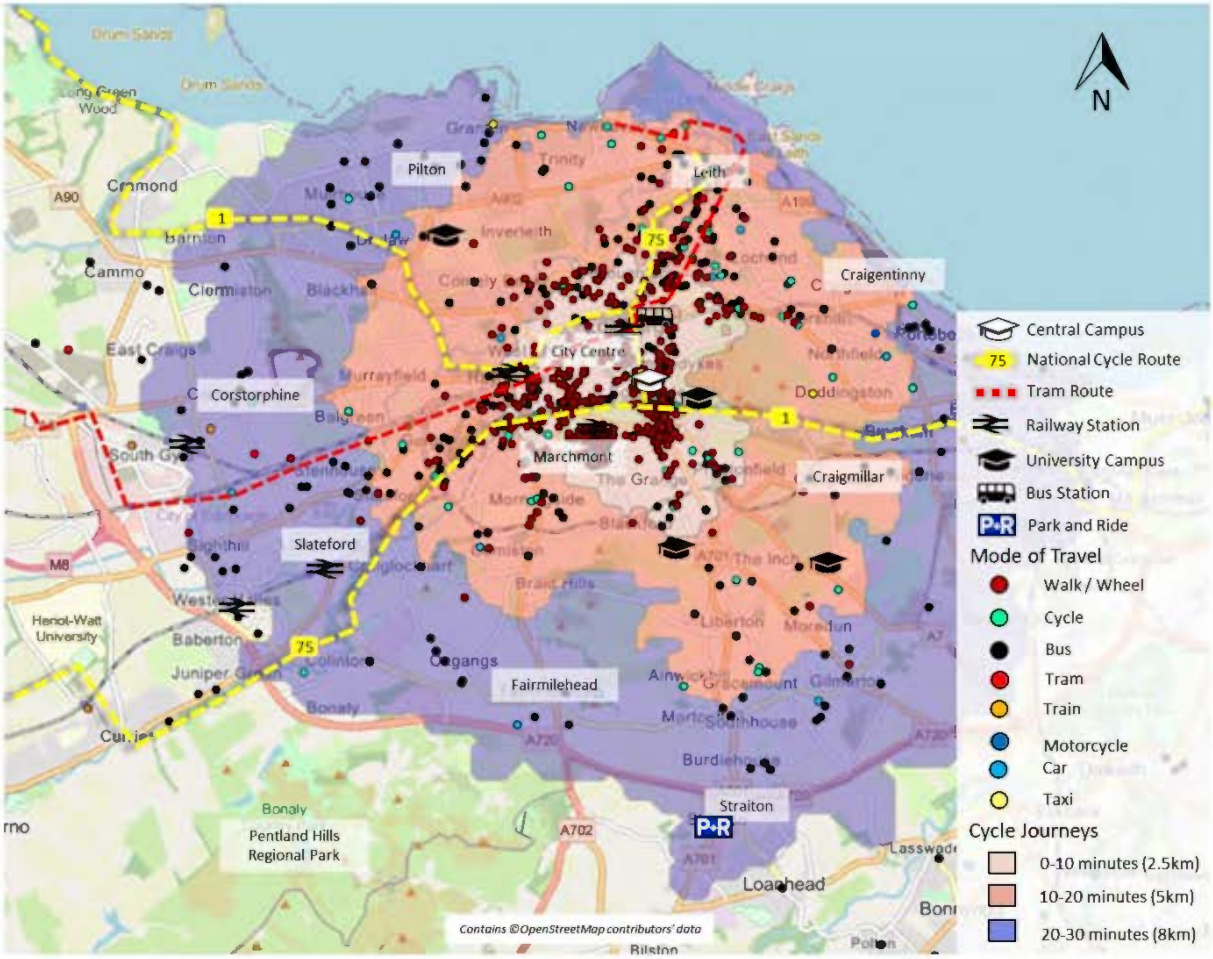


Figure 3-4: Student 30-minute Central Area cycling catchment

The vast majority of Edinburgh is within a 30-minute cycle of the Central Area with Leith, Musselburgh, Straiton and South Gyle all accessible. Edinburgh city centre and the Marchmont area of Edinburgh are within a 10-minute cycle.

National Cycle Routes 1 and 75 provide safe cycling conditions around the city of Edinburgh for active mode users and these routes pass Central Area.

The postcode mapping shows a higher proportion of students living within the 10-minute cycle isochrone, compared to staff. Only 13% of staff and 5% of students cycle to Central Area as their main mode but as shown in **Table 3-2**, 61% of staff and 81% of students live in the walking cycling catchment.

3.5.3 Public Transport Catchment

Figures 3-5 and **3-6** highlight the public transport catchment from Central Area, for staff and students respectively. The public transport catchment has isochrones of 20, 40 and 60-minute intervals.

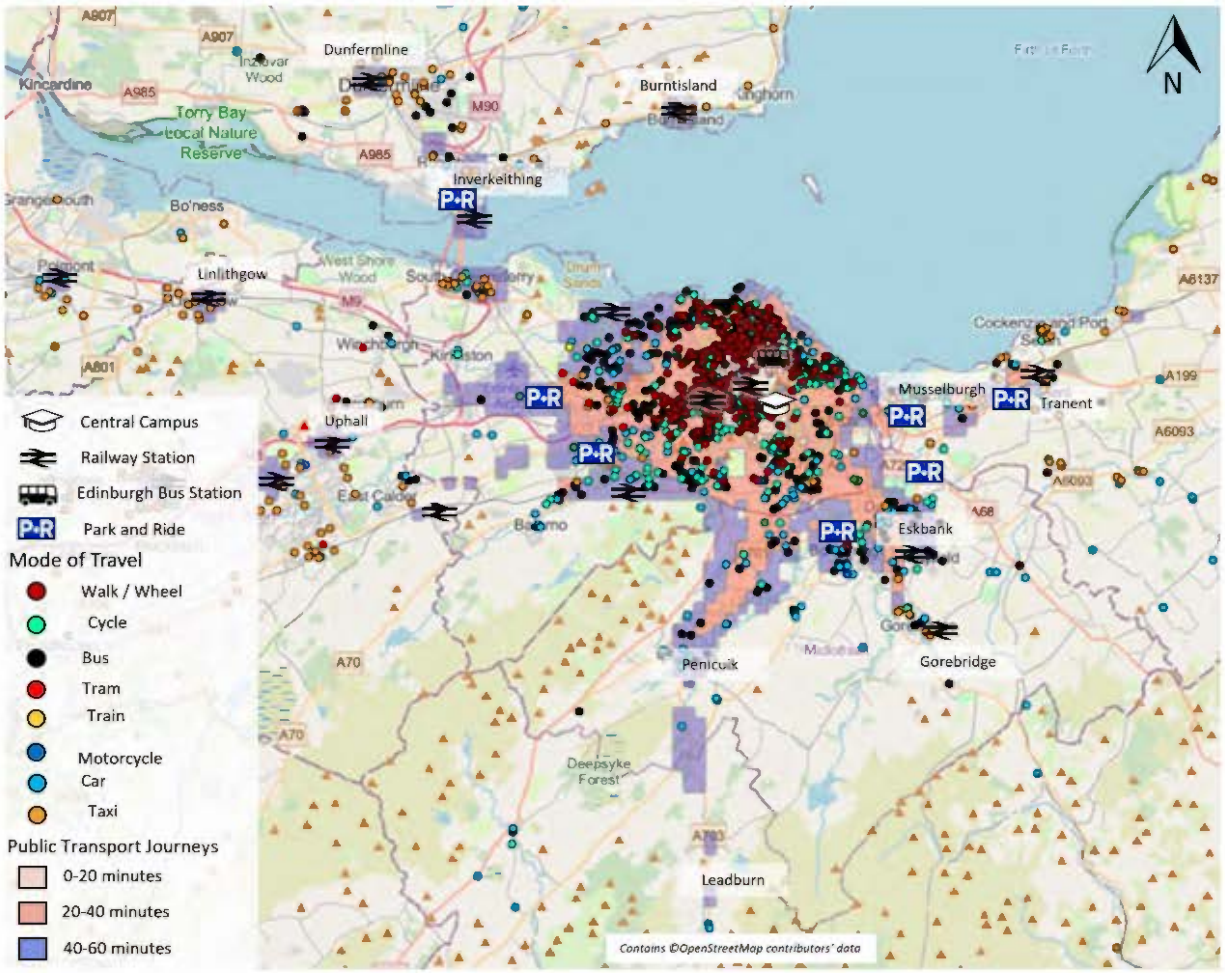


Figure 3-5: Staff 60-minute Central Area public transport catchment

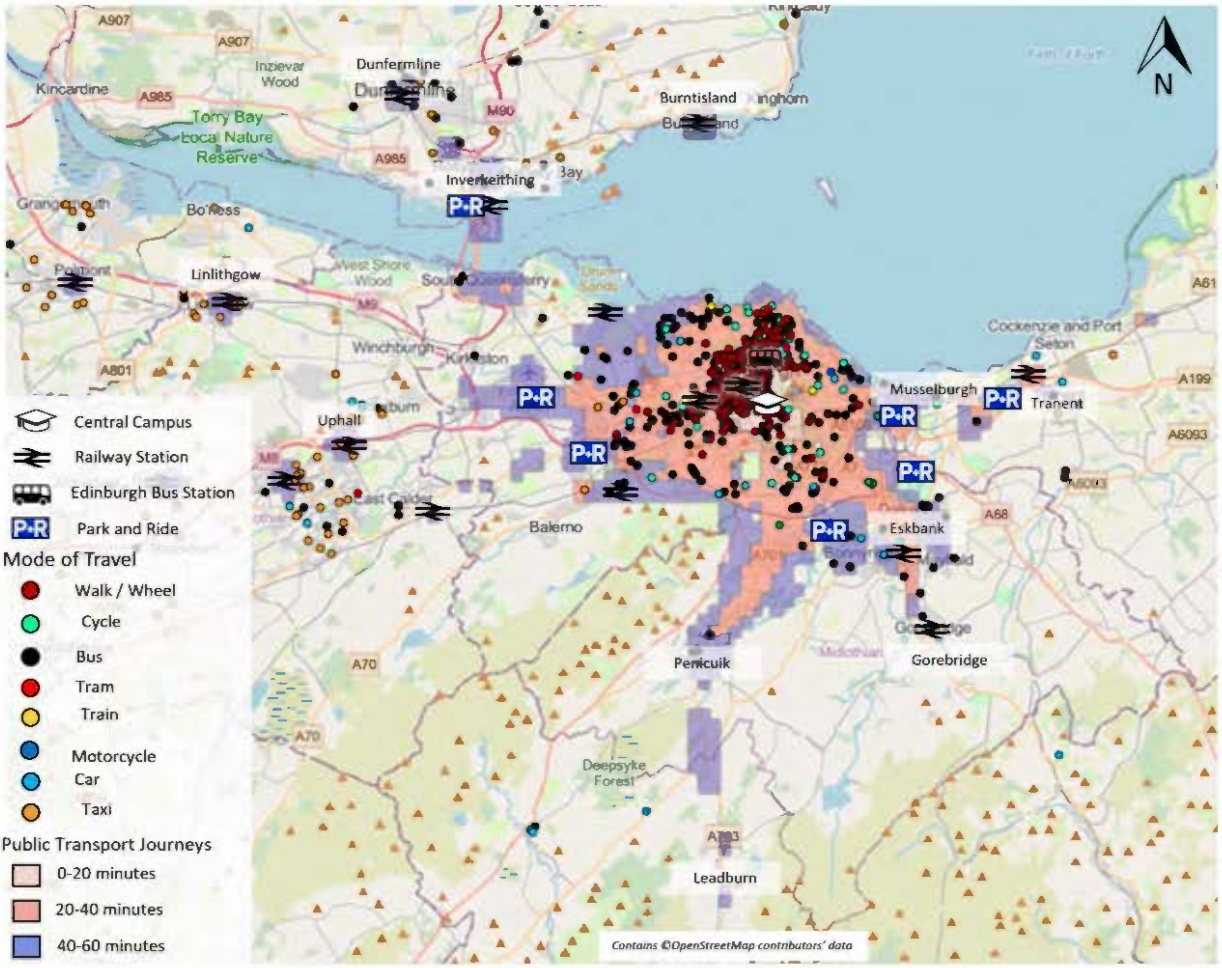


Figure 3-6: Student 60-minute Central Area public transport catchment

From the figures, Dunfermline, Tranent, Gorebridge and Linlithgow are all within a 60-minute public transport journey from Central Area. Areas such as Eskbank and South Gyle are all within a 40-minute journey.

Much of the Edinburgh City Centre is accessible within a 20-minute public transport journey, with connections to Edinburgh tram also within this timeframe.

Clusters of staff and students travelling by train can be observed along the train line to Glasgow, through Livingston and Uphall, and the train line to Stirling through Linlithgow and Polmont. Analysis completed found that 83% of students based at Central Area live in the public transport catchment. The actual proportion of students currently using public transport as their main mode is 40%. Similarly, 71% of staff live in the catchment and 46% public transport as their main mode.

3.5.4 Motorised Transport Catchment

Figures 3-7 and **3-8** highlight the motorised vehicle catchment from the Central Area, for staff and students respectively. The motorised vehicle catchment has isochrones of 20, 40 and 60-minute intervals.

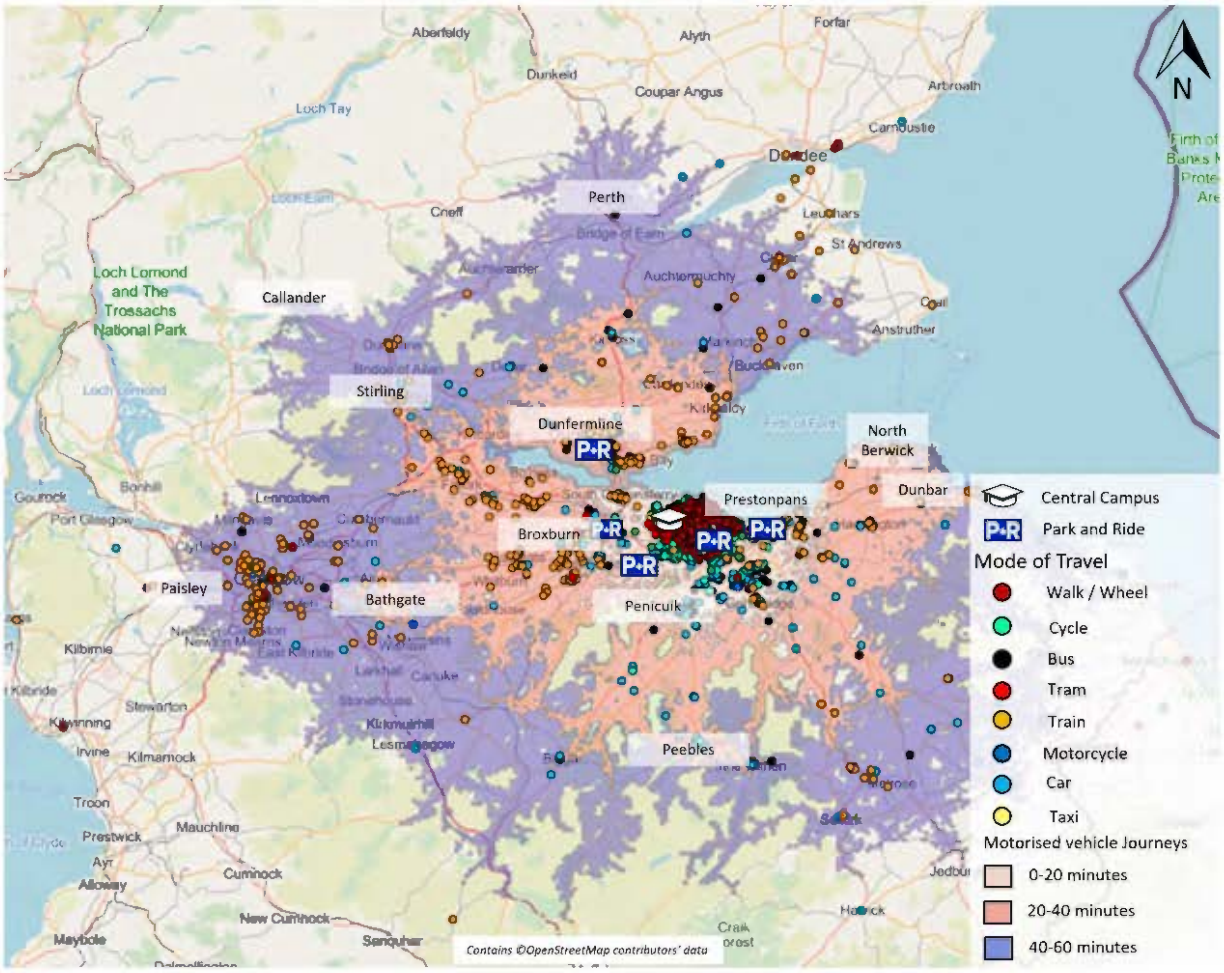


Figure 3-7: Staff 60-minute Central area motorised vehicle catchment

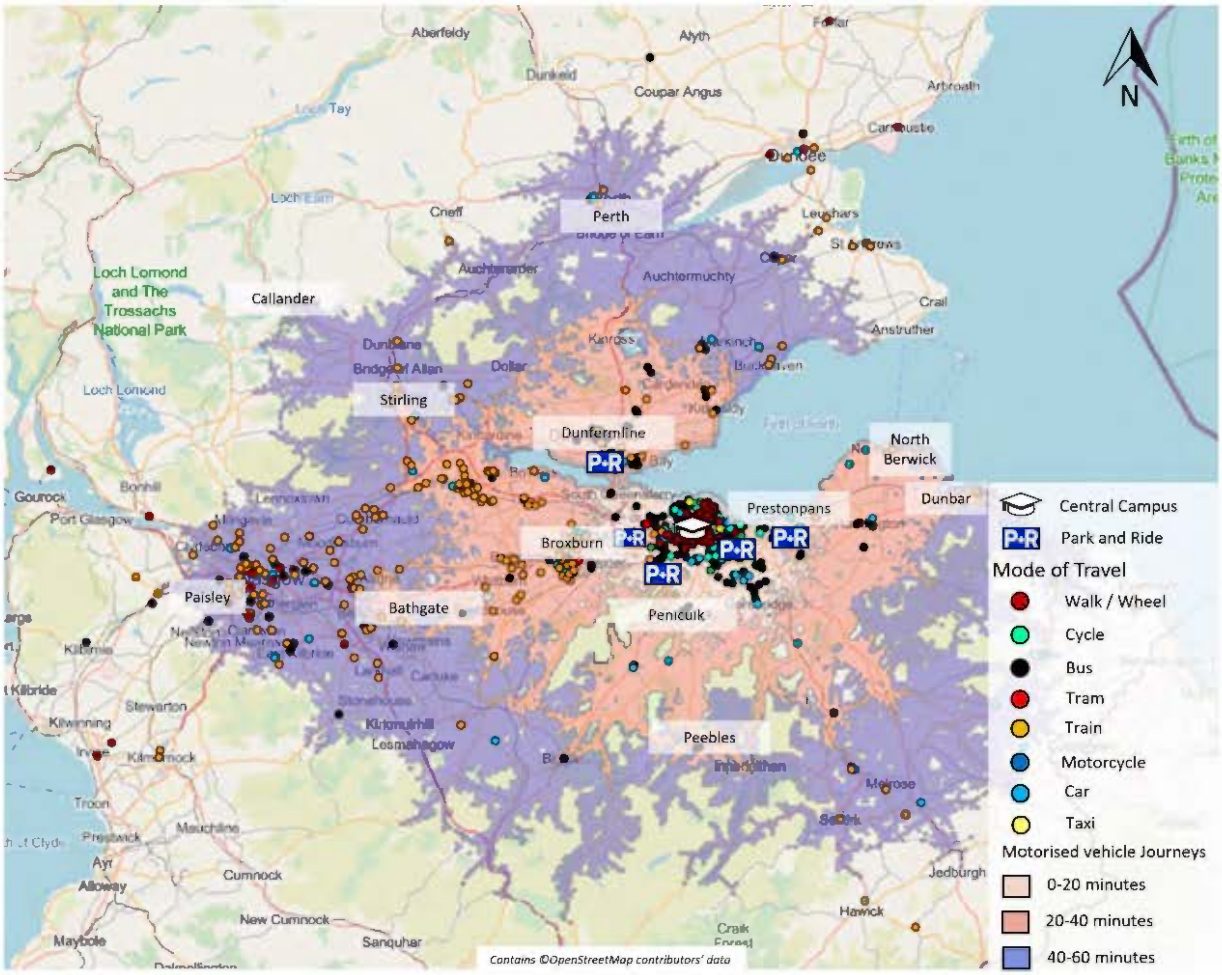


Figure 3-8: Student 60-minute Central area motorised vehicle catchment

From the figures, large areas of East Lothian, Midlothian, West Lothian, and Fife are all within the 40-minute driving catchment.

Many of the park and rides surrounding Edinburgh city bypass are within a 20-minute drive of Central Area along with Leith, Prestonpans, Penicuik and Kirkliston.

Clusters of those travelling by car for both staff and students are observed more often amongst those living closer to campus, in the 20 or 40-minute catchment. Of those living within the 60-minute catchment, very few are travelling by car.

3.5.5 20-minute Neighbourhood Analysis

Figure 3-9 reviews the number of 20-minute neighbourhood criteria within a 20-minute round-trip of Central Area. The catchment has isochrones of 2, 4, 6, 8 and 10-minute intervals.

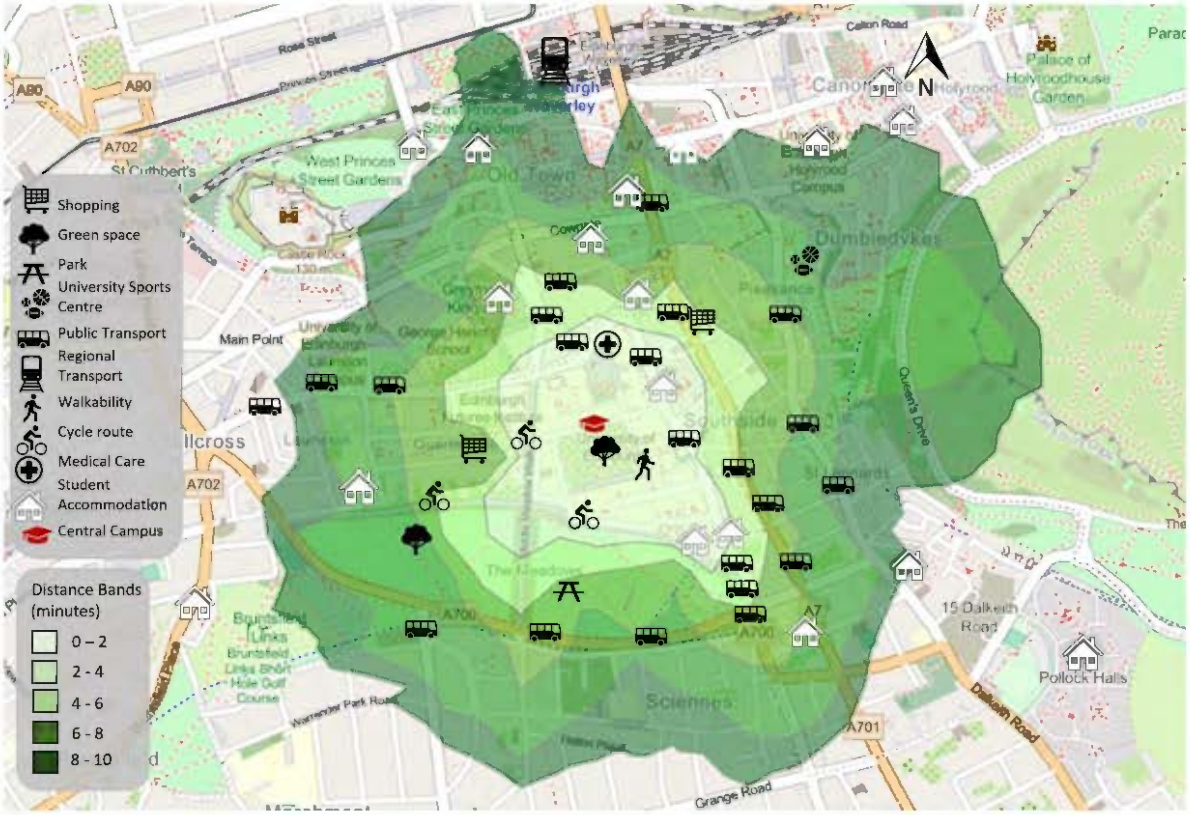


Figure 3-9: 20-minute neighbourhood analysis, Central Area

From **Figure 3-9**, a considerable amount of the university accommodation is within a 10-minute walk of Central Area. Amenities such as shops, green space and a medical centre are less than a 4-minute walk.

Many bus stops are very accessible from Central Area. Edinburgh Waverley Railway Station can be accessed on foot within 10-minutes.

4 Site Specific: King's Buildings

A total of 680 staff (academic and non-academic combined) based at the King's Buildings campus responded to the survey, this is representative of 26% of all staff based at King's Buildings. A total of 1,020 students based at King's Buildings responded, this represents 3% of all students at the University of Edinburgh.

4.1 Mode Share

Table 4-1 shows the overall, student and staff mode share for King's Buildings.

Table 4-1: King's Buildings 2024 mode share

Mode	Staff	Student	Overall
Bus	20.8%	36.0%	31.8%
Car Driver Alone	20.9%	3.0%	8.0%
Car Driver with Passenger	5.4%	1.2%	2.4%
Car Passenger	1.3%	2.1%	1.9%
Cycle	25.4%	13.3%	16.7%
Mobility Scooter	0.0%	0.0%	0.0%
Motorcycle	0.0%	0.1%	0.1%
Rail	3.1%	3.4%	3.3%
Taxi	0.0%	0.0%	0.0%
Tram	0.0%	0.2%	0.1%
Walk	21.2%	19.7%	20.1%
Shuttle Bus	1.9%	20.9%	15.6%

4.2 Staff

The most common mode of travel at King's Buildings is cycling (25.4%), an increase of 1.6 percentage points when compared to 2023. Walking is the second most used mode (21.2%) followed by car driver alone at 20.9%. Bus is also high at 20.8%, an increase of 0.5 percentage points from 2023.

