UNIVERSITY OF CANTERBURY

2020 TRAVEL SURVEY REPORT

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Introduction and Methods

The following report contains the collated results from a four-yearly transport survey conducted at the University of Canterbury. The survey took place in July 2020 and was launched on the 15th of July 2020. A reminder email was sent to all staff and students on 21 July, and the survey closed on 22 July. The survey was conducted through online Qualtrics software.

The survey was distributed to all students and staff at the University of Canterbury via email that was sent from Paul O'Flaherty, Director of People, Culture and Campus. The UCSA President also promoted the survey by fostering the completion of the survey and encouraged repeated checking of email accounts. Other methods of promotion included chalking, talking to students and placing visual posters around campus. In total, there were 3,128 responses. This is higher than the 2016 survey, which garnered 2,718 responses. However, this was still lower than the 2012 survey, which gained 4,102 responses. Due to Covid-19, the survey may not have received as much attention as intended. This could be attributed to international students going home, stress and anxiety about the future. Additionally, due to lockdown restrictions, some travel patterns might have changed, such as public transport behaviours.

This report includes the results from the survey and a discussion of these results. The report and analysis were completed by Masters student Tom Gillard with help and editing by Dr Matt Morris.

Representativeness

Survey representativeness

The survey respondents were representative of the University of Canterbury staff and student populations. In total, 934 survey respondents described themselves as University staff, 1,886 as students and 308 did not disclose their status. Based on this, 23% of staff responded to the survey, whereas only 10% of students completed the survey.

Staff cohort

Table 1 shows a comparison between the survey respondents who noted their status as 'Staff' and University figures on the demographics of the staff population. The survey indicates slightly under the under-representation of males and younger staff. Some caution would be prudent concerning these slight biases in the survey cohort. But this does not take away from the validity of the survey.

Table 1: Demographic characteristics of staff travel survey respondents compared to UC population

Characteristic	Respondents (%)	University of Canterbury (%)
Gender (n=933)		
Male	40	41
Female	56.9	53.4
Prefer not to say	2.8	Unknown
Gender diverse	0.3	Unknown
Age **(n=933)**		
Younger than 18 years	0	0
18-24	1.6	22.7
25-34	15.8	25
35-44	25.1	19.3
45-54	28.2	16.7
55-64	22.3	13.8
Older than 65 years	4	7.2
Prefer not to say	3.1	Unknown
Work category (n=930)		
Academic	35.2	52
General staff	64	49

Student cohort

Table 2 shows a comparison between the survey respondents who noted their status as 'Student' and University figures on the demographics of the student population. Females are similarly overrepresented in student figures. Overrepresentation of females in surveys is common. There is also some overrepresentation of students in the 18-24 age group. Some caution would be prudent concerning these slight biases in the survey cohort, but they are insufficient to invalidate the further analysis.

Table 2: *Demographic characteristics of student travel survey respondents compared to UC population*

Characteristics	Respondents (%)	University of Canterbury (%)
Gender (n=1886)		
Male	37	48.2
Female	61	51.4
Gender Diverse	1.2	0
Prefer not to say	0.8	0
Age (n=1886)		
Younger than 18 years	0.2	0.2
18-24	77.4	69.6
25-34	14	16.2
35-44	4.5	0.7
45-54	2.5	0.4
55-64	0.7	0.1
Older than 65 years	0.4	0

General

Of staff, 64% indicated they were general staff, 35% were academic staff, and 0.86% were associates or visitors. Four staff did not indicate what category they belong in. The survey asked what the participants subject major was. Law garnered the highest percentage, with 7.2% of respondents indicating that this was their field of study. Civil Engineering followed this at 5.3%, and similarly, psychology also had a participation rate of 5.3%.

Many of the respondents make one journey to university a day at around 72%, and 22% make two journeys (Figure 1)

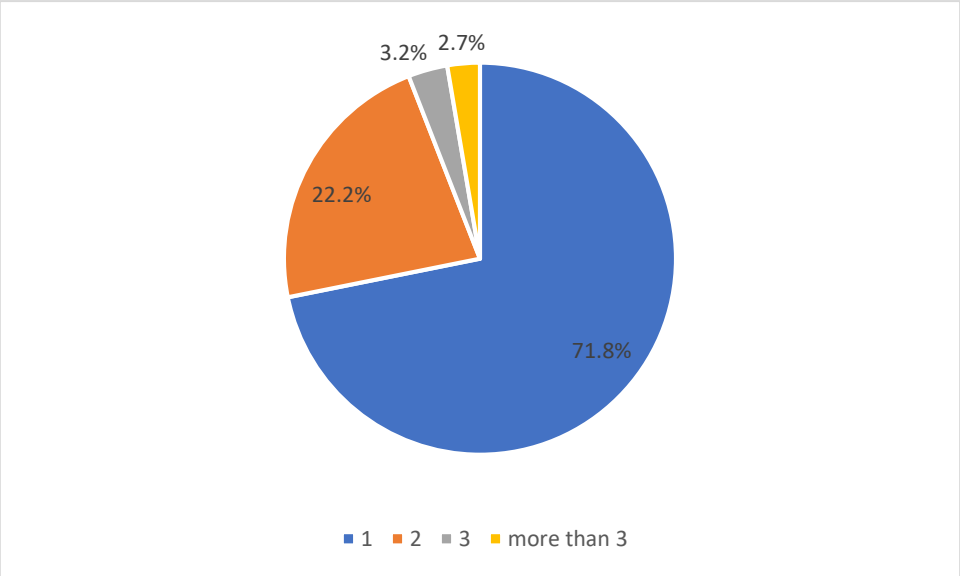

Figure 1: Usual number of journeys to the University each day

General Travel Behaviour

Usual travel to UC remains car dominant for both students (40%) (Figure 3) and staff (56%) Figure 4). Collectively, 45% usually drive 20% walk and 18% cycle (Figure 2). Students drive (40%) less to University than staff (56%). Slightly more staff (19%) cycle when compared to students (17%). However, walking for staff has seen uptake from 2016 (8%). Staff (19%) tended to cycle slightly more than students (17%). Electric cars, e-bikes and e-scooters data were collated into the 'other' mode data, and each mode can be found in Appendix A. Staff tended to use more unique travel technologies such as electric bicycles and electric cars, which could be attributed to the increased cost in using these methods.

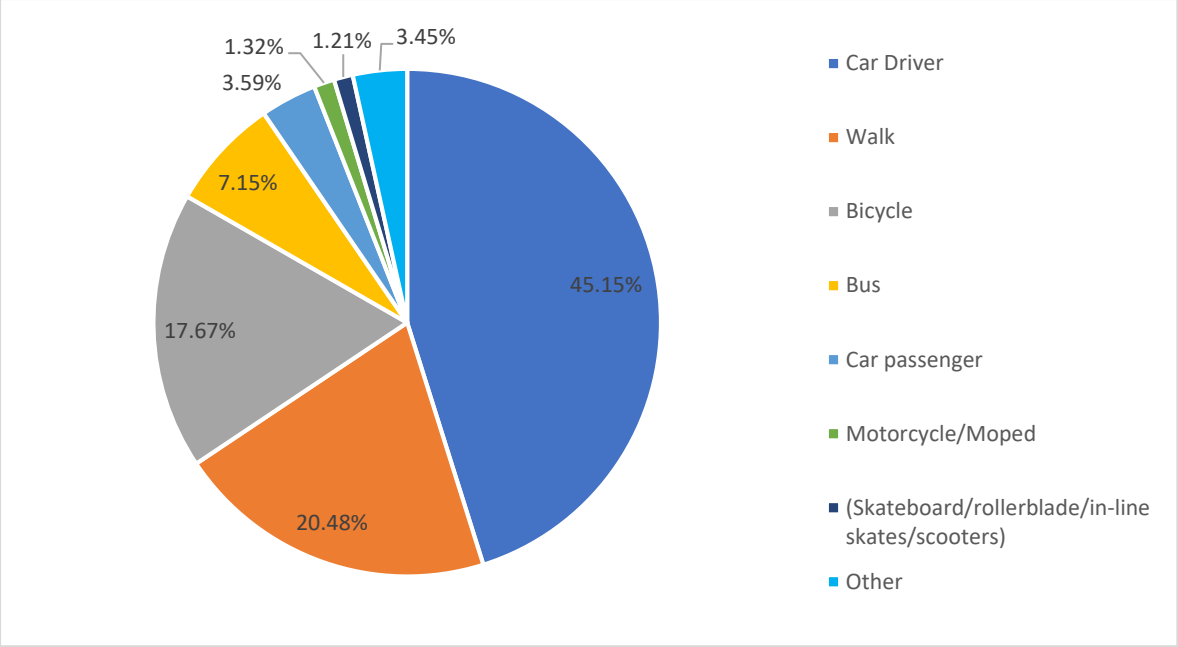

Figure 2: Respondents usual mode of transport to UC

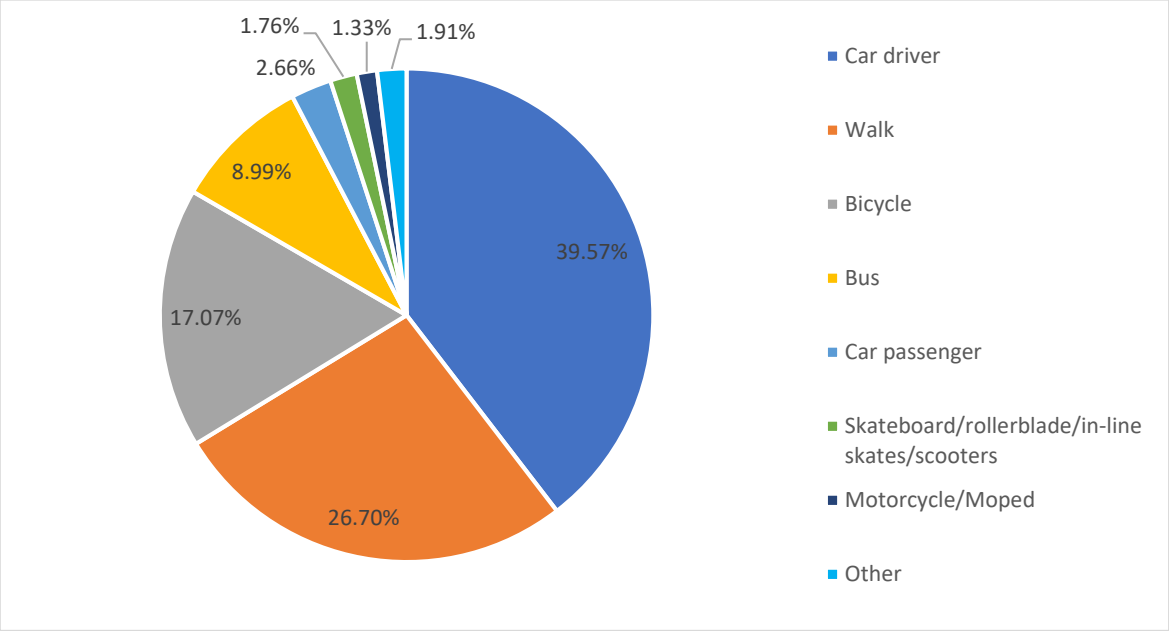

Figure 3: Student's usual mode of transport to UC

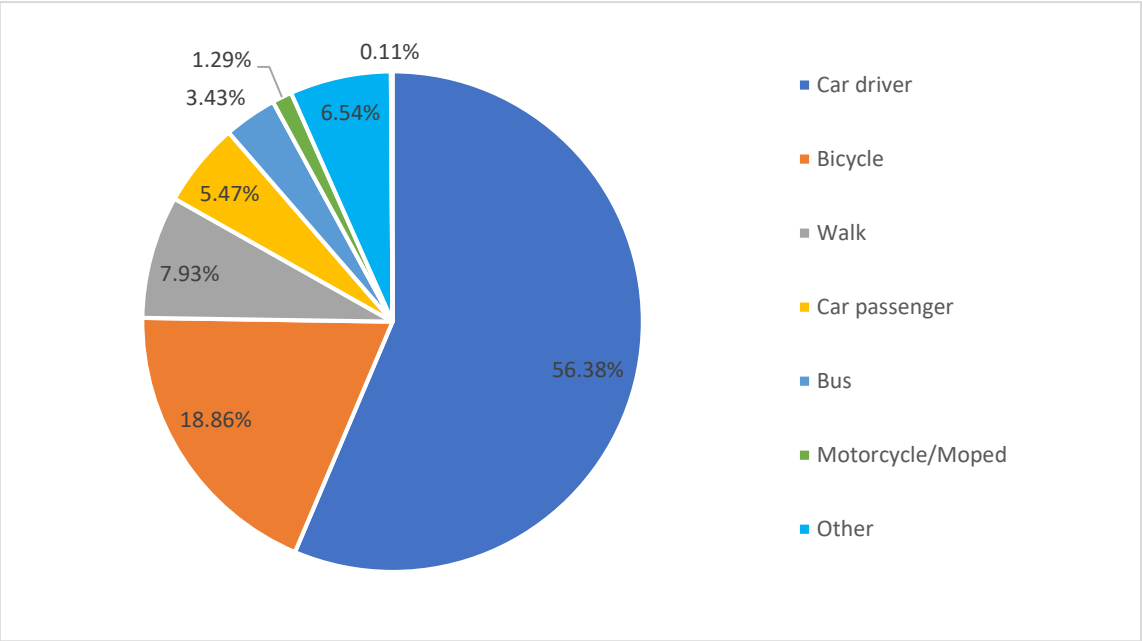

Figure 4: Staff's usual mode of transport to UC

Travel trends

There have been significant changes in travel behaviours since UC began collecting travel data in 1966. Notably, the student's mode of travel has varied. Students who drove to the University reached a high in 2000 at around 41%, and this was also met in 2016. There has been a slight decrease in-car driving in 2020 to about 39%. Bus, walking and cycling travel modes to university by students has remained steady, and these have seen a slight increase when compared to 2016. Full descriptive statistics can be found in Appendix B.

