University of Aberdeen Sustainable Travel Plan 2018-2022

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Contents

Foreword from the Director of Estates & Facilities

The University of Aberdeen is committed to embedding the principles of sustainability and social responsibility in its activities. As one of the largest employers in the North-East of Scotland, and with a significant student population, the University recognises that it has a significant impact on the region's transport network as well as the local and global environment.

The development and implementation of a sustainable travel plan is a significant element in the fulfilment of our commitment to sustainability and social responsibility. It is also an important requirement of planning conditions set by local and national government for the capital projects we have planned to develop and improve the University estate.

The travel plan aims to facilitate a wider range of travel options and encourage the adoption of low carbon methods of travel while supporting the continuing operation and development of the University.

This plan, and the actions that will be taken as part of it, will be helpful to all staff, students, and the wider community with an interest in this important issue.

Angus Donaldson
DIRECTOR OF ESTATES & FACILITIES

Executive Summary

This travel plan has been developed by the University's Transport & Waste Manager in accordance with the PAS500[1] BSI[2] benchmark for sustainable travel plans. It draws on previous travel planning initiatives within the University, data obtained through travel surveys, and transport assessments of University campuses as well as best practice from other Universities across the UK.

The travel plan aims to:
- Reduce carbon emissions from commuting and fleet vehicles associated with the University.
- Promote a wide range of environmentally and socially responsible travel options and encourage users to select the best transport choices for their circumstances.
- Ensure the best utilisation of University car parking resources.
- Continually improve and promote the range of low carbon transport options available to staff, students and visitors for travel to the University, and between University sites.

The primary objective of the travel plan is to reduce carbon emissions from commuting, by staff and students, by 25% from 2016 levels before 2022.

To enable the achievement of this the University has developed a set of actions, which include actions to:
- promote walking and cycling
- promote car sharing
- reduce the need to travel
- control parking and discourage car use
- reduce business travel emissions

The Transport & Waste Manager will be responsible for the day-to-day operation and implementation of the travel plan. The Advisory Group on Sustainability and Social Responsibility will oversee the implementation of the travel plan and receive regular reports from the Transport & Waste Manager.

The University recognises that the development and implementation of a travel plan is a continual process, and that it will require ongoing review in order to assess whether progress is being made towards meeting its objectives. To help monitor progress business travel and fleet usage will be reported annually, a travel survey will be conducted biennially, and other indicators will be monitored regularly throughout the life of the travel plan.

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[1] Publicly Available Specification 500 – National Specification for Workplace Travel Plans

[2] British Standards Institute

1. Background

A travel plan is typically described as a package of measures designed to promote more sustainable travel choices. Travel plans can help reduce the environmental impact of travel locally and globally while also improving living conditions in local communities by reducing congestion. They can also help organisations save money through improved productivity and lower transport costs. Individuals within an organisation can also benefit personally through lower travel costs and improved health and wellbeing.

The University's travel plan is a long term strategy which will help the University deliver transport objectives through positive actions and will be reviewed regularly throughout its duration.

The University's inaugural travel plan spanned the period 2008-2012. During that time several key measures were taken to achieve a reduction in staff and student car use and improve the range of travel options that were available. The University renewed and developed the plan further in the period 2013-2017 and was rewarded with further reductions in car use and reductions in carbon emissions. This new travel plan aims to continue our good work and refocus efforts towards low carbon options, particularly supporting and encouraging low emission and electric vehicle use.

Measures implemented previously included:
- The introduction of a shuttle bus to transport staff and students between the main University campuses.
- Increased and improved cycle storage facilities across the main University campuses.
- Improved travel information via websites, leaflets, posters, and screen displays across campus.
- The installation of publically accessible electric vehicle charging points.
- Special events to support and encourage sustainable travel.
- The development of a parking policy to allow more effective management of car parking.
- The further development of the parking policy to introduce car parking charges; both to act as a deterrent and to provide funds to improve sustainable travel options.

Achievements during the course of the 2008-2017 period include:
- A drop in the percentage of staff driving to the University from 59% in 2006 to 49% in 2016 (10%)
- A drop in the percentage of students driving to the University from 19% in 2006 to 11% in 2016 (8%)

1.1 Benefits of a Travel Plan
Travel plans can bring a number of benefits to the people who work and study at the University, to the organisation itself, to the local community and to the global environment in general.

