



**Commuter Analysis Report Example
November 2021**

Illustrative purposes only



Every year at XYZ..

525,491 km commuted **38,842 kg** CO₂ emitted

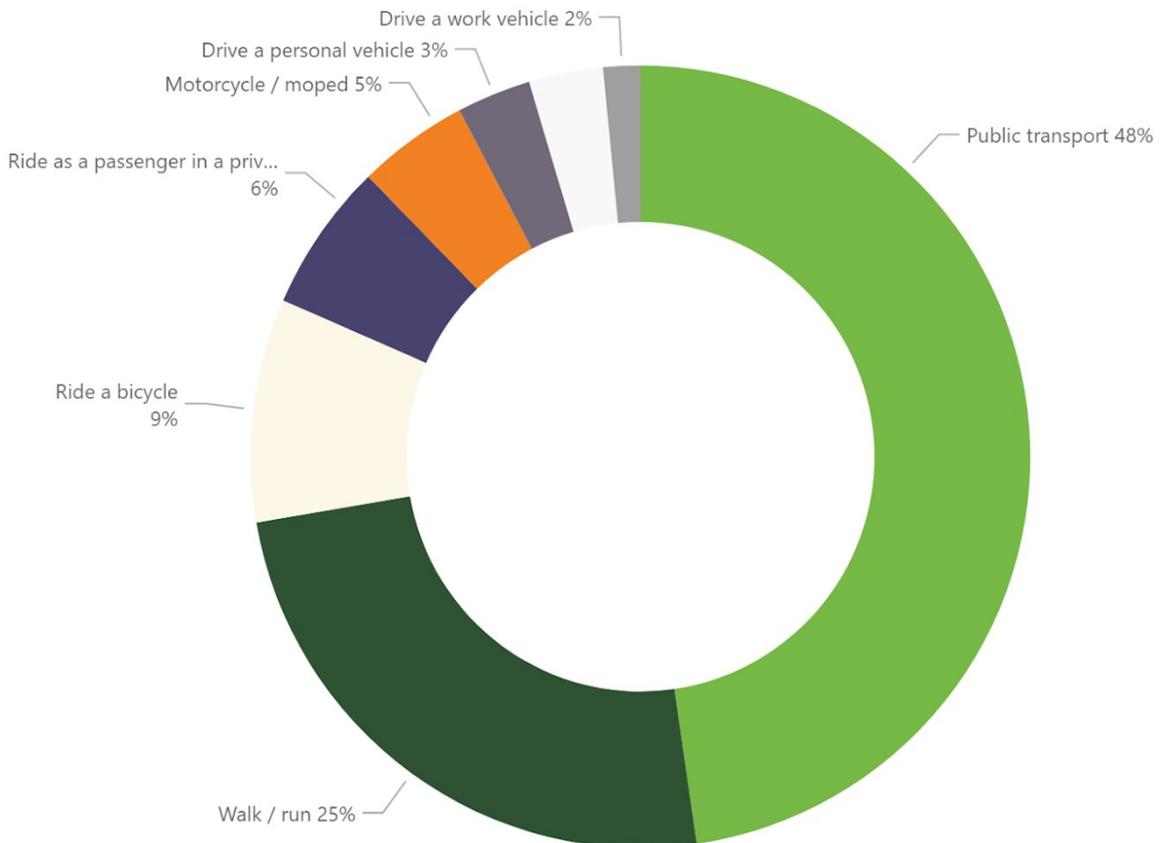
That's the same as **13.1** trips around the earth. And it would take over **1800 trees** a full year to absorb that CO₂.