4.3 Students

Bus is the main mode for students at King's Buildings (36%), an increase of 5.1 percentage points since 2023. Shuttle bus is the second most common mode (20.9%) followed by walking at 19.7%. Car travel only makes up 6.3% of student travel to King's Buildings.

4.4 Sustainable Transport Initiatives

At King's Buildings students and staff were most aware of the following sustainable transport initiatives:

- Campus maps (43%)
- Transport website (30%)
- Showers (29%)

Students and staff were least aware of:

- Staff cycling community (2%)

- Bike buddies (5%)
- Bike register (5%)

4.5 Catchment Mapping

The following section demonstrates the accessibility of key services and locations within a 20-minute walk, 30-minute cycle, 60-minute drive and 60-minute journey by public transport from King's Buildings.

Table 4-2 shows the percentage of staff or students living within the walk, cycle, public transport or driving catchments of King's Buildings, alongside the existing mode share of staff or students at the campus.

Table 4-2: Percentage of staff or students in a travel mode catchment and the proportion of those already using that mode at King's Buildings campus

Role	Staff				Students			
Catchment	**Walk**	**Cycle**	**Public Transport**	**Car**	**Walk**	**Cycle**	**Public Transport**	**Car**
King's Buildings	8%	68%	89%	100%	8%	86%	88%	97%
(% already using this mode at King's Buildings)	21%	25%	24%	28%	20%	13%	40%	6%

4.5.1 Walking Catchment

Figures 4-1 and **4-2** make clear the walking catchment from King's Buildings, for staff and students respectively. The walking catchment has isochrones of 5, 10 and 20-minute intervals.

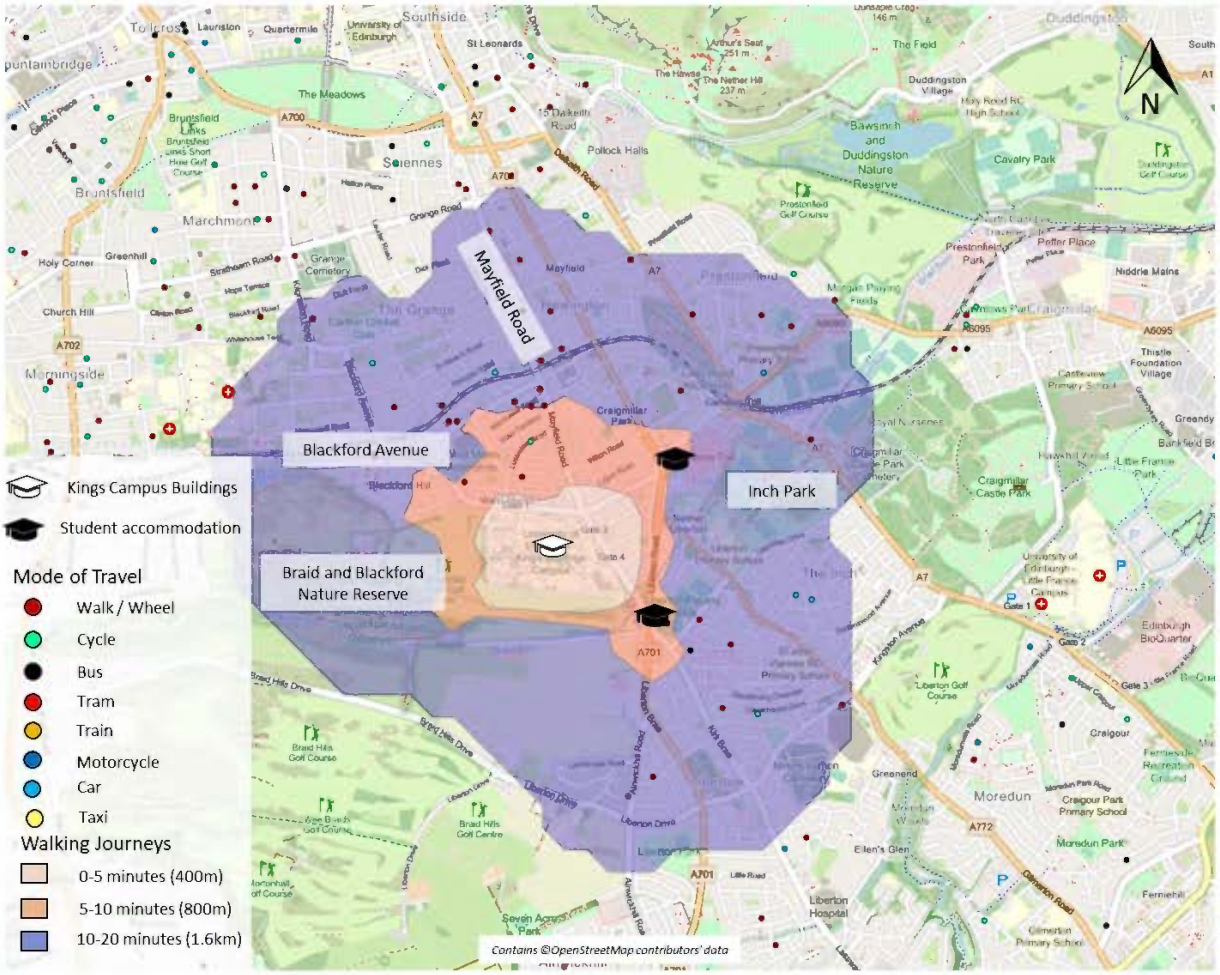


Figure 4-1: Staff 20-minute King's Buildings walking catchment

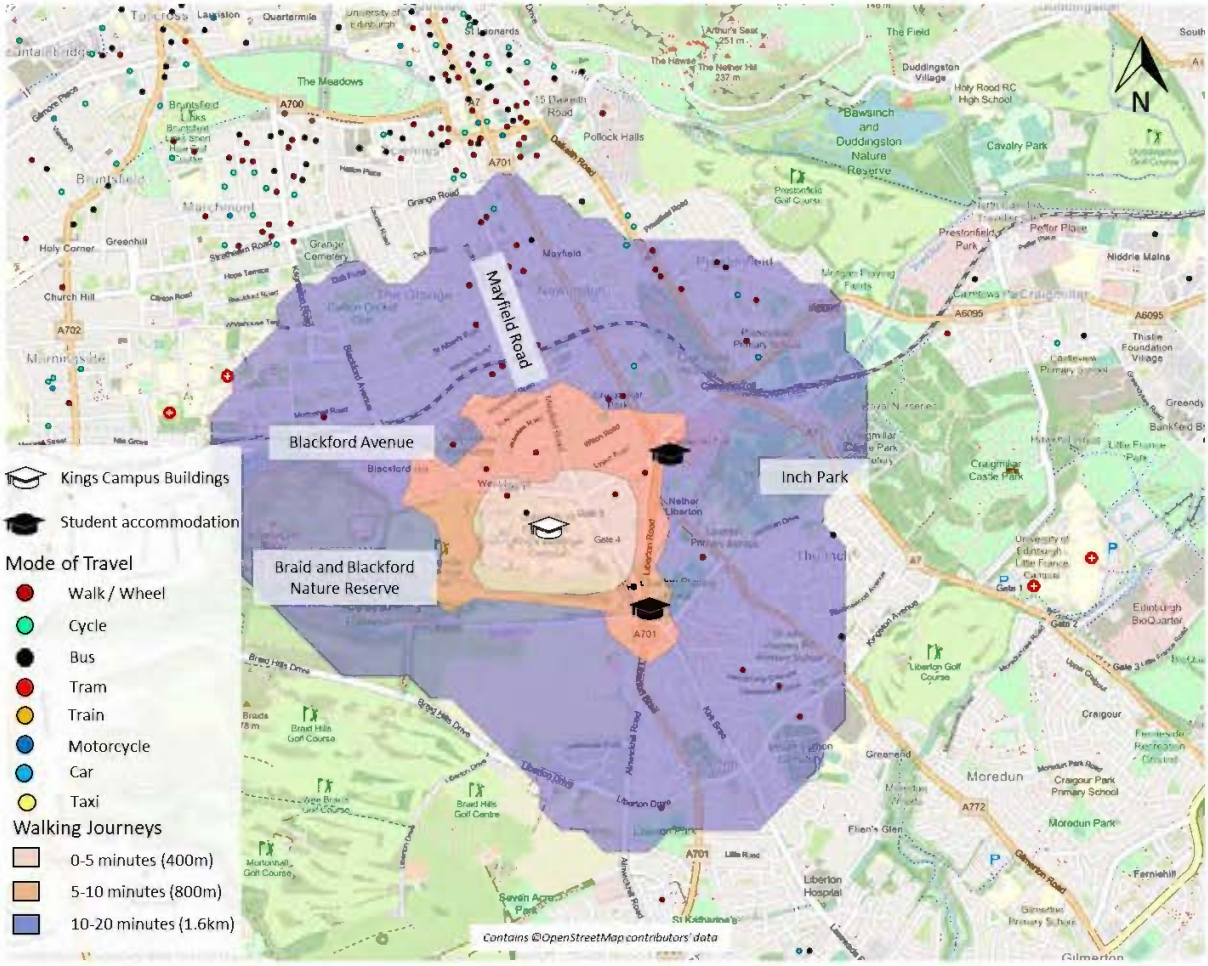


Figure 4-2: Student 20-minute King's Buildings walking catchment

Figures 4-1 and **4-2** show that student accommodation at Mayfield and Cameron Toll can be accessed within a 10-minute walk. The shopping centre at Cameron Toll also provides a number of amenities such as supermarkets.

There are also numerous bus stops both within campus and along Mayfield Road and Blackford Avenue, offering connections throughout the city. Analysis completed found that 8% of students that provided postcodes based at King's Building's live in the walking catchment. The actual proportion of students currently walking as their main mode to King's Buildings is 20%. Similarly, 8% of staff live in the catchment and 21% walk as their main mode. This suggests many staff and students based at King's Buildings are happy to walk for further than 20 minutes.

4.5.2 Cycling Catchment

Figures 4-3 and **4-4** highlight the cycling catchment from King's Buildings, for staff and students respectively. The cycling catchment has isochrones of 10, 20 and 30-minute intervals.

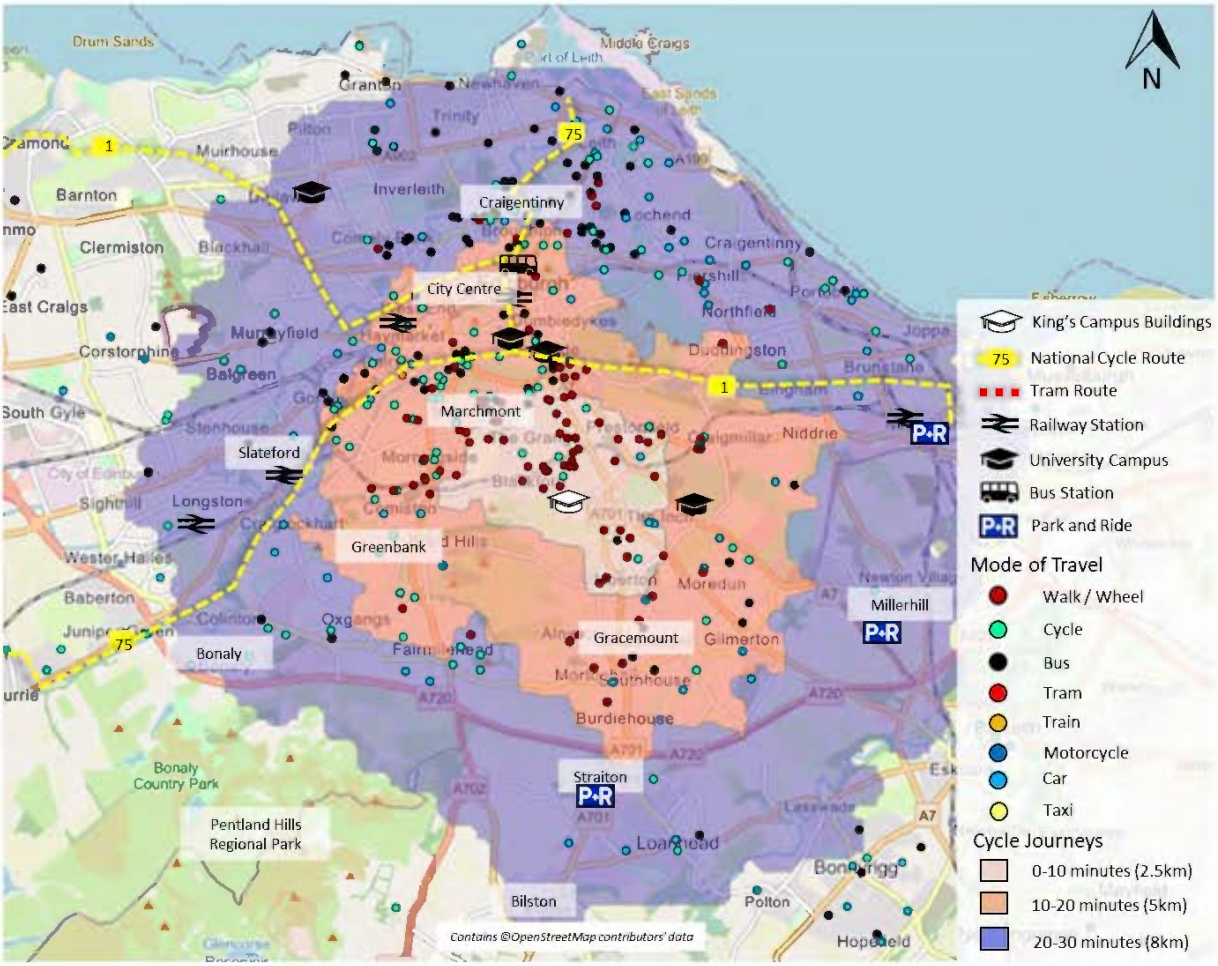


Figure 4-3: Staff 30-minute King's Buildings cycling catchment

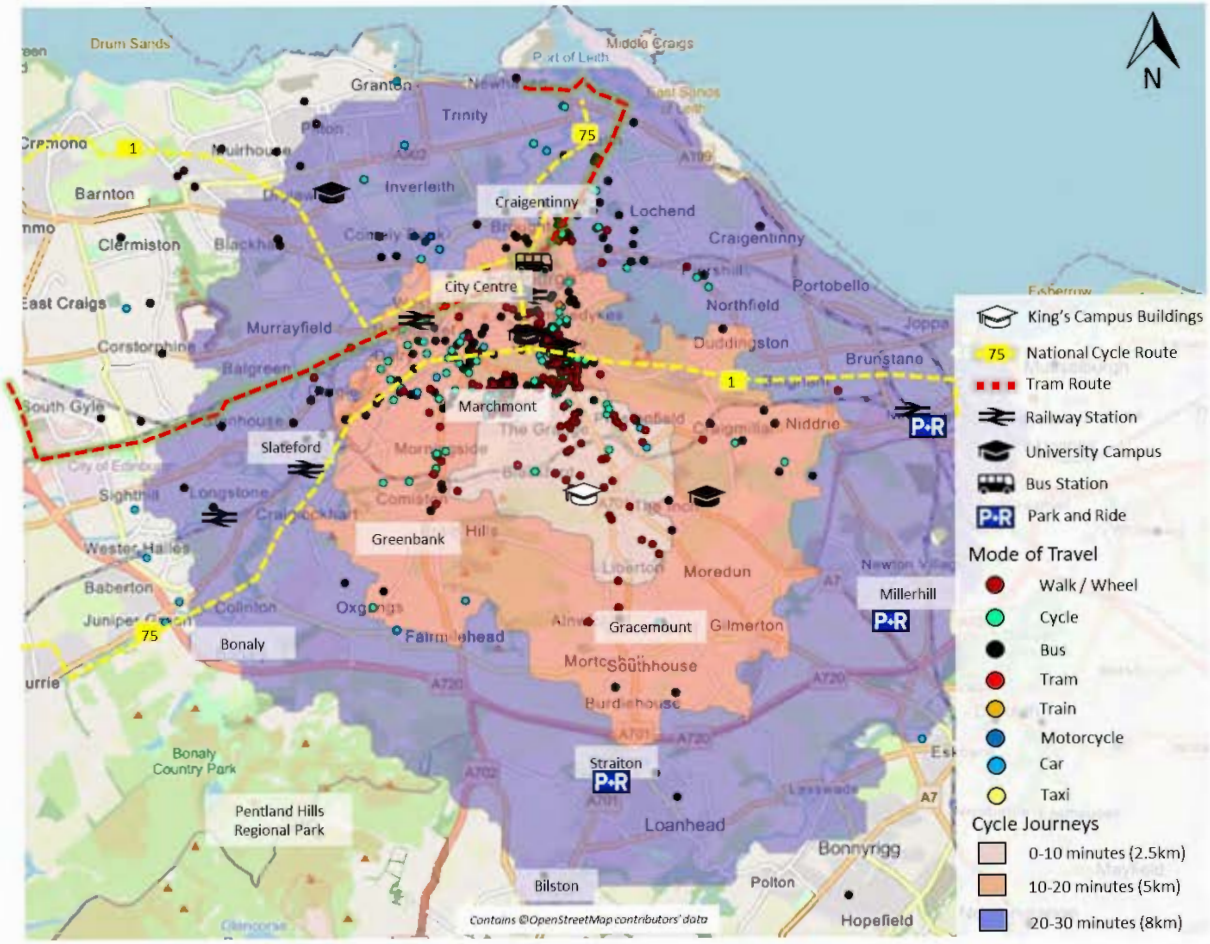


Figure 4-4: Student 30-minute King's Buildings cycling catchment

Based on **Figures 4-3** and **4-4**, most of Edinburgh, with the exception of the north-west, can be reached within a 30-minute bike ride from King's Buildings, including areas such as Leith, Musselburgh, Bilston, and Slateford. The Marchmont area is only a 10-minute bike ride away.

National Cycle Routes 1 and 75 offer safe cycling conditions around the city for users of active modes, along with Quiet Route 6, which connects King's Buildings to the Central Area campus.

Within the cycling catchment, for both staff and students, there is a variation in the mode of travel, including travel by motorised vehicle. Despite 68% of staff postcodes being within the cycling catchment, the mode share is only 25% cycle. Similarly, 86% of students' postcodes are within the cycling catchment, but only 13% cycle to King's Buildings.

4.5.3 Public Transport Catchment

Figures 4-5 and **4-6** highlight the public transport catchment from King's Buildings. The public transport catchment has isochrones of 20, 40 and 60-minute intervals.

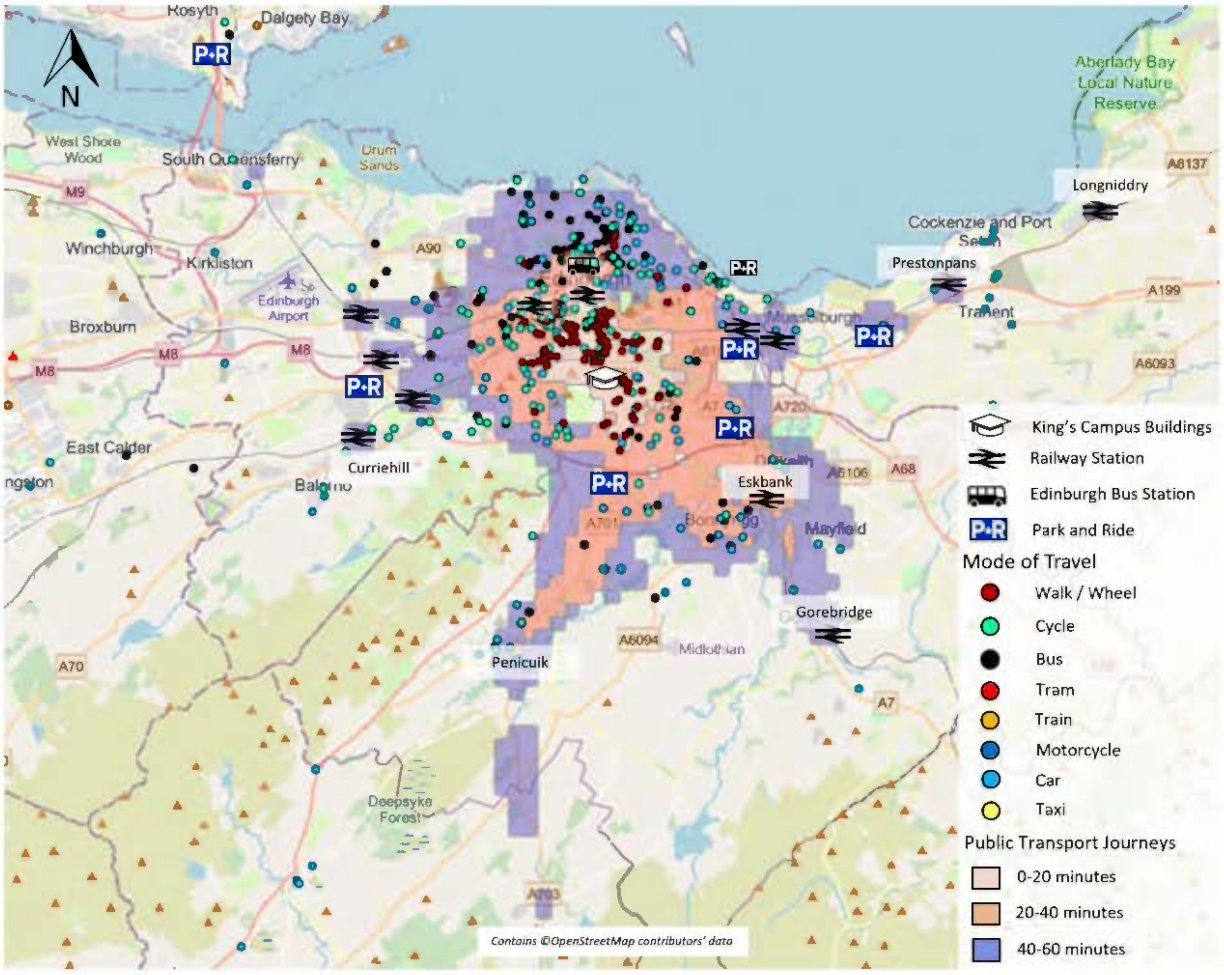


Figure 4-5: Staff 60-minute King's Buildings public transport catchment

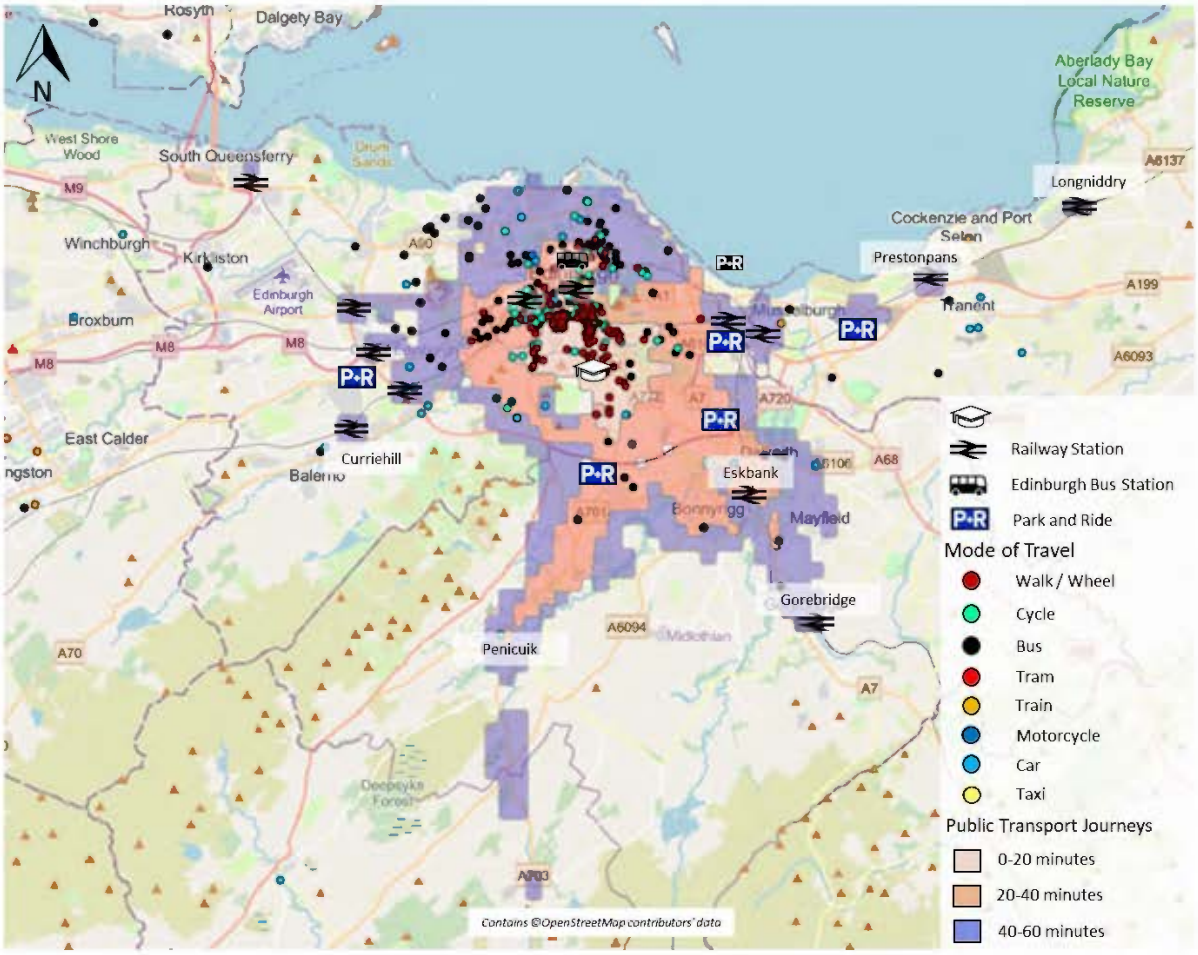


Figure 4-6: Student 60-minute King's Buildings public transport catchment

From **Figure 4-5** and **4-6**, Penicuik, Gorebridge, Prestonpans and Longniddry are all within a 60-minute public transport journey from King's Buildings.