Individual benefits can include:
- improved access
- health benefits from active travel
- cost savings
- more travel choice
  and
- a better working environment

Organisational benefits can include:
- operational efficiency
- improved staff retention
- reduced costs
- efficient use of the estate
  and
- a healthier workforce resulting in fewer days lost through illness

Local and global environmental benefits can include:
- reduced local congestion
- improved local and global air quality
- better social integration through improved local transport choices
  and
- lower CO_2 emissions helping to preserve the environment

2. Site Location and Characteristics

2.1 Characteristics of the Sites

The University has two main sites at Old Aberdeen (Appendix A) and Foresterhill (Appendix B). The University also provides accommodation for students at Hillhead and Old Aberdeen. The University sites operate throughout the year with term dates covering approx. 40 weeks. Typical operational hours are 08:00 to 18:00, Monday to Friday although certain buildings and facilities function 24 hours a day, 365 days a year while others open 24 hours during exam periods only.

Old Aberdeen is the University's main campus and provides accommodation for the majority of non-medical academic teaching activity, research activity, and academic office space. Also located at Old Aberdeen are staff and student support services, central administration and the King's College Conference Centre. Old Aberdeen is located approximately 2 miles north of the City Centre. The Old Aberdeen campus is bisected by College Bounds, the High Street and, thereafter, Don Street. The campus is bounded to the north by St Machar Drive, west by Bedford Road, south by Meston Walk/University Road and to the east by King Street. The area enclosed within this designation for practical purposes may be seen as the "core" of the Old Aberdeen campus. Certain notable exceptions to this include the Zoology Building to the north and the College Bounds spinal route to the south.

Foresterhill is the University's medical campus and provides accommodation for academic teaching and research activity as well as office space for medical academics and some administrative and support services. It is located approximately 2 miles southwest of Old Aberdeen and 2 miles from the City Centre. The majority of the wider Foresterhill site is owned and operated by NHS Grampian. The University and NHS Grampian, by necessity, work closely and harmoniously in administering the Foresterhill site.

Student accommodation, owned or operated on behalf of the University, is located at the Hillhead site, and on the Old Aberdeen campus. Hillhead is located 1 mile from Old Aberdeen. The Hillhead site provides over 2,000 bed spaces with approx. 250 further spaces being provided at Old Aberdeen.

Satellite sites, typically related to specialist research and teaching fields, are also operated by the University. Some of these are within the Aberdeenshire area, such as the Oceanlab facility in Newburgh, while others are further afield, like the Cromarty Lighthouse field station in the Highlands.

2.2 Site Assessment and Existing Facilities

A full site assessment was carried out in 2017. The site assessment examines existing transport links to the site, physical transport infrastructure and existing transport policies and systems. The assessment is important as it helps identify a baseline. The assessment also helps target activity in areas where it will achieve the most benefit and where it is most required.

2.2.1 PUBLIC TRANSPORT PROVISION

The nearest railway station to both Old Aberdeen and Foresterhill is in Aberdeen city centre. Both campuses are linked to the railway station via direct bus services. Old Aberdeen and Foresterhill are both served by public transport services from the two main local operators, First and Stagecoach.

Old Aberdeen

Old Aberdeen is served by numerous services on King Street, including a Park & Ride, as well as services on other peripheral roads including Bedford Road and St Machar Drive. A service also passes through the campus which connects Old Aberdeen with Hillhead and the city centre. Due to the absence of a service connecting the University campuses directly the University provides a private shuttle service between Old Aberdeen, Foresterhill and Hillhead during weekdays.

Foresterhill

Foresterhill is served by numerous services via the NHS Grampian bus port, including a Park & Ride, as well as services on Ashgrove Road West and Westburn Road.

2.2.2 PEDESTRIAN ACCESS

Walking routes around both Old Aberdeen and Foresterhill campuses are generally well-lit, well maintained and relatively safe. CCTV coverage is good and the University operates a SafeZone which allows staff and students to download an app to their mobile phone which connects them directly to University security services and a first aid network. Pedestrian/vehicle interactions are a feature around both sites however both have a range of pedestrian crossings and traffic calming measures at appropriate points as well as low speed limits.

