



University of Aberdeen Sustainable Travel Plan 2008-2012

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Foreword from The Principal

The University of Aberdeen is committed to embedding the principles of corporate social responsibility across its activities. As one of the largest employers in the North-East of Scotland, the University also recognises that it influences the region's transportation patterns. The development of a Sustainable Travel Plan is, therefore, a significant element in the fulfilment of our commitment to corporate social responsibility. It is also a central requirement of planning conditions set by the City Council for the important capital projects we are committed to taking forward.

The Plan, which has been developed in conjunction with staff and student focus groups, aims to encourage the use of alternative forms of transport, by investing the money raised through the introduction of car parking charges and reducing the need and demand for the use of University car parks.

I hope that this document will be helpful to all staff, students and the wider community with an interest in this important issue.

Professor C. Duncan Rice
PRINCIPAL AND VICE - CHANCELLOR

Executive Summary

The University of Aberdeen Travel Plan has been developed by the Sustainable Transport Plan Working Group. The group has worked with Aberdeen City Council in developing the travel plan, as well as neighbouring organisations and other Universities in order to draw on best practice.

The objectives of the travel plan are:

- To reduce the number of cars arriving at the University;
- To ensure maximum utilisation of University car parking spaces
- To improve the choice of transport options available to staff and students for travel to the University, and between University sites; and
- To reduce the environmental impact of the University's travel demands through raising awareness amongst staff and students and encouraging environmentally friendly behaviour.

As part of the development of the travel plan detailed site assessments of each site have been undertaken, together with a staff and student travel survey. Focus groups with staff and students have also taken place prior to the finalised plan being produced. The travel survey found that currently 43.1% of staff and 12.7% of students drive alone to the University.

The travel plan has set targets to reduce the number of single occupancy car trips by both staff and students by 10% by February 2012. To enable the achievement of these targets the University has developed a comprehensive set of measures, which include the following:

- Measures to promote walking and cycling
- Measures to promote the use of public transport
- Measures to promote car sharing
- Measures to reduce the need to travel
- Parking, vehicle and emission reduction measures; and
- Measures to reduce visitor travel, including a new policy on visitor parking

The Travel Plan Coordinator, Christopher Osbeck, will be responsible for the day-to-day operation of the plan.

The University recognises that the development and implementation of a travel plan is a process, and that it will require ongoing review in order to assess whether it is meeting its objectives and targets. In this respect staff and student travel will be quantified in February every two years.

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List of Abbreviations

DfT – Department for Transport

IMS – Institute of Medical Sciences

NESTRANS – North East of Scotland Transport Partnership

GIS – Geographic Information System

Ha – Hectare

1. Background

Travel plans provide a different approach to travelling to work and aim to reduce the amount of traffic and to promote a wider range of more environmentally friendly and healthy transport options.

Travel plans are not 'anti-car', but emphasise the travel choices that are available and accessible to everyone.

A travel plan can be defined as a package of measures tailored to needs of individual organisations and aimed at promoting sustainable travel choices and reducing reliance on the car.

Travel plans are dependent upon the site circumstances of individual organisations and therefore can address a wide variety of travel issues. However, common aims include:

- Informing employees of alternative modes of travel available to them
- Identifying opportunities to provide new sustainable travel choices
- Promoting the use of alternative modes of travel
- Supporting employees to achieve a shift in travel behaviour away from single occupancy car use towards more sustainable forms of transport
- Reducing the environmental impact of travel

Many initiatives can be introduced in a travel plan. These include measures to encourage:

- Flexible working practices
- Walking
- Cycling
- Greater use of public transport
- Car sharing
- Car parking management

Transport is an important contributor to economic activity and quality of life. However, increasing concern about climate change, local air quality and congestion has focused attention on the adverse impacts of traffic. The development of a travel plan at the University of Aberdeen reflects recent changes in National and Local Transport Policy, which has been set out in documents such as the Scottish Executive's White Paper 'Scotland's Transport Future', Scottish Planning Policy 17, Planning Advice Note 75 and the Local Transport Strategy for Aberdeen City.

These policy documents have set out a framework to meet the Government's objective of promoting modern and integrated transport for everyone and reducing the impact of transport on the environment. These documents have also made it clear that simply building new roads to accommodate an ever-increasing demand for car travel is not a sustainable option. Instead we need to make use of the infrastructure we have - both road and public transport - to reduce the overall dependency on the private car.

The government faces an enormous challenge to deliver a comprehensive transport system that is modern, safe and efficient. Not only does the efficiency of transport provision need to be improved, but people also need to be encouraged to change their travel behaviour – to reduce car use and to walk, cycle or use public transport more instead, when appropriate – to reduce congestion and pollution.

Under this policy framework, organisations have been required to play their part by preparing travel plans to encourage changes in travel patterns for both journey to work (and education) and for journeys made in the course of work. For the University of Aberdeen the main motivation for developing the travel plan is to develop a clear plan for managing the University's future transport provision. This plan will assist in particular in managing the demand for car parking at the University by reducing the numbers of staff and students travelling to the University by car.

The existing car parks, at both Foresterhill and King's College are under increasing pressure. In addition the University is planning to expand in future years, and recognises that planning approval

for their expansion programme will require a travel plan to be in place. The plan will also help guide the development of the University's infrastructure to match its intentions as set out the University's Estates Strategy, and capital development programme.

1.1 Benefits of a Travel Plan

Introducing the travel plan will bring a number of benefits to the individuals who work and learn at the University, to the organisation itself, to the local community and to the environment at large.

1.1.1 INDIVIDUAL BENEFITS:

Health

Experts recommend being active for 30 minutes a day, five days a week. Active commuters, those who walk or cycle part or their entire journey, enjoy better fitness levels and better health, in particular from:

- Reduced risk of developing heart disease or stroke
- Preventing high blood pressure
- Helping to control weight
- Maintaining good mental health and minimising stress

Yet, as a nation we are living increasingly inactive lives, to the extent that four of every five miles travelled in the UK is by car (*RAC Annual Report 2007*). A consequence of such lifestyles is that obesity in the UK has grown 400% in the past 25 years, and 60% of men and 70% of women are now so physically inactive they risk coronary heart disease, diabetes and stroke (*House of Commons Health Committee*).

Cost Savings

The costs of commuting by car can be considerable, and facilitating alternatives such as walking, cycling and public transport patronage can bring direct savings. While car users are prepared to pay the initial high purchase price of their vehicle many motorists are unaware of how much their car costs to run. When adding up the direct costs of motoring including tax, insurance, maintenance and parking it can be an expensive way of commuting, especially for journeys under 5 miles. Current motoring costs are estimated to be 46 pence per mile (*RAC 2007*). Such costs still fail to account for the indirect costs of congestion, road maintenance, air pollution, road crashes, noise and climate change that individuals pay for through the tax system and currently amount to an additional 21p per mile (*Institute of Transport Studies, Leeds*).

Time Savings

The UK has the most extensive traffic congestion in Europe (*Commission for Integrated Transport*), and road traffic in Britain is forecast to increase by up to 48% by 2026, from 1998 levels (*DfT*).

While travel planning measures such as flexi-time and tele-working offer staff greater flexibility in their working day, they also help reduce congestion by staggering arrival and departure times and by freeing up 'lost' commuter time. These kinds of measures are also likely to help individuals gain lifestyle benefits, and create a better work/life balance.

1.1.2 ORGANISATIONAL BENEFITS:

- Many organisations that have introduced travel plans have benefited from increased productivity generated by a healthier, more motivated workforce.
- The University will also be able to benefit from managing the cost of providing transport facilities, reduced congestion and reduced demand for car parking. Ultimately this will also help improve access for employees, students, visitors and deliveries.

1.1.3 **BENEFITS TO THE ENVIRONMENT AND THE COMMUNITY**

- The environment can benefit from improved air quality, less noise and pollutants, and a reduced contribution to national and global environmental impacts such as climate change.
- For the local community, reducing the University's transport impacts will help them to enjoy reduced congestion, reduced journey times, improved transport services and travel links.

1.2 **Process of Developing the Travel Plan**

The University has utilised a number of information sources and expert advice in the development of its travel plan, in order to ensure it produces a high quality and effective travel plan that delivers its objectives.

The University has worked with the business travel plan co-ordinator at Poole Borough Council and at Bournemouth Borough Council, seeking their advice and expertise where appropriate.

