The University of Edinburgh 2025 Commuter Travel Survey

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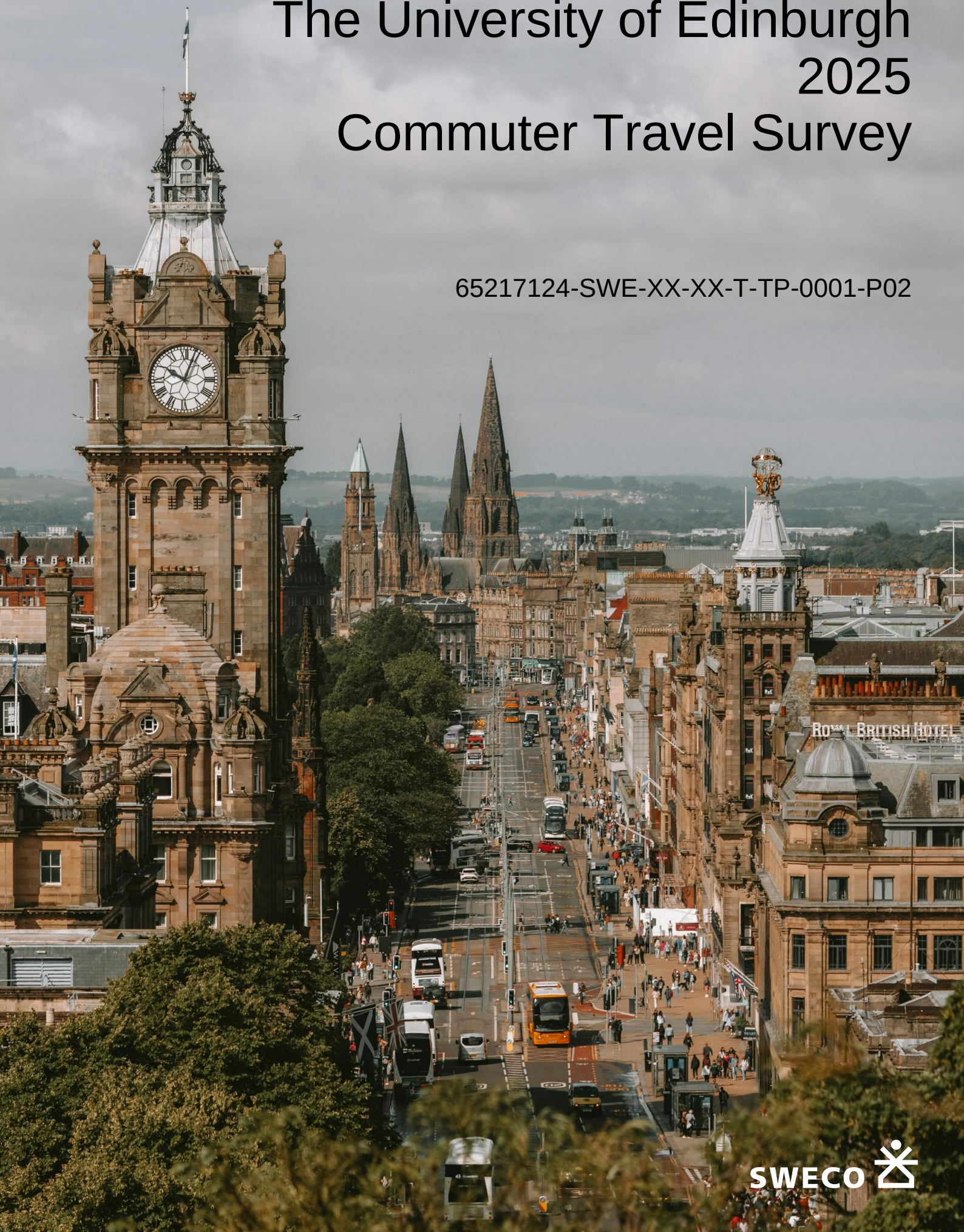

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Author	Bridget Bradshaw
Controlled by	Ewen Campbell
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Executive Summary

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

This report provides a summary of the results of the 2025 Travel Survey, undertaken in October 2025, and comparisons are made to previous travel surveys. The most recent previous travel survey was undertaken in October / November 2024.

16% of staff employed by the University and 7% of students studying at the University responded to the 2025 travel survey. Mode share results are weighted to ensure all campuses and colleges are equally represented. The reported mode share accounts for the response rate per location for staff compared to the total number of staff at that location, and the response per student per college compared to the total number of students in that college.

For carbon calculations related to commuting travel, staff and students provided full details of their journeys, including distances for each mode of travel if multiple modes were used (e.g. walking and bus). However, for mode share calculations, only the mode of transport with the longest distance travelled in each journey was used to form the overall mode share data.

Mode Share

The University mode share for 2025 is shown in **Table E-1**.

Table E-1: University mode share in 2025

Mode of Travel	Staff	Student
Walk	21.5%	35.4%
Mobility Scooter	0.1%	0.1%
Cycle	17.4%	6.4%
Tram	0.9%	0.6%
Rail	13.2%	10.8%
Public Bus	26.0%	33.4%
Shuttle Bus	1.1%	8.8%
Taxi	0.3%	0.4%
Motorcycle	0.4%	0.1%
Car Passenger	1.4%	0.8%
Car Driver with Passenger	2.8%	0.5%
Car Driver Alone	15.0%	2.7%

note - percentages rounded to one decimal place

Walking and public bus are the most common modes of travel for both staff and students in 2025. Cycling is the third most common mode amongst staff followed by car driver alone and then rail. Rail is the third most common mode of travel for students followed by shuttle bus.

Historical Comparisons

This section outlines comparisons to the results of the previous travel survey completed in 2024. **Table E-2** shows the comparison of mode share for staff and students and the percentage point change between 2024 and 2025.

Table E-2: Mode share comparison between 2024 and 2025

Mode of Travel	Staff			Student		
	2024	2025	Percentage point change	2024	2025	Percentage point change
Walk	22.4%	21.5%	-0.9	37.4%	35.4%	-2.0
Mobility Scooter	0.0%	0.1%	0.1	0.1%	0.1%	0.0
Cycle	16.2%	17.4%	1.2	7.1%	6.4%	-0.7
Tram	0.5%	0.9%	0.4	0.4%	0.6%	0.2
Rail	11.9%	13.2%	1.3	8.3%	10.8%	2.5
Public Bus	26.6%	26.0%	-0.6	33.4%	33.4%	0.0
Shuttle Bus	0.6%	1.1%	0.5	7.5%	8.8%	1.3
Taxi	0.1%	0.3%	0.2	0.3%	0.4%	0.1
Motorcycle	0.2%	0.4%	0.2	0.0%	0.1%	0.1
Car Passenger	1.6%	1.4%	-0.2	1.6%	0.8%	-0.8
Car Driver with Passenger	3.6%	2.8%	-0.8	0.8%	0.5%	-0.3
Car Driver Alone	16.4%	15.0%	-1.4	3.1%	2.7%	-0.4

note - percentages rounded to one decimal place

In comparison to 2024, the walk mode share has decreased for both staff (-0.9 percentage points) and students (-2.0 percentage points). Compared to the 2019 baseline, walking for staff has reduced by 4.0 percentage points and for students by 13.9 percentage points.

In comparison to 2024, public bus use has remained constant for students (at 33.4% mode share), however for staff it has reduced slightly to 26.0% (-0.6 percentage points).

The shuttle bus mode share has increased for both staff and students compared to 2024; it is now the main mode for 8.8% of students at the University, up 1.3 percentage points from 2024.

The removal of peak Scotrail train fares in 2025 is assumed to have been a contributing factor in the rail mode share increasing by 1.3 percentage points for staff to 13.2% mode share and by 2.5 percentage points for students to 10.8%.

There has been a reduction in mode share across all car-related modes in comparison to the 2024 survey. Car driver alone for staff has reduced by 1.4 percentage points to 15.0% and for students it has reduced by 0.4 percentage points to 2.7% mode share. One possible cause for this is the increase in parking permit charges for the first time in a decade and the reduced number of permits allocated. Both these measures were introduced in December 2024.

Carbon Emissions

The annual carbon emissions from commuter travel at the University is 15,941 tonnes of CO_2e in 2025. This is a 1.3% decrease compared to the 2024 emissions. Compared to the 2019 baseline (13,354 tonnes of CO_2e) this represents a 19.4% increase.

Overall, the large increase in annual carbon emissions from commuter travel at the University compared to the 2019 baseline can mainly be attributed to the considerable reduction in use of active travel by students. The number of students using active travel as a mode of transport has dropped by 18% between 2019 and 2025, with 60% indicating use of active travel modes in 2019 and 42% in 2025 respectfully. A similar, but smaller reduction, of 3% is observed for staff over the same period. In addition, between 2019 and 2025, the use of public transport has increased; therefore the switch from

non-carbon emitting modes to carbon emitting modes has resulted in an associated increase in carbon emission.

Progress Towards Targets

Table E-3 demonstrates the changing mode share across the University as a whole, and by campus for staff and students. The 2025 Travel Survey results are compared to the 2024 results, and the 2030 targets set out in the City of Edinburgh's City Mobility Plan 2030 ("CMP"). The CMP targets have been adopted by the University in its Integrated Transport Plan 2023-2030 ("ITP").

Table E-3: Mode share comparison across the University and by campus for staff and students

Overall University						
Mode	Staff (trips to employment)			Students (trips to education)		
	2030 Target (CMP / ITP)	2024 Travel Survey	2025 Travel Survey (% point change)	2030 Target (CMP / ITP)	2024 Travel Survey	2025 Travel Survey (% point change)
Walk / Mobility Scooter	>20%	22%	22% (0)	>32%	37%	36% (-1)
Cycle	>9%	16%	17% (+1)	>7%	7%	6% (-1)
Bus / Tram	>46%	28%	28% (0)	>57%	41%	43% (+2)
Rail	>1%	12%	13% (+1)	>1%	8%	11% (+3)
Car / Motorcycle / Taxi	<24%	22%	20% (-2)	<3%	6%	4% (-2)
Central Area						
Mode	Staff (trips to employment)			Students (trips to education)		
	2030 Target (CMP / ITP)	2024 Travel Survey	2025 Travel Survey (% point change)	2030 Target (CMP / ITP)	2024 Travel Survey	2025 Travel Survey (% point change)
Walk / Mobility Scooter	>20%	28%	28% (0)	>32%	48%	44% (-4)
Cycle	>9%	13%	15% (+2)	>7%	4%	4% (0)
Bus / Tram	>47%	28%	28% (0)	>57%	33%	35% (+2)
Rail	>1%	18%	20% (+2)	>1%	10%	14% (+4)
Car / Motorcycle / Taxi	<24%	12%	10% (-2)	<3%	4%	3% (-1)
King's Buildings						
Mode	Staff (trips to employment)			Students (trips to education)		
	2030 Target (CMP / ITP)	2024 Travel Survey	2025 Travel Survey (% point change)	2030 Target (CMP / ITP)	2024 Travel Survey	2025 Travel Survey (% point change)
Walk / Mobility Scooter	>20%	21%	17% (-4)	>32%	20%	21% (1)
Cycle	>9%	25%	29% (+4)	>7%	13%	11% (-2)
Bus / Tram	>47%	23%	25% (+2)	>57%	57%	58% (1)
Rail	>1%	3%	4% (+1)	>1%	3%	5% (2)
Car / Motorcycle / Taxi	<24%	28%	25% (-3)	<3%	6%	5% (-1)

BioQuarter						
Mode	Staff (trips to employment)			Students (trips to education)		
	2030 Target (CMP / ITP)	2024 Travel Survey	2025 Travel Survey (% point change)	2030 Target (CMP / ITP)	2024 Travel Survey	2025 Travel Survey (% point change)
Walk / Mobility Scooter	>20%	7%	8% (+1)	>32%	8%	5% (-3)
Cycle	>9%	20%	19% (-1)	>7%	21%	20% (-1)
Bus / Tram	>47%	35%	33% (-2)	>57%	49%	53% (+4)
Rail	>1%	6%	5% (-1)	>1%	8%	8% (0)
Car / Motorcycle / Taxi	<24%	30%	34% (+4)	<3%	14%	14% (0)
Western General						
Mode	Staff (trips to employment)			Students (trips to education)		
	2030 Target (CMP / ITP)	2024 Travel Survey	2025 Travel Survey (% point change)	2030 Target (CMP / ITP)	2024 Travel Survey	2025 Travel Survey (% point change)
Walk / Mobility Scooter	>20%	19%	20% (+1)	>32%	20%	12% (-8)
Cycle	>9%	24%	19% (-5)	>7%	19%	26% (+7)
Bus / Tram	>47%	31%	34% (+3)	>57%	56%	45% (-11)
Rail	>1%	3%	4% (+1)	>1%	0%	6% (+6)
Car / Motorcycle / Taxi	<24%	23%	23% (0)	<3%	5%	11% (+6)
Pollock Halls						
Mode	Staff (trips to employment)			Students (trips to education)		
	2030 Target (CMP / ITP)	2024 Travel Survey	2025 Travel Survey (% point change)	2030 Target (CMP / ITP)	2024 Travel Survey	2025 Travel Survey (% point change)
Walk / Mobility Scooter	>20%	14%	19% (+5)	>32%	61%	63% (+2)
Cycle	>9%	8%	13% (+5)	>7%	7%	8% (+1)
Bus / Tram	>47%	34%	17% (-17)	>57%	30%	28% (-2)
Rail	>1%	5%	13% (+8)	>1%	0%	0% (0)
Car / Motorcycle / Taxi	<24%	39%	38% (-1)	<3%	2%	1% (-1)
Easter Bush						
Mode	Staff (trips to employment)			Students (trips to education)		
	2030 Target (CMP / ITP)	2024 Travel Survey	2025 Travel Survey (% point change)	2030 Target (CMP / ITP)	2024 Travel Survey	2025 Travel Survey (% point change)
Walk / Mobility Scooter	>20%	4%	3% (-1)	>32%	1%	3% (+2)
Cycle	>9%	8%	4% (-4)	>7%	3%	4% (+1)
Bus / Tram	>47%	25%	29% (+4)	>57%	71%	73% (+2)
Rail	>1%	2%	1% (-1)	>1%	1%	2% (+1)
Car / Motorcycle / Taxi	<24%	61%	64% (+3)	<3%	25%	18% (-7)

Overall, staff are exceeding the mode share targets adopted in the University ITP with the exception of bus / tram travel which is currently 28% model share compared to a target of greater than 46%. However, it must be noted that part of the reason for this is because more staff cycle or take the train as their main mode of commuting travel, which is arguably more sustainable as they emit none or less direct carbon emissions in comparison to bus travel.

Overall, students achieve two out of five of the ITP targets. The target of 32% mode share for walk / mobility scooter is exceeded by 4% and the target of greater than 1% for rail is exceeded by 10%. For car / motorcycle / taxi and cycle the University is 1% away from meeting the ITP targets.

Across individual campuses the University is largely meeting the targets adopted in the University ITP. There are specific instances or characteristics of a campus (i.e. its location or local transport links) which make certain mode shares targets more difficult to achieve; however as described above, the University as a whole is generally meeting or exceeding the mode share targets.

Table E-4 shows the total passenger kilometres travelled by each mode across the University (staff and students combined) for the 2019 baseline, and 2024 and 2025 Travel Survey. The University has adopted the CMP target to reduce car kilometres by 30% by 2030 from the 2019 baseline as part of the ITP.

Table E-4: Distance travelled (passenger kilometres) comparison (000s of kilometres)

Year	Walk	Mobility Scooter	Cycle	Public Bus	Shuttle Bus	Tram	Rail	Taxi	Motor-cycle	Car
2019	40,099	26	13,004	56,481	4,260	971	57,258	834	1,143	46,597
2024	19,129	121	11,919	56,579	5,124	1,719	69,600	1,477	602	47,952
2025	19,403	136	11,596	57,930	6,110	1,972	76,765	1,182	641	45,426
2019-2025 % change	(-52)%	+418%	(-1)%	+3%	+43%	+103%	+34%	+42%	(-44)%	(-3)%

The results in **Table E-4** show that car kilometres in 2025 have reduced by 3% from the 2019 baseline and have reduced compared to 2024. Some of the variances from 2019 for other modes may seem significant; however, the baseline for some (e.g. mobility scooters) is very small, so a slight increase in absolute value can result in a large percentage increase. Other changes of note are the 52% reduction in walking kilometres and the 34% increase in rail kilometres.

1 Overview

1.1 Background

Sweco was commissioned by The University of Edinburgh ("the University") to analyse the University's 2025 Staff and Student Travel Survey ("the survey").

The University regularly undertakes 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 2025 survey was undertaken 2024.

The 2025 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); and,
- Other.

Results have been weighted for mode share and carbon footprint estimations based on the response rate per campus for staff and rate per College for students. This ensures that commuting patterns are not over-represented for a some of the campus locations in 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 2023-2030 ("ITP").

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 60-question questionnaire, with branching to target questions for individuals based on previous answers.

The survey was live for a two-week period from 13th October 2025 until 26th October 2025.

1.4 Responses

Over the two-week period the survey received 5,858 responses. The overall number of responses has decreased compared to 2024, where 8,355 responses were received. This is likely due to the survey being open for a shorter period in 2025 - two weeks instead of three weeks in 2024. This was due to restrictions imposed by the University's student survey team.

48% of the responses were from students and the remaining 52% from staff. When considering the overall student and staff population this represents a student response rate of 7% and a staff response rate of 16%.

1.5 Catchment Mapping

Catchment mapping has been undertaking to determine 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 each of the six main University campuses considered in the survey.

Valid postcodes, and the corresponding main mode of travel for staff and students have also been mapped. This methodology has been used for all the six main campuses considered in the survey.

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 journey time using the public transport mode and the time to reach the services by foot. The time band for car travel has been chosen to allow comparison to public transport.

20-minute neighbourhood analysis has also been considered. The 20-minute neighbourhood concept is part of the Scottish Government's National Planning Framework (NPF4), which seeks to develop connected, compact neighbourhoods focusing on environmental, social, and economic sustainability. The idea is that essential amenities should be reachable within a 20-minute round trip (10-minute each way) by foot from your home. This concept has been adapted to understand what amenities are available in the areas surrounding University campuses.

The catchment mapping will indicate to the University any areas which experience gaps in provision of public transport and active travel services, or to highlight areas that are well connected and where increased levels of sustainable travel could be achieved.

1.6 Results Power BI

Similar to 2024, a Power BI dashboard was developed for internal use within the University to present the survey results in a more user-friendly and comparable format. This interactive dashboard and mapping enable users to explore the data based on various settings, such as campus, role, or demographics.

1.7 Travel Planning Activities

This section summarises Travel Planning Activities undertaken by the University since the previous survey in Autumn 2024. All travel planning activities are informed by the Integrated Transport Plan (ITP) 2023-2030.

1.7.1 Parking Permit Changes

The University's Car Parking Management system has been reviewed and a number of significant changes introduced at the end of 2024. Of particular significance is the increase to permit prices and communication to permit holders of a planned annual increase, and the incorporation of Accommodation sites into the Parking Management System. Permit prices will be increased annually up until 2030, to bring the cost of an annual permit in line with an annual Lothian Buses Ridacard. This is to ensure parity with staff who travel by public transport. The first increase took place at the start of 2025.

1.7.2 Behaviour Change Initiatives

A behaviour change project, funded by South East of Scotland Transport Partnership (SEStran), was completed in March 2025. This focused on BioQuarter, King's Buildings, and Pollock Halls; three locations where car usage was identified as needing to be reduced in order to meet ITP targets. This project consisted of a mixture of softer behaviour change measures, including led walks and cycles to create a culture of active travel at the campuses, 1-to-1 cycle training, bike maintenance classes, and Doctor Bike free maintenance events.

1.7.3 Supporting Improvements for Active Travel Infrastructure and Services

The above-mentioned SEStran project also funded some active infrastructure on UoE campuses. Public bike pumps have been purchased an installed at two locations at the King's Buildings, and one location at Pollock Halls. A bike maintenance station has been purchased and installed inside a large cycle store at the BioQuarter.

Furthermore, the funding paid for an intern who conducted a comprehensive audit of walking and cycling routes to King's Buildings Campus. This audit included qualitative interviews and surveying campus users, to better understand hyper-local barriers to active travel and perceptions of safety along various routes. A report was submitted to City of Edinburgh Council for their consideration.

The funding also contributed to the continued running of an in-house eBike hire scheme for students at two accommodation sites, called "UniCycles". This scheme provided affordable access to eBike for 134 students in 2024/25. It has come to an end now, and has been replaced by the introduction of a new city-wide scheme, managed by Voi. The University worked closely with the City of Edinburgh Council in the procurement of this scheme, sharing learning from its own experience of running hire schemes. The University have partnered with Voi to host bikes on UoE campuses and ensure affordable access to the scheme for staff and students.

1.7.4 Supporting Public Transport

The University has submitted a response to the City of Edinburgh Council's consultation on the potential extension of Edinburgh Trams along a north-south route between Granton and the BioQuarter. The consultation response was highly supportive of the proposal, recognising the connectivity benefits the route would bring to nearly all UoE campuses (the sole exception being Easter Bush).

The University has continued to liaise closely with Lothian Buses on improvements to public and shuttle bus services at its campuses.

1.7.5 Staff Changes in Transport & Parking

Whilst this is not a travel planning activity, it is worth noting here the staff changes in the University's Transport & Parking Office over the past year. One full-time post was lost due to a voluntary severance, some staff resigned from posts which were not back-filled. The team has seen some restructuring to account for this, and are now working to re-establish themselves in the new structure.

1.8 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 responses by University role and considers overall mode share across all sites.

2.1 Response Rate

In total, for the 2025 Travel Survey, 2,997 responses were received from staff and 2.826 from students, representing an overall response rate of 16% and 7% for staff and students, respectively.

For staff, the number of responses is down by 1,258 responses compared to the 2024 survey, an eight-percentage point decrease in the staff response rate. In that time the number of staff employed by the University has decreased by 815 (from 17,679 to 16,962) which is a 4.6% decrease in population.

The breakdown of staff response rates by location can be viewed in **Table 2-1**.

Table 2-1: Staff response rate by location

Campus	Academic Staff	Non-academic Staff
BioQuarter	17%	22%
Central Area	12%	26%
Easter Bush	17%	15%
King's Buildings	9%	25%
Western General	17%	19%
Other	2%	8%
Pollock Halls	N/A	10%
Other University Accommodation Site	N/A	7%
Total	**12%**	**31%**

For students, the number of responses is down compared to the 2024 survey where 4,093 responses were received from students.

Between 2024 and 205, the number of students enrolled at the University has decreased by 365 (39,125 to 38,760) which equates to a reduction in the student population of approximately 0.9%. As in previous years, students currently studying abroad or fully online are excluded as they do not commute to the University campuses.

Table 2-2 indicates the student response rate by college and status of study.

Table 2-2: Student response rate by college and status

College	Undergraduate	Postgraduate
Arts, Humanities & Social Science	5%	7%
Medicine & Veterinary Medicine	9%	13%
Science & Engineering	9%	9%

The shorter survey period compared to 2024 is considered to be one of the main factors which has contributed to a reduced response rate in 2025; however the total response number of 5,858 yields a good sample size to provide a representative snapshot of the University's travel patterns.

The response rates from staff and students are crucial because carbon emissions are extrapolated from the sample to represent the entire University's population. While the overall response from both groups offers a sufficient sample size for understanding general travel patterns to the University, results from smaller site locations should be interpreted cautiously due to their limited 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 16% of staff and 7% of students.

Figure 2-1 shows the University role of survey respondents.

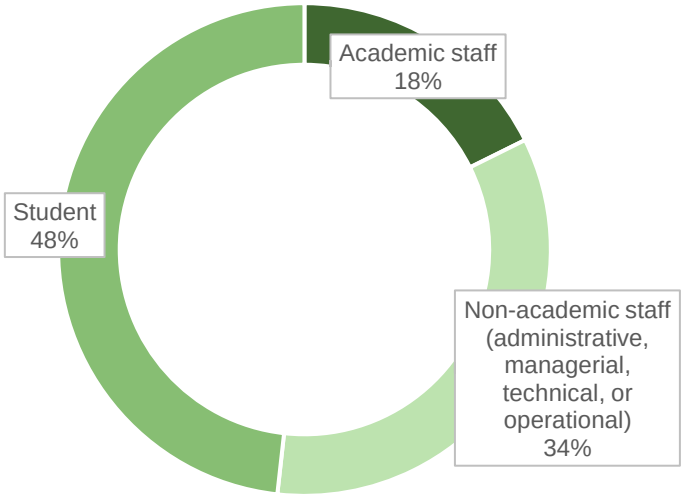

Figure 2-1: Role of respondents

Considering the entire University population (55,722), approximately 70% are students**.** Therefore **Figure 2-1** indicates that students were underrepresented in the survey at only 48% of the total number of respondents. In contrast, staff are overrepresented when considering the overall population of the University.

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

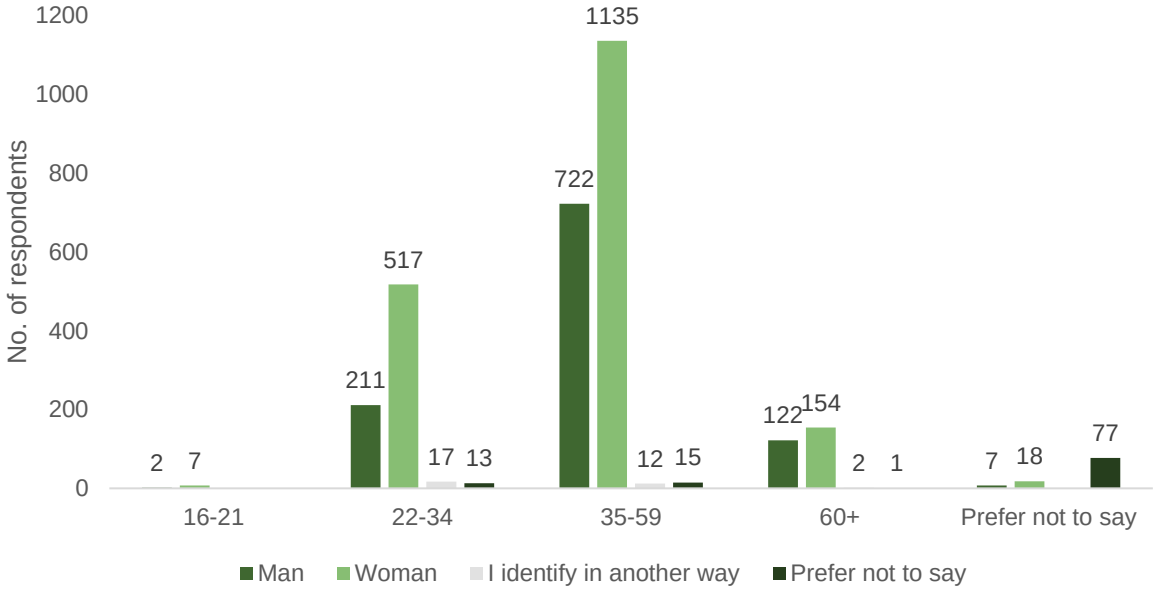

Figure 2-2: Age group and gender status of staff respondents

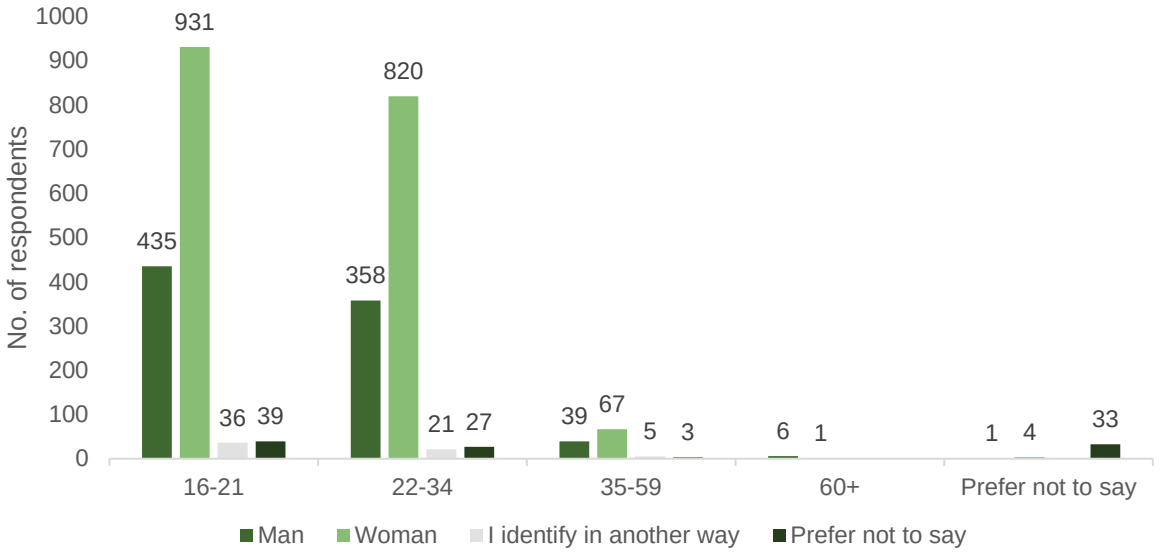

Figure 2-3: Age group and gender status of student respondents

Overall, around twice as many respondents that identify as a woman completed the survey compared to those that identify as men. However, as the overall student and staff populations are both majority female, this is only a slight over-representation of women in the survey results. These findings are apparent on both **Figure 2-2** and **Figure 2-3**. Consistent with the 2024 survey, the 35-59 age group received the greatest number of respondents for staff, and for students there was a relatively even split between the 16-21 and 22-34 age groups.

To understand the representation of student respondents with regards to their fee status (assessed via location of origin), a comparison of the number of student respondents against the percentage of the student population with the respective fee status has been shown in **Figure 2-4**. It shows that students from Other UK, the Channel Islands or the Isle of Man are most underrepresented (23% of respondents vs 30% of student population) in in the survey and those from the European Union (EU) / European Economic Area (EEA) are slightly overrepresented (10% of respondents vs 6% of student population). Students from Scotland and Overseas are fairly represented in the survey responses.

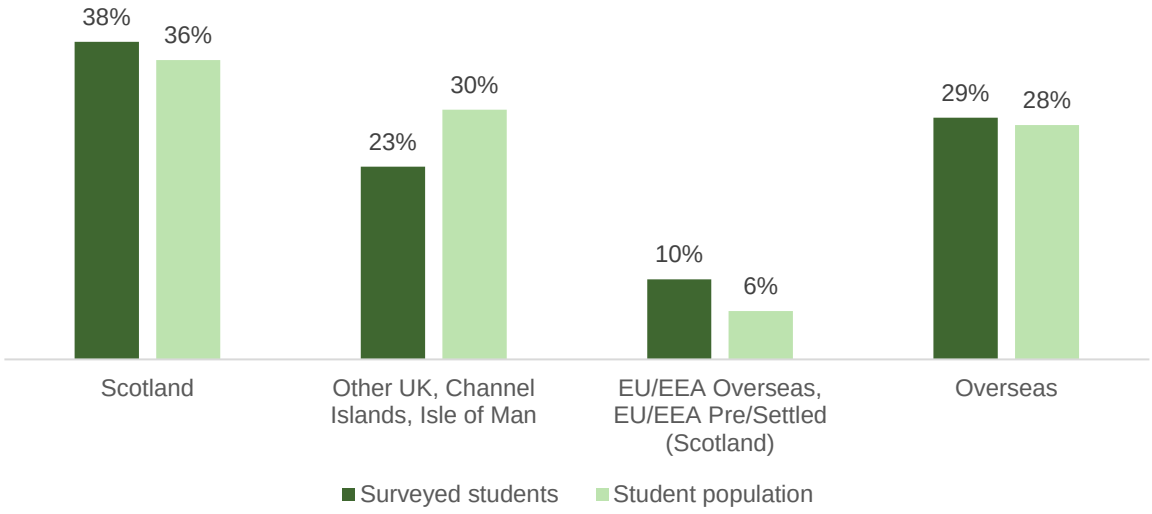

Figure 2-4: Representation comparison between of the fee status of surveyed students and the entire University student population

2.3 Mode Share

The reported mode share considers the response rate from staff at each University campus relative to the total staff population at that campus. Similarly, the response rate from students at each college is considered relative to the total student population at that college. Using this information, a weighting has been applied to each response based on University campus or college. This method ensures balanced representation of all locations and colleges in the reported mode share results.

The weightings applied can be viewed in **Table 2-3**.

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

Location / College	Staff / Student	Weighting
BioQuarter	Academic staff	5.9
Central Area		8.4
Easter Bush		5.8
King's Buildings		10.9
Western General		5.9
Other		47.0
Pollock Halls		1.0
Other University Accommodation Site		1.0
No Main Campus		1.0
BioQuarter	Non-academic staff	4.5
Central Area		3.9
Easter Bush		6.9
King's Buildings		4.1
Western General		5.2
Other		13.1
Pollock Halls		9.6
Other University Accommodation Site		14.6
No Main Campus		1.0
Arts, Humanities & Social Science	Undergraduate student	19.6
Medicine & Veterinary Medicine		11.5
Science & Engineering		10.6
Arts, Humanities & Social Science	Postgraduate student	13.8
Medicine & Veterinary Medicine		7.6
Science & Engineering		11.6

For the University's carbon footprint calculations, staff and students provided complete details of their journeys. If a journey involved, for example, walking and taking a bus, they reported the distance for each mode. However, for mode share calculations, only the travel mode covering the longest distance from each response was used to compile the overall mode share data. In the event respondents maximum travel distance was equal (for example, they travelled 2 miles by both walking and train) the more sustainable option was selected from the sustainable travel hierarchy.

2.3.1 2025 Mode Share

The overall University mode share, split between staff and students, is shown in **Figure 2-5**.

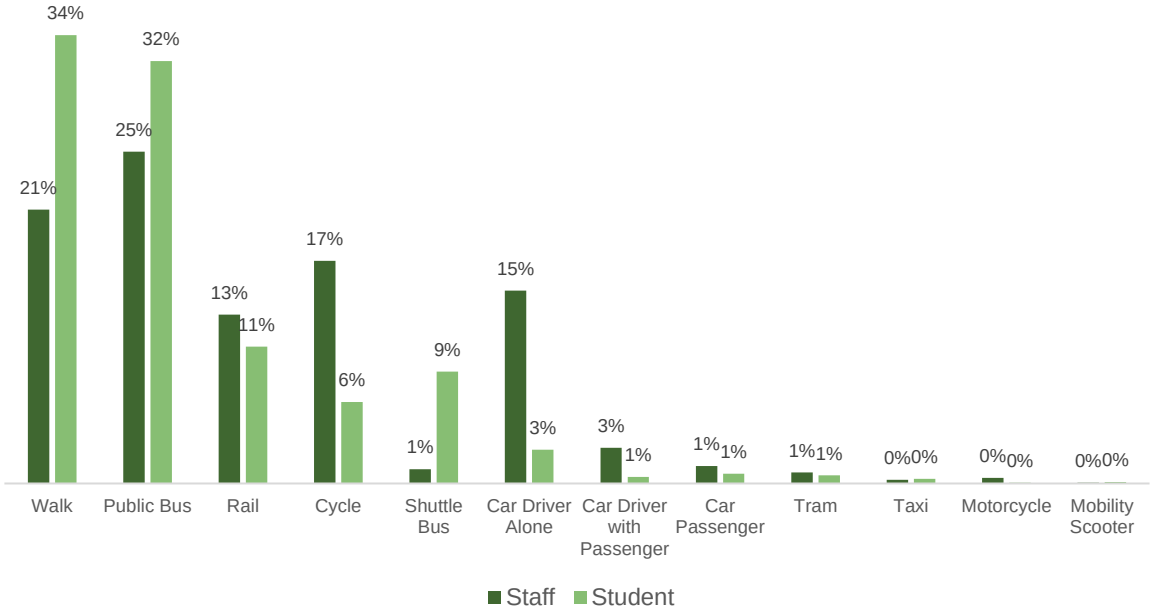

Figure 2-5: Overall University mode share for staff and students

The results in **Figure 2-5** indicate differences in travel preferences between staff and students. Walking and public bus are the most popular modes amongst students, accounting for 34% and 32% of the total mode share, respectively. Similarly, walking and public bus are also the most popular modes for staff; however, there is an evident more balanced use of various modes: walking (21%), public bus (25%), rail (13%), cycling (17%), and driving alone (15%). Rates of cycling for staff are nearly three times that of students and similarly staff are five times as likely to drive alone than students.