Offsetting these emissions would cost us

\$2,505 per year

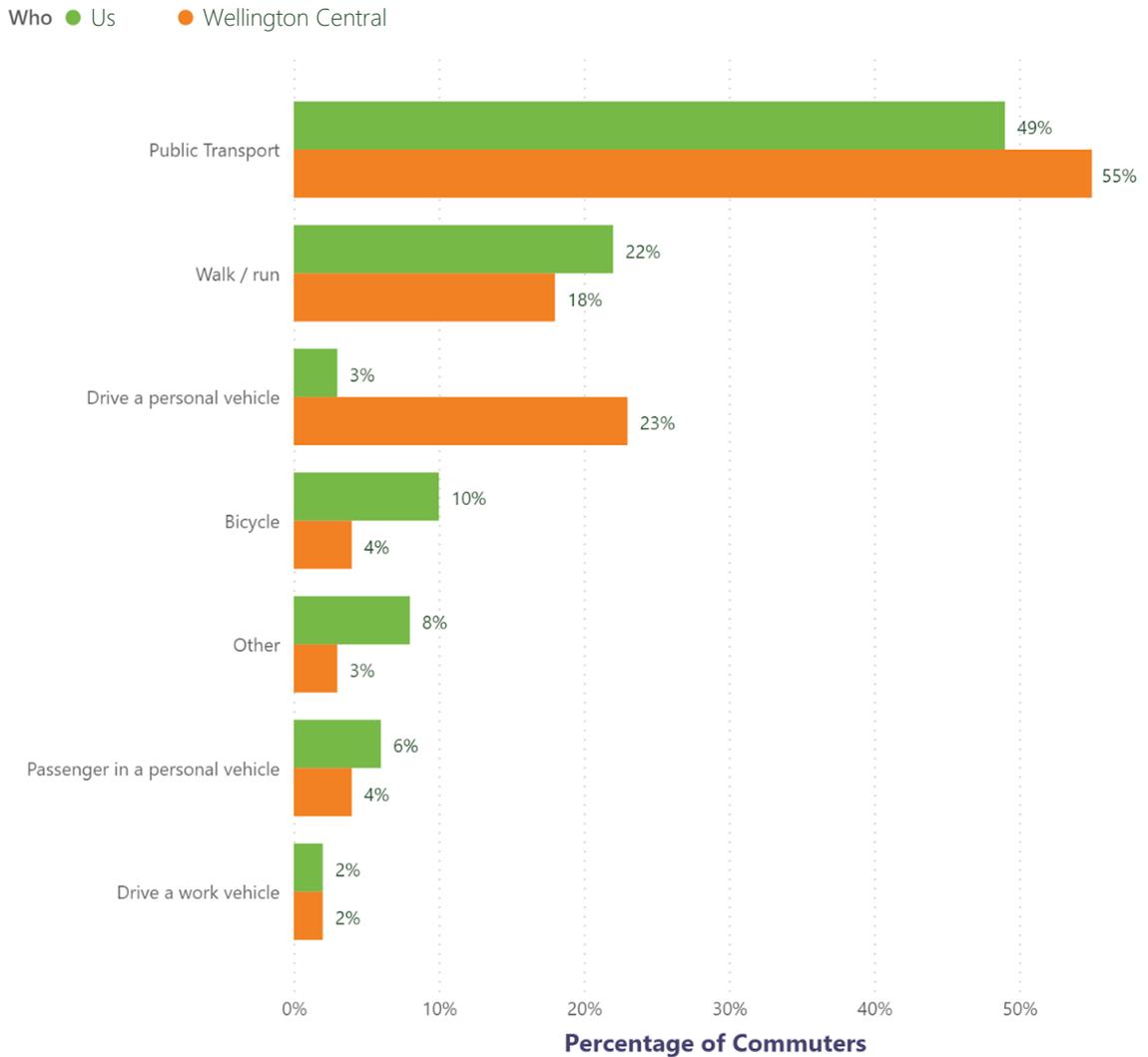
So, what does our transport profile look like?

Overall, our commute shapes up pretty well! We have a high use of sustainable transport modes, with over 75% of our people using public transport, walking / running, and cycling to work.



How does our commute compare to other organisations?

The graph below shows our mode split against the Wellington Central average.



Overall, we are reasonably consistent with other Wellington Central organisations.

However, there are three key areas which set us apart:



10%

of our team cycle to work, compared to a Wellington Central average of 4%.