The University has also benefited from free consultancy advice provided through the Government funded Energy Savings Trust. It has utilised published resources on travel plan development including *A Travel Plan Resource Pack for Employers*, and travel plan guidance aimed specifically at the higher education sector, produced by Forum for the Future.

The University has sought opportunities to work with local partners, including its neighbour at the Foresterhill Camps, NHS Grampian, as well as the NESTRANS Regional Transport Partnership.

Contacts with other universities have also been helpful to explore what works well at similar organisations, for example a meeting with the Universities of Edinburgh and Robert Gordon's yielded some interesting insights into the implementation of a travel plan at higher education institutions.

Internally the Sustainable Transport Plan Working Group was responsible for the development of the travel plan. The group represented a wide set of interests at the University, including:

- Secretary to the University (Convenor);
- Deputy Director of Estates;
- Representative from the Finance section;
- Deputy Director of Human Resources;
- President of the Student Association;
- 3 Union representatives;
- University safety advisor;
- College representatives;
- Representative from the External Communications Section; and
- Two academic members of staff with expert knowledge on transport matters.

The University is using the process; illustrated in Figure 1*, as the overall framework for developing the travel plan. It illustrates the eight core steps that need to be undertaken in developing an effective travel plan. In addition and importantly, the University recognises that awareness raising and marketing is at the centre of the process of plan development, and that a travel plan is an on-going, continual process that requires regular reviewing.

* Reproduced from: *A Travel Plan Resources Pack for Employers*, Energy Saving Trust, 2005.

FIGURE 1 THE TRAVEL PLAN PROCESS



2. Site Location and Characteristics

2.1 Characteristics of the Sites

The University has two main sites, the King's College site located in Old Aberdeen (Appendix A), and the Foresterhill site (Appendix B), which is shared with NHS Grampian. The University also provides accommodation for students at Hillhead and King's College. The University sites operate 50 weeks of the year, with term time teaching running from 0900 to 1800 Monday to Friday. Certain buildings are manned 24 hours a day, 365 days a year with security cover. Student IT open access is accessible 24 hours per day in the Edward Wright and MacRobert Buildings located at King's College. A core-working period has been identified as between 0700 and 1800.

King's College is the University's main campus, and occupies an area of 34.46 Hectares (ha). King's College, provides the accommodation for the academic activity of the Faculties of Science and Engineering, Social Sciences and Law and Arts and Divinity. Also located at King's College are the main University staff and student support services, central administration and Conference Centre and sporting facilities. King's College is located approximately 2 miles north of the City Centre, in the Old Aberdeen conservation area. King's College is bisected by College Bounds, the High Street and, thereafter, Don Street. King's College is located within a mixed residential area. The King's College footprint 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 King's College site. Certain notable exceptions to this include the Zoology Building to the north and the College Bounds spinal route to the south.

The Foresterhill Site is the University's medical site providing accommodation for the academic activity of the Faculty of Medicine and Medical Sciences. It is located approximately 2 miles southwest of King's College and 2 miles from the City Centre. The site is located within a largely residential area close to both the City ring road and main arterial routes to the City Centre. The wider Foresterhill site occupies an area of 50.12 ha in total. The University and NHS Grampian jointly own 41.21 ha. The vast majority of the University's medical facilities are located within a discreet footprint on the North of the Foresterhill site. Only relatively minor areas of University space are embedded within the main hospital complexes to the South. The University and NHS Grampian, by necessity, work closely and harmoniously in administering this part of the estate.

Student accommodation, owned by the University, is located at Hillhead, and King's College. Hillhead Halls are located 1 mile from King's College. This complex provides 2,061 bed spaces. King's College provides the remaining core bed spaces - Elphinstone Road 126 bed spaces, Crombie Hall 132 bed spaces and Johnston Hall 252 bed spaces. King's Hall has 89 high quality bed spaces, used in connection with Conference Centre activity.

The University is already active in providing travel choice for its staff and students, including the following measures:

- Approximately six hundred cycle parking spaces are currently provided - 500 at the King's College site and 100 at the Foresterhill site. The provision at both sites includes a mixture of Sheffield stands and secure cycle lockers. Discounts have been negotiated with local bicycle shops for staff and students.
- 24 showering and changing units are available for use, and are now part of all new build designs and refurbishments that take place at the University.
- The University has produced a Transport website, which includes information on public transport, useful cycling information, as well as information on car-sharing and walking to the University and between sites.
The website can be found at the address below.
www.abdn.ac.uk/estates/environment/transport
- A car-share database has been set up on the website for staff and students to access and find suitable car share partners.

- Environmental and transport related events/talks have been taking place across both King's College and Foresterhill campuses since January 2006. These are aimed at providing staff and students with information on alternative modes of transport.

2.2 Site Assessment and Existing Policies

A full site assessment was carried out in 2006. The site assessment sets out to examine transport links to the site, car parking provision and organisational policy towards travel and work in general. A template assessment form was used, and completed for both campuses. Key findings from the assessment, that have informed the development of the travel plan measures, include:

- Up to date rail/bus timetables are not currently displayed at any of the site receptions;
- There is already an excellent provision of essential services within 10 minutes walk of all the sites;
- There is limited secure bicycle parking provision at both campuses; and
- Facilities at the bus stops serving each of the sites are reasonable to good.
- There is good provision of facilities (located on or within walking distance of both campuses), for both staff and students which should reduce the need to leave the campus during the working day.

2.2.1 PUBLIC TRANSPORT PROVISION

Both King's College and Foresterhill campuses are well served by public transport services within 10 minutes walk. Figures 3 and 4 illustrate the public transport provision available to staff and students at each of the two main campuses. Both of the campuses can be reached by using both Stagecoach and First bus services. A survey of staff and students revealed that the most commonly used bus service provider was First with the most popular services being: 1, 2, 6, 12, 19 and 20.

2.2.2 PEDESTRIAN ACCESS

Walking routes to and from both King's College and Foresterhill Campuses are generally well-lit, well maintained and safe.

Foresterhill

The walking routes on the Foresterhill campus are, for the most part, direct access routes, and do not require a significant amount of vehicle and pedestrian interaction. The site is well lit and the paths are well maintained. Showering and changing facilities are available at a number of locations (Figure 2).

FIGURE 2 LOCATIONS OF SHOWERING AND CHANGING FACILITIES AT FORESTERHILL CAMPUS

Building Name	Location	Male	Female	Unisex
IMS I	Level 1		1	
	Level 2	1		
IMS II	Level 3	1	1	
Polwarth	Ground Floor	2	2	

