

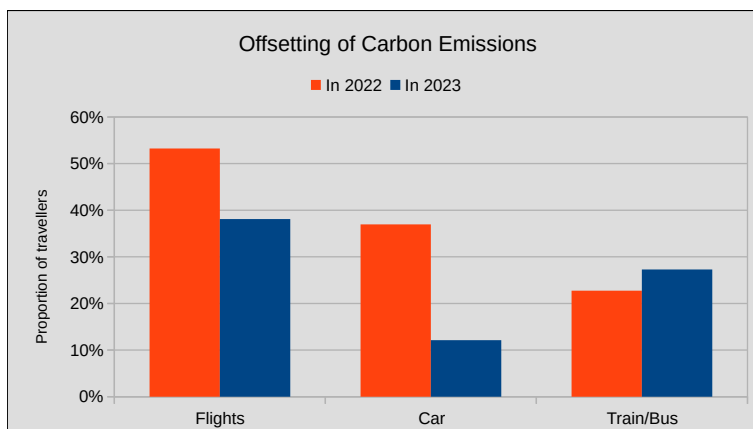
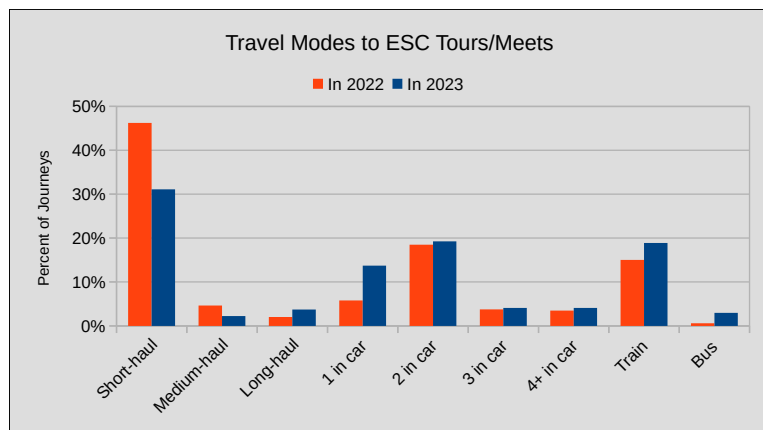


## Travel Survey 2023: Results

A survey of the way members travelled to club tours and meets in the 2023 season was carried out between 12 Aug and 24 Sep 2023. It followed on from the similar survey done in 2022 (see report on website under Climate care | Low Carbon Challenge).

The response rate was significantly down on 2022, with 76 respondents (down 23%) reporting 272 journeys (down 21%). This was despite a 16% increase in the number of tours that actually ran.

The chart on the right compares the figures for travel modes used in 2023 with those for 2022. It can be seen that for the most part there was a modest increase in the proportion of journeys made using lower-carbon modes (fewer short and medium-haul flights; more use of train and bus). There was a slight increase in the proportion of long haul flights, but the numbers are low (10 flights by 5 respondents in 2023, against 7 flights by 3 respondents in 2022). There was a slight increase in the proportion of journeys made by car, though this was most marked for single-occupancy journeys.



The chart on the left compares the figures for carbon offsetting. This shows significant falls in the proportion of respondents who have or plan to offset their carbon emissions for flights or car usage, with a modest increase in offsetting by train and bus passengers.

Overall:

- 37% of journeys were flights (50% in 2022),
- 41% of journeys were made by car (33% in 2022)
- 22% of journeys were made by by train or bus (17% in 2022)
- 26% of journeys were made in a “low carbon” mode (bus, train, full car) (20% in 2022)
- 27% of tourers have or intend to offset their travel carbon (40% in 2022)

Comments made by respondents mainly related to their personal travel. Several people remain unconvinced by the value of purchasing carbon offsets, suggesting that personal lifestyle choices, or involvement in local tree-planting projects were preferable. A few felt that low-carbon skiing was inherently impossible, and that efforts to mitigate its effects were futile or hypocritical. Several commented on the expense of train travel compared to flying, and the extra time needed, especially with strikes, delays and cancellations (though news reports suggest that those affects air travel as well!).

The survey results suggest that the club has made some progress in encouraging members to use less carbon-intensive travel modes compared to last year, though the fall in the response rate is disappointing, and could indicate that the flyers have simply not bothered to respond this year. The timing of the survey (August/September this year, compared to October last year) might also be a factor in this. The Climate Care Subcommittee is considering alternative ways of identifying the travel modes used by members to participate in tours and meets. There seems to have been a marked increase in car use (and a current deficiency of the survey is that it does not distinguish between electric and petrol/diesel vehicles), though this could be more effective as a carbon-reduction measure if there was greater car sharing.

The decline in the proportion of respondents reporting that they have offset their carbon emissions is also disappointing, though it is not reflected in the number of offset purchases made via the club's website (Climate Care | Purchase Carbon Credits), which remain fairly steady.

John Barnard  
(Climate Care Subcommittee)  
12 November 2023

(Detailed results of the survey are shown on the next page)

## Detailed Results

Travel Mode (2022 figures in parentheses):

*(N.B. Two responses, both reporting >10 long-haul flights, and one additionally reporting >20 other flights and >20 low-occupancy car journeys, were excluded from the analysis.*

*Even if not intended deliberately to vandalise the survey results, these journeys clearly could not have been made for the purpose of attending ESC tours during the 2023 season.)*

	Number of respondents	Number of Journeys	Journeys/respondent
Short-haul flight	38 (54)	86 (160)	2.3 (3.0)
Medium-haul flight	3 (8)	6 (16)	2.0 (2.0)
Long-haul flight	5 (3)	10 (7)	2.0 (2.3)
Car with 1 person	13 (13)	37 (20)	2.8 (1.5)
Car with 2 people	18 (29)	52 (64)	2.9 (2.2)
Car with 3 people	6 (7)	11 (13)	1.8 (1.9)
Car with 4+ people	4 (7)	11 (12)	2.8 (1.7)
Train	11 (24)	51 (52)	4.6 (2.2)
Bus	4 (1)	8 (2)	2.0 (2.0)

Offsetting (2022 figures in parentheses):

	Have/will offset	Will not offset	Proportion offsetting	Respondents reporting travel	Travellers answering offset question
Flights	16 (33)	26 (29)	38% (53%)	42 (65)	100% (95%)
Car	4 (17)	29 (29)	12% (37%)	33 (56)	100% (82%)
Bus/Train	6 (5)	16 (17)	37% (23%)	23 (25)	96% (88%)

## Survey Questions

1. Number of one-way flights (Short (<3 hr) / Medium (3-6hr) / Long (>6hr) )
2. Did you offset the carbon emissions for your flights? (Have done / Intend to / Will not)
3. Number of one-way car journeys (1 in car / 2 in car / 3 in car / 4 or more in car)
4. Did you offset the carbon emissions for your car journeys? (Have done / Intend to / Will not)
5. Number of train / bus journeys
6. Did you offset the carbon emissions for your train/bus? (Have done / Intend to / Will not)
7. Please add any other comments or explanations