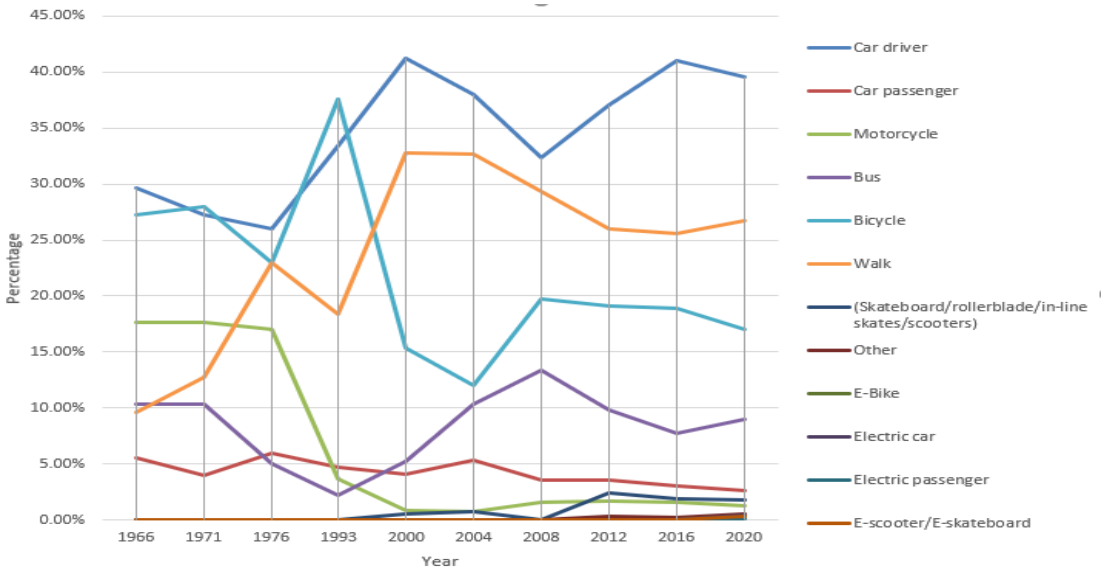

Figure 5: Student travel behaviour 1966-2020

Staff travel behaviours have seen a decrease since 2012 in respondents travelling to university by car driving from 67% in 2012 to 56% in 2020. Staff travel patterns have seen around a 2% increase in walking and cycling with all other modes remaining relatively steady.

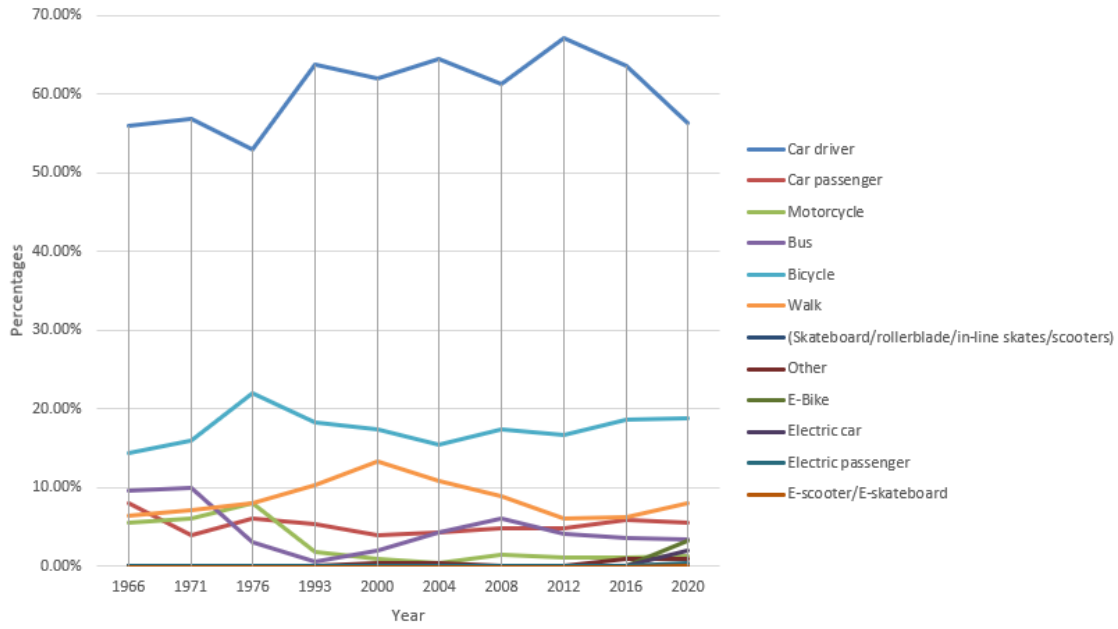

Figure 6: Staff travel behaviour 1966-2020

The survey asked respondents if the weather would affect their mode of travel. 37.5% said yes, while 55.8% stated that the weather does not affect their method of travel. 2% answered in the open-ended other section with respondents stating that if an extreme weather event such as a flood occurred, then this would affect their travel choice. Respondents who indicated that their usual travel mode was cycling cited that strong winds would force them to take other travel modes to UC.

Reasons that individuals utilise their chosen method of transport is fundamental in understanding travel behaviours to and from campus. The most common reason for respondents' travel mode selected was that it is 'quicker' (55.4%) this was followed by 'because it is cheaper' (43.7%) and 'I enjoy the way I travel' (31%). In contrast with the 2016 Travel Survey, 60% of respondents indicated that their reason for their travel mode was because it was faster. This shows a 5% decrease in this being the main driver of their chosen travel mode. Environmental reasons being a motivator has also increased by 4%. Given that climate change education is much more prevalent, this could be a factor behind this increase in this notion.

Given that just under half of the respondents said their travel method was more affordable, this could be attributed to students generally being frugal with money so opting for lower-cost travel option puts less strain on finances.

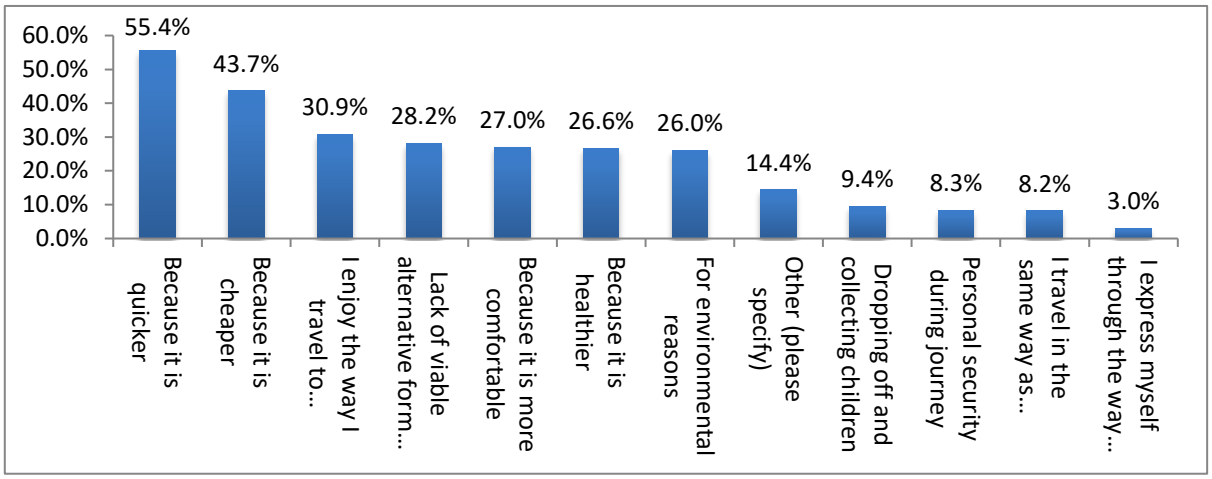

Figure 7: Reasons for respondents travel choice

Respondents were then asked about their main reason for their travel choice and subsequently asked to pick only one of the reasons as displayed in Figure 8, which they considered to be the most important. The majority indicated that their main reason was that it was quicker (30%) because it is cheaper (16.1%) and that they have a lack of alternatives (14%) (Figure 8). The other option was utilised to state that health or disability limited their form of transport choice. Additionally, limited parking and cost of parking at campus meant walking, skateboarding, and cycling were the most viable options, particularly from a student perspective. Furthermore, since a large majority of the student population lives within proximity of campus, other forms of transport such as bus or driving would consume their already limited time, so these options were not feasible. In comparison with the 2016 survey, the option "because its quicker" has remained steady and remains the top reason. Overall, across the options, the 2020 survey has remained relatively similar to that of the 2016 results.

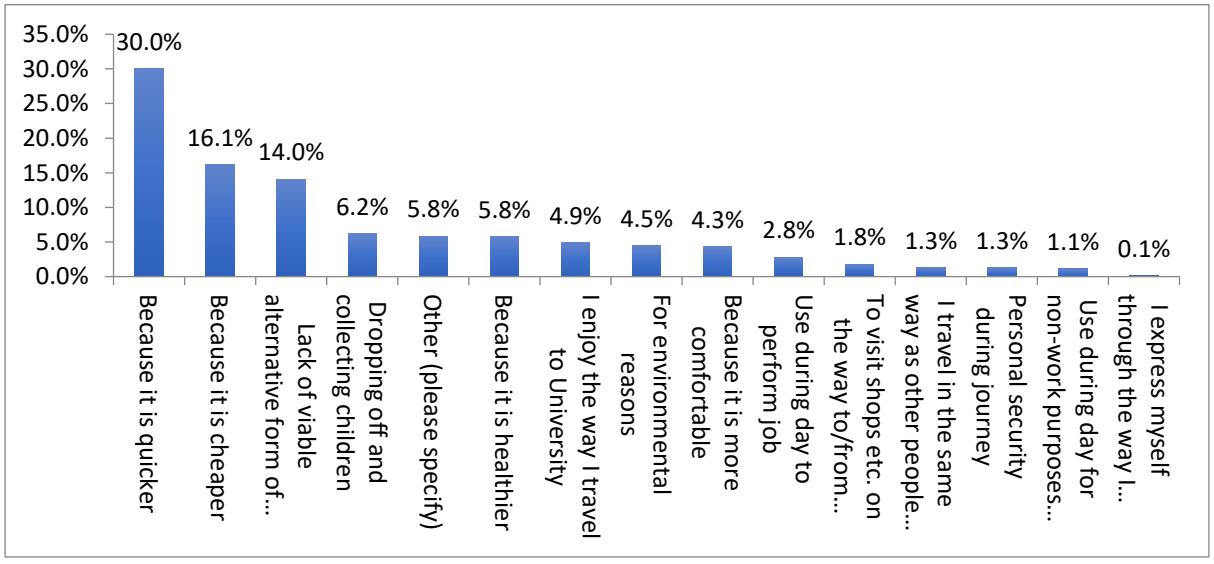

Figure 8: Main reason for respondents travel choice

Respondents were further asked if they would consider using other travel modes. This question allowed the selection of more than one option. This would be the form of transport respondents would use if weather conditions affected their current chosen method or if their usual way was unavailable due to unforeseen circumstances. 28.3% indicated that they would not use any other form of transport, 19.1% said they would drive a car/van, and 18.3% stated that they would be a passenger in a car/van. Bus as an alternative has decreased in prevalence since 2016 (20%) and now is the 4th most selected option at (17%).

