University of Aberdeen Travel Survey 2006 Report

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Date	June 2006
Version	1.0

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1. INTRODUCTION

This report provides a summary of the findings of the Travel Survey carried out in February 2006. It was distributed electronically and on paper to all 3,200 staff and 13,380 students. The Travel Survey results will allow the University's Sustainable Transport Plan Working Group to prioritise areas that require more resources, as well as develop a relevant Sustainable Travel Plan for the University.

2. METHODOLOGY

16,580 questionnaires were sent out to all University staff and students. In excess of 20% of these were returned. An online version of the survey was offered, which produced 3,310 returns. 93 usable paper copies were also returned, and were added to the SPSS file database already created for the online survey responses.

Each file was transferred into individual SPSS files, where variable labels and value labels were added, to allow results to be more easily interpreted. Missing values with labels were assigned, and mainly used where respondents, e.g. non-drivers, were routed past questions in the questionnaire. Other text was analyzed individually and recoded where appropriate.

In order to keep the survey as confidential and anonymous as possible only the sex of the respondent, age bracket and partial postcode data was obtained.

3. FINDINGS

The report is compiled from all of the usable returns from the survey. If a return lacked a partial home postcode, it was excluded from the report (these returns are included in separate tables within the database in case they are needed in the future). There were 3,388 usable returns in total (representing a return rate of 20.4%). In some cases (for example questions 5 and 6) the percentages were calculated from a subset of returns. In this case only people answering "yes" to question 4 went on to answer questions 5 and 6. In these instances the size of the subset is indicated as follows: (Percentages calculated out of 383) It should be noted that in some situations people who answered "yes" to a question did not go on to answer the related questions. For example, in a few cases someone who answered "yes" to question 4 did not answer question 5 or 6. This introduces bias into the results for these types of questions.

4. RESULTS

Data from all usable surveys (3,388) was used in the preparation of this report. As can be seen from Figure 1 the response rate of the survey was 20.4%.

Figure 1 Survey Return Rate

Number of surveys sent out	16,580
Total number of surveys returned	3,403 (20.5%)
Electronic returns	3,310
Paper returns	93
Spoilt returns	15
Total number of usable returns	3,388 (20.4%)

The Survey was divided into six subsections:
1) **Information about you** – This section of the survey provides a view of the demographic structure of those surveyed.
2) **Your Journey to University** – This section provides details of staff and student journeys to and from the University.
3) **Information about car travellers** – This section provides information on why staff and students travel by car as either a driver or passenger.
4) **Information about non-car travellers** – This section provides details of why staff and students who normally travel by foot, bicycle and public transport do so.
5) **Attitudes to Alternative modes of transport –** This section provides details of what would encourage staff and students to travel by more sustainable modes.
6) **Car parking and parking charges** – This section identified staff and student views with regards to the existing parking problems and the possible introduction of car parking charges.

The results of each of these sections are separated into staff and student survey responses and are laid out below.

4.1   Staff Survey Responses

4.1.1   RESPONSE RATES
Overall 1,180 staff responded to the survey, which equates to a 37% response rate from staff. The response rate of the survey, by location, shows that the largest proportion of responses were from staff based at King's College, which made up of some 70% of staff survey returns. This is likely to be due to the fact that the majority (more than two thirds) of staff are located at King's College Campus.

4.1.2   INFORMATION ABOUT YOU
University Status
Figure 2 illustrates the breakdown of staff respondents' "status" at the University, with the biggest response rate coming from full-time Support Staff.

Gender Split
Figure 3 indicates that the majority of staff respondents were female (66%), with just over a third of respondents (34%) male.

Figure 2 Staff Respondents' "status"

University "Status"	Number of Respondents	% of Respondents
Academic, Part-time	60	5.1%
Academic, Full-time	289	24.5%
Academic Related Staff, Part-time	65	5.5%
Academic Related Staff, Full-time	320	27.1%
Support Staff, Part-time	123	10.4%
Support Staff, Full-time	323	27.4%

(Percentages calculated out of 1,180)

Figure 3 Gender Split of Staff Respondents
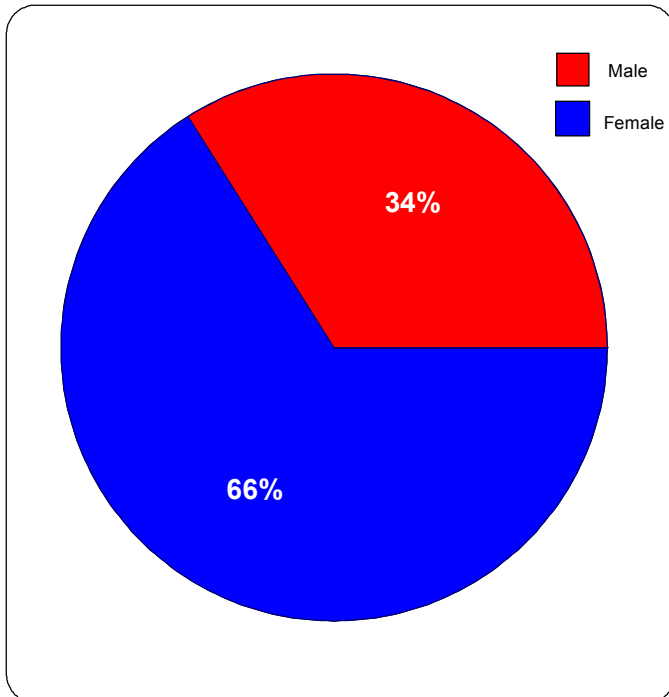
(Percentages calculated out of 1,145)

Figure 4 Age of Staff Respondents
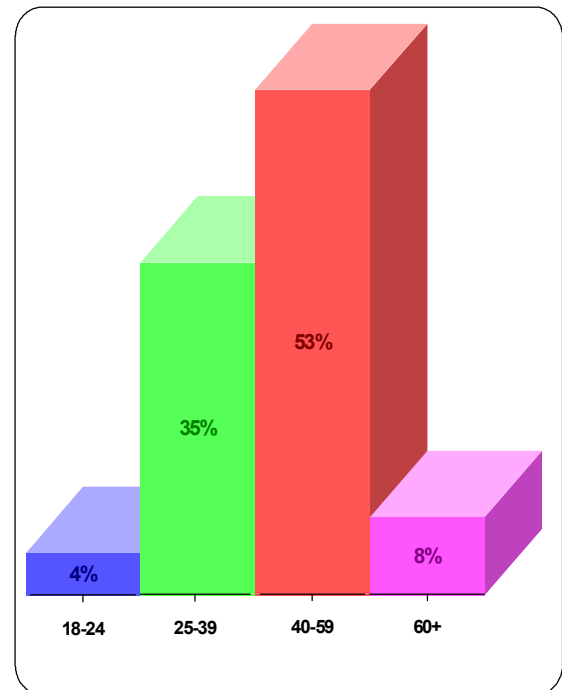
(Percentages calculated out of 1,163)

<u>Age</u>
As can be seen from Figure 4 the majority of staff respondents (53%) were aged between 40 and 59 years of age.

<u>Driving licence</u>
1,176 staff respondents (99.6%) chose to answer the survey question relating to whether they had a drivers licence. The majority of the respondents 1,012 (86%) do have a driving licence with only 164 respondents (14%) not having a drivers licence.

<u>Car Ownership</u>
Of the staff respondents that do have a driving licence 99% of them own cars. Therefore the total number of staff respondents who own a car is: 1,001, which makes this 85% of staff respondents.

<u>Disability or long-term medical condition</u>
36 staff respondents indicated that they have a disability/long-term medical condition that determines the mode of transport they use to travel to University. Of these respondents 72% use a car as their usual mode of transport to work, while 14% of them walk to work.

4.1.3   YOUR JOURNEY TO UNIVERSITY

Distance travelled to place of work

Figure 5 illustrates that the majority of University staff (56.6%) live within 5 miles of their place of work and of these 39.4% drive to work. 26.3% of staff live less than 2 miles from the University, and of these 18% drive to work.

Figure 5 Distance From Place of Work for Staff
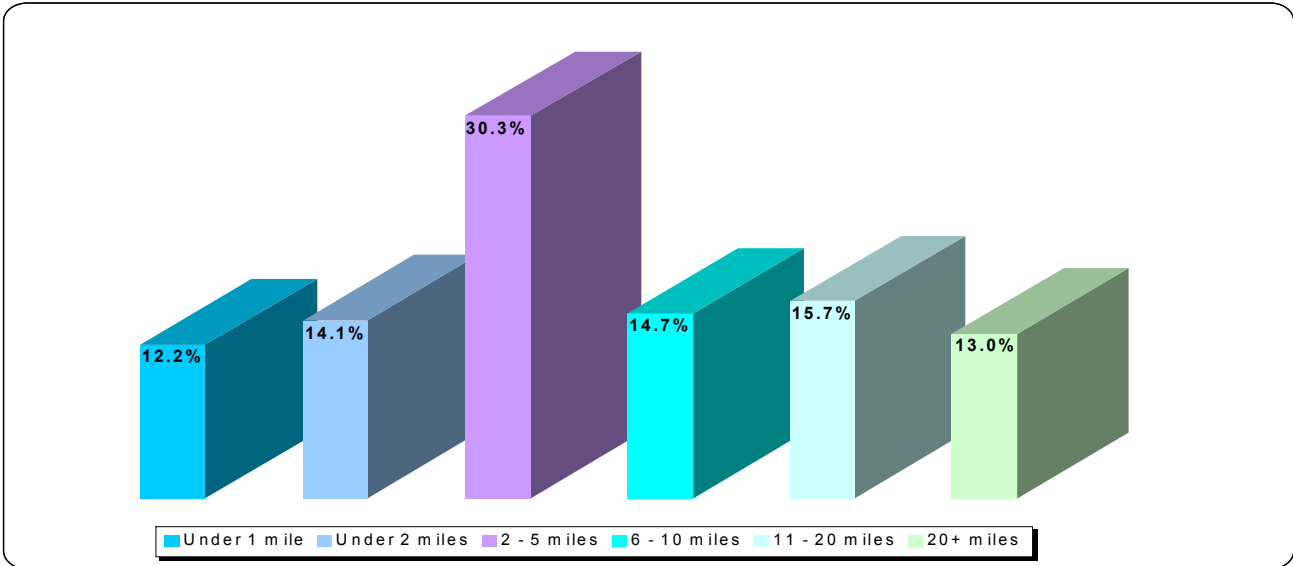
(Percentages calculated out of 1,174)

Frequency of travel to work each week

Figure 6 illustrates that the majority of staff respondents (67.4%) travel to work 5 days per week. This is to be expected considering that the majority (79%) of staff answering the survey work full-time.

Figure 6 Frequency of travel to work each week for staff
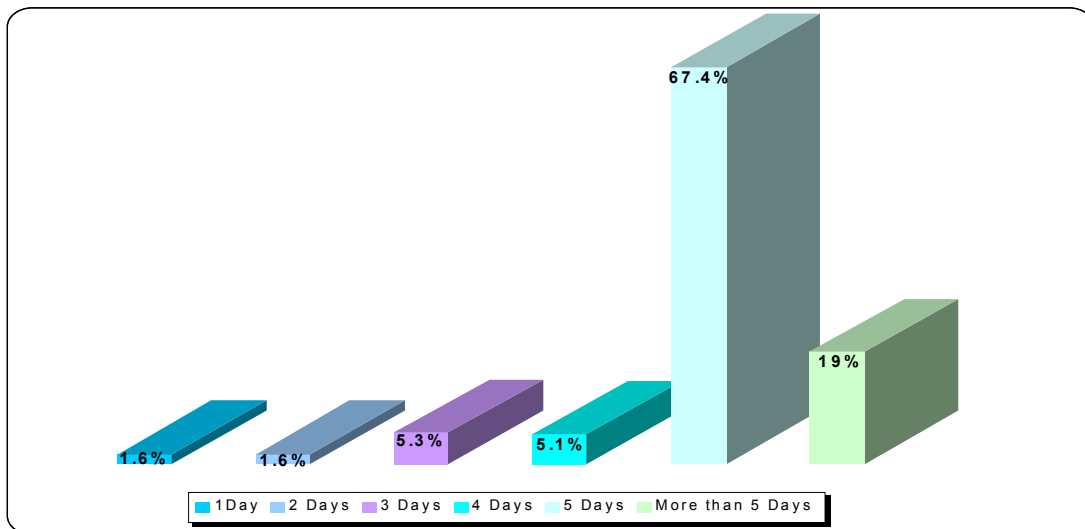
(Percentages calculated out of 1,171)

<u>Estimated time taken to travel to University each day</u>
The majority of staff (61%) indicate that the time taken to travel to work is 30 minutes or less (Figure 7). Of these respondents the majority (28.1%) travel between 20 and 30 minutes to commute to work. Of these respondents 60% do so by driving to work alone, while 20% walk to work (Figure 8).

