



2018-19 Staff travel emissions baseline report

London Borough of Lambeth

July 2020

Background and methodology

In order to achieve Lambeth Council's strategy to become carbon neutral in council operations by 2030, an emissions baselining report has been published outlining greenhouse gas emissions from energy and gas, transport and water use for the year 2018-19. Emissions from staff travel to and from work are calculated using the staff travel survey conducted in Autumn 2018. The online emissions calculator [MapMyEmissions](#) was used, which calculates emissions based on automatic generation of a suitable route using the mode of transport selected. The journey from the postcode given in the survey to the Civic Centre (6 Brixton Hill, SW2 1RH) was used to calculate emissions; the respondents who gave their postcode are included in this data, representing around 1/3 of total council staff. As the quality of the dataset is compromised by the caveats outlined below and is not full, it has not been included in the main report.

Assumptions and exceptions

MapMyEmissions does not allow for manual selection of different types of public transport, so different modes (i.e. bus, tube, rail, tram) aren't differentiated during calculations and so emissions are assumed to be equal.

Most respondents gave the first part of their postcode but where the full postcode was given, it was used to give a more accurate result. Where both a car and public transport was used (6 people) but the breakdown of these legs of the journey wasn't given, the breakdown was estimated based on realistic parking locations and public transport journeys to the Civic Centre. Where cars were used as the primary mode up to a given location for parking and the rest of the journey was made by another method, the given location was used as the final destination instead of the Civic Centre. For those who drive to work, we did not differentiate between those who car share and those who drive alone, and an average type of car was assumed (medium petrol car). This means that a decrease in emissions through use of smaller or electric vehicles isn't measured. Emissions from walking and cycling are assumed to be 0, and so where split journeys involved walking and other modes of transport they are categorised with the non-walk method.

We also didn't have information on number of days worked per week, but as working from home is common we assumed a 4-day working week for those who travel less than 80 miles to the Civic Centre and a 2-day working week for those who travel more than 80 miles. It's likely that on average fewer return journeys than this are made by those who travel less than 80 miles, but this method will give a worst-case scenario to overestimate emissions. The survey didn't request information on those who live elsewhere but stay in London Monday-Friday, their journey to and from London isn't included except in one case where this information was offered (Leeds by rail). This return journey was added on to final emissions but made a negligible contribution.

Results

Total emissions from staff travel were 8,485.96 kgCO₂e per week (Figure 1) at the time of the survey in 2018. Averaged out over a 48-week working year, emissions are at 407.33 tCO₂e, and based on the time of year at which the survey was conducted we assume this to be data for the year 2017-18. The public transport category includes bus, tube and tram, and split journeys with public transport and walking. Emissions from cars and taxis transport contribute 40.3% of staff travel emissions and from public transport contribute 33.5%.

47% of journeys involve public transport as their main mode, with 14.4% using active travel (walking or cycling) as their main mode, but this doesn't include those who walk as part of their journey as a secondary mode of transport (Figure 2). Although fewer people use cars, emissions from car use per person are 28.6 kgCO₂e while emissions from bus, tram, tube and rail use are only 7.1 kgCO₂e.

To decrease emissions from this baseline in future, we aim to promote active and sustainable travel among members of staff. However, due to this opt-in survey methodology, when the survey is conducted in future years it is likely that different individuals will fill out the survey. The survey will be amended to include questions which will help with this measurement in future, such as number of days the journey is made per week and type of vehicle.