2.3.2 Mode Share Trends

Figure 2-6 shows the mode share change between 2000 and 2025 for staff, while **Table 2-4** overleaf provides the same data.

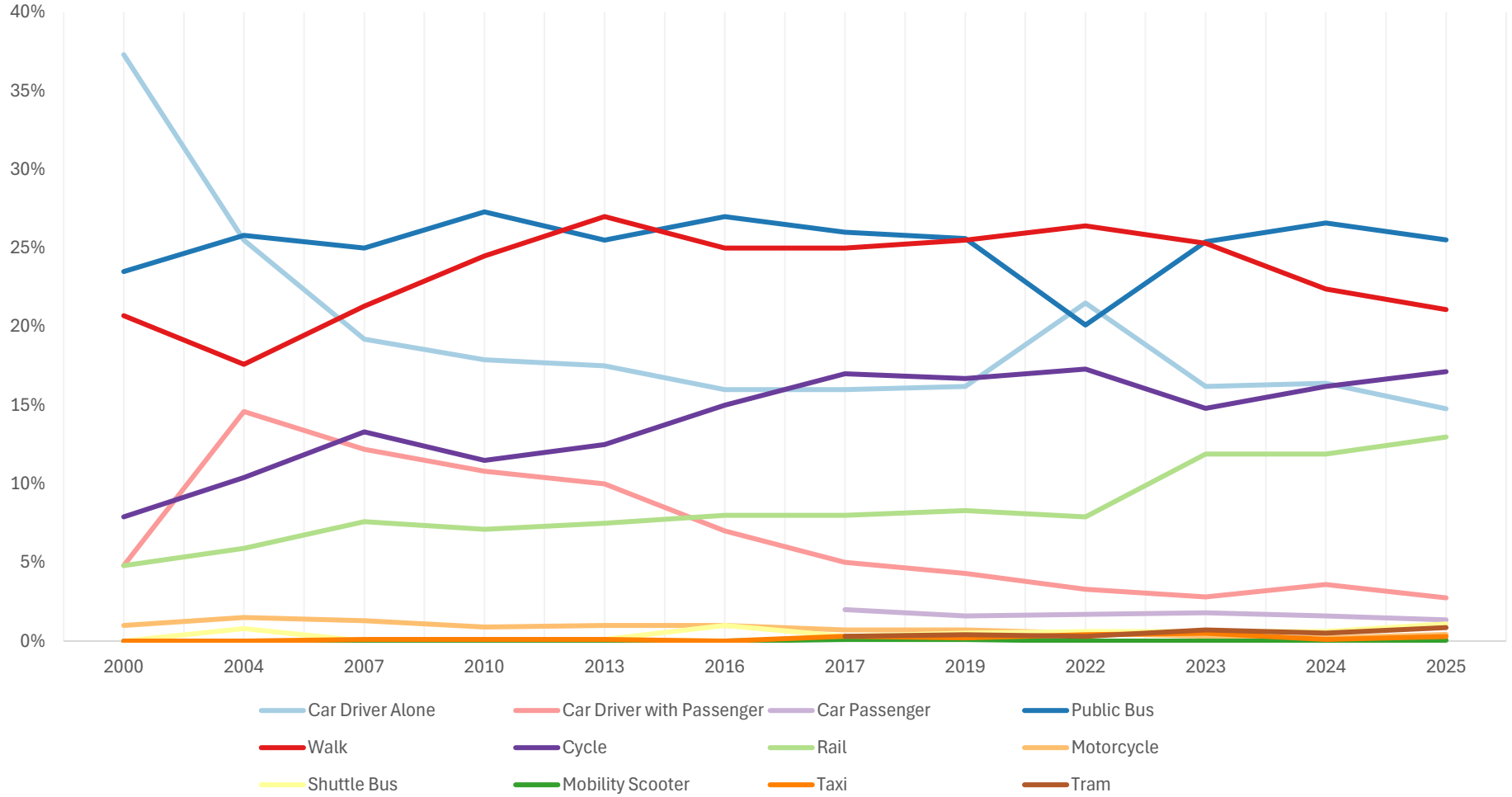

Figure 2-6: Staff mode share comparisons between 2000 and 2025

Table 2-4: Staff mode share comparisons between 2000 and 2025

Mode	2000	2004	2007	2010	2013	2016	2017	2019	2022	2023	2024	2025
Walk	20.7%	17.6%	21.3%	24.5%	27.0%	25.0%	25.0%	25.5%	26.4%	25.3%	22.4%	21.1%
Mobility Scooter							0.1%	0.1%	0.0%	0.0%	0.0%	0.0%
Cycle	7.9%	10.4%	13.3%	11.5%	12.5%	15.0%	17.0%	16.7%	17.3%	14.8%	16.2%	17.1%
Tram							0.3%	0.4%	0.3%	0.7%	0.5%	0.9%
Rail	4.8%	5.9%	7.6%	7.1%	7.5%	8.0%	8.0%	8.3%	7.9%	11.9%	11.9%	13.0%
Public Bus	23.5%	25.8%	25.0%	27.3%	25.5%	27.0%	26.0%	25.6%	20.1%	25.4%	26.6%	25.5%
Shuttle Bus		0.8%			0.1%	1.0%	0.3%	0.5%	0.6%	0.6%	0.6%	1.1%
Taxi			0.1%	0.1%	0.1%		0.3%	0.2%	0.4%	0.5%	0.1%	0.3%
Motorcycle	1.0%	1.5%	1.3%	0.9%	1.0%	1.0%	0.7%	0.7%	0.5%	0.3%	0.2%	0.4%
Car Passenger							2.0%	1.6%	1.7%	1.8%	1.6%	1.3%
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%	2.7%
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%	14.8%

Figure 2-7 shows the travel trends by year for staff in travel mode groups: active travel, public transport, and motor vehicle. A downwards trend can be observed for motor vehicles since 2000 and an upward trend for public transport in the same period. Although active travel has increased overall since 2000, it has shown a downward trend since 2022.

Table 2-5 provides a breakdown of the data for student mode share change between 2004-2025. **Figure 2-8** shows the same data in chart form.

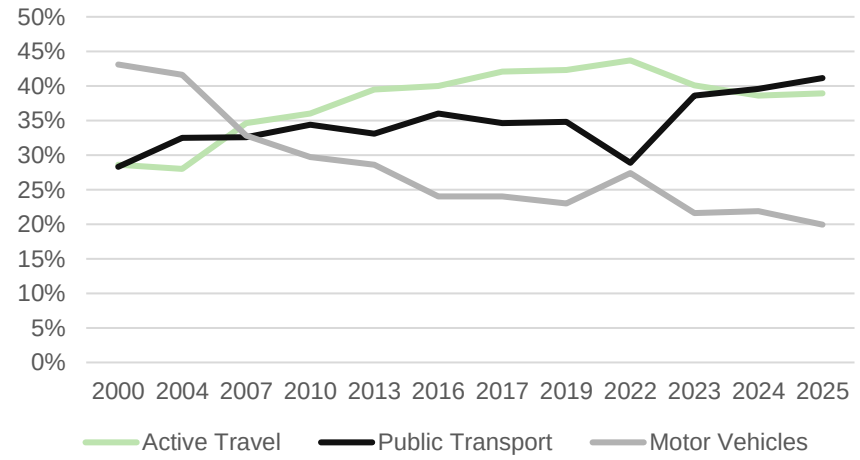

Figure 2-7: Staff mode share trends for travel mode groups

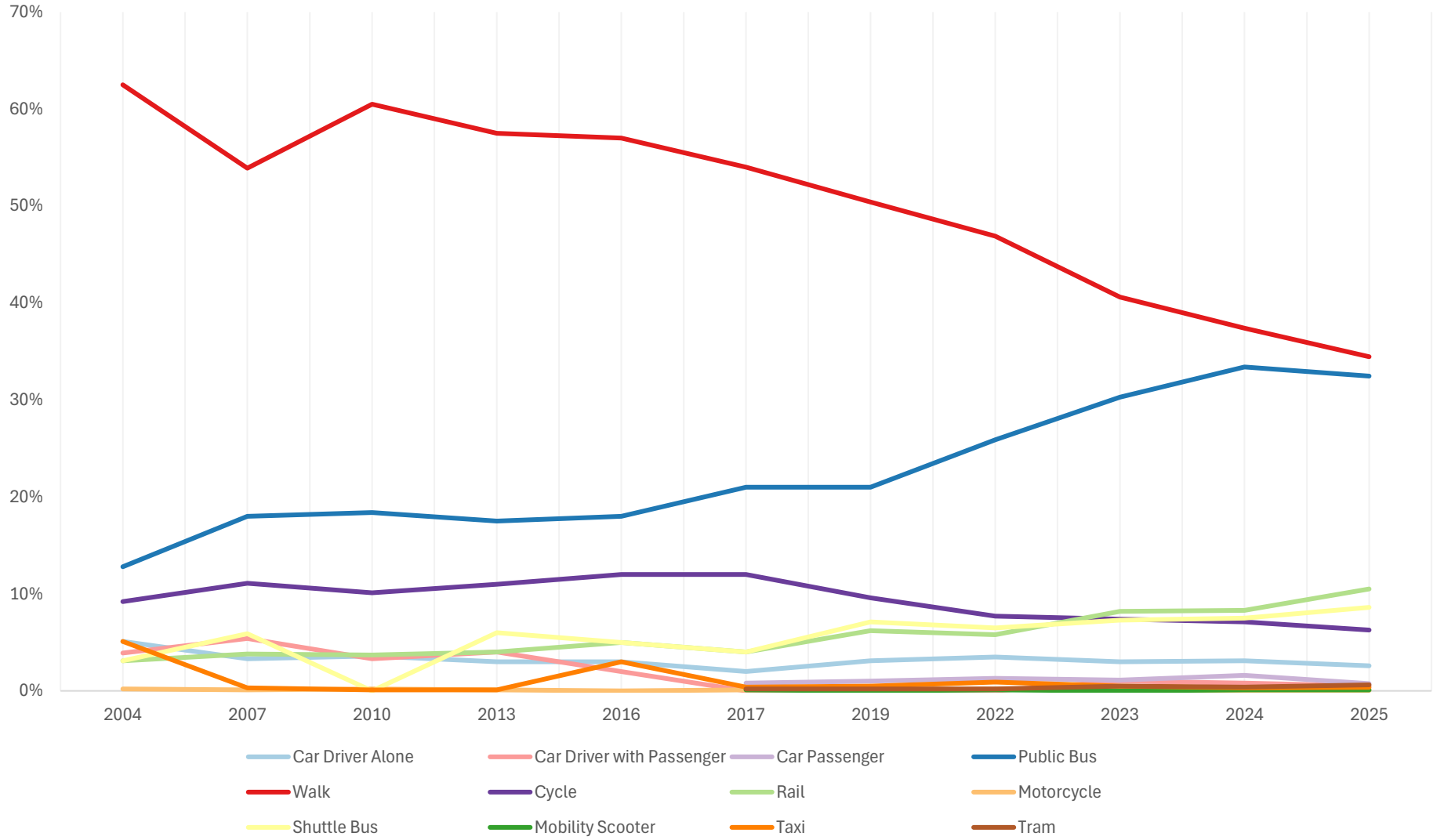

Figure 2-8: Student mode share comparisons between 2004 and 2025

Table 2-5: Student mode share comparisons between 2024 and 2025

Mode	2004	2007	2010	2013	2016	2017	2019	2022	2023	2024	2025
Walk	62.5%	53.9%	60.5%	57.5%	57.0%	54.0%	50.4%	46.9%	40.6%	37.4%	34.5%
Mobility Scooter						0.1%	0.0%	0.1%	0.0%	0.1%	0.1%
Cycle	9.2%	11.1%	10.1%	11.0%	12.0%	12.0%	9.6%	7.7%	7.4%	7.1%	6.3%
Tram						0.2%	0.2%	0.2%	0.5%	0.4%	0.6%
Rail	3.1%	3.8%	3.7%	4.0%	5.0%	4.0%	6.2%	5.8%	8.2%	8.3%	10.5%
Public Bus	12.8%	18.0%	18.4%	17.5%	18.0%	21.0%	21.0%	25.9%	30.3%	33.4%	32.5%
Shuttle Bus	3.1%	5.9%		6.0%	5.0%	4.0%	7.1%	6.5%	7.3%	7.5%	8.6%
Taxi	5.1%	0.3%	0.1%	0.1%	3.0%	0.4%	0.5%	0.9%	0.5%	0.3%	0.4%
Motorcycle	0.2%	0.1%	0.2%	0.1%	0.0%	0.1%	0.1%	0.2%	0.1%	0.0%	0.1%
Car Passenger						0.8%	1.0%	1.3%	1.1%	1.6%	0.7%
Car Driver with Passenger	3.9%	5.4%	3.3%	4.0%	2.0%	0.5%	0.8%	0.8%	1.0%	0.8%	0.5%
Car Driver Alone	5.1%	3.3%	3.6%	3.0%	3.0%	2.0%	3.1%	3.5%	3.0%	3.1%	2.6%

Figure 2-9 shows the travel trends by year for students in travel mode groups: active travel, public transport, and motor vehicle. A downwards trend can be observed for active travel since 2004 and an upward trend for public transport in the same period. Motor vehicle travel has reduced from the levels observed in 2004 but remained quite steady since 2019 for students.

The overall mode share at the University (staff and students) between 2023 and 2025 is shown in Table **2-6**, alongside the percentage point change between the three years shown.

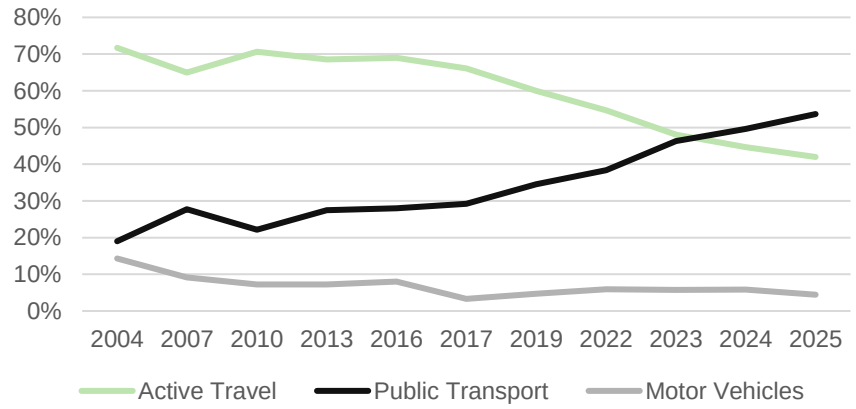

Figure 2-9: Student mode share trends for travel group

Table 2-6: Overall (staff and student) mode share change between 2023 and 2025

Mode	2023	2024	Percentage point change 2023-24	2025	Percentage point change 2024-25
Walk	35.4%	32.6%	(-2.8)	30.4%	(-2.2)
Mobility Scooter	0.0%	0.1%	+0.1	0.1%	0.0
Cycle	9.9%	10.0%	+0.1	9.6%	(-0.4)
Tram	0.6%	0.4%	(-0.2)	0.7%	+0.3
Rail	9.4%	9.4%	+0.0	11.3%	+1.9
Public Bus	28.7%	31.2%	+2.5	30.3%	(-0.9)
Shuttle Bus	5.0%	5.3%	+0.3	6.3%	+1.0
Taxi	0.4%	0.3%	(-0.1)	0.3%	0.0
Motorcycle	0.2%	0.1%	(-0.1)	0.2%	+0.1
Car Passenger	1.4%	1.6%	+0.2	0.9%	(-0.7)
Car Driver with Passenger	1.6%	1.7%	+0.1	1.2%	(-0.5)
Car Driver Alone	7.4%	7.3%	(-0.1)	6.3%	(-1.0)

2.3.3 Overall

Overall, the mode share proportions have remained broadly similar to those observed in the 2023 and 2024 Travel Survey. The largest change has been in the proportion of those walking, with a 5-percentage point decrease between 2023 and 2025. Another change has been in those taking the bus, with a 1.4-percentage point increase over the same period for both public bus and shuttle bus use. There has been a minor decrease in the number of people driving by car alone by 1.1-percentage points from 2023 to 2025. Additionally, rail travel has increased by 1.9-percentage points from 2024 to 2025, which can likely be attributed to the removal of peak rail fares prices.

2.3.4 Walking

There have been minor decreases in the number of people who are walking to University. It has decreased by 2.2-percentage points from 2024 and decreased 2.8-percentage points between 2023 and 2024. This can mainly be attributed to students walking rates falling, as between 2023 and 2025 the rate fell by 6.1-percentage points and has been steadily declining since 2010 (as seen in **Figure 2-8**). This can possibly be attributed to students living further away and therefore having to use alternative forms of travel to get to 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 the numbers of those who walk to University, as these students now have a free alternative travel option.

2.3.5 Cycling

Rates of cycling have decreased by 0.4-percentage points between 2024 and 2025. The numbers of people cycling, for both staff and students, have stayed relatively constant over the previous three years with approx. 6-7% for students and between approx. 15%-17% for staff.

2.3.6 Mobility scooter

Due to the limited number of staff and students who travel to the University by mobility scooter, it is challenging to identify conclusive trends. In the 2025 Travel Survey, only one staff member and three students' main mode was mobility scooter.

2.3.7 Public Bus

Travelling by public bus has decreased from 2024, with an 0.9-percentage reduction, currently at 30.3% in 2025. There had been a steady increase over recent years in public bus use both use for staff and students therefore this may suggest that it will begin to level off to a consistent usage rate.

2.3.8 Shuttle Bus

There has been an increase in overall shuttle bus usage this year by 1.0-percentage point. The shuttle bus is predominantly used by students, not staff, but staff have seen a relatively large increase in use this year from 0.6% in 2024 to 1.1% in 2025.

2.3.9 Tram

Overall, tram travel has increased this year by 0.3 percentage points (now at 0.7% for the University overall), compared to a 0.2 percentage point decrease 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, as well as connecting the Central Area and King's Building's campuses enroute.

2.3.10 Rail

Rail travel has increased by 1.9-percentage points from 2024 to 2025, and students specifically have seen a 2.2-percentage point increase in the same period. This could be the effect of the removal of peak fare prices, making rail travel more appealing. Both staff and students use rail as a mode of transport, with similar numbers for both (13% for staff and 10.5% for students in 2025).

2.3.11 Taxi

Rates of those travelling by taxi have stayed the same at 0.3% compared to 2024. The number of both staff and students who use taxis as their main mode of transport remains low.

2.3.12 Motorcycle

The rates of people who travel by motorcycle have remained steady over the years. There has been a slow, minor decline of staff who have travelled by motorcycle from 2004 to 2025.

2.3.13 Car

There has been an overall decrease of 1.1-percentage points for car driver alone from 2023 to 2025. Car passenger and car driver with passenger have remained relatively static from 2023 to 2025. There has been a minor decreasing trend of staff who are car drivers with passengers between 2004 and 2025.

In contrast to previous years, there has been a slight change in mode share analysis methodology which may have had a slight affect on car mode share in 2025. For the 2025 survey data the sustainable travel hierarchy has been applied in the determination of the main mode where multiple modes had the same maximum travel distance, and the most sustainable mode was selected. For example, previously if a respondent had travelled both 10 miles by rail and 10 miles by car driver alone, car driver alone was the main mode selected but in 2025 this is rail.

2.4 Distance Travelled

Table 2-7 shows the total distances travelled via each mode across the entire University. This was calculated by converting survey responses into round trips, accounting for the number of days each respondent commuted to the University, and scaling the data based on the assumed number of work weeks per year corresponding to their roles. The data was then weighted according to staff type and campus, or student type and college (as outlined in **Table 2-3**). Finally, these distances were converted from miles to kilometres.

Table 2-7: Distances travelled (passenger kilometres) across entire University in 2025

Mode	Staff (km)	Student (km)	Total (km)
Walk	6,040,240	13,363,168	19,403,408
Mobility Scooter	18,425	117,705	136,130
Cycle	7,273,436	4,322,918	11,596,354
Tram	683,278	1,288,882	1,972,160
Rail	27,650,585	49,114,100	76,764,684
Shuttle Bus	620,463	5,489,505	6,109,968
Public Bus	17,423,231	40,507,167	57,930,398
Taxi	327,333	855,146	1,182,478
Motorcycle	578,411	63,032	641,443
Car Passenger	1,443,143	3,437,605	4,880,748
Car Driver with Passenger	2,637,665	1,177,292	3,814,957
Car Driver Alone	24,430,375	12,300,363	36,730,738

2.5 Mode Share by Location

Table 2-8 shows mode share by campus for both staff and students.

Table 2-8: Mode share by campus

Location	Role	Mode									
		Walk	Mobility Scooter	Cycle	Tram	Rail	Shuttle Bus	Public Bus	Taxi	Motor-cycle	Car
BioQuarter	Staff	8.2%	0.0%	19.1%	0.0%	5.2%	0.0%	33.1%	0.3%	0.7%	33.4%
	Student	5.1%	0.0%	19.8%	1.2%	8.2%	0.0%	51.3%	0.0%	0.0%	14.3%
Central Area	Staff	27.8%	0.1%	14.9%	1.5%	19.5%	0.5%	26.1%	0.4%	0.2%	9.1%
	Student	44.2%	0.1%	4.1%	0.9%	13.9%	3.7%	30.2%	0.4%	0.1%	2.5%
Easter Bush	Staff	3.2%	0.0%	3.7%	0.0%	0.6%	0.0%	28.6%	0.0%	0.0%	63.9%
	Student	2.4%	0.8%	3.7%	0.0%	2.1%	0.0%	73.1%	0.8%	0.0%	17.1%
King's Buildings	Staff	17.5%	0.0%	28.6%	0.0%	4.2%	3.8%	21.3%	0.3%	0.6%	23.7%
	Student	20.7%	0.0%	11.4%	0.1%	4.7%	24.5%	33.8%	0.2%	0.1%	4.5%
Western General Hospital	Staff	20.0%	0.0%	18.5%	1.3%	3.8%	1.2%	31.7%	0.0%	1.3%	22.2%
	Student	11.7%	0.0%	25.7%	0.0%	5.9%	0.0%	45.2%	0.0%	0.0%	11.4%
Other	Staff	9.5%	0.0%	18.9%	0.0%	33.8%	0.0%	28.4%	0.0%	9.5%	0.0%
	Student	54.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	45.4%
Pollock Halls	Staff	18.9%	0.0%	13.2%	0.0%	13.2%	1.9%	15.1%	0.0%	0.0%	37.7%
Other University Accommodation	Staff	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	40.0%	0.0%	0.0%	40.0%

The results in **Table 2-8** show the varying trends in mode share depending on the characteristics of each campus. Owing to its central location and high availability of housing and student accommodation, Central Area has a high walk mode share for students and staff. In contrast, BioQuarter has a low walk mode share but one of the higher cycling mode shares. Western General Hospital and King's Buildings also observe higher cycling mode shares. Public bus travel is consistently high across most locations, in particularly for student travel to BioQuarter and Easter Bush where over half of students have public bus as their main mode of transport. Car travel is most common for staff at Easter Bush (63.9%), BioQuarter (33.4%), and student accommodation sites. Student car travel at a named campus is greatest at Easter Bush (17.1%).

2.6 Days of Travel

In the survey, staff and students were asked how many days they commute to University during an average week. The results are shown in **Figure 2-10**.

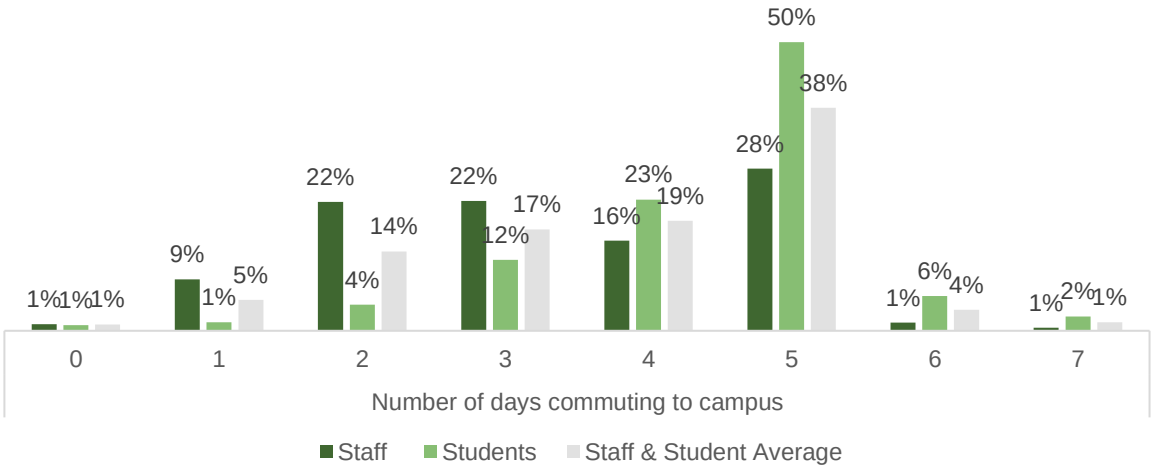

Figure 2-10: Number of days commuting to campus

Most staff (28%) commute five days per week, followed by an equal split (22%) that travel two or three days. Slightly less travel 4 days (16%).

Half of the students commute to University five days a week. The remaining students are fairly evenly split among those who travel four, three, and two days, with a slight decrease in each group.

On average, 57% of staff and students commute to University 4-5 days per week, very similar to what was observed in 2024. This suggests that many staff and students still take a more 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 2-11** and **Figure 2-12** show the mapped postcodes for staff and students.

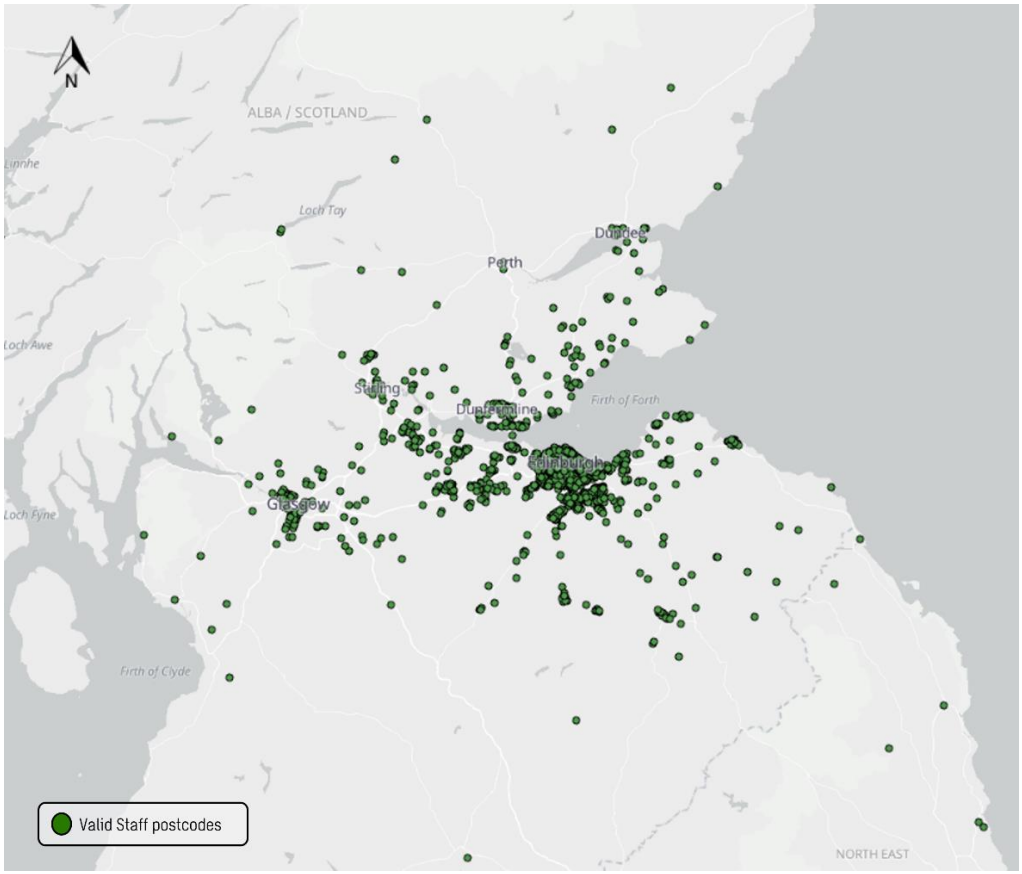

Figure 2-11: Staff home postcodes

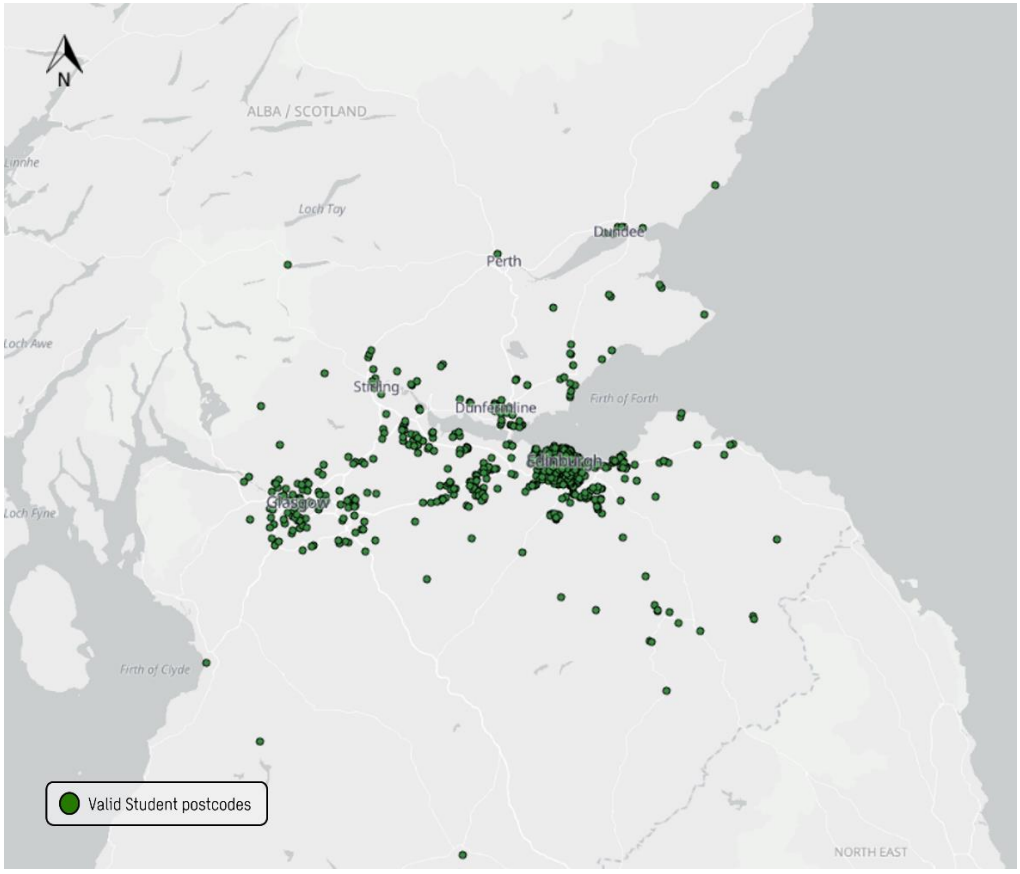

Figure 2-12: Student home postcodes

The highest concentration of staff and students live within the City of Edinburgh during term time; 63% of staff and 83% of students. This was then followed by Glasgow City and the surrounding towns within the Central Belt. 94% of staff and 96% of students who provided a valid postcode live within the Central Belt.

In the survey, respondents were asked to provide the distance they travelled in all modes used in their journey to the University. To assist with this, they were provided with a link to Google Maps. One-way commuting distances shown in distance bands for the University can be viewed in **Figure 2-13**.

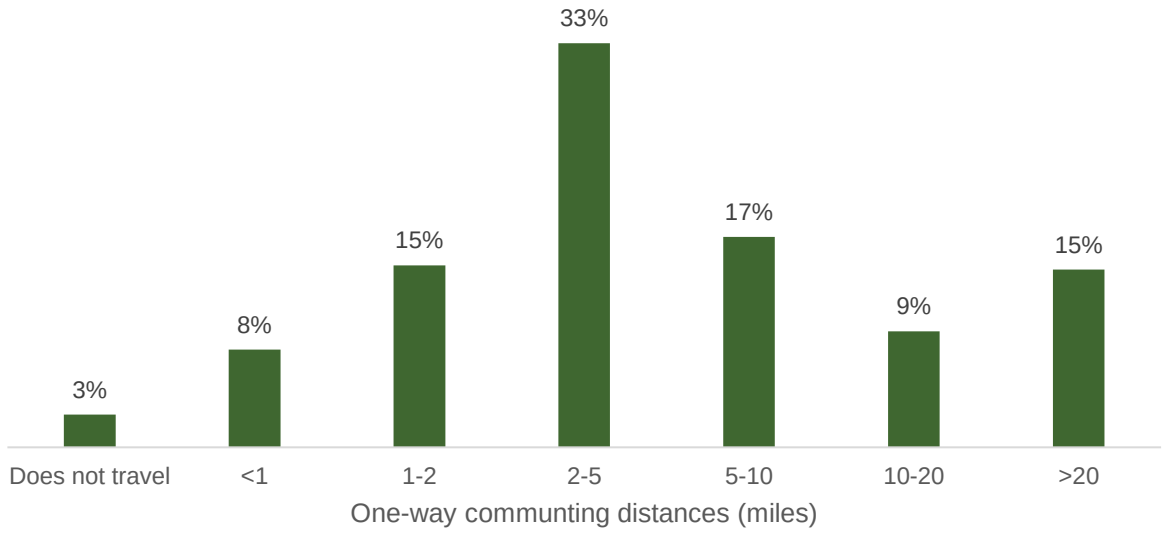

Figure 2-13: One-way commuting distances presented in distances bands for the University

Figure 2-13 shows that most staff and students' (33%) one-way commuting distance is between two and five miles. It also shows that 56% of staff and students one-way commuting distance is five miles or less.