Figure 7 Time taken to travel to work each day for staff
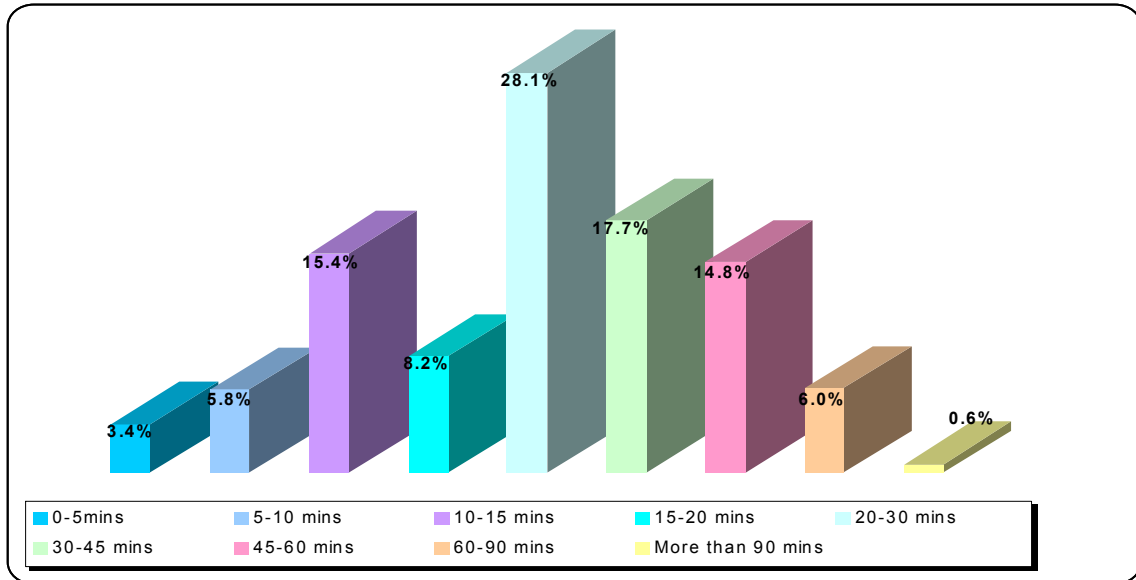
(Percentages calculated out of 1,171)

Figure 8 Usual Mode of Transport for staff who travel 20-30 minutes to get to work
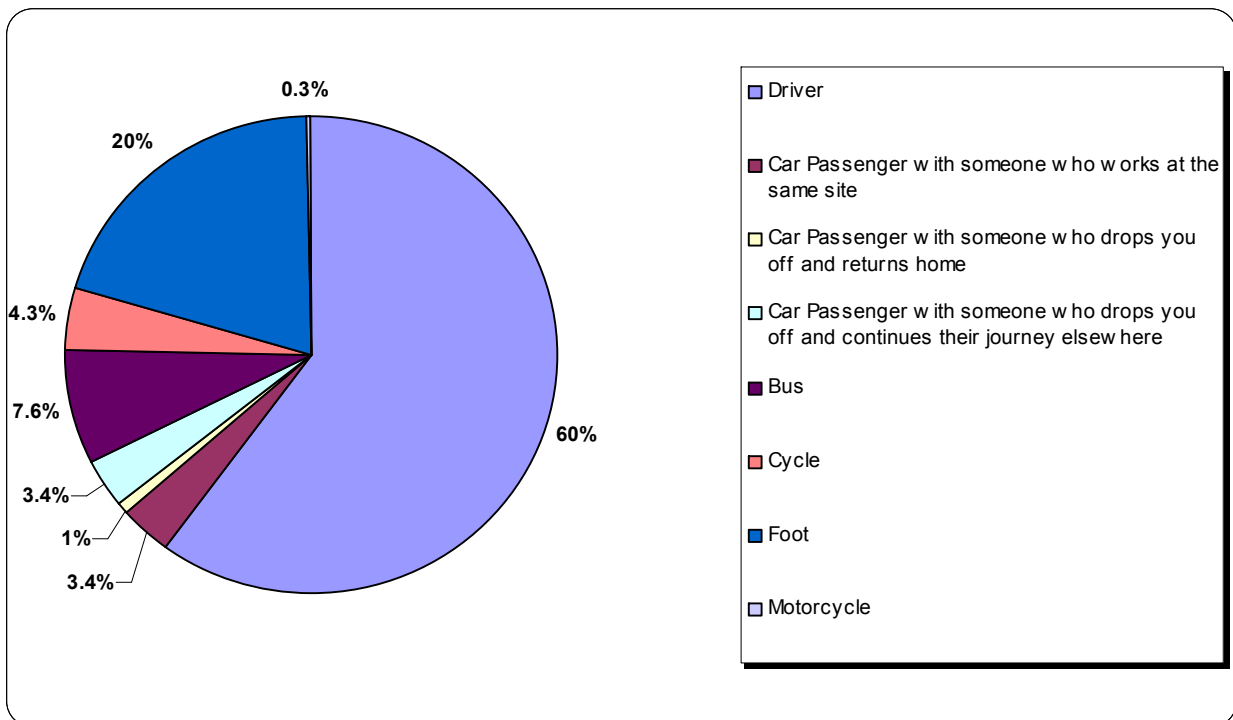
(Percentages calculated out of 330)

<u>Usual Mode of transport for Staff</u>
Figure 9 clearly illustrates that 63.6% of staff travel to work by car (either by driving alone or car sharing). 59% of staff respondents do, however, drive to work alone each day. Walking makes up just a fifth of the modal share of staff, with public transport (bus and train) making up a further 10% of the modal share.

Figure 9 Main Usual Mode of transport for Staff
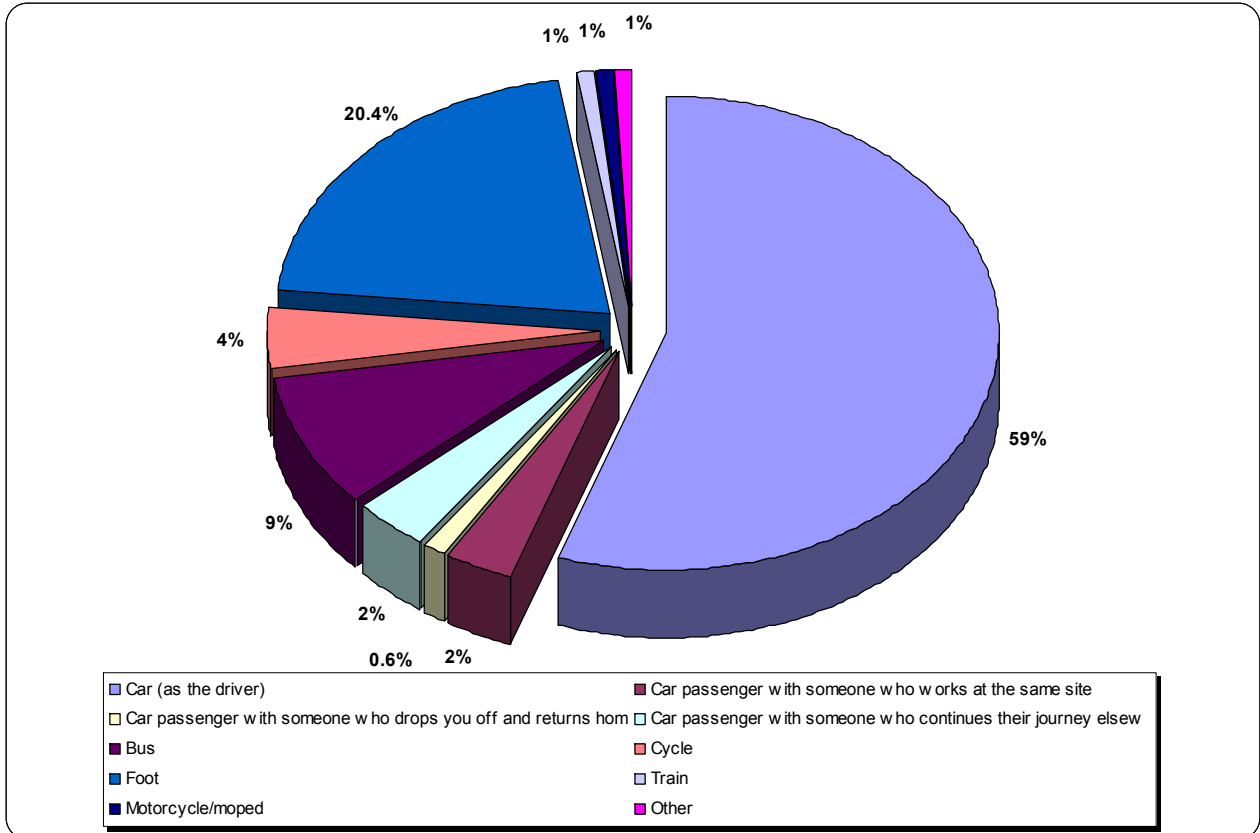
(Percentages calculated out of 1,177)

4.1.4   INFORMATION ABOUT CAR TRAVELLERS
Main Reasons for using a car to travel to work alone
Convenience/flexibility, timesavings and lack of suitable alternatives were all cited by staff respondents as reasons for using the car to travel to work (Figure 10).

Figure 10 Main Reasons, cited by staff, for traveling to work by car alone

Time savings: 372
Cost savings: 143
Convenience/flexibility: 446
Dropping/collecting children: 153
Health reasons: 17
Use the car during the day: 219
Other purposes on the way to or from: 126
Lack of suitable alternative transport: 285
Other: 61

- Time savings
- Cost savings
- Convenience/flexibility
- Dropping/collecting children
- Health reasons
- Use the car during the day
- Other purposes on the way to or from
- Lack of suitable alternative transport
- Other

(Based on 659 respondents who were able to choose up to 4 reasons)

Figure 11 Number of passengers who normally accompany drivers to work

5%   1%
16%
78%

- Just myself
- 1 passenger
- 2 passengers
- 3 passengers
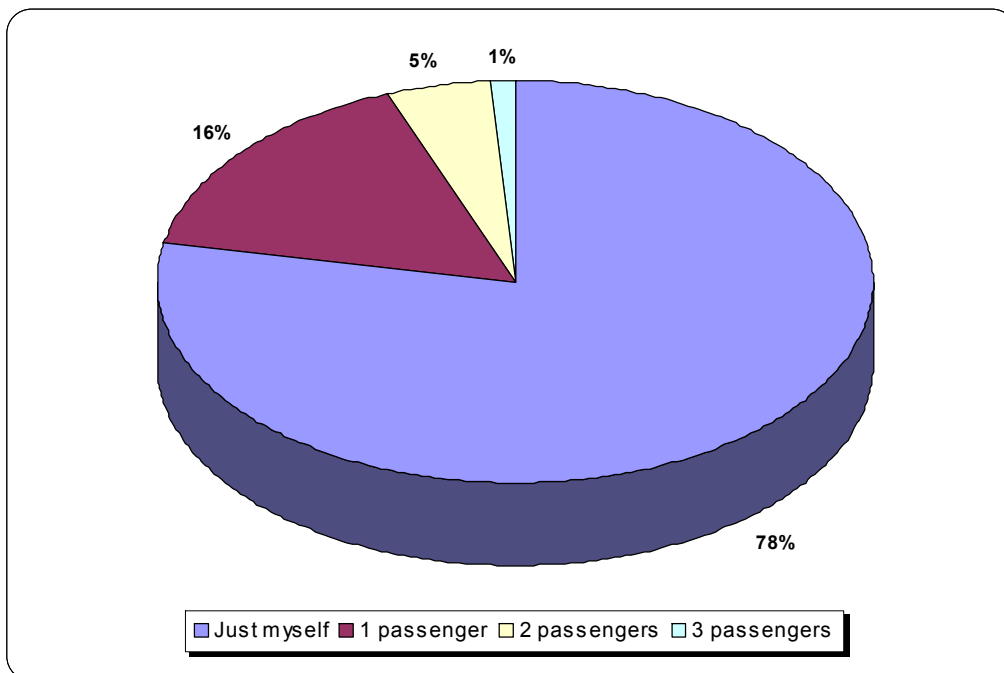
(Percentages based on 652)

Number of Passengers who normally accompany drivers to work
The vast majority of staff, who travel to work by car, do so on their own (figure 11), while 22% travel with one or more passengers. It should be noted that these passengers may also include the children of staff members and may not necessarily be other members of staff with whom they are car sharing.

Car sharing
9.8% of staff already car share, and a further 31.1% of staff state that they would be willing to car share (Figure 12). However, 61% of staff are either uncertain or unwilling to car share. The vast majority of these respondents felt that their journey involved other functions and as a result would make car sharing difficult. Of the staff respondents who are willing to car share 61% would be prepared to car share for 5 days per week.