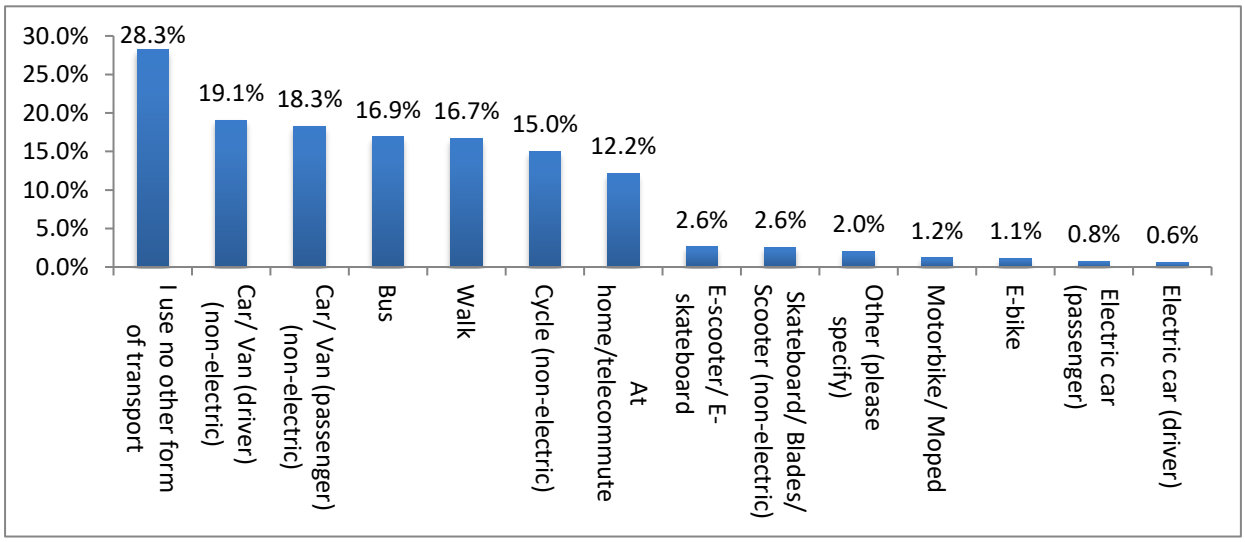

Figure 9: Alternative travel options

Parking Permits

The survey inquired about student and staff car parking behaviours at the campus. The survey asked whether students and staff had purchased a UC parking permit. In total 21.8% said that they had purchased a permit. Of this total, this was broken down into 30.5% of staff holding one. Students tended to be less likely to hold UC parking permits with just 17.4% owning one.

This was furthered analysed by comparing student and staff to the types of parking permits purchased. Of the 614 parking permits that were indicated to have been purchased in the survey, monthly permits made up 43.6% of this number or 267 permits. Students have the most significant rate of permits in this area (67.9%) and staff make up 32.1% of purchases. Due to increases in parking costs in recent years, this could indicate why students tend to purchase this form of permit rather than the annual parking permit. Yearly parking permits make up 35% of total purchases. Of this staff maintain a 67% share and students a 33% share.

The survey also asked if parking fees were abolished and replaced with an exit charge of $2 would respondents increase driving to the University. 73% of respondents indicated that they would not drive more, and 23% of respondents stated that an initiative of this nature would increase the amount they drive to the University. The breakdown of this among staff and students showed that if this policy were implemented, 26% of student respondents would drive more, whereas 16% of staff would drive more.

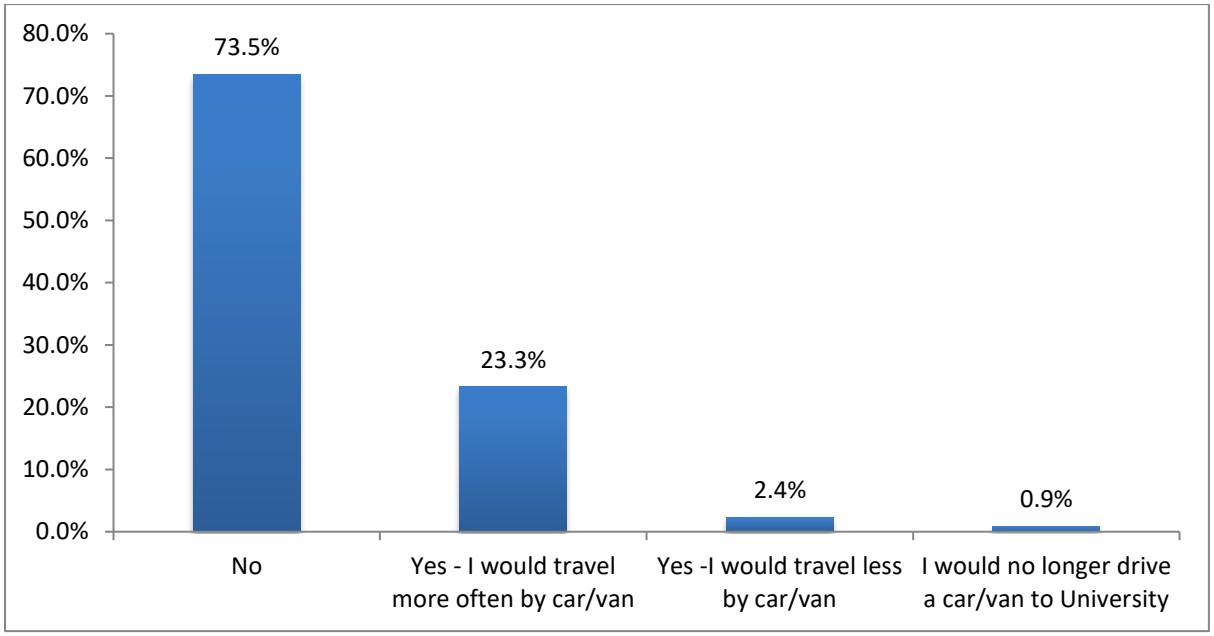

Figure 10: Respondents driving behaviour if parking prices where restructured

Carpooling

Survey respondents were asked about carpooling behaviours and factors. The survey asked what pull factors would influence a modal shift towards carpooling more often. 45% of respondents answered this question, with 39.9% indicating that no factor would increase participation in such a travel method. 34.5% responded citing that help finding a partner would motivate them to participate in this mode. Finally, 31.5% indicated that cheaper parking for car-poolers would increase the respondent's participation in carpooling.

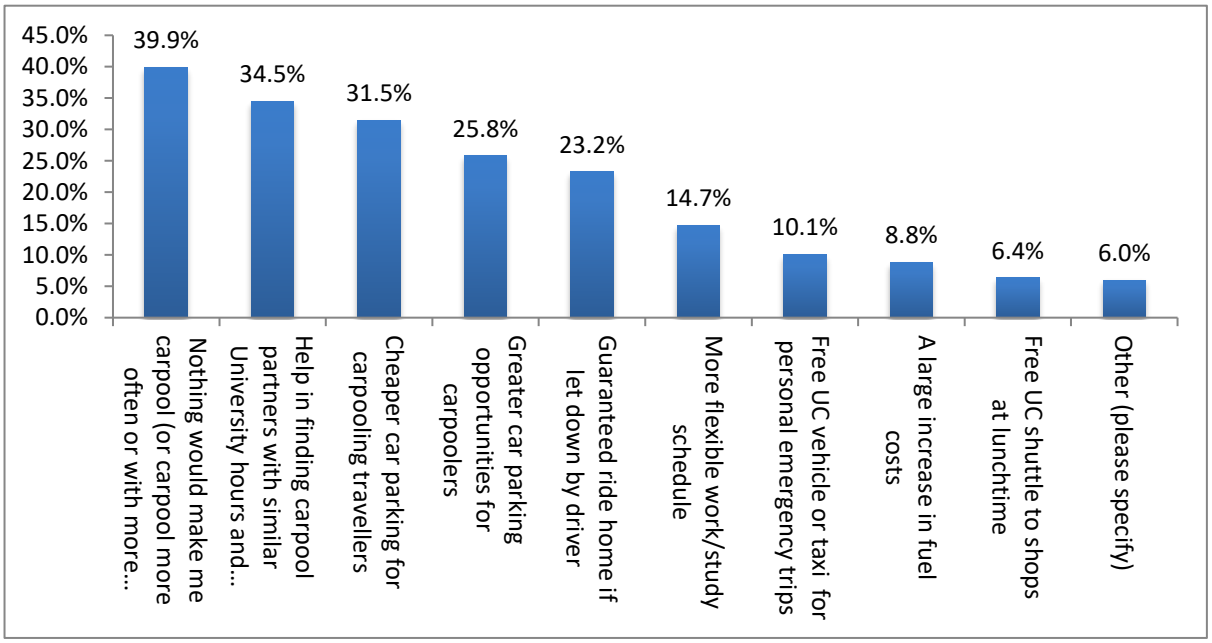

Figure 11: Reasons for respondents to consider carpooling

Then, respondents were asked to select a single answer of the options above, which would ultimately be their primary factor/reason for a modal shift to carpooling. Respondents indicated help finding partners (35.7%), and cheaper parking for those who carpool (19.9%). In the 2016 travel survey, 41% of respondents indicated that no factors would influence them to try carpooling. This option was removed for the 2020 survey to streamline responses and gain a more indicative result. Those who answered the open-ended 'other' option had varied reasons that related to independence, distance from campus and work/university flexibility.

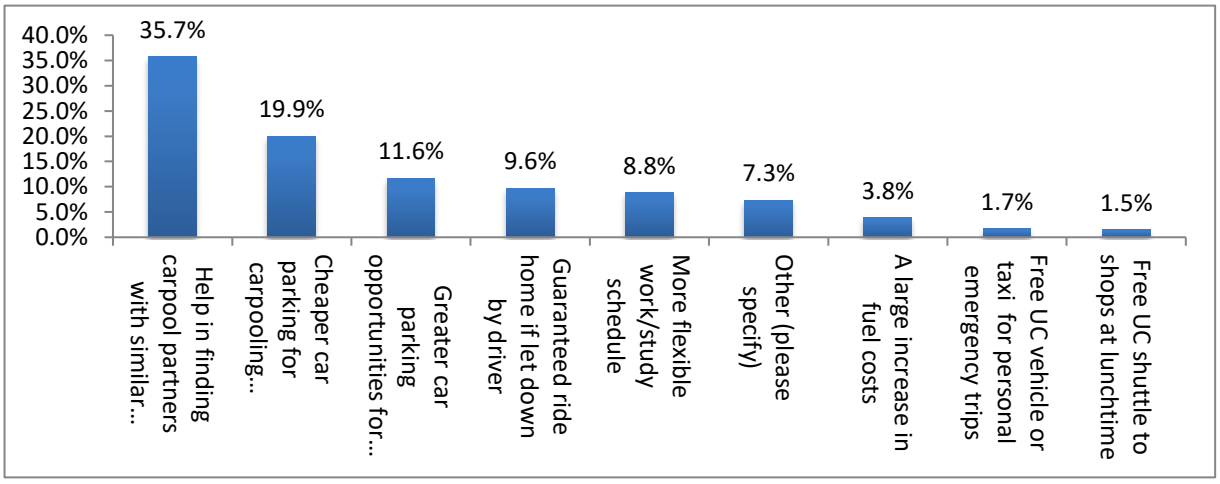

Figure 12: Most important incentive for respondents to consider carpooling

Public transport

64.5% of respondents indicated they owned a metro card. From these respondents, 77.8% indicated that they lived within 10 minutes of a bus stop, 17.4% stated that they did not, and 4.8% did not know. Furthermore, of those respondents that regularly bus to campus, 40.8% indicated that bus stops on or around campus were convenient, 17.8% found the bus stops inconvenient, and a further 16.4% were indifferent. At both ends of the spectrum, 14.1% found the bus stops to be very convenient, and 10.8% found them to be very inconvenient.