FIGURE 3 BUS STOP LOCATIONS AT FORESTERHILL CAMPUS

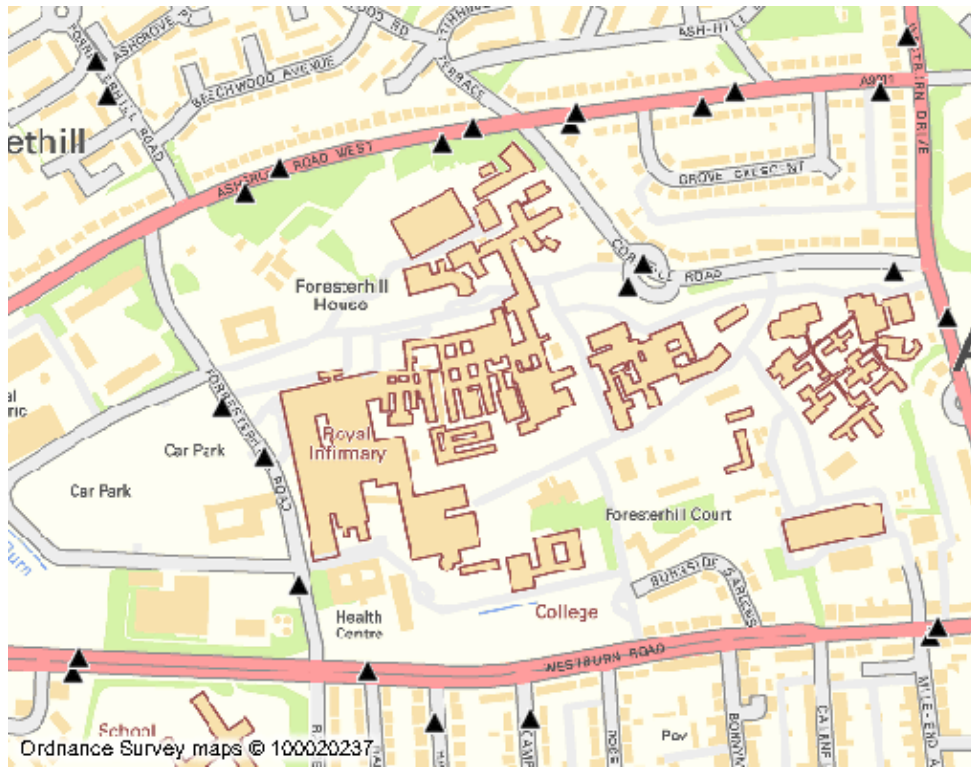
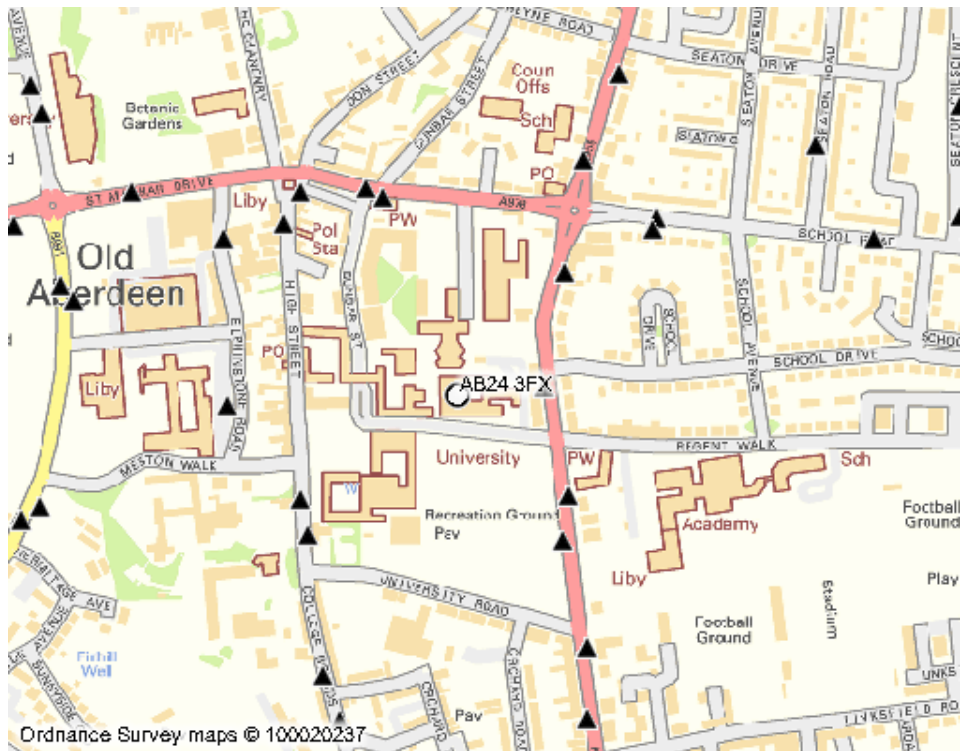


FIGURE 4 BUS STOP LOCATIONS AT KING'S COLLEGE CAMPUS



King's College

The walking routes within the King's College campus are not always direct and do traverse areas where there is some level of vehicular movement; plans for the redesign of these areas are under review. The main walking routes are well maintained, and for the most part are well lit, although there are areas where improved lighting would be beneficial. Showering and changing facilities are available at a number of locations (Figure 5).

FIGURE 5. LOCATIONS OF SHOWERING AND CHANGING FACILITIES AT KING'S COLLEGE CAMPUS

Building Name	Location	Male	Female	Unisex
Cruickshank	Ground Floor	1	1	
Edward Wright	Lower Ground	1	1	
Edward Wright Annexe	Ground Floor Lab			2
Fraser Noble	Lower Ground			1
MacRobert	Ground Floor	1	1	
William Guild	First Floor			1
University Office	Ground Floor	1	1	
Zoology	Ground Floor	2	2	

2.2.3 CYCLE INFRASTRUCTURE AND FACILITIES

King's College

A snapshot survey was conducted on two occasions (on a sunny day and on an inclement day) in 2006 to ascertain the number of people cycling to the university as well as to determine which cycle parking areas were heavily used and those that were not well used. The survey revealed that on average 110 staff and students cycle to the King's College campus on any given day. This figure is likely to be a conservative estimate as there are a number of staff and students that do not park their bicycles outdoors, and instead choose to park them in building/offices.

The survey also revealed areas where staff and students were less likely to park their bicycles as well as areas that were well used. There is provision to park approximately 500 bicycles across the King's College Campus. 30 cycle lockers are currently available behind the MacRobert Building, with an additional 20 cycle lockers near the Cruickshank and Zoology buildings. Showering and changing facilities are available for use by cyclists and are located across the campus (Figure 5).

There are dedicated cycle lanes leading to King's College on St Machar Drive. One cycle route goes directly through the middle of the campus via the High Street, which gives good access to both the East and West sides of the campus. Access to the campus, by bicycle, can also be made by making use of the shared Bus, Cycle and Taxi lanes on King Street on the East side of the site. Other access is adequate and is shared with other road users. Information about cycling and the cycling facilities available at the King's College campus are detailed on a dedicated website where staff and students can get information about where changing and showering facilities are located as well as how to obtain a cycle locker and request Aberdeen City Cycle Maps.

Foresterhill

A snapshot survey was conducted on two occasions (on a sunny day and on an inclement day) in 2006 to ascertain the number of people cycling to the university as well as to determine which cycle parking areas were used and those that were not well used. The survey revealed that on average 55 staff and students cycle to the Foresterhill Campus on any given day. This figure is likely to be a conservative estimate as there are a number of staff and students that do not park their bicycles outdoors, and instead choose to park them in building/offices or park them in NHS cycle storage facilities. There is capacity to park more than 40 bicycles using Sheffield stands at any one time on the Foresterhill Campus. Approximately 60 cycle lockers are also available for use and are spread over three locations on the campus. Showering and changing facilities are available for use by cyclists and are located across the campus (Figure 2). There are signed cycle routes running along

Westburn Road, which runs along the south side of the Foresterhill site. Ashgrove Road West, Foresterhill Road and Cornhill Road are all recommended, for cyclists, on the Aberdeen City Cycle Map which is produced by Aberdeen City Council and the Aberdeen Cycle Forum. Other access to the campus, by bicycle, is adequate and is shared with other road users. Information about cycling and the cycling facilities available at the Foresterhill campus are available on a dedicated website where staff and students can get information about where changing and showering facilities are located as well as how to obtain a cycle locker and request Aberdeen City Cycle Maps.

2.2.4 VEHICULAR ACCESS

King's College

The King's College site is bound on all four sides by roads, which also allow access to the site. Bedford Road to the West of the site gives access to the Library, Fraser Noble and Meston buildings. St Machar drive to the North gives access via Elphinstone Road to the Hub, St Mary's and the High Street. Dunbar Street can also be accessed from St Machar Drive and gives access to the Taylor and Edward Wright buildings and Regent Walk. Direct access to Regent Walk and the MacRobert building is available off King Street on the East of the site. There are no major congestion areas on the King's College site.

Foresterhill

The area of the Foresterhill site, mostly used by University staff and students, can be accessed from the North of the site from Cornhill Road and Ashgrove Road West. The site access from Cornhill road to the Polwarth building is controlled by a parking barrier, which can only be raised with an activated staff card. Entry from Ashgrove Road West, to the Institute of Medical Sciences (IMS), is not controlled, although University car park attendants do patrol the car parks. There are no major problems associated with gaining access to University properties on the Foresterhill site.

2.2.5 CAR PARKING AVAILABILITY AND POLICY

A car parking policy is currently being developed to reflect the objectives and targets laid out within the University's Sustainable Travel Plan. The policy is likely to include the introduction of controlled car parking measures and may include a revised parking permit system and/or a charging system for using car parks.

King's College

Presently all members of staff are able to apply for a parking permit. The permit allows staff the right to hunt for and park in an available parking space but does not guarantee a space. Enforcement of the parking (to ensure only permit holders park on site) is carried out by University car park attendants, who place warning stickers on the windows of cars that are not eligible to park at the University. It has been recognised that this method of enforcement is wholly unsatisfactory and does not have the desired affect of discouraging non-eligible drivers from parking at the University, and is subsequently under review.