Figure 12 Likelihood of Car Sharing

Legend	
■	Yes, I do already
■	Yes, taking in turns as a driver
■	Yes, as a driver
■	Yes, as a passenger
■	Uncertain
■	No, Journey involves other function e.g picking up children,
■	No

Values: 9.8%, 12.7%, 7.2%, 1.4%, 15.8%, 37.1%, 16%
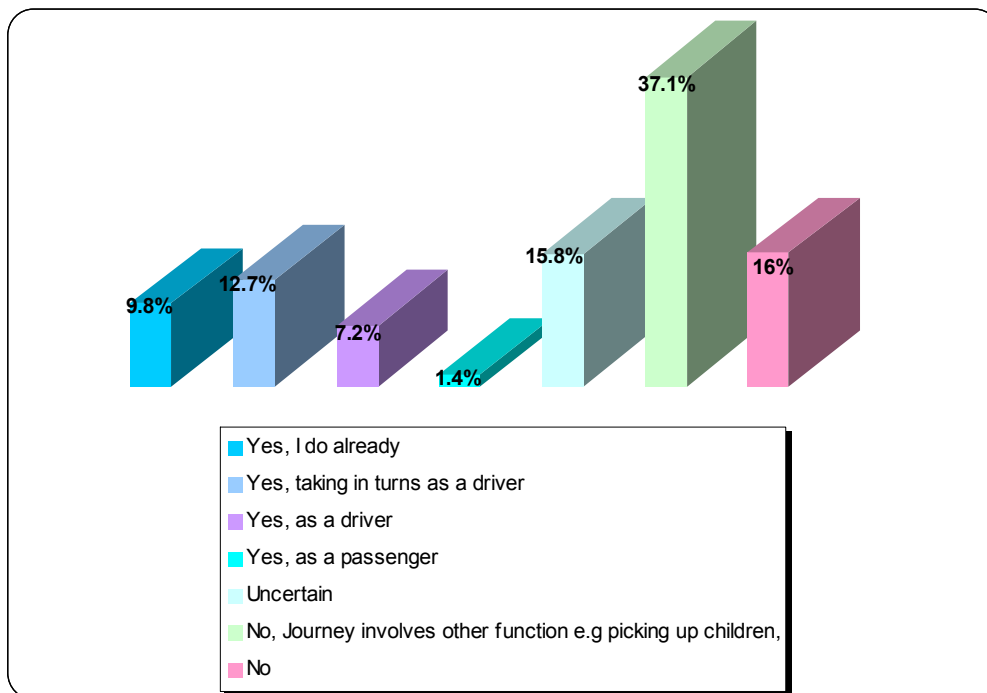
(Percentages based on 651)

Factors that would encourage staff to car share
35% of respondents felt that they would be more inclined to car share if they had help finding a car share partner, while 25% felt that if there were pool cars available during the day to use for work purposes they may consider car sharing. 15% of respondents felt that having a flexible working policy would also allow easier car sharing.

4.1.5   INFORMATION ABOUT NON-CAR TRAVELLERS
Bus Users
9% of staff respondents use the bus as their main usual mode of transport to travel to work each day (Figure 9), while 33% of respondents, who do not normally use the bus to travel to work, cited the bus as their main alternative mode of transport.

As can be seen from figure 13 the main bus services used by staff respondents is First Bus Services 1 and 2. When the respondents were asked what their main reasons for using the bus to travel to work were the majority (31%) cited the fact that there were no other forms of transport available as being the main reason for taking the bus to commute to work each day. Respondents also cited convenience (17%) and environmental concerns (12%) as reasons for using the bus to travel to work.

Figure 13 Bus Services used by Staff to commute to Work
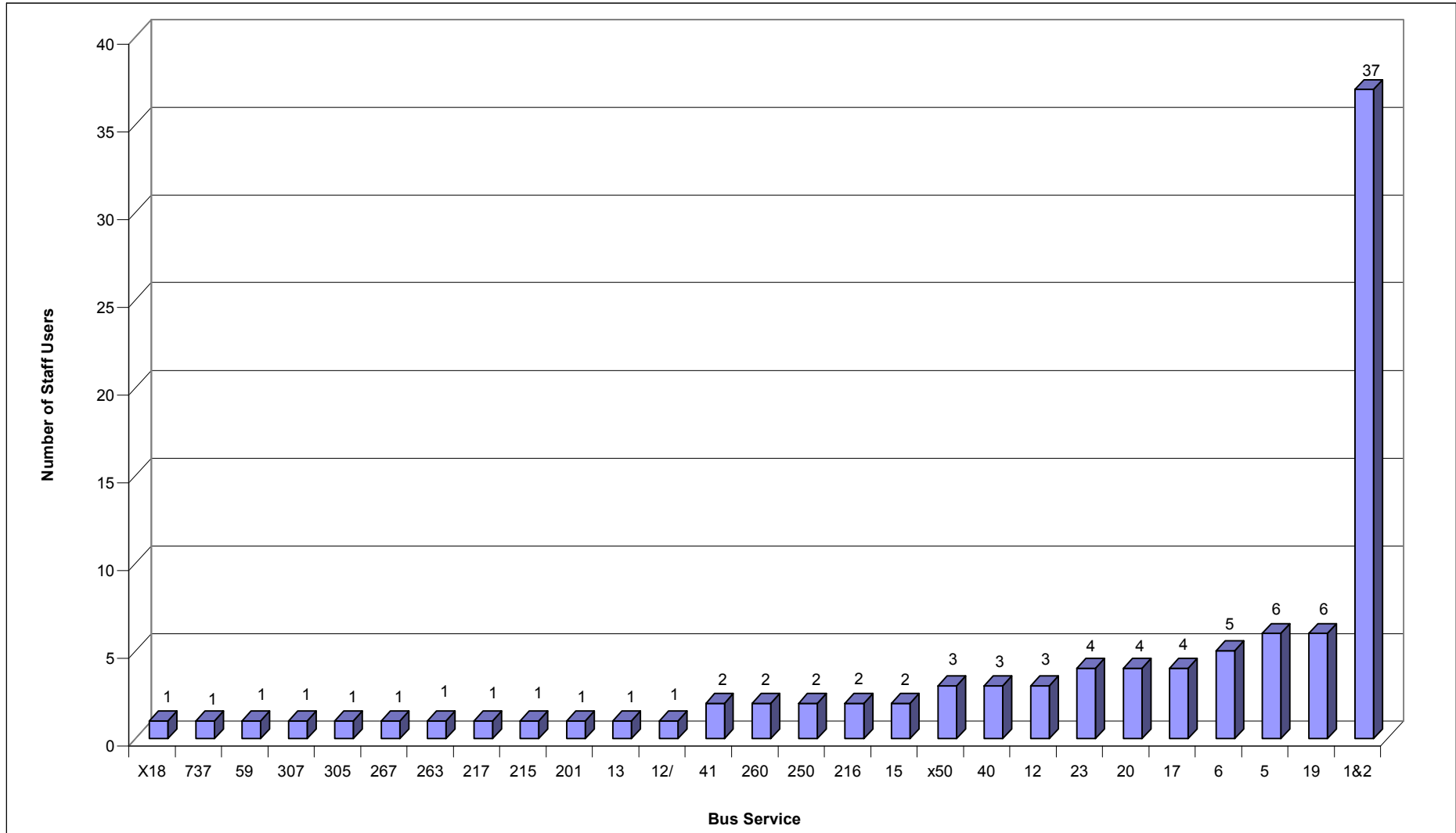
<u>Cyclists</u>
4% of staff respondents choose to cycle to work as their main usual mode of transport (figure 9), while 5% choose to cycle as their main alternative mode of transport. The main reasons cited by staff for cycling to work were: to keep fit (27%), convenience (17/5%) and environmental concerns (15.8%).

<u>Walkers</u>
20.4% of staff respondents indicated that their main usual mode of transport to the University was by foot (figure 9), while 13% of staff respondents, who did not usually walk to work, stated walking as their main alternative mode of transport. The main reasons staff cited by staff for walking to work were: convenience (24%0, to keep fit (21%), and the fact that there was no need to find parking (12.4%).

<u>Train Users</u>
1% of staff respondents indicated that their main usual mode of transport to the University was by train (figure 9), while a further 2% cited the train as their main alternative mode of transport to work. The train services used most by staff respondents are: the Stonehaven, Inverness and Montrose train services.   Staff who regularly use the train to commute to work stated that the main reasons they chose the train to commute were: not stuck in traffic, convenience (20%) and environmental concerns (20%).

4.1.6   ATTITUDES TO ALTERNATIVE MODES OF TRANSPORT
As can be seen from figure 14 the main alternative mode of transport cited by staff is the bus (33%). Interestingly 41% of car users also cited the bus as their main alternative mode of transport (figure 15) followed by walking (10%), although 18% of car users felt that they did not have an alternative mode of transport to the car.

Figure 14 Main Alternative mode of transport for staff
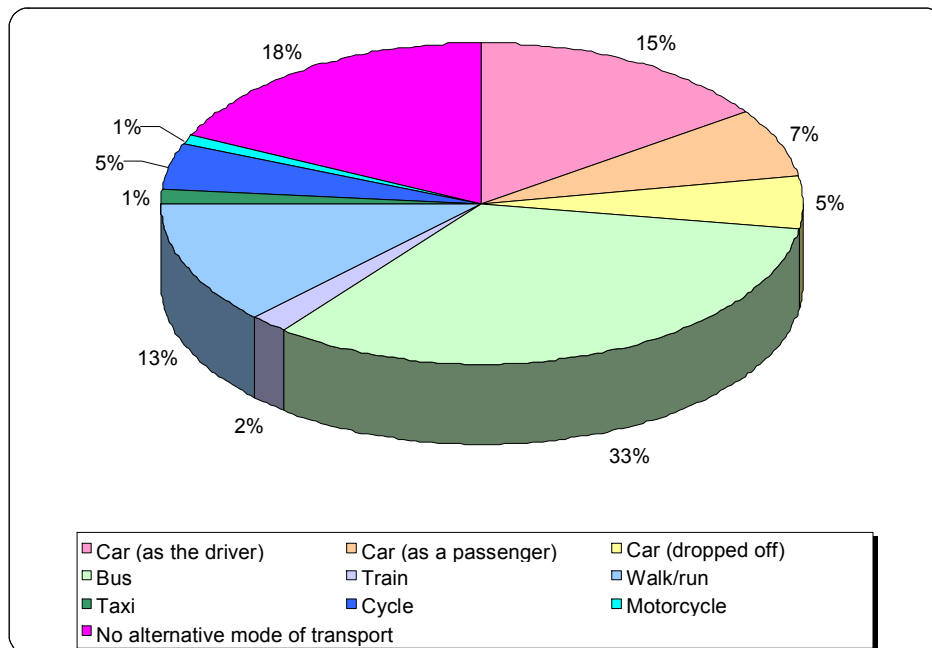
(Percentages calculated out of 1,158)

Figure 15 Alternative Mode of transport for Staff Car Users
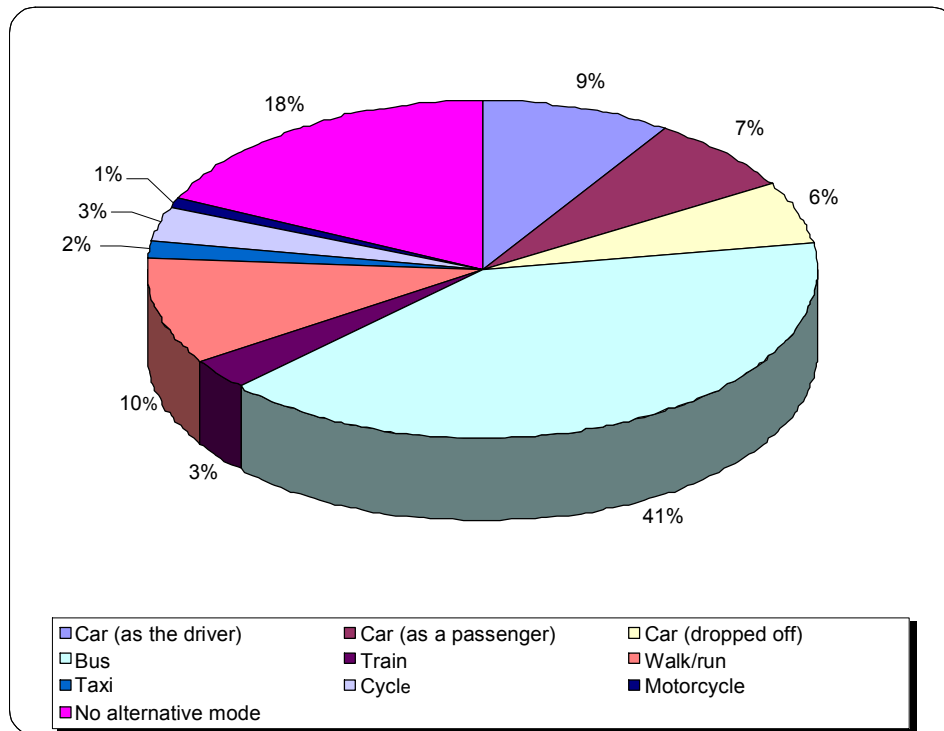
(Percentages Calculated out of 736)

Likelihood of using/increasing the use of public transport
As can be seen in Appendix 1 (Figure 37) staff respondents felt that they would be more likely to use public transport if bus/train fares were subsidised, frequency of buses/trains was increased and real time information was available at bus stops. Staff respondents felt that they would be less likely to increase the use of public transport if loans for season tickets were available, or if a shuttle bus from the railway station was available, this is not surprising as very few staff respondents make use of the train as their main usual mode of transport.

Likelihood of cycling to work
Appendix 2 (Figure 38) indicates that a small number of staff respondents felt that better cycle routes and improved cycle parking would encourage them to cycle to work, although most respondents felt that nothing would encourage them to cycle to work.

