



Lincoln University Transport Survey 2018 – Results and Follow-up

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ABSTRACT

A survey of transport practices and preferences of 524 staff and students of Lincoln University suggests there is significant scope for developing a more sustainable transport strategy.

Keywords: mobility, CO₂e, sustainability, energy, preferences

1. INTRODUCTION

In July 2018, a campus wide transport survey was conducted at Lincoln University to gather information about travel habits, patterns, desires and issues from both staff and students. A total of 524 participants completed the survey (376 students and 148 staff) providing a reasonable cross-section of the campus community. The survey was conducted by SAGE (Sustainability Action Group for the Environment) and the results have been shared with LUSA, Lincworks and the LU Senior management Group. Through this article and an earlier item in the student magazine RAM, they are also being shared with the wider campus community.

The purpose of the survey was to get a better picture of current transport practices and preferences so that SAGE and the wider campus community would get a clear picture about the current situation, in order to inform proposals to promote more efficient and sustainable transport practices in the future.

There are 1384 parking spaces on campus (data from Lincworks, 2016) and based on some informed guesstimates of the number of vehicles using these spaces throughout the year, it is estimated that approximately 818, 000 l of petrol/diesel is used annually to support the daily commute of Lincoln students and staff to campus. This produces around 1997 tons CO₂e (carbon dioxide equivalent)

annually which in 2016 represented about 18% of the total campus carbon footprint. Given the urgent requirement as stated in the latest Intergovernmental Panel on Climate Change Report (IPCC 2018) that in order to keep the mean global atmospheric temperature increase to below 1.5 degrees, we have just 12 years (until 2030) to stabilize emissions, it is clearly incumbent on all of us to individually and collectively take some urgent action, rather than wait for the government or society at large to make changes.

Given the high carbon footprint of Lincoln University, and some of the findings from the survey (see summary below), such as the high number of single occupancy vehicles being driven to campus daily and the low uptake of the public transport options available (e.g. bus number 80 running between the campus and central Christchurch), it is clear that the scope for developing a more sustainable transport strategy is significant.

2. PRELIMINARY FINDINGS FROM THE TRANSPORT SURVEY

2.1. Car and bike

- 43% of respondents commute as a single occupancy driver as their primary source
- On average, the time spent on commuting is 21 mins

- 52% of students sometimes carpool compared to just 20% of staff.
- 44% of staff and 43% of students currently sometimes use a bike to commute

2.2. Bus Transport

- 44% of staff and 58% of students own a Metrocard.
- Students indicated a willingness to increase bus usage if improvements were made to routes, frequency of service, discounted fares were provided and Wifi was available.

2.3. Electric Vehicles and E-Bikes

- 36% of respondent indicated an interest in purchasing an EV and 16% in purchasing an Ebike - not unexpectedly, interest was higher amongst staff than students.
- 48% would be more interested if there was a free/subsidised charging on campus.
- 45% of respondents expressed an interest in finding out more about EVs & E- bikes.

3. REASONS

Top 5 reasons for choice of transport are the same for staff and students:

- Convenience
- Time
- Cost
- Environmental
- Health

Other reasons cited include:-

- Weather
- Enjoyment
- Personal Safety
- No alternatives,
- Social/Company,
- Habit,
- Family Reasons, and
- Unfamiliar with alternatives.

4. WHAT NEXT?

The SAGE transport sub-committee are currently working on these findings and will use them, in consultation with LUSA and other stakeholders, to develop some proposals to put to the University regarding possible improvements to transport options. These will

focus around initiatives to encourage the greater uptake of carpooling, improvements to public transport and better facilities to encourage the use of EV's, E-bikes and more cycling and walking. Watch this space for further updates.

5. ACKNOWLEDGEMENTS

The SAGE Transport sub-committee acknowledges the assistance of all the volunteers who have assisted with the survey and its analysis. If you have, any comments or ideas on improvements email: john.gould@lincoln.ac.nz.