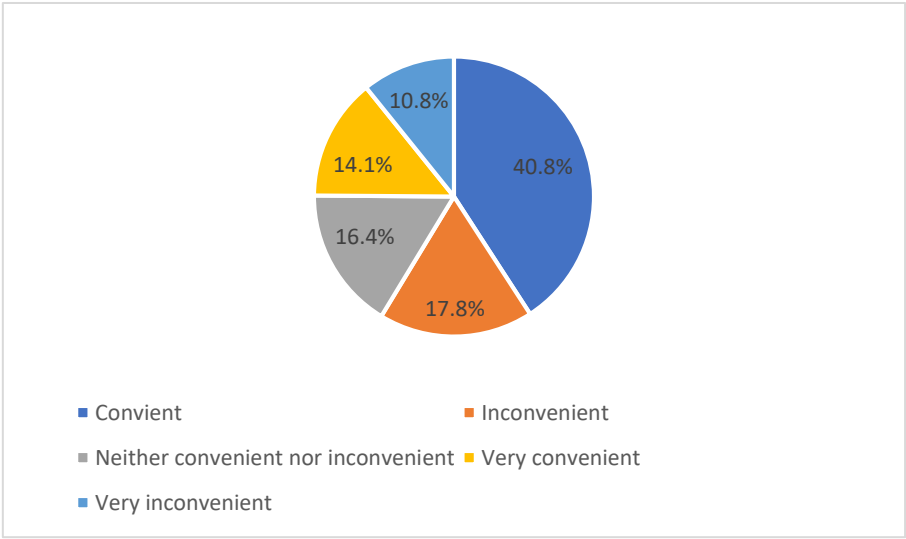

Figure 13: Convenience of bus stops around campus for respondents that currently bus

Respondents were then asked what would most encourage you to use the bus or to use it more often. 29.4% indicated a more direct route or better services would cause them to consider a change. 28.7% indicated that nothing would encourage a transition towards using the bus or using it more often, and 27.5% indicated discounted tickets would be a factor. Those respondents who answered 'other' mentioned the lack of direct bus routes in their area and the time taken between interchanges.

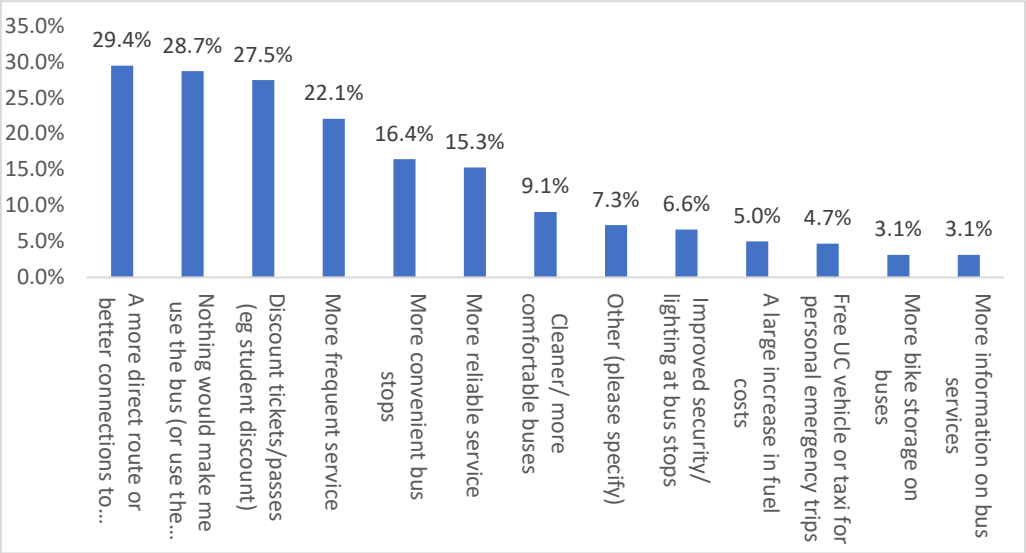

Figure 14: Reasons for respondents to consider bussing more often

Of these reasons, respondents indicated that a more direct route (33%), and discounted tickets (29%) are the main factors that would encourage them to use public transport more often. Of those who answered 'other' the main encouragement cited was cheaper tickets and more bus stops near where they live.

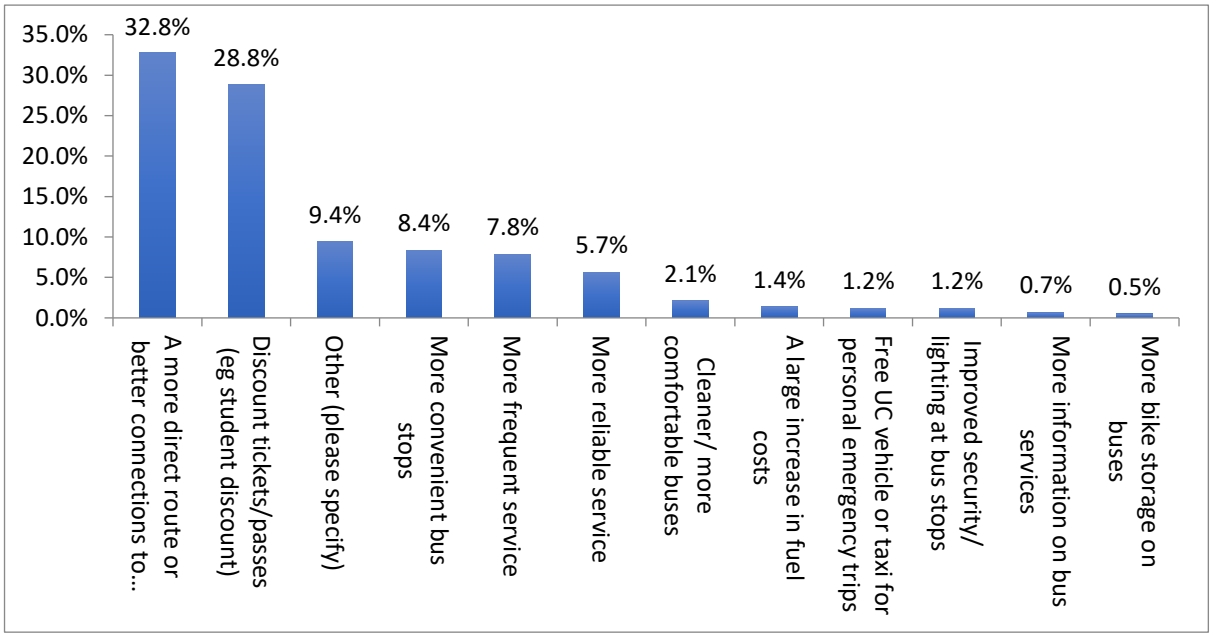

Figure 15: The main reason to consider busing more often

Breaking this into staff and student patterns, the main reason for staff to consider busing was a more direct route (43%) whereas cheaper fares (39%) was the primary option for students to consider busing more. Those who answered "nothing would make me bus more often" did not partake in selecting the most influential factor, so this has changed results from 2016. 31% of students and 36% of staff answered this for the main reason in 2016. Below shows the true influential factor across staff and students to consider bussing more often. There is a large disparity as only 7.8% of staff considered the cost to be influential in choosing bussing as a travel mode. Subsequently, this was the students most selected option.

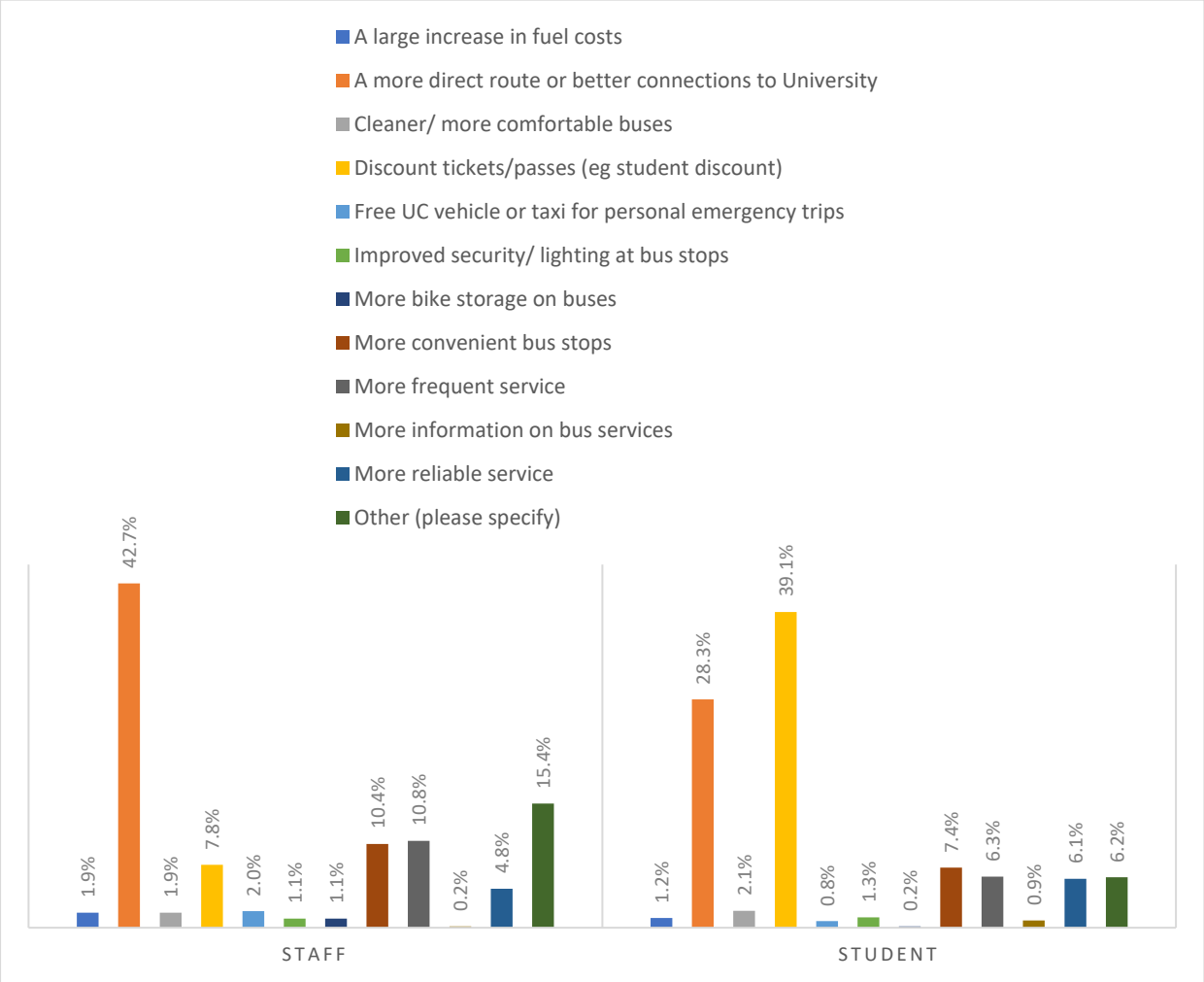

Figure 16: Differences in staff and student perception of barriers to bussing more often

Cycling

Respondents who indicated they cycled to University were asked about the convenience of infrastructure around campus. Of those respondents, 74% believed that the infrastructure was convenient or very convenient with the 16% indicating they thought that cycle parking was inconvenient or very inconvenient (Figure 17).

Of these parking facilities, 43% of usual cyclists indicated that enclosed stands are their preferred option for cycle parking. 38% of respondents indicated that open (unlocked) covered cycle stands were their preference, and a further 16% indicated they preferred open-air stands. When comparing to 2016 travel survey results, there has been an 8% uptake in respondents selecting covered stands that are not locked, and there has been a decrease of 8% of respondents favouring open-aired stands.