Likelihood of walking to work
Appendix 3 (Figure 39) indicates that a small number of staff would consider walking to work if there were safer, better lit walking paths on campus as well as better changing and showering facilities, although most respondents felt that nothing would encourage them to walk to work.

Likelihood of changing the way in which you travel to work
Appendix 4 (Figure 40) shows, as expected, that the majority of respondents felt that home working would have the greatest impact on the way in which they travel to work. Although, most staff respondents felt that very little would encourage them to change the way in which they currently travel to work – this included the introduction of car parking charges, which only 183 respondents felt would be very likely or likely to change the way in which they travelled to work.

4.1.7   CAR PARKING AND PARKING CHARGES

A significant proportion of staff respondents (64%) felt that the problem of car parking should be tackled by allocating parking permits only to those staff living in excess of 1 to 2 miles from campus. There was also a significant proportion (46%) that felt the building of more car parks would alleviate the current car parking problems (figure 16).

Figure 16 How Staff would like the problems of car parking to be tackled
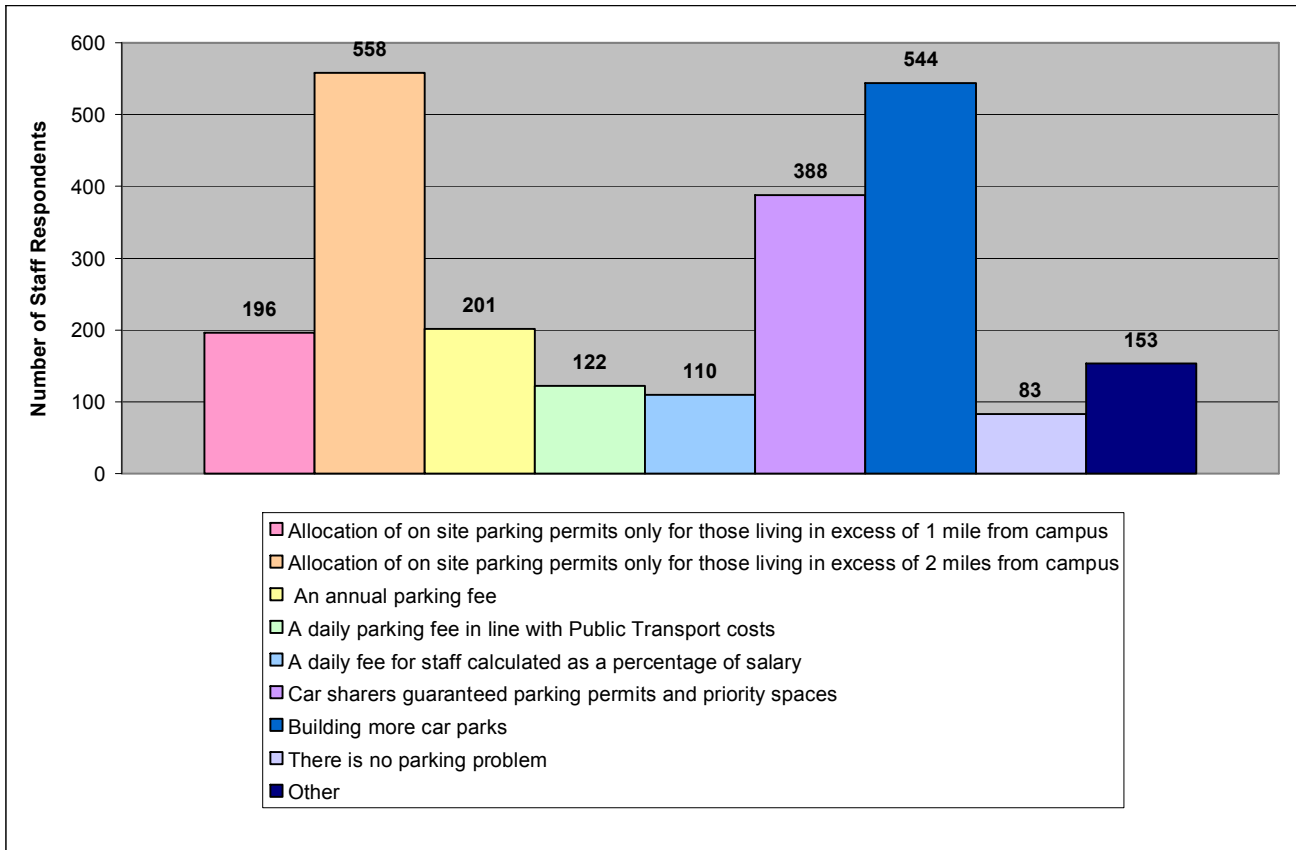
Interestingly the majority of staff car users (53%) felt that the problem of car parking should be tackled by allocating parking permits only to those staff living in excess of 2 miles from campus. While a further 19% felt that parking permits should only be allocated to those staff living in excess of 1 mile of the University (figure 17).

Figure 17 How Staff car users would like to see the problem of car parking tackled
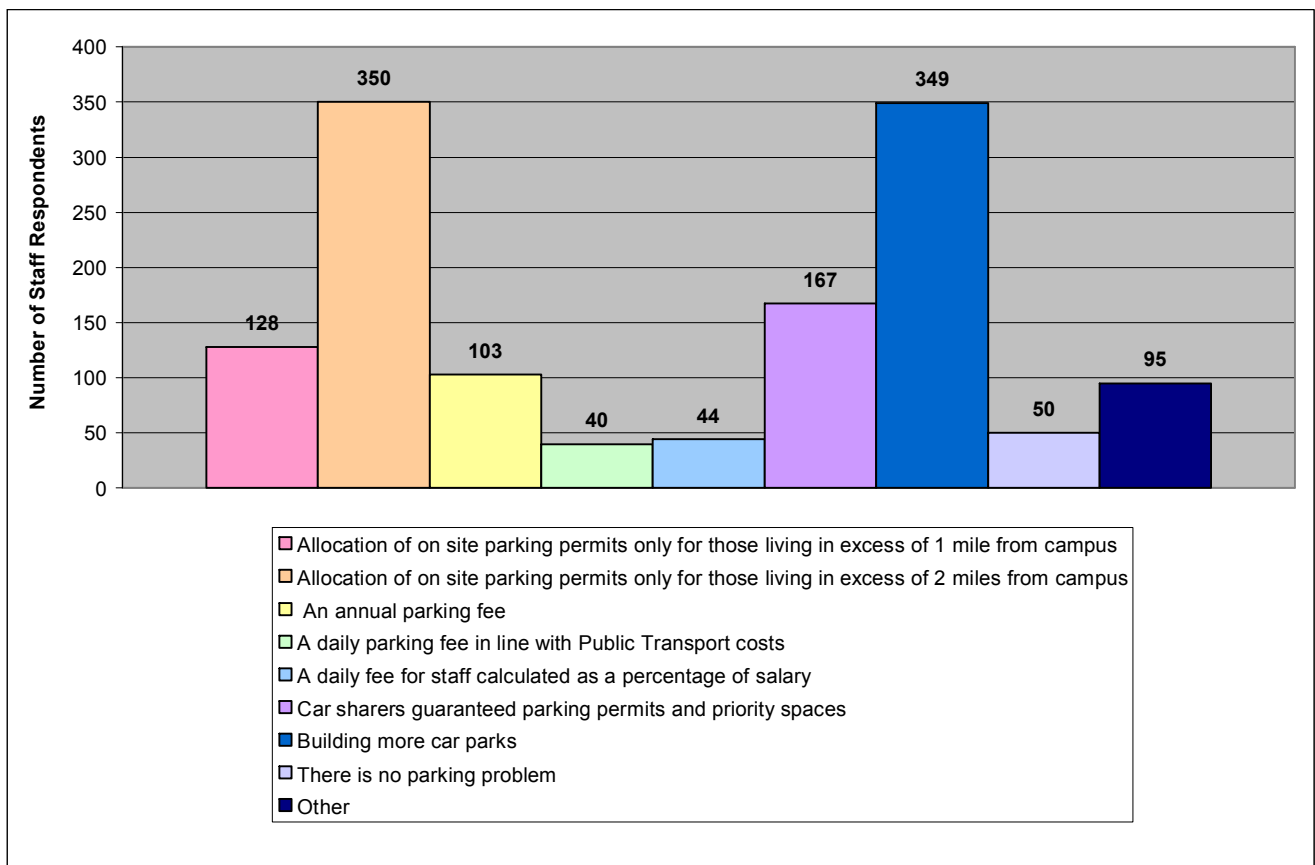
The majority of staff respondents felt that the money from car parking charges, should they be introduced, should be used to subsidise bus travel and increase security in car parks.

Figure 18 What staff would like the money from car parking to go towards

MEASURE	NUMBER OF RESPONDENTS
Increasing security measures in car parks	858
Building locked, covered cycle storage	731
Providing more showers and lockers	371
Subsidising bus travel	970
Interest free loans to buy bicycles	426
Subsidising Park and Ride facilities	533
Building more car parks	829
Other	104

4.2   Student Survey Responses

4.2.1   SURVEY RESPONSE RATE

Overall 2,208 students responded to the survey, which amounts to 16.5% of students. The response rate of the survey by location shows that the largest responses were from students based at King's College, which made up of some 81.5% of student responses.

4.2.2   INFORMATION ABOUT YOU

University Status

Figure 19 illustrates the breakdown of student respondents' "status" at the University, with the biggest response rate coming from full-time Undergraduate Students.

Figure 19 Student Respondents' "status"

University "Status"	Number of Respondents	% of Respondents
Undergraduate, Part-time	68	3.1%
Undergraduate, Full-time	1656	75%
Postgraduate (taught), Part-time	26	1.2%
Postgraduate (taught), Full-time	215	9.7%
Postgraduate, Research	243	11.0%

(Percentages calculated out of 2,208)

Gender Split

Figure 20 indicates that the majority of student respondents were female (66%), with just over a third of respondents (34%) male.

Age

As can be seen from Figure 21 the majority of student respondents (74%) were aged between 18 and 24 years of age.

Figure 20 Gender Split of Student Respondents
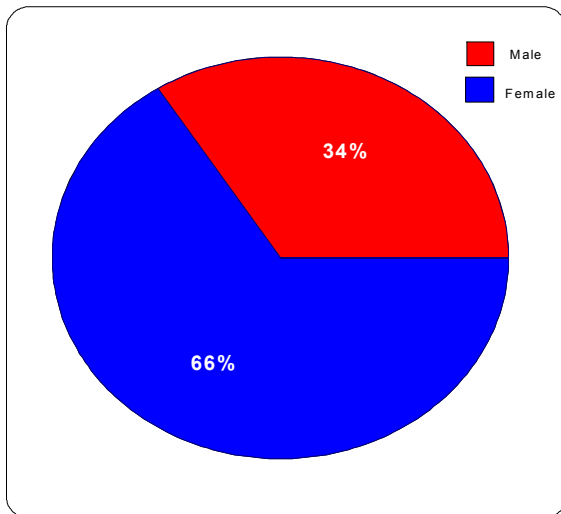
(Percentages calculated out of 2,180)

Figure 21 Age of Student Respondents
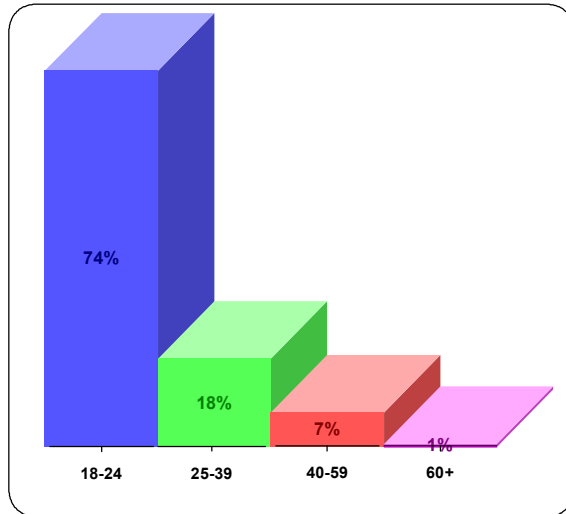
(Percentages calculated out of 2,181)

Driving licence
2,202 student respondents (99.7%) chose to answer the survey question relating to whether they had a drivers licence. Just less than two-thirds of the student respondents 1392 (63%) do have a driving licence with 810 (37%) who do not have a driving licence.

Car Ownership
Of the student respondents that do have a driving licence 51% of them own cars. The total number of student respondents who own a car is: 712, which makes equates to 32% of all student respondents.

Disability or long-term medical condition
100 student respondents indicated that they have a disability/long-term medical condition that determines the mode of transport they use to travel to University. Of these respondents 24% use a car as their usual mode of transport to University, but the majority of respondents walk (56%) while 13% use the bus as their usual mode of transport.

4.2.3   YOUR JOURNEY TO THE UNIVERSITY
Distance travelled to place of study
Figure 22 illustrates that the majority of University students (81.4%) live within 5 miles of their place of study, with 64.5% living less than 2 miles from the University.