Foresterhill

The Foresterhill site currently operates a criteria based system for the allocation of parking permits. Members of staff are asked to fill in an application form which is then scored based on their proximity to the University, public transport, as well as taking into consideration other commitments such as child care. Enforcement of the system is similar to that at King's College whereby University car park attendants place warning stickers on cars that do not display an appropriate parking permit. This enforcement mechanism is unsatisfactory and is under review.

2.2.6 UNIVERSITY POLICIES

Business Mileage rates

Business mileage rates for staff, using their own private cars; to attend University business is 40p per mile, reducing to 25p per mile after 100 miles or after an annual accumulation of 10,000 miles. Employees travelling outwith Aberdeen are encouraged to make use of public transport rather than drive.

Housing for Staff

The University has around 145 houses/flats available for rent to University staff, all of which are located around King's College and are near a bus route to Foresterhill and the City Centre. Place of employment of staff members is kept in mind when properties are allocated, so that minimal travel is required by staff members.

3. Current Travel Trends

Establishing current travel trends is essential in order to develop a comprehensive and effective travel plan. Geographic Information System (GIS) and Travel Survey analysis has yielded information on where University staff and students are travelling from.

In Figure 6 each red dot represents a staff home; this clearly indicates that a significant proportion of staff live within the city boundaries. Figure 7 also shows that majority of those that live within the city boundaries live within 2 miles of either campus, and that the majority of all staff are within 5 miles of either King's College or Foresterhill.

A survey of staff and student travel habits was conducted in February 2006 (Appendix C) and will be repeated every two years. A results report of the latest survey can be obtained from the Travel Plan Co-ordinator. The survey was conducted through online questionnaires, as well as paper questionnaires being sent out to those members of staff who do not have access to a computer. 1,180 responses were received from staff and 2,208 from students, which equated to a 37% response rate from staff and a 16.5% response rate from students.

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. Of staff respondents it was found that 43.1% 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. It was found that 12.7% 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%) 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 improved 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 manage 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 if a modal shift is to be achieved.

FIGURE 6 LOCATION OF STAFF HOMES

Travel to Work in Aberdeenshire University of Aberdeen

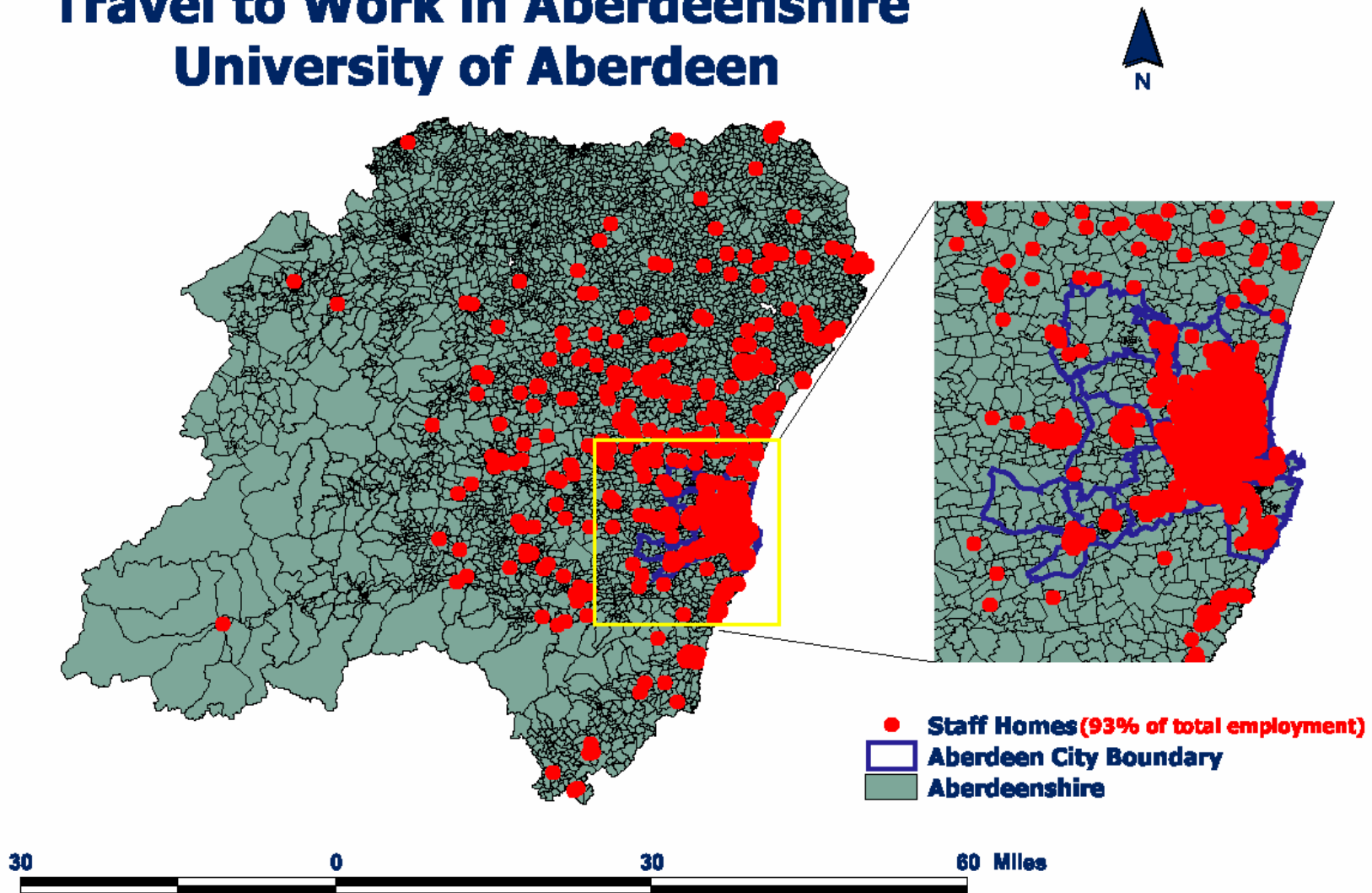
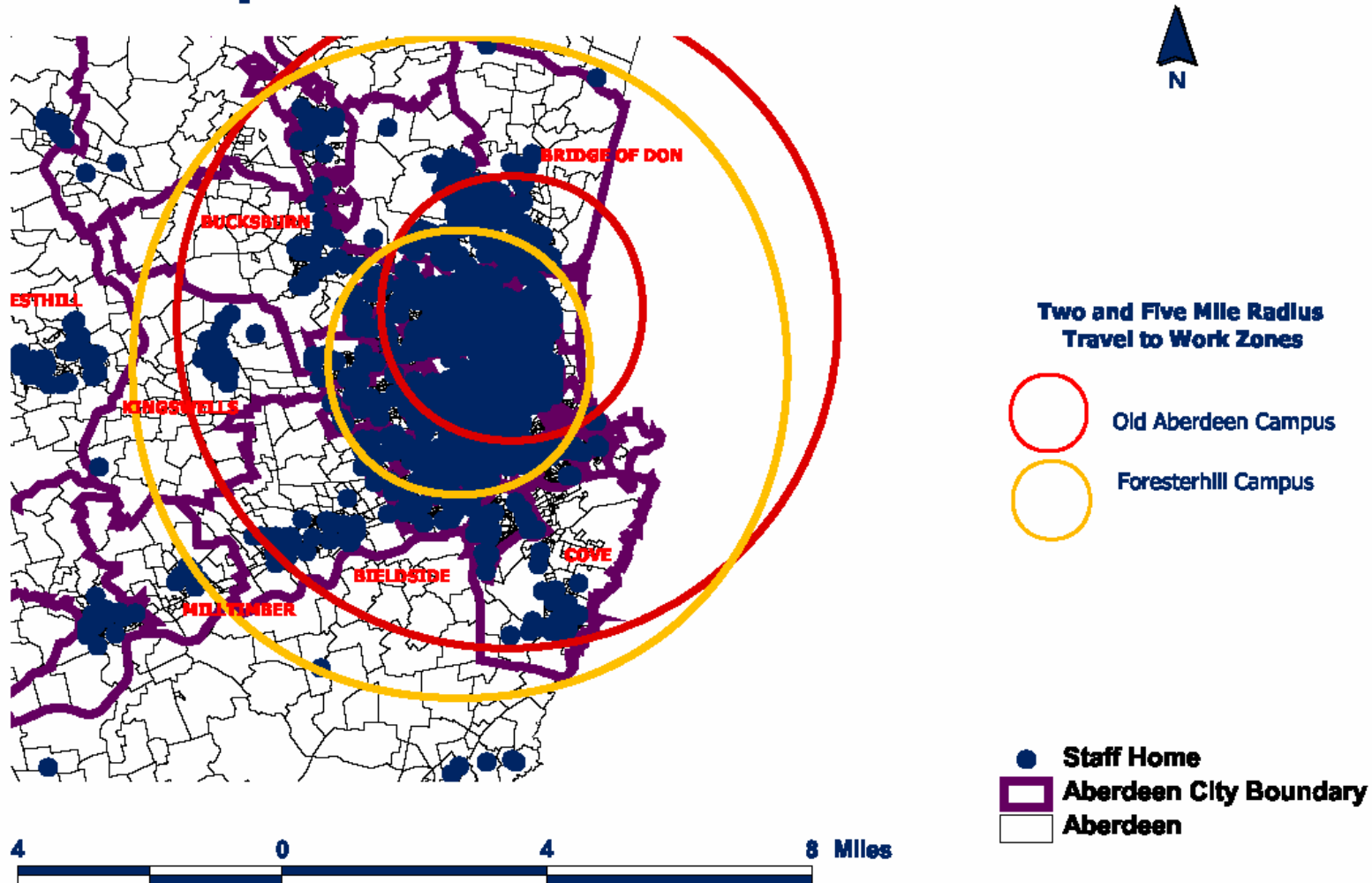