Old Aberdeen

The area around Old Aberdeen is reasonably flat with the exception of travel to the West which involves a long and steep incline towards Foresterhill. Pedestrian/vehicle interaction is potentially dangerous on both King Street and St Machar Drive however both of these areas have pedestrian crossings at appropriate points notably the crossing from Fraser Noble to Zoology and the Town House to Cruickshank on St Machar Drive, and the University Office to Aberdeen Sports Village on King Street.

Foresterhill

The area around Foresterhill is more likely to involve inclines in any direction. Pedestrian/vehicle interaction is potentially dangerous across the whole site given the proximity to the hospital which can bring emergency vehicles and distracted motorists into the same areas as pedestrians.

2.2.3 CYCLE INFRASTRUCTURE AND FACILITIES

Cycle routes around Aberdeen are a mix of dedicated road paths, dedicated off-road paths, shared use pavements and shared use bus/cycle lanes as well as normal highways. Shared use cycle crossings, such as Toucan crossings, are used in various parts of Aberdeen with particularly high levels of cycling. Maps of cycle routes in and around Aberdeen have been produced by the Aberdeen Cycle Forum, in conjunction with local partners, which provides a useful resource for cyclists. Cycle storage facilities across Aberdeen are generally provided near public facilities like schools, libraries, shops and businesses. Police Scotland operate a bike passport scheme in the area to act as both a deterrent to bike theft and aid in the return of stolen bikes. A bike hire scheme operates from the train station in the city centre.

Old Aberdeen

There is a mixture of dedicated and shared use cycle lanes around the Old Aberdeen campus. St Machar Drive and Bedford Road have dedicated cycle lanes while shared use bus/cycle lanes operate on King Street. The National Cycle Network Route 1 passes through the centre of the campus and has dedicated cycle junctions where it crosses St Machar Drive and Don Street. Various cycle storage options are available on campus including short stay uncovered stands, covered stands, secure compounds, and enclosed lockers. BeCycle, a local community project which reuses old bikes and loans them out, is located on campus. The project not only provides bikes to the community but also has a free workshop with a wide range of tools and has hosted various cycle safety and community engagement events. Showers are available in various buildings across campus.

Foresterhill

Dedicated cycle routes near the Foresterhill site are restricted to Westburn Road. Other roads near the site are wide enough to be good cycle routes and are recommended by the Aberdeen Cycle Forum on their cycle map. Cycle storage on site is a mixture of short stay uncovered stands, covered stands, secure compounds, and enclosed lockers. Showers are available in various buildings across campus. Storage lockers and a drying room are available in the Rowett building.

2.2.4 VEHICULAR ACCESS

Aberdeen is bound to the North and South by the river Don and river Dee respectively. This inherently restricts vehicles coming into Aberdeen. Main arterial routes into the city are the A90 from the North, the A96 from the Northwest, the A944 from the West, the A93 from the Southwest and the A90 from the South. The A90 has previously served as a ring-road for Aberdeen but the city has expanded beyond the routes ability to cope with traffic levels and a wider Aberdeen Western Peripheral Route (AWPR) is being constructed with completion anticipated during 2018.

Old Aberdeen

The Old Aberdeen campus is accessible via four main corridors to the North, South and West. King Street and Tillydrone Avenue serve as the primary route to the North with King Street also being the main route South. St Machar Drive provides the main approach from the West. Congestion occurs on all of these roads at peak times, particularly at the roundabout which serves as a connection between St Machar Drive and King Street.

Foresterhill

The area of the Foresterhill site most commonly used by the University community can be accessed via the North of the site from Cornhill Road and Ashgrove Road West. Congestion on these routes is variable and is largely dependent on hospital activity since the site is shared with NHS Grampian.

2.2.5 CAR PARKING – POLICY AND CAPACITY

In 2009 the policy was updated to introduce new, annually renewable, permits and parking enforcement measures. The policy then underwent further changes in 2011 to incorporate charging via daily vouchers and annual permits. The car parking policy is reviewed annually and the current version is publicly available online here.

