



WARWICK
THE UNIVERSITY OF WARWICK

Staff and Student Travel Survey 2019 Final Report

The University of Warwick
**Student and Staff Travel Survey
2019**
Results

IGC01

Issue | 23 April 2020

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

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Executive Summary

The University Masterplan sets out proposals to develop and expand the main campus by 40% over a ten-year period from 2008 to 2018, but any increase in car parking facilities on main campus is limited to just 9%. A comprehensive Travel Plan supports the Masterplan.

The results of an initial staff and student travel survey in 2005 were used to inform and develop the University Travel Plan; which commenced in 2008. The University committed to conduct a travel survey every two years in order to monitor and measure the impact and progress of the Travel Plan initiatives. Over Arup & Partners who produced the original Travel Plan, was commissioned to design and undertake the travel surveys in 2010, 2012, 2014, 2015, 2016 and 2019.

This is the report for the 2019 survey. This was conducted as previously using an online questionnaire distributed via the University Intranet, with a paper version of the questionnaire supplied to staff that do not have access to the University Intranet. All staff and students were invited to participate in the survey and prizes were offered as an incentive to encourage responses. The survey was open from 12 November 2019 until 16 December 2019 and received a total of 2,027 responses.

The Travel Plan sets out individual targets for modal share for staff and students for 2018, the final year of the current Masterplan. These were developed from actual modal shares identified in the 2005 travel survey and based on the Travel Plan's principal objective to reduce single occupancy and general car use over the period of the Masterplan. It was acknowledged by all stakeholders that these would be challenging targets. **The result from the 2019 Travel Survey, which is the final one under the current Travel Plan and Masterplan period, shows real progress has been achieved since 2005.** The 2018 targets have already been achieved for cycling and walking modes for all groups as well as the public transport target for staff and the car driver target for students. Car driver only modal share for staff, which is a key indicator for the Travel Plan, is now 5% below the 2005 modal share figure considering that during this time staff numbers at the University have increased by 38% from 4,295 to 5,932

The 2019 survey results clearly demonstrate that the initiatives and measures implemented by the University from the Travel Plan are having a positive impact and have been successful in influencing and supporting staff and students to use alternative and more sustainable modes of transport. Most importantly, single occupancy car use has declined significantly since 2005.

The success and impact of the Travel Plan has been sustained over its lifetime as the University continues to make excellent progress. Looking forward, further reductions in car use amongst staff will be challenging to reach the targets set to 2018, as those most able to are already likely to have made the change. It is important that the University continues to promote the Travel Plan and

sustainable travel and develop and implement new strategies and initiatives to further reduce car use and encourage a modal shift to more sustainable transport options.

1 Introduction

1.1 Background

The transport environment and the provision and operation of transport at the University of Warwick has been dealt with on a Campus-wide basis over the last 10 years as part of the 2009 Masterplan. That Masterplan and the associated s106 Agreement covering transport has now expired and been replaced by the Capital Plan Hybrid Application (CPHA) granted permission by Coventry City Council in July 2019. The CPHA has a new s106 Agreement which replaces the previous Masterplan s106 Agreement. The CPHA s106 Agreement together with the CPHA Travel Plan will govern transport matters at the University from now for 5 years until 2024.

During the lifespan of the previous s106 Agreement, regular Traffic Surveys and Staff & Student Travel Surveys were undertaken to monitor compliance with the s106 Agreement and help manage the Travel Plan. This arrangement will continue, and this document is the report of the first Staff and Student Travel Survey to be carried out for the new CPHA s106 Agreement and the CPHA Travel Plan.

1.2 Travel Plan

The principal aim of the Travel Plan is to reduce single car occupancy and general car use to the University as this mode of transport is one of the main contributors to local traffic congestion and identified as one of the least sustainable modes of transport.

The Travel Plan is closely integrated with the ongoing development of the University and aims to provide realistic and practical travel options within the constraints of the local political framework and the physical barriers of existing adjacent development and green belt designation.

The aims of the Travel Plan are to:

- Introduce highway modifications where appropriate to help to alleviate congestion resulting from additional University traffic;
- Increase and improve existing facilities and infrastructure to encourage cycling and walking;
- Develop and improve public transport services and transport links to main campus;

- Enable and promote greater use of car sharing;
- Consider changes to working practices aimed at reducing peak time travel;
- Improve information and communication to staff and students about travel choices available to them;
- Develop strategies to reduce business mileage and use of University fleet vehicles as part of the University's wider Low Carbon Management Programme;
- Engage with the local transport and planning authorities to provide access for a Bus Rapid Transit system (or similar) and regional cycle routes through the campus site
- Monitor transport activity during the CPHA development period.

1.3 Staff and Student Travel Surveys

A formal staff and student travel survey was undertaken in 2005 and the results were used to inform and develop the University Travel Plan published in June 2007 and implemented in 2008.

In order to monitor the impact and progress of the Travel Plan initiatives and identify if the modal share targets are being achieved, the University committed to conducting a travel survey every two years. It is considered that a survey every two years is appropriate as this allows initiatives time to become effective and reduces the likelihood of staff and students becoming discouraged by the travel survey being repeated too frequently.

Ove Arup and Partners Limited, who produced the original University Travel Plan in 2007, was commissioned to design and undertake a new staff and student travel survey in 2010, which was repeated in 2012, 2015, 2016 and in 2019. The results from the 2016 survey showed a positive but slowly continuing trend with the University meeting or exceeding the 2018 modal share targets.

Arup was again commissioned to undertake the staff and student travel survey in November 2019. This document is the 2019 report and contains the following:

- Analysis and results of the 2019 survey;
- Assessment of changes since the 2007 survey and progress towards the Travel Plan targets; and
- Identification of any issues arising from the survey that can be used to inform and develop the Travel Plan.

1.4 Layout of the Report

Following this introduction:

Chapter 2 - provides details of the survey methodology.

Chapter 3 - sets out the results.

Chapter 4 - discusses progress towards meeting Travel Plan targets.

Chapter 5 - presents the key themes and suggestions for improvements put forward by survey respondents.

Chapter 6 - provides conclusions.

Appendices are provided at the back of the document.

2 Methodology

2.1 Methodology

The methodology originally developed for the 2010 survey has been repeated in subsequent surveys using the Online Surveys website as the basic data collection tool. For 2016, the survey questionnaire was reviewed and made available online to all staff and students via the University Intranet using a customised link, which was advertised on the University and Students Union home web pages. The link was also emailed individually to the email Inbox of all staff and students. A paper version of the questionnaire was supplied to staff that do not have access to the internet. All staff and students were invited to participate in the survey and prizes were offered as an incentive to encourage responses. In 2019, the survey questionnaire was revised and distributed the same way as in 2016.

The design of the electronic questionnaire provides easy management of the survey responses and moves the respondent automatically from question to question according to the answers, rather than them having to follow instructions. For example, respondents who identified themselves as 'car drivers' are then moved to questions asking what would encourage them to use alternative modes. Respondents who already use other modes would be moved to the next relevant question.

The completed paper versions of the questionnaire were collected centrally and inputted into the online questionnaire by an administrator. This facilitated the data from the paper versions being consolidated with the online data and enabled the system to analyse and produce results from both electronic and paper questionnaires together.

The online survey link was distributed to all staff and students and made available for responses from 00:01 hours on Tuesday 12th November until 23:59 hours on Monday 16th December 2019.

2.2 Questionnaire

The 2019 questionnaire is similar in structure to previous years; however, some questions have been revised to reflect changes in behaviour and strategy since the previous survey, and to facilitate some other relevant information to be collected. The 2019 questionnaire contained 35 questions compared to 26 in the 2016 survey.

A copy of the paper version of the questionnaire is provided in Appendix A.

2.3 Responses

A total of 2,027 responses were received, compared to 2,735 responses for the 2016 survey and 2,214 in 2015. A comparison of the number of responses is shown in Table 1 below.

Table 1: Responses in 2016 and 2019

Category	2016		2019		% change
	Number	Per cent	Number	Per cent	
Staff	1,980	73%	1411	70%	-29%
Postgraduate Students	234	9%	142	7%	-39%
Undergraduate Students	446	16%	349	17%	-22%
Other/ incomplete/ spoilt	75	2%	125	6%	67%

As with the 2016 survey, staff represents the largest category of respondents making up 70% of all respondent, down from 73% in 2016. The proportion of responses from undergraduate students is up to 17% compared with 16% in 2016, whilst the proportion of responses from postgraduate student is down from 9% to 7%.

The total number of responses by staff represents 24% of all Full-time Equivalent (FTE) staff employed at the University compared to the 2016 survey response rate of 36% of all FTE staff employed at the University.

The number of under- and postgraduate respondents shows a decrease compared to 2016.

3 Survey Results and Analysis

This section sets out the survey results and analysis and discusses the findings of the 2019 survey.

Most of the questions provided a set of suggested answer categories. Several questions allowed respondents to give more information via 'free-text' if they had ticked 'Other' rather than one of the specified categories.

3.1 Question 1 - Postcode

'Please tell us the postcode from where you travel to the University or Science Park on a regular basis (for example, for CV3 1BG enter in the box, as shown: CV3 1BG) or if you live on campus please tick the box below.'

The purpose of this question is to establish the location from which regular journeys are made to and from the University. This data can then be used to identify issues or opportunities that apply to specific geographical locations. Rather than asking for home postcode, the question is worded to avoid students providing their family home address rather than their residence whilst attending the University.

All but 138 out of 1,892 respondent who live off campus provided a recognisable postcode.

Postcode plots showing journey origins for staff, undergraduates and postgraduates are provided in Appendix B.

3.2 Question 2 – Primary Status

'What is your primary status at the University or Science Park?'

Question 2 examines whether respondents are students, staff or have another role at Warwick. The results are shown in Table 2.

Table 2: Status of respondents

Answer Options	Response percent	Response Count
Staff	70%	1411
Undergraduate Student	17%	349
Postgraduate Taught Student	2%	34
Postgraduate Research Student	5%	108
Other Partner/Business/Organisation Staff	6%	120
answered question		2,022

The University's latest published statutory accounts published on 31st July 2018 show the staff and student population at the University to be:

- Total Staff (Full-time Equivalent): 5,932
- Total Undergraduates (Full-time): 15,178
- Total Postgraduates (Full-time): 6,123

The response numbers represent approximately 24% of staff, 2% of undergraduate and 2% of postgraduate students. The respondents were self-selecting and therefore the results may reflect the fact that staff and students

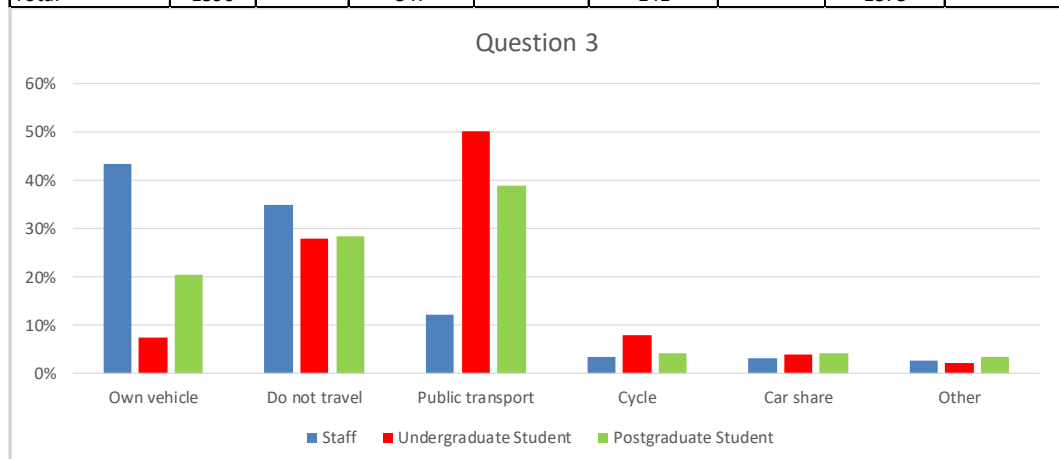
with particular 'issues' about transport may have been more strongly motivated to complete the survey than others. Staff and students who live on or near to campus for example would be less likely to respond if they feel there are no issues relevant to them. Furthermore, staff may feel a greater sense of engagement with in the University compared to students whose engagement is more short-term.

There is some difficulty in defining exactly how many 'staff' and 'students' there are at the University in terms of 'full-time equivalent' places at any one time because the payroll includes visiting professors and part-time staff with various patterns of work. Similarly, students might include distance learning, local people attending short courses as well as full-time graduates and postgraduates. The report merges the two postgraduate groups together, because the split for the 'taught' and 'researching' postgraduates are not available at the time of the reporting and also to be consistent with the previous surveys.

3.3 Question 3 – Travel to University Sites – Transport Mode

'If you need to travel to University sites that are a distance from the main campus (e.g. Wellesbourne or University Hospital), which mode of transport do you normally use?'

Question 3	Staff		Undergraduate Student		Postgraduate Student		Total Response Count	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
Own vehicle	604	43%	26	7%	29	21%	659	35%
Do not travel	484	35%	97	28%	40	28%	621	33%
Public transport	169	12%	174	50%	55	39%	398	21%
Cycle	49	4%	28	8%	6	4%	83	4%
Car share	45	3%	14	4%	6	4%	65	3%
Other	39	3%	8	2%	5	4%	52	3%
Total	1390		347		141		1878	



The common response for staff (43%) is that they use their own vehicle to travel between University sites. For under- (50%) and postgraduate students (39%) the main mode is public transport.