FIGURE 7 DISTANCE OF STAFF HOME FROM WORK LOCATIONS

Travel to Work Zones University of Aberdeen



4. Travel Plan Scope, Objectives and Targets

4.1 Scope of the Travel Plan

The travel plan will eventually address all of the travel elements associated with the University, including staff and student travel, deliveries and visitors to the site, and business trips made by staff.

4.2 Objectives

The objectives of the University's travel plan are:

- To develop an integrated approach to transport management, reducing congestion, pollution and the risk of accidents.
- To encourage every member of the University community to consider alternatives to single occupancy car journeys.
- To reduce significantly the number of single occupant car journeys.
- To ensure equity of transport provision, mobility and freedom of access to all the University sites.
- To improve the choice of transport options available to staff and students for travel to the University, and between University sites.
- To reduce the environmental impact of the University's travel demands through raising awareness amongst staff and students and encouraging environmentally responsible behaviour.
- To create closer working relationships with Aberdeen City Council, NESTRANS, other employers and transportation companies in addressing transport and parking issues.
- To be a good neighbour and involve the local community, by keeping them informed of changes, which may affect their relationship with the University.

4.3 Targets

The following represents a set of realistic targets for initiating the University's travel plan based upon the findings of the travel survey, and the experience of other businesses in implementing travel initiatives.

Over a 4-year period the University will:

- Reduce the number of single occupant car commutes by 10%.
- Increase walking commutes within 2 miles of the University by 20%.
- Increase cycling commutes within 5 miles by 20%.
- Increase use of public transport for commuting by 10%.
- Reduce business mileage by 5%.

The University will monitor progress against these targets through regular travel surveys and will seek feedback from staff and students representing each of the principal modes of transport.

5. Consultation with Staff and Students

The University understands that the success of any travel plan depends upon 'selling' the benefits of the travel plan to the end users, and ensuring that the plan will provide genuine benefits. The University has made efforts to ensure that its population is aware that a Sustainable Travel Plan is being developed and that their views are important.

5.1 General Awareness Raising

The University has sought opportunities to promote the travel plan development to both staff and students in existing means of communications, including:

- News articles and updates on the dedicated travel website;
- Electronic notice board messages
- Email updates (for example following the survey); and
- Reports to staff and student groups.

5.2 Staff and student travel survey

Both questionnaires had an introductory section, which explained why people were being asked to take part in the survey. Prize draws were also used in order to promote awareness of the survey and encourage participation.

5.3 Findings from Informal discussions and Focus Groups

Informal discussions have been held with both staff and students to understand the barriers to travelling to the University by alternative means of transport to the private car. The outcomes of these discussions form part of the finalised Sustainable Travel Plan.

5.4 Consultation Document

A consultation document was sent out to all staff and students in July 2006. The closing date for submissions was the end of September 2006. Constructive comments and suggestions were integrated into the Sustainable Travel Plan.

5.5 Strategy for Ongoing Awareness Raising

There is an ongoing strategy for maintaining awareness of the travel plan. It incorporates the following:

- To promote awareness of the travel plan to both the staff and students via newsletters, notice boards and on the University website on a dedicated transport webpage.
- To develop a travel information pack to be given to new staff and students at the time of their recruitment, and to be made available to all existing staff and students.
- To organise and take part in annual awareness raising events, such as National Bike Week, Green Transport Week, National Liftshare Day and European Mobility Week.

6. TRAVEL PLAN MEASURES

The University, in learning from good practice elsewhere in the travel planning field, has developed a package of measures, targeted at all modes and at all types of travel that the University generates. It recognises that only by providing individuals with choices will it be able to achieve the target mode shift it has set itself. Figure 8 provides a summary of all the measures that the University is currently planning to implement, broken down into short term (0-6 months), medium term (6 months to 2 years) and long term (more than 2 years) actions.

FIGURE 8 SUMMARY OF PROPOSED TRAVEL PLAN MEASURES

	Measures	Timescales
6.1 MEASURES TO PROMOTE WALKING AND CYCLING	Consult with existing staff and students who cycle and walk to the campus. Set up Cycling and Walking Users Groups. These groups should be able to flag up issues that may encourage others to cycle/walk to the campus.	Short term
	Provide secure, covered and well-lit cycle compounds in visible locations for staff and students. <ul style="list-style-type: none"> Ensure that new areas are appropriate for cyclists, well lit and, when possible, covered by CCTV. Promote the use of existing cycle lockers. 	Ongoing
	Investigate the provision of safe and direct cycle and walking routes to the University with ACC.	Short term
	Consider a salary sacrifice scheme for staff to purchase bicycles.	Medium term
	Improve the safety of cycling and walking on campus by providing well-lit walking/cycling paths. Encourage staff and students to wear appropriate cycle wear and the use of bike lights.	Ongoing
	Set up and promote discount schemes with local retailers.	Short term
	Provide showers and clothes lockers for cyclists/walkers. <ul style="list-style-type: none"> New builds and refurbishments should have this as standard practice. 	Ongoing
	Consider the introduction of a bike mileage rate: <ul style="list-style-type: none"> Flat rate (50 pence for a return trip for inter campus staff travel) Rate equal or greater than car mileage rate (40p per mile) 20p per mile in line with HM Revenue and Customs Authorised (tax free) mileage rates. 	Medium term
	Investigate the potential for pool bikes to be used on business travel. Investigate the potential for collaborating with other organisations in Aberdeen to offer pool bikes.	Medium Term
	Investigate the potential for free cycle training.	Long Term
	Investigate potential for staff and student discounts from walking related shops in the city.	Medium Term
	Devise information on walking and cycling to work for new employees information packs.	Short term