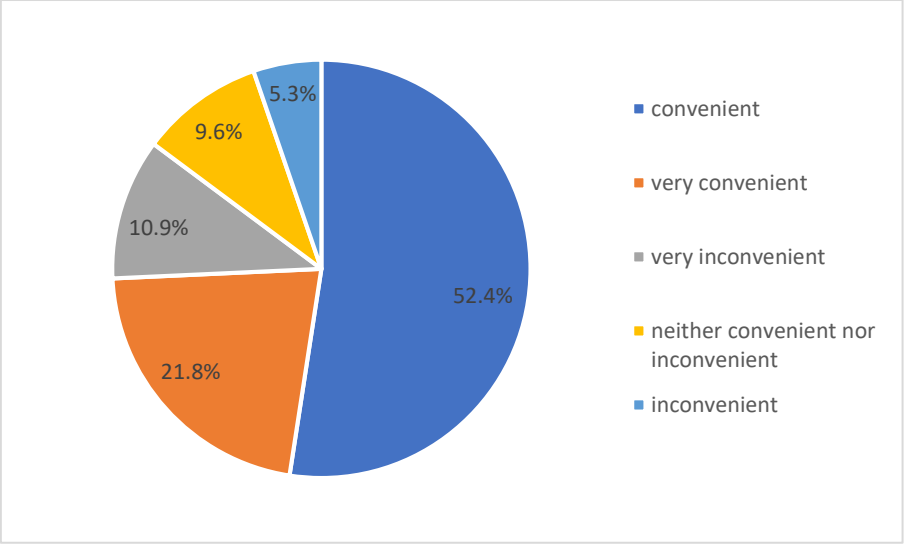

Figure 17: Convenience of current cycle parking respondents who usually cycle

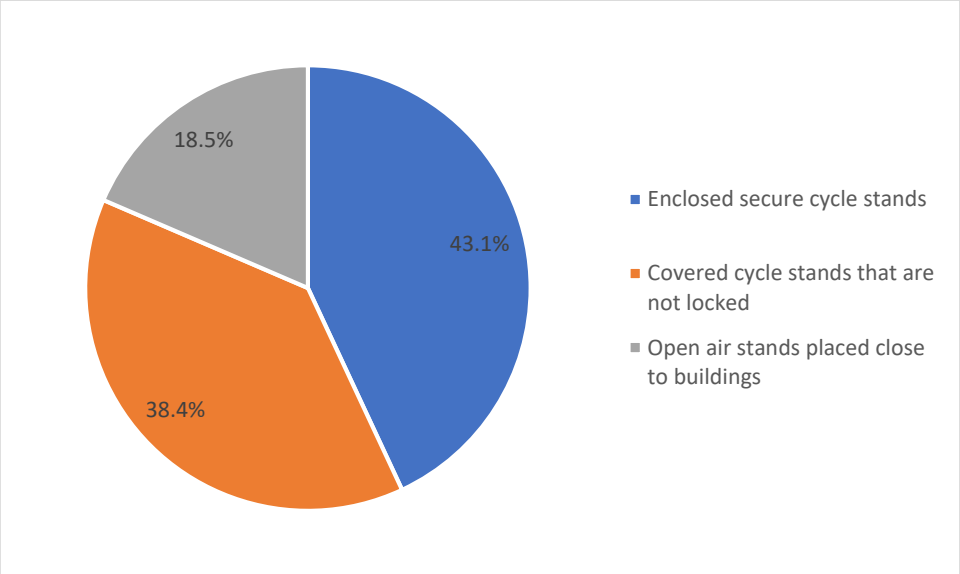

Figure 18: Cyclists preferred cycle parking facilities

Respondents who do not cycle to University were asked what factors would influence them bike to University more often. Of the respondents who answered this question, 23% indicated that improved cycle routes would influence them, 20.5% indicated less traffic and congestion on roads. Of those who answered 'other', the most cited reasons were distance and weather. Since this survey has been undertaken following the completion of the city to the university cycle route, it is surprising to see the most common incentive would be improved cycle routes. It is interesting to contrast to the 2016 survey, however, as 31% in 2016 said improved cycle route would encourage them to cycle more often, suggesting an improvement in this area.

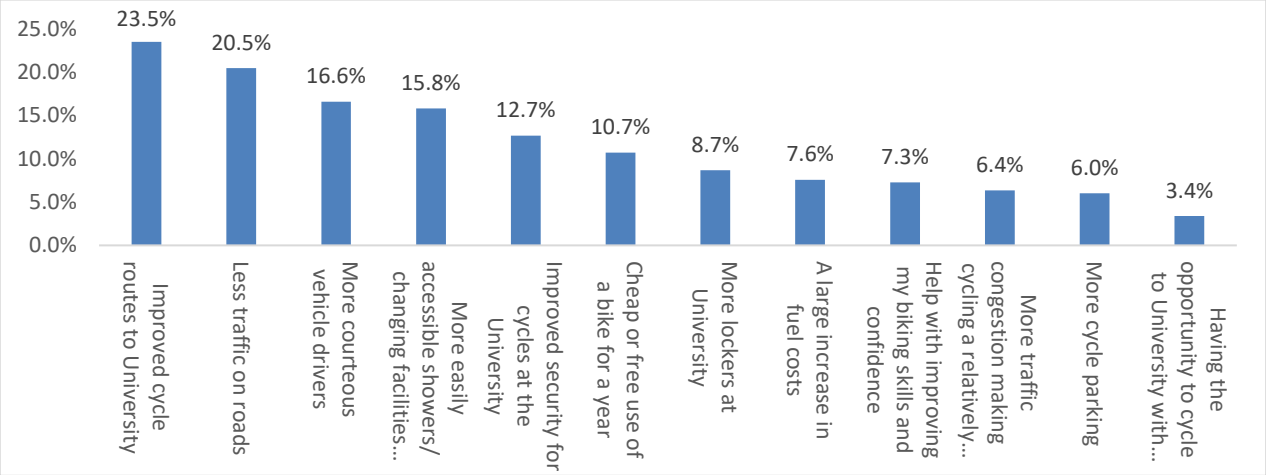

Figure 19: Respondents reasons to consider cycling more often

Of these reasons, respondents indicated that improved cycle routes are the most important incentive to encourage greater participation in cycling (23.9%). (Figure 20). The most commonly cited reasons in the 'other' section was distance, and the weather inhibiting participation.

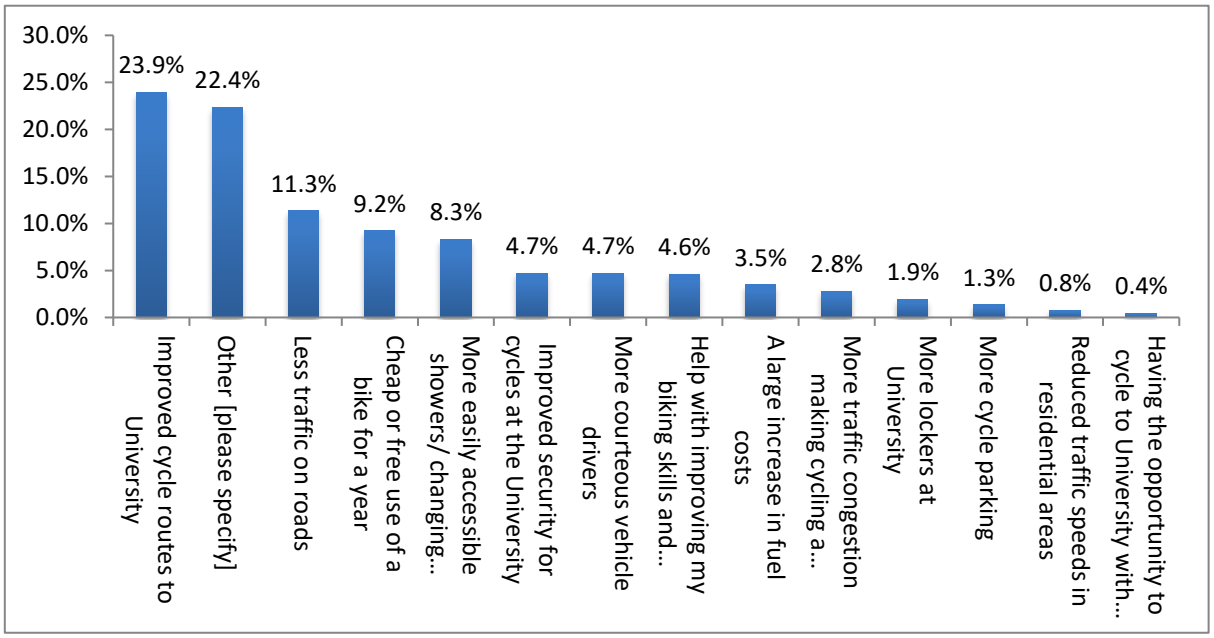

Figure 20: Most important incentive for respondents to consider cycling more often

Walking

Respondents were asked what would make them consider walking to University more often. 31% cited nothing would make them walk more often, 27% indicated a shuttle bus service for the night, 26% stated better security along walking routes would encourage them to walk more often. Compared to 2016's results there has been a 12% decrease in those citing nothing would make them walk more often and there has been a 5% increase in those citing a shuttle would encourage greater participation in walking as a transport mode.

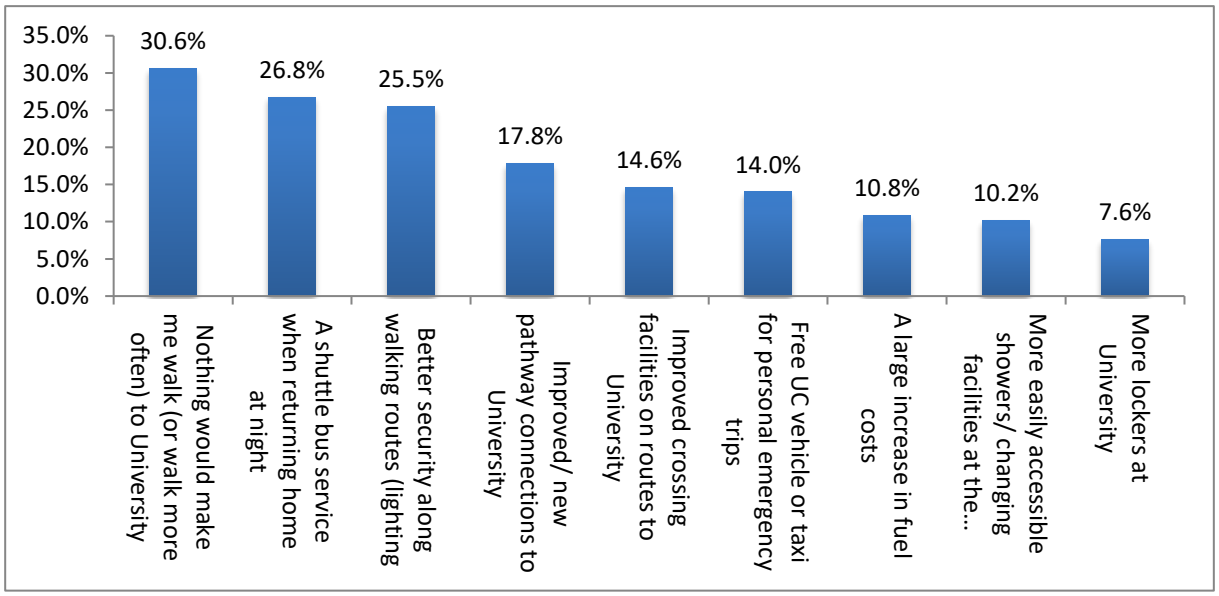

Figure 21: Reasons respondents would consider walking more often

Respondents were then asked the main factor that would influence them to walk to University more often. 26% selected the 'other' option. In this section cited time, distance and flexibility issues with uni/work, 19% cited a shuttle service, and an additional 17% cited better security conditions as a factor. These results are consistent with the 2016 survey results. Additionally, those who answered 'nothing would make me' in the multi-choice reasons questions were referred to other survey questions rather than answering the main reason question. This is different from the 2016 survey as those who answered 'nothing would make them' were then given the opportunity to answer again for the main reason. This is an improvement in survey logic and design as in previous years, this option would often skew results.

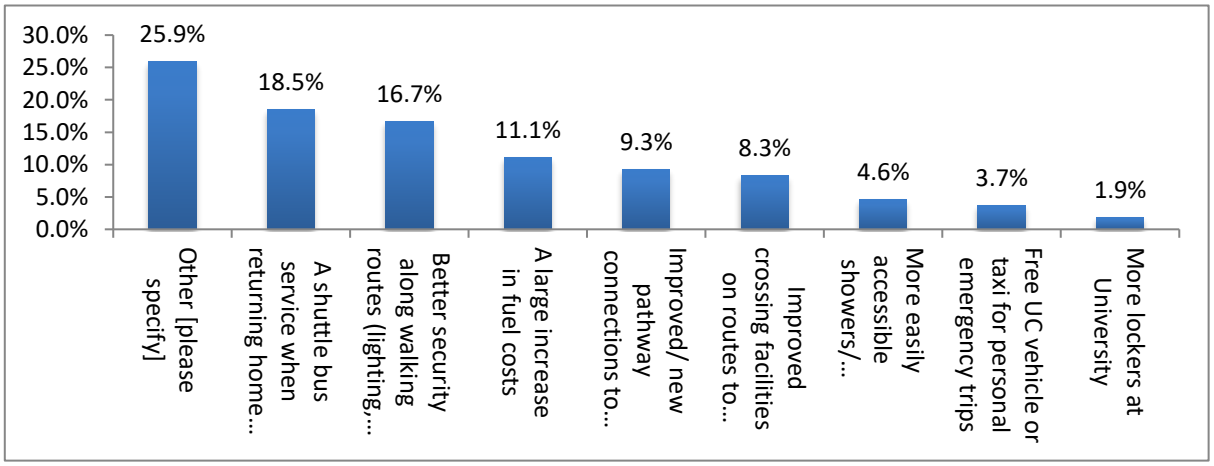

Figure 22: Respondents main reason to consider walking more often

Between campus travel

Respondents were asked how often they travel between the main Ilam campus and Dovedale campus. 89% indicated they made the trip less than once a month, 4.2% indicated they made the trip most days (Figure 23). Figure 24 displays the between campus travel data from the 2016 travel report. The data shows there has been a decrease in regular trips to the Dovedale campus in 2020 when compared with previous years.