According to national guidelines[1], cycling up to five miles is deemed manageable for the average person, implying that most staff and students might opt for active travel as their primary mode of transportation. Furthermore, 8% of staff and students reside within a mile (a 20-minute walk) of the University, a reasonable walking distance in line with national transport policies for accessing local amenities.

However, distance is just one of many factors in assessing the viability of walking, wheeling or cycling. Infrastructure is paramount; safe pathways, cycle infrastructure, and pedestrian-friendly environments are crucial. Additionally, personal physical ability, fitness levels, and comfort with walking or cycling longer distances must be considered. Other factors such as time constraints, carrying items, or childcare responsibilities also influence the decision. Weather conditions and individual preferences further play a role. Therefore, it is essential to evaluate the feasibility of active travel comprehensively.

Table 2-9 displays the current proportion of staff and students living in each travel mode catchment for each campus and the existing mode share. Valid student and staff term-time postcodes were used to calculate this, along with accessibility analysis undertaken using travel-time catchment mapping software. The following catchment were used:

- 20-minute walking catchment (approx. 1 mile)
- 30-minute cycling catchment (approx. 5 miles)
- 60-minute public transport catchment
- 60-minute driving 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 existing 2025 mode share at the campus

Role	Staff				Students			
Catchment	Walk/ wheel	Cycle	Public Transport	Motor Vehicles	Walk/ wheel	Cycle	Public Transport	Motor Vehicles
Central Area	9%	64%	81%	89%	42%	79%	85%	90%
(% already using this mode at Central Area)	28%	15%	48%	9%	44%	4%	49%	3%
King's Buildings	4%	71%	82%	91%	4%	87%	90%	94%
(% already using this mode at King's Buildings)	17%	29%	29%	24%	21%	11%	63%	5%
BioQuarter	1%	61%	77%	91%	1%	79%	85%	88%
(% already using this mode at BioQuarter)	8%	19%	38%	34%	5%	20%	61%	14%
Easter Bush	2%	48%	66%	95%	0%	34%	91%	97%
(% already using this mode at Easter Bush)	3%	4%	29%	64%	3%	4%	75%	17%
Western General	4%	57%	79%	93%	5%	95%	100%	100%
(% already using this mode at Western General)	20%	19%	38%	23%	12%	26%	51%	11%
Pollock Halls	5%	54%	79%	95%	N/A			
(% already using this mode at Pollock Halls)	19%	13%	30%	38%				

The results in **Table 2-9** highlight the potential audience for sustainable travel within acceptable travel-time catchments. A notable proportion of staff and students who could walk already do, and in many instances, the percentage of individuals using this mode exceeds those living within the walking catchment of their respective campuses. Conversely, for cycling and public transport, a larger number of staff and students reside within reasonable commuting distances than those who choose these modes, especially cycling. This underscores the potential for increased adoption of sustainable travel options.

2.8 Carbon Footprint

This section presents information on the University's travel-to-work / study carbon footprint. The carbon footprint calculations utilise the Department for Energy Security and Net Zero's (DEFRA) Greenhouse gas reporting conversion factors for 2025.[2]

The carbon footprint calculations consider modes used by individual respondents and are weighted based on the factors outlined in **Table 2-3**. Maximum commuting distances assumed were as follows: 5 miles for walking and mobility scooters, 40 miles for cycling, 120 miles for cars and buses, 150 miles for trains, and 60 miles for all other modes of transport. This is consistent with the 2024 survey analysis methodology. The carbon footprint for shuttle bus has been calculated based on vehicle kilometres rather than passenger kilometres, as Lothian Buses run this service on behalf of the University and are able to provide vehicle distance data.

Appendix A provides further detail on the carbon footprint methodology.

Table 2-10 overleaf shows the overall carbon footprint for the University, average distances travelled by each mode and a comparison between recent years. **Table 2-11** and

[2] https://www.gov.uk/government/publications/greenhouse-gas-reporting-conversion-factors-2025

Table 2-12 show the same information but for staff and students, respectively. Note that shuttle bus carbon emissions are calculated based on vehicle kilometres rather than passenger kilometres.

Table 2-10: Overall carbon footprint for the University

Mode	Average Distance (miles)				Annual Estimated Total CO_2e (tonnes)				Annual Estimated CO_2e per Individual (tonnes)			
	2019	2023	2024	2025	2019	2023	2024	2025	2019	2023	2024	2025
Walk	1.2	1.1	1.0	1.0	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Mobility Scooter	n/a	2.0	1.8	2.2	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Cycle	2.8	3.1	3.4	3.3	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Tram	5.8	4.0	4.9	5.0	21	46	49	56	0.1	0.0	0.1	0.1
Rail	29.7	26.9	31.8	30.2	2,265	2,165	2,468	2,714	0.6	0.4	0.4	0.4
Public Bus	4.6	5.0	5.2	5.0	4,282	6,338	7,353	7,104	0.3	0.3	0.3	0.3
Shuttle Bus	n/a	n/a	n/a	n/a	n/a	46	50	48	n/a	n/a	n/a	n/a
Taxi	3.0	3.6	3.8	3.8	152	299	219	176	0.3	0.4	0.3	0.3
Motorcycle	9.5	7.2	7.3	7.6	130	101	67	67	0.6	0.5	0.5	0.4
Car Passenger	2.4	6.2	6.5	6.2	106	338	323	329	0.1	0.2	0.2	0.2
Car Driver with Passenger	10.1	11.2	12.1	8.6	523	370	411	246	0.5	0.4	0.4	0.3
Car Driver Alone	12.9	13.2	13.3	13.7	5,875	4,995	5,179	5,200	1.3	0.9	0.9	0.9
Total	**n/a**	**n/a**	**n/a**	**n/a**	**13,354**	**14,698**	**16,119**	**15,941**	**n/a**	**n/a**	**n/a**	**n/a**

Table 2-11: Staff carbon footprint

Mode	Average Distance (miles)				Annual Estimated Total CO_2e (tonnes)				Annual Estimated CO_2e per Individual (tonnes)			
	2019	2023	2024	2025	2019	2023	2024	2025	2019	2023	2024	2025
Walk	1.0	1.2	1.2	1.1	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Mobility Scooter	n/a	1.2	1.3	1.9	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Cycle	3.7	2.9	3.9	3.9	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Tram	4.6	3.2	3.8	4.6	7	17	14	20	0.1	0.1	0.1	0.1
Rail	25.8	23.9	29.6	29.9	1,016	710	940	980	0.7	0.3	0.4	0.4
Public Bus	4.8	5.8	5.6	5.4	1,815	1,828	2,266	2,058	0.4	0.3	0.4	0.3
Shuttle Bus	n/a	n/a	n/a	n/a	n/a	3	3	3	n/a	n/a	n/a	n/a
Taxi	4.5	3.6	4.7	4.9	29	51	58	49	0.6	0.3	0.3	0.4
Motorcycle	8.9	3.0	8.1	8.9	79	81	52	60	0.6	0.7	0.5	0.5
Car Passenger	2.2	6.1	6.9	5.9	52	101	92	95	0.1	0.2	0.2	0.2
Car Driver with Passenger	10.8	9.8	12.3	8.3	422	210	305	169	0.6	0.4	0.4	0.3
Car Driver Alone	13.3	9.7	13.2	14.1	4,396	3,251	3,378	3,285	1.4	0.9	0.9	0.9
Total	**n/a**	**n/a**	**n/a**	**n/a**	**7,816**	**6,252**	**7,108**	**6,718**	**n/a**	**n/a**	**n/a**	**n/a**

Table 2-12: Student carbon footprint

Mode	Average Distance (miles)				Annual Estimated Total CO2e (tonnes)				Annual Estimated CO2e per Individual (tonnes)			
	2019	2023	2024	2025	2019	2023	2024	2025	2019	2023	2024	2025
Walk	1.1	1.0	0.9	1.0	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Mobility Scooter	n/a	2.3	2.0	2.4	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Cycle	2.1	3.6	2.4	2.4	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Tram	7.2	5.2	6.5	5.7	14	29	35	37	0.1	0.0	0.1	0.1
Rail	33.8	31.4	33.6	30.5	1,248	1,454	1,527	1,734	0.5	0.4	0.4	0.4
Public Bus	4.4	4.3	4.8	4.7	2,466	4,511	5,087	5,047	0.2	0.2	0.3	0.3
Shuttle Bus	n/a	n/a	n/a	n/a	n/a	44	47	45	n/a	n/a	n/a	n/a
Taxi	2.8	3.6	3.4	3.2	122	248	162	127	0.3	0.4	0.2	0.2
Motorcycle	12.2	18.2	4.9	2.1	51	20	15	7	0.7	0.2	0.2	0.2
Car Passenger	2.5	6.4	6.1	6.6	54	237	231	234	0.1	0.2	0.2	0.2
Car Driver with Passenger	8.2	14.7	10.9	10.0	101	160	106	77	0.3	0.3	0.3	0.3
Car Driver Alone	11.7	26.3	14.0	12.6	1,479	1,744	1,801	1,915	0.8	0.8	0.9	0.8
Total	**n/a**	**n/a**	**n/a**	**n/a**	**5,535**	**8,447**	**9,011**	**9,224**	**n/a**	**n/a**	**n/a**	**n/a**

Finally, **Table 2-13** shows a summary comparison against the 2019 baseline for carbon footprint trends against the results from the previous three years of the travel survey.

Table 2-13: Summary of change in carbon footprint against 2019 baseline over previous years

Role	Estimated Annual Carbon Footprint (tonnes of CO_2e)				Estimated Annual Carbon Footprint per individual (tonnes of CO_2e)			
	2019	2023	2024	2025	2019	2023	2024	2025
Staff	7,816	6,252	7,108	6,718	0.6	0.4	0.8	0.6
Student	5,335	8,447	9,002	9,224	0.2	0.2	0.6	0.4
Overall	13,354	14,698	16,119	15,941	0.3	0.3	0.5	0.5

Compared to the 2019 baseline, the total carbon footprint at the University has increased by 19.4% to 15,941 tonnes CO_2e. For staff, the carbon footprint has decreased by 14.1% to 6,718 tonnes CO_2e, whereas for students there has been a large increase of 72.9% from (5,335 to 9,224 tonnes CO_2e). This sharp increase can be attributed to two main factors: the considerable reduction in use of active travel modes, primarily by students, which have dropped by 18% since 2019; and the subsequent increase in public transport use of 19% in the same period. Since 2019 there has been a reduction in the total distances walked of 52% which equates to an approximate reduction of 21 million kilometres.

Compared to 2024, there has been a slight decrease in carbon emissions from 16,119 to 15,941 tonnes CO_2e. Since 2024, the total distances travelled by carbon emitting modes fluctuated between 2-20%. Most notably, rail passenger kilometres increased by 10%, while shuttle bus (19%) and tram (15%) also both increased. Passenger kilometres via car modes decreased by 5% and decreased by 20% for taxi. A full comparison can be viewed in **Table E-4**.

2.9 Working from Home

The survey asked staff two questions to provide necessary data to calculate the average '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 2-14 shows the results of the analysis. As seen, academic staff work from home an average of 24% of their working week and non-academic staff work from home 36% of their working week. The average for all staff is 32%.

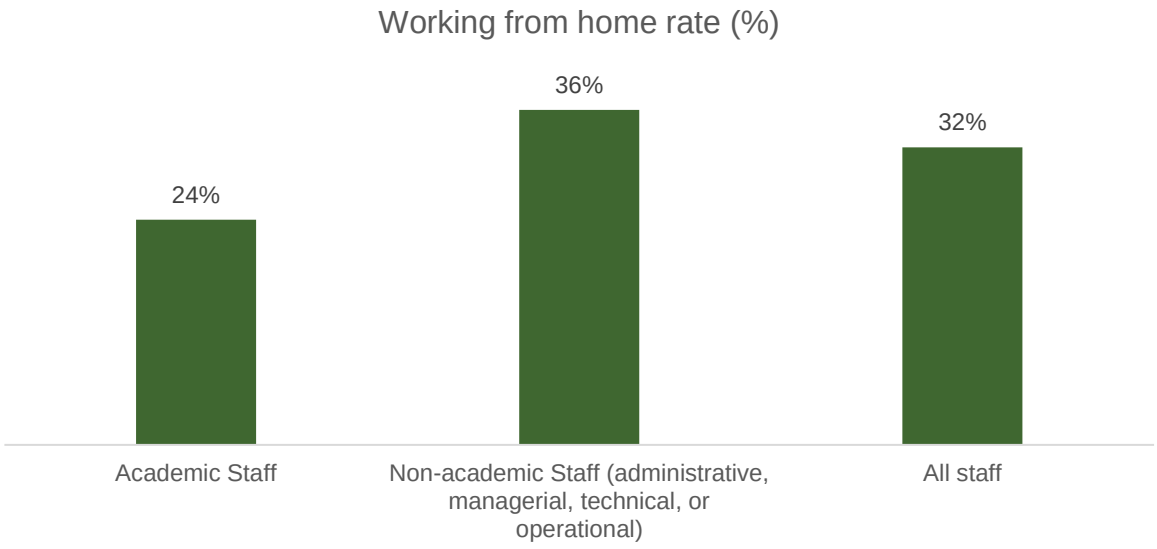

Figure 2-14: Working from home rates

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 2-15**.

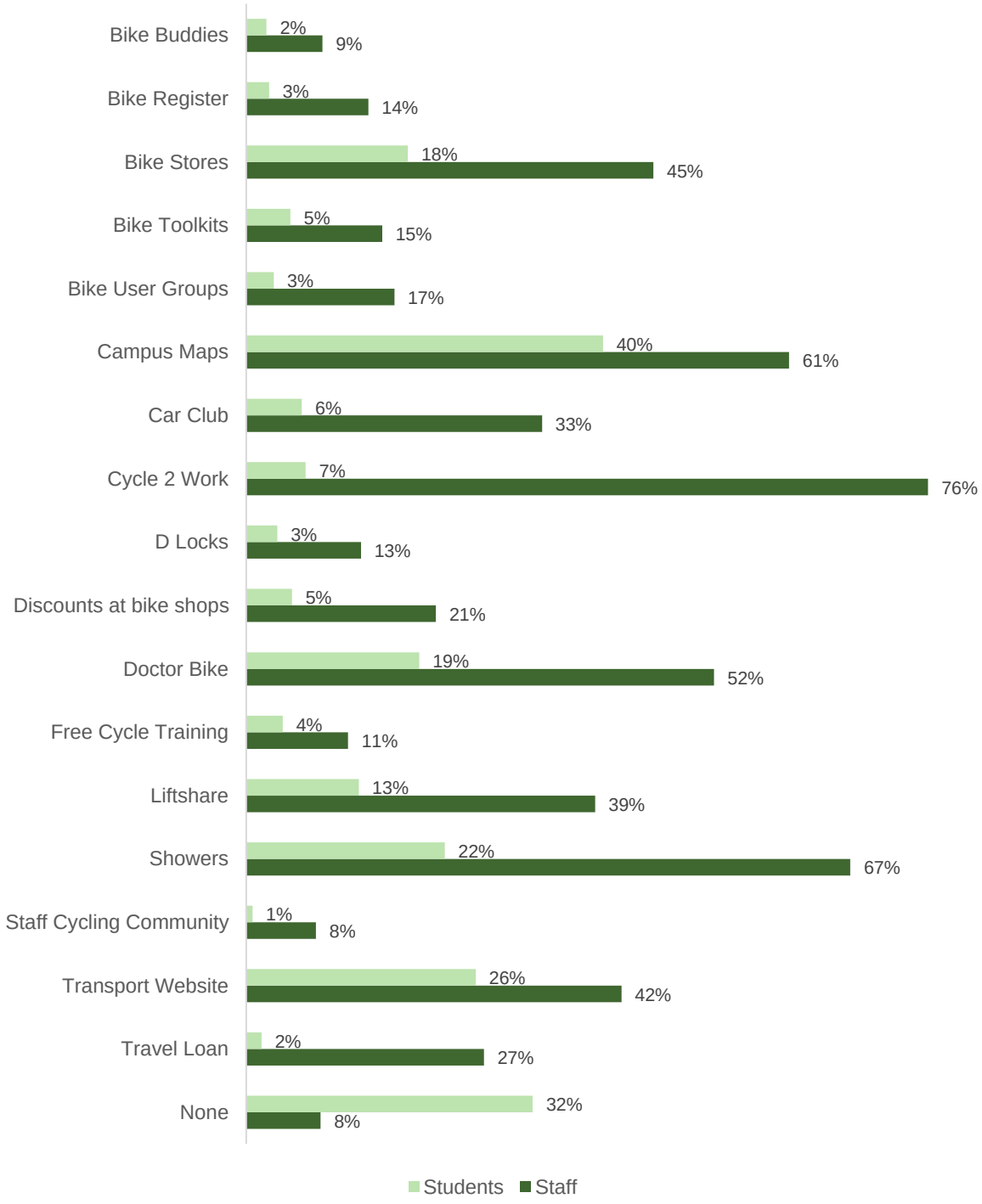

Figure 2-15: Active travel scheme awareness

Overall, staff are more aware of schemes compared to students. The results show that staff are most aware of the Cycle2Work scheme (76%) followed by provision of showers (67%). Staff are least aware of the staff cycling community (8%). Students are most aware of the campus maps (40%), followed by the transport website (26%). 32% of students were not aware of any of the initiatives.

3 Site specific: Central Area

A total of 1,847 staff (academic and non-academic combined) based at the Central Area responded to the survey, which represents 19% of total number of staff based at this campus. A total of 1,626 students based at the Central Area also responded, this represents 4% 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 2025 mode share

Mode	Staff	Student	Overall
Walk	27.8%	44.2%	39.8%
Mobility Scooter	0.1%	0.1%	0.1%
Cycle	14.9%	4.1%	7.0%
Tram	1.5%	0.9%	1.0%
Rail	19.5%	13.9%	15.4%
Public Bus	26.1%	30.2%	29.1%
Shuttle Bus	0.5%	3.7%	2.8%
Taxi	0.4%	0.4%	0.4%
Motorcycle	0.2%	0.1%	0.1%
Car Passenger	1.1%	0.7%	0.8%
Car Driver with Passenger	1.7%	0.2%	0.6%
Car Driver Alone	6.3%	1.6%	2.9%

note - percentages rounded to one decimal place

3.2 Staff

Walking remains the most popular mode for staff based at Central Area, with a slight 0.5-percentage point decrease in comparison to the 2024 survey. Cycling has increased 1.5-percentage points compared to 2024, and public transport (tram, rail, public bus and shuttle bus) is the travel mode used by 47.6% of staff, a slight increase from last year. Driving alone has also dropped by 1.6-percentage points compared to 2024.

3.3 Students

Similar to the 2024 survey, the majority of students walk to Central Area (44.2%), closely followed by bus (30.2%). Cycling has dropped by 0.3-percentage points and car driver alone has decreased by 0.4-percentage points.

3.4 Sustainable Transport Initiatives

At Central Area, staff were most aware of the Cycle2work (76%), Doctor Bike (43%) and provision of showers (66%) sustainable transport initiatives. They were least aware of Bike Buddies (8%), Staff Cycling Community (7%) and D- Locks (11%).

Students were most aware of Campus Maps (41%), Travel Website (24%) and provision of showers (21%) sustainable transport initiatives. They were least aware of Bike Buddies (2%), Travel Loan (2%) and Bike Register (2%).

3.5 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 Central Area.

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. Please note that taxi and motorcycle are included in the motor vehicles category.

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

Role	Staff				Students			
Catchment - Central	Walk / wheel	Cycle	Public Transport	Motor Vehicles	Walk / wheel	Cycle	Public Transport	Motor Vehicles
Percentage of staff and students living within the catchment of the travel mode	9%	64%	81%	89%	42%	79%	85%	90%
Existing mode share of staff and students at Central	28%	15%	48%	9%	44%	4%	49%	3%

3.5.1 Walking Catchment

Figure 3-1 and **Figure 3-2** show how far it is possible to travel within a 20-minute walk from the Central Area, for both staff and students. The walking catchment has isochrones of 5, 10 and 20-minute intervals.

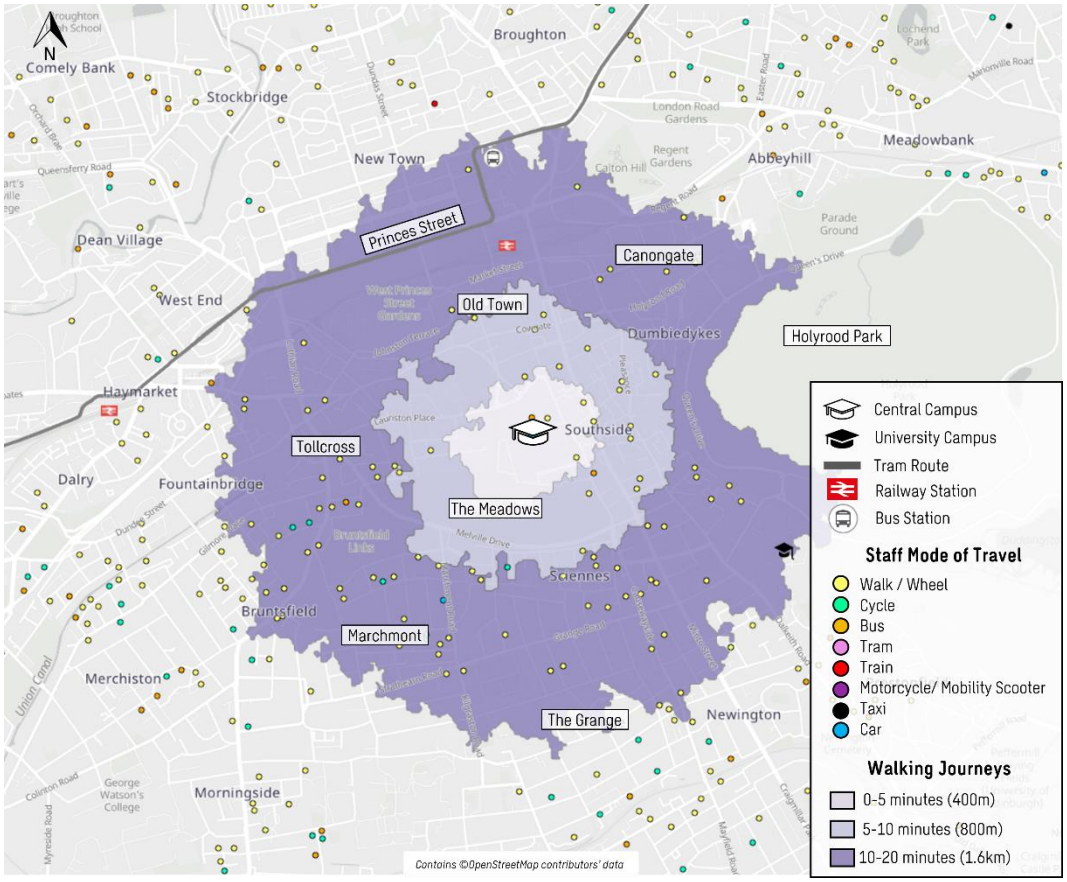

Figure 3-1: Staff 20-minute Central Area walking catchment

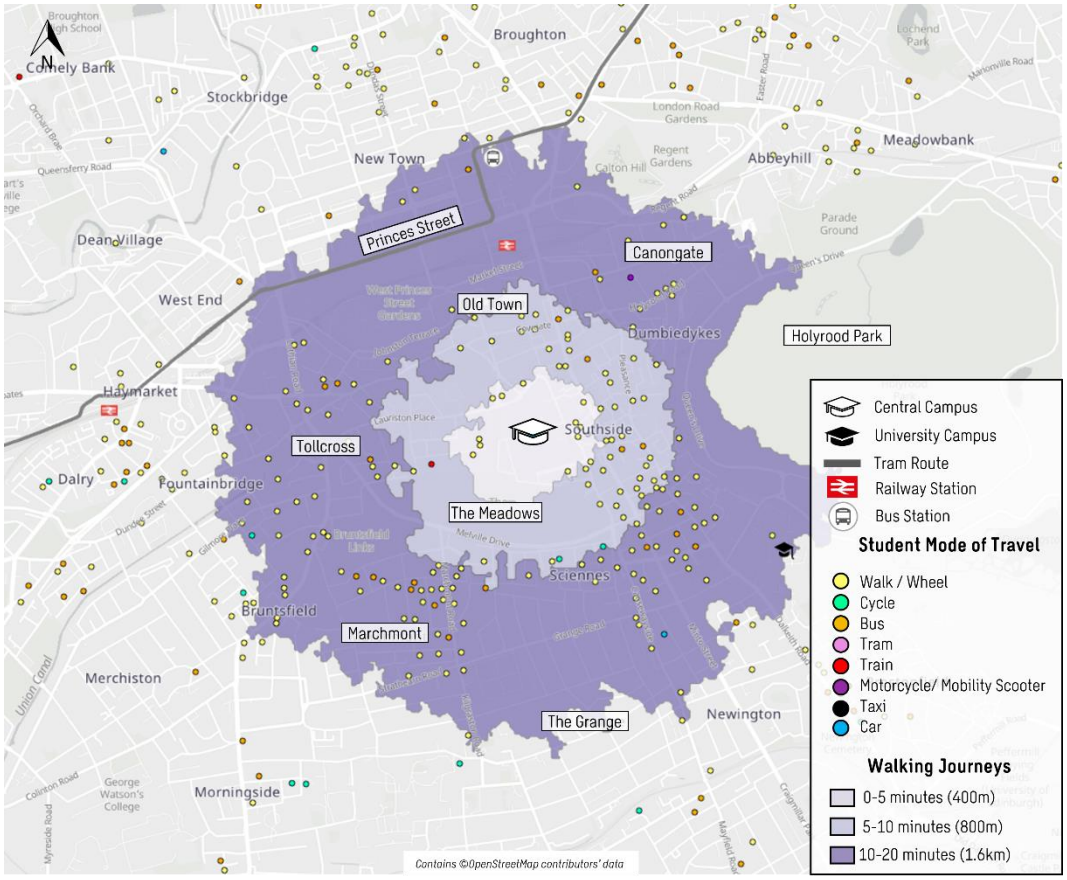

Figure 3-2: Student 20-minute Central Area walking catchment

A high proportion of central Edinburgh can be reached within a 20-minute walk from Central Area, including Princes Street and Edinburgh Waverly. Pollock Halls can also be reached within a 20-minute walk.

Additionally, based on **Figure 3-1** and **Figure 3-2** and the responses to the survey, more students who are based in Central Area live closer to the campus compared to staff: 42% of students compared to only 9% of staff are within the 20-minute walking catchment. This coincides with the mode share as 44% of students walk / wheel to this campus, whereas only 28% of staff walk / wheel.

3.5.2 Cycling Catchment

Figure 3-3 and **Figure 3-4** show how far it is possible to travel within a 30-minute cycle journey of Central Area, for both staff and students.

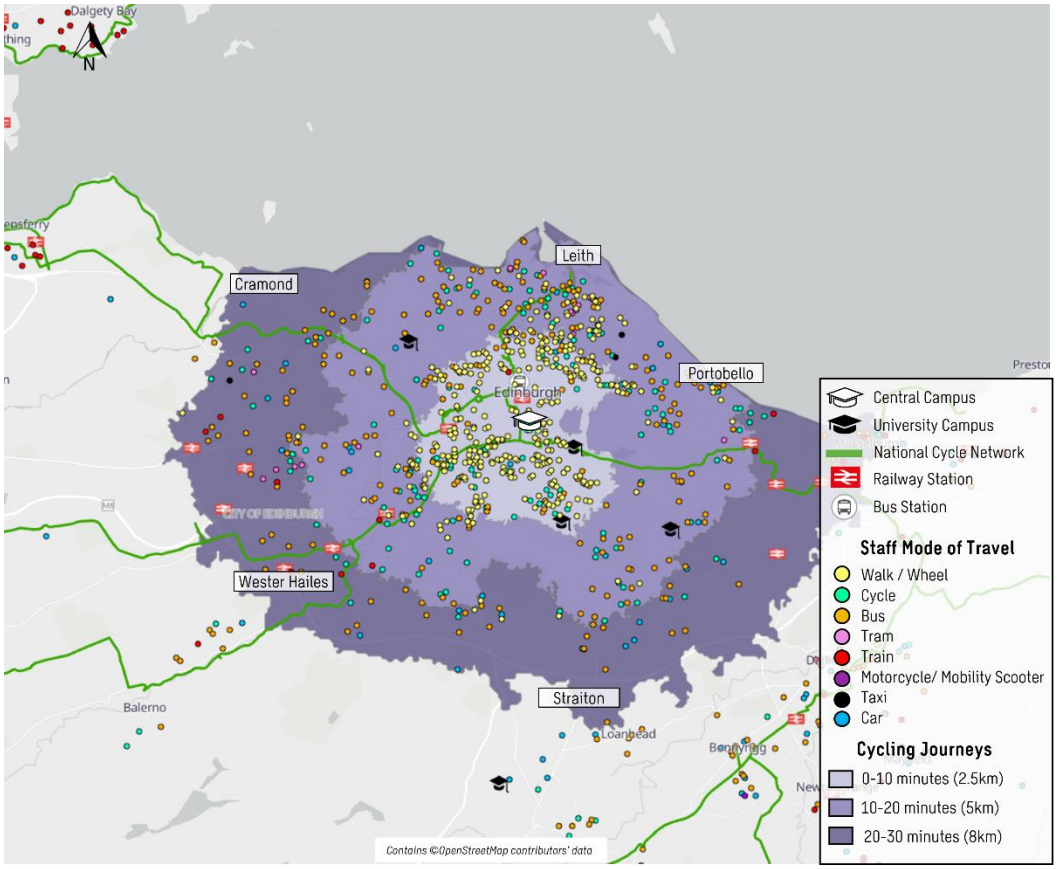

Figure 3-3: Staff 30-minute Central Area cycling catchment

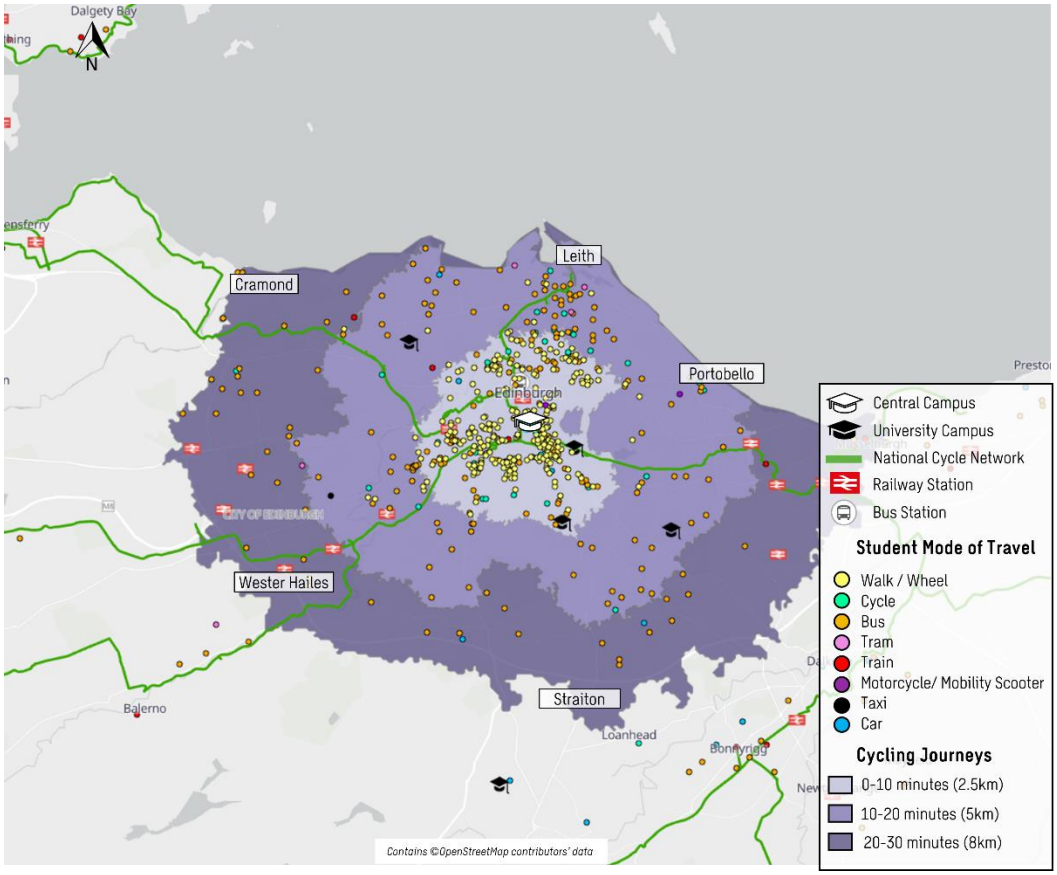

Figure 3-4: Student 30-minute Central Area cycling catchment

The vast majority of Edinburgh is accessible within a 30-minute cycle of the Central Area with Leith, Cramond, Straiton and Wester Hailes all within the catchment. Edinburgh city centre is 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 the Central Area.

As seen in **Figure 3-3** and **Figure 3-4**, a higher proportion of students are situated within the cycling catchment compared to staff (79% and 64% respectively), but for both staff and students there is a low uptake of cycling as their main mode for commuting to Central Area (15% and 4% respectively).

3.5.3 Public Transport Catchment

Figure 3-5 and **Figure 3-6** show how far it is possible to travel within a 60-minute public transport journey from Central Area, for both staff and students. A neutral weekday between 8am and 9am was chosen to show peak AM travel distances. Please note that walking and cycling postcodes have been removed to make Central Edinburgh less clustered.