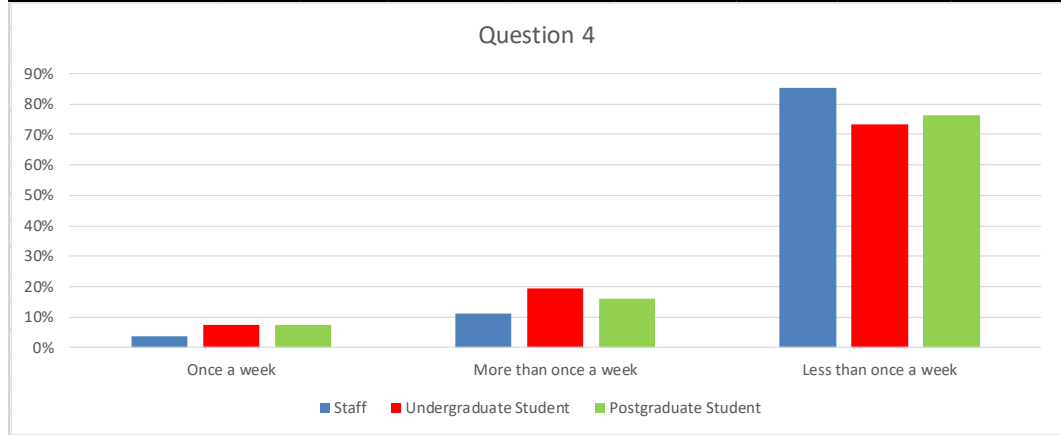
33% of all respondents told that they do not travel between different University sites. Cycling and Car Share options account for only 4% and 3% respectively when considering all groups of respondents.

The most popular responses for ‘Other’ were walking, company car and car share.

3.4 Question 4 – Travel to University Sites – Frequency

‘How often, on average, do you travel to University sites that are a distance from the main campus’

Question 4	Staff		Undergraduate Student		Postgraduate Student		Total Response Count	
Once a week	47	4%	25	7%	10	7%	82	5%
More than once a week	143	11%	67	20%	22	16%	232	13%
Less than once a week	1098	85%	251	73%	104	76%	1453	82%
Total	1288		343		136		1767	

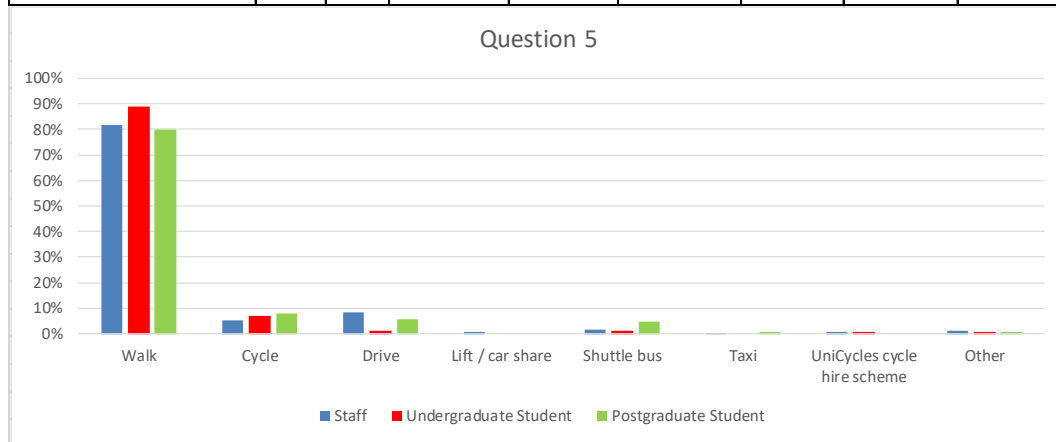


High proportion of all respondents (82%) said that they travel less than once a week to University sites that is a distance from the main campus. 13% of respondents travel more than once a week and only 5% travel once a week to other University sites.

3.5 Question 5 – Travel Within the Main Campus

‘What is your main mode of transport to travel around and within the main campus?’

Question 5	Staff		Undergraduate Student		Postgraduate Student		Total Response Count	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
Walk	1153	82%	311	89%	113	80%	1577	83%
Cycle	74	5%	25	7%	11	8%	110	6%
Drive	115	8%	4	1%	8	6%	127	7%
Lift / car share	12	1%	0	0%	0	0%	12	1%
Shuttle bus	25	2%	4	1%	7	5%	36	2%
Taxi	2	0%	0	0%	1	1%	3	0%
UniCycles cycle hire scheme	12	1%	3	1%	0	0%	15	1%
Other	15	1%	2	1%	1	1%	18	1%
Total	1408		349		141		1898	

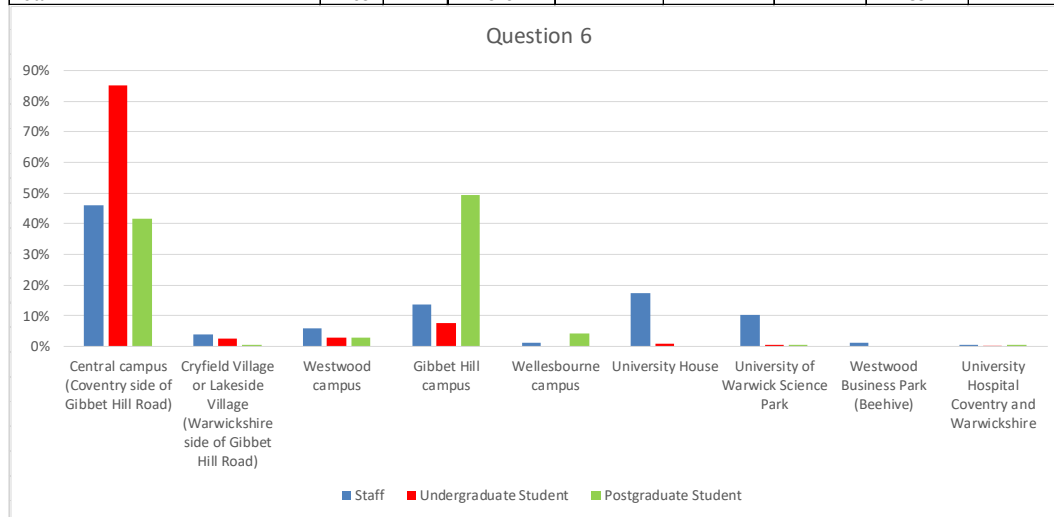


Majority of all respondents (83%) said that they walk within and around the campus. Small proportion cycle (6%) and drive (7%) around the campus. All the other modes of transportation account for less than 10% of all responds.

3.6 Question 6 – Location of Work/Study

'What is the location of your normal place of work or study?'

Question 6	Staff		Undergraduate Student		Postgraduate Student		Total Response Count	
Central campus (Coventry side of Gibbet Hill Road)	646	46%	297	85%	59	42%	1002	53%
Cryfield Village or Lakeside Village (Warwickshire side of Gibbet Hill Road)	54	4%	9	3%	1	1%	64	3%
Westwood campus	84	6%	10	3%	4	3%	98	5%
Gibbet Hill campus	192	14%	27	8%	70	49%	289	15%
Wellesbourne campus	17	1%	0	0%	6	4%	23	1%
University House	242	17%	3	1%	0	0%	245	13%
University of Warwick Science Park	143	10%	2	1%	1	1%	146	8%
Westwood Business Park (Beehive)	19	1%	0	0%	0	0%	19	1%
University Hospital Coventry and Warwickshire	6	0%	1	0%	1	1%	8	0%
Total	1403		349		142		1894	

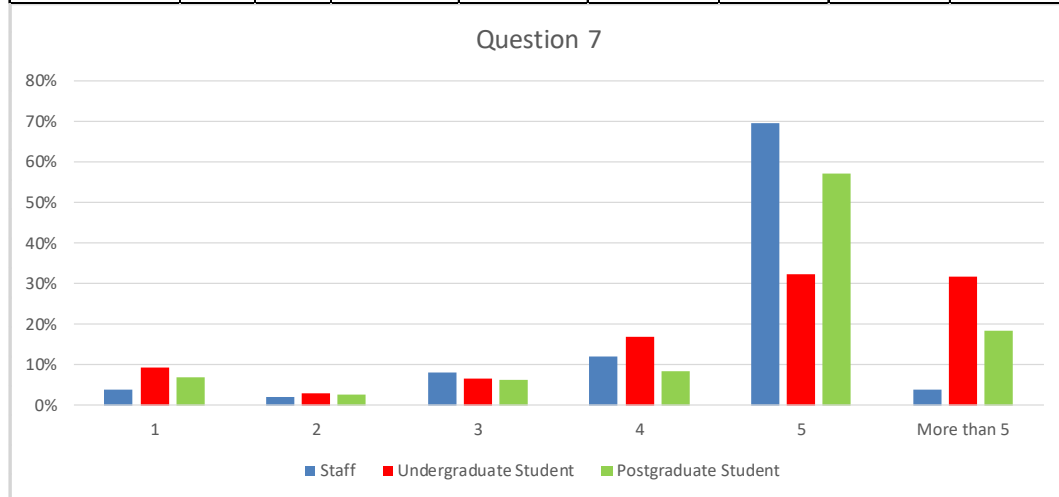


Approximately half of all respondents (53%) selected Central Campus as their normal place of work or study, and the proportion is the highest for undergraduate students (85%). 15% of the respondents said that their place of work or study is Gibbet Hill, and 13% told that it is the University House. University of Warwick Science Park, Westwood Campus and Cryfield or Lakeside Village received respectively 8%, 5% and 3% of all responses.

3.7 Question 7 – Travel Day

'How many days a week do you normally travel to the University/Science Park?'

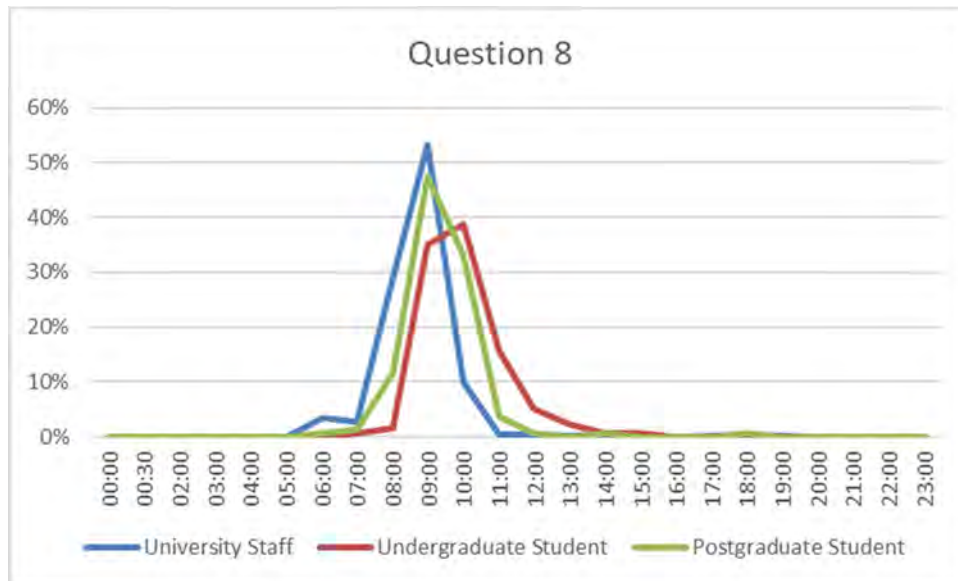
Question 7	Staff		Undergraduate Student		Postgraduate Student		Total Response Count	
	Count	%	Count	%	Count	%	Count	%
1	56	4%	32	9%	10	7%	98	5%
2	31	2%	10	3%	4	3%	45	2%
3	115	8%	23	7%	9	6%	147	8%
4	169	12%	58	17%	12	8%	239	13%
5	969	69%	111	32%	81	57%	1161	62%
More than 5	55	4%	109	32%	26	18%	190	10%
Total	1395		343		142		1880	



Majority of all respondents (62%) travel to the University/Science Park 5 days a week. 3, 4 days a week and more than 5 days a week were also popular answers with approximately 10% of all responds to each. Not more than 7% of the respondents travel 1 or 2 days a week to the University/Science Park.