The areas of Eskbank, Murrayfield and Danderhall can be reached within a 40-minute journey. Much of south Edinburgh is accessible within a 20-minute public transport journey. Numerous train stations, the bus station and Park & Rides are all within 60-minutes travel by public transport.

Catchment mapping conducted shows that approximately half of students that could take public transport to the campus do, and around a quarter of staff that could take public transport currently do so.

4.5.4 Motorised Vehicle Catchment

Figure 4-7 and **4-8** highlights the motorised vehicle catchment from King's Buildings of the University of Edinburgh. The motorised vehicle catchment has isochrones of 20, 40 and 60-minute intervals.

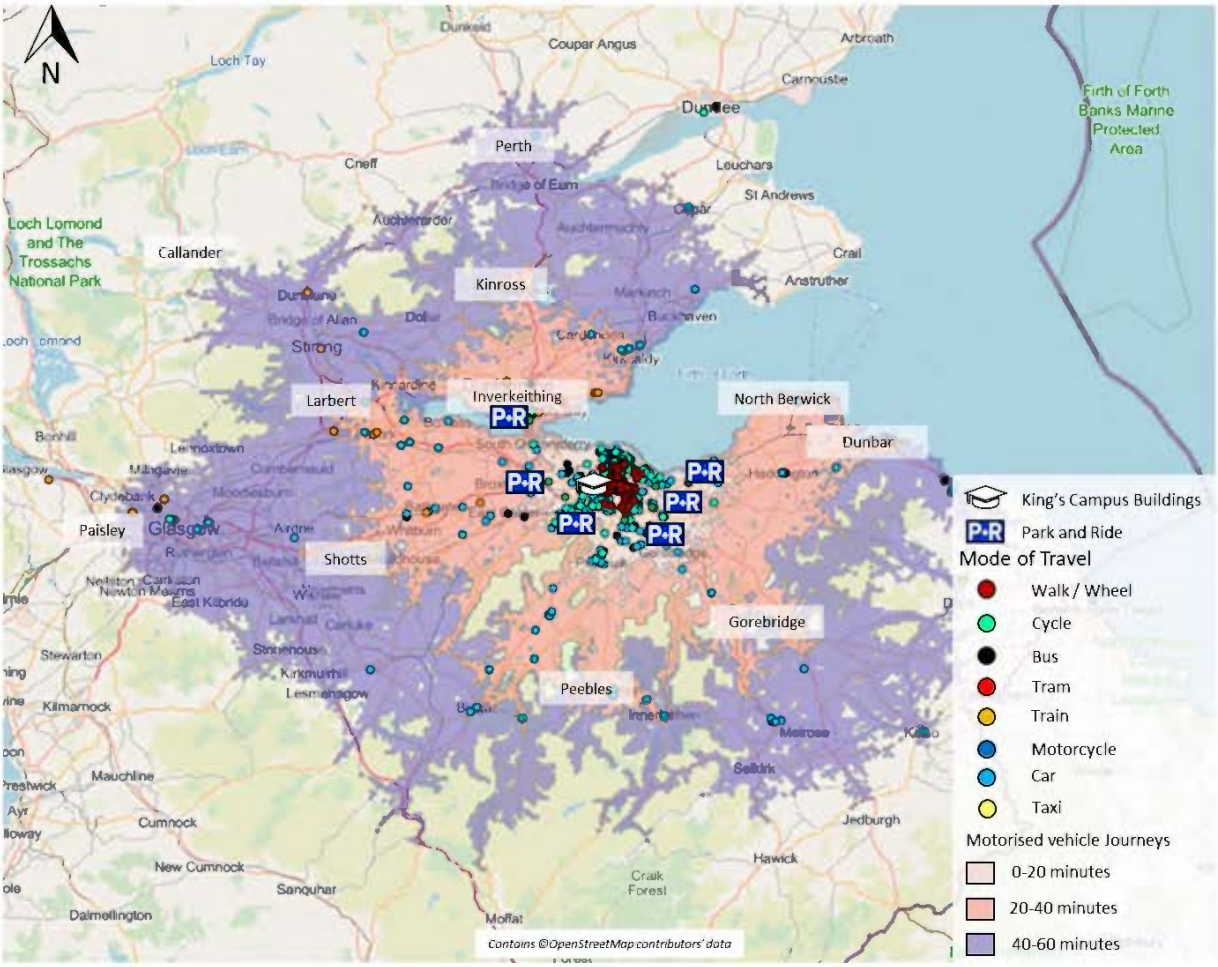


Figure 4-7: Staff 60-minute King's Buildings motorised vehicle catchment

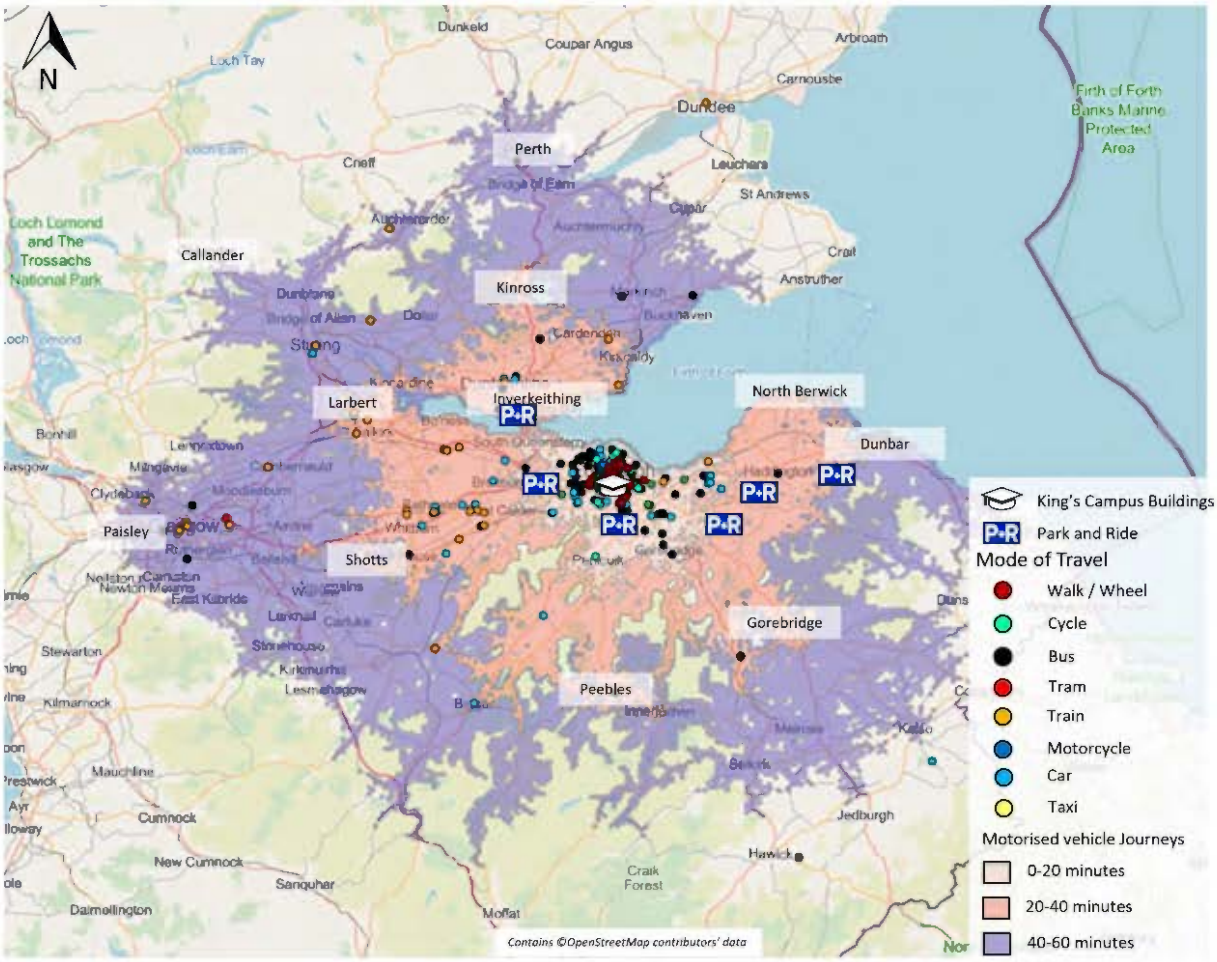


Figure 4-8: Student 60-minute King's Buildings motorised vehicle catchment

From **Figure 4-7** and **4-8**, large areas of East Lothian, Midlothian, West Lothian, Stirlingshire, Fife, Glasgow and Perth & Kinross are all within the 60-minute driving catchment.

The Sheriffhall Park & Ride provides access to King's Buildings within 30 minutes at weekday peak times. There are further Park & Rides surrounding the city providing access to King's Buildings for those driving to the city boundary.

A high proportion of staff and students travelling by motorised vehicle to King's Buildings live within a 20-minute journey by car, within the City of Edinburgh boundary. Many of these individuals could reasonably travel to campus by active or sustainable modes. For instance, staff car mode share is high at 28% but a large proportion are shown to be living within the cycling or public transport catchments (68% in cycling catchment and 89% in public transport).

4.5.5 20-minute Neighbourhood Analysis

Figure 4-9 reviews the number of 20-minute neighbourhood criteria within a 20-minute round-trip of King's Buildings. The catchment has isochrones of 2, 4, 6, 8 and 10-minute intervals.

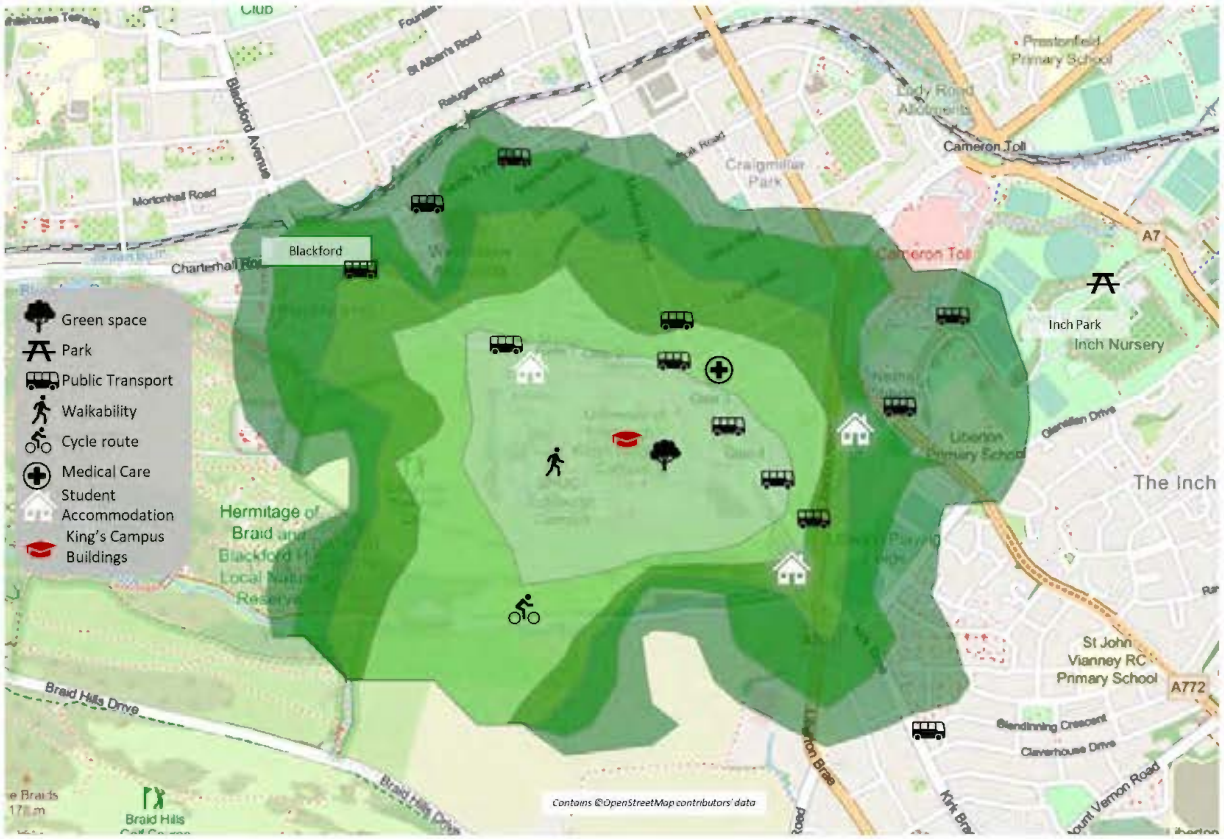


Figure 4-9: 20-minute Neighbourhood analysis, King's Buildings

From **Figure 4-9**, university accommodation on West Mains Road and two Prestige residences are all within a 10-minute walk of King's Buildings. Several bus stops are very accessible from King's Buildings, offering connections throughout Edinburgh.

5 Site Specific: BioQuarter

A total of 476 staff (academic and non-academic combined) based at he BioQuarter responded to the survey, which represents 20% of all staff based at BioQuarter. A total of 178 students based at BioQuarter responded, this represents 0.45% of all students at the University of Edinburgh.

5.1 Mode Share

Table 5-1 shows the overall, student and staff mode share for BioQuarter.

Table 5-1: BioQuarter 2024 mode share

Mode	Staff	Student	Overall
Bus	34.6%	49.4%	40.5%
Car Driver Alone	24.1%	8.5%	17.9%
Car Driver with Passenger	3.4%	2.0%	2.8%
Car Passenger	2.3%	2.9%	2.5%
Cycle	20.3%	20.8%	20.5%
Mobility Scooter	0.3%	0.0%	0.2%
Motorcycle	0.9%	0.0%	0.5%
Rail	6.3%	8.3%	7.1%
Taxi	0.7%	0.5%	0.6%
Tram	0.0%	0.0%	0.0%
Walk	7.2%	7.5%	7.4%
Shuttle Bus	0.0%	0.0%	0.0%

5.2 Staff

Bus is the main mode (34.6%) of transport for staff at BioQuarter, an 7.3 percentage point increase from 2023. This is followed by car driver alone (24.1%) and cycling (20.3%). Car driver alone has decreased by 3.7 percentage points since 2023 while cycling has increased by 1.4 percentage points.

5.3 Students

Bus travel is the primary mode of travel for BioQuarter students (49.4%) followed by cycling at 20.5%. Car driver alone has decreased marginally by 0.6 percentage points from 2023.

5.4 Sustainable Transport Initiatives

At BioQuarter students and staff were most aware of the following sustainable transport initiatives:

- Showers (60%)
- Cycle2Work (59%)
- Doctor Bike (56%)

Students and staff were least aware of:

- Bike Buddies (7%)
- Staff cycling communities (8%)

- Free cycle training (12%)

5.5 Catchment Mapping

The following section demonstrates the accessibility of key services and locations within a 20-minute walk, 30-minute cycle, 60-minute drive and 60-minute journey by public transport from BioQuarter.

Table 5-2 shows the percentage of staff or students living within the walk, cycle, public transport or driving catchments of BioQuarter, alongside the existing mode share of staff or students at the campus.

Table 5-2: Percentage of staff or students in a travel mode catchment and the proportion of those already using that mode at BioQuarter campus

Role	Staff				Students			
Catchment	**Walk**	**Cycle**	**Public Transport**	**Car**	**Walk**	**Cycle**	**Public Transport**	**Car**
BioQuarter	2%	54%	70%	97%	2%	71%	80%	94%
(% already using this mode at BioQuarter)	7%	20%	41%	30%	8%	21%	58%	13%

5.5.1 Walking Catchment

Figures 5-1 and **5-2** make clear the walking catchment from BioQuarter, for staff and students respectively. The walking catchment has isochrones of 5, 10 and 20-minute intervals.

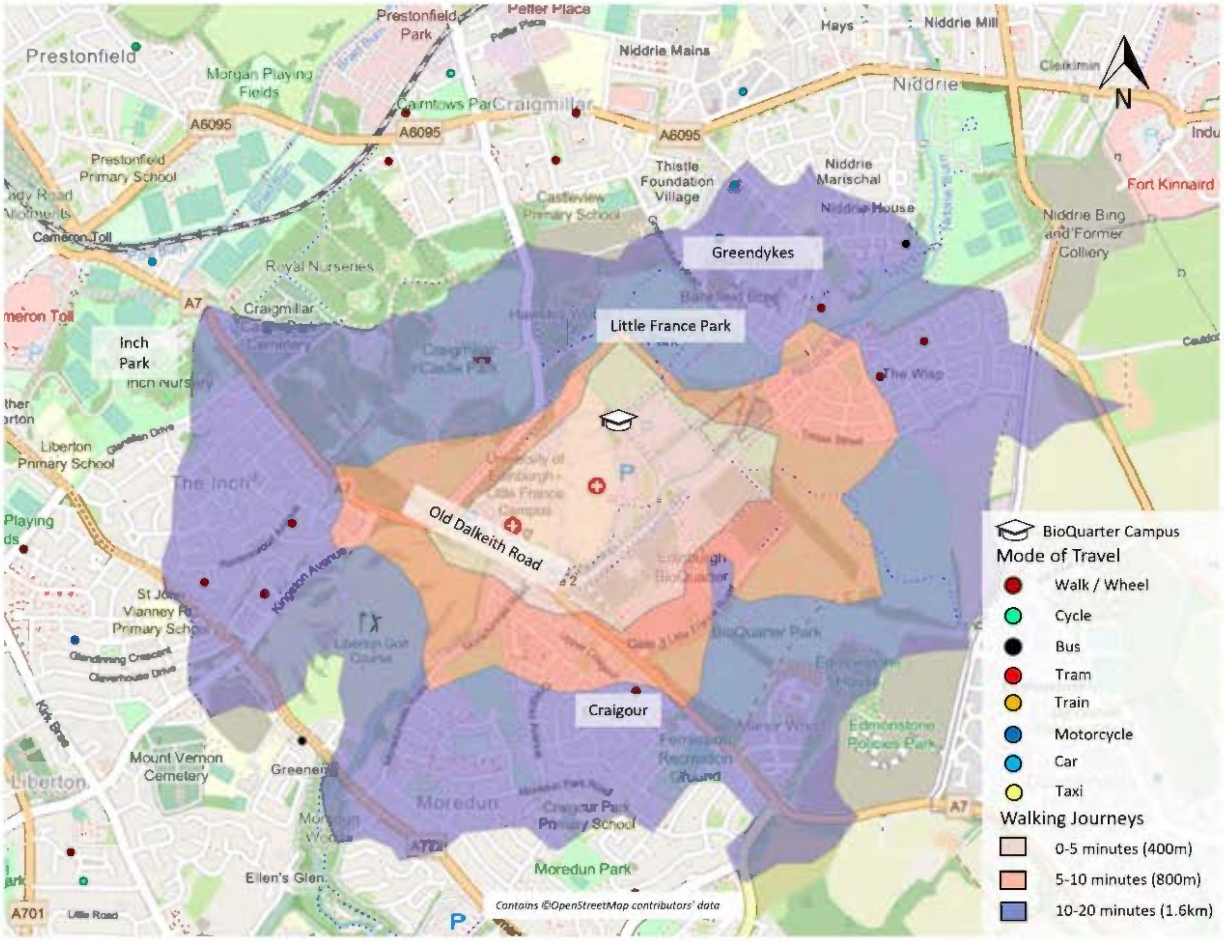


Figure 5-1: Staff 20-minutes Central Area walking catchment

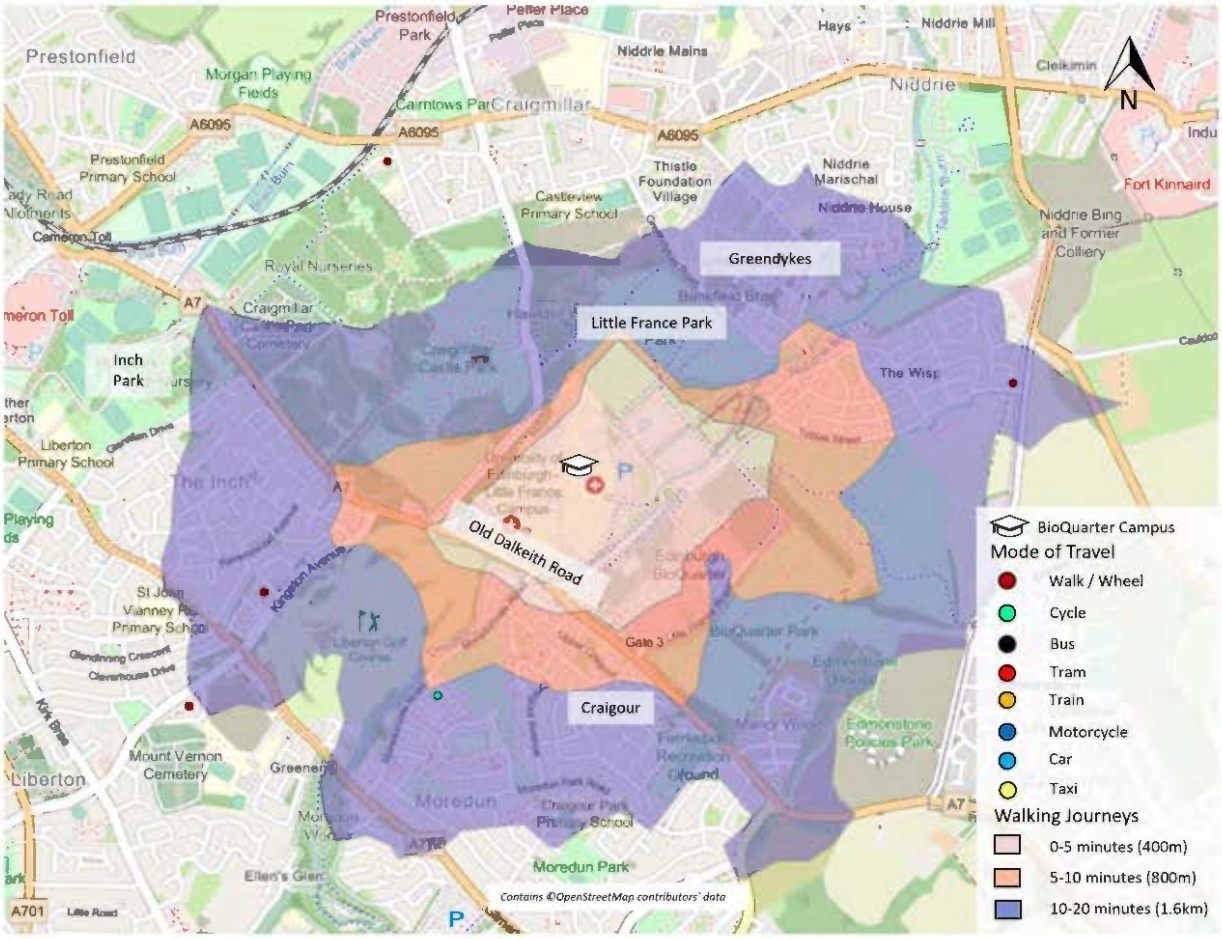


Figure 5-2: Student 20-minutes Central Area walking catchment

From **Figure 5-1** and **5-2**, Little France Park, Greendykes, Craigour and Inch Park entrance, and Craigmillar Castle are within a 20-minute walk from the BioQuarter. These areas are mainly residential areas and offer multiple walking and cycling routes for commuting and leisure.

Very few staff or students live within the 20-minute walking catchment of BioQuarter.

5.5.2 Cycling Catchment

Figures 5-3 and **5-4** highlight the cycling catchment from BioQuarter, for staff and students respectively. The cycling catchment has isochrones of 10, 20 and 30-minute intervals.