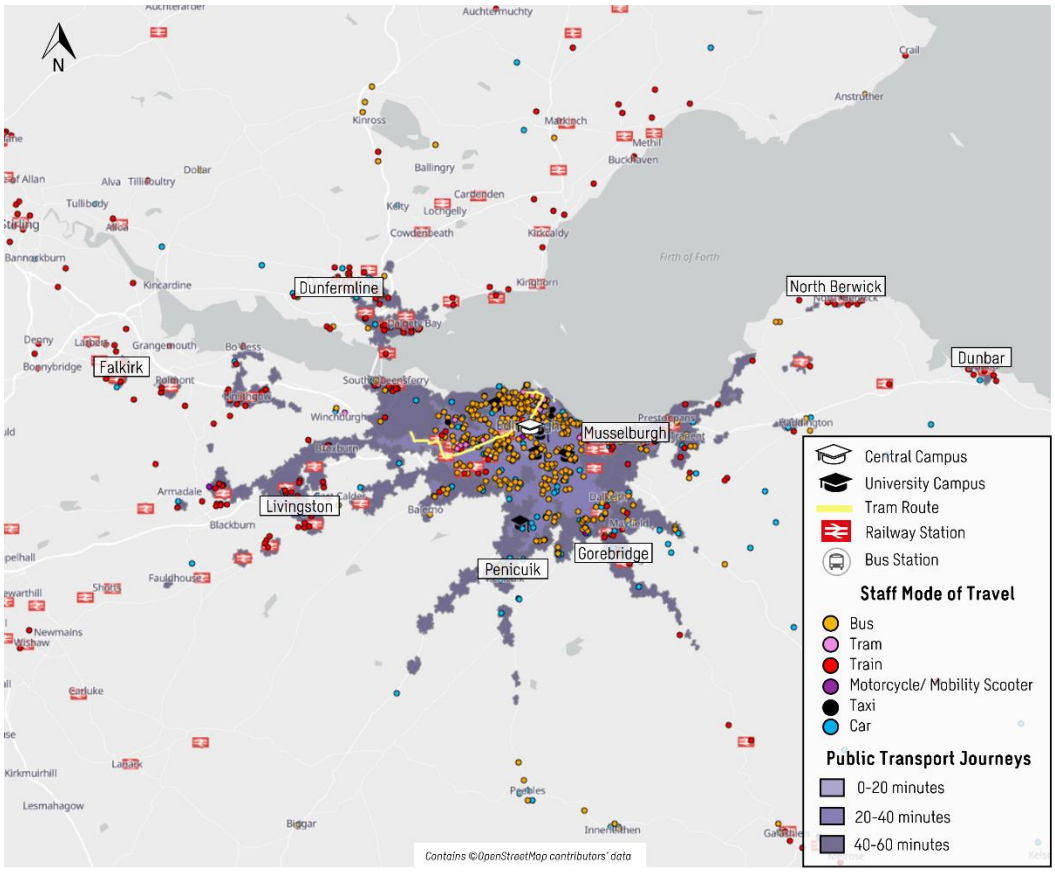

Figure 3-5: Staff 60-minute Central Area public transport catchment

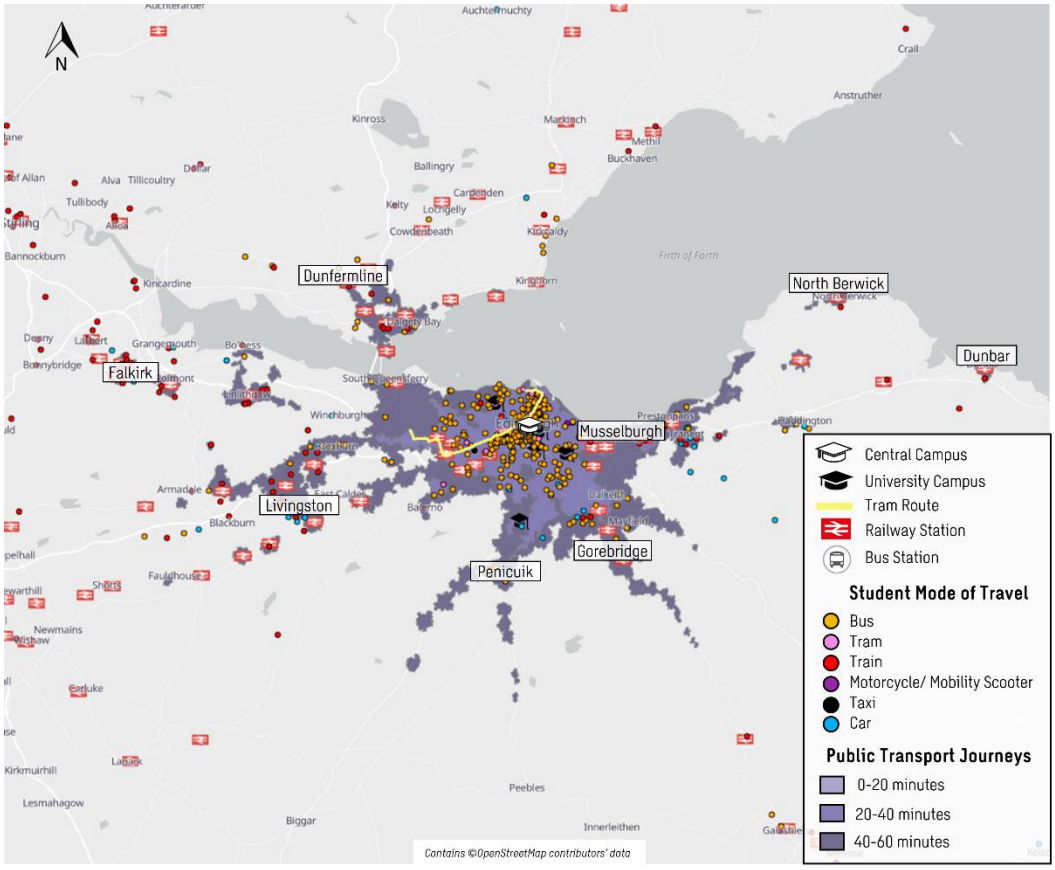

Figure 3-6: Student 60-minute Central Area public transport catchment

As seen in **Figure 3-5** and **Figure 3-6**, Dunfermline, Falkirk, Penicuik, North Berwick and Dunbar are all accessible within a 60-minute public transport journey. Areas such as Musselburgh and the Easter Bush Campus are within a 40- minute public transport journey. A significant area of Edinburgh City Centre is accessible within a 20-minute public transport journey, including access to the Edinburgh Tram, Edinburgh Waverly and Edinburgh Bus Station.

Many staff members are observed to be commuting by train from towns such as Falkirk, Livingston, Linlithgow, Dunfermline, North Berwick and Dunbar. Similar patterns can be found for students, but more students are located centrally and are choosing to travel by bus. From the postcode analysis, 81% of staff live within this catchment, with 48% using public transport as their main mode. For students, 85% live within the public transport catchment and 49% currently use public transport as their main mode of transport.

3.5.4 Motorised Vehicle Catchment

Figure 3-7 and **Figure 3-8** show how far it is possible to travel within a 60-minute public transport journey from BioQuarter Campus, for both staff and students. A neutral weekday between 8am and 9am was chosen to show peak AM travel distances. Please note that walking and cycling postcodes have been removed to make Central Edinburgh less clustered.

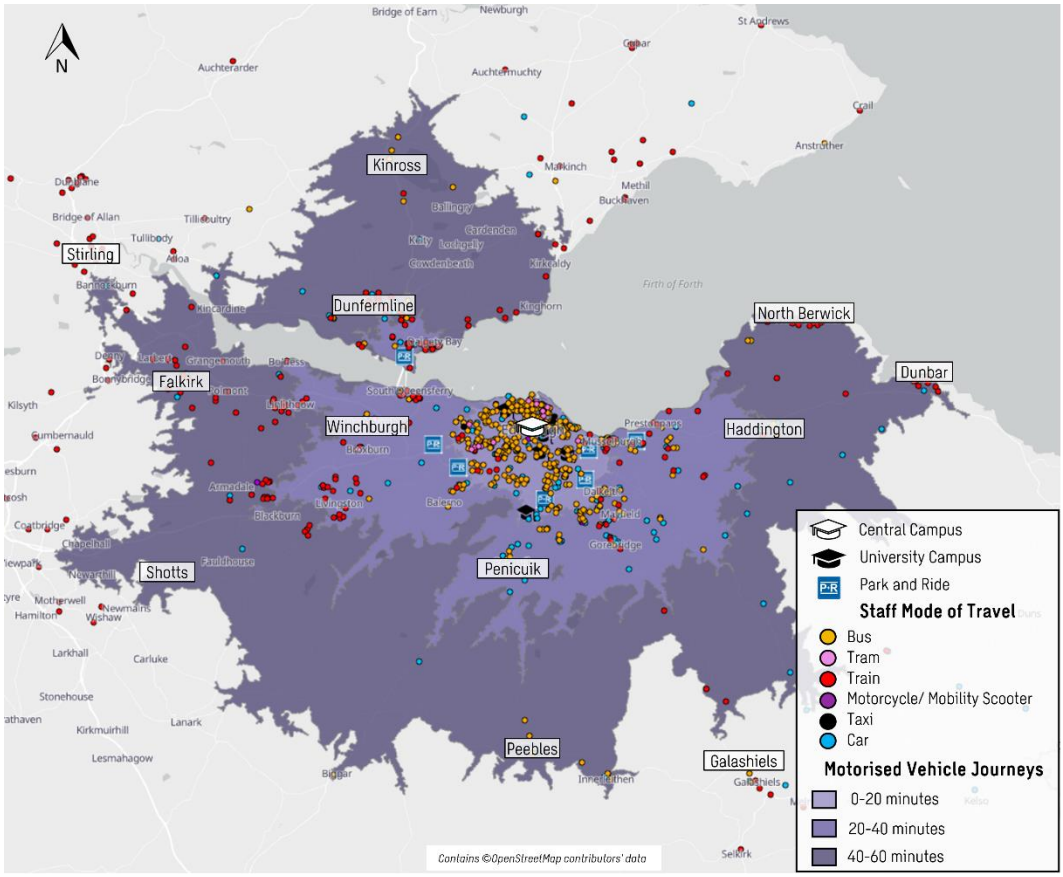

Figure 3-7: Staff 60-minute Central area motorised vehicle catchment

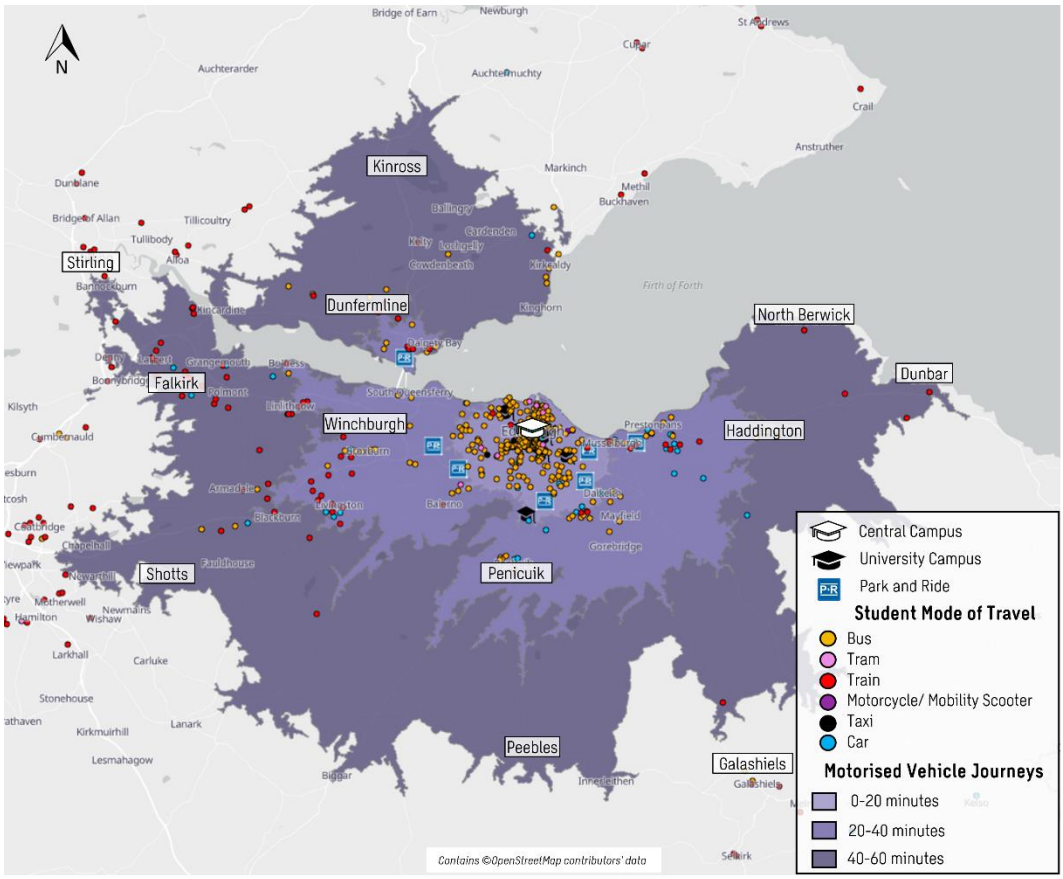

Figure 3-8: Student 60-minute Central area motorised vehicle catchment

As viewed in **Figure 3-7** and **Figure 3-8**, large areas of East Lothian, Midlothian, West Lothian, and Fife are all within the 60-minute driving catchment.

Kinross, Dunbar, Peebles and Falkirk are all accessible within a 60- minute drive. Haddington, Winchburgh and Penicuik are accessible within a 40- minute drive. Central Edinburgh, including Leith and Portobello are accessible within a 20- minute drive.

From the postcode analysis, it is observed that there are a number of staff driving to Central Area who are located within the 20- or 40- minute driving catchment. Those that live further from the city centre are generally choosing the train as their preferred method of travel. For students, less respondents are driving, but for those that are, there are more that live within the 40-minute catchment.

3.5.5 20-minute Neighbourhood Catchment

Figure 3-9 illustrates the amenities accessible within a 10-minute (20-minute round trip) walking distance from the Central Area campus. Amenities that are greyed out in the key are unavailable within this 10-minute (20-minute round trip) walking catchment.

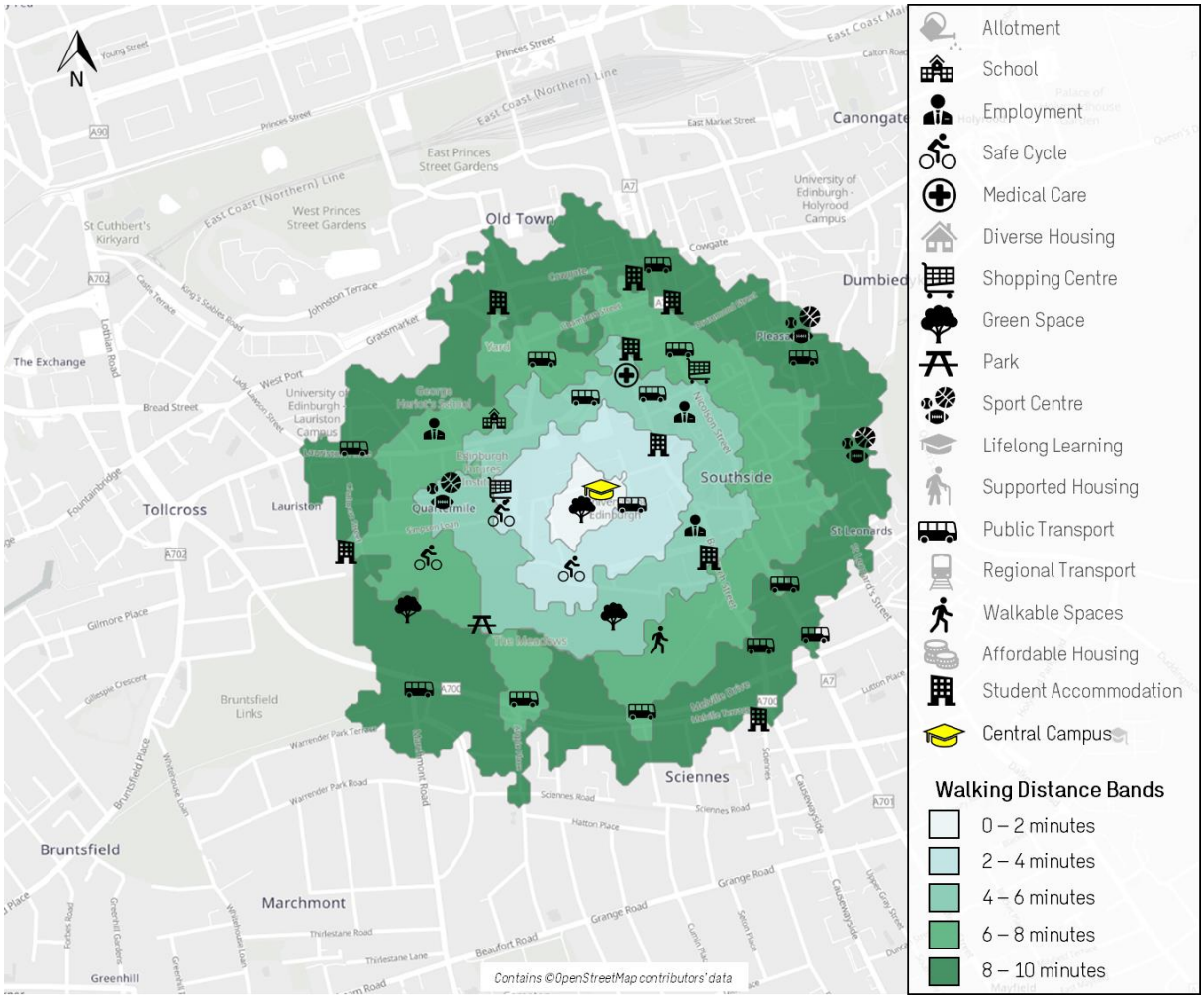

Figure 3-9: 20-minute neighbourhood analysis, Central Area

As shown in **Figure 3-9**, a considerable amount of the university accommodation is within a 10-minute walking journey of the Central Area. Amenities such as shops, green space and a medical centre are less than a 6-minute walk. Many bus stops are accessible from Central Area.

4 Site specific: King's Buildings

A total of 447 staff (academic and non-academic combined) based at King's Buildings responded to the survey, which represents 13% of all staff based at King's Buildings. A total of 894 students based at the King's Buildings also responded, this represents 2% 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 2025 mode share

Mode	Staff	Student	Overall
Walk	17.5%	20.7%	19.9%
Mobility Scooter	0.0%	0.0%	0.0%
Cycle	28.6%	11.4%	15.8%
Tram	0.0%	0.1%	0.1%
Rail	4.2%	4.7%	4.5%
Public Bus	21.3%	33.8%	30.7%
Shuttle Bus	3.8%	24.5%	19.3%
Taxi	0.3%	0.2%	0.2%
Motorcycle	0.6%	0.1%	0.2%
Car Passenger	1.3%	0.8%	0.9%
Car Driver with Passenger	3.8%	0.9%	1.6%
Car Driver Alone	18.6%	2.8%	6.8%

note - percentages rounded to one decimal place

4.2 Staff

The most common mode of travel at King's Buildings is cycling (28.6%), up by 3.2-percentage points in comparison to the 2024 survey . Bus is the second most used mode (21.3%), followed by car driver alone (18.6%). Bus has increased by 0.5-percentage points, whilst car driver alone has decreased by 2.3-percentage points.

4.3 Students

Bus is the main mode of transport for students at King's Buildings (33.8%), which has decreased by 3.8-percentage points in comparison to the 2024 survey . This is followed by shuttle bus (24.5%) and then walk (20.7%). Car travel only makes up 4.5% of student travel to King's Buildings.

4.4 Sustainable Transport Initiatives

At King's Buildings, staff were most aware of Campus Maps (68%), Cycle2Work (80%) and provision of showers (71%) sustainable transport initiatives. They were least aware of Bike Buddies (9%), Staff Cycling Community (7%) and Free Cycle Training (12%).

Students were most aware of Campus Maps (48%), Doctor Bike (30%), and Transport Website (34%) sustainable transport initiatives. They were least aware of D-locks (3%), Bike Register (3%) and Travel Loans (2%).

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. Please note that taxi and motorcycle are included under 'motor vehicles'.

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

Role	Staff				Students			
Catchment – King's Buildings	Walk / wheel	Cycle	Public Transport	Motor Vehicles	Walk / wheel	Cycle	Public Transport	Motor Vehicles
Percentage of staff and students living within the catchment of the travel mode	4%	71%	82%	91%	4%	87%	90%	94%
Existing mode share of staff and students at King's Buildings	17%	29%	29%	24%	21%	11%	63%	5%

4.5.1 Walking Catchment

Figure 4-1 and **Figure 4-2** show how far it is possible to travel within a 20-minute walk from the King's Buildings, for both staff and students.

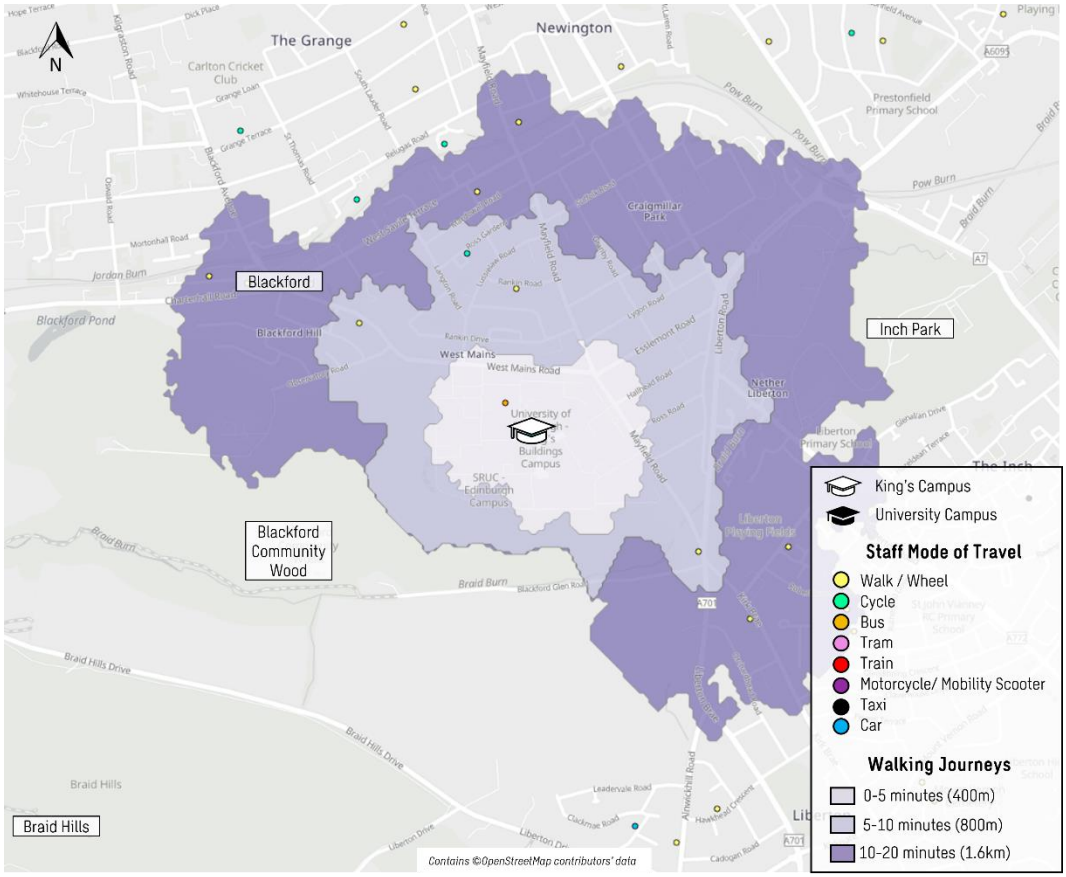

Figure 4-1: Staff 20-minute King's Buildings walking catchment

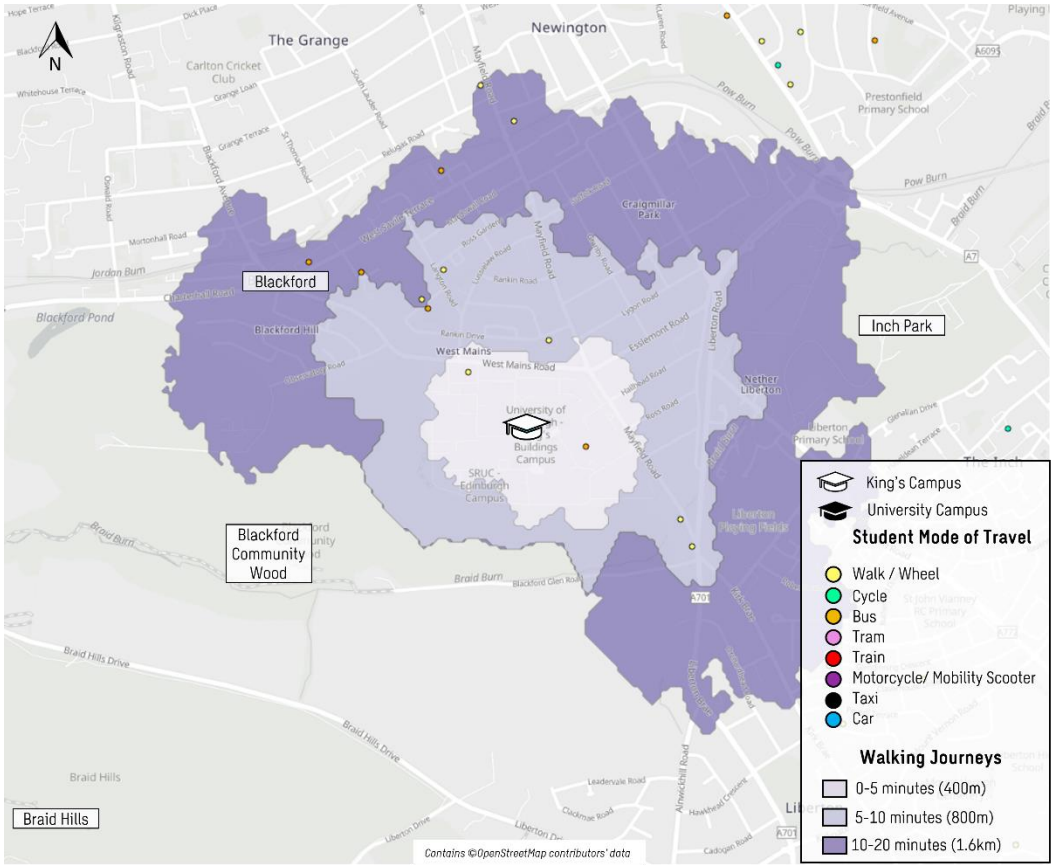

Figure 4-2: Staff 20-minute King's Buildings walking catchment

Figure 4-1 and **Figure 4-2** show that Inch Park and Blackford Community Wood are accessible within a 20- minute walk. Additionally, the postcode mapping indicates very few staff and students live within the walking catchment, with 17% of staff and 21% of students walking to this Campus.

4.5.2 Cycling Catchment

Figure 4-3 and **Figure 4-4** show how far it is possible to travel within a 30-minute cycle journey of King's Buildings, for both staff and students.

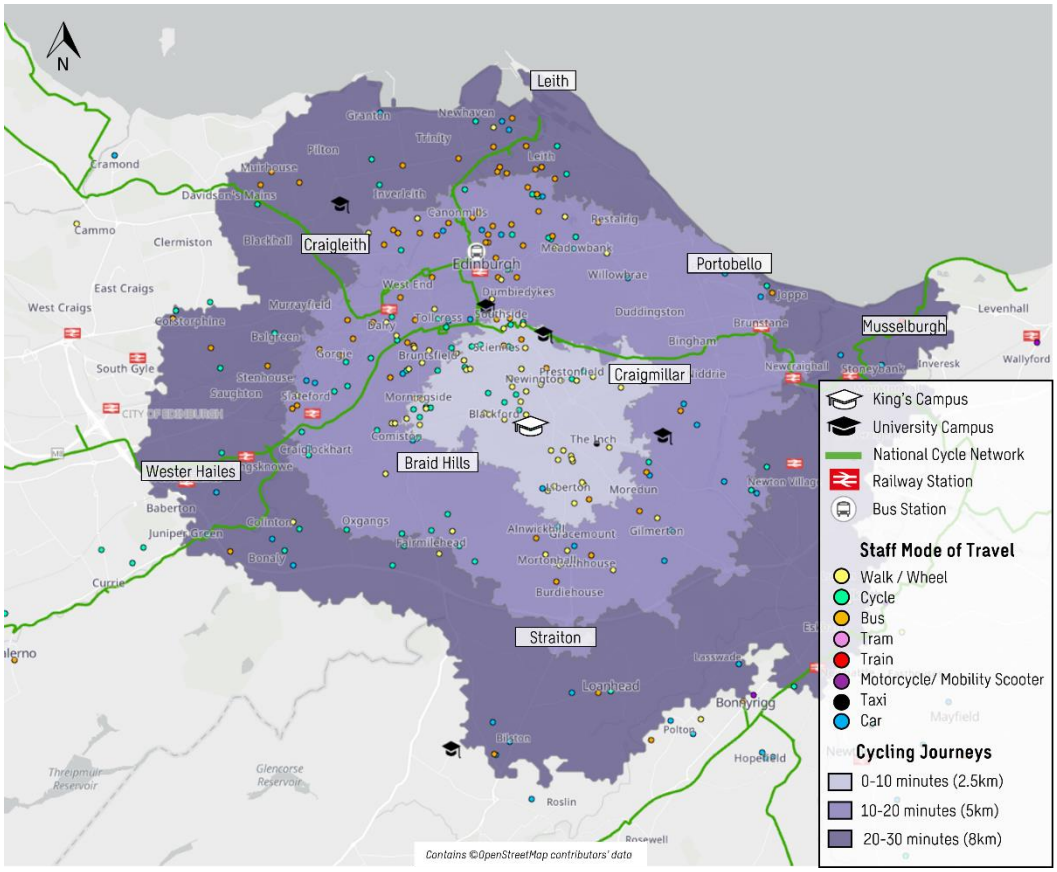

Figure 4-3: Staff 30-minute King's Buildings cycling catchment

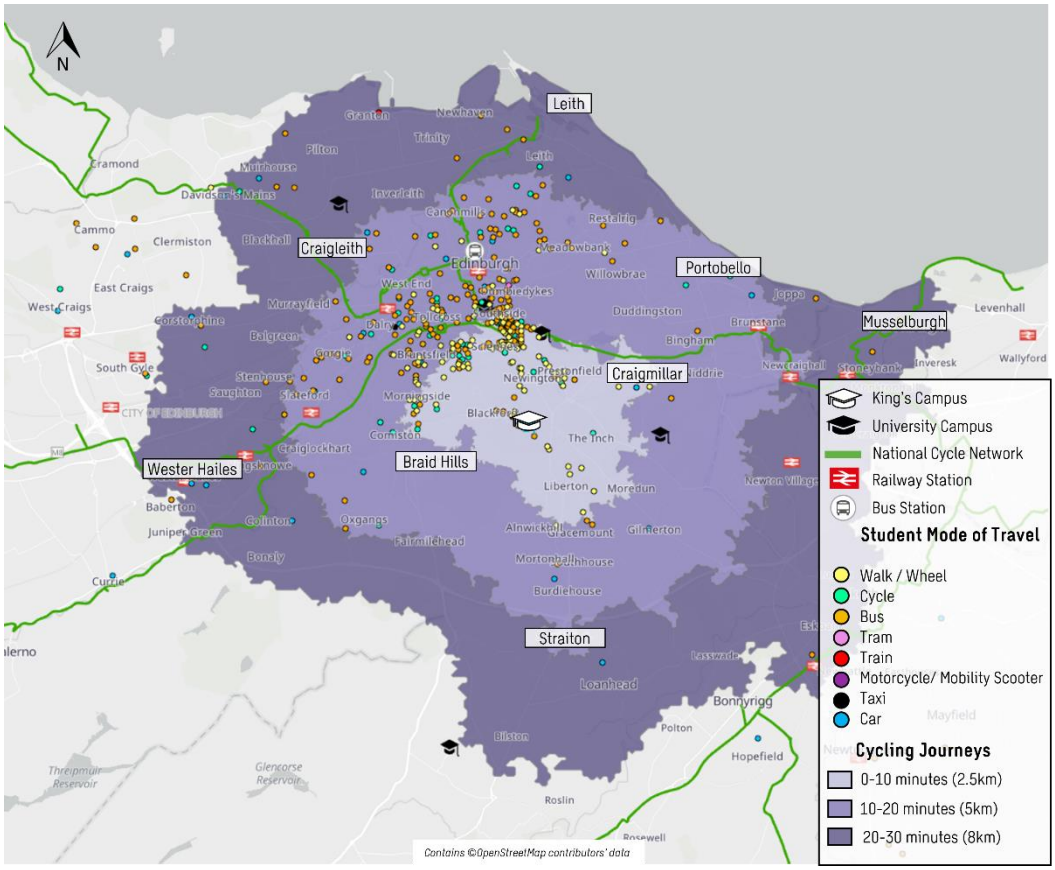

Figure 4-4: Student 30-minute King's Buildings cycling catchment

Figure 4-3 and **Figure 4-4** highlight that central Edinburgh, Portobello and Straiton are all accessible within a 20- minute cycle from King's Buildings. Musselburgh, Leith and Wester Hailes are within a 30-minute cycle ride. Currently only 11% of students who travel to King's Buildings use cycling as their main mode of transport, but 87% of students are living within this catchment. However, there is a high proportion of King's Buildings staff that are cycling to work: 29% of staff use cycling as their main mode to get to King's Buildings, with 71% of staff living within this catchment.

4.5.3 Public Transport Catchment

Figure 4-5 and **Figure 4-6** show how far it is possible to travel within a 60-minute public transport journey from King's Buildings, for both staff and students. A neutral weekday between 8am and 9am was chosen to show peak AM travel distances. Please note that walking and cycling postcodes have been removed to make Central Edinburgh less clustered.

