

# Executive Summary Mobility Survey 2022

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## Contextualization

In January 2015 the UPF mobility survey was carried out as one of the inputs of the Mobility Plan launched that year. The second UPF mobility survey was carried out in June 2022, after two years of exceptional mobility due to the COVID pandemic. The survey is part of the Mobility Plan, which is integrated as one of the key elements of the UPF Environmental Sustainability Plan 2021-2024.

In contrast to the 2015 survey, there has been an increase in the survey population, from 15,030 respondents in 2015 to 15,985 this year, which represents an increase of around 6%. The aim of the survey is to assess the mobility of the university community when coming to the campuses and by moving between the three campuses of the UPF (Campus Mar, Poblenou and Ciutadella).

## Responses obtained

**Responses: 4,173 responses (26.1% of a total of 15,985).**

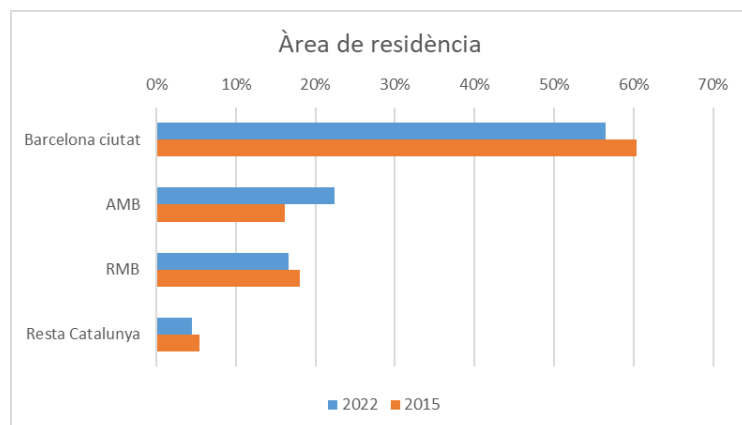
**By groups:**

- STEP: 582 responses (65.2% of a total of 893).
- PDI: 591 responses (29.8% of a total of 1,985).
- PhD students: 224 responses (16.2% of a total of 1,382).
- Master's students: 249 responses (17.7% out of a total of 1,404)
- Undergraduate students: 2,527 responses (24.5% of a total of 10,322)

## Analysis

- Residential area

With regard to the usual place of residence during the academic year, the figures are stable compared to 2015. This year, 56.61% of the university community lives in the city of Barcelona during the academic season. The most notable fact is that Barcelona decreased 4 percentage points as the residential area during the academic year, while the AMB increased by 6%.



- Number of journeys

There are mainly two changes that have affected mobility as compared to 2015. On the one hand, administrative and service staff have started to work remotely two days a week. On the other hand, EdVolució, the new UPF educational model, reduces the number of hours in the classroom in favor of other activities that are carried out online. Both changes may lead to a decrease in mobility.

In contrast, the data show an increase in total mobility, both in terms of journeys (70,000 more journeys, an increase of 1%), kilometers (2 more million, an increase of 9%), and emissions (400,000 TmCO2 more, an increase of 32%). However, these figures are affected by the fact that the population has increased by almost 1000 people, around 6%.

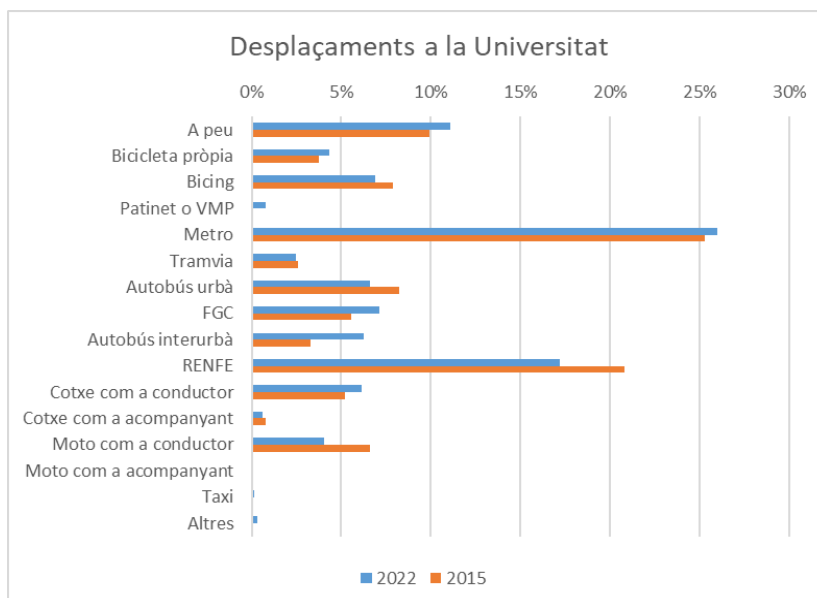
	2022	2015
Total number of journeys	8.209.659	8.141.417
Total km	25.879.848	23.758.109
Total TmCO2	1.675.409	1.267.049
Total mobility in days	47.134	40.028