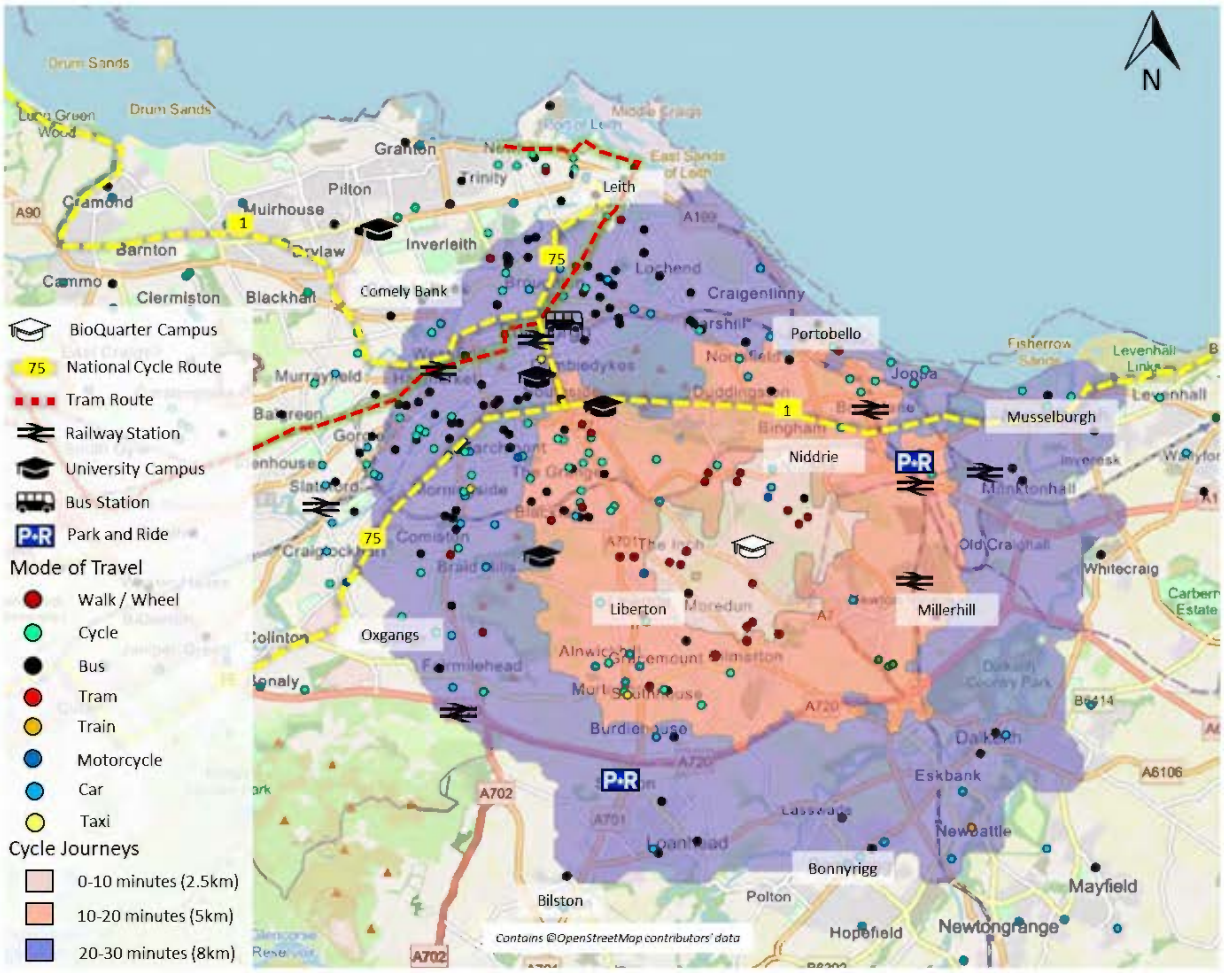


Figure 5-3: Staff 30-minute BioQuarter cycling catchment

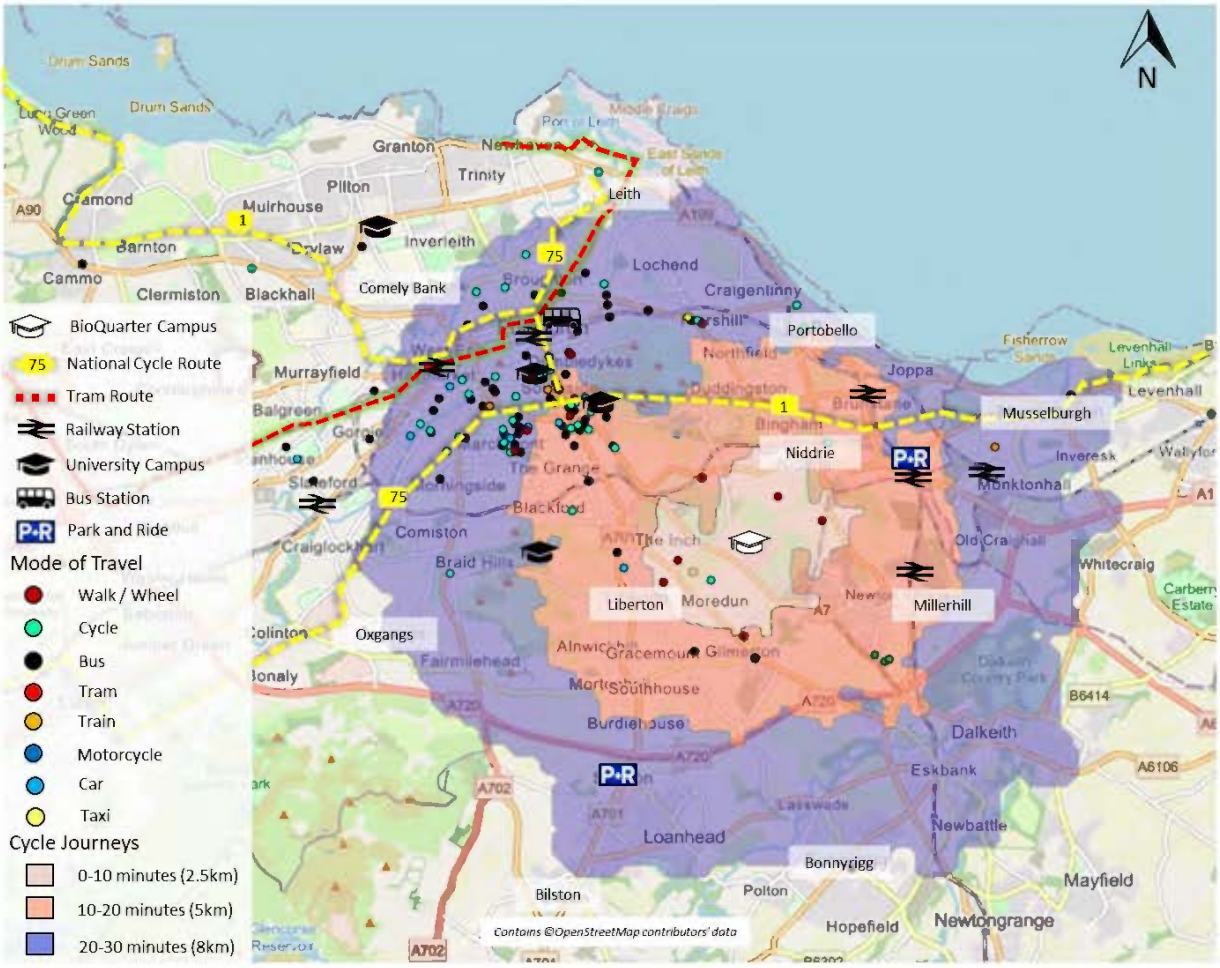


Figure 5-4: Student 30-minute BioQuarter cycling catchment

Baseed on **Figures 5.3** and **5.4**, East Edinburgh and parts of Midlothian and East Lothian are within a 30-minute cycle of BioQuarter with Leith, Musselburgh, Bonnyrigg, and Comely Bank all accessible. Edinburgh city centre, Portobello, Millerhill and Burdiehouse are within a 20-minute cycle.

A 10-minute cycle from BioQuarter will reach Niddrie and Liberton. National Cycle Routes 1 and 75 provide safe cycling conditions around the City of Edinburgh for active mode users.

A variety of modes of travel can be observed for those living within the cycle catchment. Of those cycling, the majority are commuting from central Edinburgh.

5.5.3 Public Transport Catchment

Figures 5-5 and **5-6** highlight the public transport catchment from BioQuarter. The public transport catchment has isochrones of 20, 40 and 60-minute intervals.

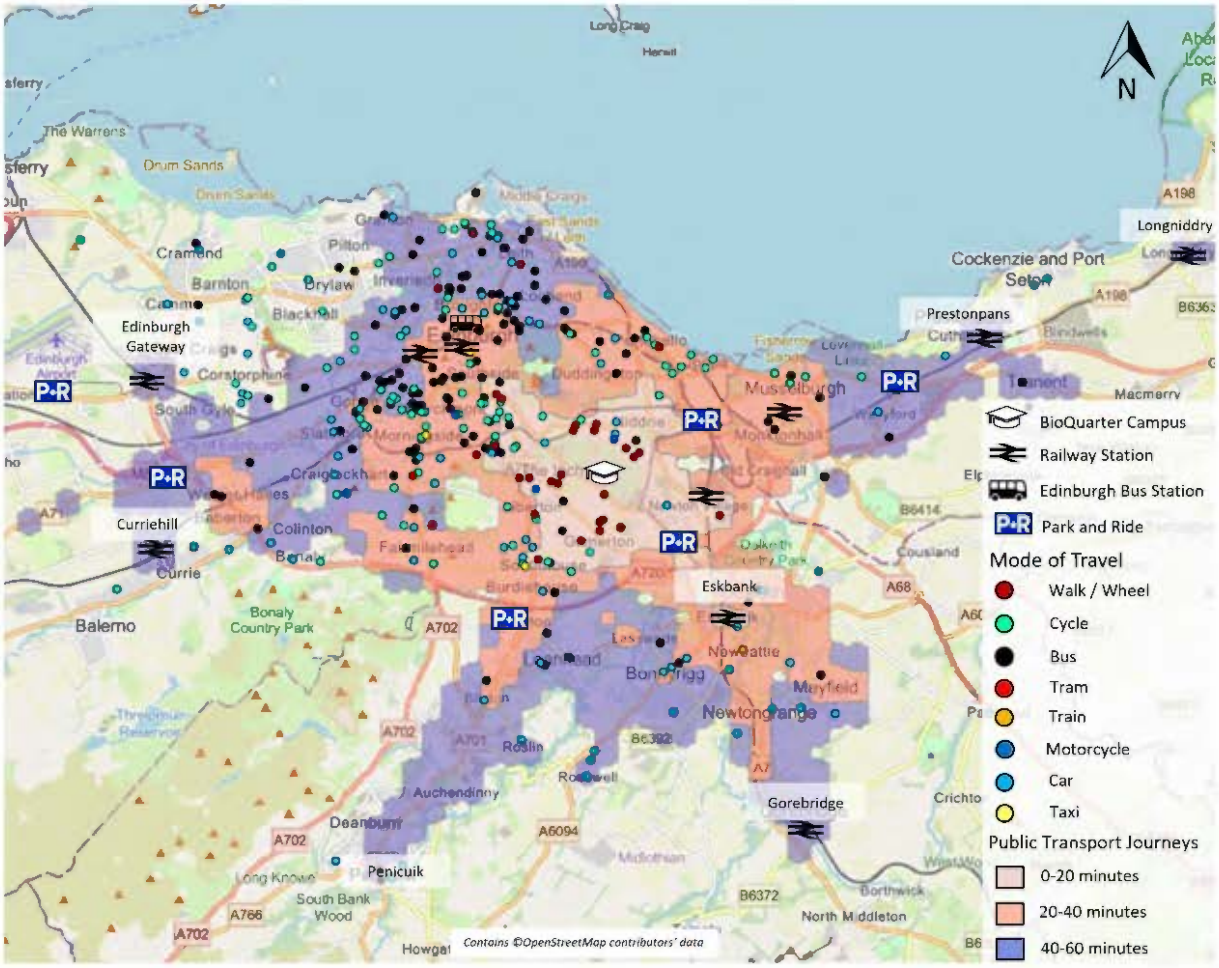


Figure 5-5: Staff 60-minute BioQuarter public transport catchment

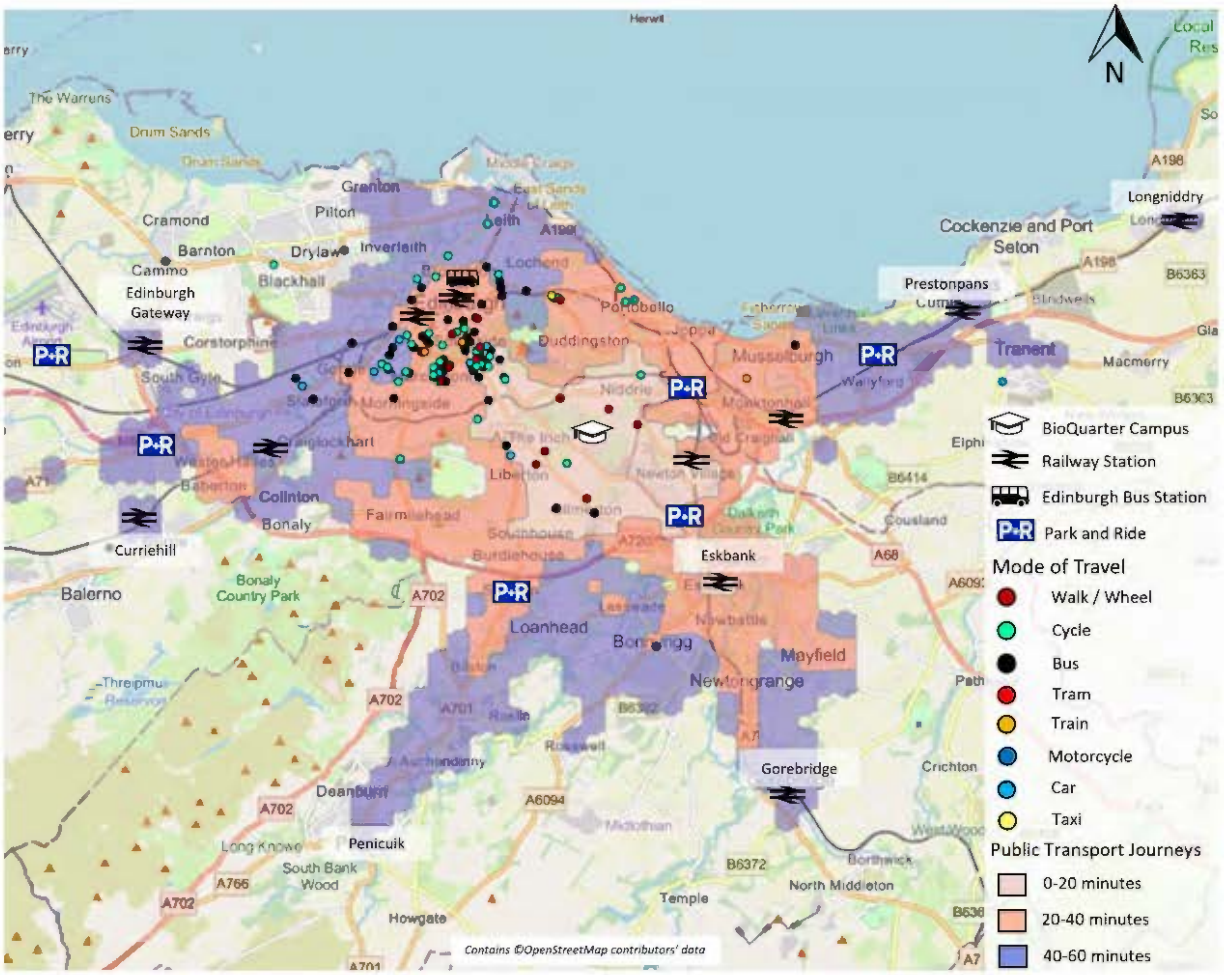


Figure 5-6: Student 60-minute BioQuarter public transport catchment

Based **Figures 5.5** and **5.6**, Gorebridge, Longniddry, Penicuik, and Edinburgh Gateway are all within a 60-minute public transport journey from BioQuarter. Areas of Musselburgh, Mayfield and Wester Hailes can be reached within a 40-minute journey. Much of south Edinburgh is accessible within a 20-minute public transport journey. However, large parts of northwest Edinburgh in areas such as Cramond and Blackhall are not accessible in a 60-minute journey.

Catchment mapping analysis found that 70% of staff and 80% of students live in the public transport catchment. Mode shares for BioQuarter see 41% of staff and 58% of students travelling by public transport.

5.5.4 Motorised Vehicle Catchment

Figures 5-7 and **5-8** highlight the motorised vehicle catchment from the BioQuarter, for staff and students respectively. The motorised vehicle catchment has isochrones of 20, 40 and 60-minute intervals.

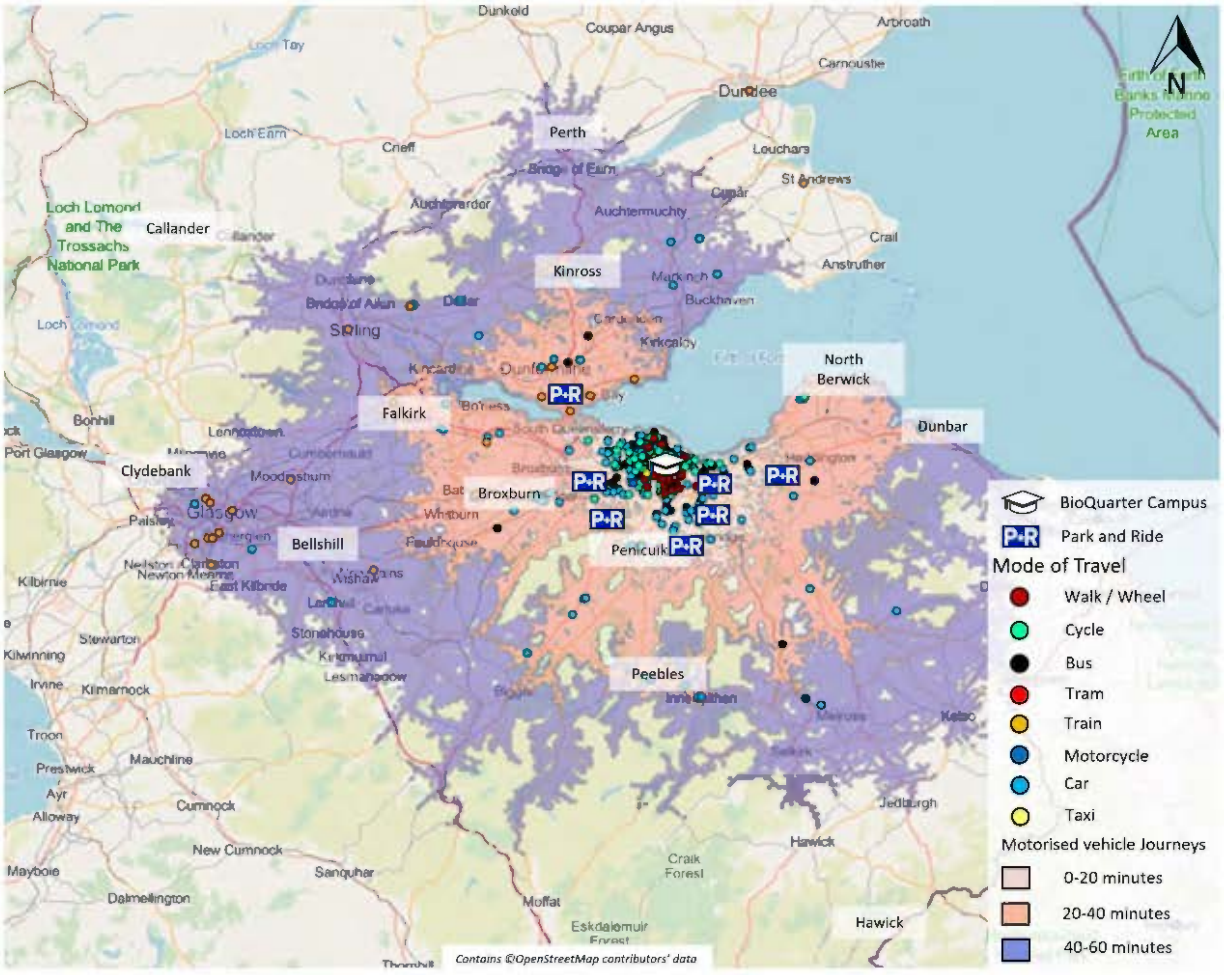


Figure 5-7: Staff 60-minute BioQuarter motorised vehicle catchment

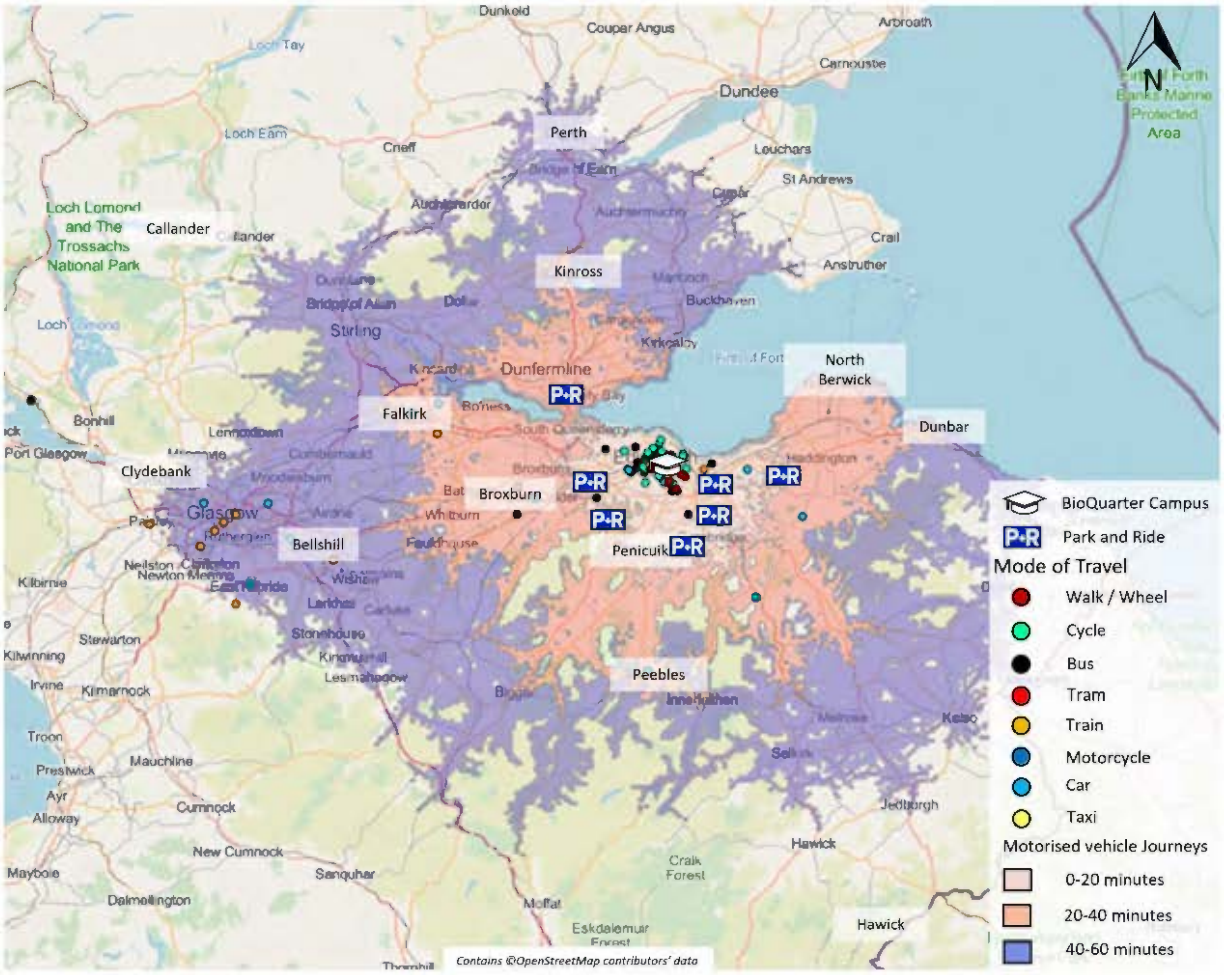


Figure 5-8: Student 60-minute BioQuarter motorised vehicle catchment

Based **Figures 5.7** and **5.8**, large areas of East Lothian, Midlothian, West Lothian, Fife, Glasgow, Perth & Kinross and Stirlingshire are all within the 60-minute driving catchment.

The Park & Rides surrounding Edinburgh are less than a 20-minute drive from BioQuarter along with Leith, Prestonpans, Penicuik and Kirkliston.

Very few students commuting to BioQuarter live out with the city centre, however staff are observed as commuting from greater distances to BioQuarter.

5.5.5 20-minutes Neighbourhood Analysis

Figure 5-9 reviews the number of 20-minute neighbourhood criteria within a 20-minute round-trip of BioQuarter. The catchment has isochrones of 2, 4, 6, 8 and 10-minute intervals.

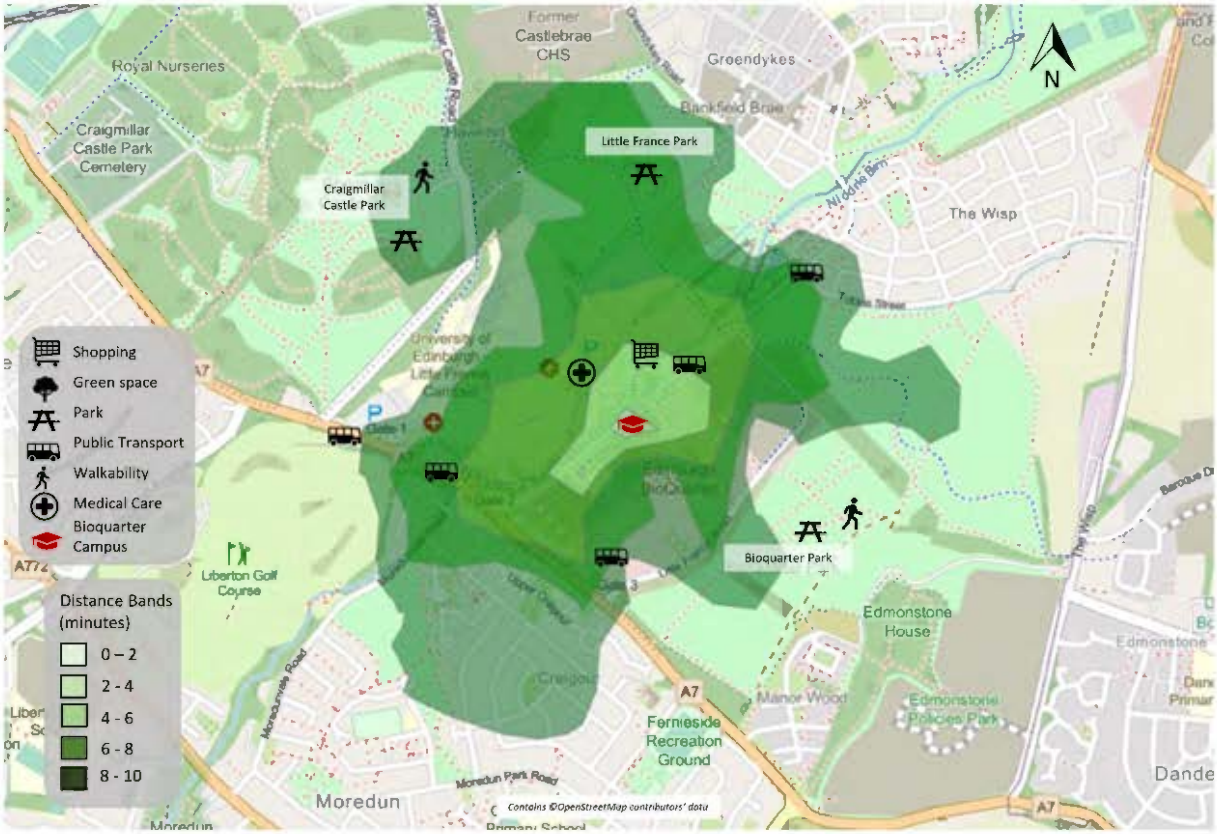


Figure 5-9: 20-minute neighbourhood analysis, BioQuarter

From **Figure 5-9**, Little France Park, BioQuarter Park and Craigour is within a 10-minute walk of BioQuarter. Amenities such as a shop, green space and a medical centre are less than a 6-minute walk from the BioQuarter site. Several bus stops are very accessible from BioQuarter at the BioQuarter bus bays and along Old Dalkeith Road.