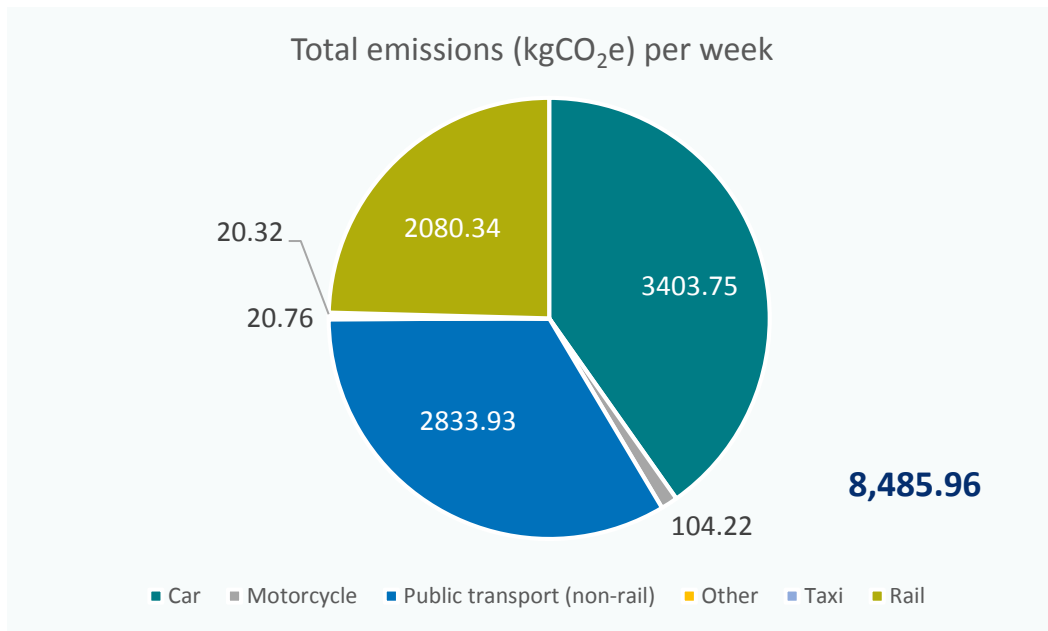


Figure 1. Total emissions from staff travel to and from work per week, assuming a 4-day working week except where travel is greater than 80 miles, in which case we assume a 2-day working week. Where split journeys involved walking and other modes of transport they are categorised with the non-walk method. Where both a car and public transport was used (6 people), but the breakdown of these legs of the journey wasn't given, the breakdown was estimated based on reasonable journey lengths. For those who drive to work, we did not differentiate between those who car share and those who drive alone, and an average type of car was assumed (medium petrol car). Emissions from cars and taxis transport contribute 40.3% of staff travel emissions and from public transport contribute 33.5%. Walking and cycling contribute no emissions and so are not shown.

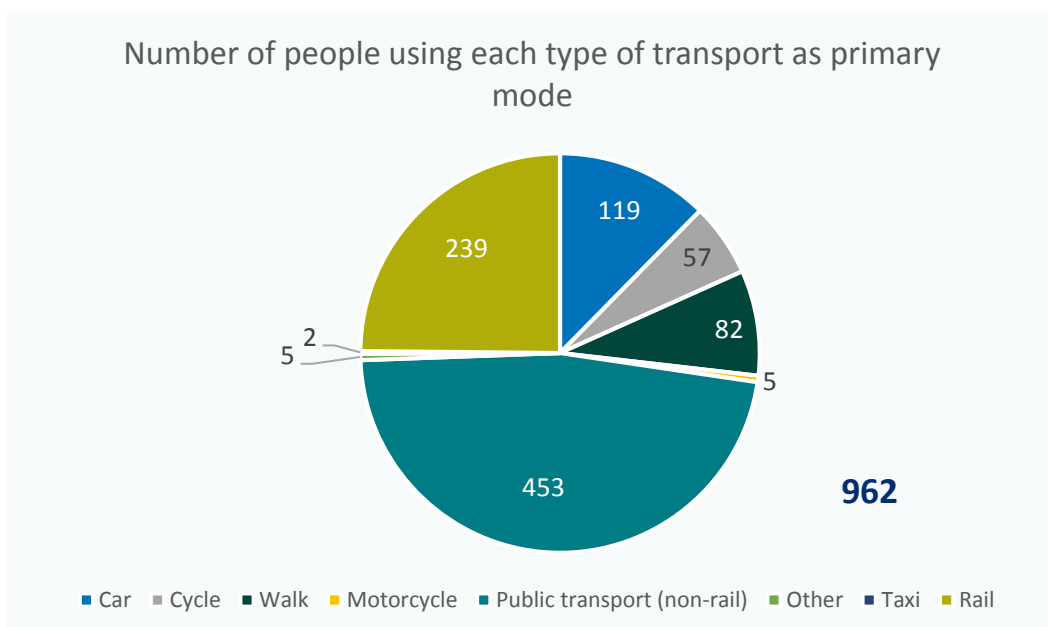


Figure 2. Number of the 962 respondents using each type of transport as primary mode. Where split journeys involved walking and other modes of transport they are categorised with the non-walk method. Journeys of the 6 people who both drove and took public transport were categorised together as driving a car. 47% of journeys involve public transport as their main mode, with 14.4% using active travel (walking or cycling) as their main mode.