	Host cyclists' events during National Cycle Week, and invite senior staff to lead by example.	June annually
	Host walkers' events on National Walking Day, and invite senior staff to lead by example.	Sept annually
	Provide travel information in leaflet form at receptions, the Hub, student halls of residence etc. Provide electronically on transport website.	Medium Term
	Ensure that on-site walking routes are lit with convenient crossing points provided where necessary.	Ongoing
	Work with local cycle shops in considering the provision of a bike maintenance facility on campus.	Long Term
	Ensure personal alarms are made available to improve security for walkers and cyclists.	Medium Term
6.2 MEASURES TO PROMOTE PUBLIC TRANSPORT	Investigate potential for shuttle bus between Old Aberdeen, and Foresterhill.	Long Term
	Investigate potential for employees who surrender parking permits to receive greater discount on public transport or other reward.	Medium Term
	Investigate the potential for salary sacrifice to be utilised for staff to purchase season tickets.	Medium Term
	Provide up-to-date information on public transport provision (frequency, fares, routes, first and final services, evening and night provision). New transport information stands to be introduced to all University main reception areas, halls of residence, the Hub etc. Information also to be placed on website. There may be the potential to use the various plasma screens around the University to advertise these.	Ongoing
	Investigate the potential to site more venues for ticket sales.	Short term
6.3 MEASURES TO PROMOTE CAR SHARING	Promote the University's car share scheme.	Ongoing
	Consider allocating guaranteed car parking spaces for registered car sharers.	Medium Term
	Consider the introduction of a guaranteed taxi ride home in the event that the car sharer is let down by car share partners.	Medium term
	Consider the introduction of a car sharing allowance – up to 5p per passenger mile while on University business.	Short term
	Host a car sharing event on National liftshare day, and invite senior staff to lead by example.	Medium Term
	Consider rewarding car sharers – MBNA give £1 per day to each car sharer in the form of Debenhams vouchers.	Long Term
6.4 MEASURES TO REDUCE THE NEED TO TRAVEL	Investigate existing video conferencing facilities and the potential to introduce further systems. Co-ordinate with the wider higher education sector to promote the use of video conferencing.	Medium Term
	Investigate the potential to encourage flexi-time and home working.	Medium Term
6.5 MEASURES TO CONTROL PARKING	Review existing permit system. To be considered alongside the proposals for charging.	Long Term

	Introduce car-parking charges to deter car use where possible.	Sept '09
	For motorcycles and car share participants consider free parking.	Short term
	Liaise with ACC on possible controlled parking zone around Old Aberdeen Campus	Ongoing
6.6 FLEET AND VEHICLE EMISSION REDUCTION MEASURES	Survey to be conducted to determine current use of the fleet and identify potential cost saving by reducing the fleet, sharing vehicles between departments etc.	Short term
	Fleet vehicles are hired, consideration should be given to looking a fuel efficient vehicles, those that run on LPG, electricity etc.	Short term
	Investigate the potential to provide pool vehicles to be used by staff on University business (Electric, fuel efficient etc).	Medium Term
6.7 MEASURES TO REDUCE VISITOR TRAVEL	Ensure all staff have access to a map and directions to the University, which should detail all modes of transport including bus, rail, walking and cycling routes. This should be in hard copy and electronic. Anyone visiting should be provided with this information.	Short term and updated periodically
	Implement a visitor parking policy scheme to coincide with the possible implementation of car park charging.	Sept '09

7. Measurement and Monitoring

7.1 Management of the Travel Plan

A travel plan co-ordinator has been appointed and will be responsible for the day to day running and monitoring of the travel plan, and will act as champion for the travel plan.

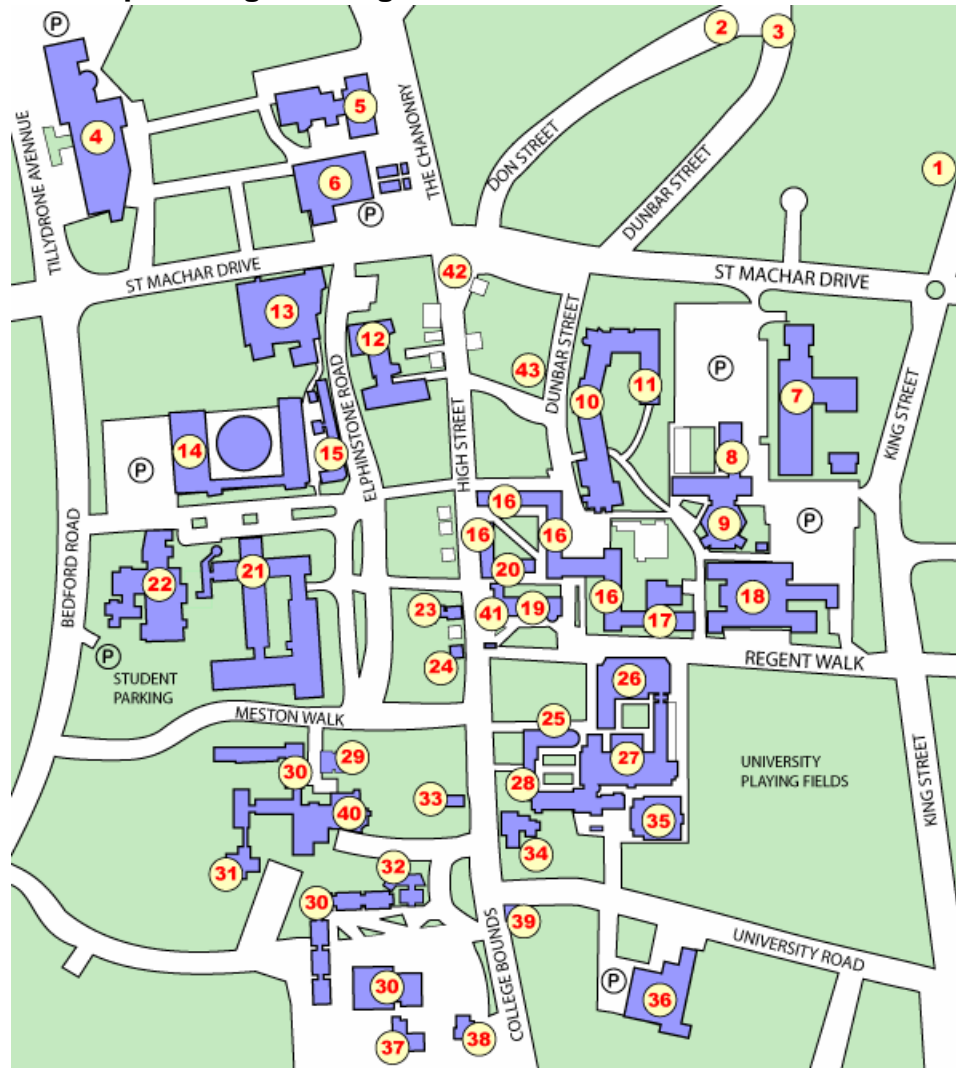
The role of the travel plan co-ordinator will be as follows:

- To promote and encourage the use of travel modes other than the car;
- To ensure that all relevant information about the travel plan is provided to staff and students;
- To co-ordinate the car sharing scheme;
- To be responsible for the undertaking of the monitoring surveys on a two yearly basis;
- To provide a point of contact with transport operators and officers of the Council; and
- To continue to contribute to NESTRANS and other local transport initiatives.

7.2 Monitoring of the Travel Plan

The University will undertake a full staff and student travel survey every two years, to enable monitoring of progress and adjustment of the plans focus. The questionnaires will be based on the ones used to establish the baseline position to ensure comparison. All of the monitoring surveys will be undertaken in February, in order to be consistent with the baseline surveys, and as it fits well with other University commitments. The results of the surveys will be distributed to staff and students to ensure the University community is kept informed of progress. The University's performance with regards to the targets it has set will be closely monitored and measures to reach those targets revised appropriately to ensure continual progress is made.

Appendix A: Map of King's College



Key to Map

- | | | |
|---|--|---|
| 1. Hillhead Halls | 15. Elphinstone Road Hall | 29. Crombie Annexe |
| 2. Former site of Dunbar Halls | 16. Taylor Building | 30. Crombie-Johnston Halls |
| 3. Don Street Flats | 17. Regent Building | 31. King's Hall |
| 4. Zoology Building | 18. University Office | 32. Powis Gate; Muslim Prayer Room |
| 5. Cruickshank Building | 19. New King's | 33. Rocking Horse Nursery |
| 6. 23 St. Machar Drive | 20. Old Brewery | 34. Students' Association - Luthuli House |
| 7. MacRobert Building and Elphinstone Institute | 21. Meston Building | 35. King's Sports Pavilion |
| 8. William Guild Building | 22. Queen Mother Library | 36. Butchart Recreation Centre |
| 9. Arts Lecture Theatre | 23. Chaplaincy Centre | 37. Humanity Annexe |
| 10. Edward Wright Building | 24. R.C. Chaplaincy Centre | 38. Humanity Manse |
| 11. Edward Wright Annexe | 25. King's College Chapel | 39. Careers & Appointments |
| 12. St. Mary's | 26. Elphinstone Hall | 40. Zeste |
| 13. The Hub | 27. King's Conference Centre | 41. 24 High Street |
| 14. Fraser Noble Building | Historic Collections: Special Libraries & Archives | 42. Old Town House |
| | 28. King's College | 43. Counselling Service |