Respondents were then asked about the mode of transport they generally take between campuses. 51% of people indicated that they walked between campuses, 26% stated that they drove between campuses and 11% cycled. There has been a drastic model shift between the 2016 and 2020 surveys. The 2016 UC Travel Survey saw the majority of respondents indicating that they cycled between campuses (45%), 24% bused, and 26% would travel by car between the campuses. This reflects the fact that the majority of lectures and tutorials have been moved back to the Ilam campus, so fewer students are travelling to and from campuses.

The survey did not ask respondents to indicate their travel between Ilam Campus and the Arts Centre, despite parts of UC teaching being relocated there. For the 2024 survey, it is recommended that questions relating to this be asked.

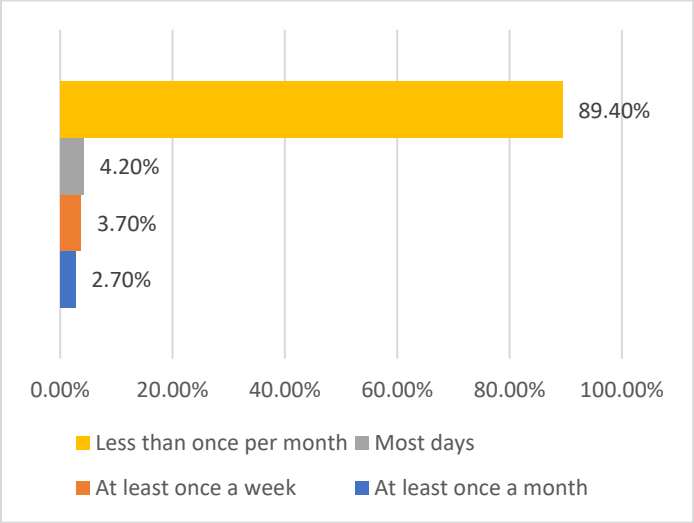

Figure 23: How often respondents travelled between Ilam and Dovedale campuses 2020

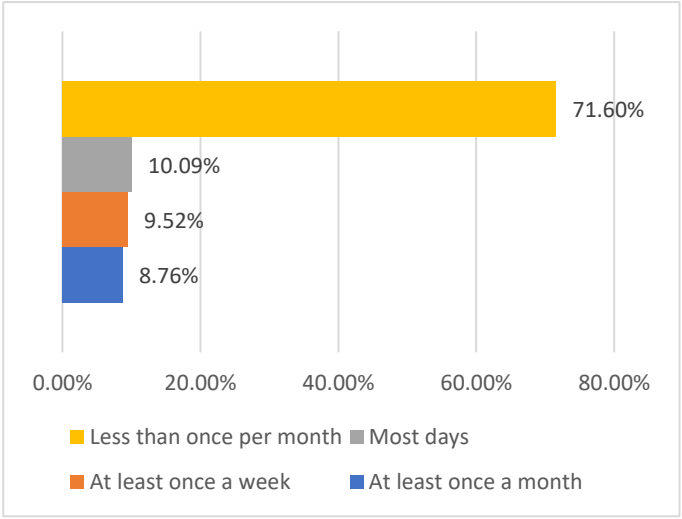

Figure 24: How often respondents travelled between Ilam and Dovedale campuses 2016

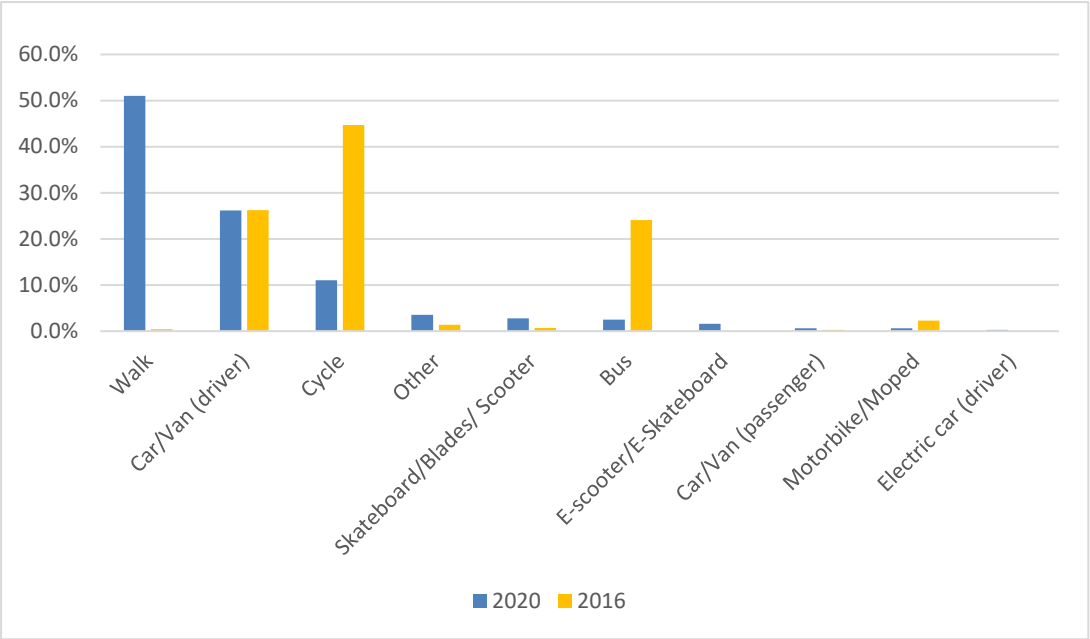

Figure 25: The main form of transport between campuses of respondents

Arrival and departure time on Wednesday the 15th of July 2016

Respondents were then asked a series of questions regarding their travel behaviour on the day of the survey. 79.4% of respondents indicated that congestion did not affect their commute to campus that day, 14.2% indicated that congestion was a factor on their journey, and 6.4% were uncertain whether congestion was a factor that day on their trip to the University.

35.6% of respondents on the 15th July travelled as the driver of a car or van, 19.4% walked, and 16.5% did not travel to the University on that day (Figure 26). The proportion of walkers was similar to that of general travel modes of around 20%; however, car and van driving proportion observed a decrease of approximately by 15% and cycling observed a 7% decrease (Figure 26). The proportion that did not travel to the University that day saw a rise from 11% in 2016 to 17% in 2020. This factor could be attributed to the effects of Covid-19. For example, those who are ill or are immune-compromised may not have travelled to the University on this day.

An even number of students (15%) and staff (17%) did not travel to University on this day. Around 49% of staff and 29% of students drove to the University. 12% of staff cycled to the University on this day, whereas 25% of students walked (Figure 27 and 28). Travel modes on this day tended to vary between demographics when compared to overall travel mode; however, the dominant mode of travel was relatively similar.

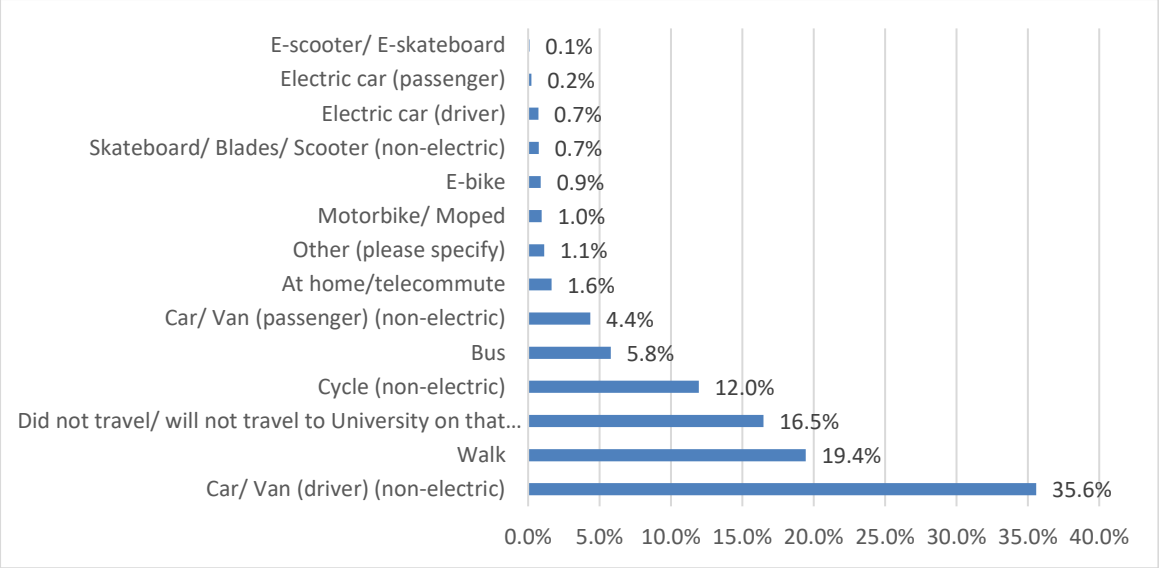

Figure 26: Mode of travel of respondents on the 15th of July (staff and students)