3%

of our team drive to work – considerably lower than the 23% across Wellington Central.



22%

of our team walk or run to work, compared to a Wellington Central average of 18%.

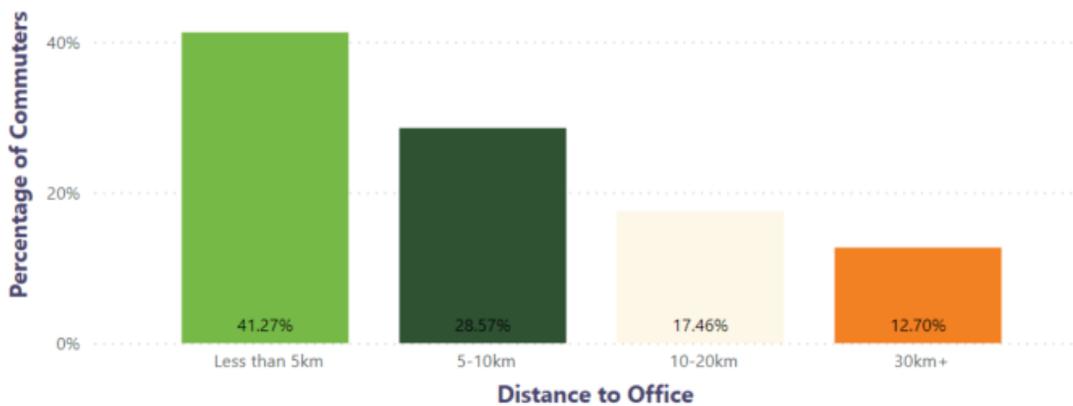


Where our people live, unsurprisingly, plays a large role in how they choose to commute.

Over 40% of our people **live within 5km** of the office. We know that short commute distances general goes hand in hand with sustainable commute modes like walking and cycling.

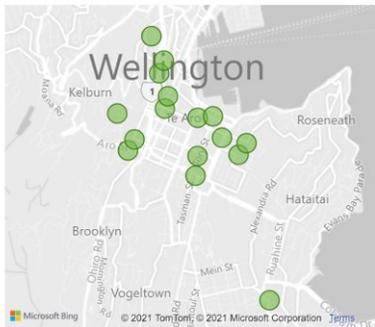
Overall, our average commute distance is **9.7km** (one-way).

Average Commute Distance Distribution

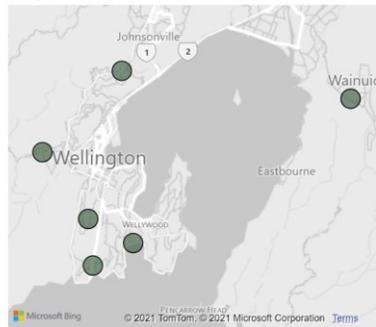


As we might expect, our walkers and runners live close by, and our public transport users generally have close access to well supported bus and train routes.