6 Site Specific: Easter Bush

A total of 241 staff (academic and non-academic combined) based at Easter Bush responded to the survey, which represents 23% of all staff based at Easter Bush. A total of 205 students based at Easter Bush responded, this represents 0.52% of all students at the University of Edinburgh.

6.1 Mode Share

Table 6-1 shows the overall, student and staff mode share for Easter Bush.

Table 6-1: Easter Bush 2024 mode share

Mode	Staff	Student	Overall
Bus	25.4%	70.6%	52.5%
Car Driver Alone	51.4%	16.2%	30.3%
Car Driver with Passenger	6.4%	4.2%	5.1%
Car Passenger	2.7%	4.4%	3.7%
Cycle	7.8%	3.1%	5.0%
Mobility Scooter	0.0%	0.0%	0.0%
Motorcycle	0.4%	0.0%	0.1%
Rail	1.6%	0.9%	1.2%
Taxi	0.0%	0.0%	0.0%
Tram	0.0%	0.0%	0.0%
Walk	4.3%	0.5%	2.0%
Shuttle Bus	0.0%	0.0%	0.0%

6.2 Staff

Car driver alone is the most common mode of transport for staff at Easter Bush (51.4%), this is a 6.4 percentage point decrease from 2023. Bus is the second most common mode at 25.4% followed by cycling at 7.8%.

6.3 Students

Students travelling to Easter Bush primarily travel by bus which is a 70.6% mode share, an increase of 5.5 percentage points when compared to 2023. Car driver alone accounts for 16.2%, a 3.5 percentage point increase from 2023. Rates of cycling have more than doubled and now sit at 3.1% of the mode share.

6.4 Sustainable Transport Initiatives

At Easter Bush students and staff were most aware of the following sustainable transport initiatives:

- Showers (59%)
- Doctor Bike (53%)
- Campus maps (46%)

Students and staff were least aware of:

- Staff cycling communities (6%)

- Bike Buddies (6%)
- Free cycle training (6%)

6.5 Catchment Mapping

The following section demonstrates the accessibility of key services and locations within a 20-minute walk, 30-minute cycle, 60-minute drive and 60-minute journey by public transport from Easter Bush.

Table 6-2 shows the percentage of staff or students living within the walk, cycle, public transport or driving catchments of Easter Bush, alongside the existing mode share of staff or students at the campus.

Table 6-2: Percentage of staff or students in a travel mode catchment and the proportion of those already using that mode at Easter Bush campus

Role	Staff				Students			
Catchment	**Walk**	**Cycle**	**Public Transport**	**Car**	**Walk**	**Cycle**	**Public Transport**	**Car**
Easter Bush	2%	40%	55%	96%	1%	47%	87%	97%
(% already using this mode at Easter Bush)	4%	8%	27%	61%	1%	3%	72%	25%

6.5.1 Walking Catchment

Figures 6-1 and **6-2** make clear the walking catchment from Easter Bush, for staff and students respectively. The walking catchment has isochrones of 5, 10 and 20-minute intervals.

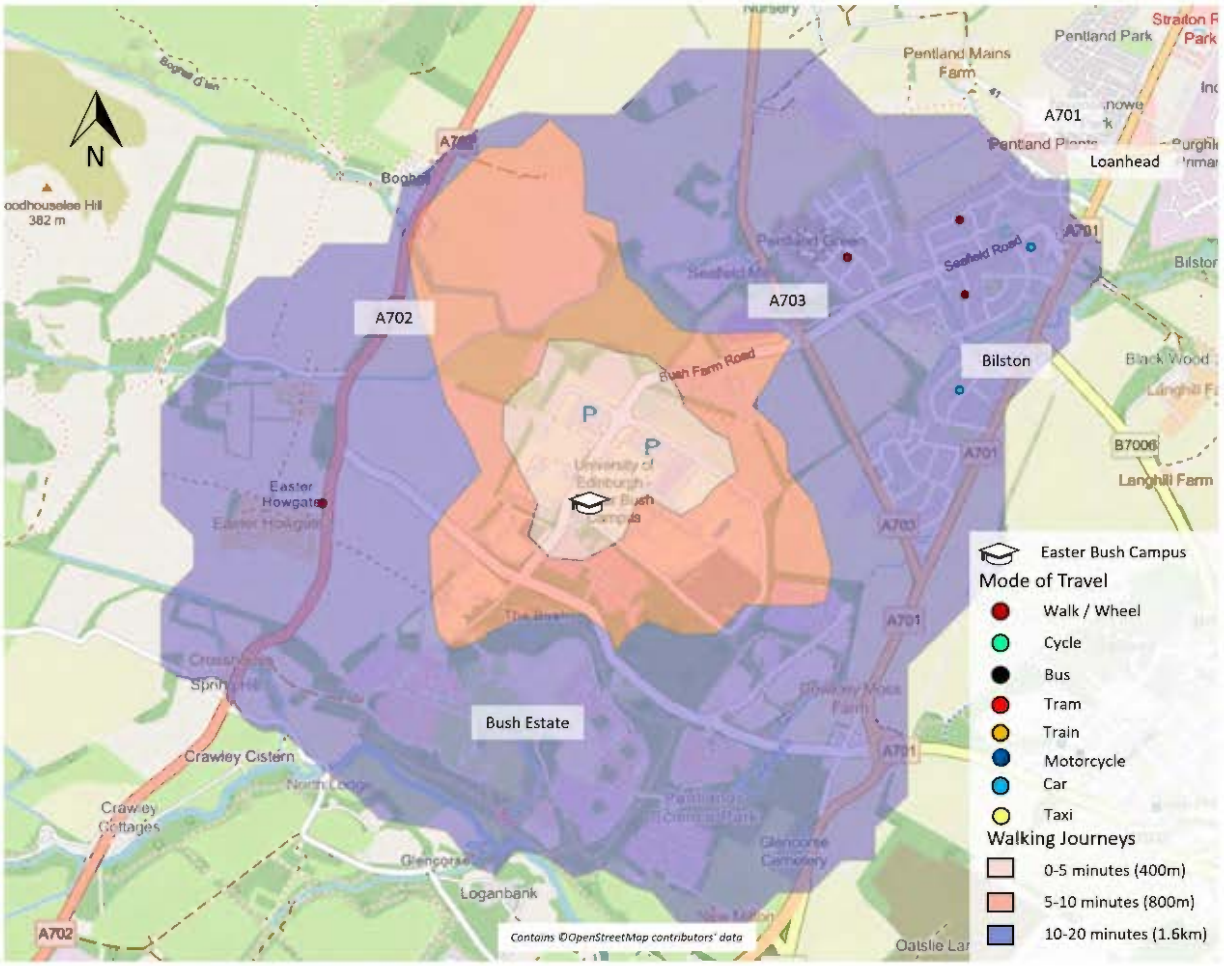


Figure 6-1: Staff 20-minute Easter Bush walking catchment

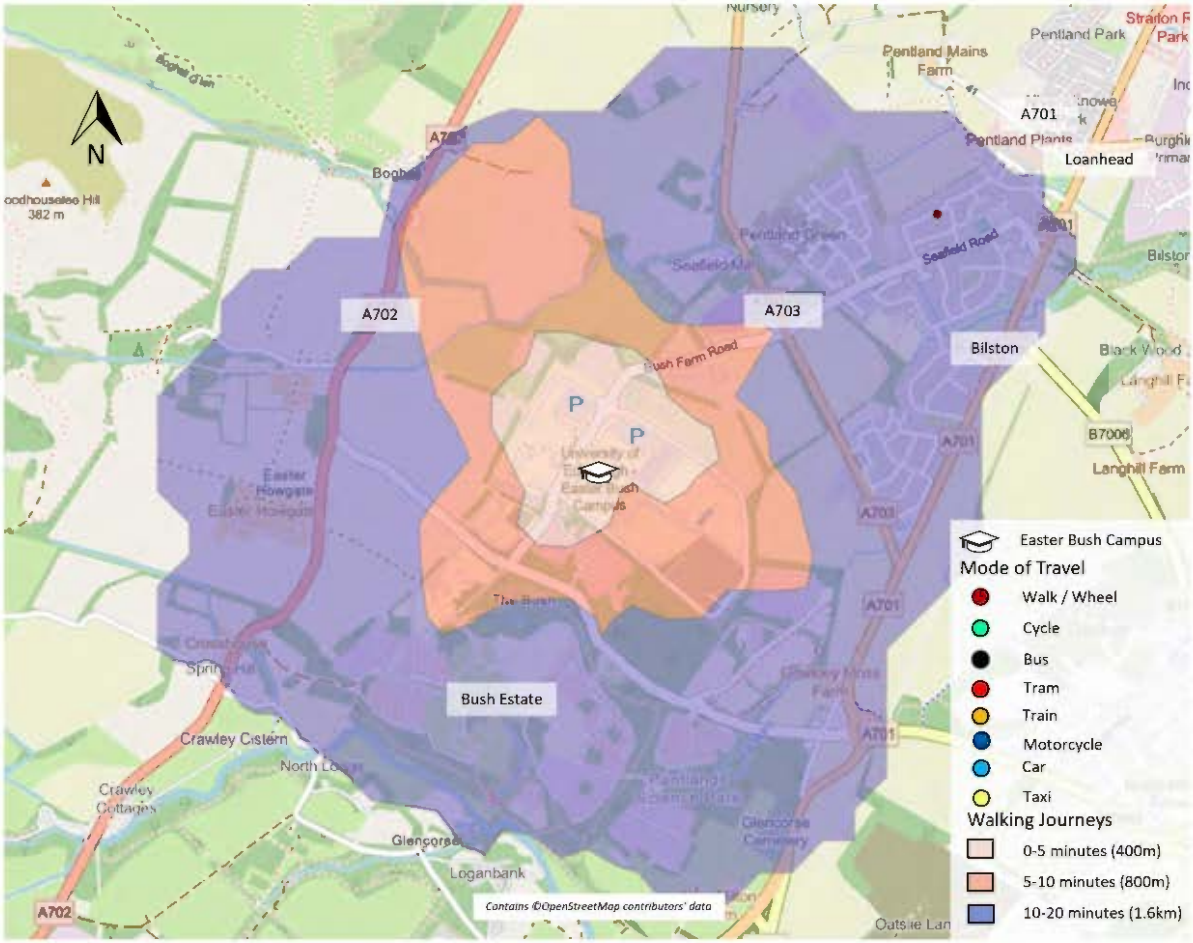


Figure 6-2: Student 20-minute Easter Bush walking catchment

From **Figure 6-1** and **6-2**, Bilston and South Bush Estate are less than a 20-minute walk from the Easter Bush site.

Very few staff or students live within the walking catchment of Easter Bush.

6.5.2 Cycling Catchment

Figures 6-3 and **6-4** highlight the cycling catchment from Easter Bush. The cycling catchment has isochrones of 10, 20 and 30-minute intervals.

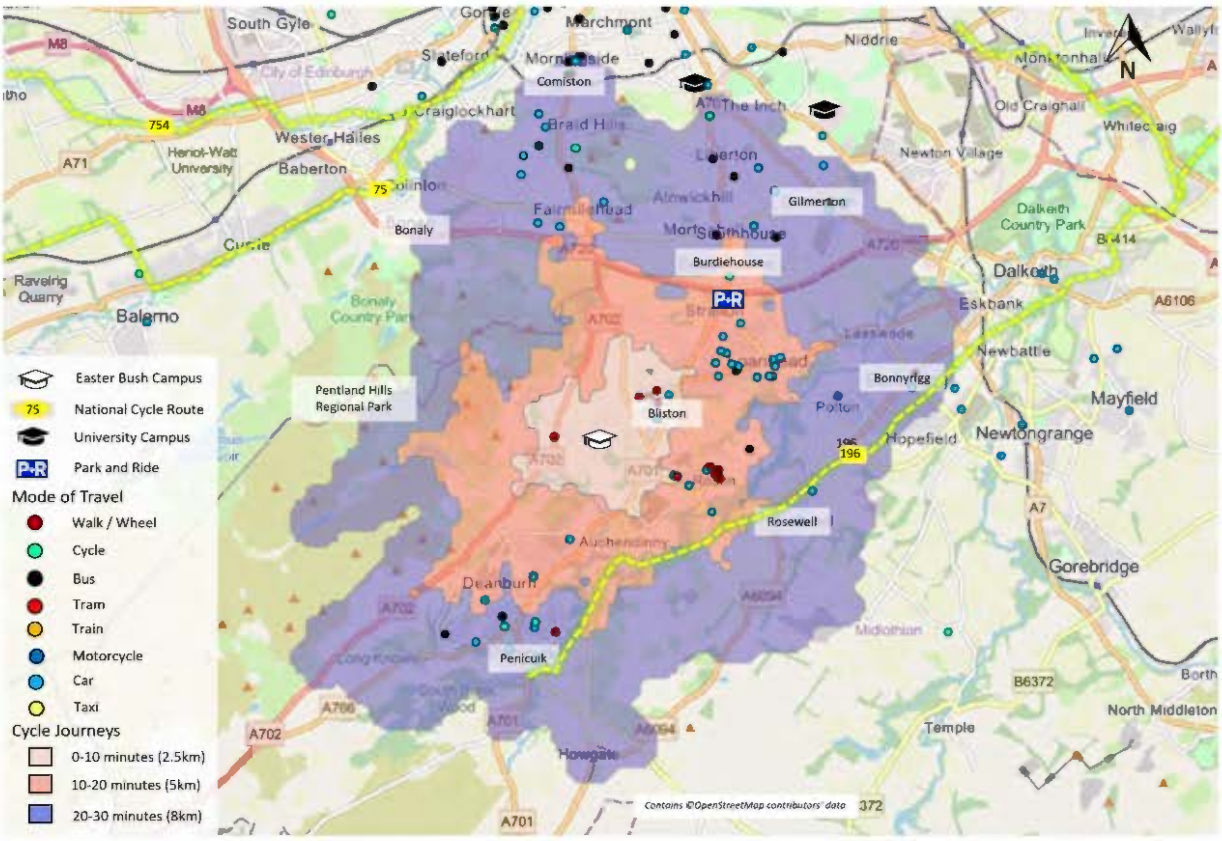


Figure 6-3: Staff 30-minute Easter Bush cycling catchment

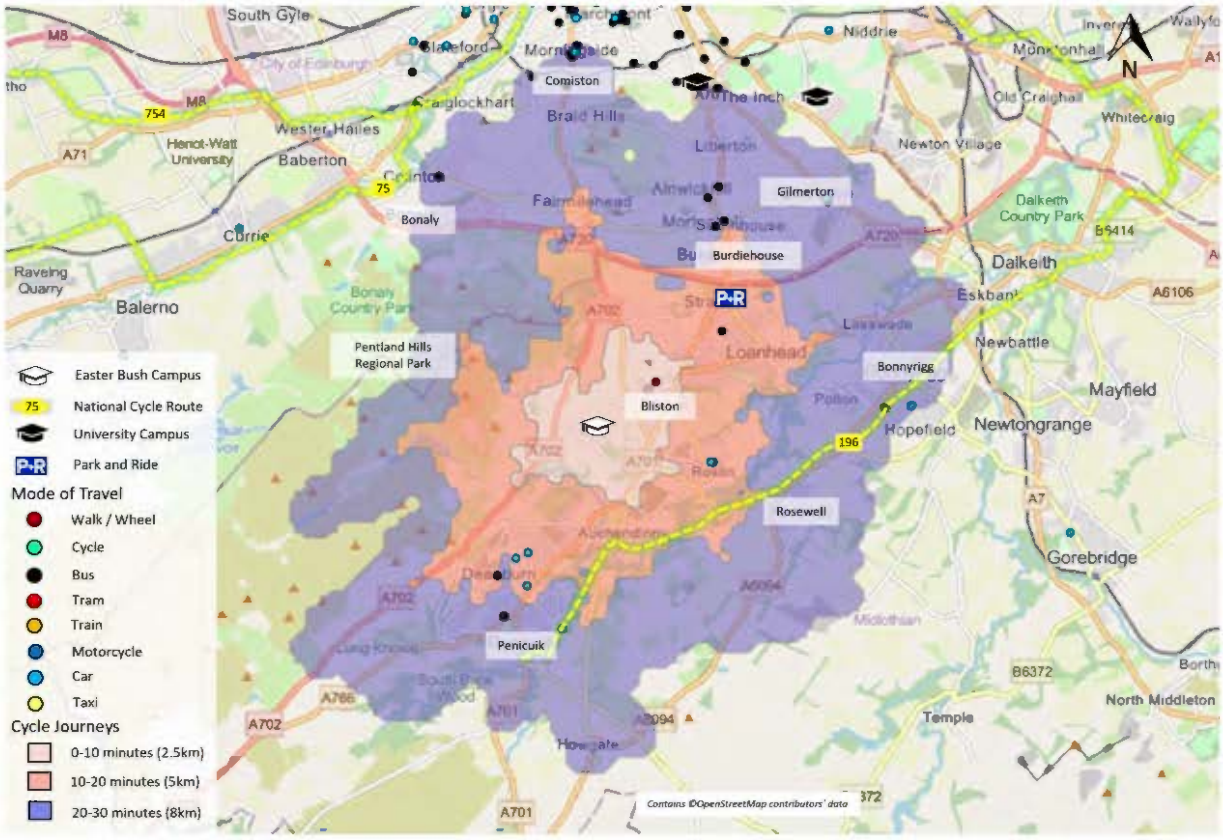


Figure 6-4: Student 30-minute Easter Bush cycling catchment

From **Figures 6-3** and **6-4**, Comiston, Bonnyrigg, Penicuik and Bonaly are within a 30-minute cycle of Easter Bush. A 20-minute cycle will reach Burdiehouse, Bilston and Loanhead.

National Cycle Route 196 provides safe cycling conditions for active modes users between Penicuik and Haddington.

The majority of those living within the cycling catchment commute to Easter Bush by bus or drive, with cycling mode shares for the campus being 8% for staff and 3% for students.

6.5.3 Public Transport Catchment

Figures 6-5 and **6-6** highlight the public transport catchment from Easter Bush, for staff and students respectively. The public transport catchment has isochrones of 20, 40 and 60-minute intervals.

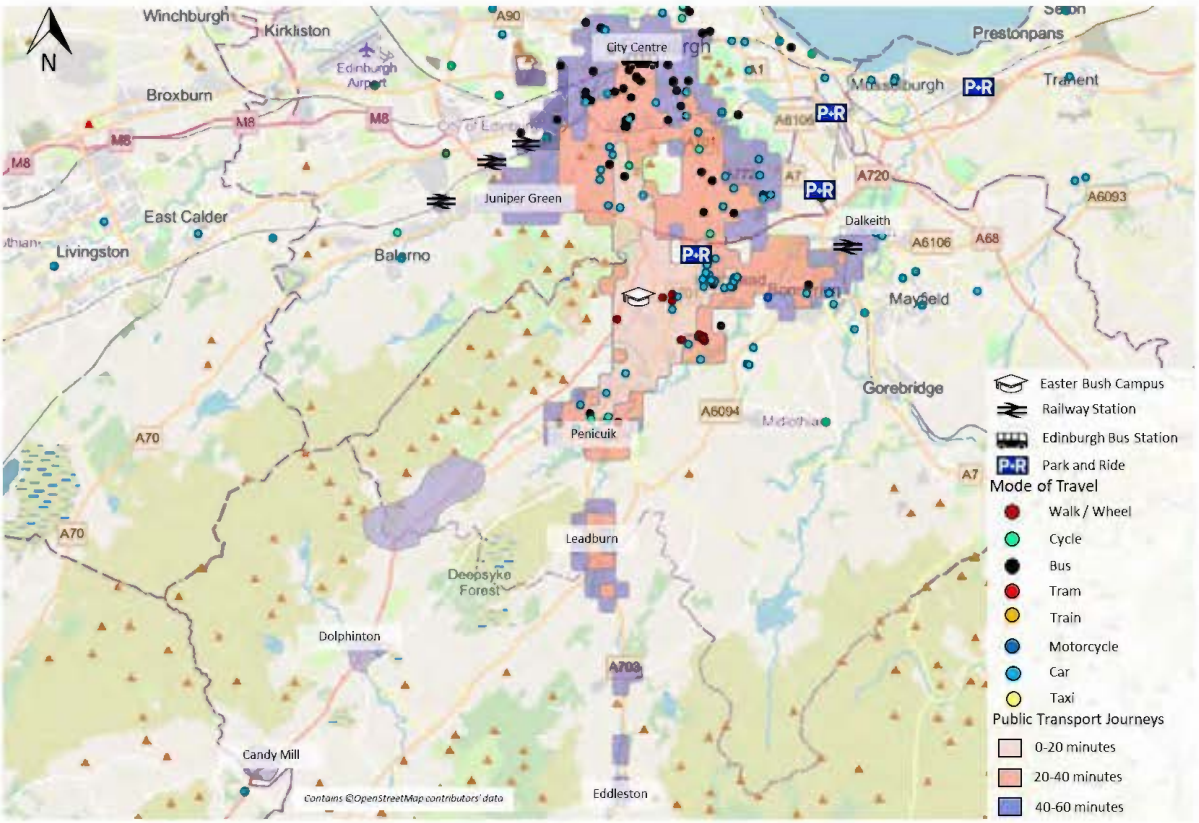


Figure 6-5: Staff 60-minute Easter Bush public transport catchment

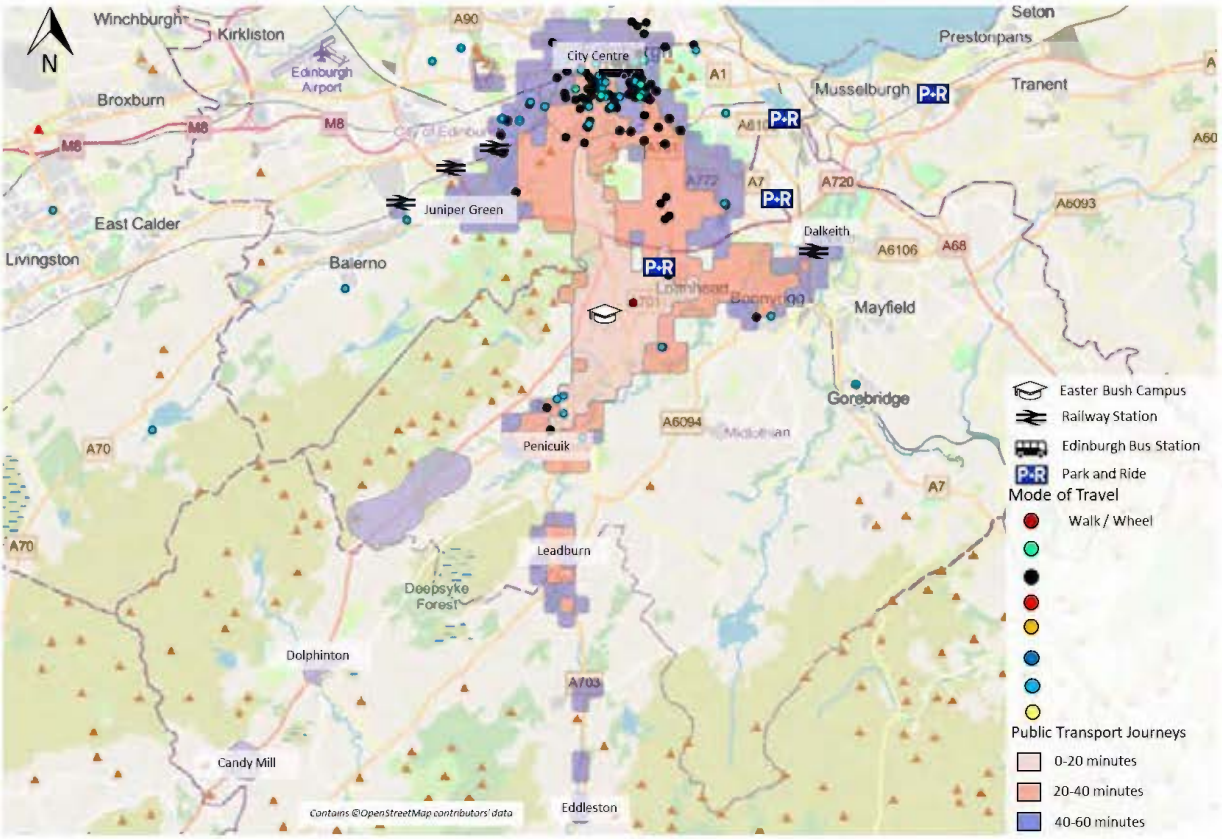


Figure 6-6: Student 60-minute Easter Bush public transport catchment

From **Figure 6-5** and **6-6**, the City Centre, Dalkeith, Candy Mill and Juniper Green are all within a 60-minute public transport journey from Easter Bush.

Large parts of north-west Edinburgh, East Lothian and West Lothian all fall outside the 60-minute catchment by public transport.

There is a high concentration of staff and students commuting to Easter Bush from the City Centre, with the most common mode of travel being car and bus.

6.5.4 Motorised Vehicle Catchment

Figures 6-7 and **6-8** highlights the motorised vehicle catchment from Easter Bush, for staff and students respectively. The motorised vehicle catchment has isochrones of 20, 40 and 60-minute intervals.