Figure 22 Distance from Place of Study for Students
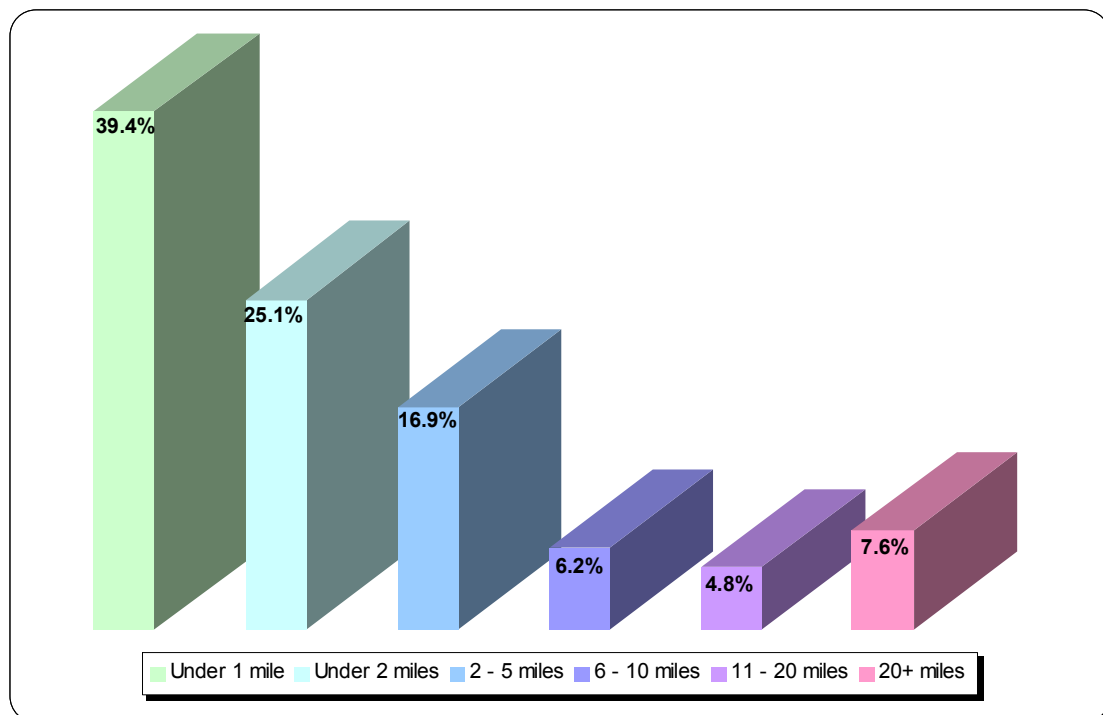
(Percentages calculated out of 2,202)

Frequency of travel to study each week
Figure 23 illustrates that the majority of student respondents (78.2%) travel to University 5 or more days per week. This is to be expected considering students make use of facilities on campus such as the library and computing facilities.

Figure 23 Frequency of travel to University each week
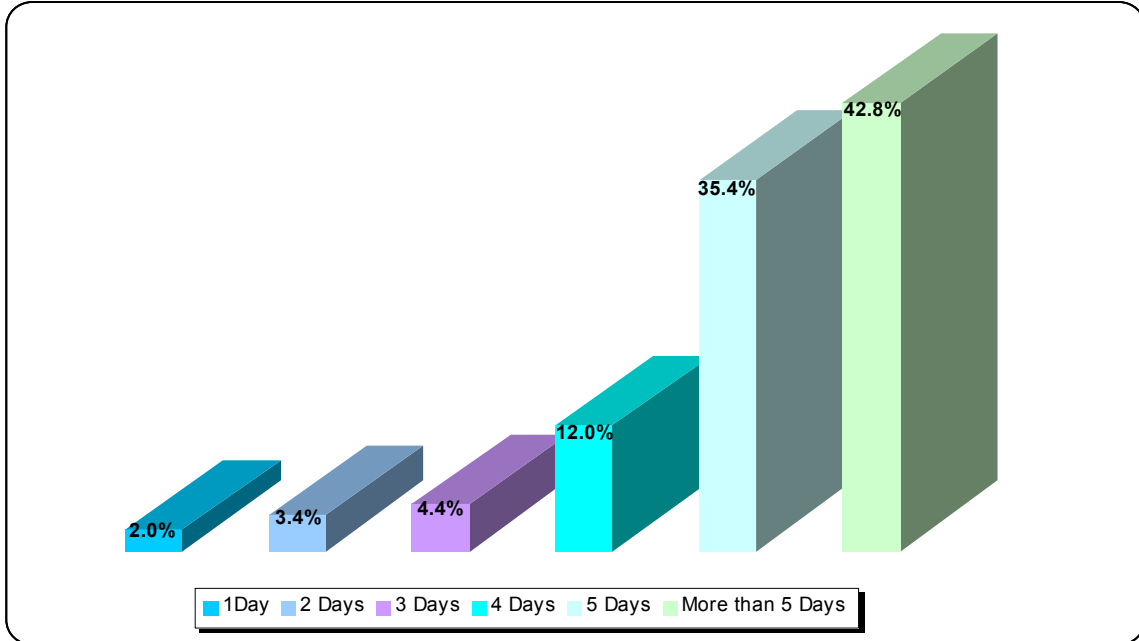
(Percentages calculated out of 2,192)

Estimated time taken to travel to University each day
The majority of students (78%) indicate that the time taken to travel to work is 30 minutes or less (Figure 24). Of these respondents the majority (28.5%) travel between 10 and 15 minutes to commute to work. Of these respondents 10% do so by driving to work alone, while 72% walk to University (Figure 25).

Figure 24 Time taken to travel to University each week
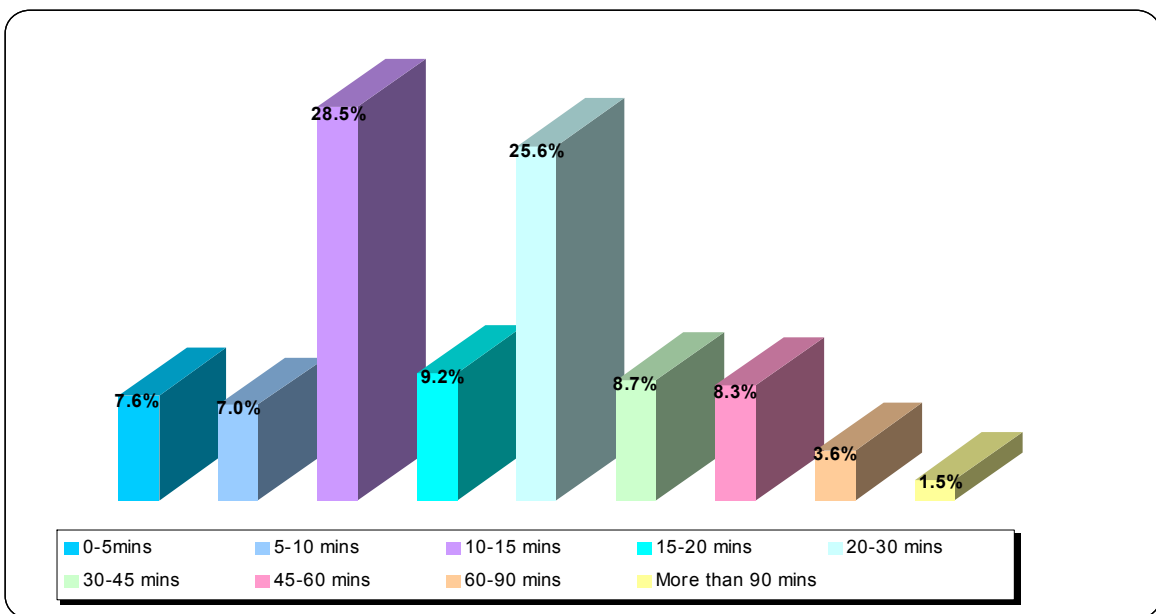
(Percentages calculated out of 2,196)

Figure 25 Usual Mode of students who travel 10-15 minutes to get to University
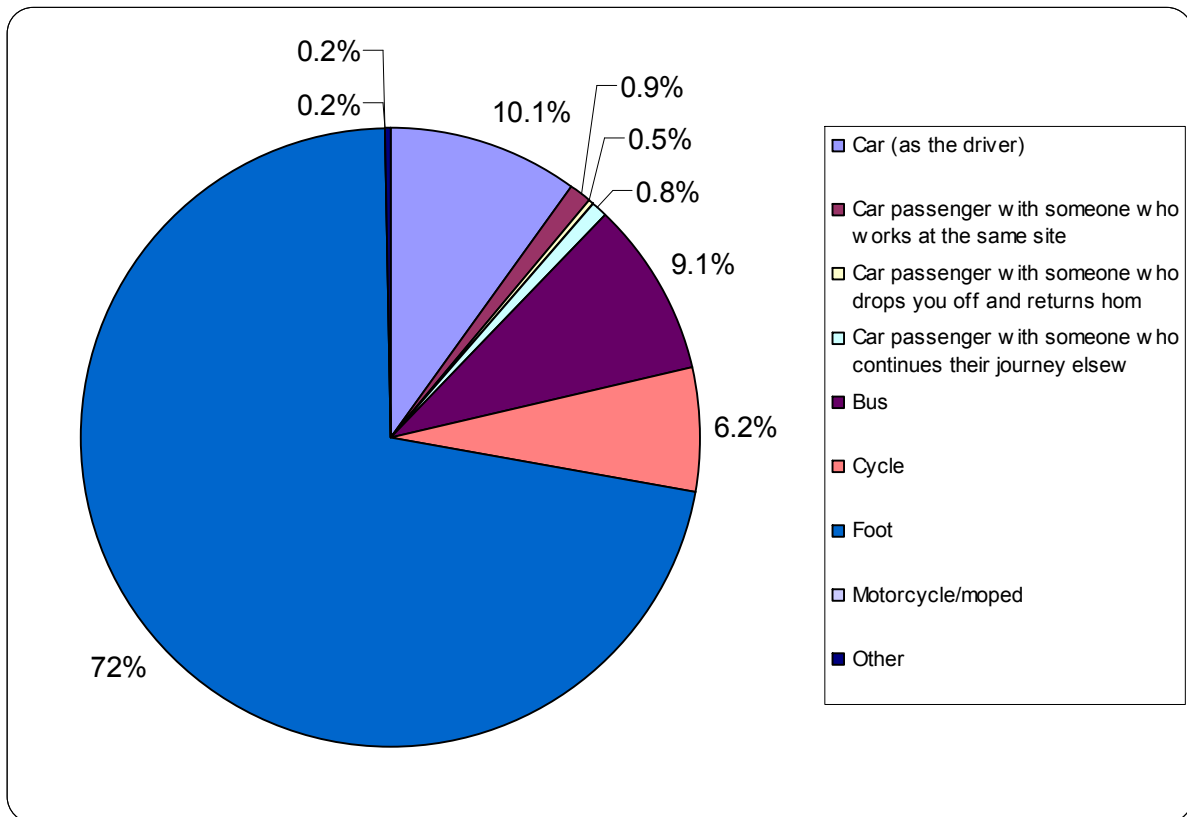
(Percentages calculated out of 625)

<u>Usual Mode of transport for Students</u>
Figure 26 clearly illustrates that 64.7% of students travel to University by foot. 19.3% of students travel to University by car (either by driving alone or car sharing). 18.7% of student respondents do, however, drive to university alone each day. Public transport (bus and train) makes up 14% of the modal share of students, with cycling making up 2% of the modal share.