Key Figures – Car Parking

Old Aberdeen
Total capacity – 833 spaces, 61 disabled spaces

Foresterhill
Total capacity – 363 spaces, 27 disabled spaces

Old Aberdeen
The Old Aberdeen campus has been developed and redeveloped in stages over more than 500 years. This has led to car parks being generally small and spread across the whole campus.

Foresterhill
The Foresterhill campus is a relatively modern and heavily developed site. Car parks are typically moderately sized and placed to serve a number of buildings. Most car parks at Foresterhill are barrier controlled to help avoid overspill from NHS Grampian users.

3. Monitoring Travel Habits

Recording travel habits is vital to the success of a travel plan. Travel data not only allows progress towards objectives to be monitored but also allows us to use limited resources appropriately. Data is also required to accurately report on carbon emissions arising from University business.

Travel habits can be monitored in a number of different ways. Surveys can provide relatively accurate quantitative data and are easily repeated; however they can suffer from survey fatigue if conducted too regularly. Other, observational, methods of monitoring can be used to provide indicators which, while subject to fluctuation, can help build a picture of trends in travel behaviour. Where possible multiple monitoring methods will be used to provide data on commuting, business travel and University fleet vehicles.

3.1 Commuting
Staff and student commuter travel will be monitored in the following ways:
- Travel Survey – This will be conducted biennially in March or October. An example is included in Appendix C.
- Parking Registrations – This will be recorded from the parking database monthly.
- Parking Audit – Audits of parking capacity and usage will be conducted every six months.
- Cycling Audit – Audits of cycle storage capacity and usage will be conducted every six months.

3.2 Business Travel
Business travel is currently recorded, via staff expenses claims and reported on annually. Due to the University's internationalisation strategy no targets for reduction have been set against business travel although data from annual reports will be reviewed to see if this situation should change.

3.3 University Vehicles
University vehicle usage is monitored via monthly reports from fuel card suppliers and rental companies which are collated and reported on annually.

4. Travel Plan Aims, Objectives and Resources

4.1 Scope of the Travel Plan
The travel plan will consider travel associated with staff and student commuting, business travel and University vehicles. It will not include travel arising from the supply of goods and services to the University, visitor travel or student travel except to their term time address or in the course of their studies.

4.2 Aims
The travel plan aims to:
- Reduce carbon emissions from commuting and fleet vehicles associated with the University.
- Promote a wide range of environmentally and socially responsible travel options and encourage users to select the best transport choices for their circumstances.
- Ensure the best utilisation of University car parking resources.
- Continually improve and promote the range of low carbon transport options available to staff, students and visitors for travel to the University, and between University sites.

4.3 Objectives
The primary objective of the University's travel plan is to:
- Reduce carbon emissions from commuting, by staff and students, by 25% from 2016 levels before 2022.

The secondary objectives of the University's travel plan are to:
- Have the majority of commuter journeys, of less than 5 miles, made via active travel (bicycle or walking) by 2022.
- Monitor business travel and establish reduction targets if carbon emissions continue to increase.
- Reduce University vehicle emissions by 20% from 2016 levels before 2022.

4.4 Measures
The following represents an initial set of measures which will be taken to help the University achieve the objectives of the travel plan.

- Develop resources to inform the University community about travel options available to them.
- Improve and increase facilities for cyclists; achieve cycle friendly campus status.
- Install publically accessible electric vehicle charging points.
- Improve facilities and increase opportunities for the University community to car share.
- Engage with transport operators, local authorities and other partner organisations to improve the transport network in Aberdeen and Aberdeenshire.
- Work collaboratively with other organisations within the sector through appropriate networks; for example, the Environmental Association for Universities and Colleges and the Sustainable Scotland Network.
- Improve awareness of communications technology which can reduce the need to travel.

4.5 Resources
The Transport & Waste Manager will be tasked with delivering the measures outlined and achieving the objectives of the travel plan. The Transport & Waste Manager will be supported by staff involved in the delivery of transport related projects at the University.