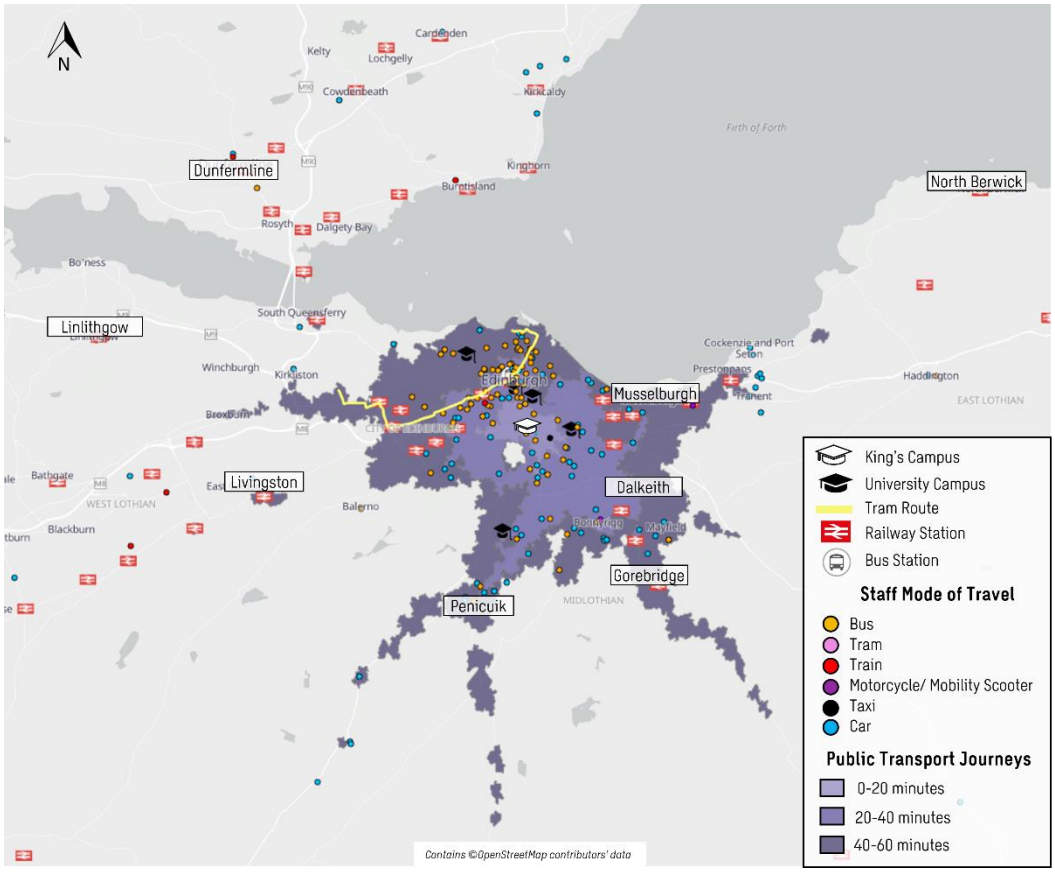

Figure 4-5: Staff 60-minute King's Buildings public transport catchment

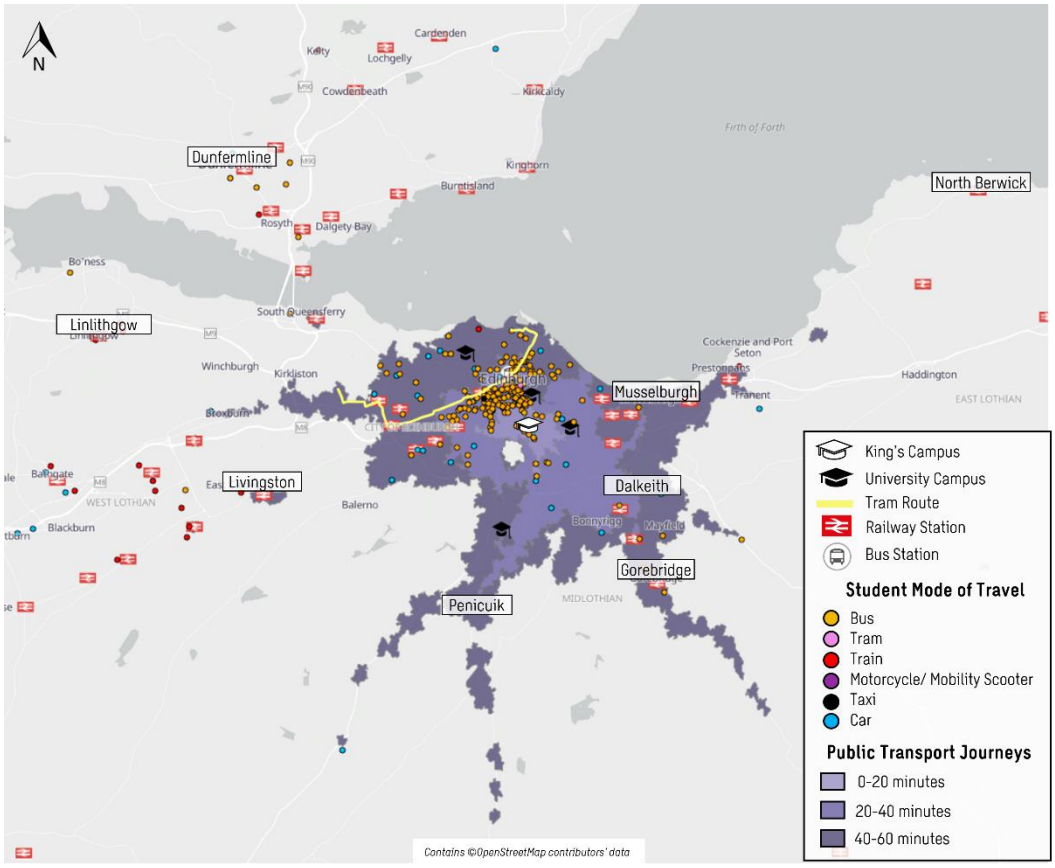

Figure 4-6: Student 60-minute King's Buildings public transport catchment

Figure 4-5 and **Figure 4-6** show that Livingston, Linlithgow, Penicuik, Gorebridge and Musselburgh are all accessible within a 60-minute public transport journey from King's Buildings. Dalkeith and central Edinburgh are within a 40-minute public transport journey.

The post code analysis shows that students who are living more centrally travel via bus, with train and motorised vehicle the more popular options for students who are living further out. A similar pattern was found for staff, however less staff members were located more centrally, with a higher proportion using motorised vehicle as their main mode. Only 29% of staff currently use public transport as their main mode, compared to 63% of students.

4.5.4 Motorised Vehicle Catchment

Figure 4-7 and Figure 4-8 show how far it is possible to travel within a 60-minute motorised vehicle journey from King's Buildings. A neutral weekday between 8am and 9am was chosen to show peak AM travel distances. Please note that walking and cycling postcodes have been removed to make Central Edinburgh less clustered.

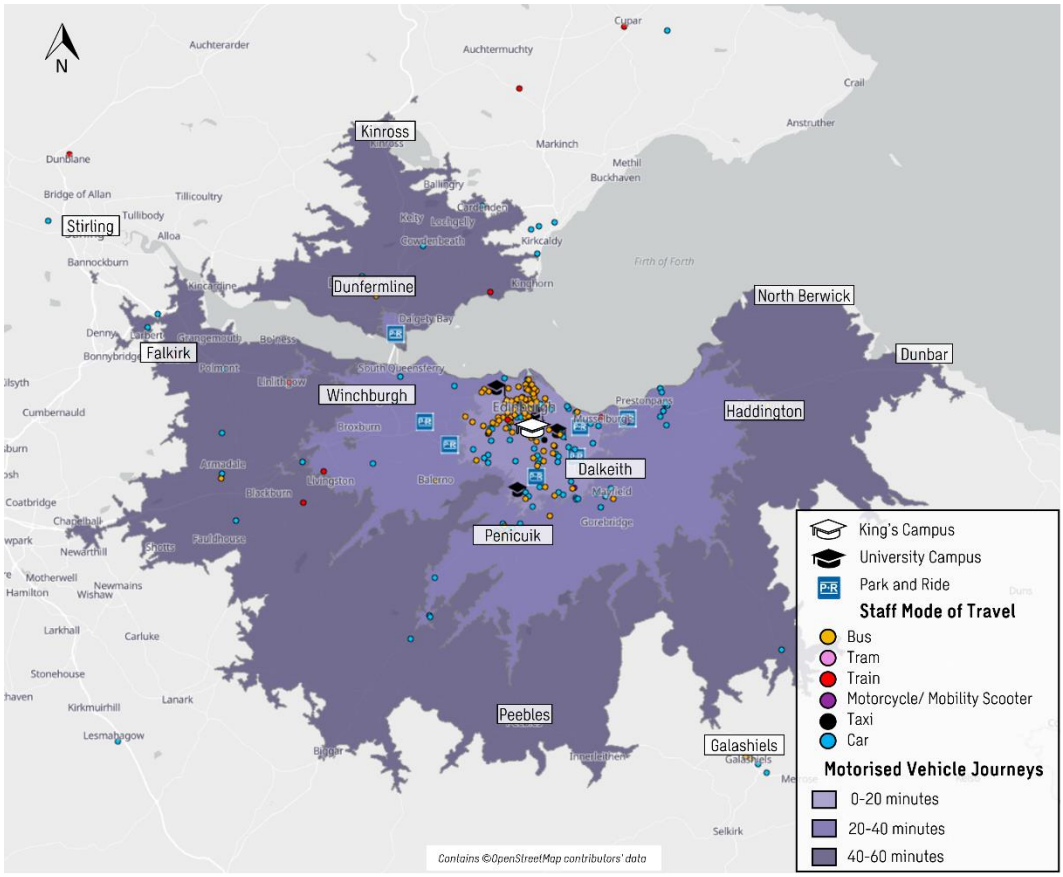

Figure 4-7: Staff 60-minute King's Buildings motorised vehicle catchment

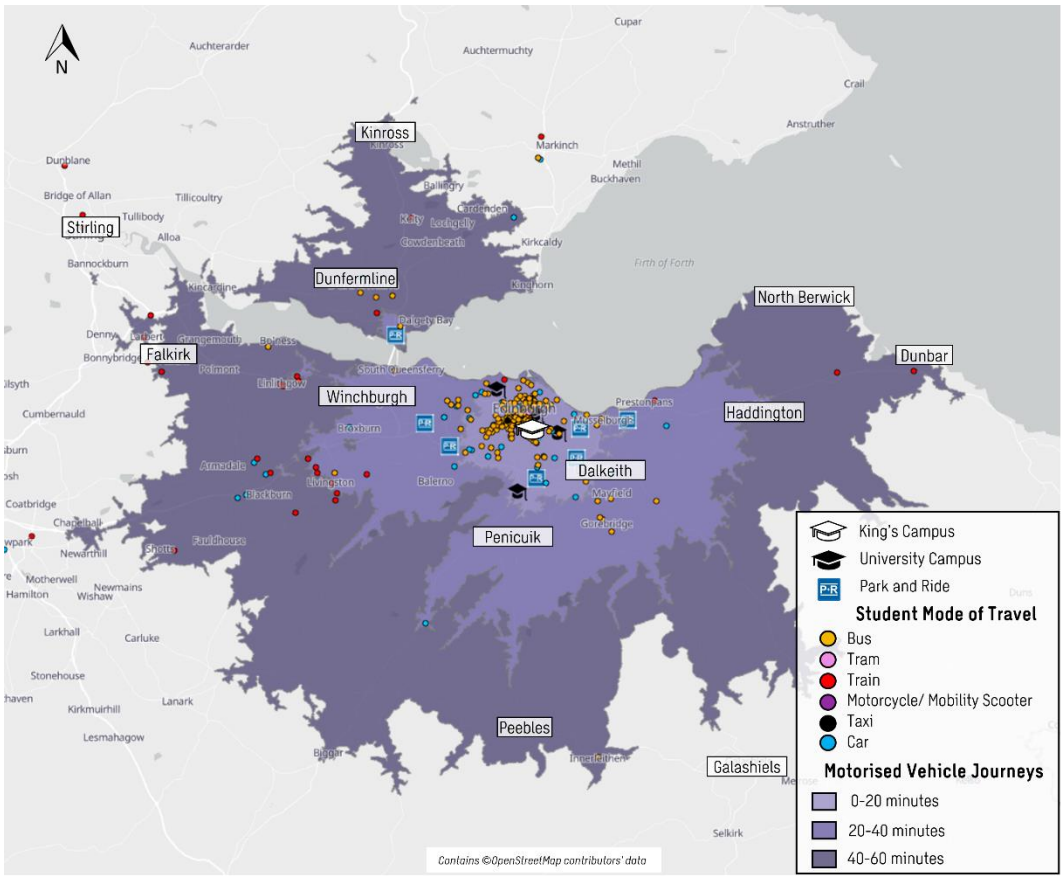

Figure 4-8: Student 60-minute King's Buildings motorised vehicle catchment

Figure 4-7 and **Figure 4-8** demonstrates that Peebles, Kinross, North Berwick, Dunbar and Falkirk are all reachable within a 60-minute motorised vehicle journey. Dalkeith, Winchburgh and Penicuik are accessible within a 40- minute journey. Central Edinburgh and Musselburgh are accessible within a 20-minute journey. It is observed that those staff or students who commute by driving live more centrally rather than farther away from the campus. For students who are living further away from King's Buildings, such as in Livingston, it is observed that travelling by train is preferred.

4.5.5 20- minute Neighbourhood Catchment

Figure 4-9 illustrates the amenities accessible within a 10-minute (20-minute round trip) walking distance from King's Buildings. Amenities that are greyed out in the key are unavailable within this 10-minute (20-minute round trip) walking catchment.

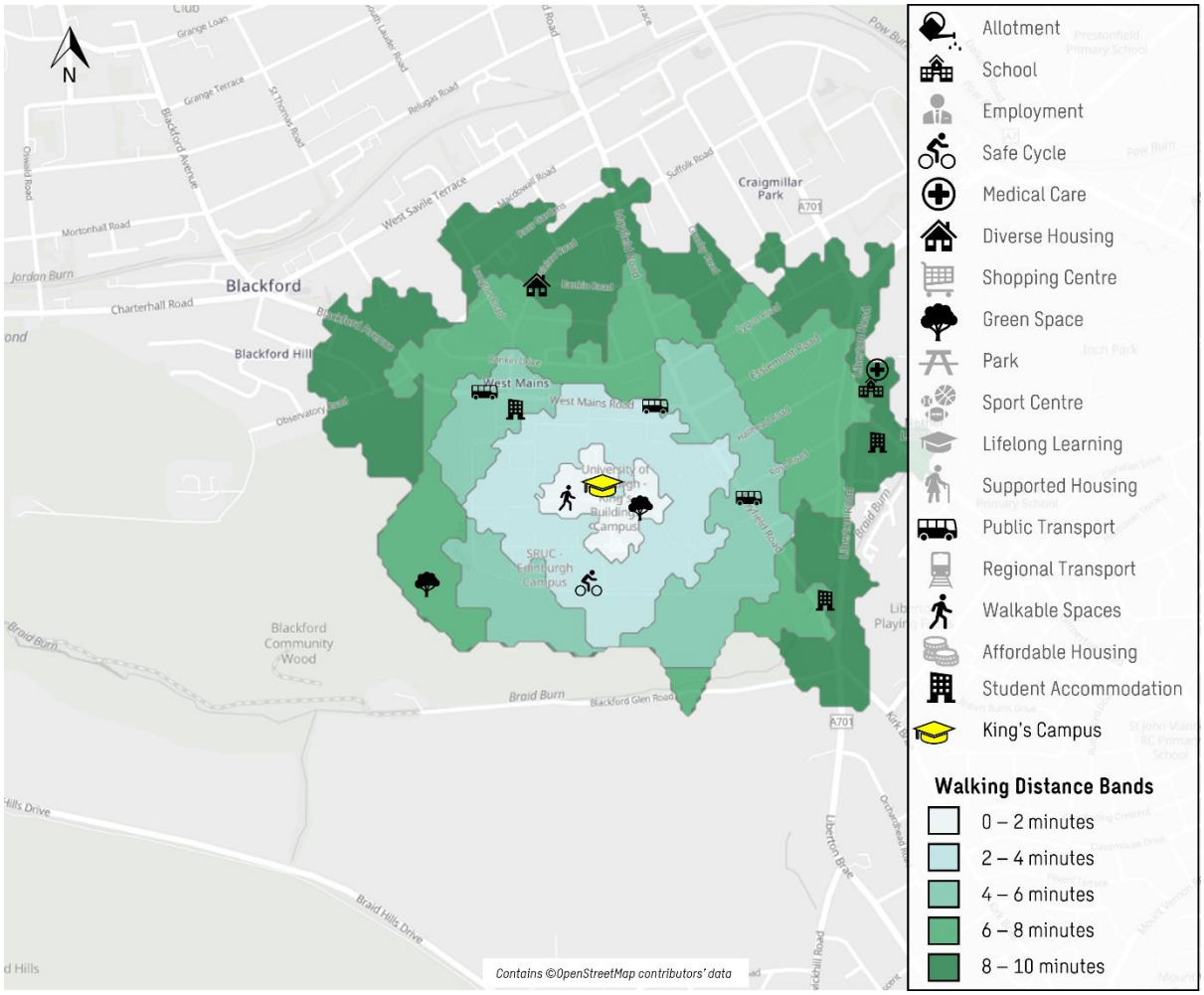

Figure 4-9: 20-minute Neighbourhood analysis, King's Buildings

Figure 4-9 shows that university accommodation on West Mains Road and two Prestige residences are all within a 10-minute walking journey of King's Buildings. Several bus stops are accessible from King's Buildings, offering connections throughout Edinburgh. Green space, medical care, walkable spaces and safe cycling routes are also within the 20- minute neighbourhood catchment.

5 Site specific: BioQuarter

A total of 371 staff (academic and non-academic combined) based at BioQuarter responded to the survey, which represents 20% of all staff based at BioQuarter. A total of 107 students based at the BioQuarter also responded, this represents 0.3% 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 2025 mode share

Mode	Staff	Student	Overall
Walk	8.2%	5.1%	7.1%
Mobility Scooter	0.0%	0.0%	0.0%
Cycle	19.1%	19.8%	19.3%
Tram	0.0%	1.2%	0.4%
Rail	5.2%	8.2%	6.3%
Public Bus	33.1%	51.3%	39.3%
Shuttle Bus	0.0%	0.0%	0.0%
Taxi	0.3%	0.0%	0.2%
Motorcycle	0.7%	0.0%	0.5%
Car Passenger	1.9%	0.0%	1.3%
Car Driver with Passenger	4.1%	0.0%	2.7%
Car Driver Alone	27.3%	14.3%	22.9%

note - percentages rounded to one decimal place

5.2 Staff

Bus is the main mode of transport for staff at BioQuarter (33.1%), a 1.5-percentage point decrease f in comparison to the 2024 survey . This is followed by car driver alone (27.3%) and cycling (19.1%). Car driver alone has increased by 3.2-percentage points since 2024 while cycling has decreased by 1.2-percentage points.

5.3 Students

Bus travel is the primary mode of travel for students based at BioQuarter (51.3%) followed by cycling (19.8%). Car driver alone has increased by 5.8-percentage points from 2024.

5.4 Sustainable Transport Initiatives

At BioQuarter, staff were most aware of Cycle2work (77%), Doctor Bike (74%) and provision of showers (75%) sustainable transport initiatives. They were least aware of Bike Buddies (13%), Free Cycle Training (18%) and Staff Cycling Community (14%).

Students were most aware of Campus Maps (39%), Doctor Bike (39%) and provision of showers (48%) sustainable transport initiatives. They were least aware of Bike Buddies (3%), Travel Loan (0%) and Free Cycle Training (7%).

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. Please note that taxi and motorcycle are included in the motor vehicle category.

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 – BioQuarter	Walk / wheel	Cycle	Public Transport	Motor Vehicles	Walk / wheel	Cycle	Public Transport	Motor Vehicles
Percentage of staff and students living within the catchment of the travel mode	1%	61%	77%	91%	1%	79%	85%	88%
Existing mode share of staff and students at BioQuarter	8%	19%	38%	34%	5%	20%	61%	14%

5.5.1 Walking Catchment

Figure 5-1 and **Figure 5-2** show how far it is possible to travel within a 20-minute walk from the BioQuarter Campus, for both staff and students.

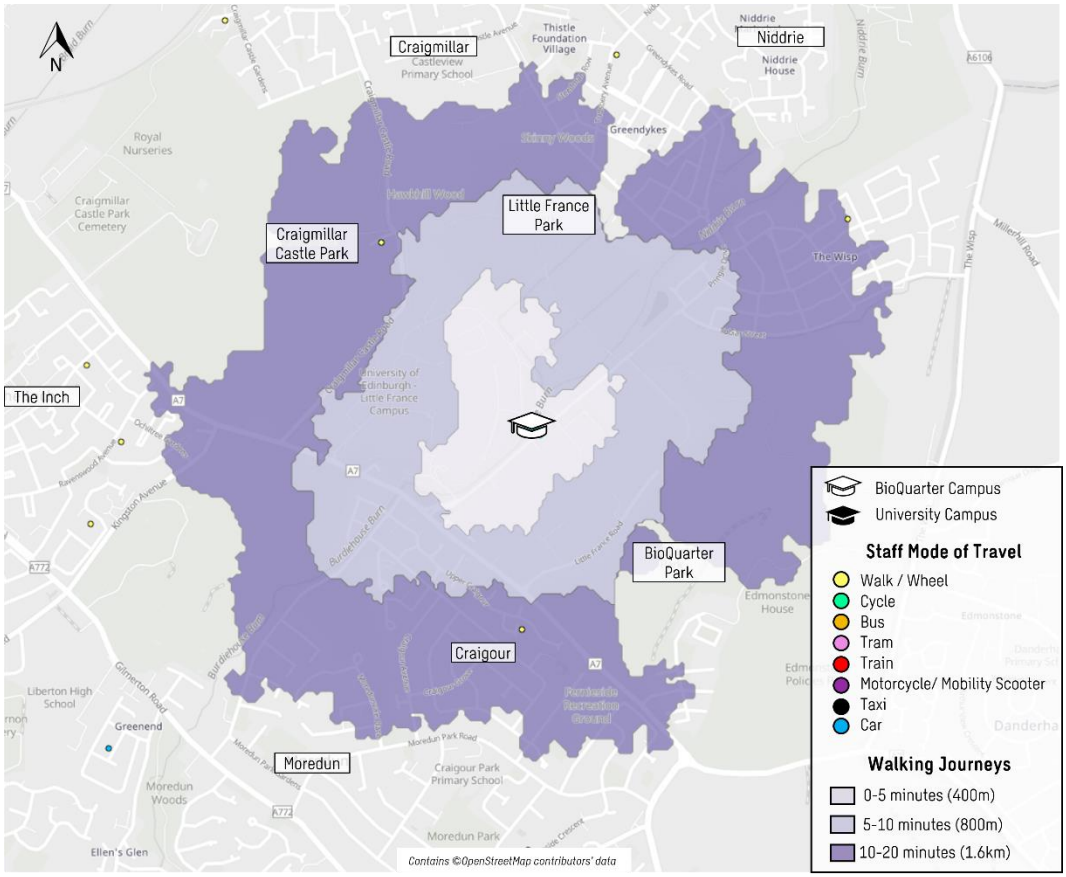

Figure 5-1: Staff 20-minute BioQuarter walking catchment

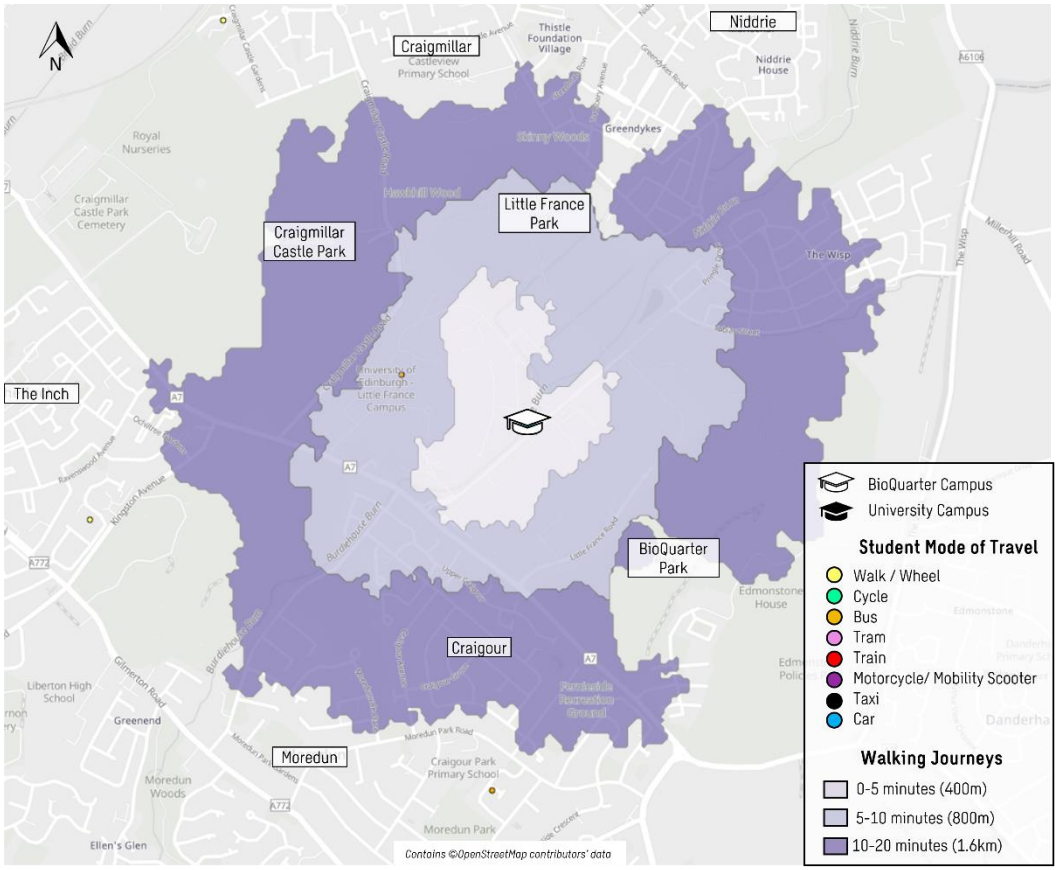

Figure 5-2: Student 20-minute BioQuarter walking catchment

Based on **Figure 5-1** and **Figure 5-2** several locations are within a 20-minute walk journey from BioQuarter. These include Little France Park, Craigour and Craigmillar Castle Park. These areas are predominantly residential and provide numerous walking and cycling routes for both commuting and leisure. However, only a small number of staff or students reside within this 20-minute walking distance of BioQuarter.

From the mode shares, 8% of staff and 5% students walk to BioQuarter, which coincides with the low numbers of people living within the catchment.

5.5.2 Cycling Catchment

Figure 5-3 and **Figure 5-4** show how far it is possible to travel within 30-minute cycle ride of BioQuarter Campus, for both staff and students.

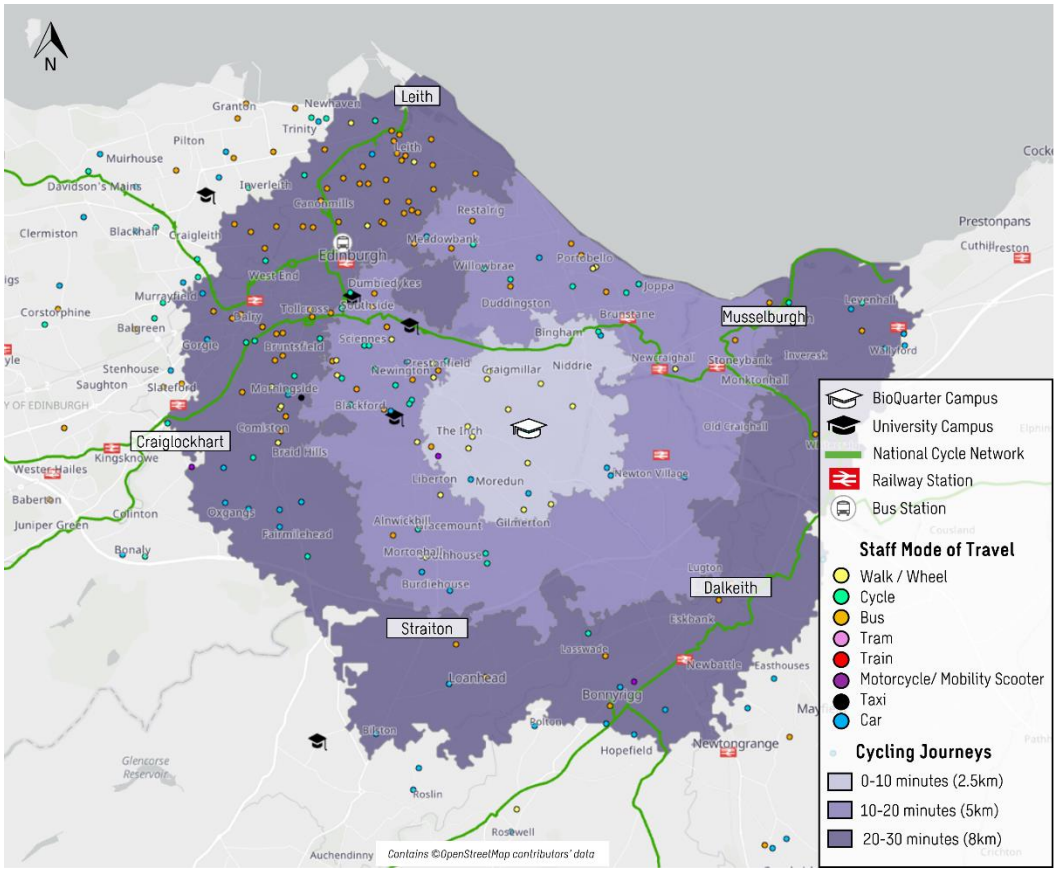

Figure 5-3: Staff 30-minute BioQuarter cycling catchment

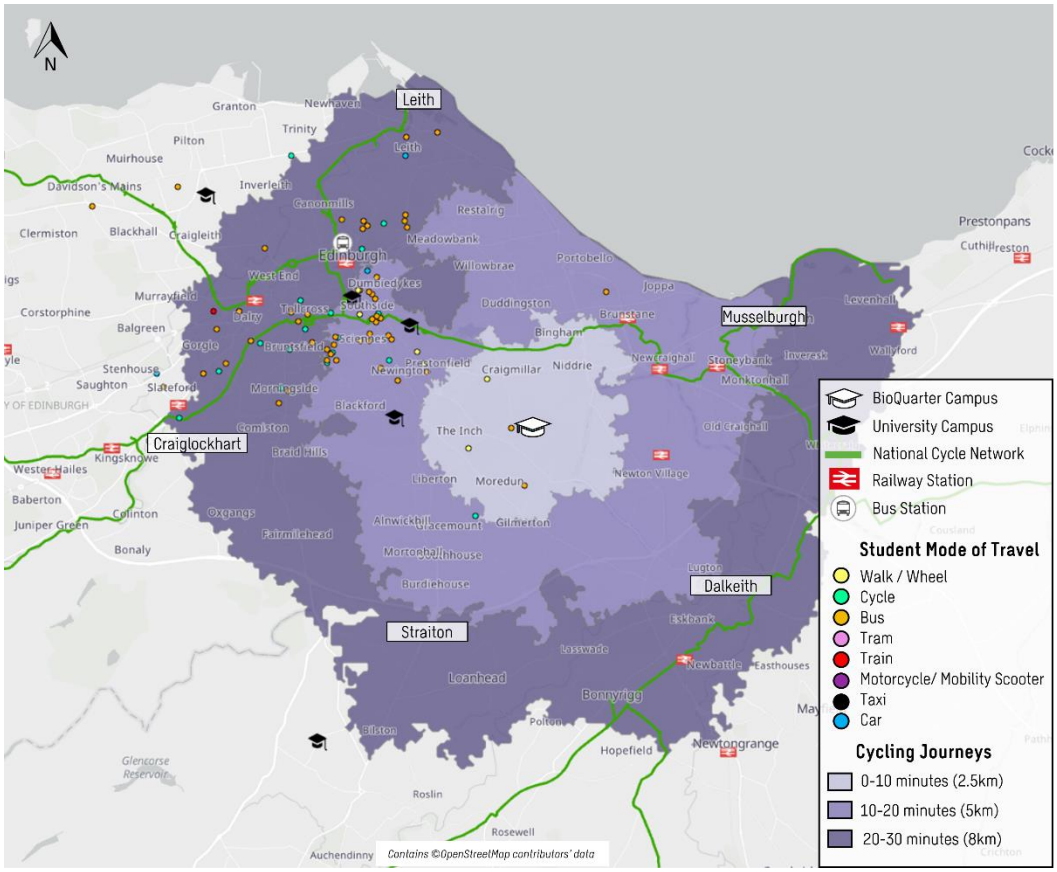

Figure 5-4: Student 30-minute BioQuarter cycling catchment

As seen in **Figure 5-3** and **Figure 5-4**, east Edinburgh, parts of Midlothian, and East Lothian are within a 30-minute cycle journey from BioQuarter, including areas such as Leith, Musselburgh, Dalkeith, and Craiglockhart. Edinburgh city centre, Portobello, Millerhill, and Burdiehouse can be reached within a 20-minute cycle. A 10-minute cycle journey includes Niddrie and Liberton. National Cycle Routes 1 and 75 offer safe cycling conditions around the City of Edinburgh for active mode users. Various travel modes are evident among those living within this cycling catchment, with most cyclists commuting from central Edinburgh.

Only 19% of staff and 20% of students currently cycle to BioQuarter, compared to the 61% of staff members and 79% of students living within this catchment. This suggests potential for an uptake of cycling as a commute mode.

5.5.3 Public Transport Catchment

Figure 5-5 and **Figure 5-6** show how far it is possible to travel within a 60-minute public transport journey from BioQuarter Campus, for both staff and students. A neutral weekday between 8am and 9am was chosen to show peak AM travel distances. Please note that walking and cycling postcodes have been removed to make Central Edinburgh less clustered.

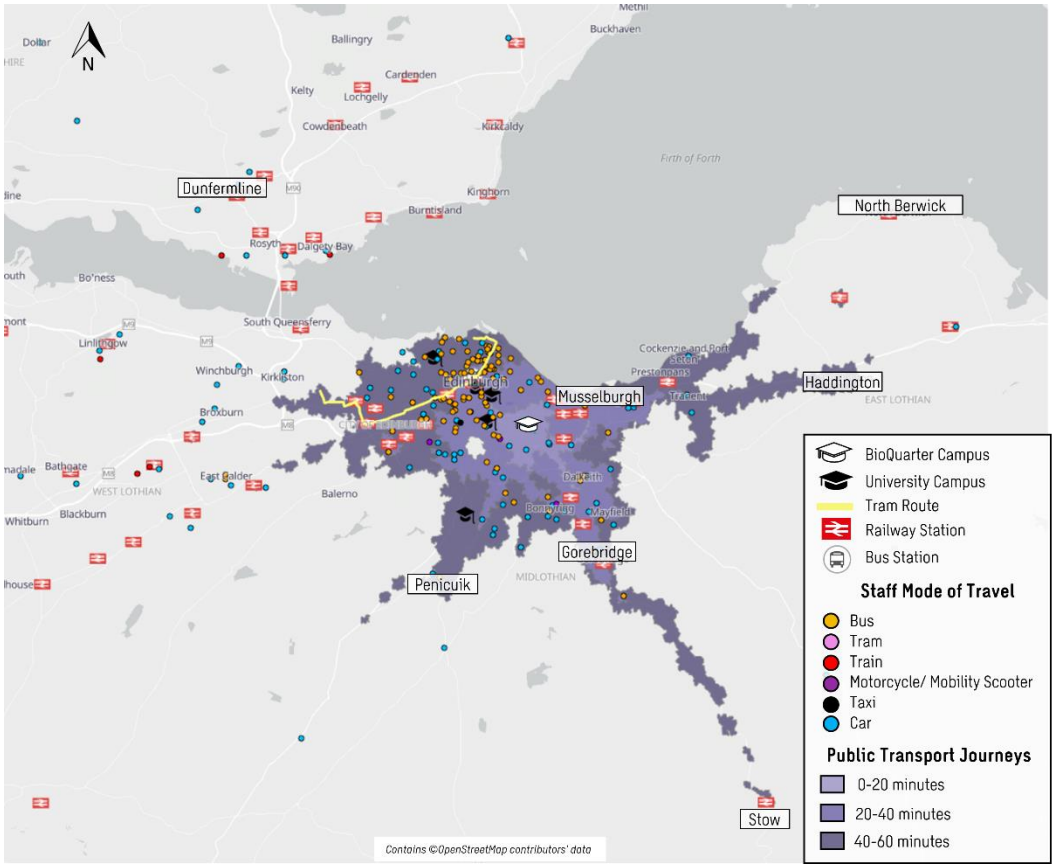

Figure 5-5: Staff 60-minute BioQuarter public transport catchment *(*walk / wheel and cycle postcodes removed)*

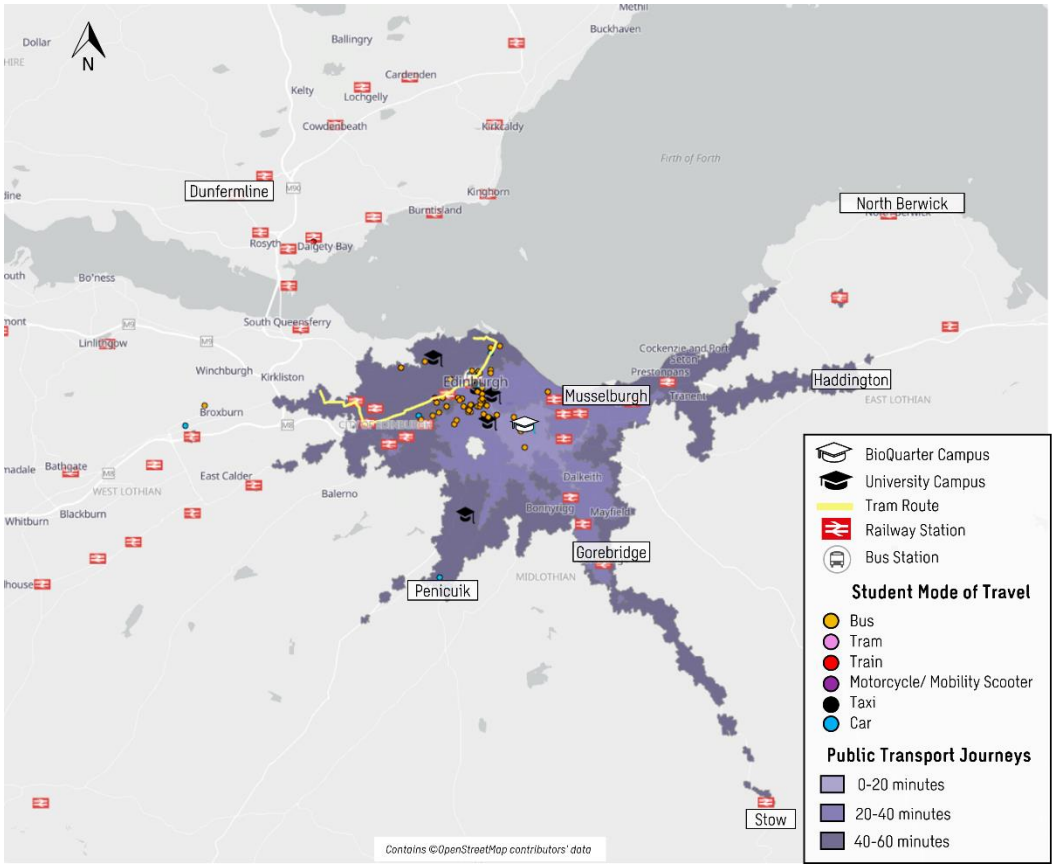

Figure 5-6: Student 60-minute BioQuarter public transport catchment *(*walk / wheel and cycle postcodes removed)*

As viewed in **Figure 5-5** and **Figure 5-6**, Stow, Penicuik, and Haddington are all within a 60-minute public transport journey from BioQuarter. Gorebridge, Musselburgh, Mayfield, and Wester Hailes can be reached within 40 minutes. Much of south Edinburgh is accessible within a 20-minute public transport journey. However, significant parts of northwest Edinburgh, including areas like Cramond and Blackhall, are not accessible within a 60-minute journey.