Figure 26 Main Usual Mode of transport for Students
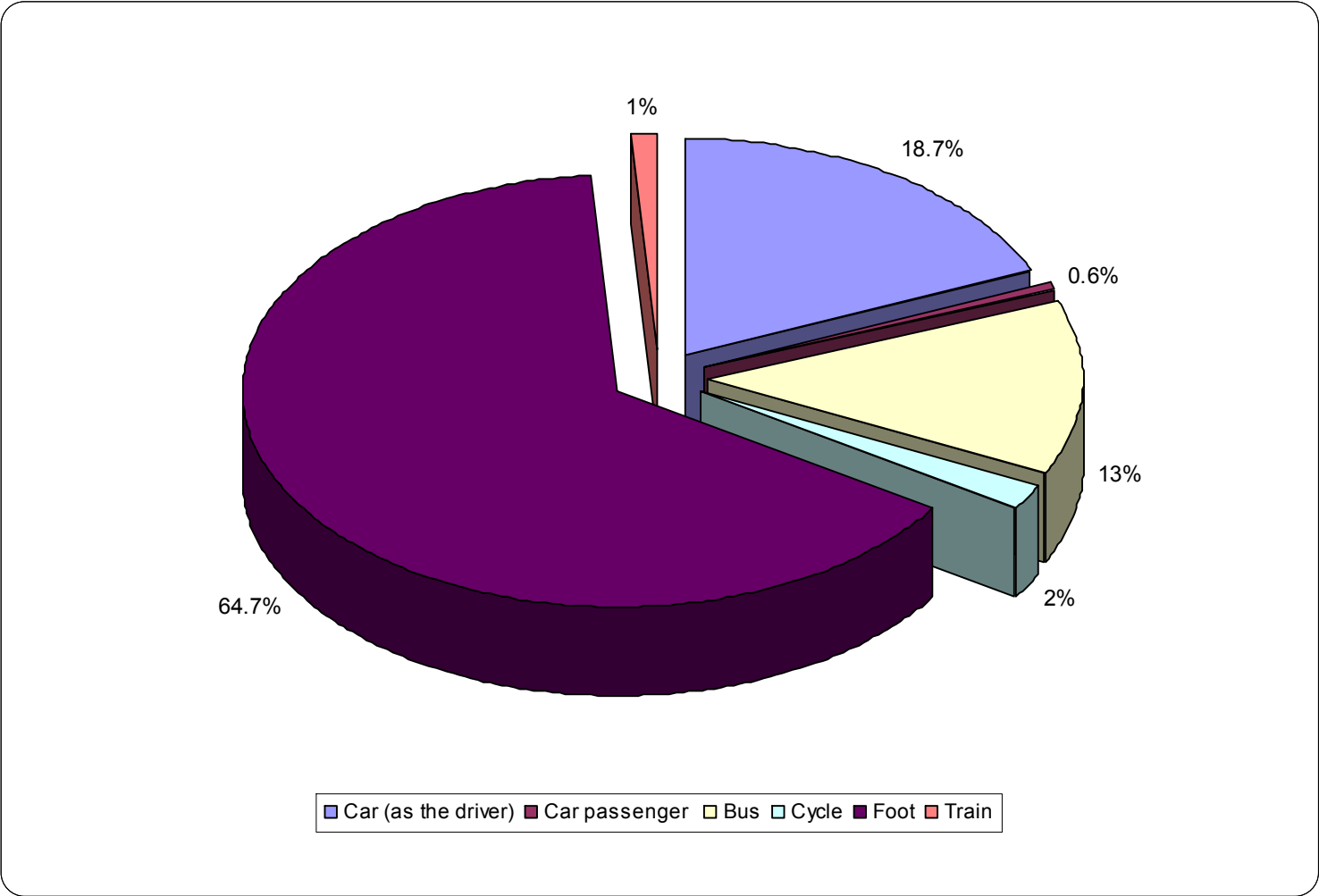
 (Percentages calculated out of 2,203)

4.2.4   INFORMATION ABOUT CAR TRAVELLERS

Main Reasons for using a car to travel to University alone

Convenience/flexibility, time savings and lack of suitable alternatives were all cited by student respondents as reasons for using the car to travel to work (Figure 27).

Figure 27 Main reasons, cited by students, for using a car to travel to University alone

Time savings
Dropping/collecting children
Other purposes on the way to or from
Cost savings
Health reasons
Lack of suitable alternative transport
Convenience/flexibility
Use the car during the day
Other
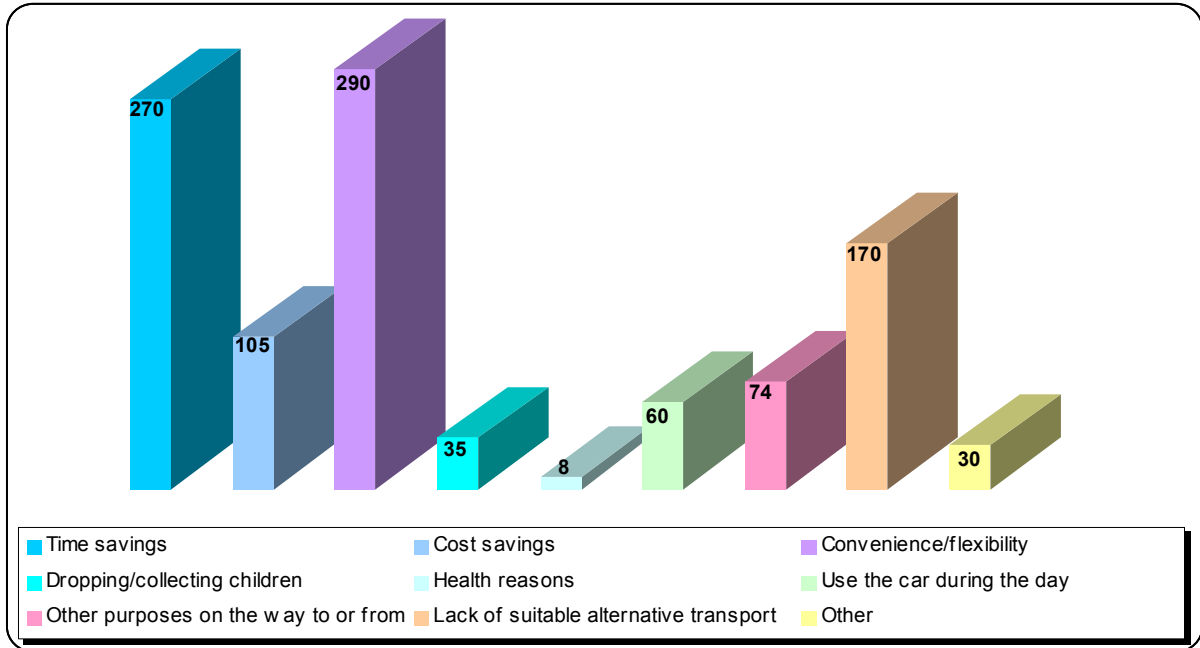
(Based on 1,042 respondents who were able to choose up to four reasons)

Figure 28 Number of passengers who normally accompany drivers to University

Just myself   1 passenger   2 passengers   3 passengers
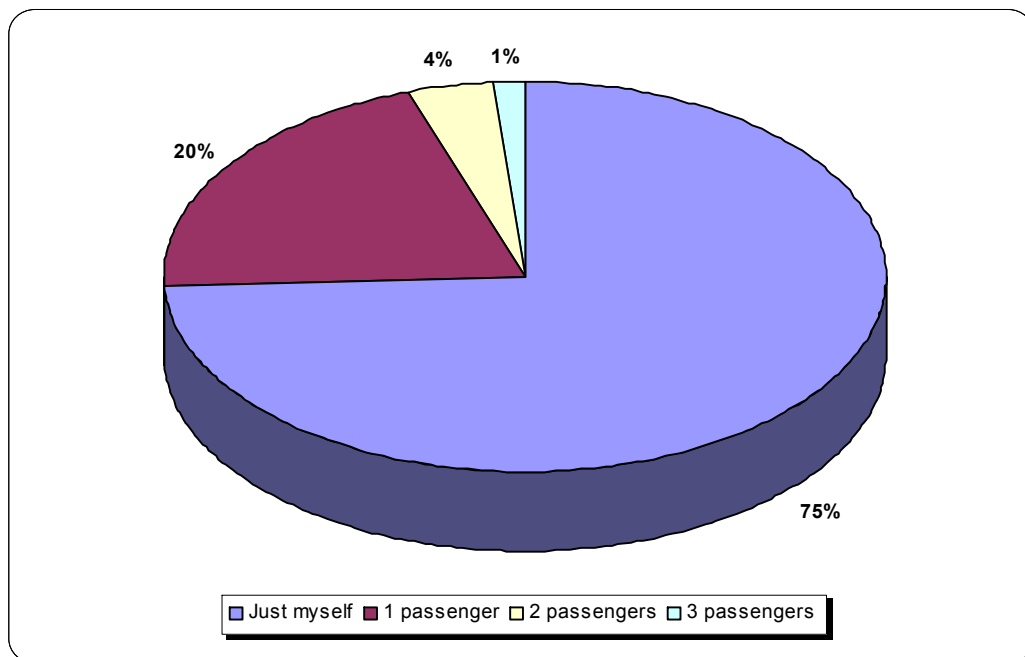
(Percentages calculated out of 377)

Number of passengers normally in the car
The vast majority of students, who travel to university by car, do so alone, while 26% of students travel with one or more passengers.

Car sharing
More than half of student respondents (55.1%) would be willing to car share, with 14% already car sharing (Figure 29). 44.9% of students are either uncertain or unwilling to car share. A significant proportion of these respondents (17%) felt that their journey involved other functions and as a result would make car sharing difficult. Of the respondents that are willing to car share 45% would be prepared to car share 5 days per week.

Figure 29 Likelihood of Car Sharing

■ Yes, I do already	■ Yes, taking in turns as a driver
■ Yes, as a driver	■ Yes, as a passenger
□ Uncertain	□ No, Journey involves other function e.g picking up children,
■ No	
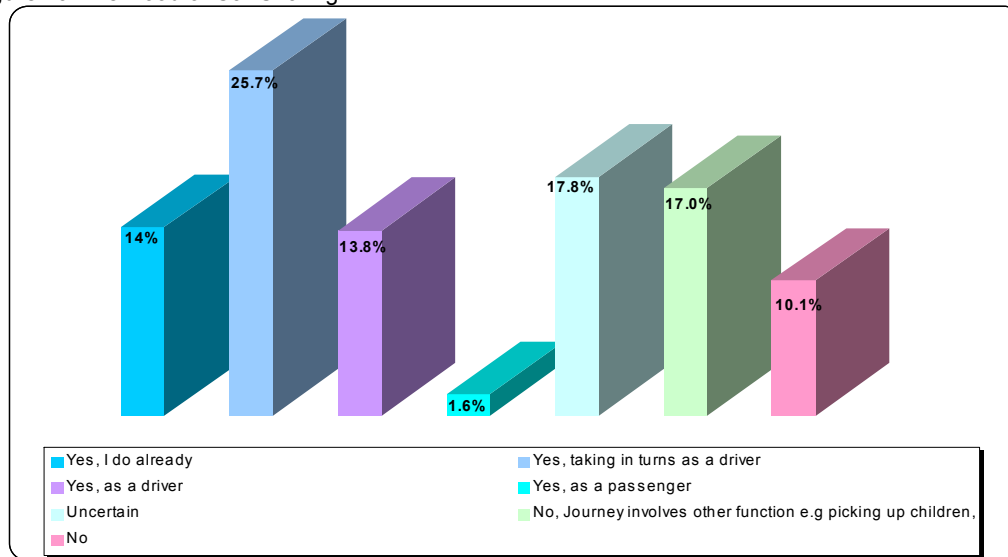
(Percentages based on 377)

Factors that would encourage students to car share
When respondents were asked what would encourage them to car share the majority (48%) felt that guaranteed parking spaces for car sharers would encourage them, as would help in finding a car share partner (18%).

4.2.5   INFORMATION ABOUT NON-CAR TRAVELLERS
Bus Users
13% of student respondents use the bus as their usual mode of transport to commute to the University (figure 26), while 33% of respondents, who do not normally use the bus to commute to University, cited the bus as their main alternative mode of transport.

As can be seen from figure 30 the main bus services used by student respondents are First Bus Services 1, 2 and 20. When the respondents were asked what their main reasons for using the bus to travel to work were the majority (31%) cited the fact that there were no other forms of transport available. Factors such as convenience (22%), bus being cheaper than other modes of transport (13%) and no need to find parking (11%) were also cited as reasons for using the bus instead of other forms of transport.

Figure 30 Bus Services used by Students to commute to University
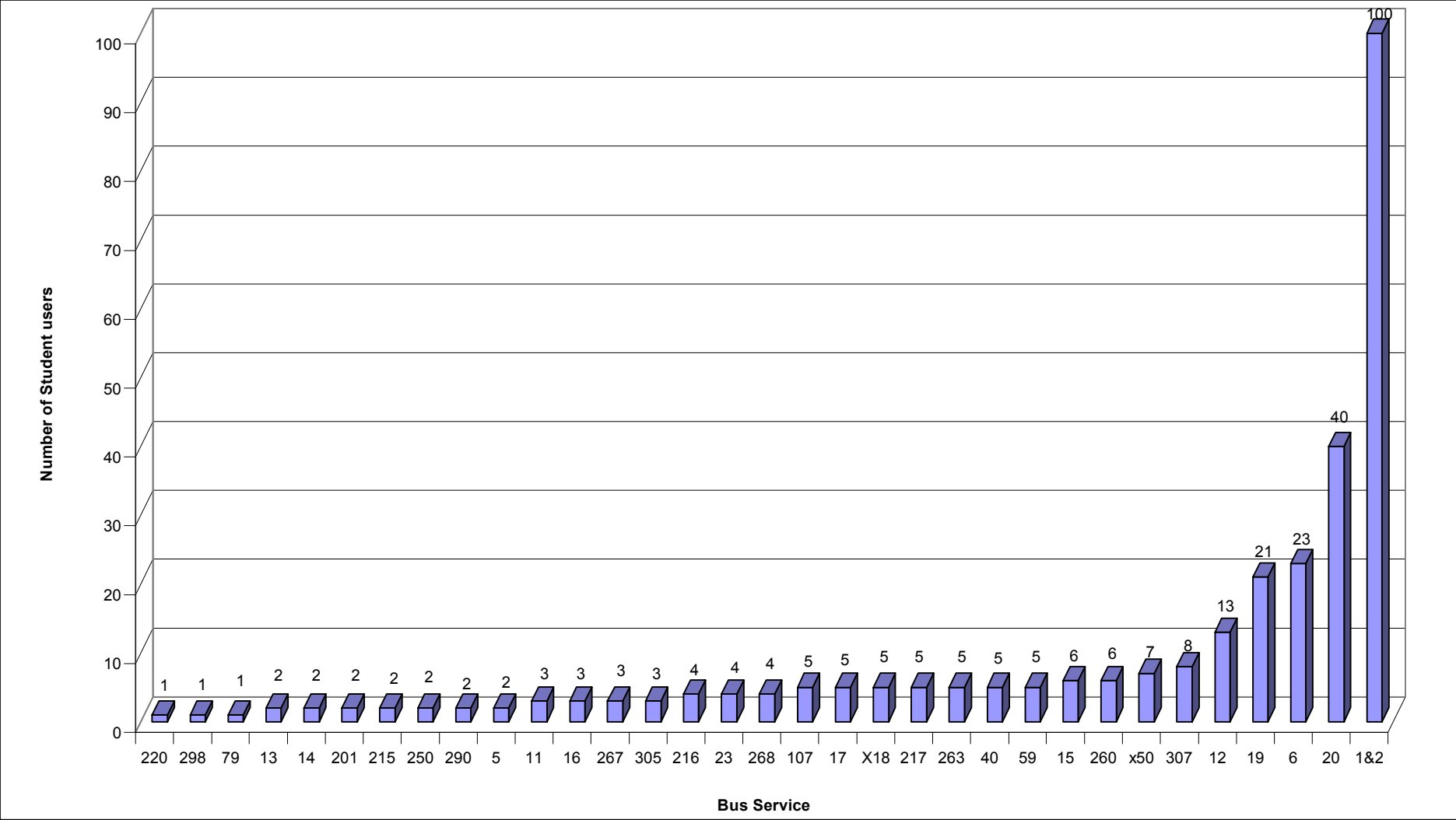
Cyclists
2% of student respondents indicated that their main usual mode of transport to the University was by bicycle (figure 26), while 7% choose cycling as their main alternative mode of transport. Of the student respondents who cycle regularly, to university, their main reasons for using this mode of transport were: shorter traveling time (20%), to keep fit (18.6%) and convenience (17.7%).