The revenue generated from car parking charges and enforcement will be ring-fenced for the delivery of sustainable travel planning measures and car parking facilities. Additional financial resources may be sought from within the University or from external organisations for large projects or for partnership projects.

5. Review and Reporting

5.1 Travel Plan Review

The travel plan will be reviewed by the Transport & Waste Manager annually and any update to the plan will be submitted to the Advisory Group for Sustainability and Social Responsibility for approval.

5.2 Performance Reporting

Monitoring travel habits is a continual process and the data recorded will be analysed and reported to the University community via annual carbon reports.

The results of the biennial travel survey will be reported to the Advisory Group on Sustainability and Social Responsibility, the University community, and will be made publicly available.

Data from parking registrations, parking audits and cycling audits, as well as data from business travel and University vehicles, will be reported annually to the Advisory Group for Sustainability and Social Responsibility.

Carbon emissions arising from commuting, business travel, and fleet vehicles will be collated and analysed annually and a report made publically available.

Appendix A: Map of Old Aberdeen

Appendix B: Map of Foresterhill

UNIVERSITY OF ABERDEEN
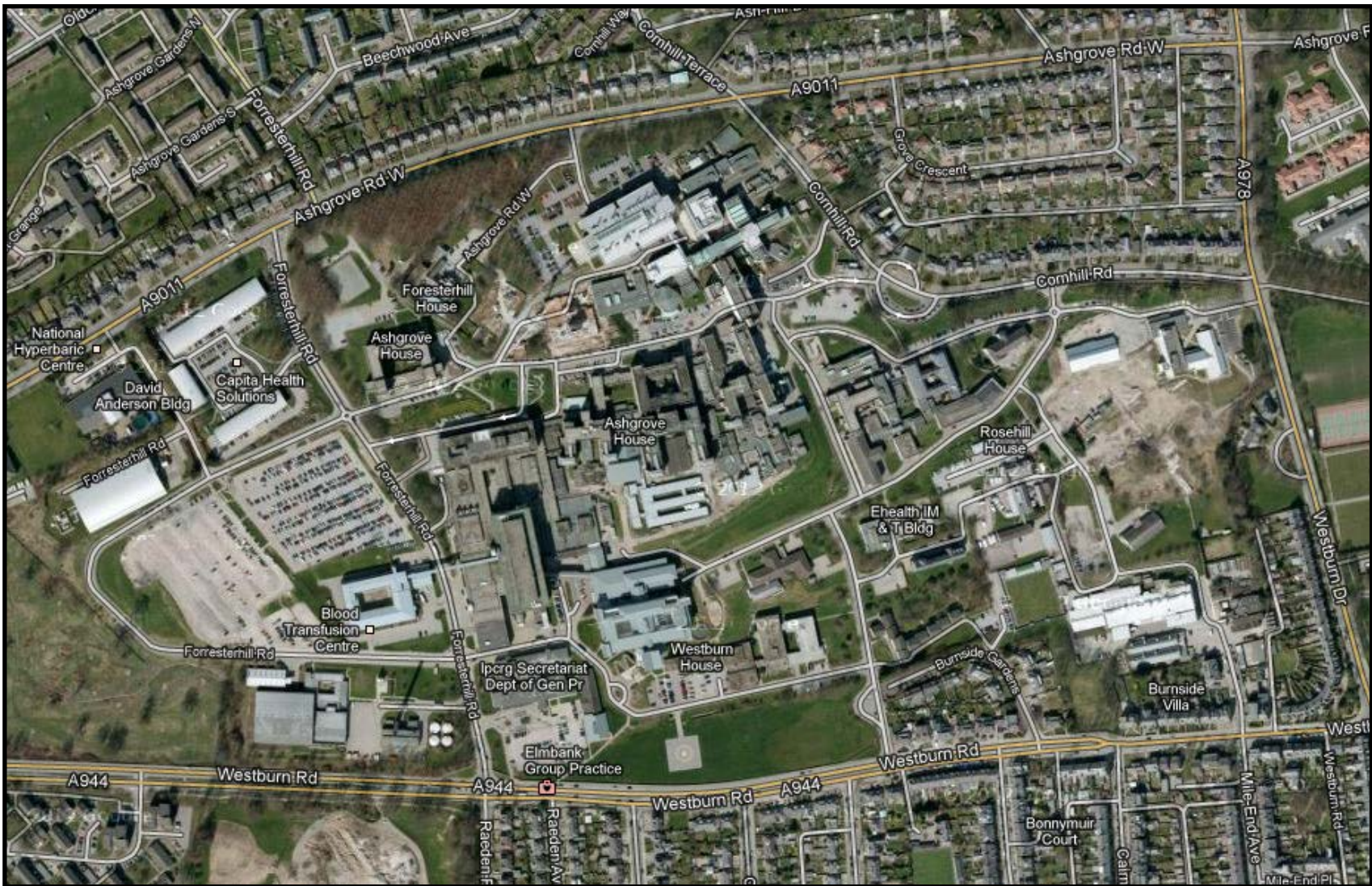
Appendix C: Staff and Student Travel Survey