3.8 Question 8 – Start Time

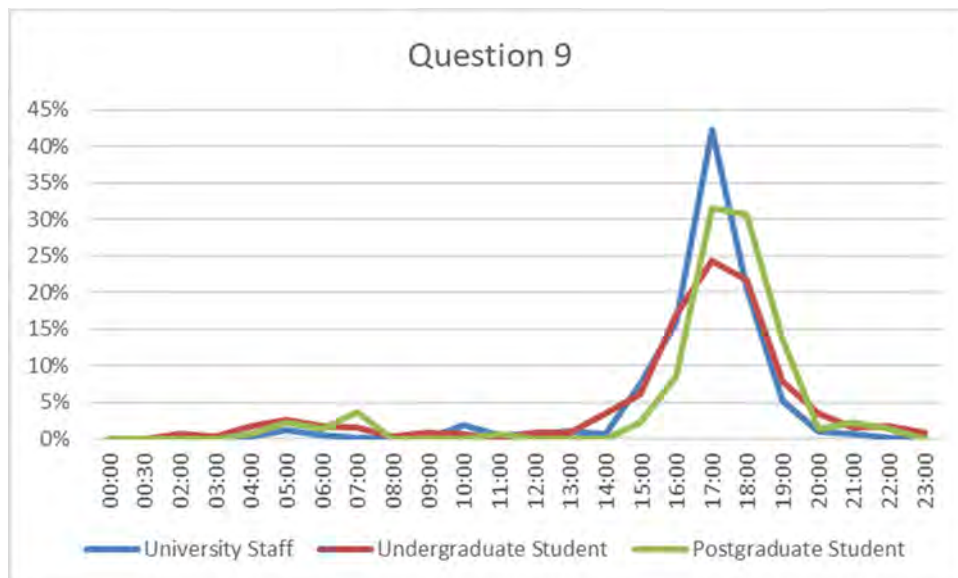
‘What is your normal start time at the University/Science Park?’



Most of the respondents arrive between 08:00 and 10:00 with a peak around 09:00. The data shows that the arrival time of the undergraduate students is a little more spread out than arrival of other groups.

3.9 Question 9 – Finish Time

‘What is your normal finish time at the University/Science Park?’

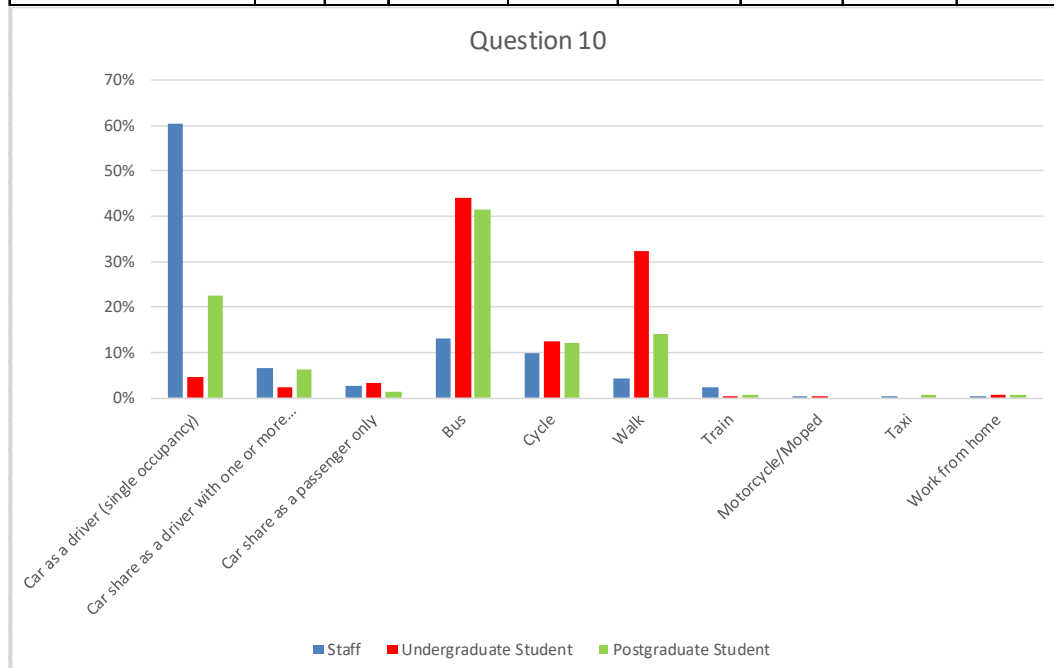


Most of the respondents leave the University between 16:00-19:00 with a peak approximately at 17:00. The graph shows that the finish time spreads out mostly for the undergraduates.

3.10 Question 10 – Main Transport Mode

'Which mode of transport do you use for the main part of your journey to the University/Science Park on most days?'

Question 10	Staff		Undergraduate Student		Postgraduate Student		Total Response Count	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
Car as a driver (single occupancy)	840	60%	16	5%	32	23%	888	47%
Car share as a driver with one or more passengers	92	7%	8	2%	9	6%	109	6%
Car share as a passenger only	37	3%	11	3%	2	1%	50	3%
Bus	183	13%	150	44%	59	42%	392	21%
Cycle	136	10%	42	12%	17	12%	195	10%
Walk	61	4%	110	32%	20	14%	191	10%
Train	31	2%	1	0%	1	1%	33	2%
Motorcycle/Moped	5	0%	1	0%	0	0%	6	0%
Taxi	4	0%	0	0%	1	1%	5	0%
Work from home	2	0%	2	1%	1	1%	5	0%
Total	1391		341		142		1874	



Amongst staff the most popular (60%) transport mode to travel to the University is using car as a single driver, but 13% respondents use buses, 10% cycle and only 7% share the lift.

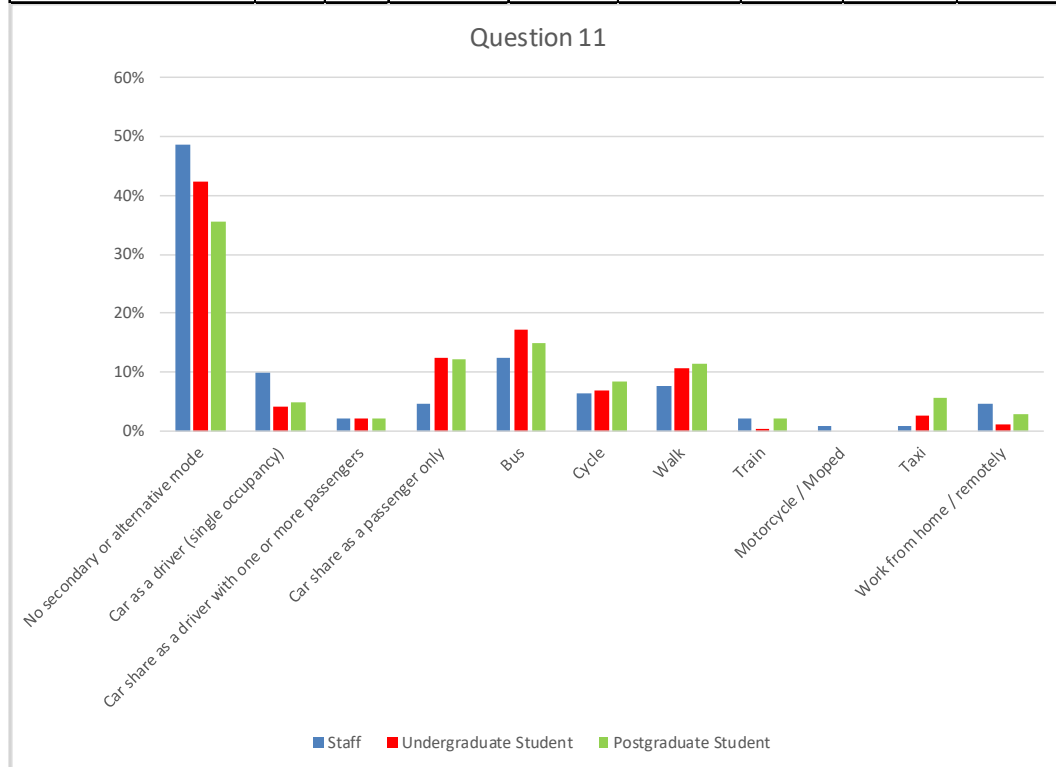
Undergraduates mainly use sustainable transport modes, 44% use buses, 32% walk and 12% cycle to the University.

Postgraduates has a similar transport mode split as the undergraduates. They mainly use sustainable modes, such as bus (42%), however 23% of them drive without sharing the ride. 14% of them walk and 12% cycle to the University.

3.11 Question 11 – Alternative Transport Mode

'Do you have a secondary or alternative mode of transport?'

Question 11	Staff		Undergraduate Student		Postgraduate Student		Total Response Count	
	Count	%	Count	%	Count	%	Count	%
No secondary or alternative mode	677	49%	145	42%	50	35%	872	46%
Car as a driver (single occupancy)	139	10%	14	4%	7	5%	160	9%
Car share as a driver with one or more passengers	28	2%	7	2%	3	2%	38	2%
Car share as a passenger only	65	5%	43	13%	17	12%	125	7%
Bus	172	12%	59	17%	21	15%	252	13%
Cycle	90	6%	24	7%	12	9%	126	7%
Walk	107	8%	37	11%	16	11%	160	9%
Train	30	2%	1	0%	3	2%	34	2%
Motorcycle / Moped	11	1%	0	0%	0	0%	11	1%
Taxi	11	1%	9	3%	8	6%	28	1%
Work from home / remotely	63	5%	4	1%	4	3%	71	4%
Total	1393		343		141		1877	



40-50% of the respondents in each group do not have an alternative mode of transport. Bus is the most popular alternative transport mode choice for staff and both student groups. Car share as a passenger is popular for 13% of under- and for 12% of postgraduate students. Cycling and walking form 16% of the responses considering total response count.

Respondents were able to provide a free-text answer when they pointed Work from home/remotely. They were asked how many days per month they worked from home. The most popular answers were between 1 and 5 days. Only a couple of respondents told that they worked 7-8 or more days per month.

3.12 Question 12 – Flexible Hours

'What would encourage you to work flexible hours?'

Respondents were able to enter free-text reply for this question. Nearly 1,400 responds were received. Only a small proportion of respondents said that they would not consider working flexible hours. High proportion told that they could be encouraged to do so.

The main reason respondents didn't work flexible hours was because there was no opportunity. Many of respondents mentioned their manager do not approve flexible hours or their occupation do not allow them to work so.

Some respondents said they could be encouraged to work flexible hours by better transport system, including car parking, more frequent buses and travelling during periods with less traffic on the roads. Some of them also said that more money would be encouraging.

Respondents also mentioned there were IT constraints to work flexible hours and to work from home, access to laptops and to the intranet would be helpful.

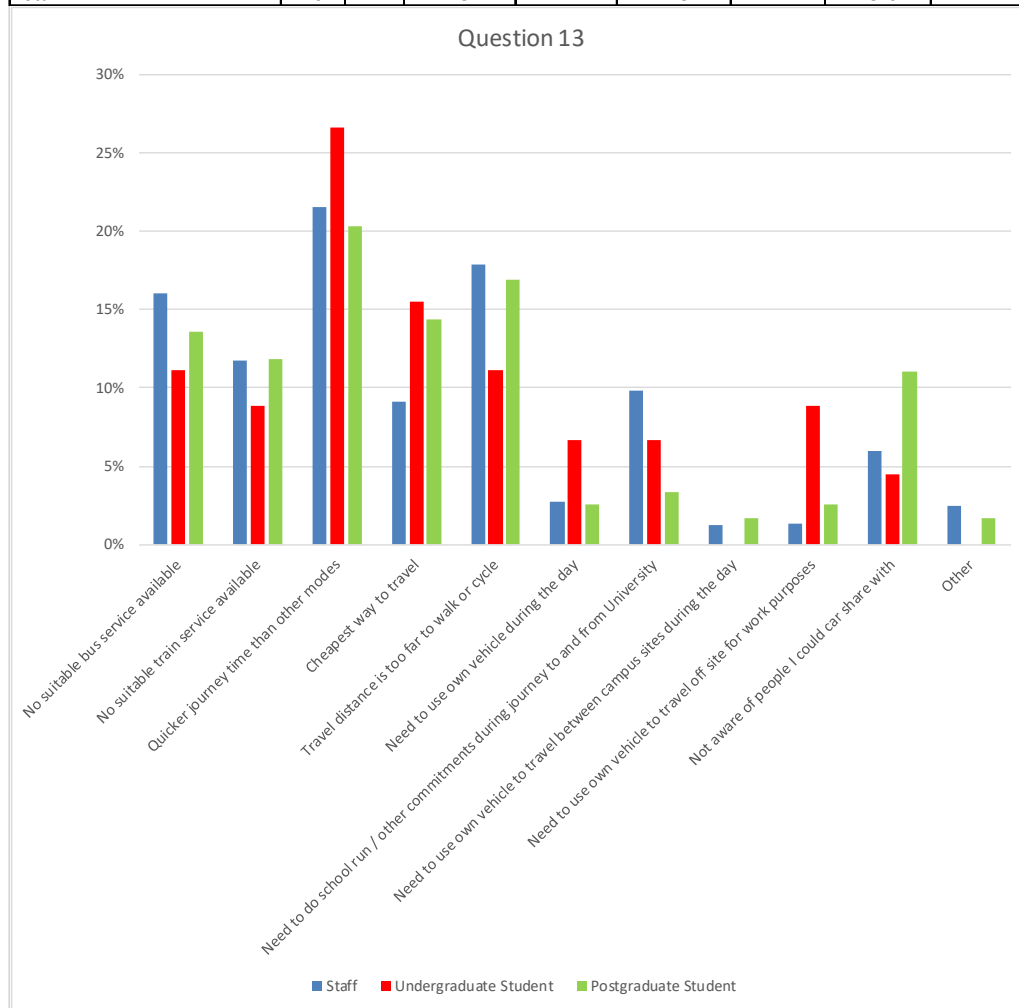
More than 200 respondents told that they have already had flexibility in their schedule.

3.13 Question 13 – Reasons for Driving

'What are your main reasons for driving to the University/Science Park?'

This question was available only for car users.