Many BioQuarter students use public transport as their main mode of travel (61%), but staff are less likely (38%). However, both staff and students have high proportions of postcodes situated within the 60-minute public transport catchment (77% for staff, 85% for students) suggesting an even higher uptake could be possible.

5.5.4 Motorised Vehicle Catchment

Figure 5-7 and **Figure 5-8** show how far it is possible to travel within a 60-minute motorised vehicle journey from BioQuarter Campus. A neutral weekday between 8am and 9am was chosen to show peak AM travel distances. Please note that walking and cycling postcodes have been removed to make Central Edinburgh less clustered.

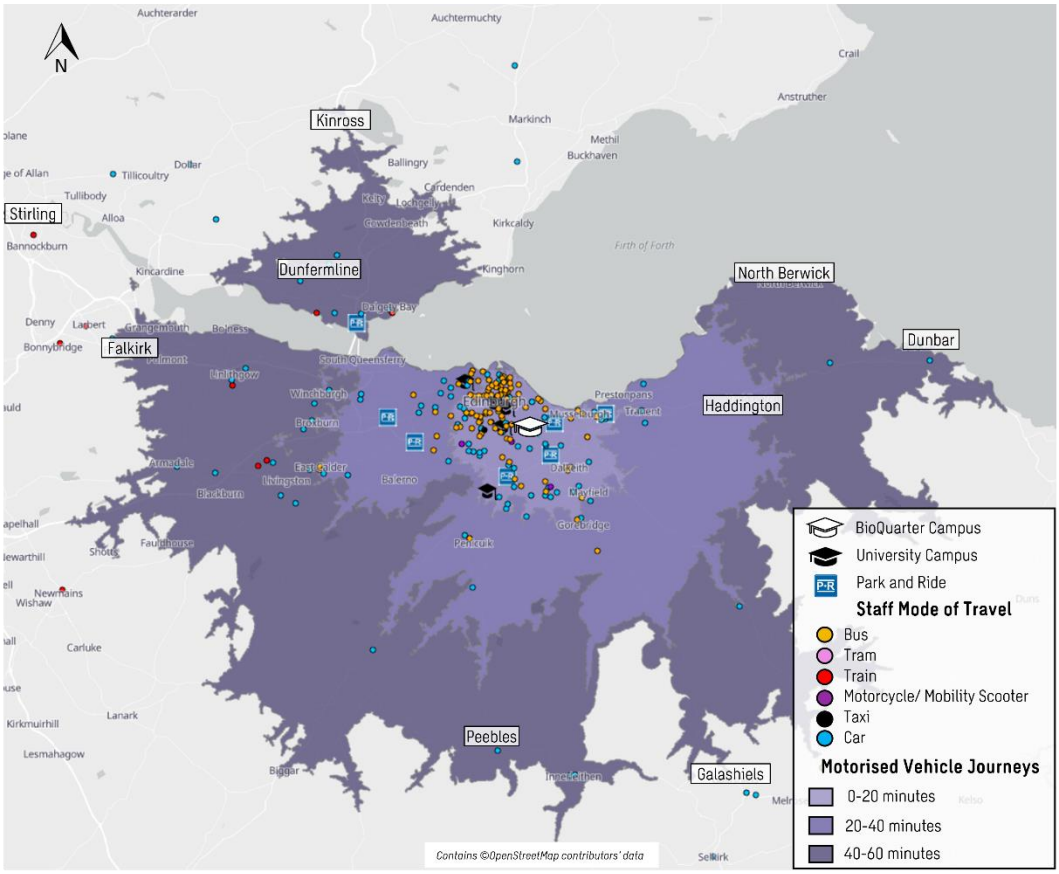

Figure 5-7: Staff 60-minute BioQuarter motorised vehicle catchment *(*walk / wheel and cycle postcodes removed)*

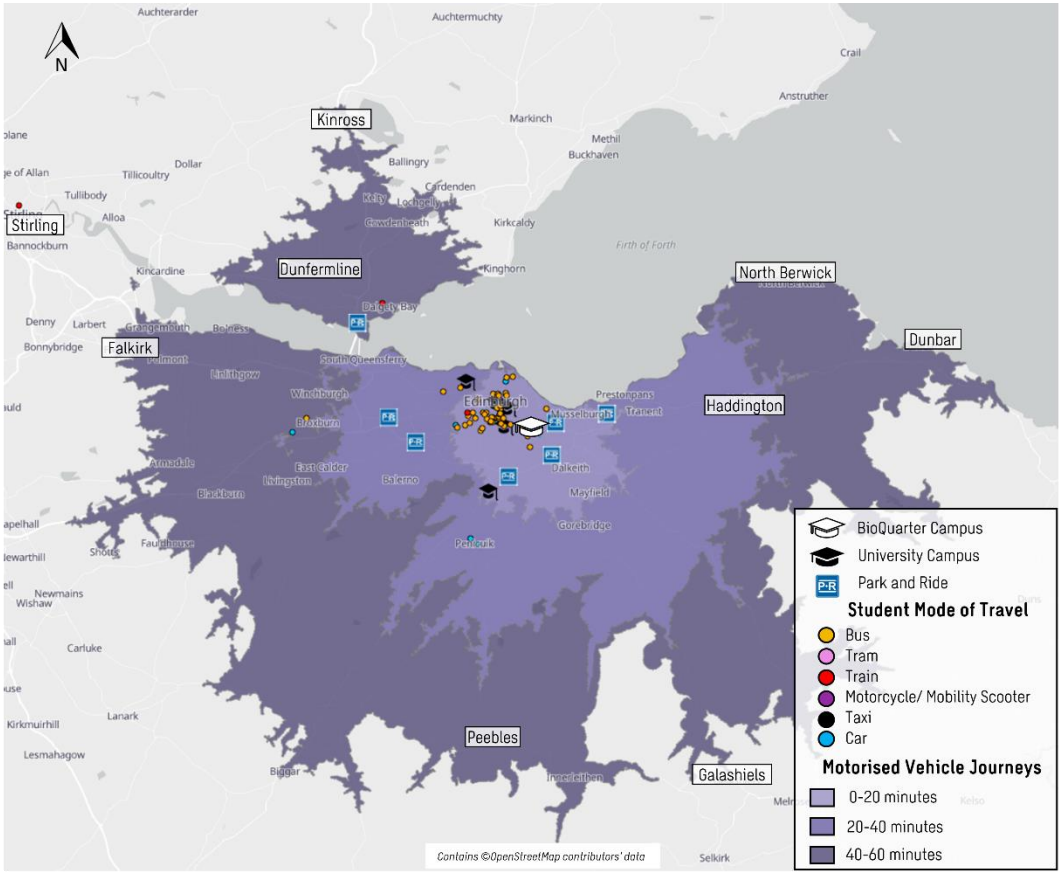

Figure 5-8: Student 60-minute BioQuarter motorised vehicle catchment *(*walk / wheel and cycle postcodes removed)*

As can be viewed on **Figure 5-7** and **Figure 5-8**, extensive areas of East Lothian, Midlothian, West Lothian, Kinross, and Falkirk are within a 60-minute driving catchment from BioQuarter. The Park & Ride facilities around Edinburgh, along with Leith, Prestonpans, Penicuik, and Kirkliston, are within a 40-minute drive. While few students commuting to BioQuarter reside outside the city centre, staff are often observed commuting from greater distances.

Most of staff and students live within a 60-minute drive from BioQuarter (91% of staff and 88% of students).

5.5.5 20-minute Neighbourhood Catchment

Figure 5-9 illustrates the amenities accessible within a 10-minute (20-minute round trip) walking distance from BioQuarter Campus. Amenities that are greyed out in the key are unavailable within this 10-minute (20-minute round trip) walking catchment.

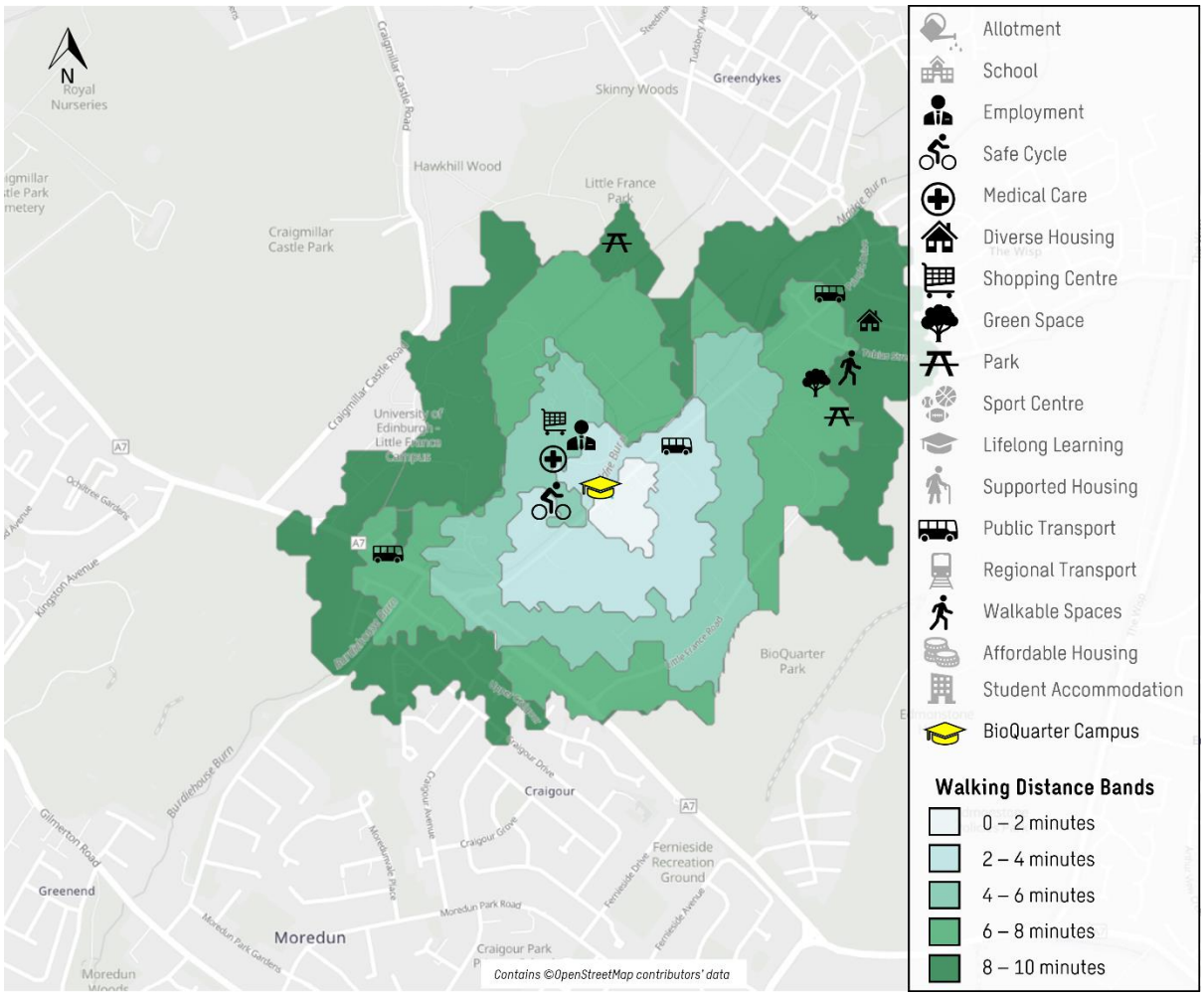

Figure 5-9: 20-minute neighbourhood analysis, BioQuarter

As seen in **Figure 5-9**, Little France Park, BioQuarter Park, and Craigour are within a 10-minute walk of BioQuarter. Amenities including a shop, green space, and a medical centre are less than a 6-minute walk from BioQuarter. Additionally, several bus stops are easily accessible at BioQuarter, including the bus interchange and on Old Dalkeith Road.

6 Site specific: Easter Bush

A total of 137 staff (academic and non-academic combined) based at Easter Bush responded to the survey, which represents 16% of all staff based at Easter Bush. A total of 107 students based at Easter Bush also responded, this represents 0.4% 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 2025 mode share

Mode	Staff	Student	Overall
Walk	3.2%	2.4%	2.7%
Mobility Scooter	0.0%	0.8%	0.5%
Cycle	3.7%	3.7%	3.7%
Tram	0.0%	0.0%	0.0%
Rail	0.6%	2.1%	1.5%
Public Bus	28.6%	73.1%	54.8%
Shuttle Bus	0.0%	0.0%	0.0%
Taxi	0.0%	0.8%	0.5%
Motorcycle	0.0%	0.0%	0.0%
Car Passenger	4.0%	2.4%	3.1%
Car Driver with Passenger	7.5%	4.0%	5.4%
Car Driver Alone	52.3%	10.6%	27.7%

note - percentages rounded to one decimal place

6.2 Staff

Car driver alone is the most common mode of transport for staff at Easter Bush (52.3%), this is a 1.1-percentage point increase from 2024. Bus is the second most common mode at 28.6% followed by car driver with passenger at 7.5%.

6.3 Students

Students travelling to Easter Bush primarily travel by bus which is 73.1% mode share, an increase of 2.5 percentage points in comparison to the 2024 survey. Car driver alone accounts for 10.6%, a 5.6 percentage points decrease from 2024. Rates of cycling have increased marginally by 0.6 percentage points of the mode share.

6.4 Sustainable Transport Initiatives

At Easter Bush staff were most aware of Cycle2work (73%), Doctor Bike (75%) and provision of showers (72%) sustainable transport initiatives. They were least aware of Bike Buddies (7%), Free Cycle Training (7%) and Staff Cycling Community (6%).

Students were most aware of Campus Maps (391Doctor Bike (45%) and showers (39%) sustainable transport initiatives. They were least aware of Bike Buddies (1%), Travel Loan (0%) and Free Cycle Training (2%).

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. Please note that taxi and motorcycle are included in the motor vehicle category. .

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 – Easter Bush	Walk / wheel	Cycle	Public Transport	Motor Vehicles	Walk / wheel	Cycle	Public Transport	Motor Vehicles
Percentage of staff and students living within the catchment of the travel mode	2%	48%	66%	95%	0%	34%	91%	97%
Existing mode share of staff and students at Easter Bush	3%	4%	29%	64%	3%	4%	75%	17%

6.5.1 Walking Catchment

Figure 6-1 and **Figure 6-2** show how far it is possible to travel within a 20-minute walk from the Easter Bush, for both staff and students.

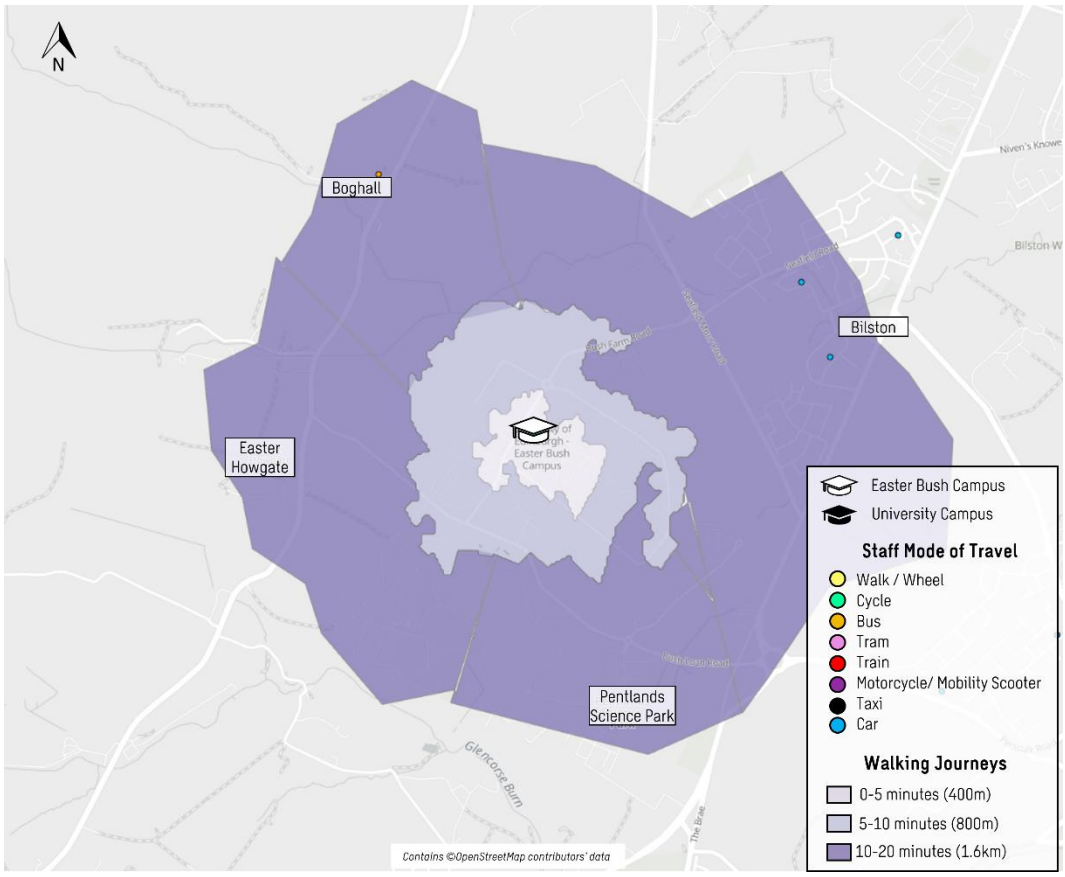

Figure 6-1: Staff 20-minute Easter Bush walking catchment

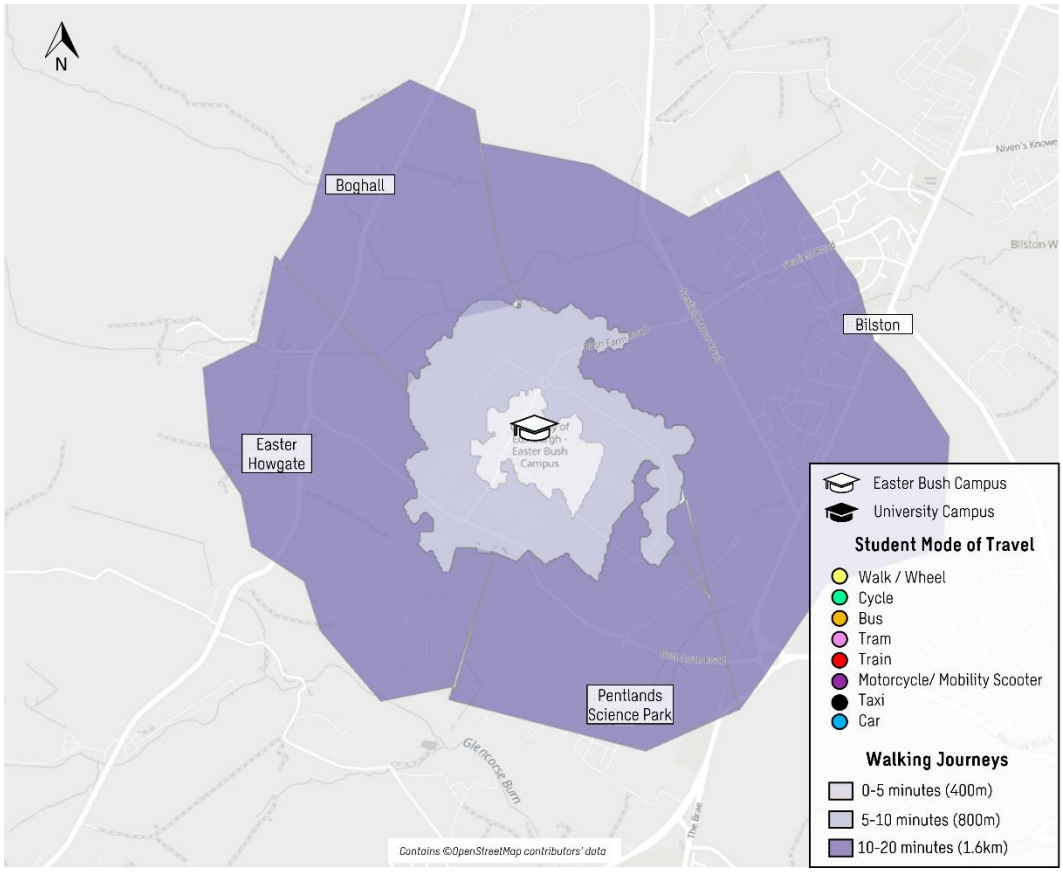

Figure 6-2: Student 20-minute Easter Bush walking catchment

Bilston, Boghall, Easter Howgate and Pentlands Science Park are less than a 20-minute walk from the Easter Bush site.

Very few staff, and no students live within the walking catchment of Easter Bush. Similarly, only 3% of staff and 3% of students walk / wheel to Easter Bush.

6.5.2 Cycling Catchment

Figure 6-3 and **Figure 6-4** show how far it is possible to travel within a 30-minute cycle journey of Easter Bush, for both staff and students.

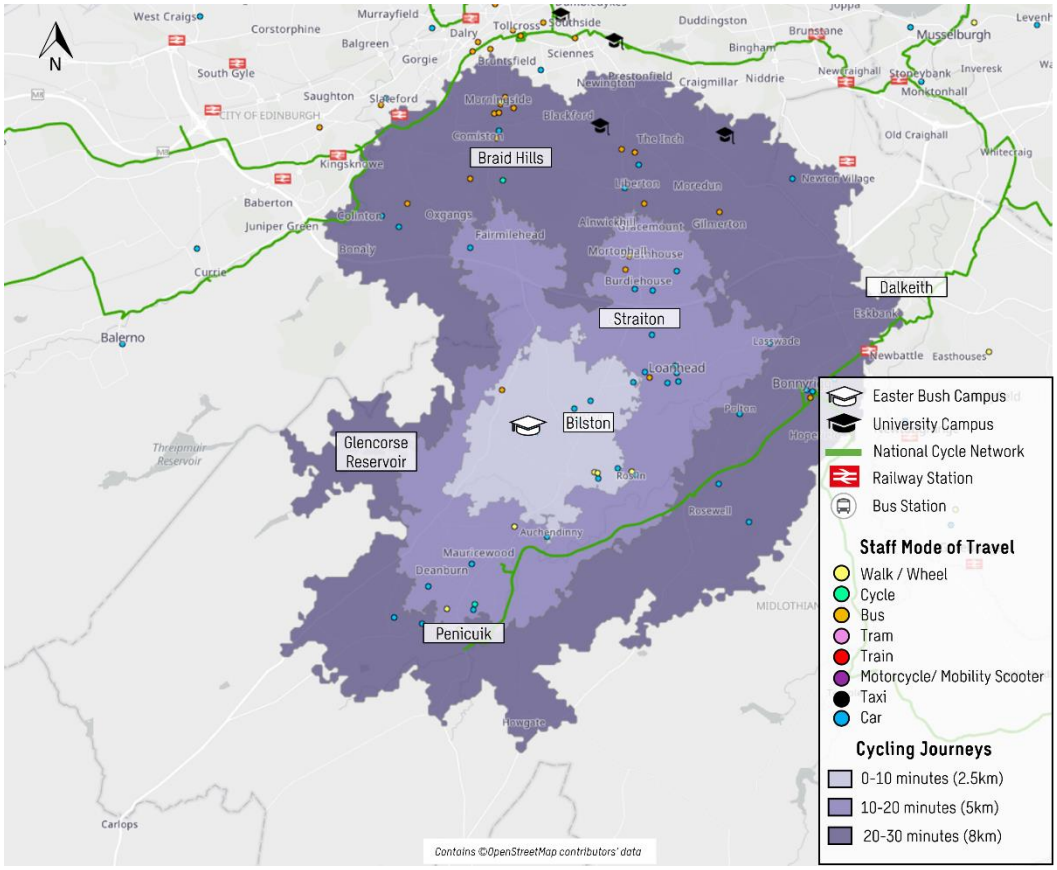

Figure 6-3: Staff 30-minute Easter Bush cycling catchment

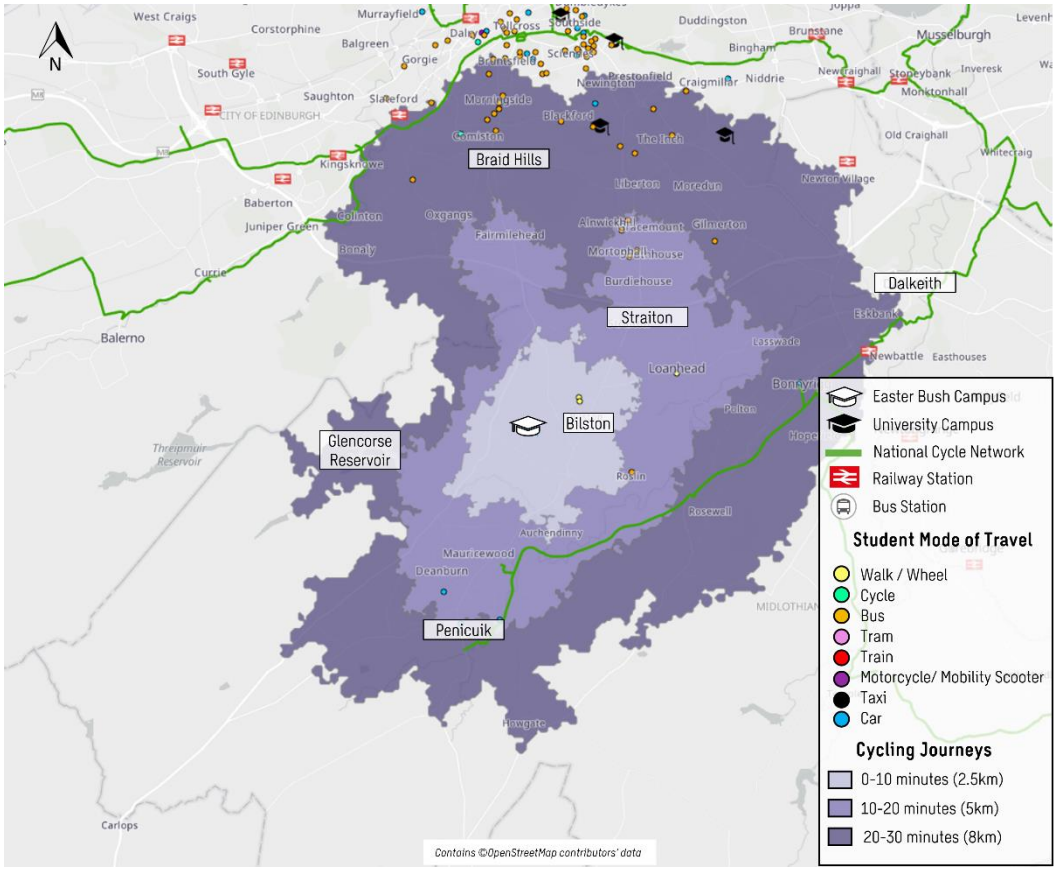

Figure 6-4: Student 30-minute Easter Bush cycling catchment

Figure 6-3 and **Figure 6-4** demonstrate that Penicuik, Braid Hills and Glencorse Reservoir are within a 30-minute cycle ride. Straiton is within a 20-minute ride and Bilston is a 10-minute ride.

The postcode analysis shows that a small number of staff and students live within the 30-minute catchment, but only 4% of staff and 4% of student choose to cycle as their main mode of transport.

6.5.3 Public Transport Catchment

Figure 6-5 and **Figure 6-6** show how far it is possible to travel within a 60-minute public transport journey from Easter Bush, for both staff and students. A neutral weekday between 8am and 9am was chosen to show peak AM travel distances. Please note that walking and cycling postcodes have been removed to make Central Edinburgh less clustered.

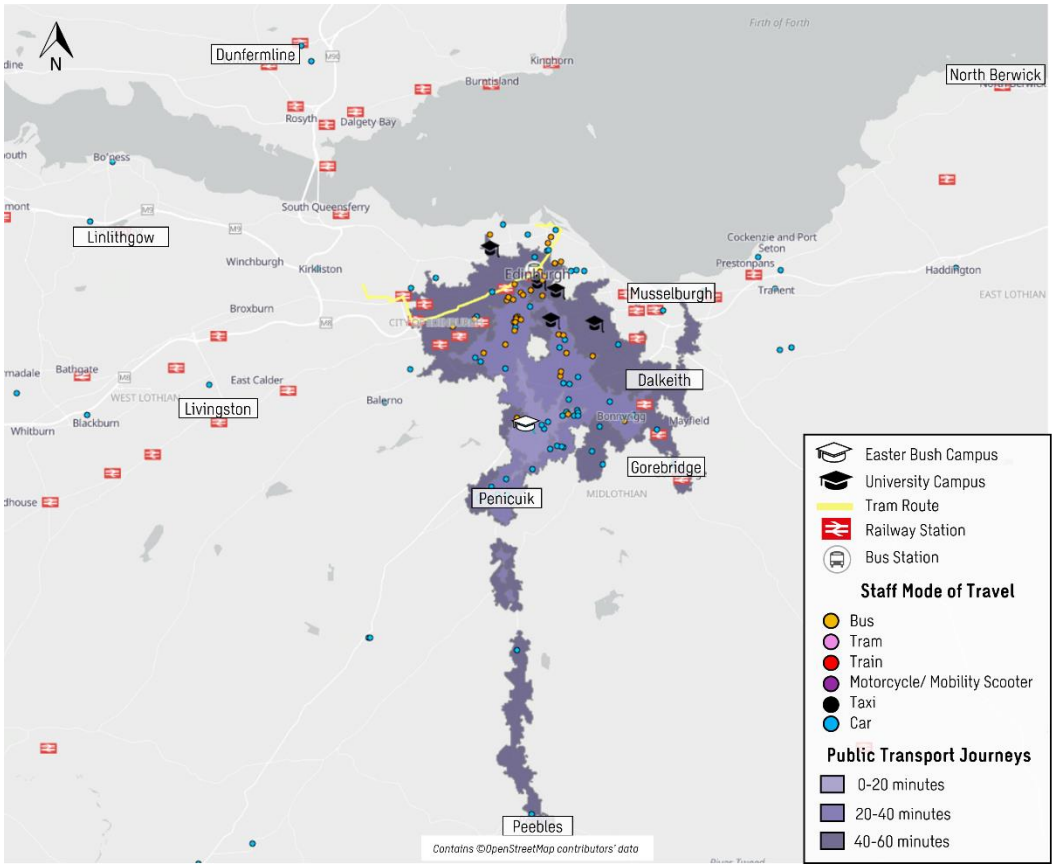

Figure 6-5: Staff 60-minute Easter Bush public transport catchment

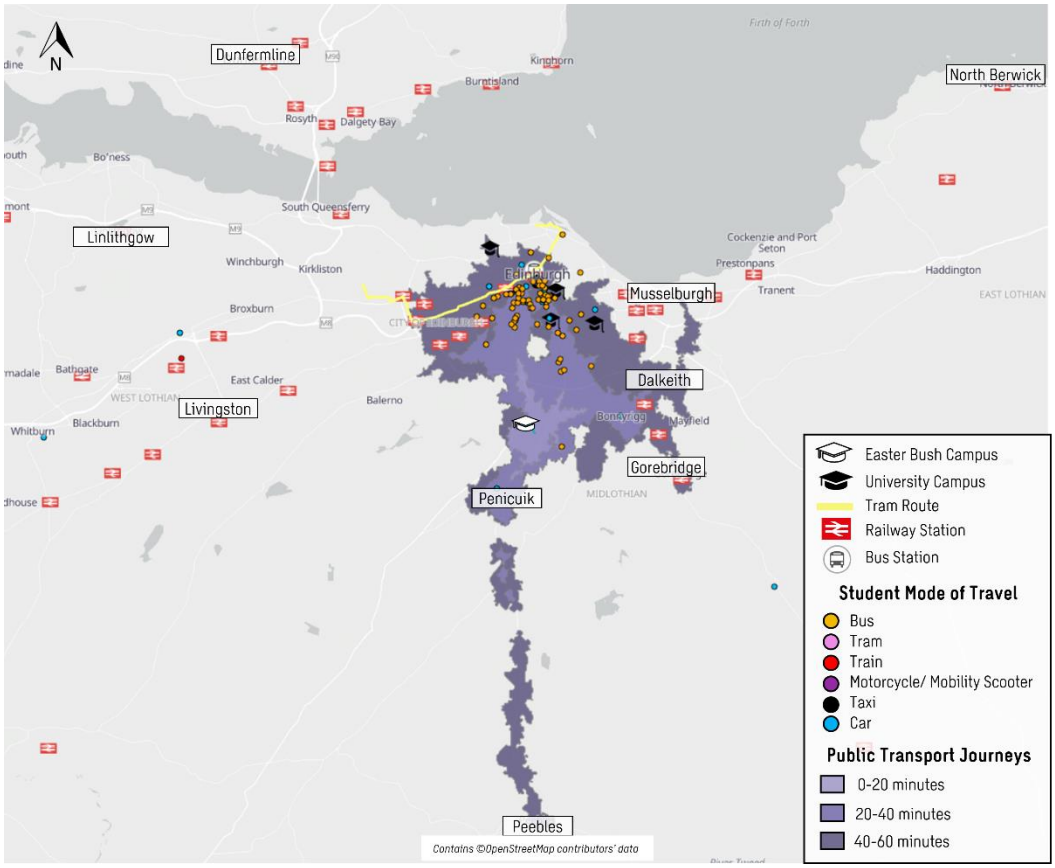

Figure 6-6: Student 60-minute Easter Bush public transport catchment

Figure 6-5 and **Figure 6-6** show that Peebles, Dalkeith, Gorebridge and central Edinburgh are accessible within a 60-minute public transport journey and Penicuik is accessible within a 40-minute journey.