Staff & Student Transport Survey
October 2012

Data Protection

Personal data collected from this survey will only be used for the purposes of transport planning and carbon analysis. Data will be stored in accordance with data protection legislation.

Personal Details

Q1 **What is your gender?**

Male ☐   Female ☐

Q2 **How old are you?**

Less than 18 ☐   25-39 ☐   More than 60 ☐
18-24 ☐   40-59 ☐

Q3 **What best describes your role at the University?**

Undergraduate, Part-time ☐   Academic Staff, Full-time ☐
Undergraduate, Full-time ☐   Academic Related Staff, Part-time ☐
Postgraduate (taught), Part-time ☐   Academic Related Staff, Full-time ☐
Postgraduate (taught), Full-time ☐   Support Staff, Part-time ☐
Postgraduate, Research ☐   Support Staff, Full-time ☐
Academic Staff, Part-time ☐

Travel Habits

Q4 **Where do you travel from to come to your place of work/study? Please enter the first five characters of your postcode.**

☐

Q5 **Which campus do you mainly work/study at?**

Old Aberdeen ☐   Other University site ☐
Foresterhill ☐

Q6 **Please estimate the distance you travel to your place of work/study each day. (Please enter the distance for a single journey only)**

Less than 1 mile ☐   3-5 miles ☐   11-20miles ☐
1-2 miles ☐   6-10 miles ☐   More than 20 miles ☐

Q7 **How many times do you travel to your place of work/study each week?**

1 ☐   3 ☐   5 ☐
2 ☐   4 ☐   More than 5 ☐

Q8 **Please estimate the time taken to travel to your place of work/study each day. (Please enter the time for a single journey only)**

Less than 5 minutes ☐   10-15 minutes ☐   30-45 minutes ☐   More than 90 minutes ☐
5-10 minutes ☐   15-20 minutes ☐   45-60 minutes ☐   Various ☐
20-30 minutes ☐   60-90 minutes ☐

Q9 **Please indicate the approximate time you usually arrive at your place of work/study each day.**

Before 06:30 ☐   08:00 ☐   09:30 ☐
07:00 ☐   08:30 ☐   After 10:00 ☐
07:30 ☐   09:00 ☐   Various ☐

Q10

	Yes	No
Do you have a full, current driving licence which entitles you to drive in the UK?	☐	☐
Do you own, or have regular access to, a car?	☐	☐
Do you have a disability or long term medical condition which affects how you choose to travel?	☐	☐

Q11 **What is your usual MAIN mode of transport to and from your place of work/study?**

Car (Driver) ☐ Go to Q12
Car (Passenger - with someone who works at the same site) ☐ Go to Q19
Car (Passenger - with someone who drops you off and returns home) ☐ Go to Q19
Car (Passenger - with someone who continues their journey elsewhere) ☐ Go to Q19
Bicycle ☐ Go to Q21
Bus ☐ Go to Q23
Foot ☐ Go to Q25
Motorcycle/moped ☐ Go to Q26
Train ☐ Go to Q28
Other ☐
Other (Please Specify) ☐ Go to Q29

Car Driver

Q12 **Where do you usually park?**

University staff car park .... ☐   On street parking .... ☐
University student car park .... ☐   Other .... ☐