Question 13	Staff		Undergraduate Student		Postgraduate Student		Total Response Count	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
No suitable bus service available	435	16%	5	11%	16	14%	456	16%
No suitable train service available	318	12%	4	9%	14	12%	336	12%
Quicker journey time than other modes	583	22%	12	27%	24	20%	619	22%
Cheapest way to travel	247	9%	7	16%	17	14%	271	9%
Travel distance is too far to walk or cycle	484	18%	5	11%	20	17%	509	18%
Need to use own vehicle during the day	74	3%	3	7%	3	3%	80	3%
Need to do school run / other commitments during journey	266	10%	3	7%	4	3%	273	10%
Need to use own vehicle to travel between campus sites	34	1%	0	0%	2	2%	36	1%
Need to use own vehicle to travel off site for work	37	1%	4	9%	3	3%	44	2%
Not aware of people I could car share with	162	6%	2	4%	13	11%	177	6%
Other	67	2%	0	0%	2	2%	69	2%
Total	2707		45		118		2870	



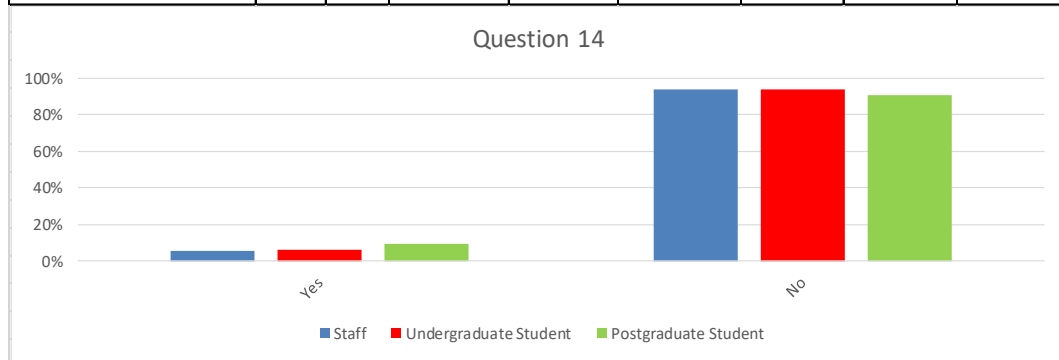
This question was addressed only to car users. The leading answer amongst all the groups was that driving is quicker than all other modes of transportation. Many respondents said that there is no suitable bus or train service available, and driving is still the cheapest way to travel. Travel distance was also an issue for many respondents.

3.14 Question 14 – Pool Car

‘If a car was made available on campus for you to use occasionally for business or personal (chargeable) trips, would this remove the need to drive to the University/Science Park?’

This question was available only for car users.

Question 14	Staff		Undergraduate Student		Postgraduate Student		Total Response Count	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
Yes	48	6%	1	6%	3	9%	52	6%
No	780	94%	15	94%	29	91%	824	94%
Total	828		16		32		876	



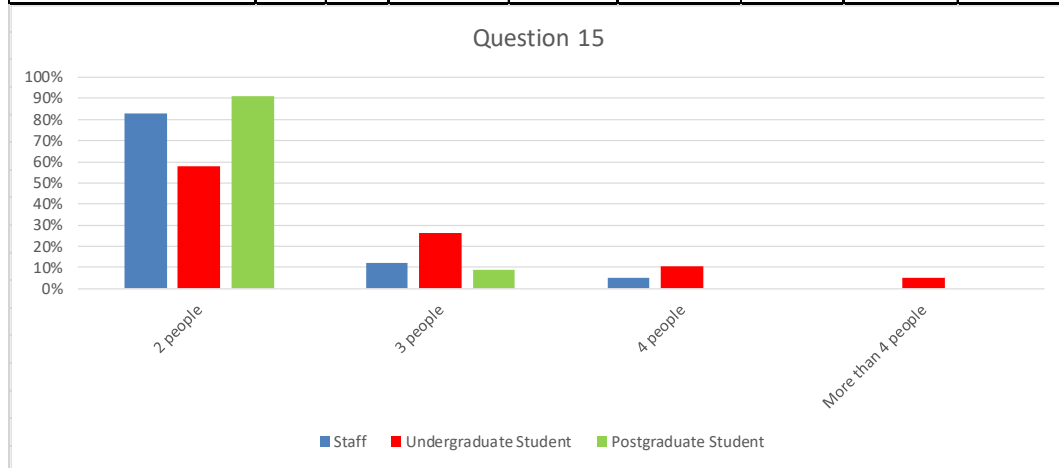
Almost all respondents said that having a pool car available for their business or personal trips would not remove the need to drive to the University/Science Park.

3.15 Question 15 – Travel in the Same Car

'How many people (including yourself) travel in the same car to the University/Science Park?'

This question was addressed only to car sharers.

Question 15	Staff		Undergraduate Student		Postgraduate Student		Total Response Count	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
2 people	103	83%	11	58%	10	91%	124	81%
3 people	15	12%	5	26%	1	9%	21	14%
4 people	6	5%	2	11%	0	0%	8	5%
More than 4 people	0	0%	1	5%	0	0%	1	1%
Total	124		19		11		154	



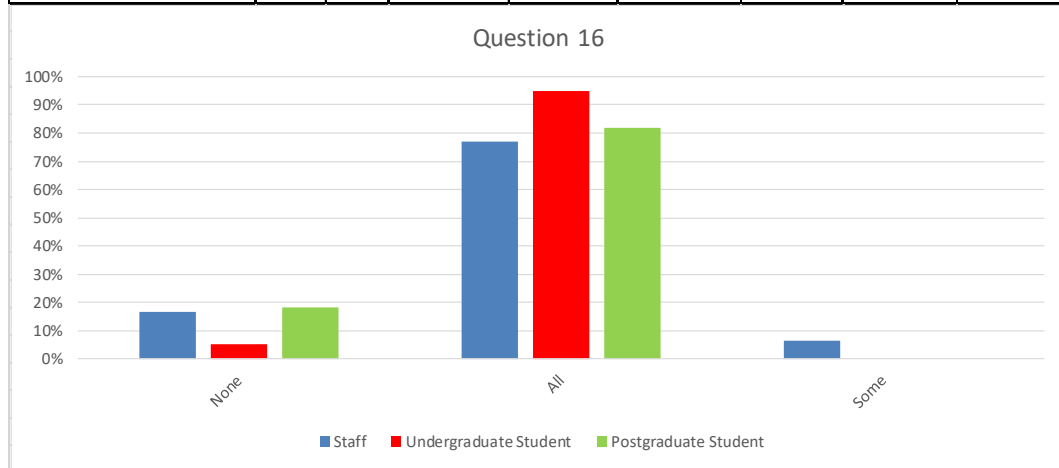
Most of the respondents (81%) who do car sharing said that they had 2 people (including themselves) travelled in the same car. A smaller proportion, 14% of the respondents told that 3 people travelled in the same car including the driver. Staff and postgraduate students share a similar proportion in car sharing habits, while having 3 people in the car is more popular for undergraduates.

3.16 Question 16 – Work or Study at the University

'Excluding yourself, how many of these work or study at the University/Science Park?'

This question was addressed only to car sharers.

Question 16	Staff		Undergraduate Student		Postgraduate Student		Total Response Count	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
None	21	17%	1	5%	2	18%	24	15%
All	97	77%	18	95%	9	82%	124	79%
Some	8	6%	0	0%	0	0%	8	5%
Total	126		19		11		156	



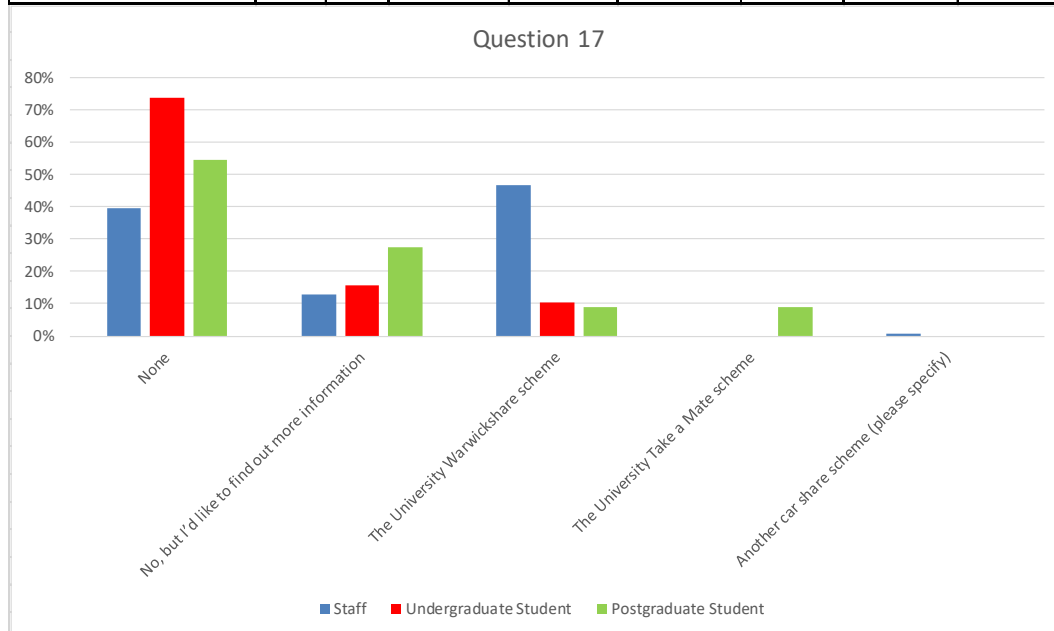
Almost all undergraduate students said that everyone they shared the car with study or work at the University. More than 15% of staff and postgraduate students share the ride with people who do not work/study at the University.

3.17 Question 17 – Car Share Schemes

'Are you a Registered Member of a formal car share scheme?'

This question was addressed only to car sharers.

Question 17	Staff		Undergraduate Student		Postgraduate Student		Total Response Count	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
None	49	40%	14	74%	6	55%	69	45%
No, but I'd like to find out more information	16	13%	3	16%	3	27%	22	14%
The University Warwickshare scheme	58	47%	2	11%	1	9%	61	40%
The University Take a Mate scheme	0	0%	0	0%	1	9%	1	1%
Another car share scheme (please specify)	1	1%	0	0%	0	0%	1	1%
Total	124		19		11		154	



Approximately half of the staff are not members of any car share scheme, however, more than 40% of staff are members of The University Warwickshire scheme. 13% said that they were not members but they were interested to find out more about the schemes.

More than 70% of the undergraduate students are not members of any car share schemes. Only a small proportion of undergraduate students are members of The University Warwick scheme and approximately 15% said they would like to find out more information.

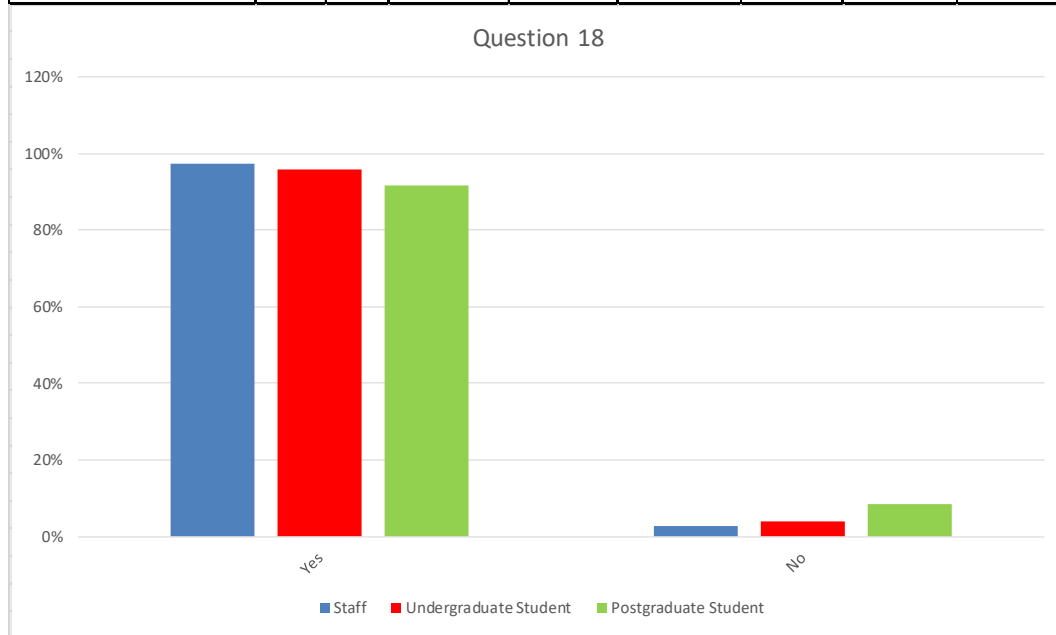
55% of postgraduate students are not members of any car share schemes. Less than 20% are members of both University car share schemes.

3.18 Question 18 – Bus Service

'Is there a regular bus service you use to travel to the University/Science Park?'

This question was addressed only to bus users.

Question 18	Staff		Undergraduate Student		Postgraduate Student		Total Response Count	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
Yes	176	97%	142	96%	54	92%	372	96%
No	5	3%	6	4%	5	8%	16	4%
Total	181		148		59		388	



More than 90% of the respondents said that there was a regular bus service to travel to the University. The proportion was the highest for staff and the lowest for postgraduate students. However, less than 10% of postgraduates told that there is no regular bus service available to travel to the University.