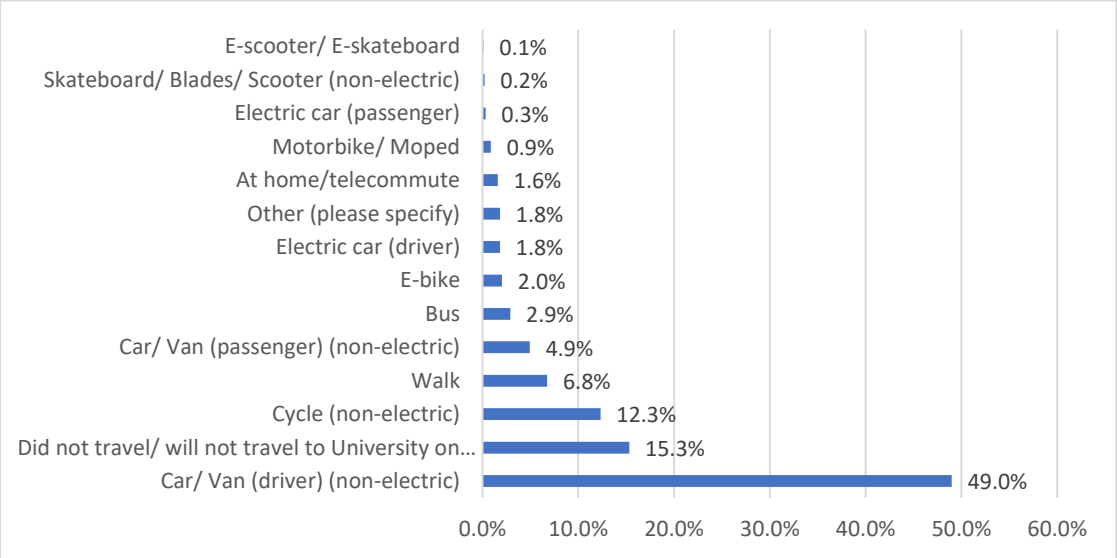

Figure 27: Mode of travel by Staff on the 15th of July

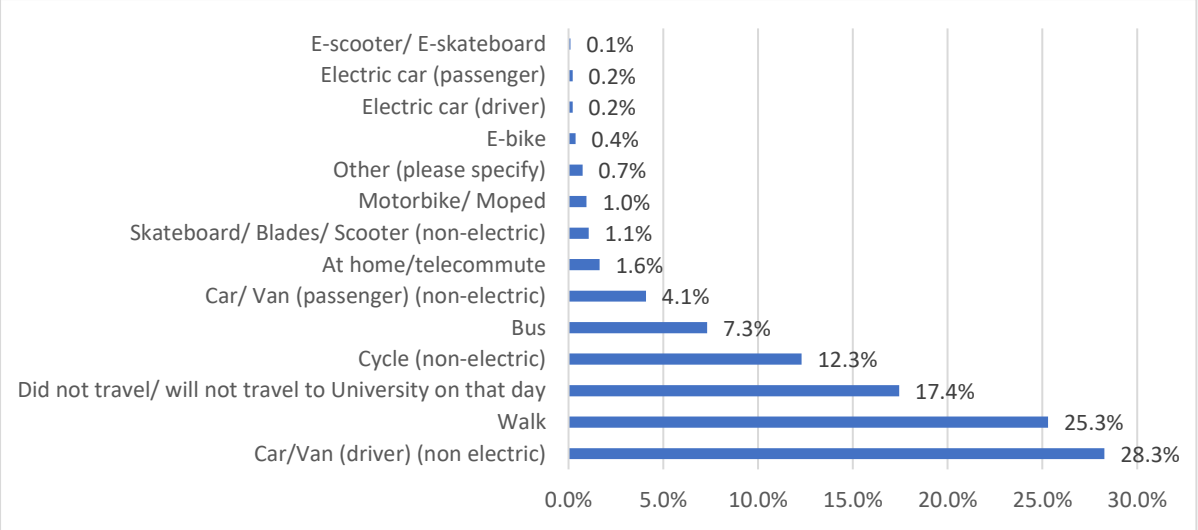

Figure 28: Mode of travel by Students on the 15th of July

Arrival and departure times of the respondents were also examined. 58% of respondents arrived at the University between 7 am, and 10.59 am. The largest proportion of respondents (25%) arrived between 8 am, and 8.59 am (Figure 29). The departure times were distributed more widely across the day, with around 46% of the respondents leaving between 2 pm and 6.59 pm, with the largest proportion (16.8%) leaving between 5 pm and 5.59 pm (Figure 30)

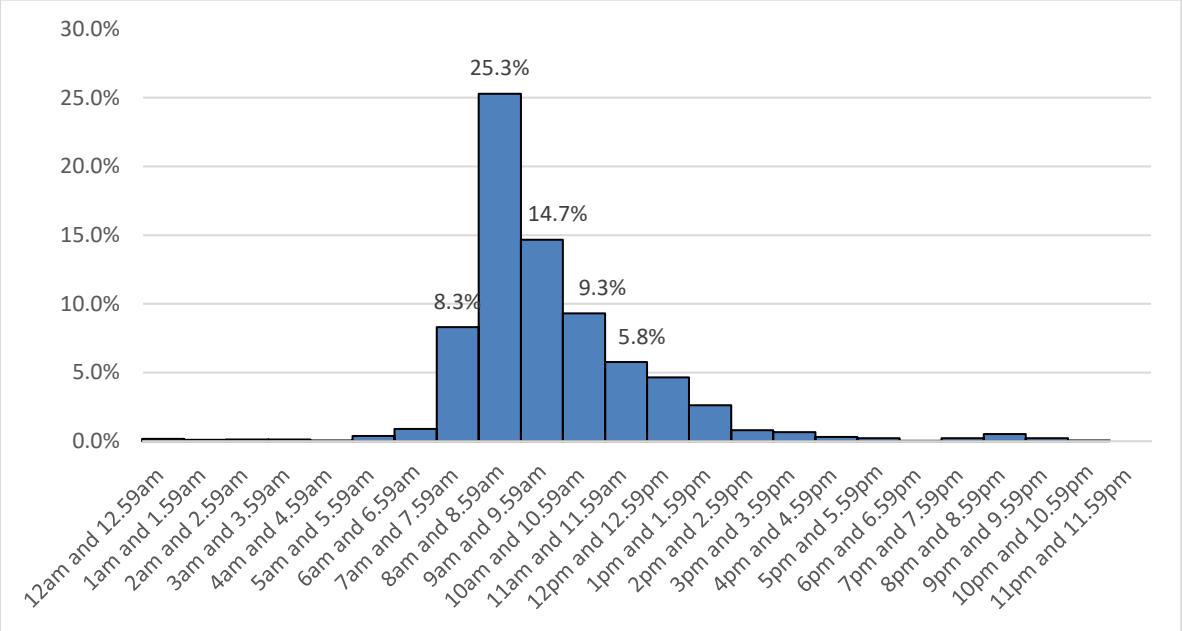

Figure 29: Arrival times on the 15th of July

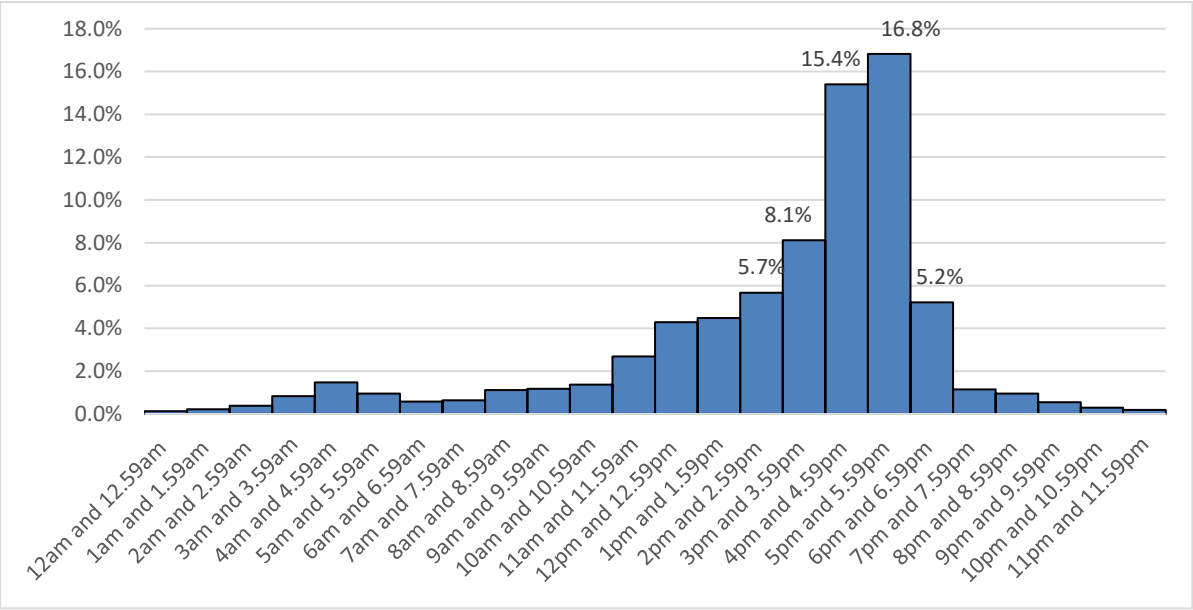

Figure 30: Departure time from the University on the 15th of July

Arrival and departure times between students and staff varied from the 2016 survey. In 2016 the survey results showed that arrival and departure times were reasonably similar to two-thirds of staff and students arriving at University between 7.00 am, and 9.59 am. This year 44.2% of staff arrived between 8.00 am, and 8.59 am with 18.5% of students arriving during this time. 71% of staff arrived between 7.00 am, and 9.59 am, 43% of students arrived at the University at this time compared with the staff.

Departure times also varied when compared with the 2016 survey. 57% of staff departed from the University between 4.00, and 5.59 pm, compared with students, 24% of whom left at the same time. Students' departure behaviour is much more spread out when compared with previous years. The shift in arrival and departure times when compared with 2016 is surprising. Timetabling changes and

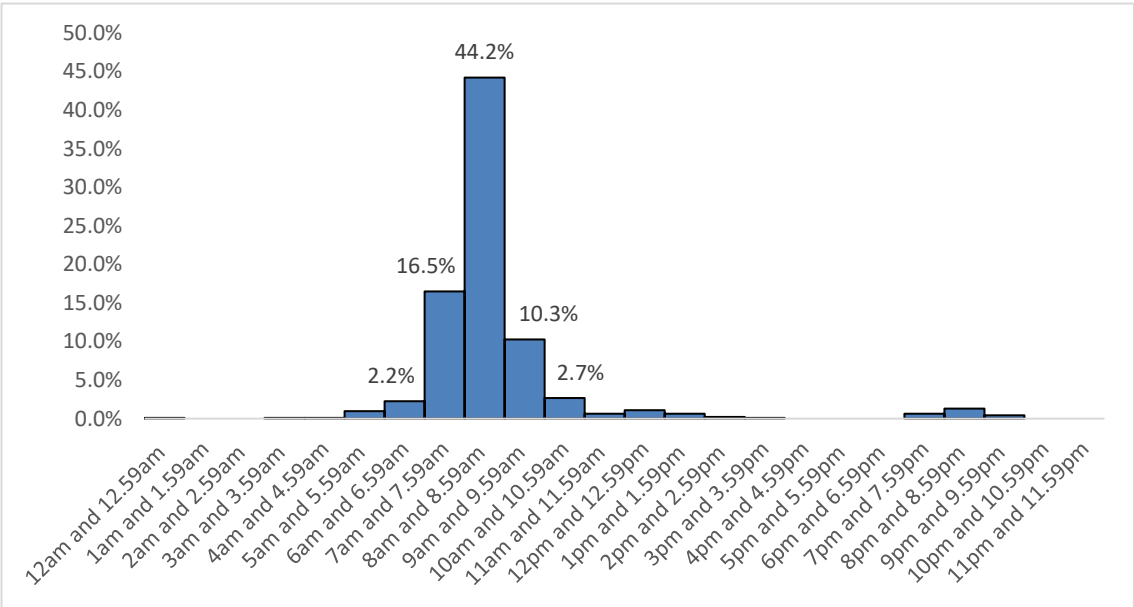

Figure 31: Staff Arrival Times 15th of July

Covid-19 could potentially impact this behaviour with the latter fundamentally changing the way lecturers lecture as many would be available to watch online. This could mean students might head home and watch their last lecture at home rather than engaging with rush hour traffic or the cold as this survey was taken during winter and cited numerous times in various sections of this survey. Particularly for walking and cycling the weather is a major contributing factor in students and staff travel behaviours.