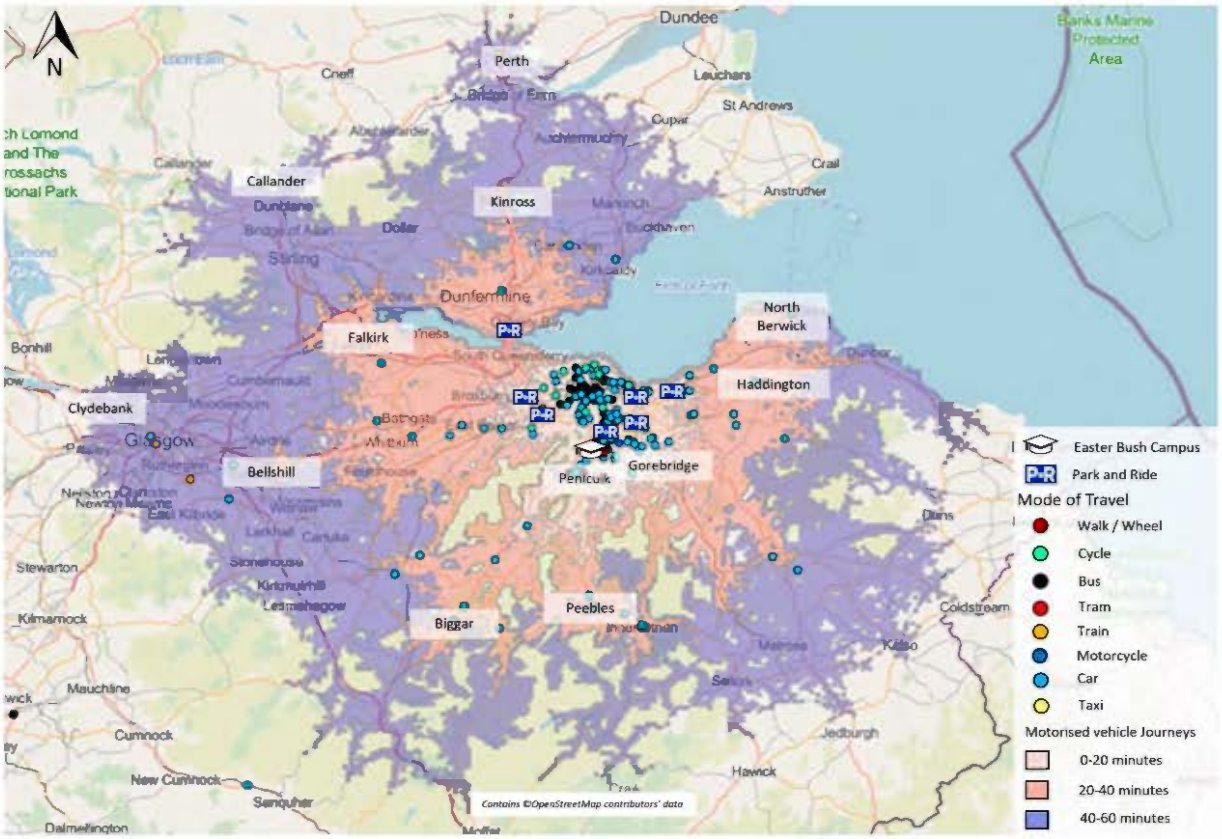


Figure 6-7: Staff 60-minute Easter Bush motorised vehicle catchment

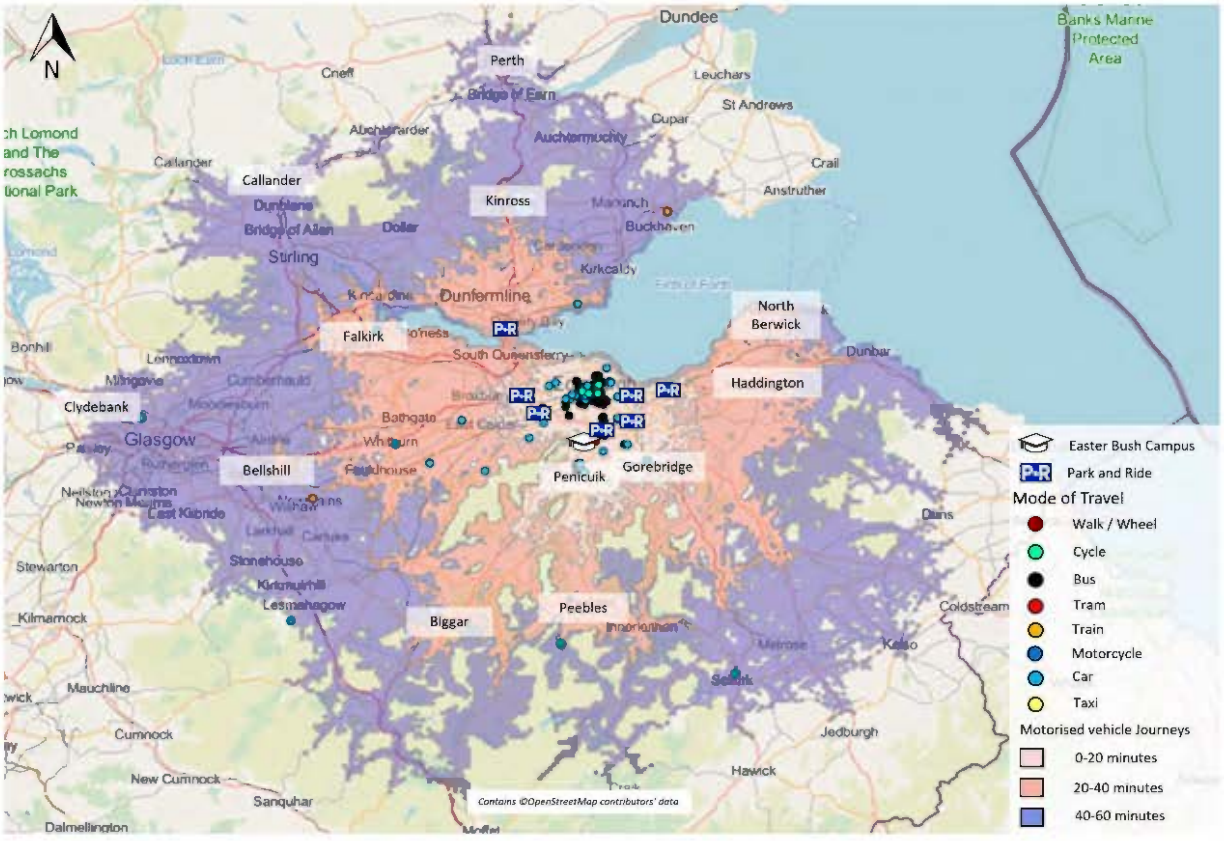


Figure 6-8: Student 60-minute Easter Bush motorised vehicle catchment

From **Figure 6-7** and **6-8**, large areas of East Lothian, Midlothian, West Lothian, Strathclyde, Stirlingshire, Perth & Kinross and Fife are all within the 60-minute driving catchment.

The Straiton Park & Ride is less than a 10-minute drive from Easter Bush.

The figures highlight the disparity between accessibility from Easter Bush when driving, compared to using public transport. In order for public transport to be an appealing and convenient transport option, an increase in service provision, coverage and journey time is required.

The postcode mapping highlights a high proportion staff and students, living in the city centre, who travel to campus by motorised vehicle.

6.5.5 20-minute Neighbourhood Analysis

Figure 6-9 reviews the number of 20-minute neighbourhood criteria within a 20-minute round-trip of Easter Bush. The catchment has isochrones of 2, 4, 6, 8 and 10-minute intervals.

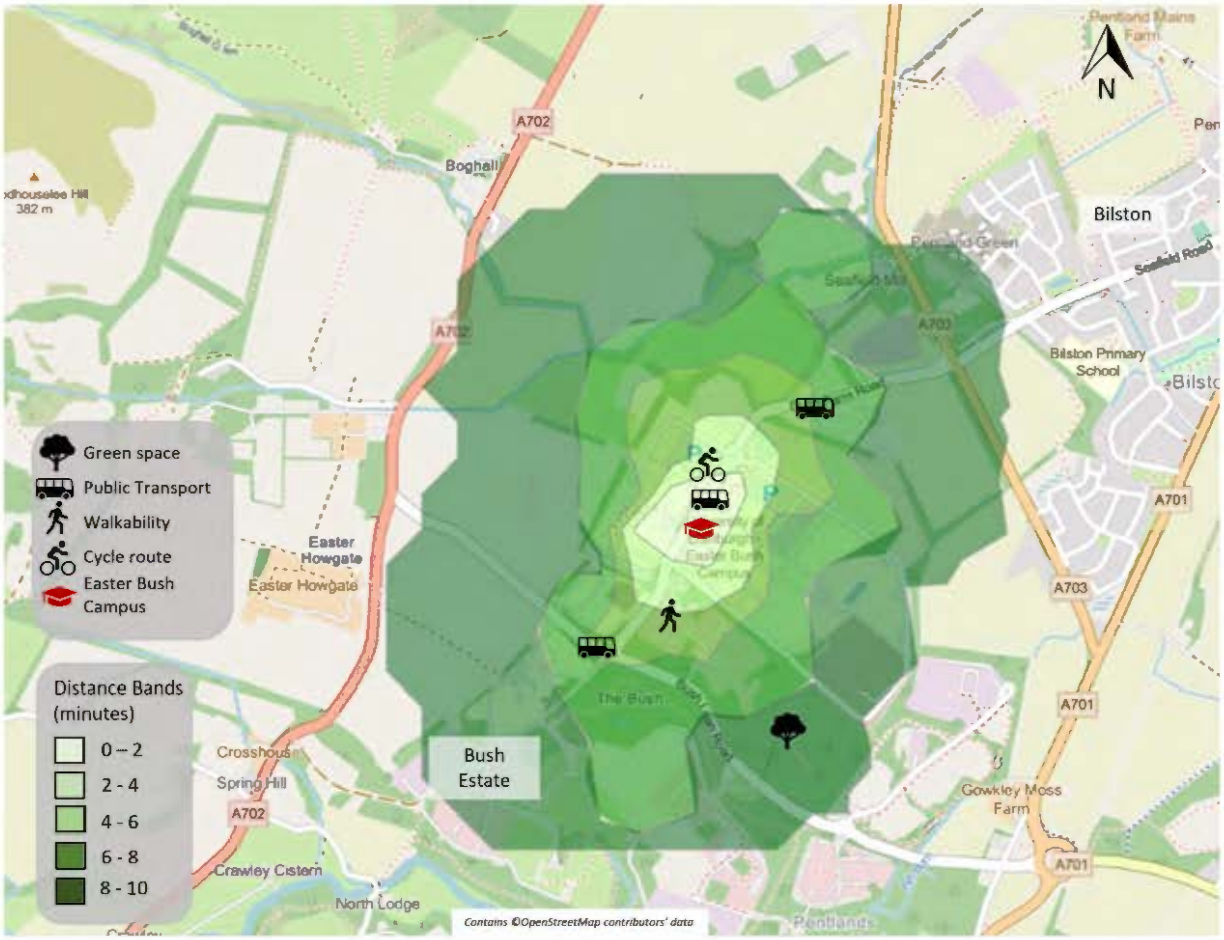


Figure 6-9: 20-minute Neighbourhood Analysis, Easter Bush

From **Figure 6-9,** the campus facilities, such as a gym and café, and south Bush Estate are within a 10-minute walk of the centre of Easter Bush. Bus stops from Bush Loan Road and Seafield Road provide routes to Penicuik and Edinburgh.

The remote nature of the campus means there are limited facilities within walking distance of the campus.

7 Site Specific: Western General Hospital

A total of 127 staff (academic and non-academic combined) based at the Western General Hospital responded to the survey, which represents 26% of all staff based at Western General Hospital. A total of 37 students based at Western General Hospital responded, this represents 0.09% of all students at the University of Edinburgh.

7.1 Mode Share

Table 7-1 shows the overall, student and staff mode share for Western General Hospital.

Table 7-1: Western General Hospital 2024 mode share

Mode	Staff	Student	Overall
Bus	30.9%	55.7%	39.5%
Car Driver Alone	18.9%	0.0%	12.3%
Car Driver with Passenger	2.8%	0.0%	1.8%
Car Passenger	0.9%	5.1%	2.4%
Cycle	24.1%	19.3%	22.4%
Mobility Scooter	0.0%	0.0%	0.0%
Motorcycle	0.0%	0.0%	0.0%
Rail	3.4%	0.0%	2.2%
Taxi	0.0%	0.0%	0.0%
Tram	0.0%	0.0%	0.0%
Walk	19.1%	19.9%	19.4%
Shuttle Bus	0.0%	0.0%	0.0%

7.2 Staff

The main mode of transport for staff is bus at 30.9% followed by cycling at 24.1%. Bus travel has remined relatively similar to figures observed in 2023 whilst cycling has decreased by around 6 percentage points. Walking has increased to 19.1% from 15.2% in 2023.

7.3 Students

Bus travel has increased by 9.4 percentage points since 2023 to 55.7% and as such the main mode of travel for students at Western General Hospital. Walking and cycling make up 39.5% of the remaining mode share, therefore it can be seen that students at Western General Hospital are mostly travelling by sustainable modes.

7.4 Sustainable Transport Initiatives

At Western General students and staff were most aware of the following sustainable transport initiatives:

- Cycle2Work (66%)
- Doctor Bike (66%)
- Showers (66%)

Students and staff were least aware of:

- Staff cycling communities (4%)
- Free cycle training (7%)
- Bike Buddies (10%)

7.5 Catchment Mapping

The following section demonstrates the accessibility of key services and locations within a 20-minute walk, 30-minute cycle, 60-minute drive and 60-minute journey by public transport from Western General Hospital.

Table 7-2 shows the percentage of staff or students living within the walk, cycle, public transport or driving catchments of Western General Hospital, alongside the existing mode share of staff or students at the campus.

Table 7-2: Percentage of staff or students in a travel mode catchment and the proportion of those already using that mode at Western General Hospital campus

Role	Staff				Students			
Catchment	**Walk**	**Cycle**	**Public Transport**	**Car**	**Walk**	**Cycle**	**Public Transport**	**Car**
Western General	6%	61%	66%	98%	0%	86%	86%	92%
(% already using this mode at Western General)	19%	24%	34%	23%	20%	19%	56%	5%

7.5.1 Walking Catchment

Figures 7-1 and **7-2** indicate the walking catchment from Western General Hospital, for staff and students respectively. The walking catchment has isochrones of 5, 10 and 20-minute intervals.

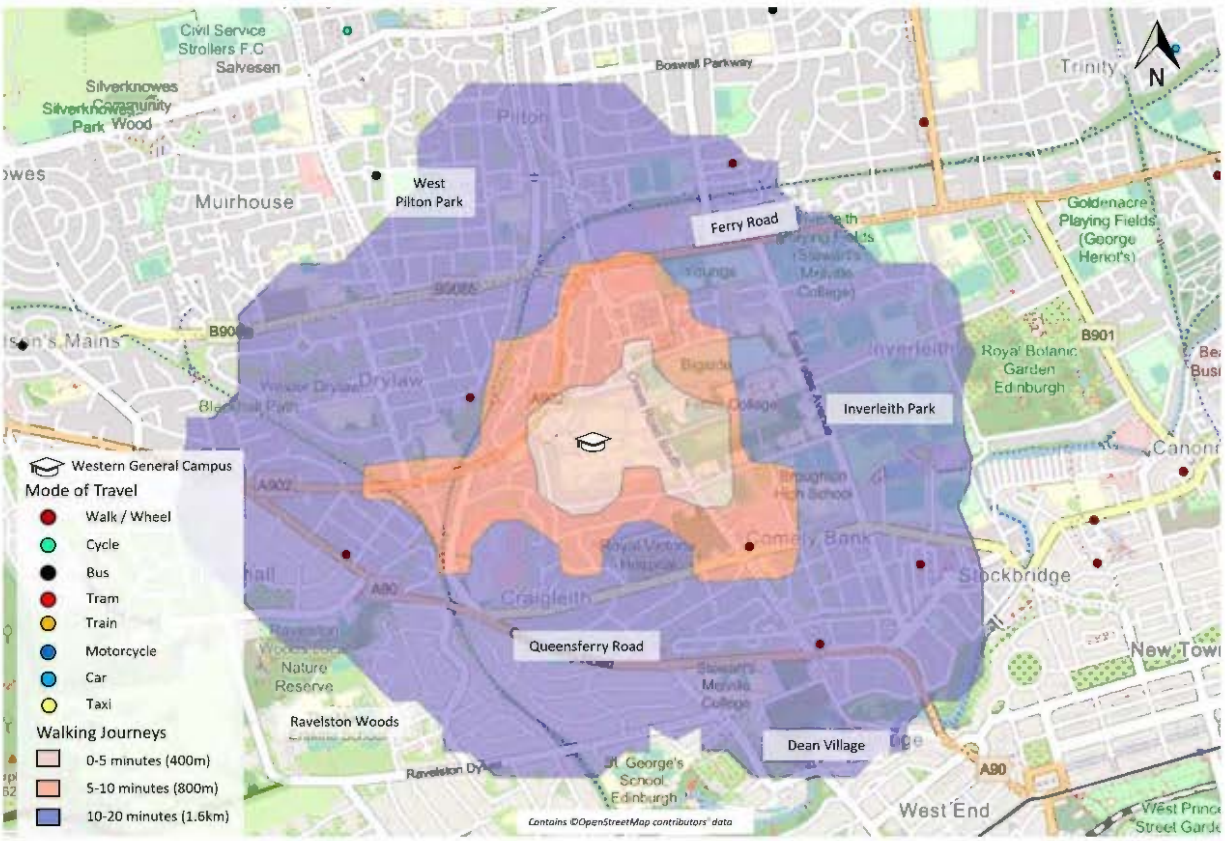


Figure 7-1: Staff 20-minute Western General walking catchment

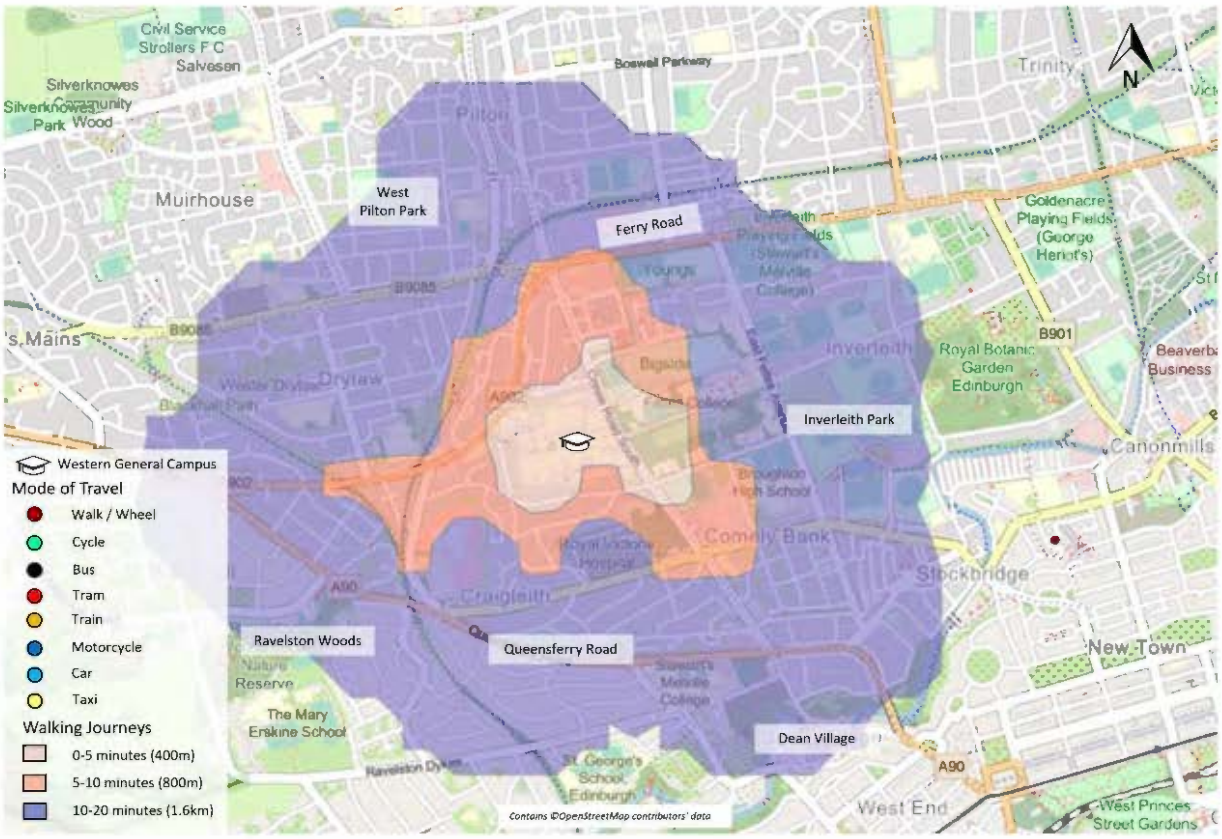


Figure 7-2: Student 20-minute Western General walking catchment

From **Figures 7-1** and **7-2**, Pilton, Inverleith, Dean Village and Craigleith can be accessed within a 20-minute walk. Bigside and Comely Bank are within a 10-minute walk of Western General Hospital.

Few staff and no students who entered a valid postcode live within the walking catchment. All the staff who live within the catchment walk to Western Genreal Hospital.

7.5.2 Cycling Catchment

Figures 7-3 and **7-4** highlight the cycling catchment from Western General Hospital, for staff and students respectively. The cycling catchment has isochrones of 10, 20 and 30-minute intervals.

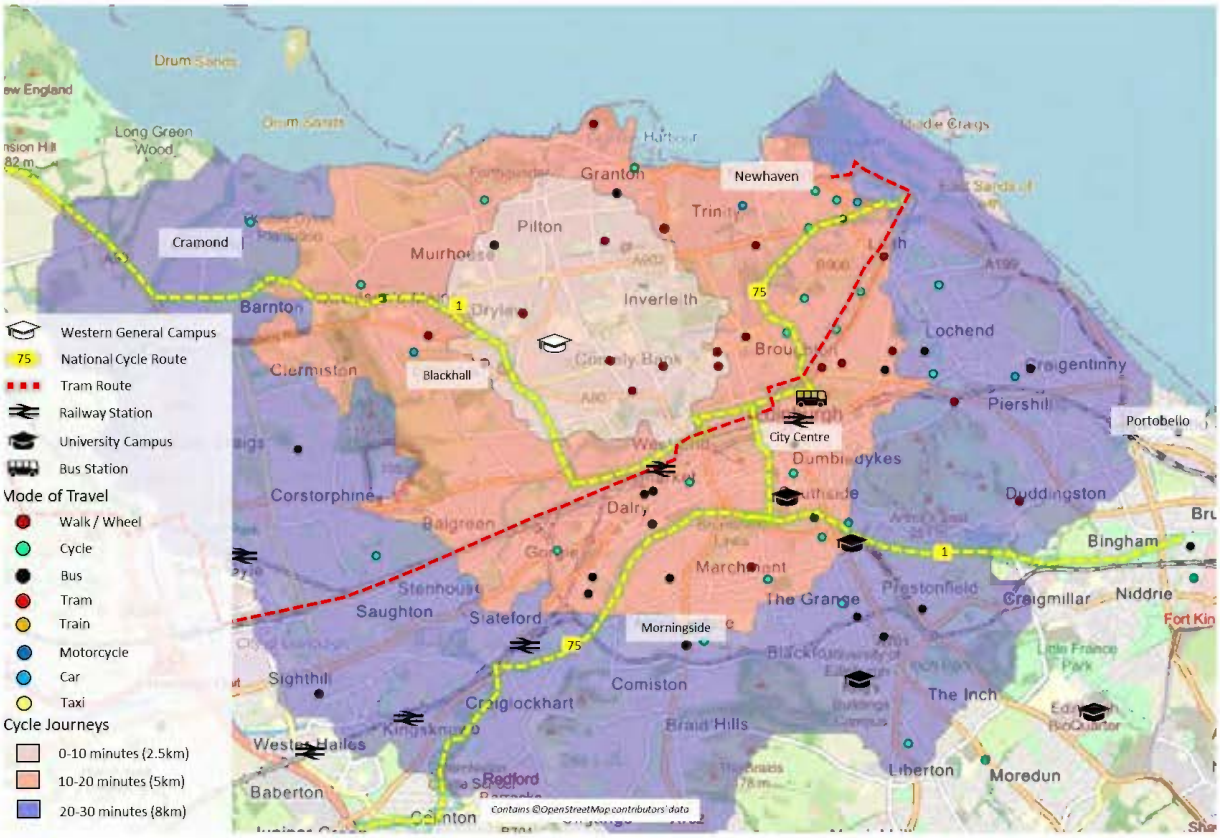


Figure 7-3: Staff 30-minute Western General cycling catchment

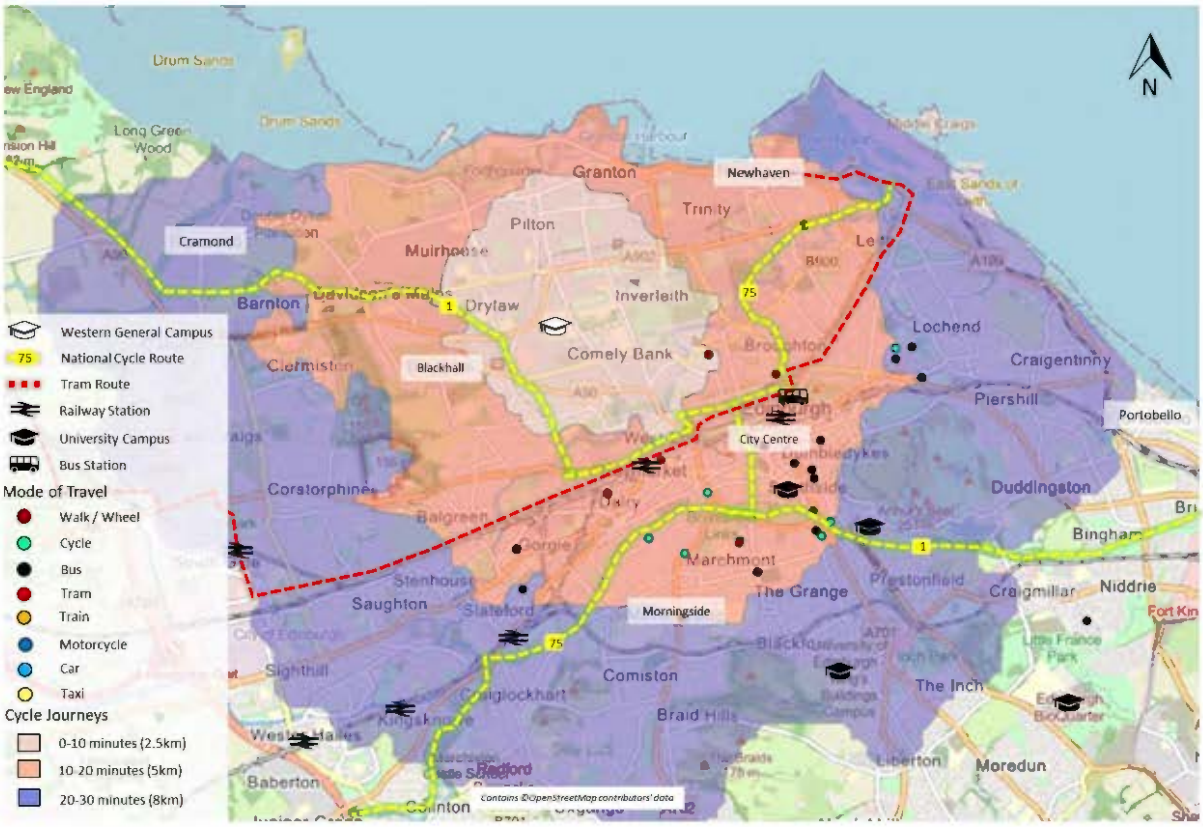


Figure 7-4: Student 30-minute Western General Hospital cycling catchment

Based on **Figure 7.3** and **7.4**, the vast majority of Edinburgh is within a 30-minute cycle of Western General Hospital, with Portobello, South Gyle and Craigmillar all accessible. Leith, Marchmont, Granton and Southside are within a 20-minute cycle. Pilton, Inverleith and Comely Bank can be reached in 10 minutes.