Q13 **What is the Vehicle Excise Duty (road tax) band of the vehicle you usually use to get to the University?**

Pre 2001 <1549cc (£135) .... ☐   Post 2001 'H' 166-175 gCO2/Km (£195) .... ☐
Pre 2001 >1549cc (£220) .... ☐   Post 2001 'I' 176-185 gCO2/Km (£215) .... ☐
Post 2001 'A' <100gCO2/Km (£0) .... ☐   Post 2001 'J' 186-200 gCO2/Km (£250) .... ☐
Post 2001 'B' 101-110 gCO2/Km (£20) .... ☐   Post 2001 'K' 201-225 gCO2/Km (£270) .... ☐
Post 2001 'C' 111-120 gCO2/Km (£30) .... ☐   Post 2001 'L' 226-255 gCO2/Km (£460) .... ☐
Post 2001 'D' 121-130 gCO2/Km (£100) .... ☐   Post 2001 'M' >255 gCO2/Km (£475) .... ☐
Post 2001 'E' 131-140 gCO2/Km (£120) .... ☐   Don't know .... ☐
Post 2001 'F' 141-150 gCO2/Km (£135) .... ☐   Other (alternative fuel, exemption, etc.) .... ☐
Post 2001 'G' 151-165 gCO2/Km (£170) .... ☐

Q14 **What are the main reasons you choose to drive to your place of work/study?**

Cost .... ☐   Personal use before or after work .... ☐
Convenience .... ☐   Health reasons .... ☐
Time .... ☐   No suitable alternatives .... ☐
Business use during the working day .... ☐   Other .... ☐
Personal use during the working day .... ☐
Other (Please Specify) [_____]

Business Car Use

Q15 **How often do you use your car for business use during the working day?**

Never .... ☐ Go to Q18
Less than once per week .... ☐ Go to Q16
1-2 times per week .... ☐ Go to Q16
3-4 times per week .... ☐ Go to Q16
5 or more times per week .... ☐ Go to Q16

Q16 **What locations do you have to travel to for business purposes during the working day?**

Old Aberdeen .... ☐   City Centre .... ☐
Foresterhill .... ☐   Other locations .... ☐
Hillhead .... ☐

Q17 **Please indicate which of the following represent realistic alternatives to using your car for business travel.**

Walking .... ☐   Shuttle Bus .... ☐
Cycling .... ☐   Pool Bicycle .... ☐
Public Transport .... ☐   Video/Audio Conferencing .... ☐
Pool Car .... ☐   None of the above .... ☐

Q18 **Please indicate which of the following, if any, would encourage you to car share.**

More information about car sharing .... ☐
Help in finding a car share partner .... ☐
Guaranteed parking space .... ☐
Guaranteed ride home if car share falls through .... ☐
Other .... ☐
Other (Please Specify) [_____] Go to Q29

Car Sharing

Q19 **How many other people share the car with you when you travel to your place of work/study?**

1 other person .... ☐   3 other people .... ☐   5 or more other people .... ☐
2 other people .... ☐   4 other people .... ☐

Q20 **What are the main reasons you choose to car share to get to your place of work/study?**

Cost .... ☐   Health reasons .... ☐
Convenience .... ☐   Environmental concerns .... ☐
Time .... ☐   Pleasure .... ☐
No suitable alternative .... ☐   Other .... ☐
Other (Please Specify) [_____] Go to Q29

Bicycle

Q21 **What are the main reasons you choose to cycle to your place of work/study?**

Cost .... ☐   No suitable alternative .... ☐   No competition for parking .... ☐
Convenience .... ☐   Avoids traffic congestion .... ☐   Other .... ☐
Time .... ☐   Environmental concerns .... ☐
Health/Fitness .... ☐   Pleasure .... ☐
Other (Please Specify) [_____]

Q22 **Where do you usually park your bicycle at your place of work/study?**

Cycle locker .... ☐   Office (or other internal location) .... ☐
Cycle rack .... ☐   Other .... ☐
Railings .... ☐

Other (Please Specify) [ ]   Go to Q29

Bus

Q23 **What are the main reasons you choose to take a bus to your place of work/study?**