However, the data is more similar in the case of journeys per user. The number of journeys decreased (by 5%), while the number of kilometers per user increased slightly (by 2.5%) and so did CO2 emissions (by 24%).

	2022	2015
Journeys per user	514	542
Km per user	1.619	1.581
TmCO2 per user	104,8	84,3
Mobility in days per user	2,9	2,7

With regard to trips by group (PAS, PDI and students), PAS decreases the number of journeys in the three types considered. PDI and students have decreased in journeys within the University and inter-campus journeys. However, the number of journeys for academic reasons has more than doubled for students and almost doubled for teaching and research staff.

- Modes of transport



There has been a decrease in the use of RENFE and city buses, while the number of journeys made on foot, by metro, FGC and intercity bus has increased, as well as the emergence of the scooter as a mode of transport. 11.19% of the population (1,789 people) use bicycles as their usual means of transport and 0.75% (121 people) use scooters or VMPs. On the other hand, 10.18% of users (1,627 people) come with motorized and polluting vehicles.

It is also necessary to study the evolution of the ratio of sustainable journeys, which is the ratio between journeys made on foot, by bicycle, scooter or public transport, with respect to journeys made by car or motorbike. In this indicator, there has been a slight improvement in comparison to the last survey, from 88.79% of sustainable journeys to 89.16%. However, if we look at the kilometers actually traveled by sustainable modes of transport, the result is less favorable: from 85.13% in 2015 to 82.10% in 2022. On the other hand, there is an increase in sustainable modes of transport for inter-campus journeys, and journeys outside the UPF for work or academic purposes maintain the proportion between sustainable and unsustainable modes of transport.

- Risk, accidents and satisfaction

Perceived risk factors remain virtually unchanged as compared to 2015. The main risk factor continues to be the traffic intensity (almost 45% of respondents), followed by the lack of punctuality of transport (35% of respondents). The rate of accidents on journeys remains very low, both in terms of the number of accidents and their gravity (as more than 70% of accidents are minor).

Likewise, in terms of satisfaction with the choice of means of transport, the responses are practically the same as in 2015. Satisfaction is high, with around 80% of users are satisfied with their choice of the means of transport.

## Conclusions and recommendations

The results of the two mobility surveys studied show very similar results for most of the questions asked. Therefore, except for the introduction of the scooter as a regular means of transport, there are no considerable differences in the mode of transport, nor in the sustainability of the means chosen. However, it should be paid special attention to the increase in the total number of kilometers and, above all, the increase in GHG (Greenhouse Gas) emissions. However, the data for our journeys still shows significantly more sustainable results than the average of the city of Barcelona.

In addition, several aspects point to a future improvement of the University's mobility in terms of sustainability. The forthcoming elimination of the *Mercat del Peix* car park suggests a possible increase in the use of sustainable means. Likewise, the installation of safe parking lots for bicycles and scooters inside university campuses also points to a greater choice of these sustainable means of transport. In the same way, the use of new technologies as well as the increased implementation of teleworking in the university community should also help this decrease.

As recommendations, the following proposals could be highlighted, with the aim of reducing the number of journeys, improving the sustainability of the means of transport and reducing accidents:

- Take advantage of the possibilities opened by new technologies to reduce the number of unnecessary journeys
- Install safe parking lots for bikes and scooters inside our campuses
- Offer trainings in road safety issues