Walkers
64.7% of student respondents indicated that their main usual mode of transport to the University was by foot (figure 26), while 15% of student respondents, who did not regularly walk to University, cited walking as their main alternative mode of transport to commute. The student respondents who usually travel to work by foot cited their main reasons as being: convenience (22.5%), to keep fit (21%) and the fact that it was cheaper than other modes of transport (19%).

Train Users
1% of student respondents indicated that their main usual mode of transport to the University was by train (figure 26), while a further 1% cited the train as their main alternative mode of transport to commute to the University. The train service most frequently used by students is the Inverness to Aberdeen service. The low percentage of students using a train as their main usual mode of transport can possibly be attributed to the fact that the majority of students live within easy reach of the University and as such do not require a train service. The main reasons cited by student respondents for using the train to commute to University were: convenience (32%), no need to find parking (19%), and not stuck in traffic (17%).

4.2.6   ATTITUDES TO ALTERNATIVE MODES OF TRANSPORT
As can be seen from figure 31 the main alternative mode of transport cited by students is the bus (33%). Interestingly the main alternative mode of transport for student car users is the bus (39%) followed by walking (14%), although 16% felt that there was no alternative mode of transport available to them other than the car (Figure 32).

Figure 31 Main Alternative mode of transport for Students
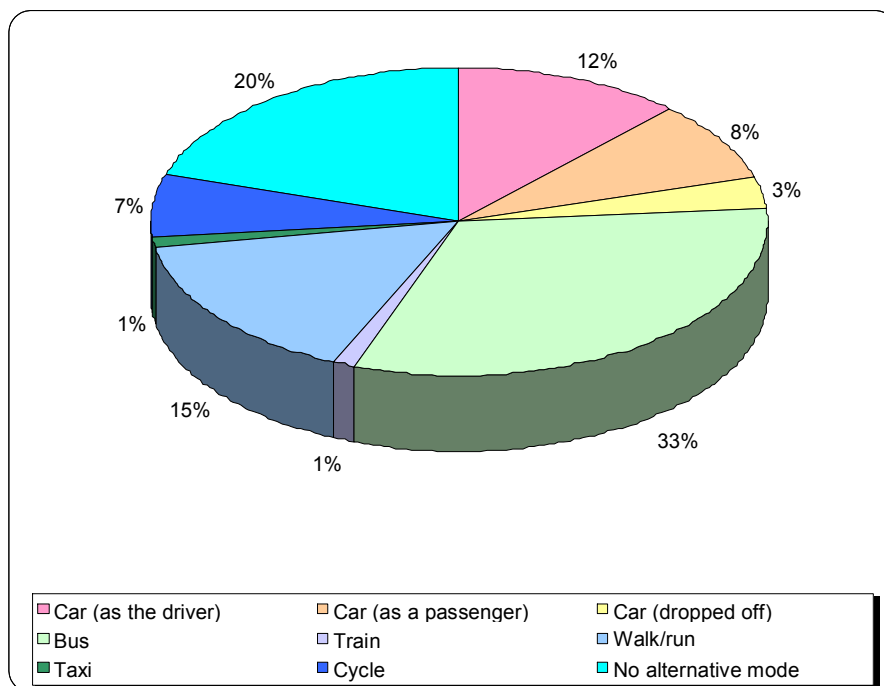
(Percentages based on 2,191)

Figure 32 Main Alternative mode of transport for Student car users
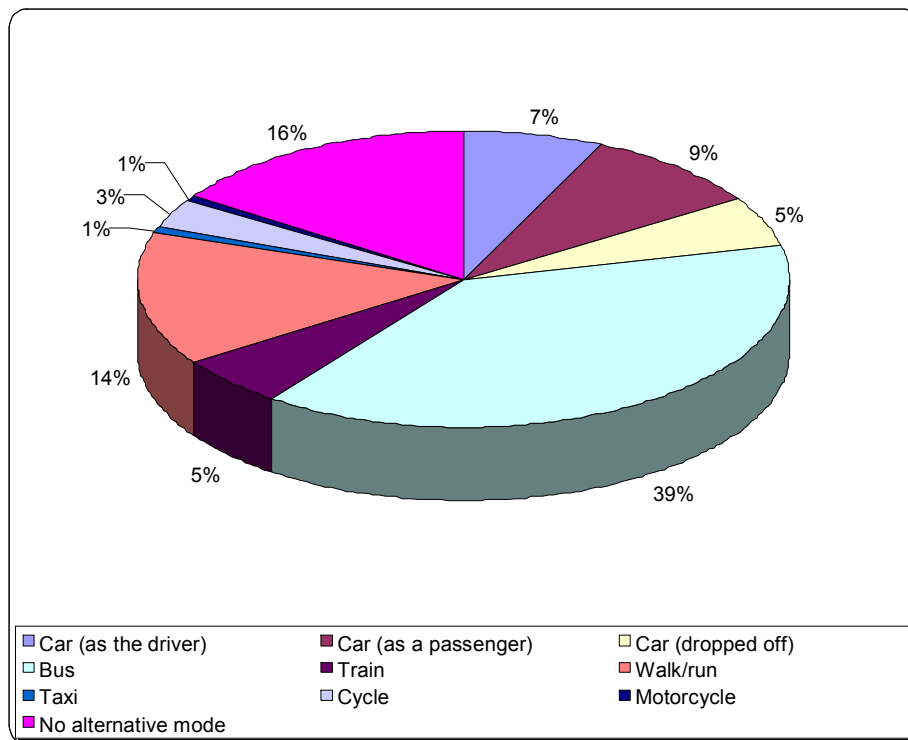
(Percentages based on 437)

Likelihood of using/increasing the use of public transport
As can be seen in Appendix 5 (Figure 41) student respondents felt that they would be more likely to use public transport if bus/train fares were subsidised, frequency of buses/trains was increased, better information on rates, fares and times as well as real time information being available at bus stops. Student respondents felt that they would be less likely to increase their use of public transport if car park charges were introduced or loans for season tickets were available.

Likelihood of cycling to University
Appendix 6 (Figure 42) indicates that student respondents felt that better cycle routes, safer better lit cycle paths on campus, and improved cycle parking would encourage them to cycle to university, although a significant proportion of respondents felt that nothing would encourage them to cycle to university.

Likelihood of walking to University
Appendix 7 (Figure 43) indicates that the majority of students would consider walking to University if there were safer, better lit walking paths on campus as well as more information about safe walking routes, although a proportion of respondents felt that nothing would encourage them to walk to university.

Likelihood of changing the way in which you travel to University
Student respondents were asked whether the introduction of car park charging would change the way in which they travelled to University. The majority felt that car parking charges would be unlikely or very unlikely to change that way in which they travelled to university, although it should be noted that the majority of students travel to university by foot.

Figure 33 Likelihood of car parking charges changing the way in which students travel

LIKELIHOOD	NUMBER OF RESPONDENTS
Likely	262
Not Sure	458
Unlikely	564
Very Unlikely	617

4.2.7   CAR PARKING AND PARKING CHARGES
Student respondents were asked how they felt the problems of finding a car parking space should be tackled. The majority of students felt that the area behind the Queen Mother Library should be re-surfaced and parking bays marked, and this is reflected in the number of respondents who felt that more car parks should be built.

Figure 34 How Students would like the problems of car parking to be tackled
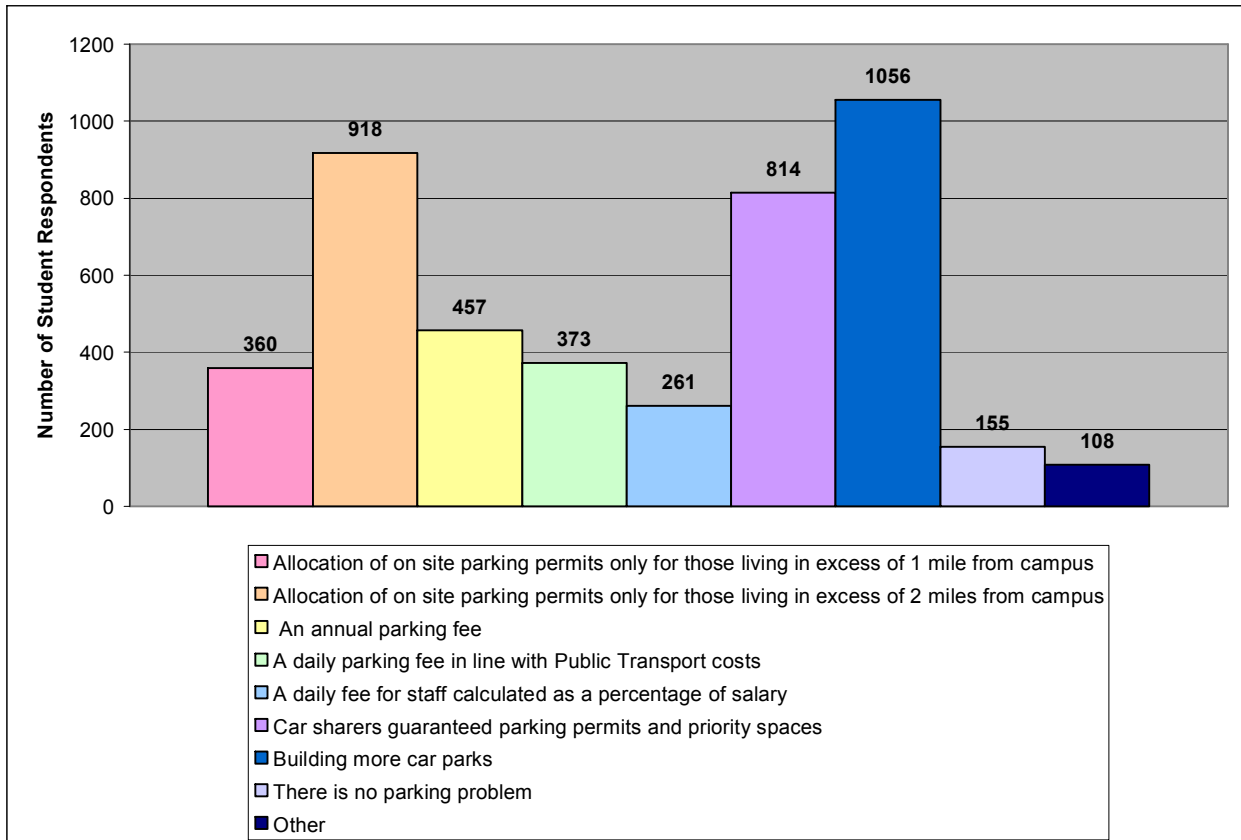
Interestingly a significant proportion (59%) of student car users felt that the problem of car parking should be tackled by allocating parking permits only to those students living in excess of 2 miles from campus, while a further 20% felt that parking permits should only be allocated to those living in excess of 1 mile from camps (figure 34). Student respondents also felt that guaranteeing spaces to car shares would also help alleviate the car parking problems currently being experienced.