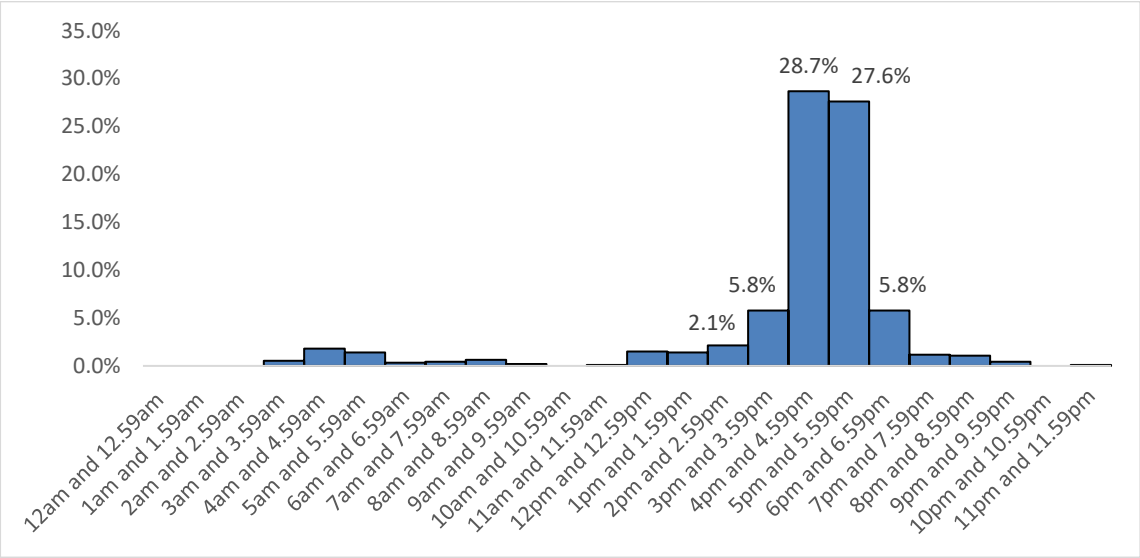

Figure 32: Staff Departure Times 15th of July

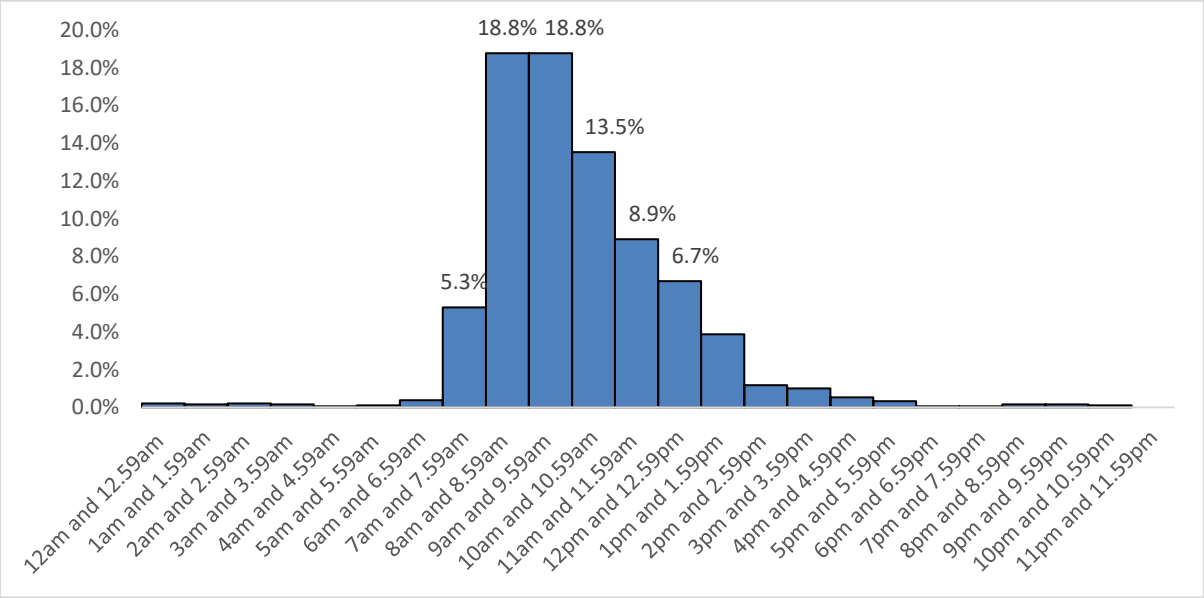

Figure 33: Students Arrival Times on the 15th of July

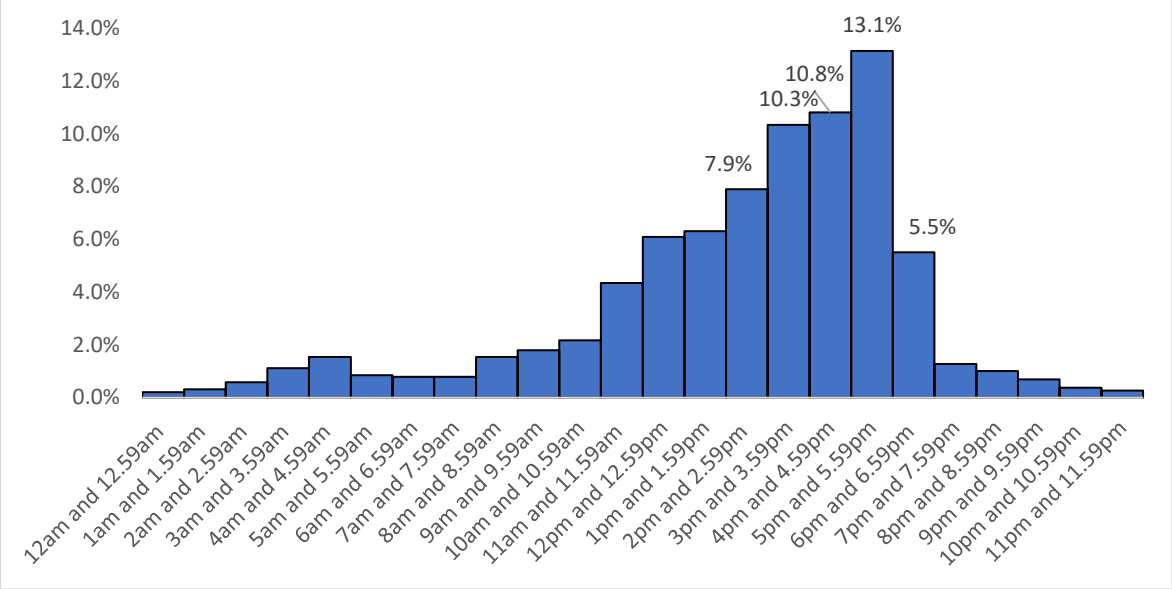

Figure 34: Students Departure Times on the 15th of July

Conclusions

Cycling

Cycling around campus has changed significantly since the Christchurch Earthquakes, and this is shown in 2012, 2016 and now 2020 Travel Surveys. Cycling participation rates have remained relatively steady for both students and staff. This is somewhat unusual as the University has been dedicating substantial resources for the creation of more convenient and safer infrastructure.

74% of respondents who cycle found the parking around the University to be either very convenient or convenient. However, there is still a proportion calling for more cycle stands, but this comment was not as recurring as in previous years.

The 2020 Survey has shown an increase in people preferring covered stands (38%), up from 30% in 2016. However, enclosed secure stands remain the top choice for cyclists to park their bike (43%). Bike theft is still a regular occurrence at the University, secure bike stands have somewhat mitigated theft, but due to anyone with a Canterbury Card being able to enter these stands some thefts continue to occur.

Safety and security remain the most common problem for those who would consider cycling and those who do cycle. Despite improvements in this perception from the 2016 survey, many still indicated that these issues are still a factor in inhibiting participation rates.

Public Transport

Similarly, to previous surveys staff and students indicated that a more direct route, reduced bus fares and frequency of service were key priorities in encouraging engagement in this mode of transport. Again, the idea of a UC shuttle bus for those returning home at night was proposed within the walking section of the survey. This idea was generally supported, similar to the results in 2012 and 2016.

Many people mentioned the price of busing as a key factor influencing their travel choice, indicating it is too expensive each week to bus to University. It can be cheaper to drive each week than bus if one is paying full price for a ride two times a day, five days a week. This was echoed in the 'other'

section of the survey as many called for a student subsidy for tickets. This is like previous surveys and remains an issue that the University needs to address.

Walking

Pedestrians travelling to University mentioned a variety of factors that need to be considered for improving this mode of transport. For some, the key factors are outside of anyone's control. Many mentioned the weather is a key reason to avoid walking to University. Also, distance is key, as those who consider themselves too far away to walk would be unlikely to alter their mode of transport. This has been echoed in the 2012 and 2016 survey and continues to be a factor in the 2020 survey.

Safety again remains a priority for both students and staff. However, given the implementation of wider footpaths and the greater presence of traffic calming and separated cycling infrastructure, these concerns have somewhat been alleviated. However, the security aspects of walking home at night remains a concern. The need for more generous lighting and more security presence on common walking routes was highlighted. Improvements to lighting and security on campus have mitigated some issues, but many raised the point of off-campus security, especially on weekends. The option of a bus shuttle was popular again as displayed in the 2016 survey.

The dramatic increase in walking as an option for between campus travel this year may be attributed to lectures being returned primarily to Ilam campus (and much less teaching occurring on Dovedale campus). This was highlighted in the modal shift from cycling and driving in 2016 to walking and cycling this year.

Parking

Parking fees remain a concern for many staff and students. Queries about differentiated pricing structures for students and staff, and full and part-time staff, and people who live closer or further away, were suggested. A desire for more flexible parking charges was also expressed. The University continues to disincentivise driving to campus for a variety of reasons, not least of which is the cost of maintaining parking facilities. As the car-parking environment continues to become more constrained, the University is exploring ways in which it can support staff and students to find alternative means to transportation to and from campus. Given the prevalence and need to become more climate-conscious as a society by disincentivising driving, the University hopes to cause a modal shift towards more sustainable transport options.

Other data

Disabilities

4.2% of respondents indicated they have a disability or health condition. The 2016 Survey made the recommendation that this is assessed concerning whether this affects their travel to the University.

Carpooling

The 2016 survey showed many would participate in carpooling if there was a service that aided individuals in finding partners. This was again echoed. Cheaper parking for those who carpool was also commonly mentioned in the responses.

The call for cheaper parking aligns with comments made in the parking section of the report. The implementation of parking repricing and restructuring could help bring down the perceived cost of parking and increase participation in carpooling. However, a system where potential individuals who carpool can find partners with similar start and departure times would be the most beneficial increasing participation. This, in combination with the restructuring of parking prices, could discourage

individuals driving themselves and aid in reducing some stress that the car parking situation in streets around the University causes.

Children/family

Similar to previous surveys, respondents indicated that family commitments were a key reason for their chosen mode of transport. This was particularly highlighted in walking, cycling and public transport sections as these options did not allow for flexibility to drop children or their partners at school or work.

Appendix A:

Table 1: Travel modes at the University of Canterbury 2020.

Mode	Student	Staff	Total
Car/Van (driver)	39.57%	56.38%	45.15%
Car/Van (passenger)	2.66%	5.47%	3.59%
Bicycle	17.07%	18.86%	17.67%
Walk	26.70%	7.93%	20.48%
Bus	8.99%	3.43%	7.15%
Motorcycle/Moped	1.33%	1.29%	1.32%
Skateboard/ scooters/ blades	1.76%	0.11%	1.21%
Other	1.91%	0.86%	3.45%
E-Bike	0.37%	3.2%	1.32%
Electric car	0.43%	2.04%	0.96%
E-scooter/ E- Skateboard	0.37%	0.11%	0.28%
Electric car (passenger)	0.16%	0.32%	0.21%
	100%	**100%**	**100%**

Appendix B:

Table 2: Student mode changes overtime (percentages).

Year	Car driver	Car passenger	Motorcycle	Bus	Bicycle	Walk	Skateboard (etc.)	Other	E-Bike	Electric car	Electric passenger	E-scooter/E-skateboard
1966	29.60%	5.60%	17.60%	10.40%	27.20%	9.60%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
1971	27.20%	4.00%	17.60%	10.40%	28.00%	12.80%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
1976	26.00%	6.00%	17.00%	5.00%	23.00%	23.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
1993	33.40%	4.70%	3.70%	2.20%	37.60%	18.40%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
2000	41.21%	4.07%	0.84%	5.24%	15.38%	32.75%	0.51%	0.00%	0.00%	0.00%	0.00%	0.00%
2004	38.00%	5.34%	0.71%	10.40%	12.07%	32.70%	0.78%	0.00%	0.00%	0.00%	0.00%	0.00%
2008	32.40%	3.60%	1.60%	13.40%	19.70%	29.30%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
2012	37.00%	3.58%	1.72%	9.78%	19.15%	25.94%	2.45%	0.38%	0.00%	0.00%	0.00%	0.00%
2016	41.04%	3.01%	1.63%	7.71%	18.86%	25.56%	1.94%	0.25%	0.00%	0.00%	0.00%	0.00%
2020	39.57%	2.66%	1.33%	8.99%	17.07%	26.70%	1.76%	0.59%	0.37%	0.43%	0.16%	0.37%

Table 3: Staff mode changes overtime (percentages)

Year	Car driver	Car passenger	Motorcycle	Bus	Bicycle	Walk	Skateboard (etc.)	Other	E-Bike	Electric car	Electric passenger	E-scooter/E-skateboard
1966	56.00%	8.00%	5.60%	9.60%	14.40%	6.40%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
1971	56.80%	4.00%	6.00%	10.00%	16.00%	7.20%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
1976	53.00%	6.00%	8.00%	3.00%	22.00%	8.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
1993	63.80%	5.30%	1.90%	0.50%	18.20%	10.30%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
2000	62.03%	3.99%	0.86%	1.94%	17.48%	13.27%	0.00%	0.43%	0.00%	0.00%	0.00%	0.00%
2004	64.40%	4.23%	0.38%	4.23%	15.49%	10.88%	0.00%	0.39%	0.00%	0.00%	0.00%	0.00%
2008	61.30%	4.80%	1.50%	6.10%	17.40%	8.90%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
2012	67.04%	4.84%	1.12%	4.16%	16.65%	6.07%	0.00%	0.11%	0.00%	0.00%	0.00%	0.00%
2016	63.65%	5.83%	1.08%	3.56%	18.55%	6.26%	0.11%	0.97%	0.00%	0.00%	0.00%	0.00%
2020	56.38%	5.47%	1.29%	3.43%	18.86%	7.93%	0.11%	0.86%	3.22%	2.04%	0.32%	0.11%