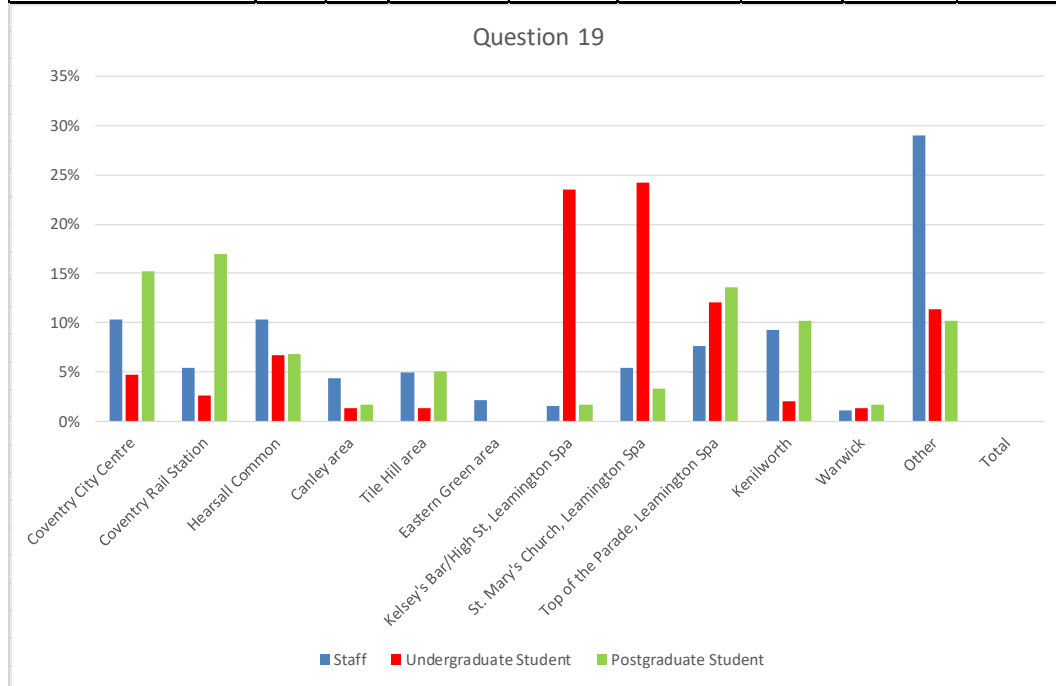
Respondents were asked which service they use and the most popular answer is Service no.:11, 12X, U1 and U2. Many respondents use Stagecoach and some respondents replied that they use service no.: 60, 61, W2, W3, W4, W5, W6, W7.

3.19 Question 19 – Boarding the Bus

'Which of the following locations do you use to board the bus to the University/ Science Park?'

This question was addressed only to bus users.

Question 19	Staff		Undergraduate Student		Postgraduate Student		Total Response Count	
	Count	%	Count	%	Count	%	Count	%
Coventry City Centre	19	10%	7	5%	9	15%	35	9%
Coventry Rail Station	10	5%	4	3%	10	17%	24	6%
Earlsdon area	15	8%	13	9%	8	14%	36	9%
Hearsall Common	19	10%	10	7%	4	7%	33	8%
Canley area	8	4%	2	1%	1	2%	11	3%
Tile Hill area	9	5%	2	1%	3	5%	14	4%
Eastern Green area	4	2%	0	0%	0	0%	4	1%
Kelsey's Bar/High St, Leamington Spa	3	2%	35	23%	1	2%	39	10%
St. Mary's Church, Leamington Spa	10	5%	36	24%	2	3%	48	12%
Top of the Parade, Leamington Spa	14	8%	18	12%	8	14%	40	10%
Kenilworth	17	9%	3	2%	6	10%	26	7%
Warwick	2	1%	2	1%	1	2%	5	1%
Other	53	29%	17	11%	6	10%	76	19%
Total	183		149		59		391	



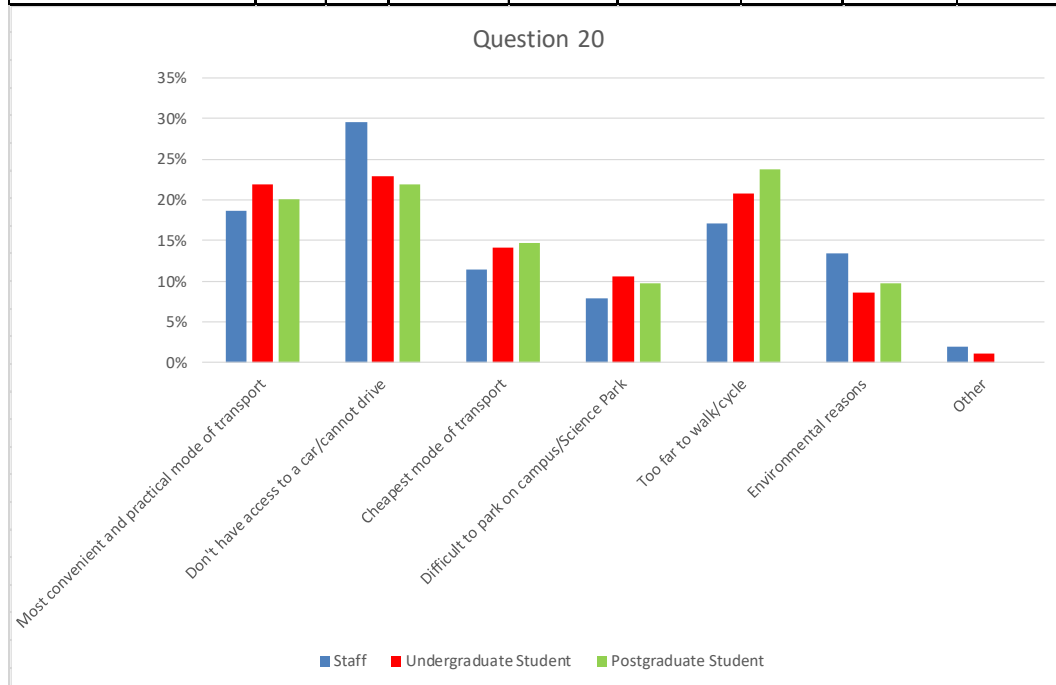
Most of the postgraduate students board the bus in Coventry and Leamington Spa, however, other locations also have significant numbers boarding. Most of the undergraduate students board the bus in Leamington Spa and only a few of them board the bus at other locations. The results show that for staff the most popular answer was 'Other'.

3.20 Question 20 – Reasons for Taking the Bus

'What are the reasons for using the bus to travel to the University / Science Park?'

This question was addressed only to bus users.

Question 20	Staff		Undergraduate Student		Postgraduate Student		Total Response Count	
	Count	%	Count	%	Count	%	Count	%
Most convenient and practical mode of transport	75	19%	95	22%	33	20%	203	20%
Don't have access to a car/cannot drive	119	30%	99	23%	36	22%	254	25%
Cheapest mode of transport	46	11%	61	14%	24	15%	131	13%
Difficult to park on campus/Science Park	32	8%	46	11%	16	10%	94	9%
Too far to walk/cycle	69	17%	90	21%	39	24%	198	20%
Environmental reasons	54	13%	37	9%	16	10%	107	11%
Other	8	2%	5	1%	0	0%	13	1%
Total	403		433		164		1000	



Respondents amongst all groups said that they use the bus because it is either the most convenient and practical mode of transport or they don't have access to a car/cannot drive or it is too far to walk/cycle. Smaller number of respondents said that bus is the cheapest mode, it is difficult to park on campus

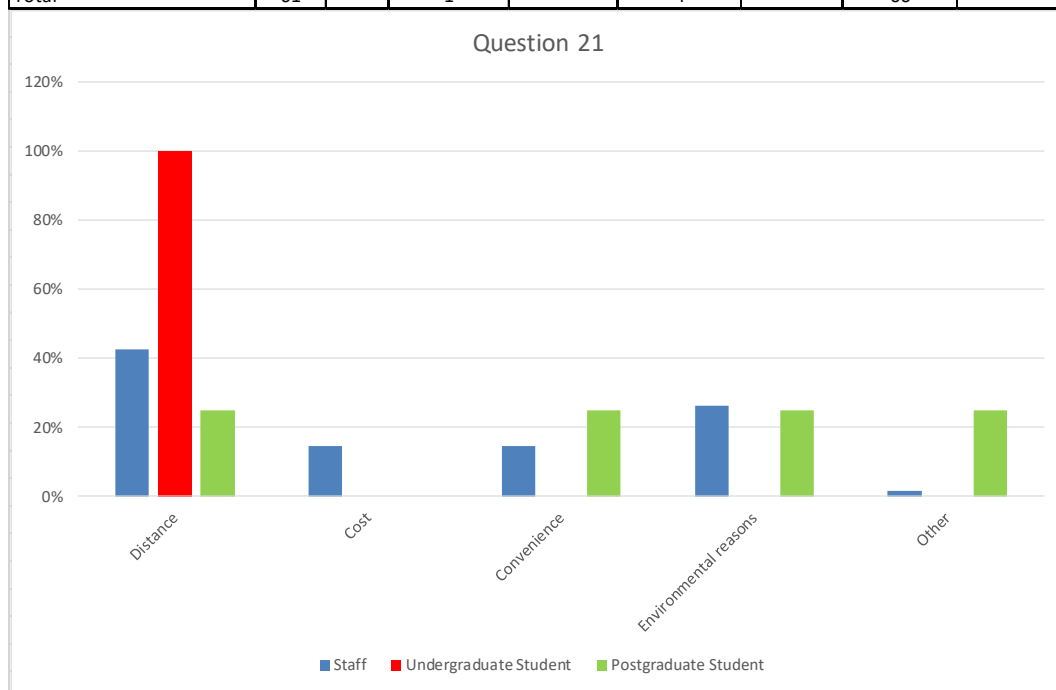
or because of environmental reasons. Negligible number of respondents selected 'Other'. The shares in responses of staff, postgraduate and undergraduate student groups are quite similar.

3.21 Question 21 – Reasons for Taking the Train

'What are your main reasons for using the train to travel to the University / Science Park'

This question was addressed only to train users.

Question 21	Staff		Undergraduate Student		Postgraduate Student		Total Response Count	
	Count	%	Count	%	Count	%	Count	%
Distance	26	43%	1	100%	1	25%	28	42%
Cost	9	15%	0	0%	0	0%	9	14%
Convenience	9	15%	0	0%	1	25%	10	15%
Environmental reasons	16	26%	0	0%	1	25%	17	26%
Other	1	2%	0	0%	1	25%	2	3%
Total	61		1		4		66	



Low number of respondents travel by train, therefore less than hundred responses are available. Most of the responses were given by staff, only couple of students provided answers to this question.

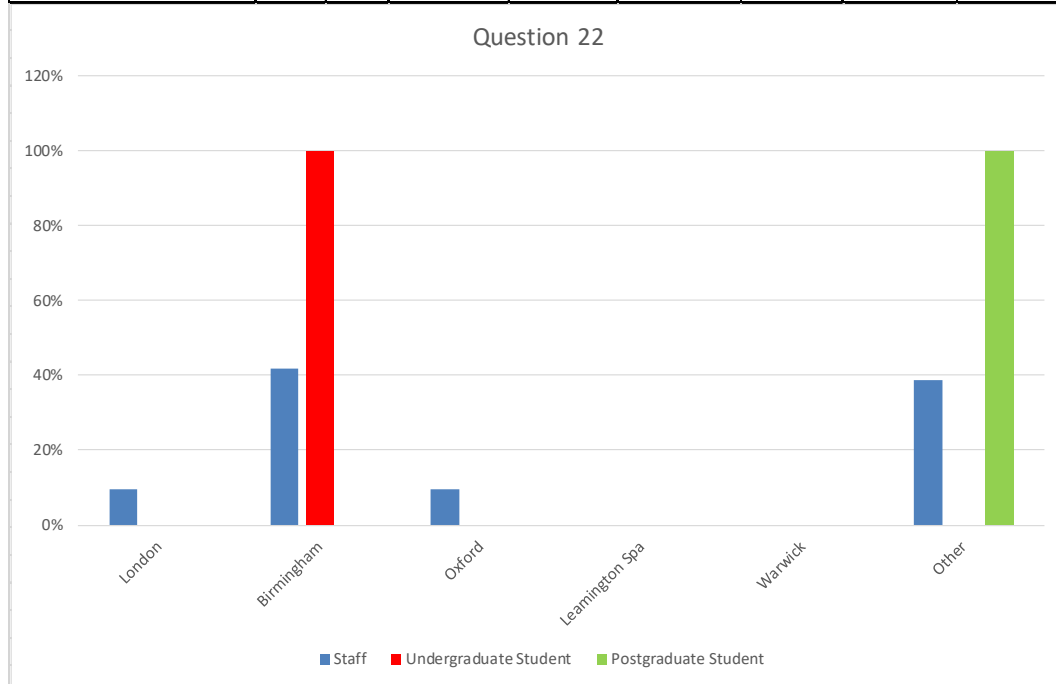
Distance is the most important reason to travel by train as well as environmental reasons. Smaller proportion of respondents said that cost and convenience are the reasons why they choose train to travel to the University.