Appendix B: Map of Foresterhill



Key to Map

- A. School of Medicine and School of Medical Sciences and associated buildings:
 - Institute of Medical Sciences
 - Medical Physics Building
 - Medical Library
 - Medico-Chirurgical Hall
 - Institute of Applied Health Sciences I
 - Link Building
 - Polwarth Building - College Office
 - Health Sciences Building

- 1. Liberty Mutual Health and Research Centre
- 2. Forest Grove House
- 3. Human Physiology Building
- 4. Foresterhill Health Centre
- 5. Royal Aberdeen Children's Hospital
- 6. Lilian Sutton Building
- 7. Westburn Centre and Westburn House
- 8. Royal Aberdeen Maternity Hospital
- 9. Lea Building

Appendix C: University of Aberdeen Staff and Student Travel Survey - February 2006

Staff and Student Travel Survey

February 2006

Q1 What is your sex?
 Male Female

Q2 How old are you?
 18 - 24 25 - 39 40 - 59 60+

Q3 What best describes your 'status' at the University?
 Undergraduate, Part-time Postgraduate, Research Academic Related Staff, Full-time
 Undergraduate, Full-time Academic, Part-time Support Staff, Part-time
 Postgraduate (taught), Part-time Academic, Full-time Support Staff, Full-time
 Postgraduate (taught), Full-time Academic Related Staff, Part-time

Q4 Do you have a full car driving licence?
 Yes Go to Q5 No Go to Q9

Q5 Do you own a car?
 Yes No

Q6 Do you have a disability or long-term medical condition that determines the mode of transport you use to travel to university?
 No Go to Q8 Yes Go to Q7

Q7 Please give further details of your transport requirements

Q8 Which campus do you mainly work/study from?
 Foresterhill King's College (Old Aberdeen) Marischal College

Q9 Where do you travel from to come to work/study? Please insert the first 5 characters of your postcode.

Q10 Please estimate the distance you travel to your place of work/study each day.

Under 1 mile	<input type="checkbox"/>	2 - 5 miles	<input type="checkbox"/>	11 - 20 miles	<input type="checkbox"/>
Under 2 miles	<input type="checkbox"/>	6 - 10 miles	<input type="checkbox"/>	Over 20 miles	<input type="checkbox"/>

Q11 How many times do you normally travel to your place of work/study each week?

1..... 2..... 3..... 4..... 5..... More than 5.....

Q12 Please estimate the time taken to travel to your place of work/study each day.

0-5 mins.....	<input type="checkbox"/>	10-15 mins.....	<input type="checkbox"/>	20-30 mins.....	<input type="checkbox"/>	45-60 mins.....	<input type="checkbox"/>	More than 90 mins.....	<input type="checkbox"/>
5-10 mins.....	<input type="checkbox"/>	15-20 mins.....	<input type="checkbox"/>	30-45 mins.....	<input type="checkbox"/>	60-90 mins.....	<input type="checkbox"/>		

Q13 Please indicate the average, approximate time you arrive at your place of work/study each day.

06.30.....	<input type="checkbox"/>	07.15.....	<input type="checkbox"/>	08.00.....	<input type="checkbox"/>	08.45.....	<input type="checkbox"/>	09.30.....	<input type="checkbox"/>	After 10.00.....	<input type="checkbox"/>
06.45.....	<input type="checkbox"/>	07.30.....	<input type="checkbox"/>	08.15.....	<input type="checkbox"/>	09.00.....	<input type="checkbox"/>	10.00.....	<input type="checkbox"/>	No set time.....	<input type="checkbox"/>
07.00.....	<input type="checkbox"/>	07.45.....	<input type="checkbox"/>	08.30.....	<input type="checkbox"/>	09.15.....	<input type="checkbox"/>				

Q14 What is your MAIN usual mode of transport to and from your place of work/study? (Please tick the main form of transport only)

Car (as the driver).....	<input type="checkbox"/>	Go to Q15	Bus	<input type="checkbox"/>	Go to Q26
Car passenger with someone who works at the same site	<input type="checkbox"/>	Go to Q34	Cycle	<input type="checkbox"/>	Go to Q28
Car passenger with someone who drops you off and returns home	<input type="checkbox"/>	Go to Q34	Foot	<input type="checkbox"/>	Go to Q30
Car passenger with someone who continues their journey elsewhere	<input type="checkbox"/>	Go to Q34	Train	<input type="checkbox"/>	Go to Q32
			Motorcycle/moped	<input type="checkbox"/>	Go to Q34

Other

Go to Q34

Q15 What are your main reasons for using a car to get to your place of work/study? Please tick up to 4 boxes.

Time savings.....	<input type="checkbox"/>	Health reasons.....	<input type="checkbox"/>
Cost savings.....	<input type="checkbox"/>	Use the car during the day.....	<input type="checkbox"/>
Convenience/flexibility.....	<input type="checkbox"/>	Other purposes on the way to or from.....	<input type="checkbox"/>
Dropping/collecting children.....	<input type="checkbox"/>	Lack of suitable alternative transport.....	<input type="checkbox"/>
Other (please specify)			

Q16 When you drive to the University how many people are normally in the car with you?

Just myself..... 1 passenger..... 2 passengers..... 3 passengers..... 4 or more passengers.....

Q17 Do you need to use your car during the day for work/study purposes?

Yes..... Go to Q18 Sometimes..... Go to Q18 No..... Go to Q22

Q18 How many times a day do you usually have to use your car for work/study purposes? (aside from getting to and from your place of work/study and Home each day). If you cannot work out daily usage, please pick other and state how many times in an average week you use your car for work purposes.

Never..... At least once every day..... More than 5 times a day.....

Very rarely..... 2 - 5 times a day.....

Other (please specify)

Q19 If you use your car during the day for work/study purposes, where do you mainly travel to? (please tick a maximum of 2 boxes)

Foresterhill.....	<input type="checkbox"/>	Hillhead.....	<input type="checkbox"/>	South Aberdeen.....	<input type="checkbox"/>
Old Aberdeen.....	<input type="checkbox"/>	City Centre.....	<input type="checkbox"/>	North Aberdeen.....	<input type="checkbox"/>
Out of Aberdeen (Please Specify)					

Q20 How many miles do you travel, by car, for work/study purposes each year?

Less than 500 miles..... 1,000 - 3,000 miles..... 5,000 - 10,000 miles.....

500 - 1,000 miles..... 3,000 - 5,000 miles.....

Q21 Please indicate which of the following options represents, for you, realistic alternatives to the car for business trips?

Public Transport.....	<input type="checkbox"/>	Cycling.....	<input type="checkbox"/>	Pool Cars.....	<input type="checkbox"/>	Video Conferencing.....	<input type="checkbox"/>
Walking.....	<input type="checkbox"/>	Car Sharing.....	<input type="checkbox"/>	Pool Bikes.....	<input type="checkbox"/>		

Q22 Do you have a University Parking permit?

Yes..... No.....

Q23 Would you consider car sharing to work/study? Car sharing is when two or more commuters travel in the same car together.

- | | | | | |
|--|--------------------------|--|--------------------------|-----------|
| Yes, I do already..... | <input type="checkbox"/> | Uncertain | <input type="checkbox"/> | Go to Q25 |
| Yes, taking in turns as a driver | <input type="checkbox"/> | No, journey involves other function e.g. picking up children, shopping, gym etc..... | <input type="checkbox"/> | Go to Q25 |
| Yes, as a driver..... | <input type="checkbox"/> | No | <input type="checkbox"/> | Go to Q25 |
| Yes, as a passenger..... | <input type="checkbox"/> | | | |

Q24 If yes, how many days a week do you or would you be prepared to share?

- | | | | | | |
|--------|--------------------------|-----------|--------|--------------------------|-----------|
| 1..... | <input type="checkbox"/> | Go to Q34 | 4..... | <input type="checkbox"/> | Go to Q34 |
| 2..... | <input type="checkbox"/> | Go to Q34 | 5..... | <input type="checkbox"/> | Go to Q34 |
| 3..... | <input type="checkbox"/> | Go to Q34 | | | |

Q25 What would encourage you to car share? (please tick up to 2 boxes)

- | | | | | | |
|---|--------------------------|-----------|--|--------------------------|-----------|
| More information..... | <input type="checkbox"/> | Go to Q34 | Guaranteed Parking Spaces | <input type="checkbox"/> | Go to Q34 |
| Help in finding a car share partner | <input type="checkbox"/> | Go to Q34 | Free taxi ride home if lift falls through..... | <input type="checkbox"/> | Go to Q34 |
| Other (please specify) | | | | | |
| | | Go to Q34 | | | |
| _____ | | | | | |
| _____ | | | | | |
| _____ | | | | | |

Q26 Which Bus Route do you mainly use to travel to the University?