National Cycle Routes 1 and 75 provide safe cycling conditions around Edinburgh for active modes users and NCR 76 is a 2-minute cycle from Western General Hospital.

Only 24% of staff and 19% of students based at the campus cycle but catchment mapping found that 61% of staff and 86% are in the cycling catchment.

7.5.3 Public Transport Catchment

Figures 7-5 and **7-6** highlights the public transport catchment for Western General Hospital, for staff and students respectively. The public transport catchment has isochrones of 20, 40 and 60-minute intervals.

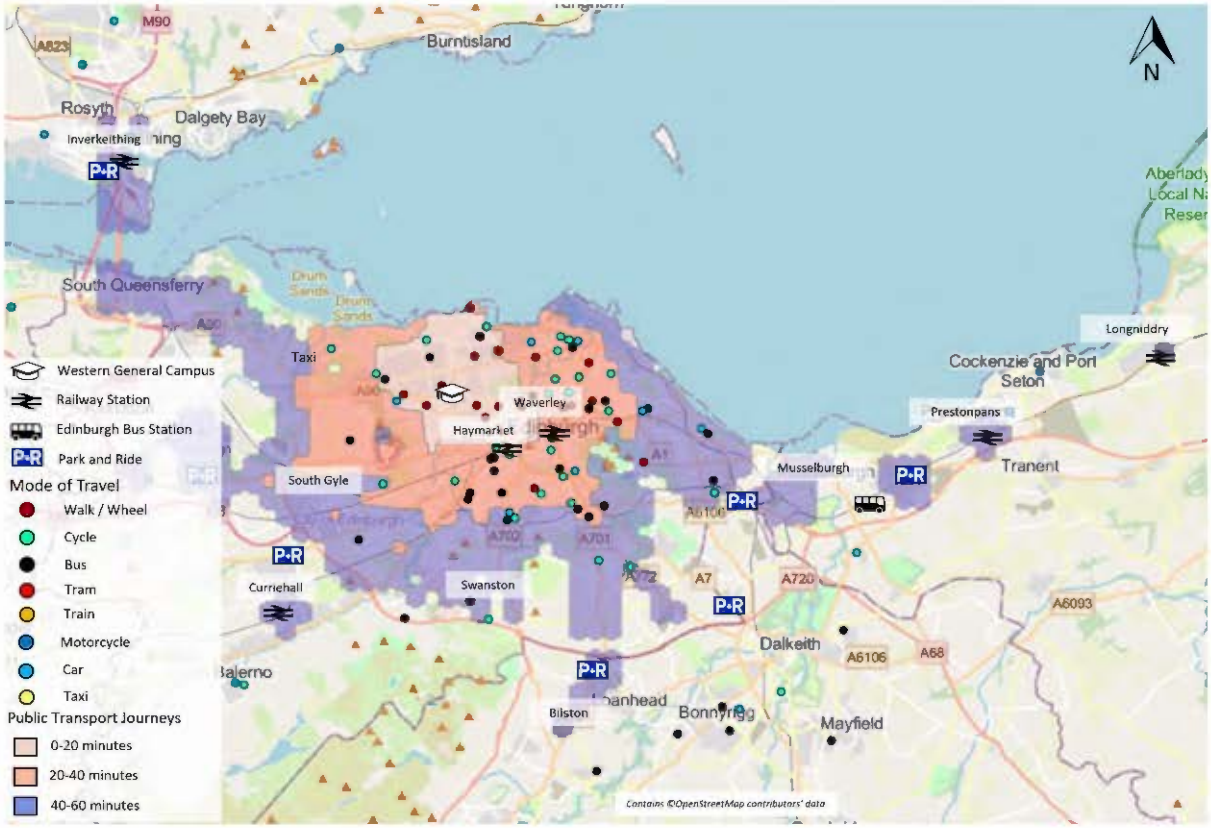


Figure 7-5: Staff 60-minute Western General public transport catchment

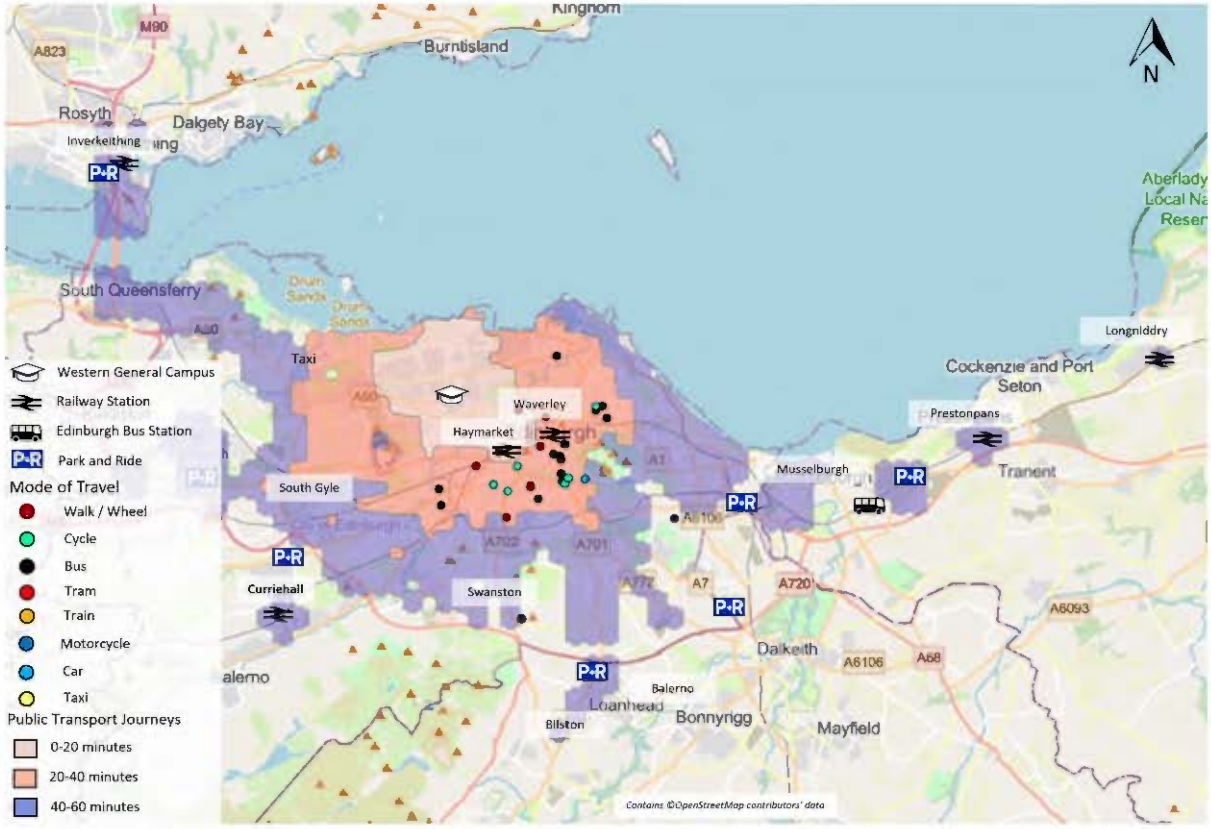


Figure 7-6: Student 60-minute Western General public transport catchment

Based on **Figure 7.5** and **7.6**, Inverkeithing, Longniddry and Bilston are all within a 60-minute public transport journey from Western General Hospital. Areas of Leith, South Gyle, Marchmont and Broughton can be reached within a 40-minute journey.

Parts of the Edinburgh City Centre is accessible within a 20-minute public transport journey, with connections to Edinburgh Tram also within this timeframe.

Catchment mapping shows that 66% of staff and 86% of students live in the public transport catchment. Currently 34% of students and 56% of staff commute by public transport as their main mode across Western General campus.

7.5.4 Motorised Vehicle Catchment

Figures 7-7 and **7-8** highlight the motorised vehicle catchment from the Western General, for staff and students respectively. The motorised vehicle catchment has isochrones of 20, 40 and 60-minute intervals.

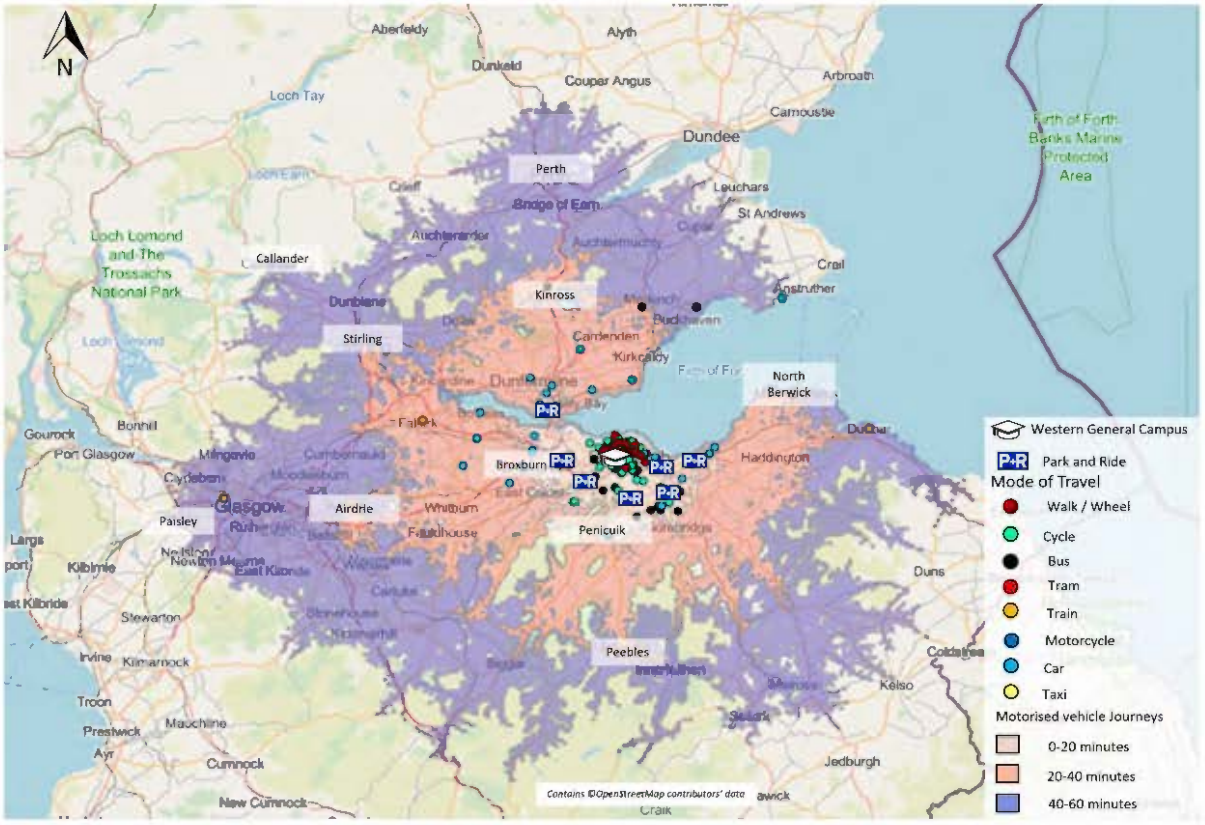


Figure 7-7: Staff 60-minute Western General motorised vehicle catchment

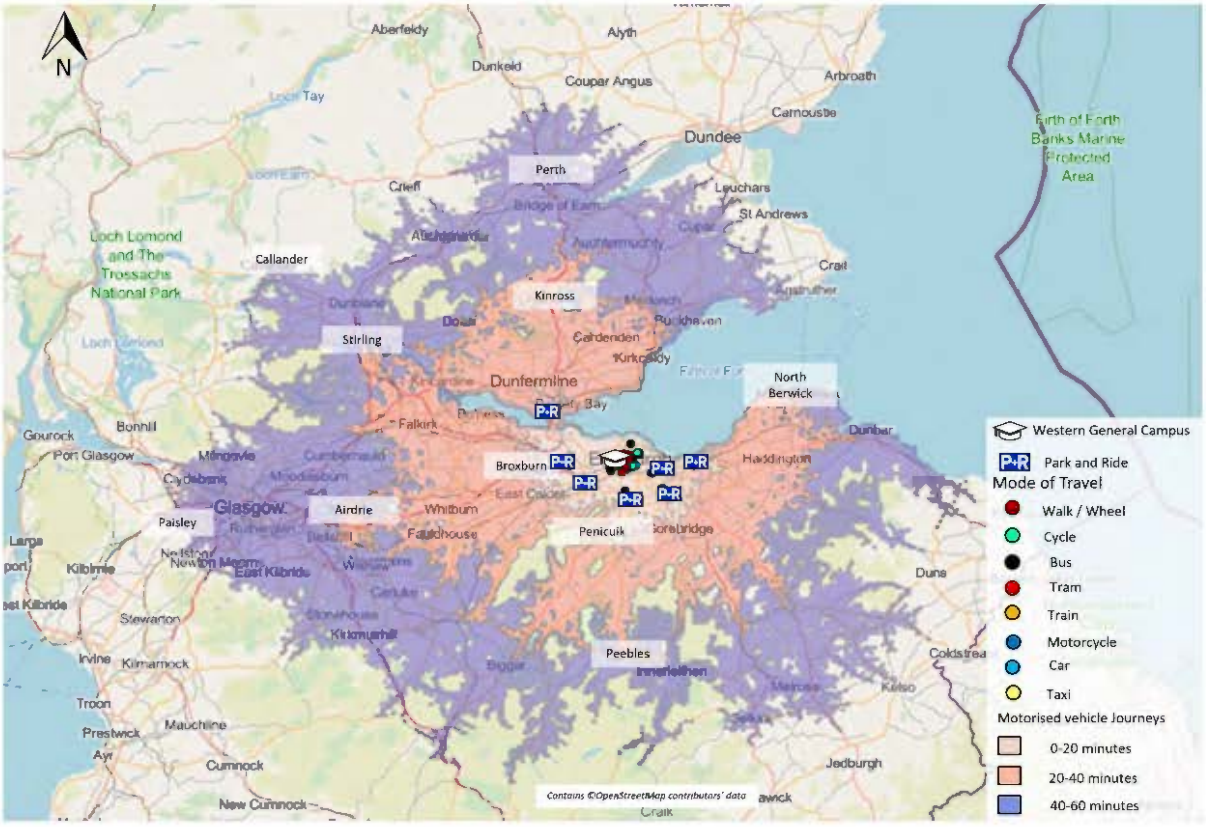


Figure 7-8: Student 60-minute Western General motorised vehicle catchment

From the figures, large areas of East Lothian, Midlothian, West Lothian, Fife, Perth and Kinross are all within the 60-minute driving catchment.

The park and rides surrounding Edinburgh city bypass are within a 20-minute drive of Western General along with Leith, Prestonpans, Penicuik and Kirkliston.

The postcode mapping highlights that most staff and students live in the 20-minute driving catchment surrounding the campus. Mode shares for car transport at Western General is 23% for staff and 5% for students.

7.5.5 20-minute Neighbourhood Analysis

Figure 7-9 reviews the number of 20-minute neighbourhood criteria within a 20-minute round-trip of the Western General. The catchment has isochrones of 2, 4, 6, 8 and 10-minute intervals.

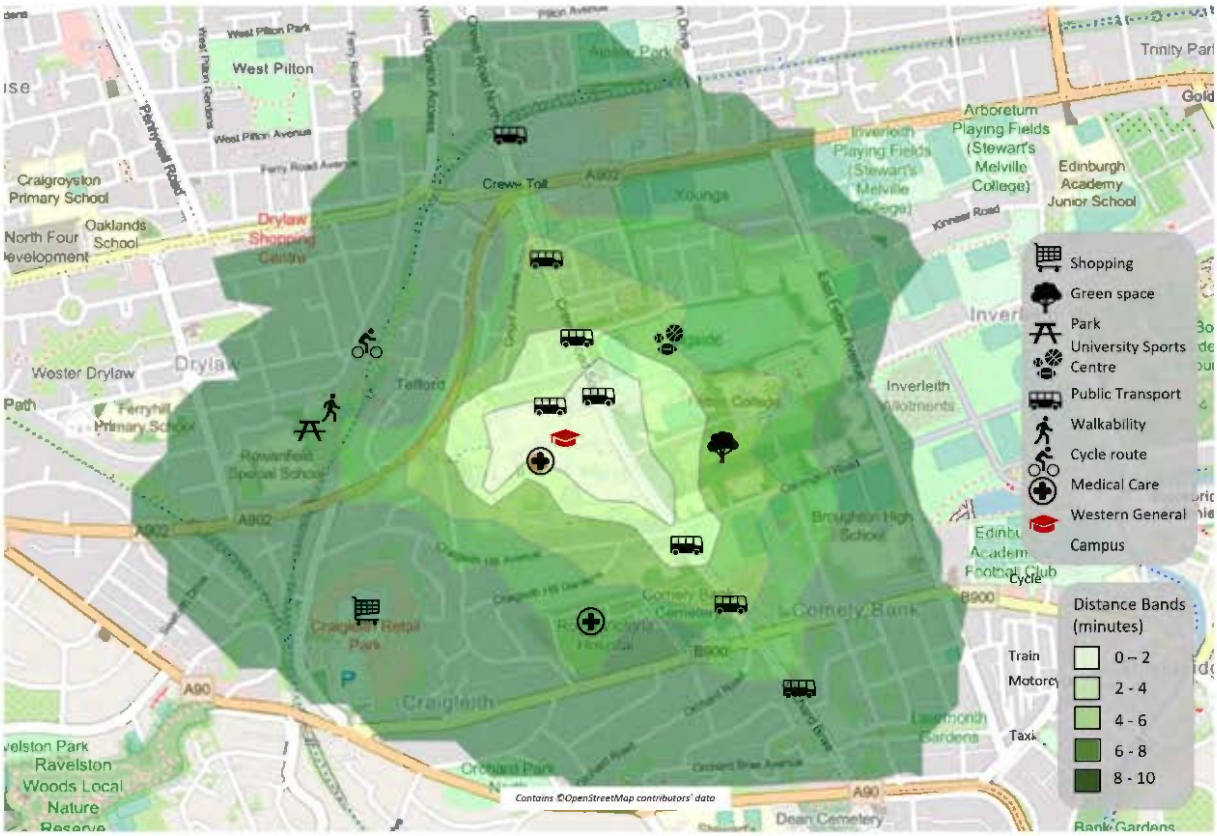


Figure 7-9: 20-minute Neighbourhood Analysis, Western General

From **Figure 7-9**, there is cycle path within a 10-minute walk of Western General to the west at the Telford Path. Amenities such as Craigleith Retail Park, green space and a university sports centre are also within this timeframe.

Several bus stops on Crewe Road South are very accessible from Western General and such services offer access to much of the city of Edinburgh.

8 Site Specific: Pollock Halls

A total of 98 non-academic staff based at Pollock Halls responded to the survey, which represents 18% of all staff based at Pollock Halls. A total of 225 students living at Pollock Halls student accommodation responded to the survey.

8.1 Mode Share

Table 8-1 shows the staff and student (those living at the accommodation) mode share for Pollock Halls. The mode share for students is just from those who responded to the survey, and it is not weighted.

Table 8-1: Pollock Halls mode share 2024

Mode	Staff	Student (Living in Pollock Halls Student Accommodation)
Bus	34.0%	17.0%
Car Driver Alone	31.0%	0.0%
Car Driver with Passenger	4.0%	0.0%
Car Passenger	4.0%	1.2%
Cycle	8.0%	7.3%
Mobility Scooter	0.0%	0.0%
Motorcycle	0.0%	0.0%
Rail	5.0%	0.0%
Taxi	0.0%	0.4%
Tram	0.0%	0.0%
Walk	14.0%	61.1%
Shuttle Bus	0.0%	13.0%

8.2 Staff

Bus is the main mode of transport for staff working at Pollock Halls (34%), followed by car driver alone with (31%). Travel by all forms of car transport has reduced by 7.1 percentage points since the 2023 survey, now sitting at a combined total of 39% for car travel in 2024.

8.3 Students

Students living at Pollock Halls primarily walk as their main mode (70.2%) and 19.2% of studetns use bus. There are no car drivers amongst those who were surveyed.

8.4 Sustainable Transport Initiatives

At Pollock Halls staff were most aware of the following sustainable transport initiatives:

- Cycle2Work (77%)
- Campus maps (44%)
- Doctor bike (42%)

Students and staff were least aware of:

- Staff cycling community (7%)

- Bike toolkits (8%)
- Bike Buddies (9%)

8.5 Catchment Mapping

The following section demonstrates the accessibility of key services and locations within a 20-minute walk, 30-minute cycle, 60-minute drive and 60-minute journey by public transport from Pollock Halls. Only staff postcodes are plotted in the Pollock Halls mapping.

Table 8-2 shows the percentage of staff living within the walk, cycle, public transport or driving catchments of Pollock Halls, alongside the existing mode share at the campus.

Table 8-2: Percentage of staff in a travel mode catchment and the proportion of those already using that mode at Pollock Halls

Role	Staff			
Catchment	**Walk**	**Cycle**	**Public Transport**	**Car**
Pollock Halls	8%	57%	75%	99%
(% already using this mode at Pollock Halls)	14%	8%	39%	39%

8.5.1 Walking Catchment

Figure 8-1 shows the walking catchment from Pollock Halls. The walking catchment has isochrones of 5, 10 and 20-minute intervals.

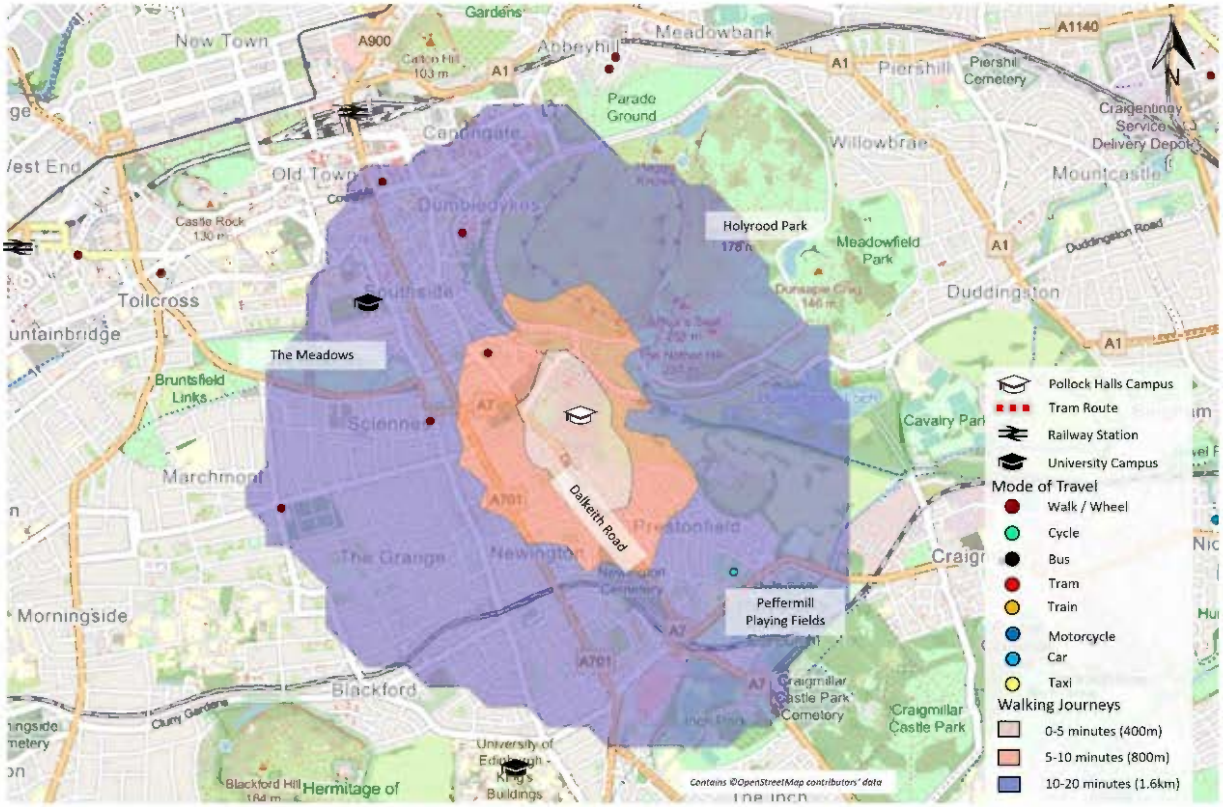


Figure 8-1: 20-minute Pollock Halls walking catchment

From **Figure 8-1,** most of the south of Edinburgh city centre can be accessed, including The Grange and Southside. Of those living within the walking catchment, all but one walk to Pollock Halls (the remaining person cycles as their main mode).