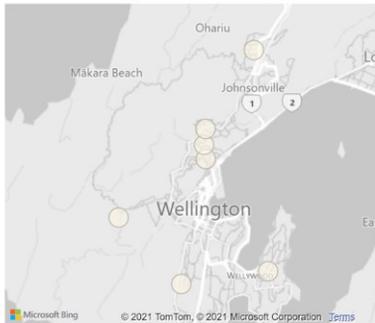
Walk / Run Home Locations



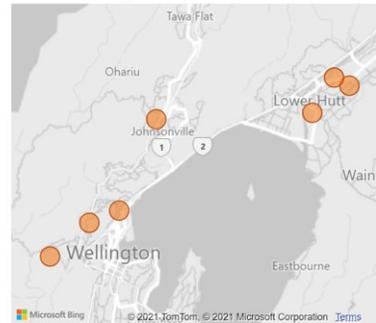
Bicycle Home Locations



Car & Motorcycle Home Locations



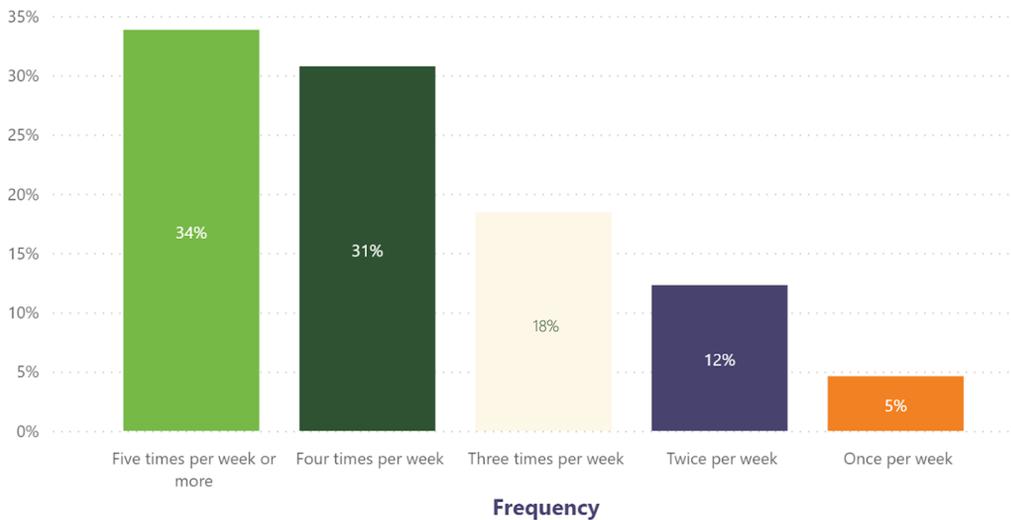
Public Transport Home Locations



How often are we coming into the office?

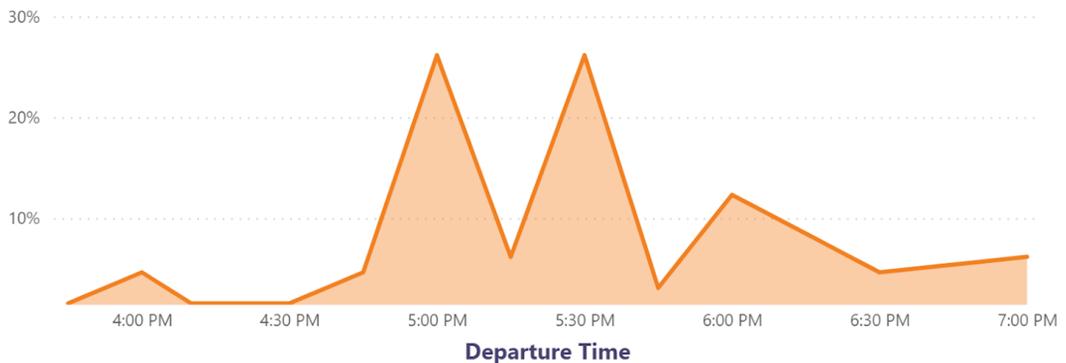
Most of us (65%) are spending **4 or 5** days a week in the office.

Number of Days in Office per Week



And, generally, our people who live further away spend less time on average in our office.