3.22 Question 22 – Train Station (Boarding)

'If you use the train for a part of your journey to the University / Science Park, which station do you get on?'

This question was addressed only to train users.

Question 22	Staff		Undergraduate Student		Postgraduate Student		Total Response Count	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
London	3	10%	0	0%	0	0%	3	9%
Birmingham	13	42%	1	100%	0	0%	14	42%
Oxford	3	10%	0	0%	0	0%	3	9%
Leamington Spa	0	0%	0	0%	0	0%	0	0%
Warwick	0	0%	0	0%	0	0%	0	0%
Other	12	39%	0	0%	1	100%	13	39%
Total	31		1		1		33	



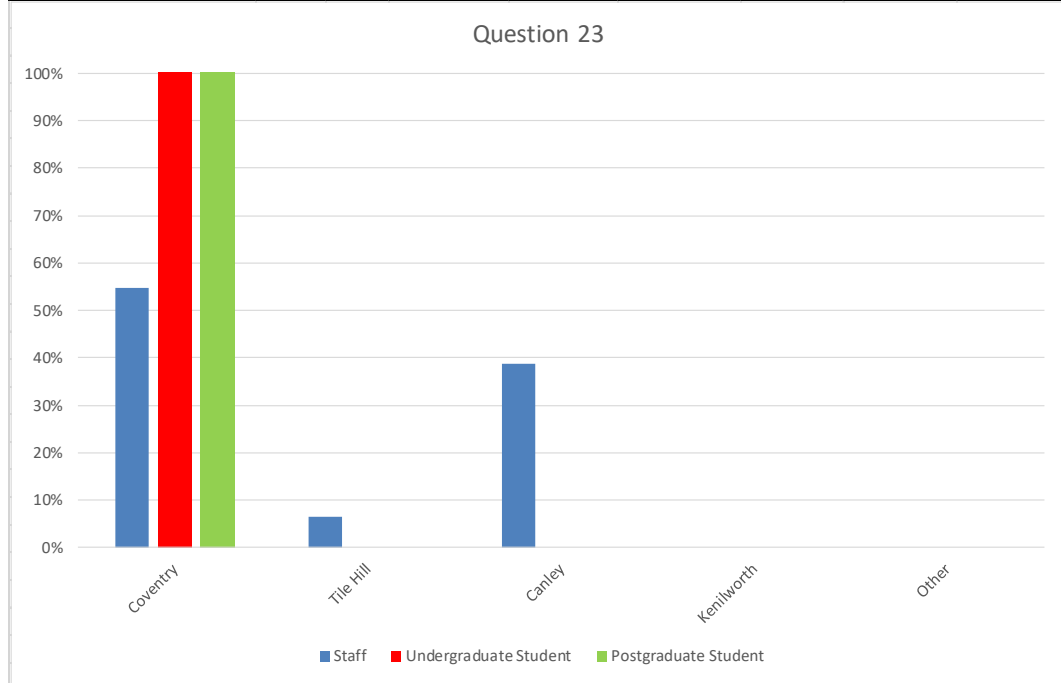
Nearly all responds were received from staff. Many respondents said they board the train at Birmingham. Many other selected 'Other', and provided free-text answers including Rugby (2x), Banbury, Milton Keynes, Bromsgrove, Cambridge, Crewe, Lea Hall, Leicester, Northfield, Nuneaton, Walsall as the locations where they board the train.

3.23 Question 23 – Train Station (Alighting)

'Which station do you get off at?'

This question was addressed only to train users.

Question 23	Staff		Undergraduate Student		Postgraduate Student		Total Response Count	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
Coventry	17	55%	1	100%	1	100%	19	58%
Tile Hill	2	6%	0	0%	0	0%	2	6%
Canley	12	39%	0	0%	0	0%	12	36%
Kenilworth	0	0%	0	0%	0	0%	0	0%
Other	0	0%	0	0%	0	0%	0	0%
Total	31		1		1		33	



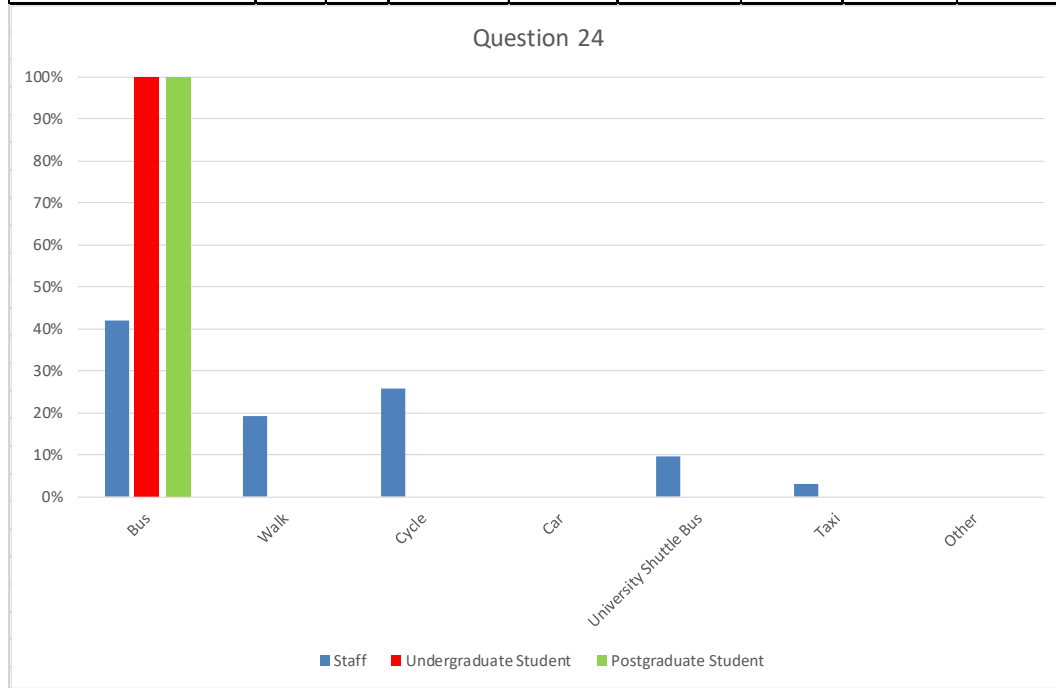
Staff provided most of the responds to this question. The most popular location to alight the train is Coventry, but Canley also received nearly 40% of all responses. Small proportion of respondents selected Tile Hill to get off the train when they travel to the University.

3.24 Question 24 – Travel from Station

'How do you normally travel between the station and the University / Science Park?'

This question was addressed only to train users.

Question 24	Staff		Undergraduate Student		Postgraduate Student		Total Response Count	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
Bus	13	42%	1	100%	1	100%	15	45%
Walk	6	19%	0	0%	0	0%	6	18%
Cycle	8	26%	0	0%	0	0%	8	24%
Car	0	0%	0	0%	0	0%	0	0%
University Shuttle Bus	3	10%	0	0%	0	0%	3	9%
Taxi	1	3%	0	0%	0	0%	1	3%
Other	0	0%	0	0%	0	0%	0	0%
Total	31		1		1		33	



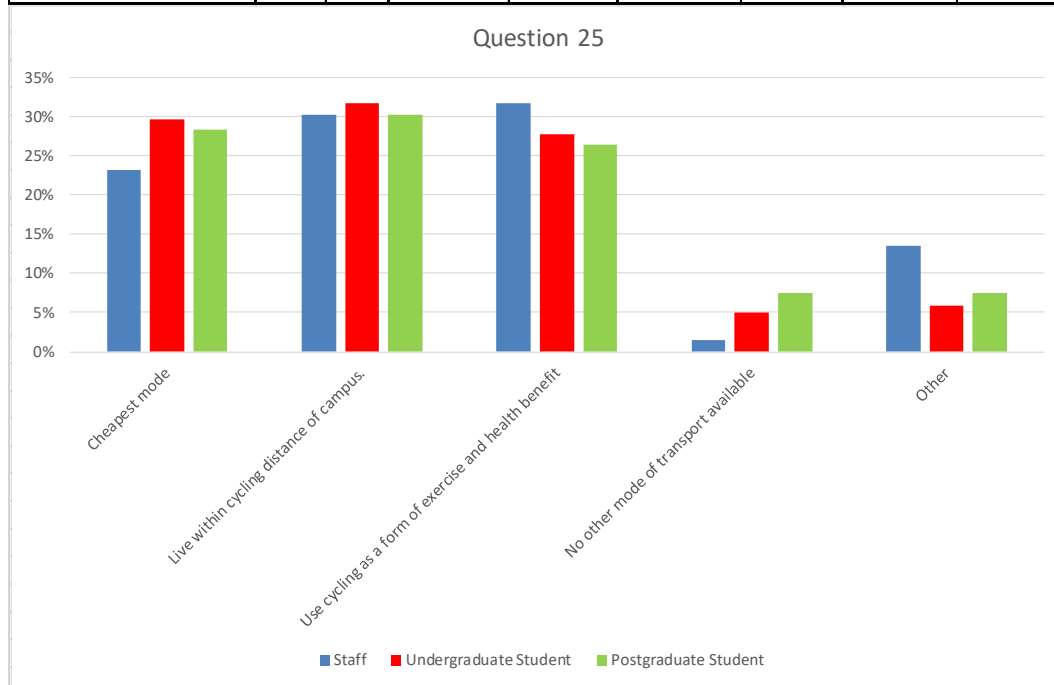
Under- and postgraduate students provided only one response to this question. Approximately half of the respondents use bus to travel between the station and the University, however walking and cycling are also popular modes to travel. Small proportion of respondents selected the University Shuttle Bus and Taxi as their mode of transport between the station and the University.

3.25 Question 25 – Reasons for Cycling

'What are your main reasons for cycling to the University?'

This question was addressed only to cyclists.

Question 25	Staff		Undergraduate Student		Postgraduate Student		Total Response Count	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
Cheapest mode	82	23%	30	30%	15	28%	127	25%
Live within cycling distance of campus.	107	30%	32	32%	16	30%	155	31%
Use cycling as a form of exercise and health benefit	112	32%	28	28%	14	26%	154	30%
No other mode of transport available	5	1%	5	5%	4	8%	14	3%
Other	48	14%	6	6%	4	8%	58	11%
Total	354		101		53		508	



All three groups responded similarly when they were asked about their main reasons for cycling to the University. Most of the respondents said that they cycle to the University because that is the cheapest mode, they live within cycling distance or they consider cycling as a form of exercise. All three questions had similar shares in answers. Only a small proportion said that there is no other mode of transport available.

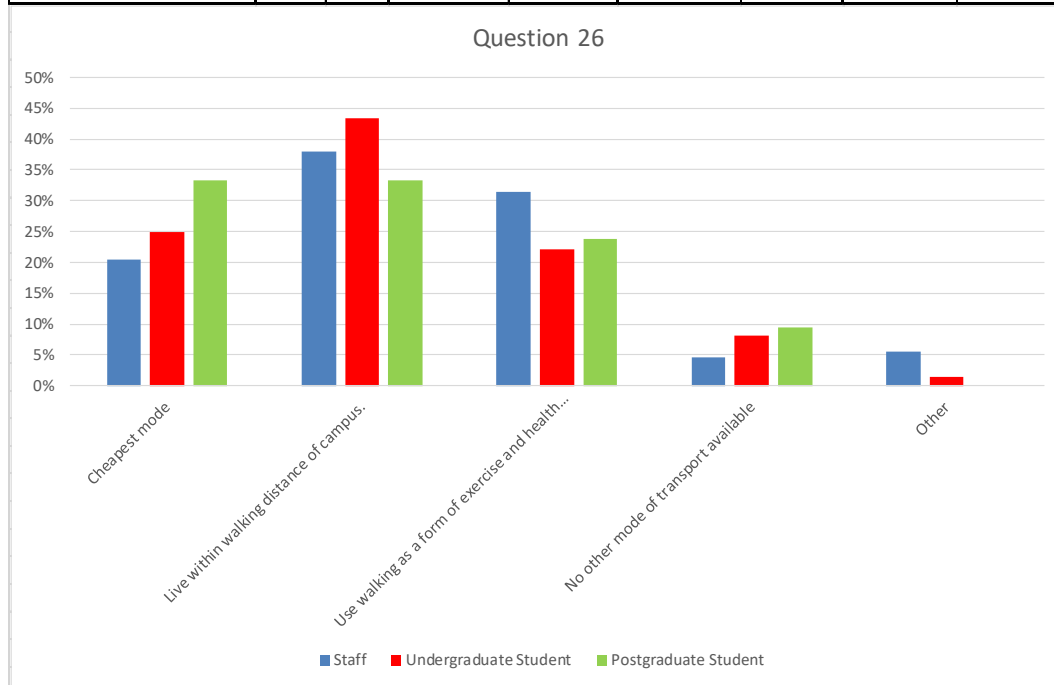
Reasonable amount of respondents provided free-text answers to describe their reasons to cycle. Many of them said that during peak hours cycling is competitive to driving, and it is environmental friendly. Some of them told that buses are overcrowded and expensive, and finding spare spot at car parking could be difficult.

3.26 Question 26 – Reasons for Walking

'What are your main reasons for walking to the University?'

This question was addressed only to walkers.