Cost .... ☐   No suitable alternative .... ☐   No competition for parking .... ☐
Convenience .... ☐   Avoids traffic congestion ...... ☐   Other .... ☐
Time .... ☐   Environmental concerns .... ☐

Other (Please Specify) [ ]

Q24 **Which bus service(s) do you use to travel to your place of work/study?**

1/2 .... ☐   19 .... ☐   260 /261/262 ..... ☐
3 .... ☐   20 .... ☐   267/268 ...... ☐
4 .... ☐   40 (P&R) .... ☐   290/291 ...... ☐
9U .... ☐   59 .... ☐   305/325 ...... ☐
10 .... ☐   218 .... ☐   Other .... ☐

Other (Please Specify) [ ]   Go to Q29

Foot

Q25 **What are the main reasons you choose to walk to your place of work/study?**

Cost .... ☐   Avoids traffic congestion .... ☐
Convenience .... ☐   Environmental concerns .... ☐
Time .... ☐   Pleasure .... ☐
Health/Fitness .... ☐   No competition for parking .... ☐
No suitable alternative .... ☐   Other .... ☐

Other (Please Specify) [ ]   Go to Q29

Motorcycle/Moped

Q26 **What are the main reasons you choose to use a motorcycle/moped to travel to your place of work/study?**

Cost .... ☐   Avoids traffic congestion ...... ☐   Personal use before or after work .... ☐
Convenience .... ☐   Pleasure .... ☐   Other .... ☐
Time .... ☐   No competition for parking .... ☐
No suitable alternative .... ☐   Personal use during the working day .... ☐

Other (Please Specify) [ ]

Q27 **Where do you park your motorcycle/moped at your place of work/study?**

Cycle rack .... ☐   Car park .... ☐
Beside railings .... ☐   Other .... ☐
On unused "dead" ground .... ☐

Other (Please Specify) [ ]   Go to Q29

Train

Q28 **What are the main reasons you choose to travel by train to your place of work/study?**

Cost .... ☐   No suitable alternative .... ☐   No competition for parking .... ☐
Convenience .... ☐   Avoids traffic congestion ...... ☐   Other .... ☐
Time .... ☐   Environmental concerns .... ☐

Other (Please Specify) [ ]

Alternatives, Opinions and Incentives

Q29 **What is your MAIN ALTERNATIVE mode of transport, if any is used, to and from your place of work/study?**

Car (Driver) .... ☐   Bus .... ☐   Train .... ☐
Car (Passenger) .... ☐   Foot .... ☐   No alternatives used .... ☐
Bicycle .... ☐   Motorcycle/Moped .... ☐   Other .... ☐

Other (Please Specify) [ ]

Q30 **Do you believe the way in which staff and students travel to the University should be environmentally sustainable?**

Yes .... ☐   No .... ☐   Don't Know .... ☐

Q31   **How willing are you to alter your travel habits to make your journey to the University more environmentally sustainable?**

1 Not at all willing .... ☐   3 .... ☐   5 Very willing .... ☐

2 .... ☐   4 .... ☐

Q32   **Please indicate how much you would support the following initiatives to encourage sustainable travel.**

	Strongly For	For	Neither For nor Against	Against	Strongly Against
Bus between campuses	☐	☐	☐	☐	☐
Improved bus waiting facilities (bus shelter, real time information boards etc.)	☐	☐	☐	☐	☐
Pool cars for business use	☐	☐	☐	☐	☐
Car clubs for business and personal use	☐	☐	☐	☐	☐
Improved cycle parking on campus	☐	☐	☐	☐	☐
Additional CCTV to cover cycle storage	☐	☐	☐	☐	☐
Pool bikes for business use	☐	☐	☐	☐	☐
Bicycle hire facilities	☐	☐	☐	☐	☐
Guaranteed ride home for car sharers	☐	☐	☐	☐	☐
Dedicated spaces for car sharers	☐	☐	☐	☐	☐

Q33   **Do you have any further comments regarding transport?**

Thank you for taking the time to complete this survey.
The results will be posted on the Environment Office webpage - www.abdn.ac.uk/able

Title	Sustainable Travel Plan 2018-2022
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