29% of staff and 79% of students use public transport as their main mode of transport to travel to Easter Bush, with most students travelling by bus from the city centre.

6.5.4 Motorised Vehicle Catchment

Figure 6-7 and **Figure 6-8** show how far it is possible to travel within a 60-minute motorised vehicle journey from Easter Bush. A neutral weekday between 8am and 9am was chosen to show peak AM travel distances. Please note that walking and cycling postcodes have been removed to make Central Edinburgh less clustered.

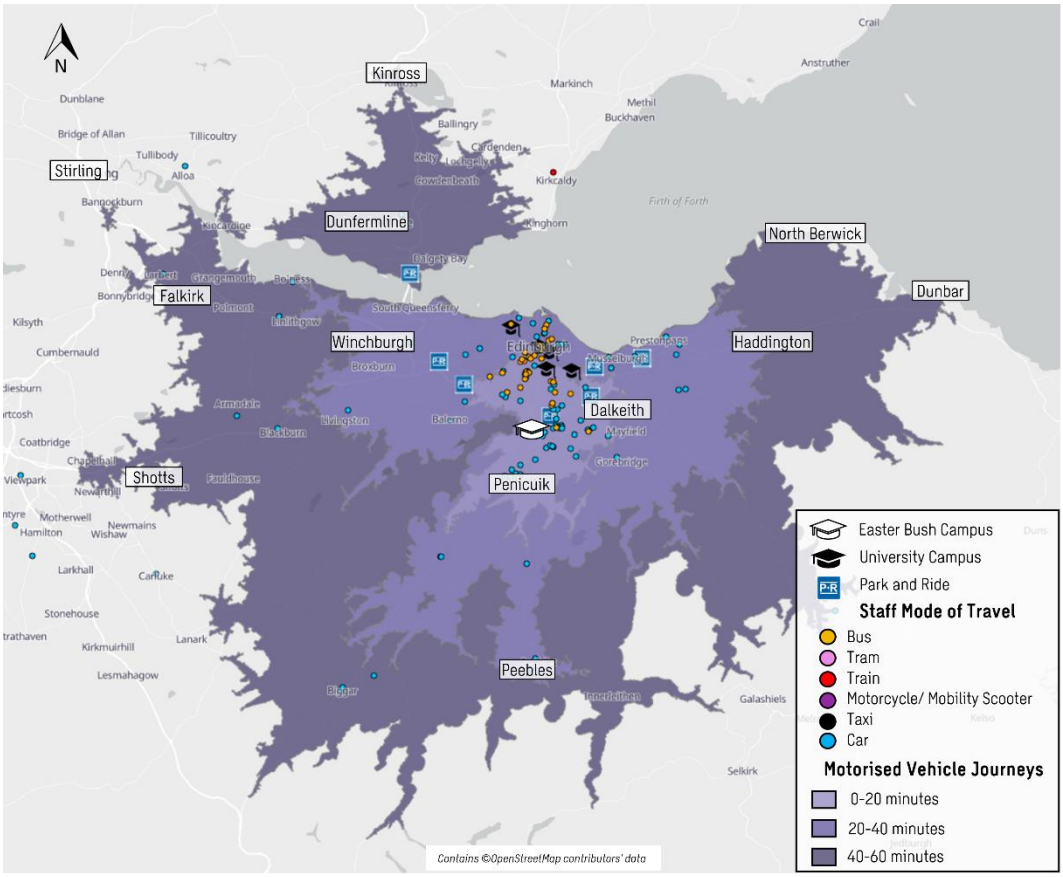

Figure 6-7: Staff 60-minute Easter Bush motorised vehicle catchment

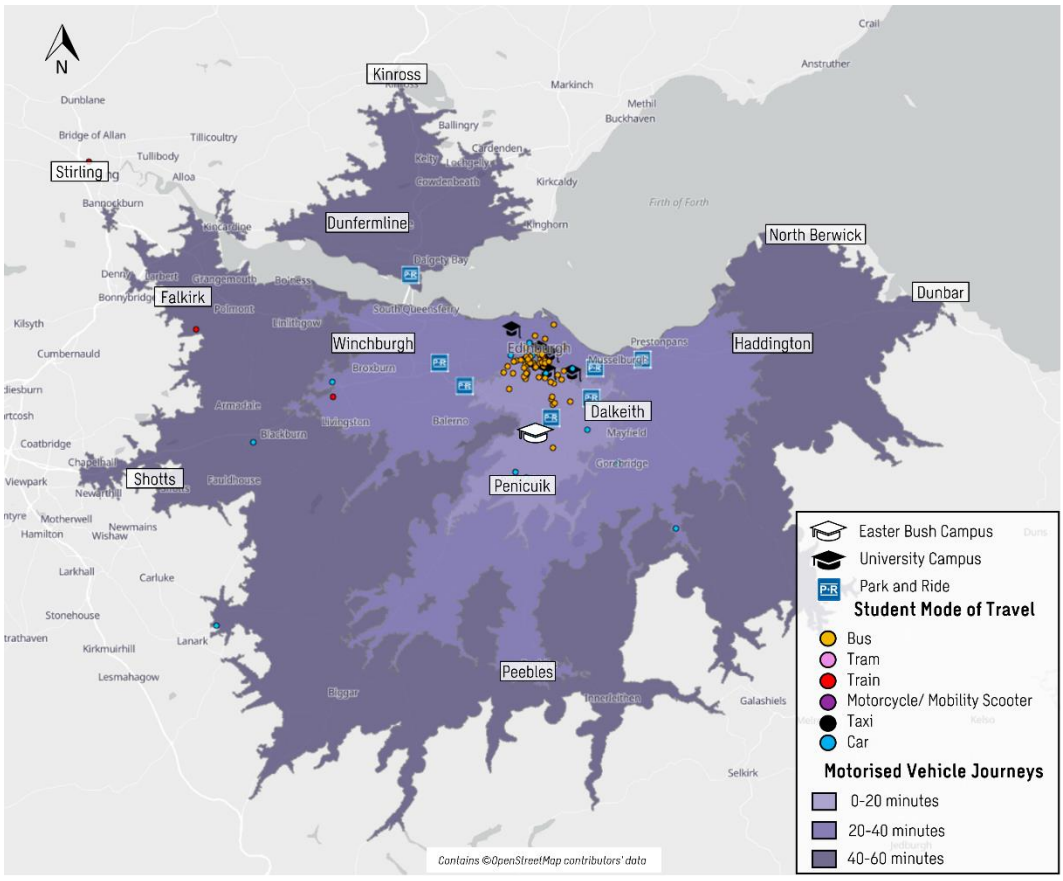

Figure 6-8: Student 60-minute Easter Bush motorised vehicle catchment

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

The Straiton Park & Ride is less than a 20-minute drive from Easter Bush.

The figures highlight the disparity between accessibility from Easter Bush when driving, compared to using public transport. 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 who are living in the city centre, who travel to campus by motorised vehicle (64%). For students, only 17% use motorised vehicle as their main mode and are more likely to use public transport.

6.5.5 20-minute Neighbourhood Catchment

Figure 6-9 illustrates the amenities accessible within a 10-minute (20-minute round trip) walking distance from the Easter Bush. Amenities that are greyed out in the key are unavailable within this 10-minute (20-minute round trip) walking catchment.

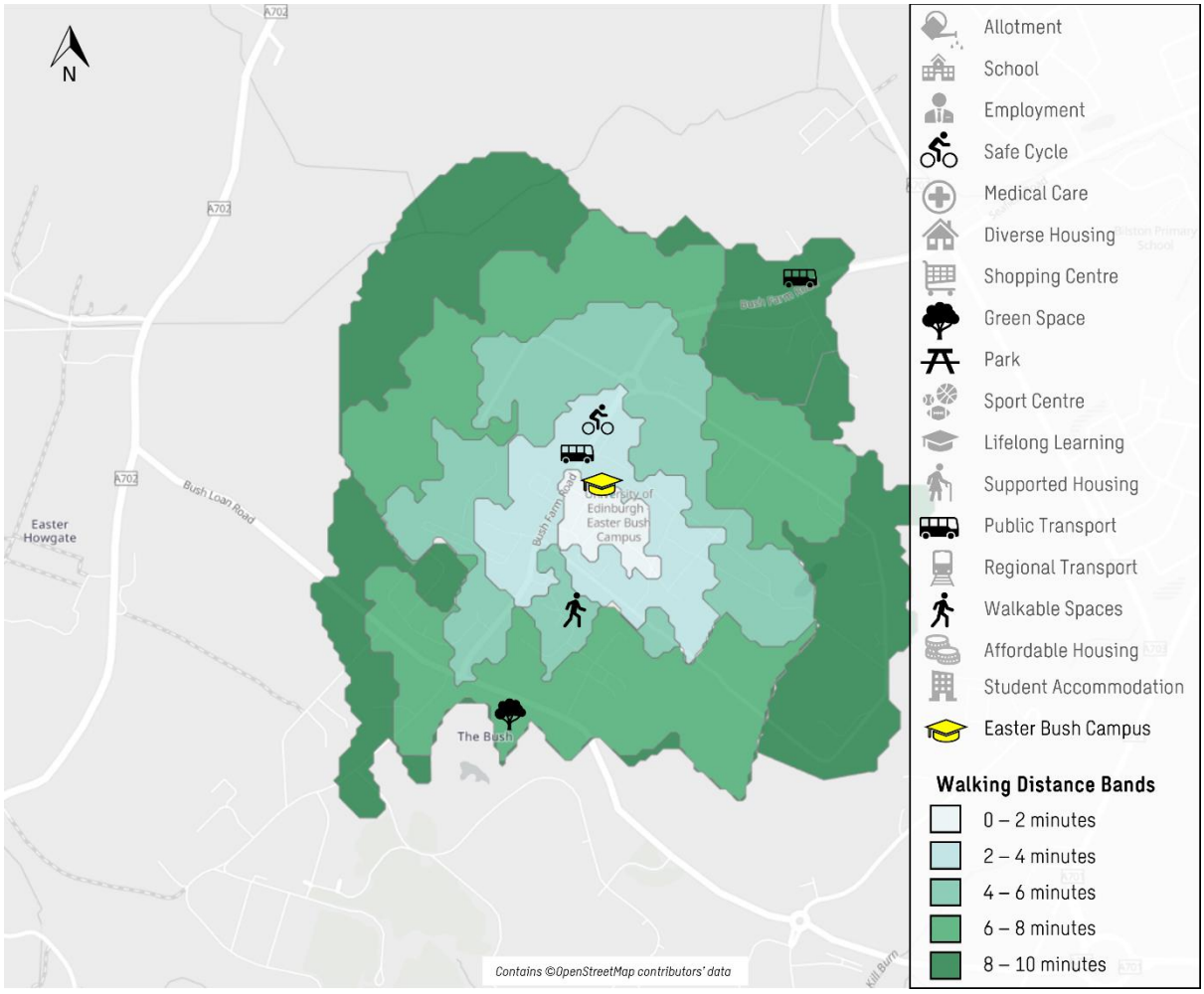

Figure 6-9: 20-minute Neighbourhood Analysis, Easter Bush

Figure 6-9 shows that the South Bush Estate is within a 10-minute walk of the centre of Easter Bush. Bus stops from Bush Farm 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 81 staff (academic and non-academic combined) based at Western General responded to the survey, which represents 18% of all staff based at Western General. A total of 21 students based at the Western General also responded, this represents 0.1% of all students at the University of Edinburgh.

7.1 Mode Share

Table 7-1 shows the overall, student and staff mode share for Easter Bush.

Table 7-1: Western General 2025 mode share

Mode	Staff	Student	Overall
Walk	20.0%	11.7%	17.5%
Mobility Scooter	0.0%	0.0%	0.0%
Cycle	18.5%	25.7%	20.7%
Tram	1.3%	0.0%	0.9%
Rail	3.8%	5.9%	4.4%
Public Bus	31.7%	45.2%	35.8%
Shuttle Bus	1.2%	0.0%	0.8%
Taxi	0.0%	0.0%	0.0%
Motorcycle	1.3%	0.0%	0.9%
Car Passenger	0.0%	0.0%	0.0%
Car Driver with Passenger	1.3%	5.9%	2.7%
Car Driver Alone	20.9%	5.5%	16.2%

note - percentages rounded to one decimal place

7.2 Staff

The main mode of transport for staff travelling to Western General is bus (31.7%) followed by walk (20.0%) and cycling (18.5%). Bus and walk mode shares have remained relatively similar to figures observed in 2024, whilst cycling has decreased by 5.6-percentage points in comparison to the 2024 survey.

7.3 Students

Bus travel is the main mode of travel for students at Western General Hospital (45.2%) but this decreased by 10.5 percentage points in comparison to the 2024 survey . Walking and cycling contribute 37.4% 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 staff were most aware of Cycle2work (79%), Doctor Bike (79%) and provision of showers (79%) sustainable transport initiatives. They were least aware of Bike Buddies (12%), Free Cycle Training (6%) and Staff Cycling Community (2%).

Students were most aware of Campus Maps (48%), Bike Store (43%) and provision of showers (48%) sustainable transport initiatives. They were least aware of Bike Buddies (5%), discounts at bike shops (0%) and Bike User Groups (0%)

7.5 Catchment Mapping

Table 7-2 shows the percentage of staff or students living within the walk, cycle, public transport or driving catchments of Western General, alongside the existing mode share of staff or students at the campus. Please note that taxi and motorcycle are included in the motor vehicle category .

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 campus

Role	Staff				Students			
Catchment – Western General	Walk / wheel	Cycle	Public Transport	Motor Vehicles	Walk / wheel	Cycle	Public Transport	Motor Vehicles
Percentage of staff and students living within the catchment of the travel mode	4%	57%	79%	93%	5%	95%	100%	100%
Existing mode share of staff and students at Western General	20%	19%	38%	23%	12%	26%	51%	11%

7.5.1 Walking Catchment

Figure 7-1 and **Figure 7-2** show how far it is possible to travel within a 20-minute walk from the Western General Campus, for both staff and students.

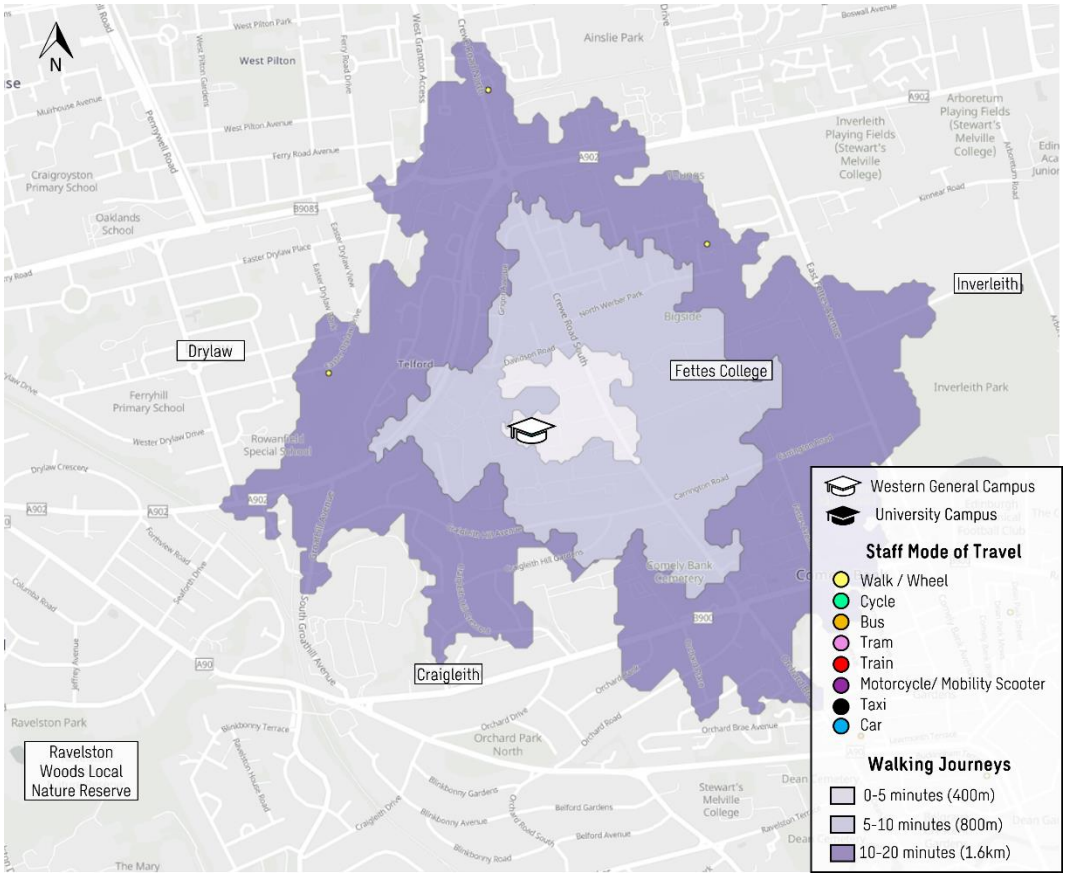

Figure 7-1: Staff 20-minute Western General walking catchment

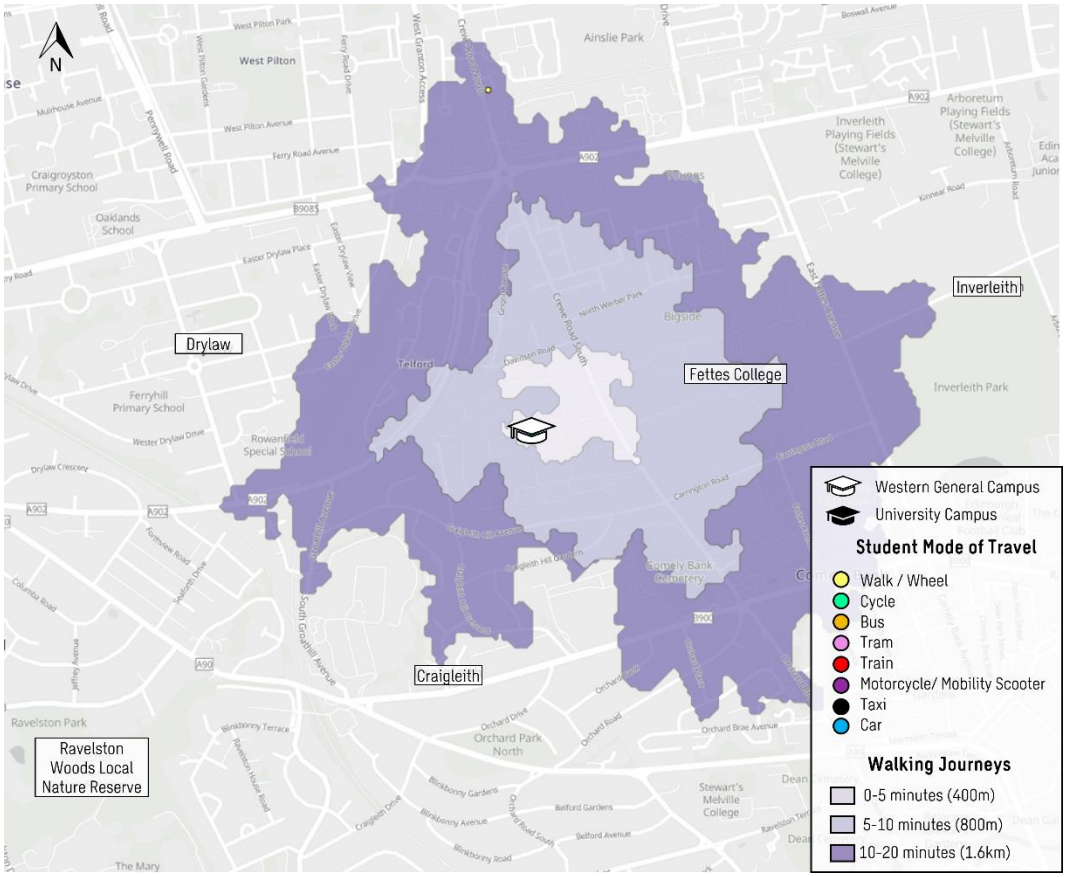

Figure 7-2: Staff 20-minute Western General walking catchment

Figure 7-1 and **Figure 7-2** show that Fettes College and Craigleith are within a 20- minute walk from Western General.

The postcode analysis shows that very few staff or students are living within this catchment, with 20% of staff and 12% of students currently walking to Western General.

7.5.2 Cycling Catchment

Figure 7-3 and **Figure 7-4** show how far it is possible to travel within a 30- minute cycle journey of Western General Campus, for both staff and students.

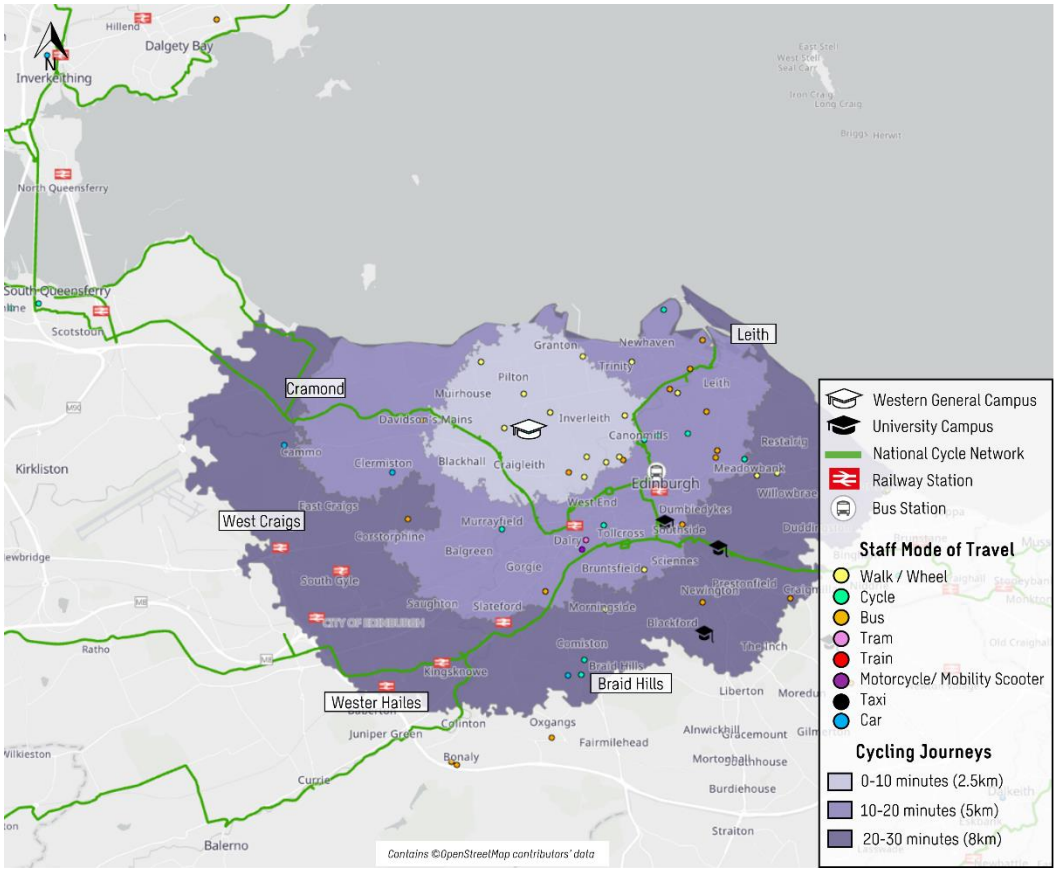

Figure 7-3: Staff 30-minute Western General cycling catchment

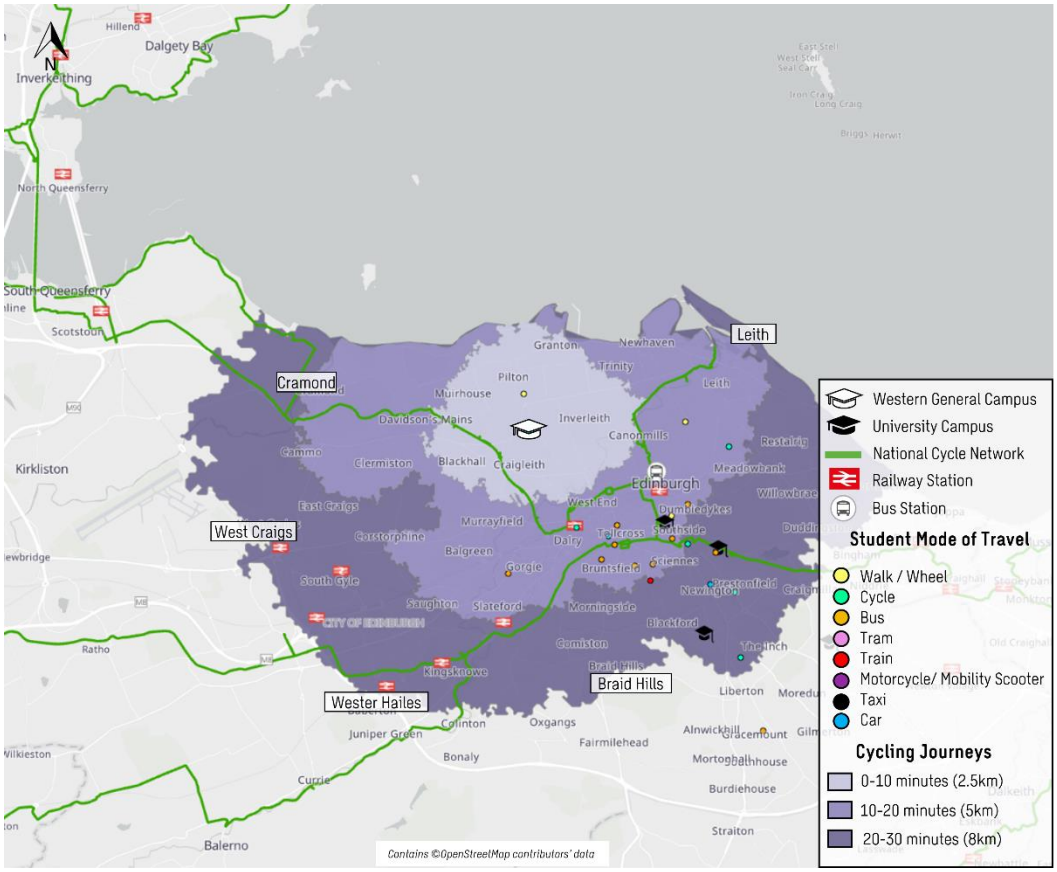

Figure 7-4: Student 30-minute Western General cycling catchment

Figure 7-3 and **Figure 7-4** demonstrates that Leith, West Craigs, Wester Hailes and the Braid Hills are within a 30-minute cycle journey from Western General. Central Edinburgh is within a 20- minute cycle ride.

Currently 19% of staff and 26% of students cycle to Western General, despite 57% of staff and 95% of students living within this catchment, demonstrating there could be a higher uptake of cyclists.

7.5.3 Public Transport Catchment

Figure 7-5 and **Figure 7-6** show how far it is possible to travel within a 60- minute public transport journey from Western General Campus, for both staff and students. A neutral weekday between 8am and 9am was chosen to show peak AM travel distances. Please note that walking and cycling postcodes have been removed to make Central Edinburgh less clustered.

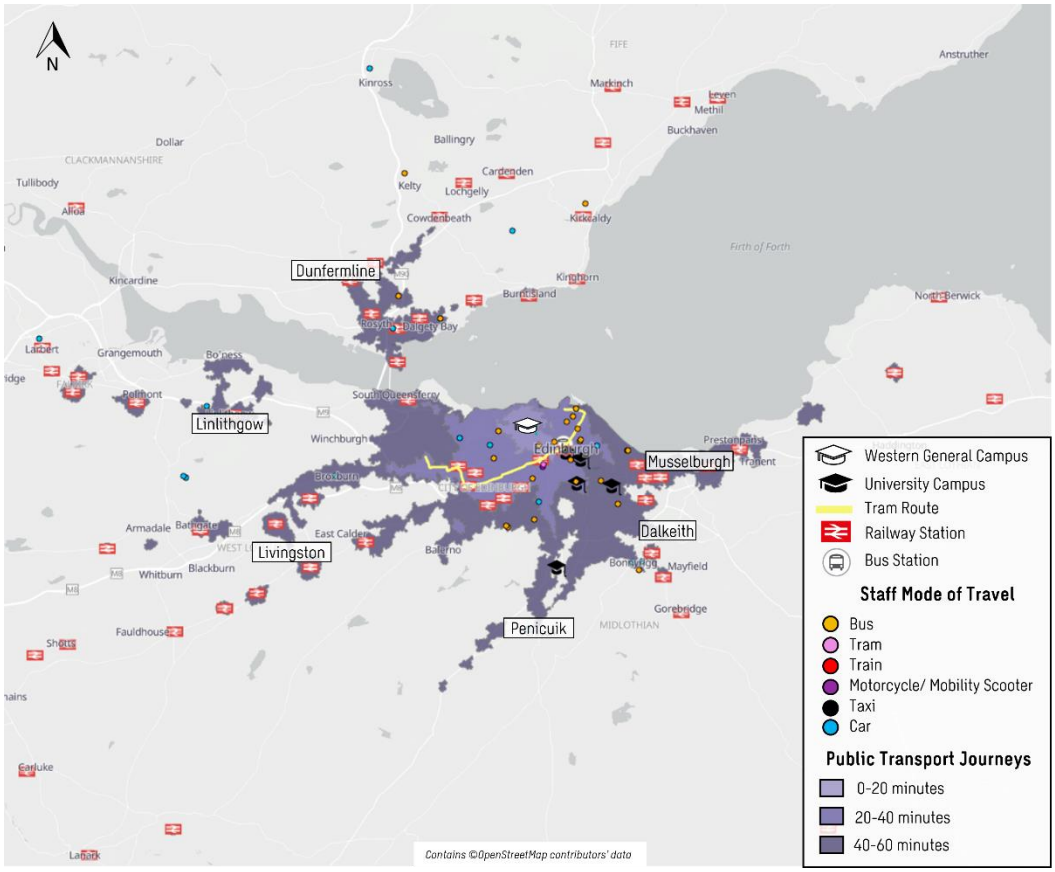

Figure 7-5: Staff 60-minute Western General public transport catchment

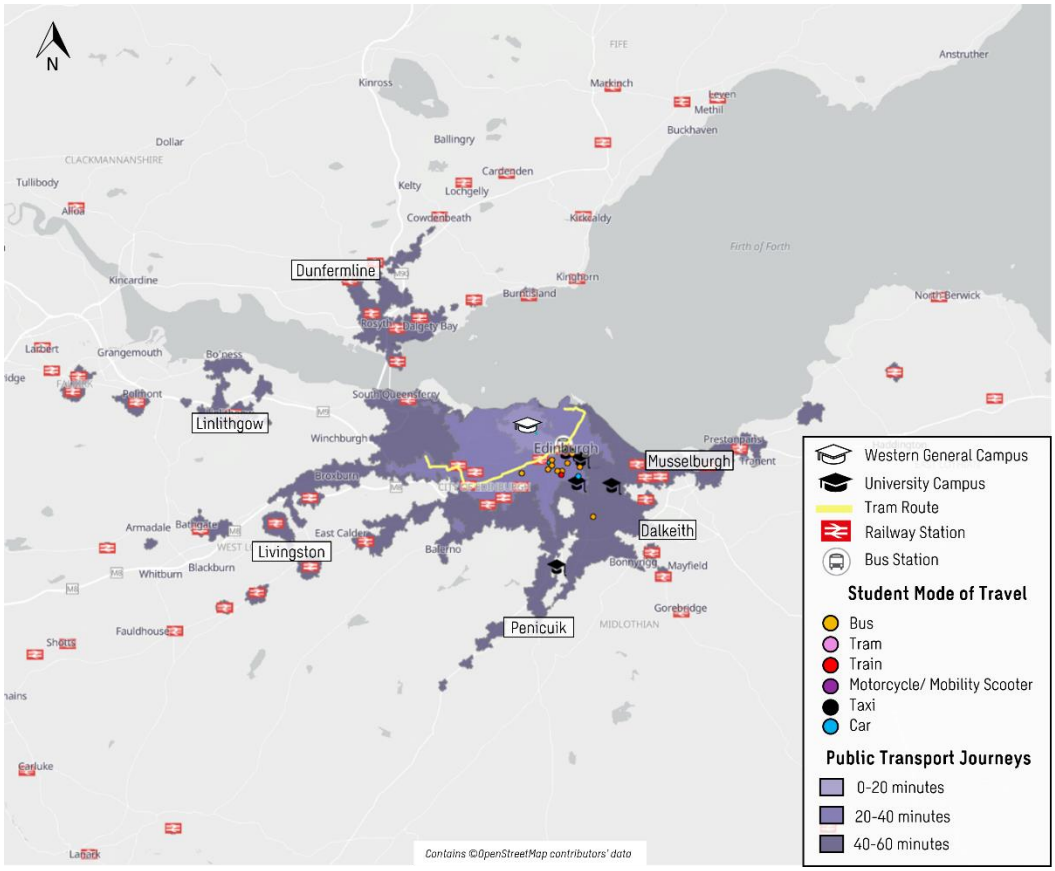

Figure 7-6: Student 60-minute Western General public transport catchment

As seen in **Figure 7-5** and **Figure 7-6**, Dunfermline, Linlithgow, Livington and Musselburgh are all reachable within a 60- minute public transport journey. Central Edinburgh is reachable within 20-minutes by public transport.

Currently 38% of staff and 51% of students use public transport to commute to Western General. From the analysis, students are located more centrally, whereas staff are located further out, with a few choosing to drive.

7.5.4 Motorised Vehicle Catchment

Figure 7-7 and **Figure 7-8** show how far it is possible to travel within a 60-minute motorised vehicle journey from Western General Campus. A neutral weekday between 8am and 9am was chosen to show peak AM travel distances. Please note that walking and cycling postcodes have been removed to make Central Edinburgh less clustered.