8.5.2 Cycling Catchment

Figure 8-2 highlights the cycling catchment from Pollock Halls. The cycling catchment has isochrones of 10, 20 and 30-minute intervals.

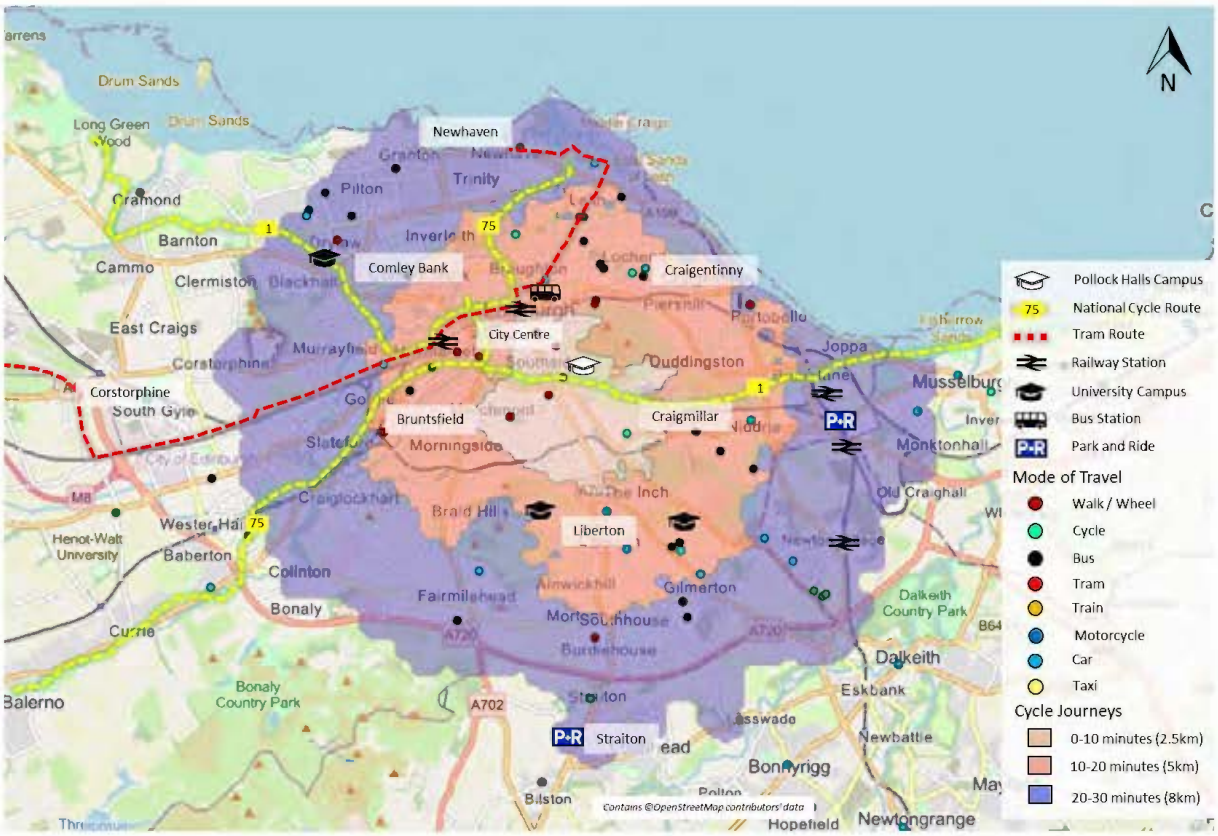


Figure 8-2: 30-minute Pollock Halls cycling catchment

From **Figure 8-2**, the vast majority of Edinburgh is within a 30-minute cycle of Pollock Halls with Leith, Straiton, Craiglockhart and Granton all accessible. Edinburgh city centre, Craigmillar, The Inch and Bruntsfield are within a 10-minute cycle.

National Cycle Routes 1 and 75 provide safe cycling conditions areound Edinbrugh for active mode users and NCR 1 passes Pollock Halls.

Few staff cycle to Pollock Halls (the mode share is 8%), however catchment mapping shows that 57% are inside the cycling catchment area.

8.5.3 Public Transport Catchment

Figure 8-3 highlights the public transport catchment from Pollock Halls. The public transport catchment has isochrones of 20, 40 and 60-minute intervals.

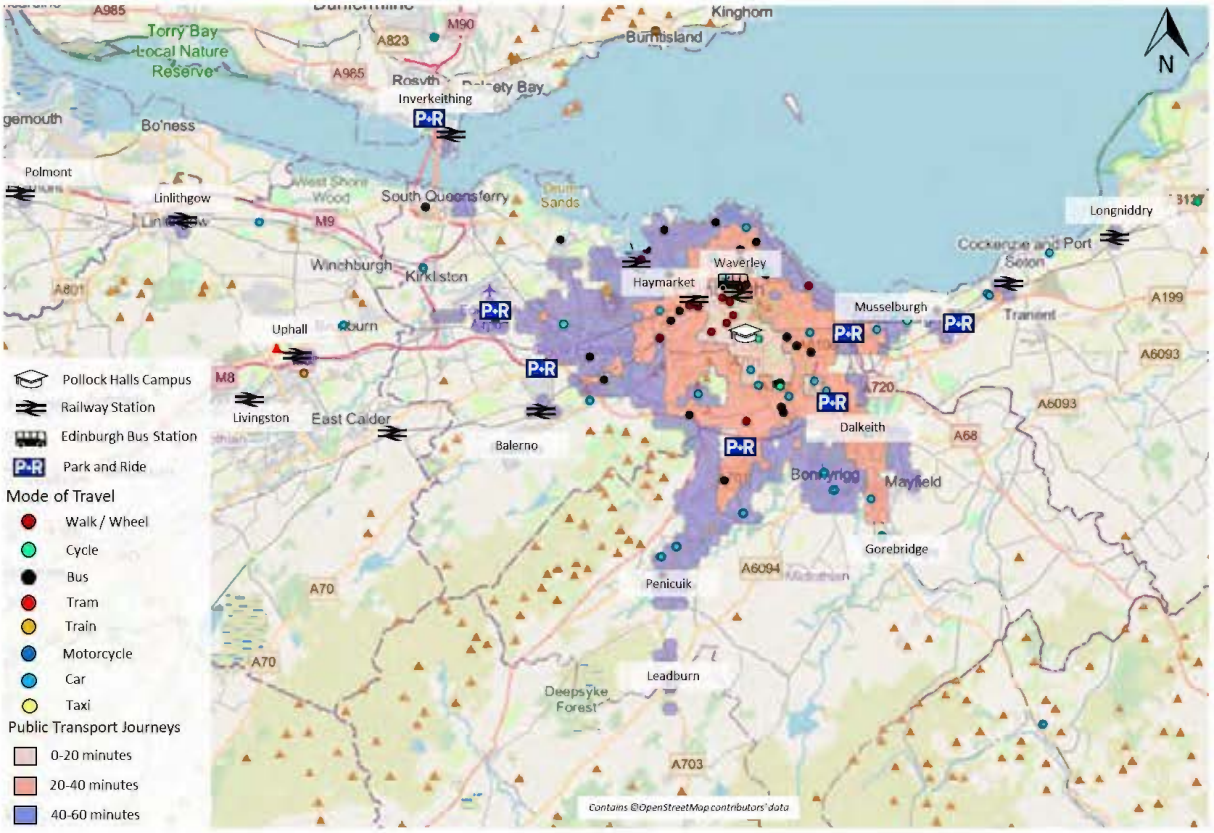


Figure 8-3: 60-minute Pollock Halls public transport catchment

From **Figure 8-3**, South Queensferry, Linlithgow, Longniddry and Leadburn are all within a 60-minute public transport journey from Pollock Halls. Areas of Dalkeith, Straiton and Leith can be accessed within a 40-minute journey.

Much of the Edinburgh City Centre is accessible within a 20-minute public transport journey, with connections to Edinburgh Waverley Train Station and Edinburgh Tram also within this timeframe.

The majority of staff live within the public transport catchment (75%), but the mode share for motorised vehicle is 39% across the campus. This highlights that there is a possibility for a shift in transport modes for staff commuting to Pollok Halls.

8.5.4 Motorised Vehicle Catchment

Figure 8-4 highlights the motorised vehicle catchment from the Pollock Halls. The motorised vehicle catchment has isochrones of 20, 40 and 60-minute intervals.

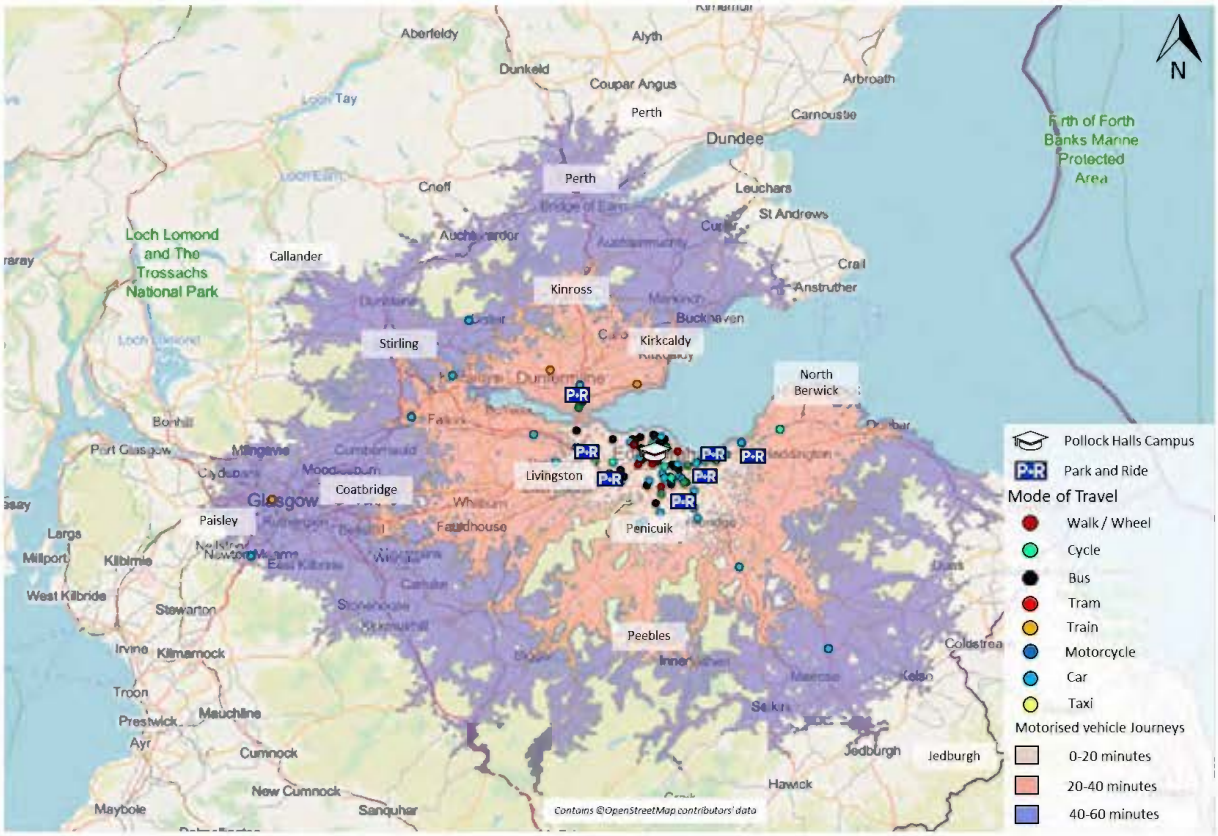


Figure 8-4: 60-minute Pollock Halls motorised vehicle catchment

From **Figure 8-4**, large areas of East Lothian, Midlothian, West Lothian, Fife and Perth & Kinross are all within the 60-minute driving catchment.

The Park and Rides surrounding Edinburgh are within a 20-minute drive of Pollock Halls along with Leith, Prestonpans, Penicuik and Kirkliston.

Most staff members live inside the 20-minute driving catchment, indicating they are only short driving trips which suggest there is a possibility to shift to more sustainable modes for these shorter trips.

8.5.5 20-minute Neighbourhood Analysis

Figure 8-5 reviews the number of 20-minute neighbourhood criteria within a 20-minute round-trip of Pollock Halls. The catchment has isochrones of 2, 4, 6, 8 and 10-minute intervals.

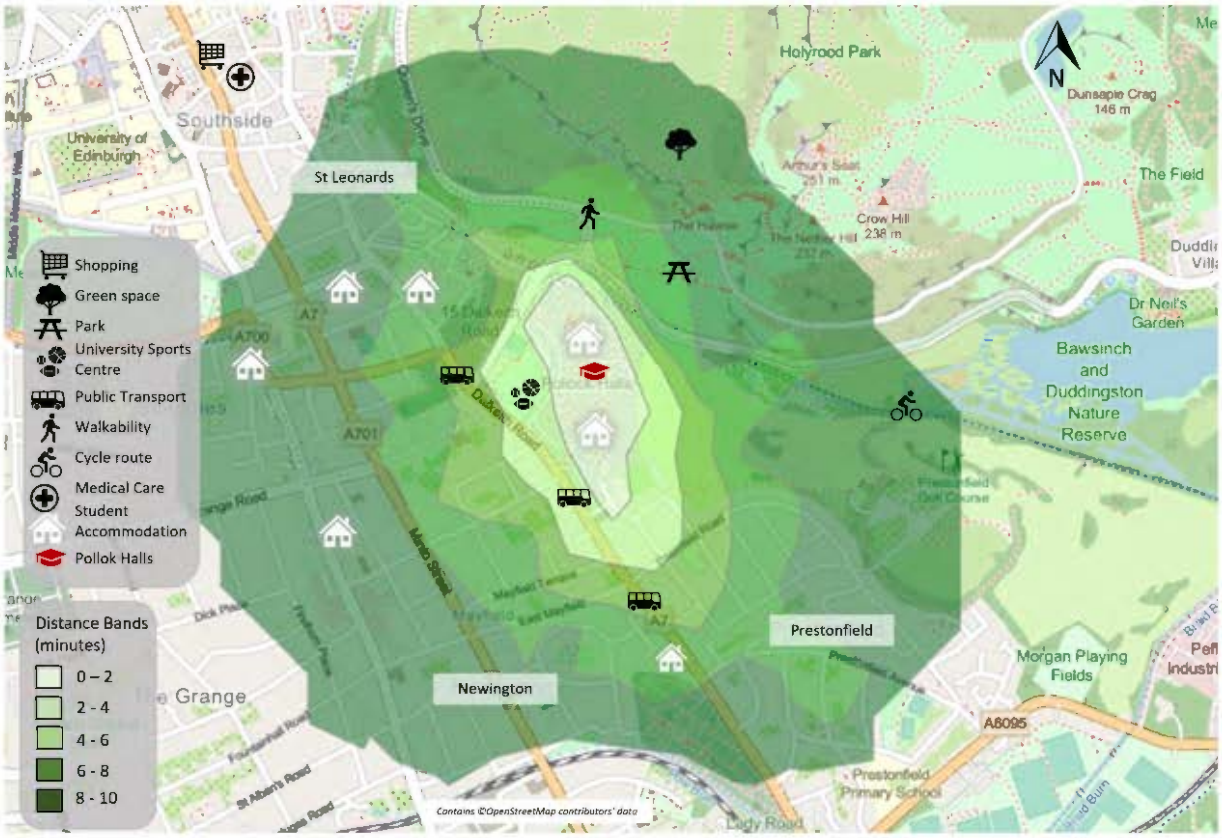


Figure 8-5: 20-minute Neighbourhood Analysis, Pollock Halls

From **Figure 8-5,** several bus stops can be found along Old Dalkeith Road which suggests there are good public transport links close to Pollock Halls. The number 2, 14 30, 33, 51 and X95 stop here providing numerous routes to the north and south. To the east there is a safe cycle route as well as safe waking routes and green space.

9 Summary

9.1 Conclusions

The results of the 2024 University of Edinburgh travel survey show a continued high uptake of sustainable modes of travel by staff and students across the six main campuses. 78% of staff and 94% of students travel actively or by public transport as their main mode of travel.

The past year has seen an increase in the rate of both staff and students travelling by bus, helped in part by the introduction of free bus travel in Scotland for under 22's and the growing confidence in public transport post COVID. Levels of rail travel have remained the same (9.4%) even with the ending of Scotrail's six-month trail of removing peak-time fares which could be a dissuasion to use rail as a method of transport.

Rates of students cycling to campuses decreased slightly (0.3 percentage points) but increased amongst staff (1.4 percentage points). Overall rates of walking reduced slightly (by 2.8 percentage points) but this may be because of other modes (such as bus) becoming more attractive around Edinburgh.

Central Area campus observed the highest rates of walking amongst staff and students, likely due to the location within a short walk of numerous student accommodation sites and residential areas. Cycling was most common at campuses such as BioQuarter and King's Buildings amongst both staff and students. Easter Bush had the lowest rates of active travel by staff and students, which is likely due to the remote nature of the campus and the lack of cycling infrastructure in the surrounding area.

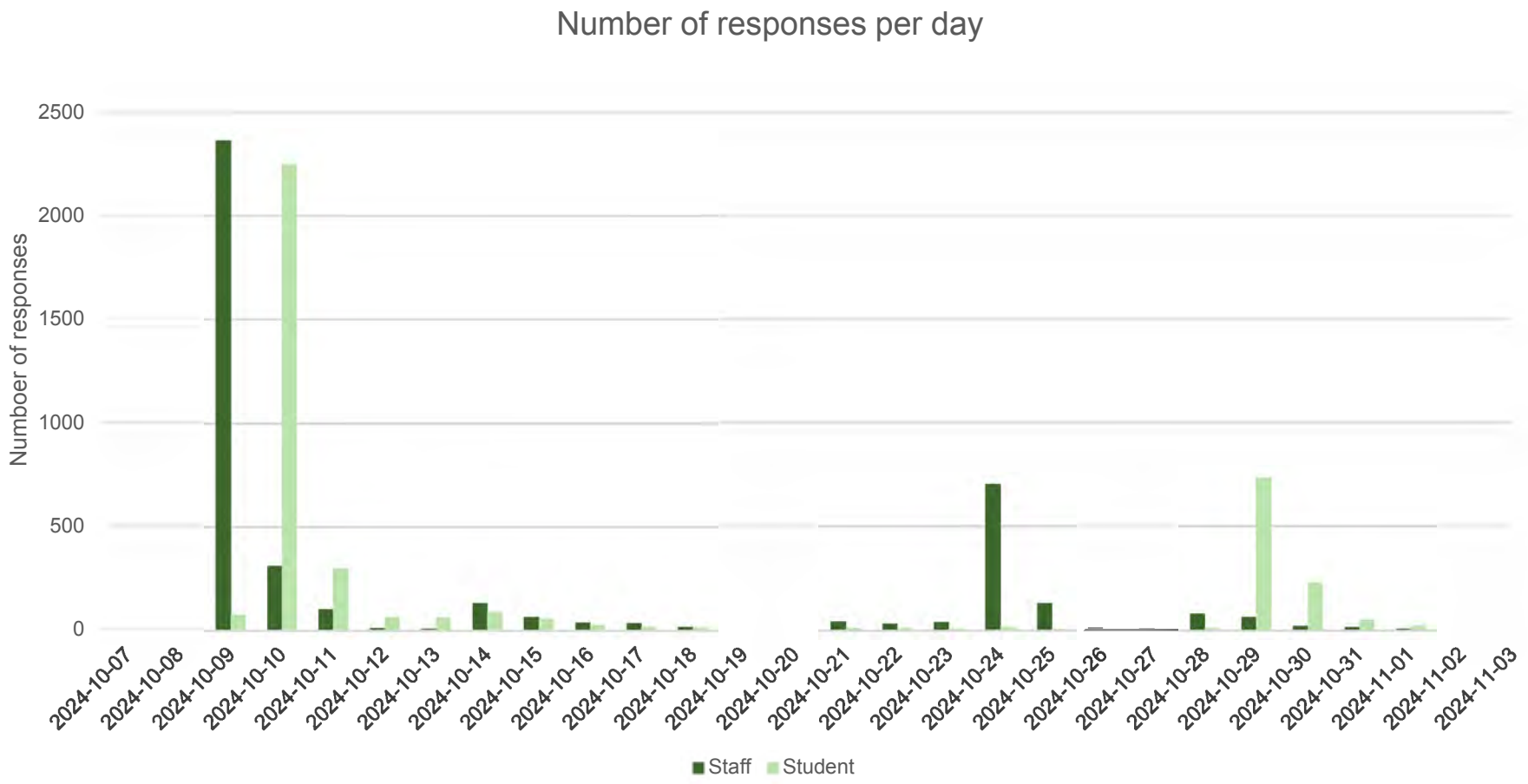
9.2 Recommendations

It is recommended that the travel survey continues to be undertaken annually in order to provide a clear insight to year-on-year trends and to allow the University to adapt quickly to changing travel habits and perceived barriers to sustainable travel by staff and students.

The provision of postcode mapping of staff and student postcodes, against the catchment maps for different modes of travel could be used in future decision making by the University when liaising with public transport service providers, discussing new active travel routes with Local Authoirities, when reviewing car-sharing viability, or when deciding where to locate future student accommodations.

It is recommended that for the next iteration of the travel survey the key questions are kept the same and the methodology repeated to allow direct comparisons with the results of the 2022 and 2023 surveys.

Appendix A – Survey Response Rate



Appendix B – Carbon Footprint Methodology

Weighting by Modes

Results have been weighted for mode share and carbon footprint estimations based on the response rate per campus for staff and students. This ensures that commuting patterns are not overrepresented for a certain campus amongst the results. This allows the closest like-for-like comparison with previous years' data.

Data Cleaning

There are a number of entries where the respondents had given a very large distance of travel to get to the University. All entries were reviewed and if the distance was deemed to be too large for the mode, the results were excluded from the Carbon Footprint Calculation. The maximum commuting travel distances are assumed to be 5 miles for walking and mobility scooter, 40 miles for cycling, 120 miles for car and bus, 150 miles for train and 60 miles for all other modes. Each staff member and student were asked about their usual modes of transport to the university. For each mode they were asked the distance that they travelled. Using this information and the DEFRA Carbon Conversion factors 2024 from the Gov.UK website, the carbon footprint for each mode was calculated and then summed to give an overall daily carbon footprint per respondent.

(CCF of mode a x distance x 2)+(CCF of mode b x distance x 2)+⋯=Daily CF

To annualise the carbon footprint for staff, the daily carbon footprint was multiplied by the number of days each staff member works and by 47 weeks. To annualise the student daily carbon footprint, it was multiplied by the number of days each student attends the University and then by 44 weeks for Postgraduates and 30 weeks for Undergraduates. This is the same method as applied to previous years' calculations.

Daily CF x number of days per week at work x (47) A* or 30) A(**) or (44) A(***)=Annual CF

Where:

- Total number of weeks per year staff work, assuming 5 weeks annual leave
- Total number of weeks per year undergraduate study
- Total number of weeks per year postgraduate study

Table 1 shows the DEFRA carbon emissions values by mode and compares them to those used in the 2019, 2022, 2023 and 2024 reporting. **Table 2** shows a breakdown of carbon footprint results.

Table 1: Carbon emission factors by mode

Mode	Category	Kg CO2e/mile (2019)	Kg CO2e/mile (2022)	Kg CO2e/mile (2023)	Kg CO2e/mile (2024)
Car (petrol)	Small	0.236	0.236	0.226	0.231
	Medium	0.298	0.298	0.286	0.284
	Large	0.445	0.445	0.437	0.432
	Average	0.275	0.275	0.263	0.264
Car (diesel)	Small	0.226	0.226	0.221	0.225
	Medium	0.271	0.271	0.266	0.271
	Large	0.338	0.338	0.333	0.334
	Average	0.275	0.275	0.271	0.273
Electric Vehicle (battery)		0.097	0.117	0.120	0.076
Hybrid	Small	-	0.165	0.162	0.048
	Medium	0.175	0.175	0.174	0.131
	Large	0.247	0.247	0.243	0.166
Unknown Car		0.285	0.275	0.266	0.269
Motorcycle	Up to 125cc	0.134	0.134	0.130	0.134
	125cc to 500c	0.163	0.163	0.158	0.163
	Over 500cc	0.214	0.214	0.210	0.213
Public Bus		0.169	0.174	0.190	0.209
Shuttle Bus		0.170	0.174	0.190	0.209
Rail		0.066	0.057	0.056	0.057
Taxi		0.292	0.336	0.335	0.239
Tram		0.035	0.046	0.044	0.046
LPG		-	0.319	0.316	0.317
Motorcycle (Average)		-	0.183	0.179	0.183

Table 2: Estimated annual carbon footprint

Role	Estimated Annual Carbon Footprint (tonnes of CO2e)				Estimated Annual Carbon Footprint per individual (tonnes of CO2e)			
	2019	2022	2023	2024	2019	2022	2023	2024
Staff	7,859	5,950	6,249	5,501	0.6	0.4	0.4	0.3
Student	5,999	5,910	8,403	8,609	0.2	0.1	0.2	0.2
Overall	13,858	11,860	14,652	14,111	0.3	0.2	0.3	0.2

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