Q27 What are your main reasons for getting a bus to your place of work/study? (please tick up to 2 boxes)

- | | | | | | |
|--|--------------------------|-----------|-------------------------------|--------------------------|-----------|
| Convenience..... | <input type="checkbox"/> | Go to Q34 | Not stuck in traffic | <input type="checkbox"/> | Go to Q34 |
| Cheaper than other modes of transport..... | <input type="checkbox"/> | Go to Q34 | Shorter travelling time | <input type="checkbox"/> | Go to Q34 |
| No need to find parking | <input type="checkbox"/> | Go to Q34 | Environmental concerns | <input type="checkbox"/> | Go to Q34 |
| No other form of transport available | <input type="checkbox"/> | Go to Q34 | | | |
| Other (please specify) | | | | | |
| | | Go to Q34 | | | |
| _____ | | | | | |
| _____ | | | | | |
| _____ | | | | | |

Q28 What are your main reasons for cycling to your place of work/study? (Please tick up to 2 boxes)

Convenience	<input type="checkbox"/>	No other forms of transport available	<input type="checkbox"/>
To keep fit.....	<input type="checkbox"/>	Not stuck in traffic	<input type="checkbox"/>
Cheaper than other modes of transport.....	<input type="checkbox"/>	shorter travelling time	<input type="checkbox"/>
No need to find parking	<input type="checkbox"/>	environmental concerns	<input type="checkbox"/>

Other (please specify)

Q29 Where do you park your bicycle during the day at your place of work/study?

Cycle Hoops	<input type="checkbox"/>	Go to Q34	In the Office	<input type="checkbox"/>	Go to Q34
Bike Lockers	<input type="checkbox"/>	Go to Q34	Chained to railings.....	<input type="checkbox"/>	Go to Q34

Other (please specify)

Go to Q34

Q30 What are your main reasons for choosing to travel to your place of work/study by foot?

Convenience.....	<input type="checkbox"/>	Go to Q34	No other forms of transport available	<input type="checkbox"/>	Go to Q34
To keep fit.....	<input type="checkbox"/>	Go to Q34	Not stuck in traffic	<input type="checkbox"/>	Go to Q34
Cheaper than other modes of transport.....	<input type="checkbox"/>	Go to Q34	shorter travelling distance	<input type="checkbox"/>	Go to Q34
No need to find parking	<input type="checkbox"/>	Go to Q34	environmental concerns	<input type="checkbox"/>	Go to Q34

Other (please specify)

Go to Q34

Q31 If you travel to your place of work/study by motorcycle/moped would any of the following improve your journey?

Improved, secure parking	<input type="checkbox"/>	Go to Q34	Advice/guidance on safer motorcycling	<input type="checkbox"/>	Go to Q34
Showers and changing facilities	<input type="checkbox"/>	Go to Q34			

Q32 Which train service do you normally use to travel to your place of work/study?

Q33 What are your main reasons for choosing to travel to your place of work/study by train?

Convenience	<input type="checkbox"/>	No other forms of transport available	<input type="checkbox"/>
Cheaper than other modes of transport.....	<input type="checkbox"/>	Not stuck in traffic	<input type="checkbox"/>
No need to find parking	<input type="checkbox"/>	Environmental concerns	<input type="checkbox"/>

Q34 What is your MAIN alternative mode of transport to and from your place of work/study? (Please only tick one box)

Car (as the driver).....	<input type="checkbox"/>	Walk/run.....	<input type="checkbox"/>
Car (as a passenger).....	<input type="checkbox"/>	Taxi.....	<input type="checkbox"/>
Car (dropped off at the University).....	<input type="checkbox"/>	Cycle.....	<input type="checkbox"/>
Bus.....	<input type="checkbox"/>	Motorcycle.....	<input type="checkbox"/>
Train.....	<input type="checkbox"/>	No alternative mode of transport.....	<input type="checkbox"/>

Q35 Please indicate the likelihood of you using/increasing you use of public transport if any of the following were introduced. If you already use public transport please choose "other" and indicate which you would most like to see improved (A-J).

	Very Likely	Likely	Not Sure	Unlikely	Very Unlikely
(A) Subsidised or lower fares on bus/train	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(B) Provision of a shuttle bus between campuses	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(C) Loans to buy season tickets for bus/train	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(D) Increased bus/train service frequency	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(E) Improved waiting facilities e.g. shelters	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(F) Better information on rates, fares and times	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(G) Real time information at bus stop	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(H) Provision of a shuttle bus from the railway station	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(I) Provision of a pool car for business travel off-site	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(J) Car park charging on campus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(K) Flexible Working time was introduced	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (please specify A-K)	_____				

Q36 Please indicate the likelihood of you cycling to/from your place of work/study if any of the following were introduced. If you already cycle please choose "other" and indicate what you would most like to see improved (A-F).

	<i>Very Likely</i>	<i>Likely</i>	<i>Not Sure</i>	<i>Unlikely</i>	<i>Very Unlikely</i>
(A) Better cycle routes on the roads leading to the university	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(B) Safer, better lit cycle paths on campus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(C) Improved/secure cycle parking at the university	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(D) Improved changing facilities and lockers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(E) Better information on cycle routes and location of cycle facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(F) Arrangement to buy/hire a bicycle at discounted rates	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (please specify A-F)					

Q37 Please indicate the likelihood of you walking to/from your place of work/study if any of the following were introduced. If you already walk please choose "other" and indicate which you would most like to see improved (A-C).

	<i>Very Likely</i>	<i>Likely</i>	<i>Not Sure</i>	<i>Unlikely</i>	<i>Very Unlikely</i>
(A) Safer, better lit walking paths on the campus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(B) More information about safe walking routes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(C) Better changing facilities, including showers and lockers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (please specify A-C)					

Q38 Please indicate the likelihood of you changing how you travel to/from your place of work/study if any of the following initiatives were available.

	<i>Very Likely</i>	<i>likely</i>	<i>Not Sure</i>	<i>Unlikely</i>	<i>Very Unlikely</i>
Flexi-time, making it easier to fit in with public transport times, or car share.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cycle mileage allowance for "business mileage"	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Provision of pool car for business travel off-site	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Provision of pool bike for business travel off-site	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Home working	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Having to pay for parking on campus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other (please specify)					

Q39 How would you like to see the increasing problems of finding parking spaces tackled? Tick all options you agree with

- | | | | |
|--|--------------------------|--|--------------------------|
| Allocation of on site parking permits only for those living in excess of 1 mile from campus | <input type="checkbox"/> | A daily fee for staff calculated as a percentage of salary | <input type="checkbox"/> |
| Allocation of on site parking permits only for those living in excess of 2 miles from campus | <input type="checkbox"/> | Car sharers guaranteed parking permits and priority spaces | <input type="checkbox"/> |
| An annual parking fee | <input type="checkbox"/> | building of more car parks | <input type="checkbox"/> |
| A daily parking fee in line with Public Transport costs | <input type="checkbox"/> | There is no parking problem | <input type="checkbox"/> |
- Other (Please Specify) _____

Q40 If car parking fees were introduced where would you want to see the money go towards? Tick all options you agree with

- | | | | |
|---|--------------------------|--|--------------------------|
| Increasing security measures in car parks | <input type="checkbox"/> | Interest free loans to buy bicycles | <input type="checkbox"/> |
| Building locked, covered cycle storage | <input type="checkbox"/> | Subsidising Park and Ride facilities | <input type="checkbox"/> |
| Providing more showers and lockers | <input type="checkbox"/> | Building more car parks | <input type="checkbox"/> |
| Subsidising bus travel | <input type="checkbox"/> | | |
- Other (Please Specify) _____

Q41 Do you wish to be entered into the prize draw for the "High Street" vouchers?

- Yes No

Q42 Finally, we are planning to improve the development of our travel policies through setting up occasional discussion groups. Would you be interested in taking part in these discussion groups?

- Yes
 No

If you answered 'Yes' to either Q41 or Q42 please enter your contact details below

Name

Telephone

E-mail