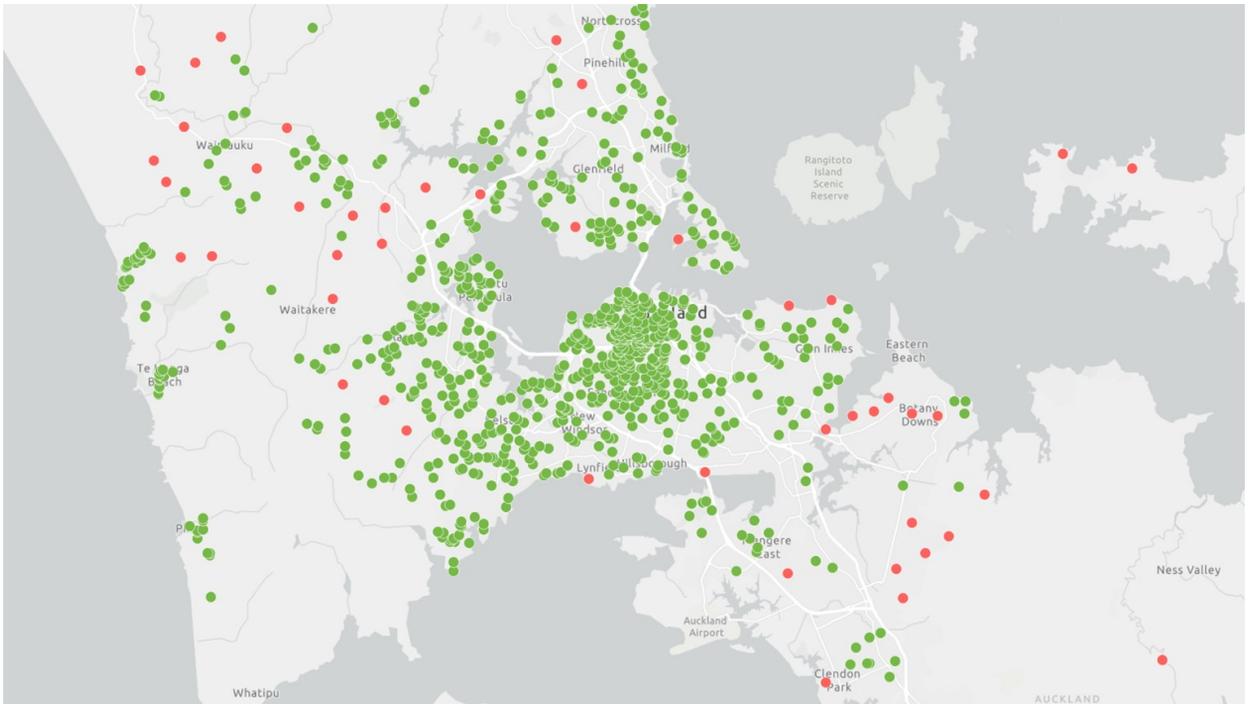
As for our arrival and departure times – these tend to cluster around **8-9am** and **5-5:30pm**.



There is huge opportunity to connect people for carpooling within XYZ

87%

of us live within 2km² of a colleague



● Those that live within 2km² of a colleague

● Those that don't live within 2km² of a colleague

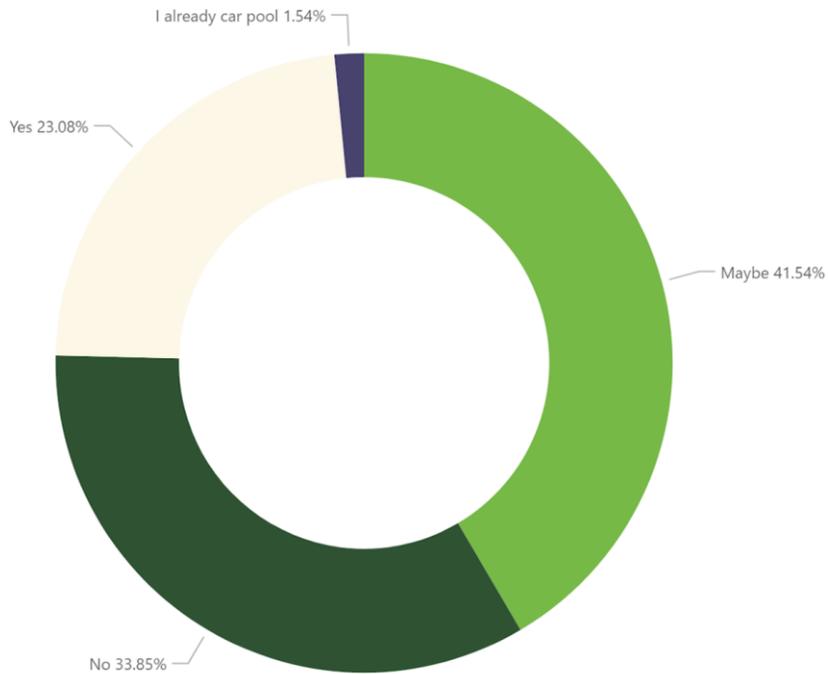
But the potential for impact is even **greater**.