Question 26	Staff		Undergraduate Student		Postgraduate Student		Total Response Count	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
Cheapest mode	22	20%	55	25%	14	33%	91	25%
Live within walking distance of campus.	41	38%	96	43%	14	33%	151	41%
Use walking as a form of exercise and health benefit	34	31%	49	22%	10	24%	93	25%
No other mode of transport available	5	5%	18	8%	4	10%	27	7%
Other	6	6%	3	1%	0	0%	9	2%
Total	108		221		42		371	



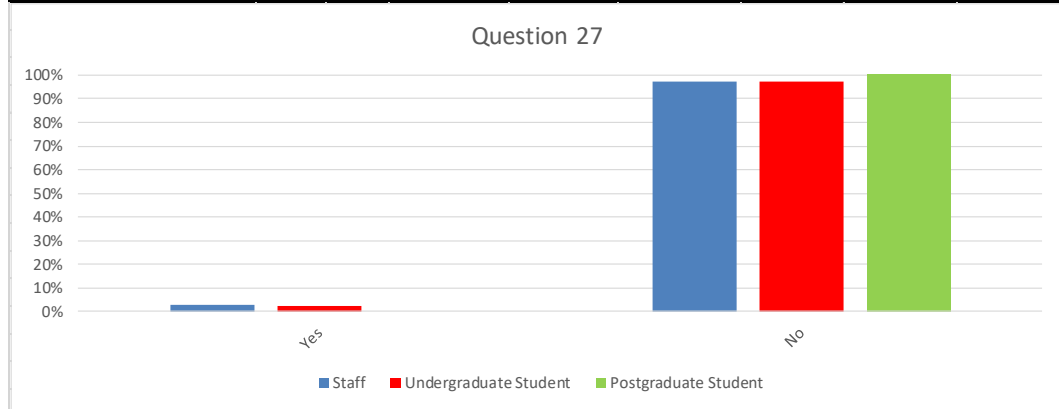
All three groups provided similar responses. Live within walking distance of campus are the most popular reason to walk to the University. Walking as a form of exercise and being the cheapest mode of transport are also popular reasons among respondents. Only a small proportion of respondents said that there are no other mode of transport available.

A couple of respondents selected 'Other', where they were able to provide with a free-text answer. Some of them indicated the reason to walk as buses are overcrowded and unreliable, some live in campus, others pointed walking environmental friendly.

3.27 Question 27 – Electric/Plug-in Hybrid Vehicle

'Do you have an electric or plug-in hybrid vehicle in your household?'

Question 27	Staff		Undergraduate Student		Postgraduate Student		Total Response Count	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
Yes	40	3%	9	3%	0	0%	49	3%
No	1339	97%	339	97%	141	100%	1819	97%
Total	1379		348		141		1868	

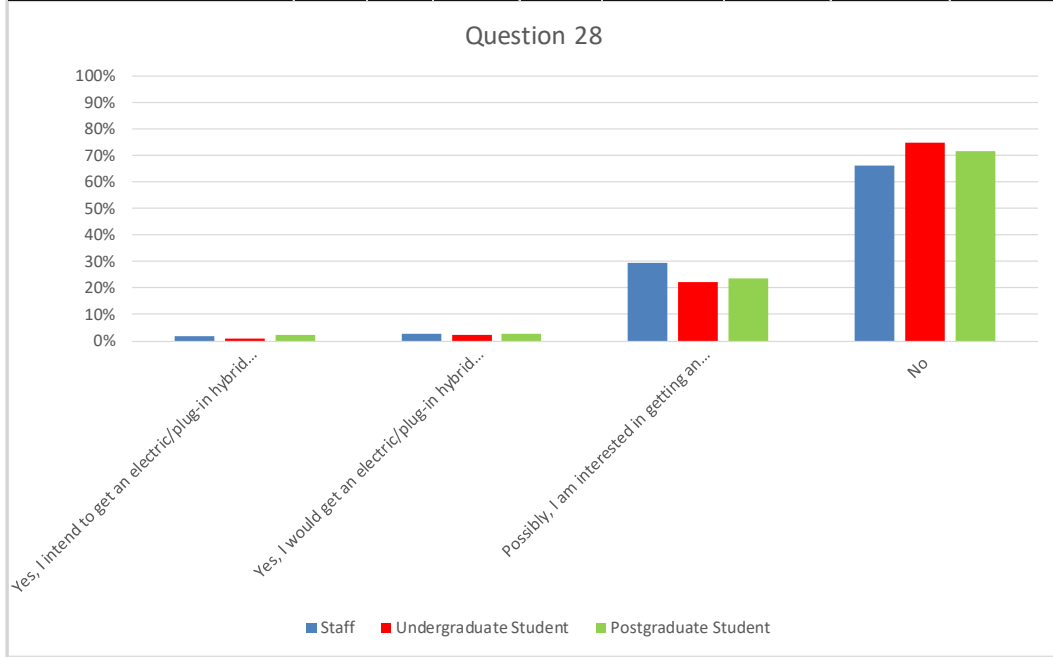


Respondents were asked if they have an electric or plug-in hybrid vehicle. Only a small proportion said that they have. 3% of staff and 3% of undergraduate students selected 'Yes'. None of the postgraduate students said that they have one.

3.28 Question 28 – Buying an Electric/Plug-in Hybrid Vehicle

'Do you plan to get an electric or plug-in hybrid vehicle in the next 12 months?'

Question 28	Staff		Undergraduate Student		Postgraduate Student		Total Response Count	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
Yes, I intend to get an electric/plug-in hybrid vehicle	22	2%	3	1%	3	2%	28	2%
Yes, I would get an electric/plug-in hybrid vehicle if more vehicle charging was provided on the University Campus/Science Park	37	3%	7	2%	4	3%	48	3%
Possibly, I am interested in getting an electric/plug-in hybrid vehicle	391	29%	75	22%	33	23%	499	27%
No	886	66%	254	75%	101	72%	1241	68%
Total	1336		339		141		1816	



Nearly 70% of all respondents selected 'No' when they were asked if they are interested in getting an electric or plug-in hybrid vehicle in the next 12-months. Relatively great proportion (27%) said that they would possibly get one, because they are interested such vehicles. 3% of all respondents said that would get one if more charging points are provided in campus. Only 2% of the respondents said that they have the intention to get one electric/plug-in hybrid vehicle in the next 12-months period.

3.29 Question 29 – Encouragement Factors for Public Transport

'Which of the following measures would most encourage you to travel to the University / Science Park by public transport? If you currently travel by public transport, which measures would you most like to see implemented?'

Staff				
	First Choice	Second Choice	Third Choice	Total
Shuttle bus / taxi service to nearest rail station	134	119	115	368
More direct bus services to campus	403	255	178	836
Pool cars available on campus for business journeys	23	39	48	110
More facilities (shops, dentist etc) available on campus	29	53	76	158
Subsidised/Discounted fares offered by the University	278	343	182	803
Smartcard/Oyster Card payment technology for bus travel	16	47	80	143
Multi-operator bus pass	33	115	136	284
Facilities to pay for public transport travel through salary	20	56	120	196
Increased parking charges	6	26	52	84
Flexible parking charges ('pay on use')	49	71	99	219
None	264	67	109	440
Other	62	126	122	310

Undergraduate students				
	First Choice	Second Choice	Third Choice	Total
Shuttle bus / taxi service to nearest rail station	28	34	53	115
More direct bus services to campus	88	85	58	231
Pool cars available on campus for business journeys	2	15	20	37
More facilities (shops, dentist etc) available on campus	23	46	41	110
Subsidised/Discounted fares offered by the University	161	73	40	274
Smartcard/Oyster Card payment technology for bus travel	3	20	31	54
Multi-operator bus pass	26	52	57	135
Facilities to pay for public transport travel through salary	1	6	3	10
Increased parking charges	2	3	9	14
Flexible parking charges ('pay on use')	1	3	10	14
None	9	4	18	31
Other	2	5	6	13

Postgraduate students				
	First Choice	Second Choice	Third Choice	Total
Shuttle bus / taxi service to nearest rail station	13	20	26	59
More direct bus services to campus	48	26	14	88
Pool cars available on campus for business journeys	1	4	6	11
More facilities (shops, dentist etc) available on campus	3	11	17	31
Subsidised/Discounted fares offered by the University	38	37	19	94
Smartcard/Oyster Card payment technology for bus travel	4	7	9	20
Multi-operator bus pass	15	20	19	54
Facilities to pay for public transport travel through salary	0	4	3	7
Increased parking charges	2	2	2	6
Flexible parking charges ('pay on use')	4	2	6	12
None	7	2	14	23
Other	5	5	5	15

Amongst all three groups the responds suggest that staff and students would need more direct bus services to the University with subsidised/discounted fares to use public transport. A multi-operator bus pass would be encouraging as well for them and also for undergraduate students. Shuttle bus/taxi service to the nearest rail station would be important for all three groups.

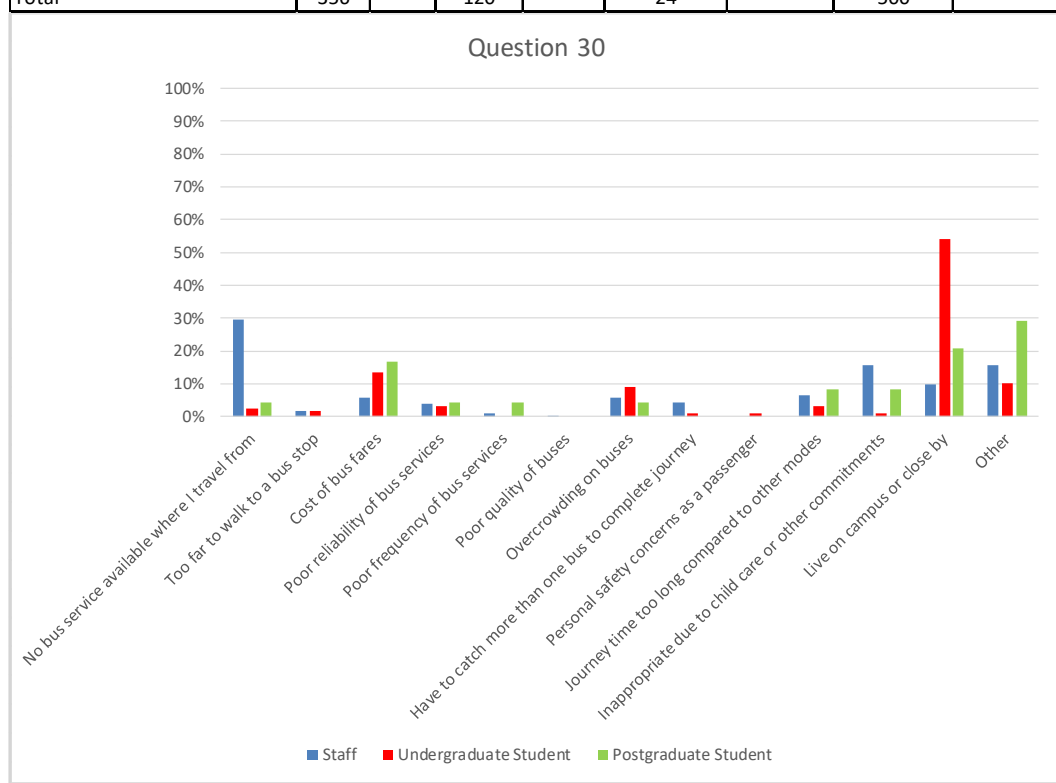
Great number of staff said there is nothing to encourage them to use public transport. However, the possibility to pay bus fares through salary, a shuttle bus/taxi service to the nearest rail station, having more facilities on campus and flexible parking charges were also selected by many staff respondents.

Relatively low number of under- and postgraduate students said that there is nothing to encourage them to use public transport. Both groups could be encouraged by improved bus services.

3.30 Question 30 – Reasons for not Using Buses

'What are your reasons for not using buses to travel to the University / Science Park?'

Question 30	Staff		Undergraduate Student		Postgraduate Student		Total Response Count	
	Count	Percentage	Count	Percentage	Count	Percentage	Count	Percentage
No bus service available where I travel from	105	29%	3	3%	1	4%	109	22%
Too far to walk to a bus stop	6	2%	2	2%	0	0%	8	2%
Cost of bus fares	20	6%	16	13%	4	17%	40	8%
Poor reliability of bus services	14	4%	4	3%	1	4%	19	4%
Poor frequency of bus services	4	1%	0	0%	1	4%	5	1%
Poor quality of buses	1	0%	0	0%	0	0%	1	0%
Overcrowding on buses	21	6%	11	9%	1	4%	33	7%
Have to catch more than one bus to complete journey	15	4%	1	1%	0	0%	16	3%
Personal safety concerns as a passenger	0	0%	1	1%	0	0%	1	0%
Journey time too long compared to other modes	23	6%	4	3%	2	8%	29	6%
Inappropriate due to child care or other commitments	56	16%	1	1%	2	8%	59	12%
Live on campus or close by	35	10%	65	54%	5	21%	105	21%
Other	56	16%	12	10%	7	29%	75	15%
Total	356		120		24		500	



Approximately 30% of staff said that there is no bus service available where they travel from. 16% have child care or other commitments and another 16% of staff have other reasons for not using the bus to travel to the University. 10% selected that they live on campus or close by. Reasonable amount of staff respondents said that the buses are overcrowded, slow and expensive.