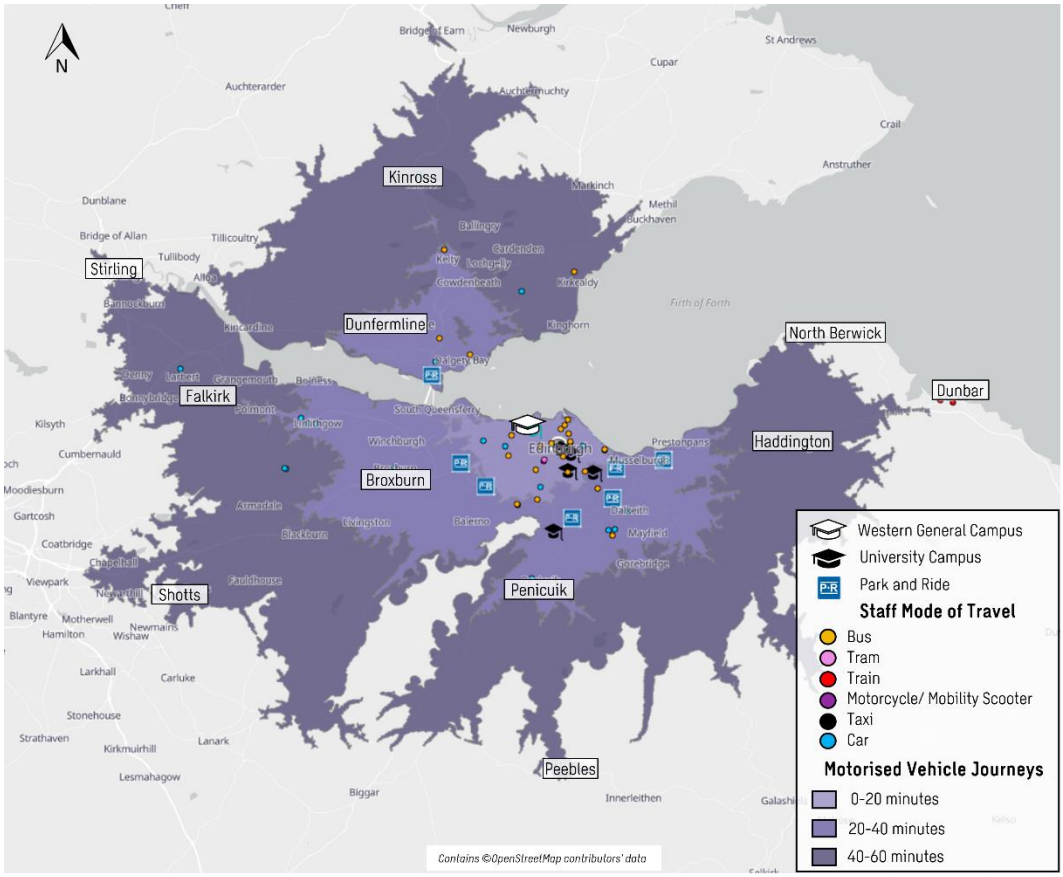

Figure 7-7: Staff 60-minute Western General motorised vehicle catchment

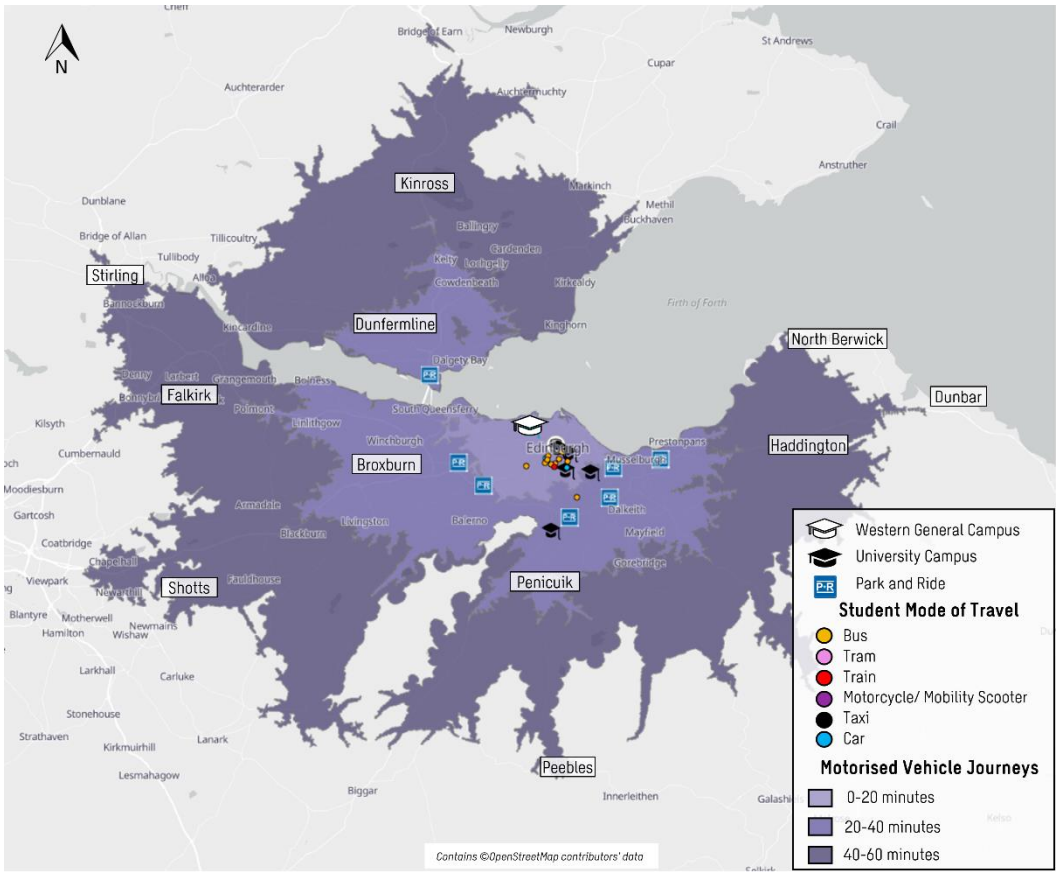

Figure 7-8: Staff 60-minute Western General motorised vehicle catchment

Figure 7-7 and **Figure 7-8** show that Striling, Peebles, Kinross and North Berwick are all reachable within a 60-minute motorised vehicle journey from Western General. Penicuik and Broxburn are reachable within 40- minutes.

Postcode analysis demonstrates that students are located more centrally, with only 11% driving to Western General. Staff are living less centrally, with more choosing to drive at 23%.

7.5.5 20-minute Neighbourhood Catchment

Figure 7-9 illustrates the amenities accessible within a 10-minute (20-minute round trip) walking distance from the Western General Campus. Amenities that are greyed out in the key are unavailable within this 10-minute (20-minute round trip) walking catchment.

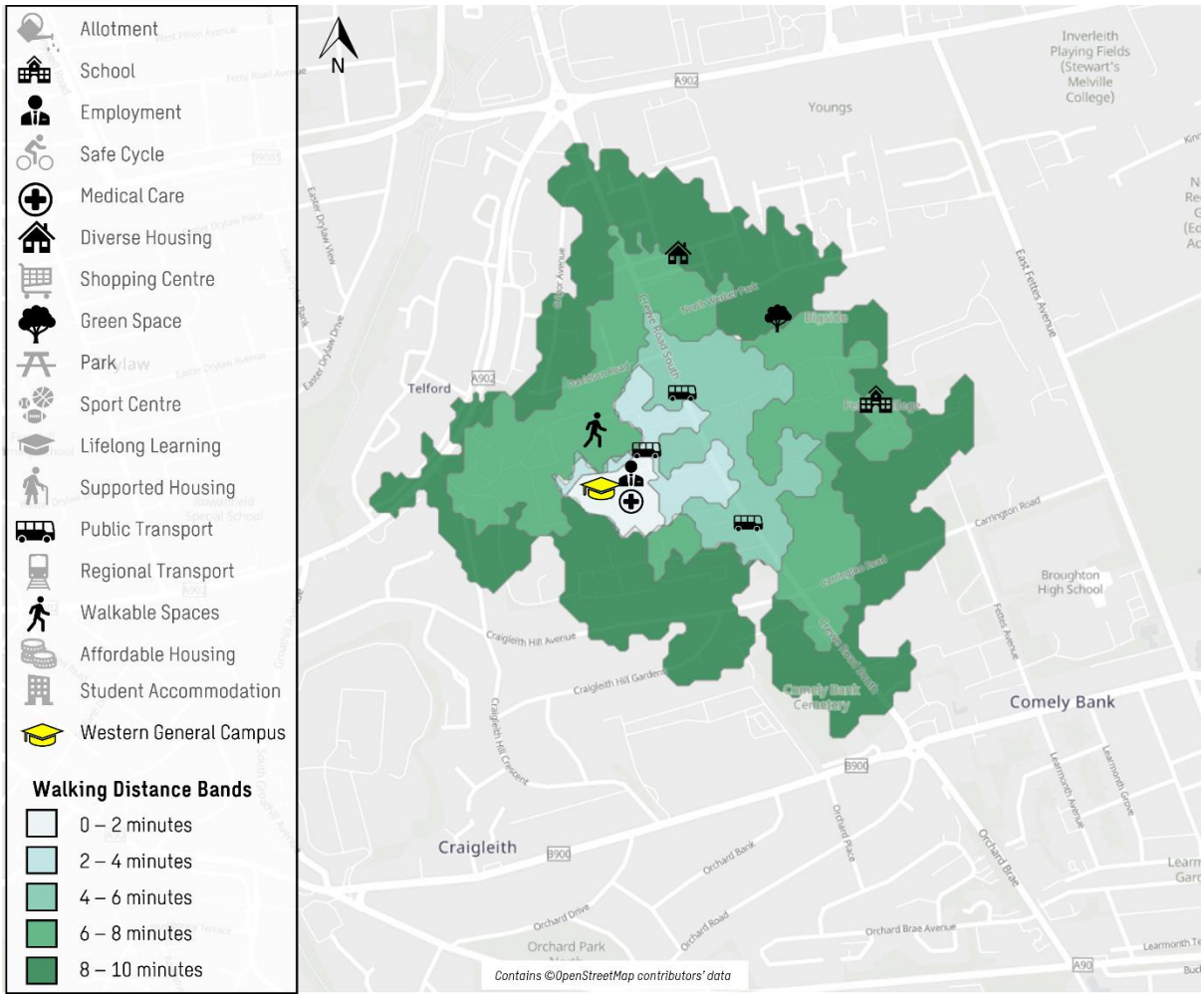

Figure 7-9: 20-minute Neighbourhood Analysis, Western General

Figure 7-9 highlights that residential areas, green space and a school are within the 20- minute neighbourhood. Employment opportunities and medical care are available at the Western General Hospital. Bus stops are located within 6-minutes from Western General, along Crew Road South.

8 Site specific: Pollock Halls

A total of 56 staff (academic and non-academic combined) based at Pollock Halls responded to the survey, which represents 18% of all staff based at Pollock Halls. A total of 131 students living at Pollock Halls also responded, this represents 0.3% of all students at the University of Edinburgh.

8.1 Mode Share

Table 8-1 Pollock Halls 2025 mode share

Mode	Staff	Student (living at accommodation)	Overall
Walk	18.9%	62.6%	14.9%
Mobility Scooter	0.0%	0.0%	29.7%
Cycle	13.2%	8.4%	5.6%
Tram	0.0%	0.8%	3.3%
Rail	13.2%	0.0%	13.0%
Public Bus	15.1%	12.2%	0.0%
Shuttle Bus	1.9%	0.0%	0.0%
Taxi	0.0%	0.0%	13.0%
Motorcycle	0.0%	0.0%	1.9%
Car Passenger	1.9%	0.8%	0.0%
Car Driver with Passenger	5.7%	0.0%	0.0%
Car Driver Alone	30.2%	0.0%	18.6%

note - percentages rounded to one decimal place

8.2 Staff

Car driver alone is the main mode of transport for staff who work at Pollock Halls (30.2%%) followed by bus (15.1%). In comparison to the 2024 bus use has decreased significantly to approximately half the previous results. Cycling has increased by 5.2-percentage points compared to 2024.

8.3 Students

Students living at Pollock Halls primarily walk as their main mode (62.6%) and 12.2% of students use bus, which was followed by 8.4% who cycle. There were no car drivers amongst those who were surveyed. This is very similar to the figures observed in 2024. However, the 2025 survey records no shuttle bus users, whereas 13% of students living in Pollock Halls stated they used this as their main mode in 2024.

8.4 Sustainable Transport Initiatives

At Pollock Halls staff were most aware of Cycle2work (75%), Doctor Bike (45%) and provision of showers (43%) sustainable transport initiatives. They were least aware of Bike Buddies (5%), Bike User Groups (5%) and Staff Cycling Community (2%).

8.5 Catchment 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 of staff at the campus. Please note that taxi and motorcycle are included in the motor vehicle category

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 – Pollock Halls	Walk/wheel	Cycle	Public Transport	Motor Vehicles
Percentage of staff and of the travel mode	5%	54%	79%	95%
Existing mode share of staff at Pollock Halls	19%	13%	30%	23%

8.5.1 Walking Catchment

Figure 8-1 shows how far it is possible to travel within 20-minute walk from Pollock Halls.

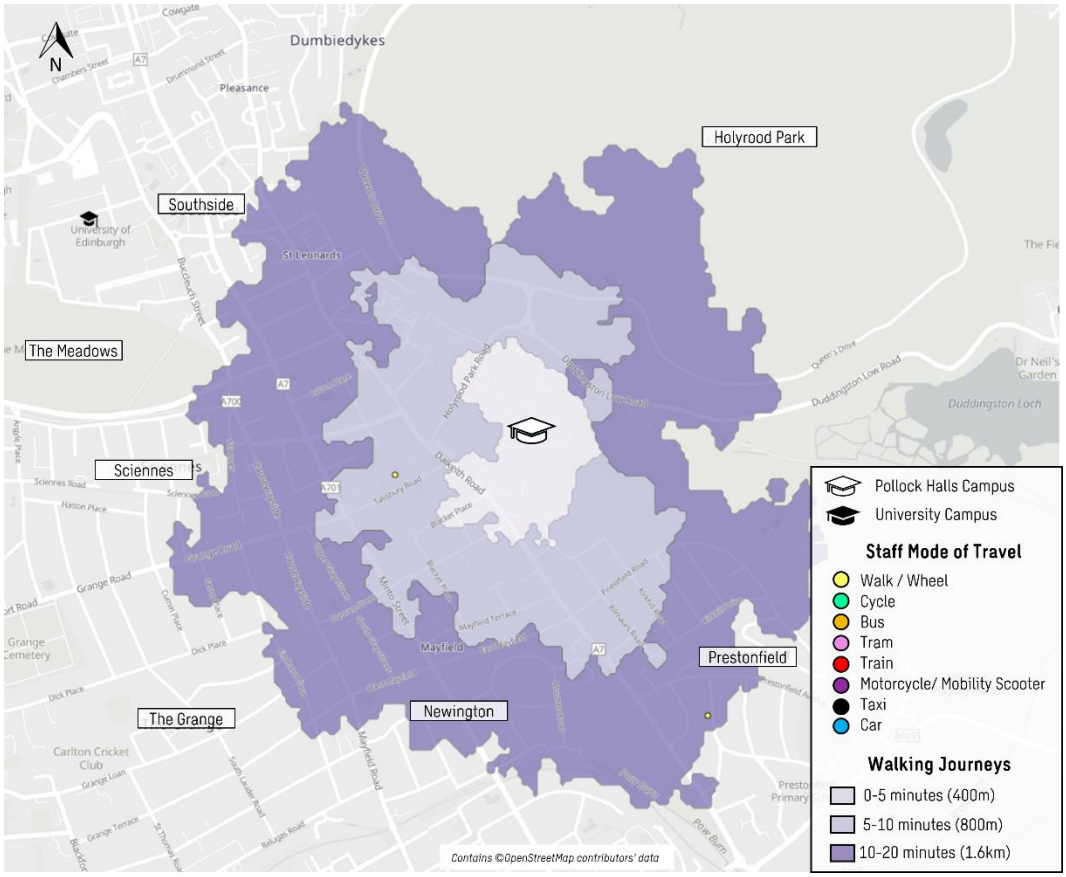

Figure 8-1: 20-minute Pollock Halls walking catchment

Figure 8-1 demonstrates that much of South Edinburgh is accessible within a 20-minute walk from Pollock Halls. Holyrood Park is also accessible.

From the postcode analysis only 2 staff members live within the walking catchment and walk to Pollock Halls.

8.5.2 Cycling Catchment

Figure 8-2 shows how far it is possible to travel within 30-minute cycle ride of Pollock Halls.

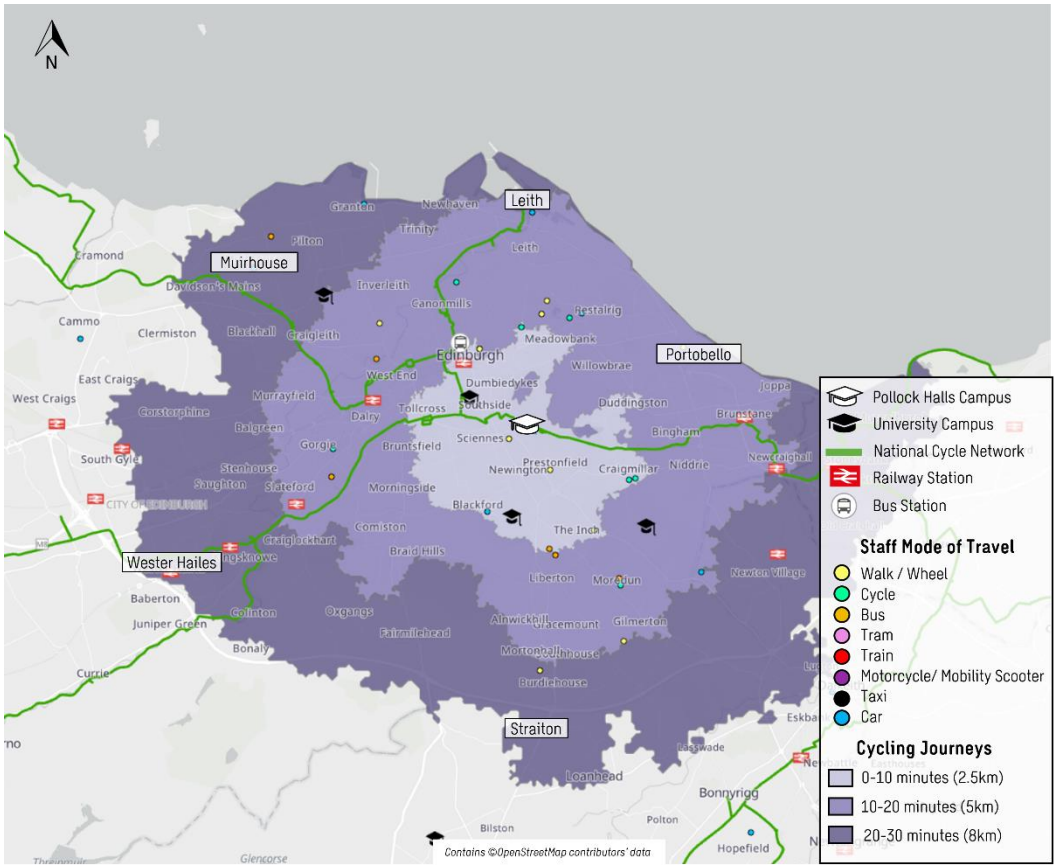

Figure 8-2: 30-minute Pollock Halls cycling catchment

Figure 8-2 shows that the vast majority of Edinburgh is within a 30-minute cycle of Pollock Halls with Leith, Straiton, Muirhouse and Portobello all accessible. Edinburgh city centre is within a 10-minute cycle.

54% of staff live within this catchment, but currently only 13% cycle to Pollock Halls.

8.5.3 Public Transport Catchment

Figure 8-3 shows how far it is possible to travel within 60- minute public transport journey from Pollock Halls. A neutral weekday between 8am and 9am was chosen to show peak AM travel distances. Please note that walking and cycling postcodes have been removed to make Central Edinburgh less clustered.

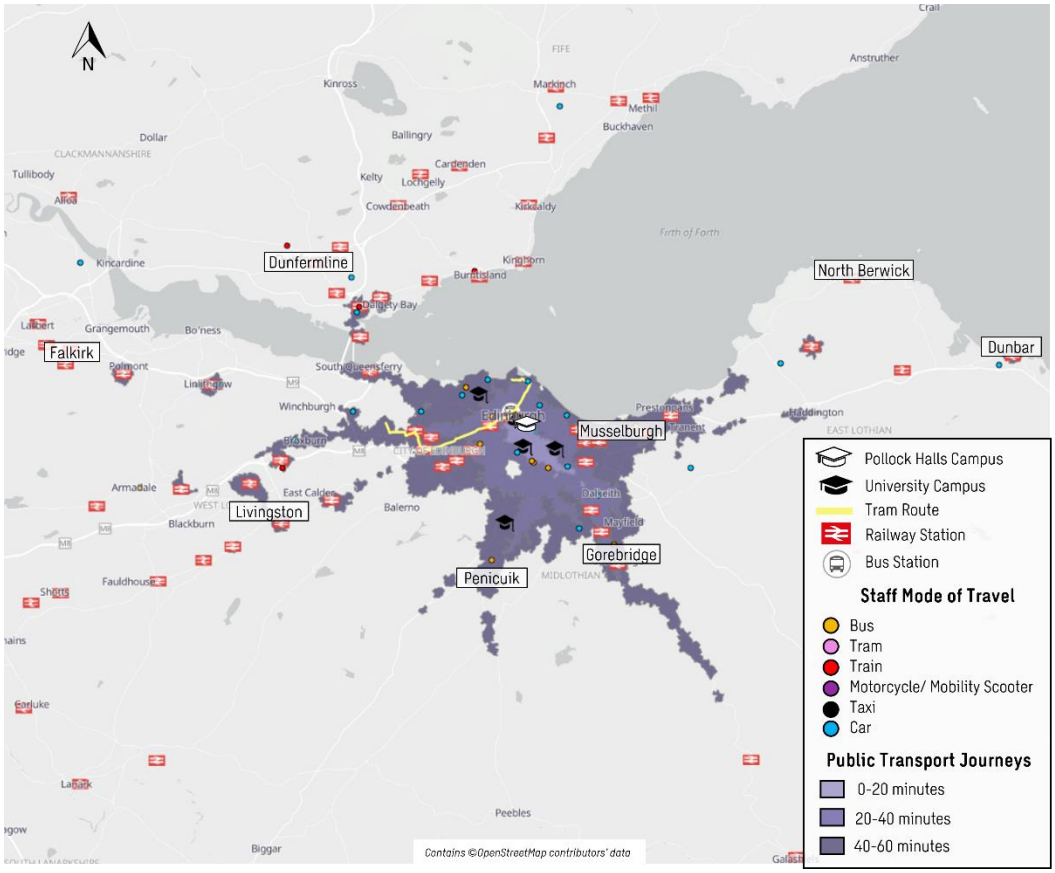

Figure 8-3: 60-minute Pollock Halls public transport catchment

Figure 8-3 shows that Livingston, Penicuik, Gorebridge and Musselburgh are accessible within a 60-minute public transport journey from Pollock Halls. Central Edinburgh is accessible within a 20-minute public transport journey.

The post code analysis demonstrates that many staff members could travel to Pollock Halls using public transport, with 79% living within the catchment but currently only 30% use public transport, with 23% choosing to drive.

8.5.4 Motorised Vehicle Catchment

Figure 8-4 shows how far it is possible to travel within 60- minute motorised vehicle journey from Pollock Halls. A neutral weekday between 8am and 9am was chosen to show peak AM travel distances. Please note that walking and cycling postcodes have been removed to make Central Edinburgh less clustered.

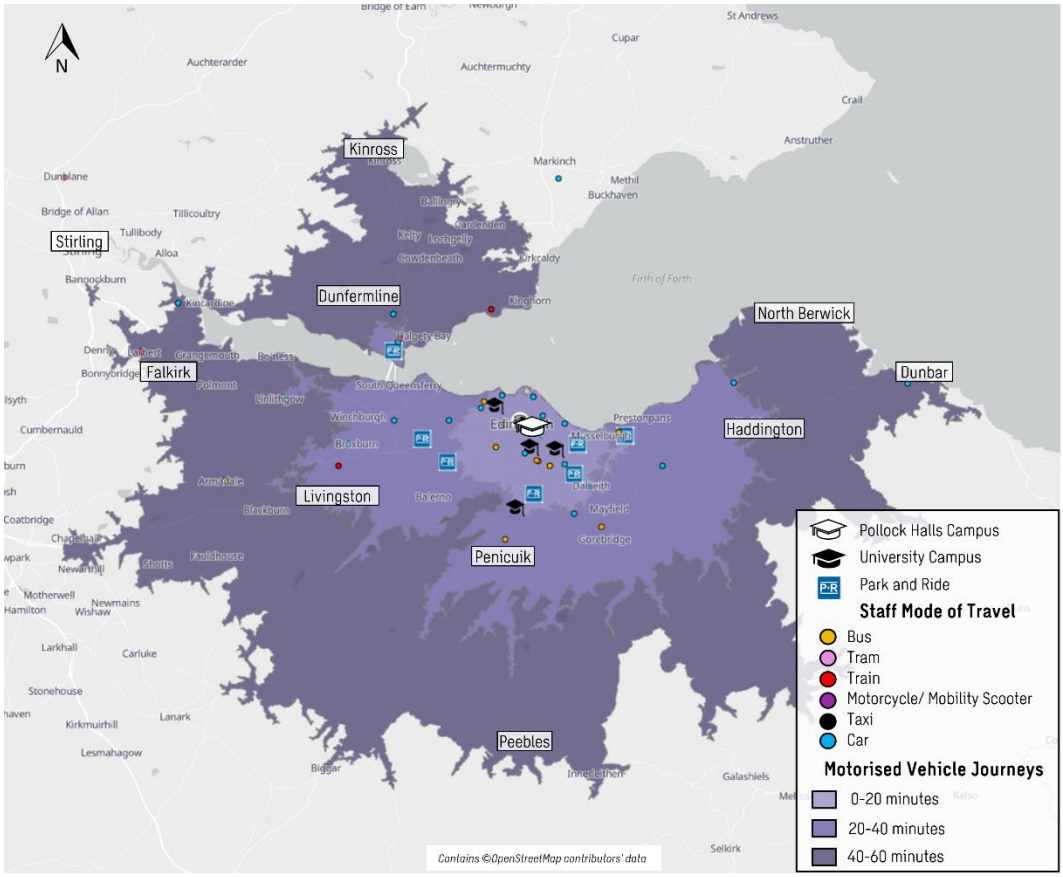

Figure 8-4: 60-minute Pollock Halls motorised vehicle catchment

Figure 8-4 shows that Peebles, Falkirk, Kinross and North Berwick are all reachable within a 60-minute motorised vehicle journey from Pollock Halls. Penicuik, Livingston and Haddington are reachable within 40- minutes.

The postcode analysis shows that staff members who live further out are more likely to drive, with a few choosing the train. For some staff that live more centrally they are choosing to travel by bus to get to Pollock Halls.

8.5.5 20-minute Neighbourhood Catchment

Figure 8-5 illustrates the amenities accessible within a 10-minute (20-minute round trip) walking distance from Pollock Halls. Amenities that are greyed out in the key are unavailable within this 10-minute (20-minute round trip) walking catchment.

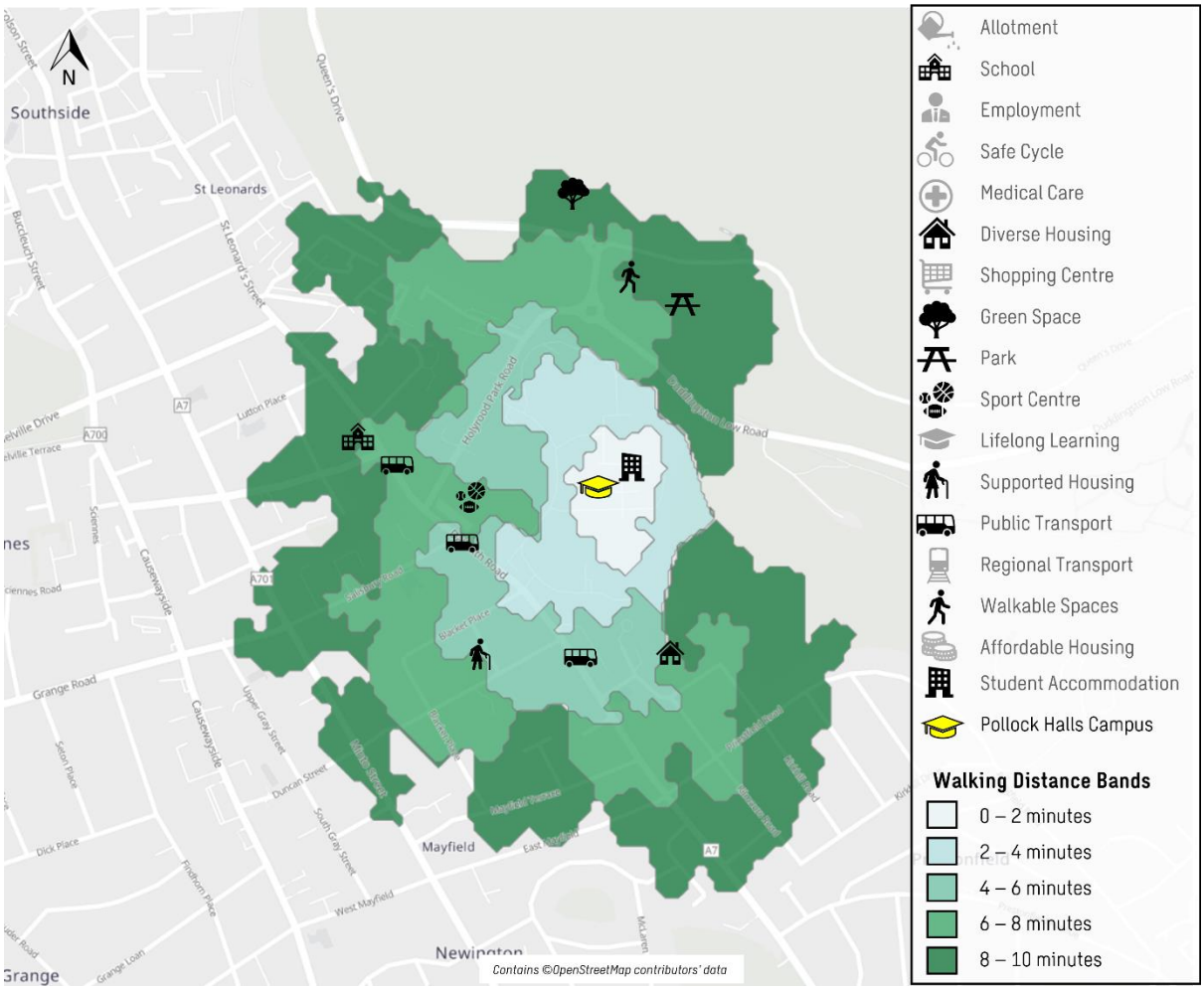

Figure 8-5: 20-minute Neighbourhood Analysis, Pollock Halls

Figure 8-5 shows that there is a variety of amenities accessible within the 20-minute neighbourhood catchment, including sporting facilities, a school and green space. There are many bus stops along Dalkeith Road offering routes into the city.

9 Summary

The University of Edinburgh conducts annual travel surveys across its main campuses to monitor travel habits and evaluate the effectiveness of policies and measures. The 2025 Travel Survey, conducted in October 2025, saw participation from 16% of staff and 7% of students who work or study at the University campuses. The mode share results, weighted to represent all campuses and colleges equally, show walking and public bus as the most common travel modes, with cycling being the third most common among staff and rail among students.

Historical comparisons with the 2024 survey reveal several changes: walking has decreased for both staff and students, public bus use remained constant for students but slightly decreased for staff, and rail mode share increased for both, likely due to the removal of peak Scotrail train fares. Car-related modes have seen a general reduction in usage.

Progress towards targets set in the City Mobility Plan 2030 and University's Integrated Transport Plan 2023-2030 shows the University largely meeting or exceeding targets, though certain campus-specific factors may affect some mode shares.

The University of Edinburgh's travel-to-work / study carbon footprint report, using DEFRA's 2025 conversion factors, indicates an increase in carbon emissions. Compared to the 2019 baseline, the total footprint has risen by 24.4% to 16,612 tonnes CO2e in 2025, with staff emissions decreasing by 13.2% and student emissions soaring by 84.2%. This sharp student increase is attributed to a substantial drop in active travel modes and a shift towards more public transport use. There is an overall rise in emissions since 2024 which is driven by increased travel distances, especially car travel, which saw an approximate 4-million-kilometre increase.

9.1 Recommendations

It is advised that the travel survey be conducted annually to offer clear insights into year-on-year trends, enabling the University to swiftly adapt to evolving travel habits and perceived barriers to sustainable travel among staff and students. For the next iteration of the survey, it is recommended that the core questions remain unchanged, and the same methodology be employed to facilitate direct comparisons with the results from the 2024 and 2025 surveys.

Appendix A – Carbon Emissions Calculations

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 and distances travelled calculations. 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. Full commuting journeys (undertaken by multiple modes) that exceeded 200 miles were also excluded. 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 (CCF) 2025 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 one-way distance x 2) + (CCF of mode 'b' x one-way distance x 2)+…= Daily carbon

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. An example for staff would be:

Daily carbon x number of days per week at work x 47 = Annual carbon

Table A1 shows the 2025 DEFRA carbon emissions values by mode and compares them to those used in the 2019, 2022, 2023 and 2024 reporting.

Shuttle bus carbon emissions were calculated using data supplied by Lothian Buses on the total kilometres travelled by the shuttle bus in 2025. DEFRA carbon factors for buses are calculated using an average bus occupancy (in 2025 this was 11.0 passengers). Therefore, to determine carbon emissions based on vehicle kilometres rather than passenger kilometres the end value was multiplied by 11.0.

Shuttle bus vehicle kilometres x CCF (in passenger.km) x average bus occupancy = Shuttle bus carbon

Table A1: Carbon emission factors by mode

Mode	Category	Kg CO2e (miles) (2019)	Kg CO2e (miles) (2022)	Kg CO2e (miles) (2023)	Kg CO2e (miles) (2024)	Kg CO2e (miles) (2025)
Car (petrol)	Small	0.236	0.236	0.226	0.2313	0.2303
	Medium	0.298	0.298	0.286	0.2842	0.2812
	Large	0.445	0.445	0.437	0.4316	0.4318
	Average	0.275	0.275	0.263	0.2636	0.2619
Car (diesel)	Small	0.226	0.226	0.221	0.2252	0.2308
	Medium	0.271	0.271	0.266	0.2705	0.2764
	Large	0.338	0.338	0.333	0.3336	0.3381
	Average	0.275	0.275	0.271	0.2733	0.2785
Electric Vehicle (battery)		0.097	0.117	0.12	0.0764	0.0651
Hybrid	Small	-	0.165	0.162	0.1814	0.1837
	Medium	0.175	0.175	0.174	0.1849	0.1887
	Large	0.247	0.247	0.243	0.2492	0.2518
	Average	-				0.2064
Unknown Car		0.285	0.275	0.266	0.2686	0.2692
LPG		-	0.319	0.316	0.3173	0.3154
Motorcycle	Up to 125cc	0.134	0.134	0.13	0.1339	0.1339
	125cc to 500c	0.163	0.163	0.158	0.1627	0.1627
	Over 500cc	0.214	0.214	0.21	0.2133	0.2133
	Average	-	0.183	0.179	0.1829	0.1829
	Electric motor					0.0651*****
Public Bus		0.169	0.174	0.19	0.2092	0.2016
Shuttle Bus		0.17	0.174	0.19	0.2092	0.2016
Rail		0.066	0.057	0.056	0.0571	0.0571
Taxi		0.292	0.336	0.335	0.2391	0.2392
Tram		0.035	0.046	0.044	0.0460	0.0460

*******There is no carbon factor for electric motorbike which was a new response option in the survey therefore the carbon factor for electric vehicle has been used. Only one respondent in the 2025 survey had this fuel type*

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