Figure 35 How Student car users would like to see the problem of car parking tackled
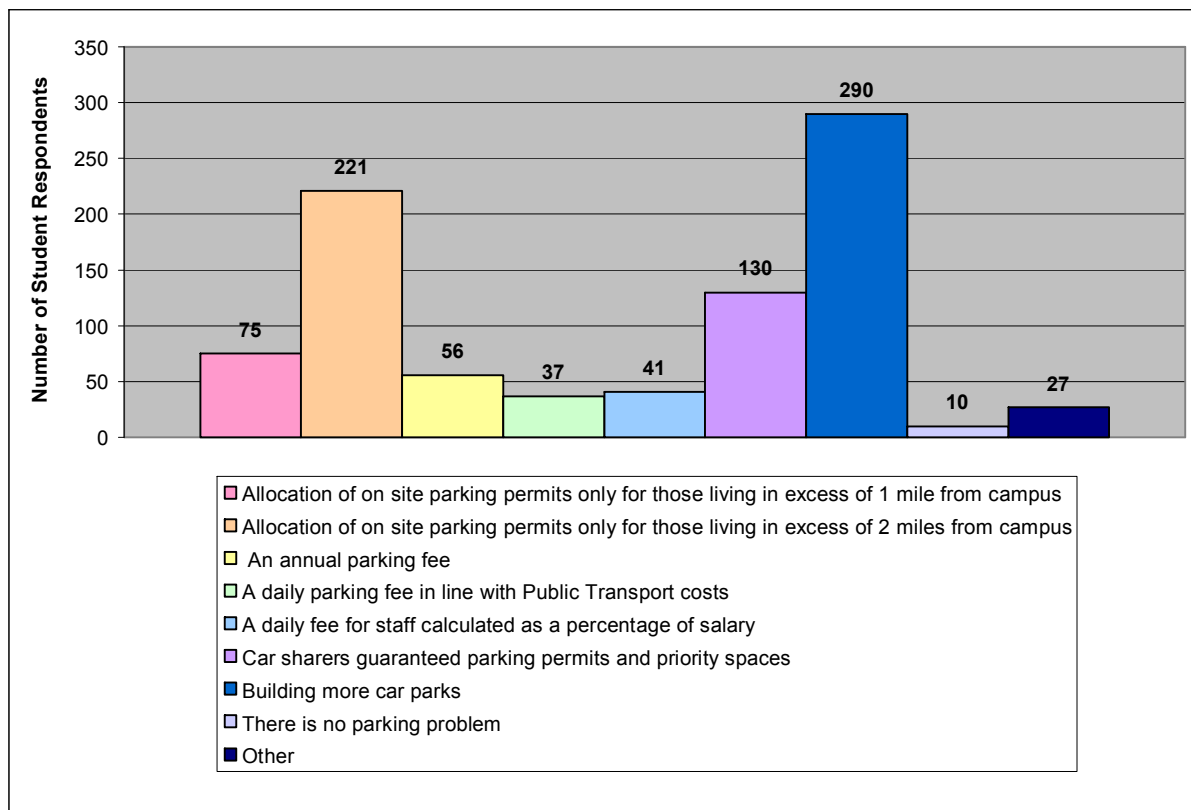
The majority of student respondents felt that the money from car parking charges, should they be introduced, should go towards building more car parks, but this is reflected in the fact that car parking for students is very limited on campus. Increasing security and subsidising bus travel were also popular suggestions from student respondents.

Figure 36 Indications from students on where they would like the money from car parking to be spent

MEASURE	NUMBER OF RESPONDENTS
Increasing security measures in car parks	454
Building locked, covered cycle storage	36
Providing more showers and lockers	239
Subsidising bus travel	453
Interest free loans to buy bicycles	119
Subsidising Park and Ride facilities	299
Building more car parks	523
Other	69

5. SUMMARY

As expected staff and students display different modal share patterns. The staff modal share is dominated by car use with 63.6% travelling by car either alone or by car sharing. 59% of staff respondents do, however, drive to work alone each day. The student modal share is dominated by walking with 64.7% of students walking to University each day. There are however, a significant number of students (19.3%) who do travel to University by car either alone or by car sharing. 18.7% of student respondents drive to University alone each day. Public transport does feature quite significantly in both the staff (10%) and student (14%) modal share, although cycling does not feature as a significant proportion of the modal share in either of the two groups – 4% for staff and 2% for students.

The majority of car users felt that their main alternative mode of transport would be the bus or walking. 41% of staff car users indicated they would make use of the bus and 13% would walk if they were unable to drive to work. 39% of student drivers indicated they would use a bus and 14% indicated they would walk if they were also unable to drive to University. This does seem to suggest that the bus and walking are viable alternatives to certain members of the staff and student population who currently drive to University.

The idea of car sharing featured more favourably in the responses from students, where a higher proportion of students currently car share in comparison to staff. More than half (55.1%) of students already do or would consider car sharing. Just under a third (31.1%) of staff members stated that they would consider car sharing, with 69% of staff unwilling to car share. When both groups were asked what would encourage them to take up car sharing both staff and students cited help in finding a car share partner as a factor that may encourage them. The survey was carried out prior to the official launch of the web based car share system so the introduction of this system may help staff and students find a suitable car share partner, and thus encourage a greater up take of car sharing.

Attitudes towards different modes of transport differed between groups. Students were more inclined, than staff, to consider using public transport if bus/train fares were subsidised, and to consider walking or cycling if there were better safer walking/cycling routes. Staff on the whole did not seem very likely to consider alternative modes of transport.

When respondents were faced with a series of solutions on how to mange the problem of car parking on campus; 60% of all respondents thought that there should be an exclusion zone for staff/students living within 2 miles of the University, and 57% of all car drivers agreed to such a zone.

In summary the results of the survey show there are areas that should be identified for greater review and resources within the University's Travel Policy and Travel Plans if a modal shift is to be achieved.

APPENDIX 1

Figure 37 Likelihood of Staff using/increasing the use of public transport

	Very Likely	Likely	Not Sure	Unlikely	Very Unlikely
Subsidised or lower fares on bus/train	197	251	133	179	217
Provision of a shuttle bus between campuses	139	173	96	173	335
Loans to buy season tickets for bus/train	34	61	100	249	439
Increased bus/train service frequency	195	284	124	152	210
Improved waiting facilities e.g. shelters	88	175	147	218	276
Better Information on rates, fares and times	75	177	133	237	276
Real time information at bus stop	114	215	131	198	253
Provision of a shuttle bus from the railway station	75	93	96	198	419
Provision of a pool car for business travel off-site	61	114	133	208	357
Car park charging on campus	69	87	162	216	347
Flexible Working time was introduced	75	101	173	198	309

APPENDIX 2

Figure 38 Likelihood of staff cycling to work

	Very Likely	Likely	Not Sure	Unlikely	Very Unlikely
■ Better cycle routes on the roads leading to the university	154	168	89	108	502
■ Safer, better lit cycle paths on campus	101	126	98	143	513
□ Improved/secure cycle parking at the university	147	149	95	110	493
□ Improved changing facilities and lockers	137	147	86	126	495
□ Better information on cycle routes and location of cycle facilities	90	121	105	152	508
□ Arrangement to buy/hire a bicycle at discounted rates	74	83	106	152	541

APPENDIX 3
Figure 39 Likelihood of staff walking to University

	Very Likely	Likely	Not Sure	Unlikely	Very Unlikely
Safer, better lit walking paths on the campus	102	76	73	120	508
More information about safe walking routes	79	74	67	132	511
Better changing facilities, including showers and lockers	93	72	80	117	502
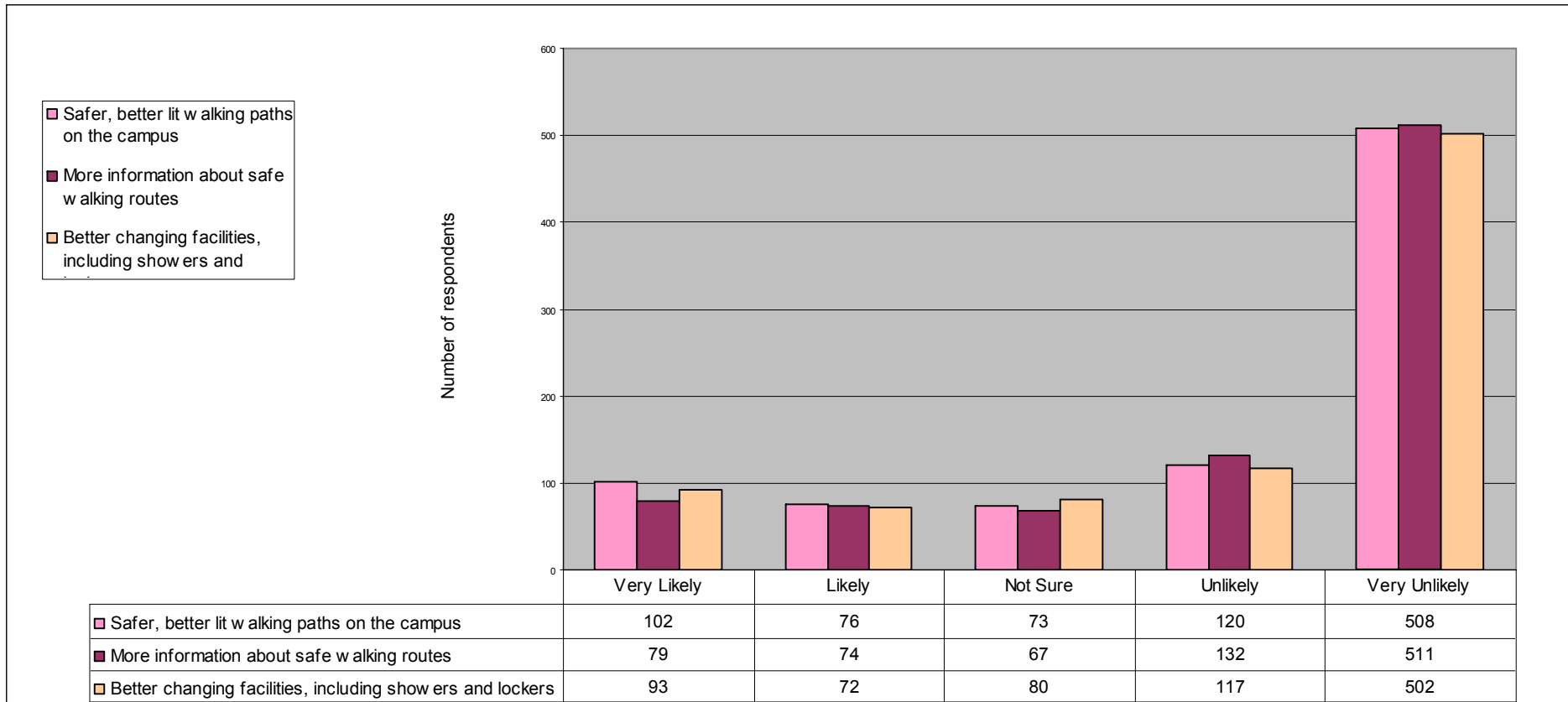
APPENDIX 4

Figure 40 Likelihood of staff changing the way in which they travel to University

	Very Likely	Likely	Not Sure	Unlikely	Very Unlikely
☐ Flexi-time, making it easier to fit in with public transport times, or car share.	118	147	164	216	363
☐ Cycle mileage allowance for "business mileage"	67	86	136	190	505
☐ Provision of pool car for business travel off-site	56	115	151	197	458
☐ Provision of pool bike for business travel off-site	26	48	127	214	537
■ Home working	236	242	139	112	281
☐ Having to pay for parking on campus	84	99	171	220	403

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APPENDIX 5

Figure 41 Likelihood of Students using/increasing the use of public transport

	Very Likely	Likely	Not Sure	Unlikely	Very Unlikely
Subsidised or lower fares on bus/train	779	978	160	215	173
Provision of a shuttle bus between campuses	439	388	380	402	359
Loans to buy season tickets for bus/train	267	266	350	586	492
Increased bus/train service frequency	428	628	312	388	225
Improved waiting facilities e.g. shelters	302	540	400	436	283
Better Information on rates, fares and times	338	639	360	391	233
Real time information at bus stop	465	662	305	314	218
Provision of a shuttle bus from the railway station	350	356	340	485	423
Provision of a pool car for business travel off-site	98	175	560	567	520
Car park charging on campus	140	187	416	541	652
Flexible Working time was introduced	95	197	663	470	462

APPENDIX 6

Figure 42 Likelihood of students cycling to university

	Very Likely	Likely	Not Sure	Unlikely	Very Unlikely
■ Better cycle routes on the roads leading to the university	455	601	243	308	466
■ Safer, better lit cycle paths on campus	406	586	265	332	468
■ Improved/secure cycle parking at the university	526	565	231	285	456
■ Improved changing facilities and lockers	445	509	318	321	454
■ Better information on cycle routes and location of cycle facilities	327	507	369	350	488
■ Arrangement to buy/hire a bicycle at discounted rates	437	432	287	376	495

A<small>PPENDIX</small> 7
Figure 43 Likelihood of students walking to University

	Very Likely	Likely	Not Sure	Unlikely	Very Unlikely
☐ Safer, better lit walking paths on the campus	624	384	136	145	317
☐ More information about safe walking routes	428	337	260	216	336
☐ Better changing facilities, including showers and lockers	387	272	285	264	356