This only examines our start location proximity. If we examined the number of people that could be matched on route, the potential for impact would grow.

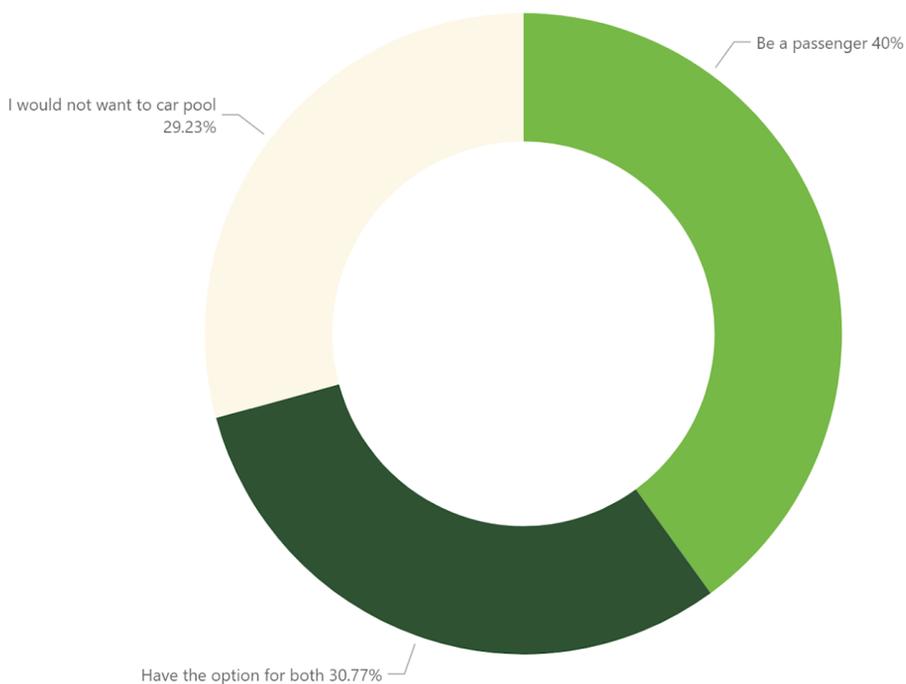


Are we interested in carpooling?

Over **65%** of our team have indicated that they would be interested in carpooling to work.



Most indicated that they would be interested in being a passenger or having the option to either drive or ride as a passenger in a carpool.



What are our opportunities?

Keep up the good work! Our team has a very low use of private vehicles as a commute mode, and a high percentage of sustainable modes like cycling and walking – **which is great.**

Our biggest opportunities are to:

Offset our commute related carbon emissions.

To do so for a full year of our commute this would cost us around \$2,505 (at current offset prices). Offsetting is a great way to compensate for the emissions we create by funding equivalent reductions elsewhere.

Focus on targeted initiatives to reduce car commuting.

While we have a limited number of people using this mode – every person counts. There is an opportunity to reduce our impact even further by encourage a shift away from these modes.

Encourage active commuting modes.

The most sustainable forms of transport are active ones – walking, running, and cycling. We already have a great uptake across these modes, but we can always do better. Even using the bus or train has an carbon impact, so where we can encourage our people to shift to active modes there are always gains to be made. Every person that we move from a car to a bike would save us \$31 in carbon offsets a year – and someone shifting from public transport to a bike would save us \$23 a year. A simple way to do this is to ensure that our end of trip facilities (e.g. showers and changing rooms) our well set up to enable active commuting.

Keep collecting data!

Now that we have an understanding it is important that we keep collecting data around our commute to inform the decisions that we make going forward, and to measure our progress.



Thank you.

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