More than half of the undergraduate students said that they live on campus or close by. More than 20% said they don't use buses to travel to the University because the buses are overcrowded and expensive.

21% of postgraduate students live on campus or close by. 17% said buses are expensive and for 8% the journey takes too long compared to other modes. Less than 10% have child care or other commitments. Nearly all postgraduate students who selected option 'Other' said that they use the bus.

3.31 Question 31 – Encouragement Factors for Cycling

'Which of the following measures would most encourage you to cycle? If you currently do cycle, which measures would you most like to see implemented?'

Staff				
	First Choice	Second Choice	Third Choice	Total
Safe cycle routes to the University / Science Park	503	193	136	832
Reserved cycle parking on the University / Science Park	16	81	84	181
Access to changing facilities, showers and lockers for cyclists on the University / Science Park	97	236	169	502
Secure individual lockers at the railway station	11	31	34	76
Bike purchase scheme (Cycle to Work)	26	62	91	179
Cycling skills and bike maintenance training on the University / Science Park	4	33	54	91
Pool cars or pool bikes available for business journeys	9	31	50	90
Cycle maintenance and repair facilities available on the University / Science Park	16	76	118	210
Increased parking charges	10	22	37	69
Flexible parking charges ('pay on use')	11	44	63	118
Access to an electric bike (ebike)	52	98	136	286
Park and bike-ride location	61	84	130	275
None	440	39	84	563
Other	22	248	92	362
Undergraduate students				
	First Choice	Second Choice	Third Choice	Total
Safe cycle routes to the University / Science Park	211	46	26	283
Reserved cycle parking on the University / Science Park	18	52	47	117
Access to changing facilities, showers and lockers for cyclists on the University / Science Park	25	72	48	145
Secure individual lockers at the railway station	0	17	15	32
Bike purchase scheme (Cycle to Work)	12	33	33	78
Cycling skills and bike maintenance training on the University / Science Park	8	18	26	52
Pool cars or pool bikes available for business journeys	3	10	9	22
Cycle maintenance and repair facilities available on the University / Science Park	9	31	44	84
Increased parking charges	0	3	5	8
Flexible parking charges ('pay on use')	1	1	7	9
Access to an electric bike (ebike)	20	23	26	69
Park and bike-ride location	6	16	31	53
None	27	8	18	53
Other	2	12	7	21
Postgraduate students				
	First Choice	Second Choice	Third Choice	Total
Safe cycle routes to the University / Science Park	75	19	9	103
Reserved cycle parking on the University / Science Park	2	18	8	28
Access to changing facilities, showers and lockers for cyclists on the University / Science Park	11	25	15	51
Secure individual lockers at the railway station	3	7	2	12
Bike purchase scheme (Cycle to Work)	7	10	21	38
Cycling skills and bike maintenance training on the University / Science Park	4	7	9	20
Pool cars or pool bikes available for business journeys	0	4	2	6
Cycle maintenance and repair facilities available on the University / Science Park	0	13	20	33
Increased parking charges	0	1	2	3
Flexible parking charges ('pay on use')	0	0	1	1
Access to an electric bike (ebike)	9	7	17	33
Park and bike-ride location	9	11	7	27
None	14	3	15	32
Other	0	9	6	15

Safe cycle routes are the most important factor to encourage cycling for all three groups. Access to changing facilities, showers and lockers for cyclists are also key factors for staff and for students.

Great number of staff said that there is nothing to encourage them to cycle.

Many undergraduate students said that a bike purchase scheme would encourage them to cycle to the University.

3.32 Question 32 – Encouragement Factors for Car Sharing

'Which of the following measures would most encourage you to car share? If you currently car share, which measures would you most like to see implemented?'

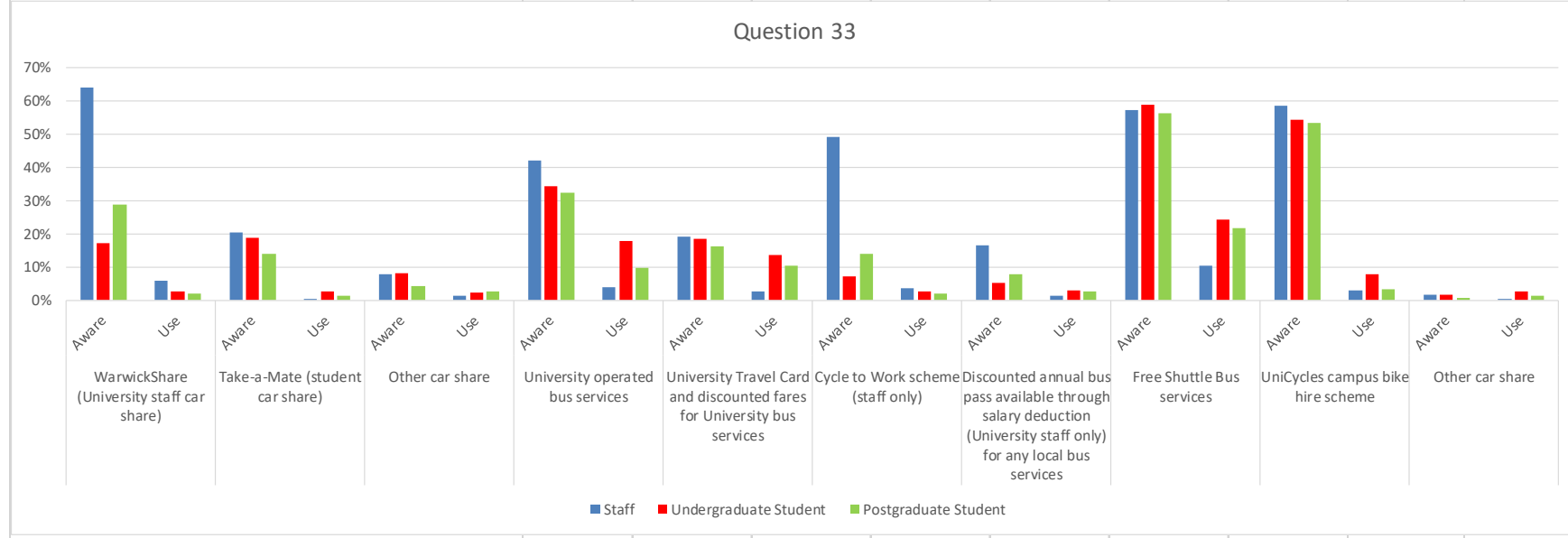
Staff				
	First Choice	Second Choice	Third Choice	Total
Help in finding car share partners	236	177	211	624
Reserved parking on the University / Science Park for car sharers	52	171	169	392
Reduced or free parking charges on the University / Science Park for car sharers	374	259	180	813
Pool cars or pool bikes available for business journeys	21	38	59	118
Guaranteed Lift Home scheme in an emergency or if let down by car driver	190	291	256	737
Increased parking charges	11	30	43	84
Flexible parking charges ('pay on use')	15	61	112	188
None	319	51	120	490
Other	25	165	93	283
Undergraduate students				
	First Choice	Second Choice	Third Choice	Total
Help in finding car share partners	132	47	46	225
Reserved parking on the University / Science Park for car sharers	32	92	51	175
Reduced or free parking charges on the University / Science Park for car sharers	103	94	53	250
Pool cars or pool bikes available for business journeys	5	13	19	37
Guaranteed Lift Home scheme in an emergency or if let down by car driver	23	47	90	160
Increased parking charges	3	6	10	19
Flexible parking charges ('pay on use')	4	18	29	51
None	32	5	27	64
Other	1	13	10	24
Postgraduate students				
	First Choice	Second Choice	Third Choice	Total
Help in finding car share partners	38	25	22	85
Reserved parking on the University / Science Park for car sharers	15	20	21	56
Reduced or free parking charges on the University / Science Park for car sharers	44	38	17	99
Pool cars or pool bikes available for business journeys	1	6	4	11
Guaranteed Lift Home scheme in an emergency or if let down by car driver	22	32	31	85
Increased parking charges	0	2	3	5
Flexible parking charges ('pay on use')	0	2	11	13
None	12	1	20	33
Other	1	7	4	12

Most of staff and both student groups said that reduced parking charges at the University and help in finding car share partners would encourage them to car share. Great number of staff respondents would require a guaranteed lift home scheme. For under- and postgraduate reserved parking spaces at the University is also a key.

3.33 Question 33 – Sustainable Transport Initiatives

'Are you aware of or use any of the following sustainable transport initiatives at the University / Science Park?'

Question 33		Staff		Undergraduate Student		Postgraduate Student		Total Response Count	
WarwickShare (University staff car share)	Aware	905	64%	60	17%	41	29%	1006	53%
	Use	83	6%	10	3%	3	2%	96	5%
Take-a-Mate (student car share)	Aware	287	20%	66	19%	20	14%	373	20%
	Use	4	0%	10	3%	2	1%	16	1%
Other car share	Aware	112	8%	29	8%	6	4%	147	8%
	Use	18	1%	8	2%	4	3%	30	2%
University operated bus services	Aware	594	42%	120	34%	46	32%	760	40%
	Use	55	4%	62	18%	14	10%	131	7%
University Travel Card and discounted fares for University bus services	Aware	271	19%	65	19%	23	16%	359	19%
	Use	39	3%	48	14%	15	11%	102	5%
Cycle to Work scheme (staff only)	Aware	696	49%	25	7%	20	14%	741	39%
	Use	53	4%	9	3%	3	2%	65	3%
Discounted annual bus pass available through salary deduction (University staff only) for any local bus services	Aware	236	17%	19	5%	11	8%	266	14%
	Use	22	2%	11	3%	4	3%	37	2%
Free Shuttle Bus services	Aware	809	57%	205	59%	80	56%	1094	58%
	Use	149	11%	85	24%	31	22%	265	14%
UniCycles campus bike hire scheme	Aware	824	58%	190	54%	76	54%	1090	57%
	Use	43	3%	27	8%	5	4%	75	4%
Other car share	Aware	24	2%	6	2%	1	1%	31	2%
	Use	6	0%	9	3%	2	1%	17	1%
Total answers		5230		1064		407		6701	
Total respondents		1411		349		142		1902	



In broad terms, staff is more aware of the range of sustainable transport initiatives than student groups.

For staff, the highest awareness response was for the Warwickshire scheme (64%) but only 6% use it. A similar situation could be seen with the University operated bus services, the Cycle to Work scheme, the Free Shuttle bus services and the Unicycles campus bike hire. More than 40% of staff aware of these schemes but approximately 10% or less use them.

The Free Shuttle bus services and the Unicycles campus bike hire scheme showed the highest level of awareness (over 50%) from under- and postgraduates. The Free Shuttle bus service is used by over 20% of the students, while the Unicycles campus bike scheme is used only by less than 10% of them.

4 Progress Towards Targets

4.1 2016 to 2019

Table 3 below shows a detailed breakdown of modal change from the previous survey in 2016. This is reported in the same format as that was reported in the original Travel Plan (June 2007, Page 10 – Table 4.2).

Table 3: Modal share by staff and students 2016 and 2019

Mode	2016 Modal Share %			2019 Modal Share %		
	Staff (1990)	Postgrad (234)	Undergrad (446)	Staff (1411)	Postgrad (142)	Undergrad (349)
Car driver (no passengers)	59.5	18.4	3.8	60.6	22.9	4.7
Car driver (car share)	7	7.3	3.8	6.6	6.4	2.4
Car passenger	3.9	2.1	2.5	2.7	1.4	3.2
Bus	11.4	29.5	39.5	13.2	42.1	44.2
Cycle	10.4	18.8	10.3	9.8	12.1	12.4
Walk	4	20.1	39.7	4.4	14.3	32.4
Motorcycle/ scooter	0.7	0	0	0.4	0.0	0.3
Train	2.6	3	0.4	2.2	0.7	0.3
Taxi	0.2	0.4	0	0.3	0.7	0.0
Other	0.3	0.4	0	0.0	0.7	0.6

The main headlines related to staff over the period 2016 to 2019 are:

- Single car drivers up from 59.5% to 60.6%,
- Car share drivers down from 7% to 6.6%,

- Car share passengers down from 3.9% to 2.7%,
- Cycling down from 10.4% to 9.8%,
- Walking slightly up from 4% to 4.4%,
- Bus use up from 11.4% to 13.2%, and
- Train use slightly down from 2.6% to 2.2%.

For undergraduate students, the key changes are:

- Single car drivers up from 3.8% to 4.7%,
- Car share drivers down from 3.8% to 2.4%,
- Car share passengers up from 2.5% to 3.2%,
- Cycling up from 10.3% to 12.4%,
- Walking down from 39.7% to 32.4%, and
- Bus use up from 39.5% to 44.2%.

For postgraduate students, the key changes are:

- Single car drivers up from 18.4% to 22.9%,
- Car share drivers down from 7.3% to 6.4%,
- Car share passengers down from 2.1% to 1.4%,
- Cycling down from 18.8% to 12.1%,
- Walking down from 20.1% to 14.3%,
- Bus use up from 29.5% to 42.1%, and
- Train use down from 3% to 0.7%.

The changes between 2016 and 2019 are mixed:

- Single car drivers increased for all groups,
- Car share drivers decreased for all groups,
- Car share passenger decreased for staff and postgraduates,
- Bus use increased for all groups,
- Cycling and walking decreased for postgraduates, and
- Walking decreased for students.

The overall results from the 2019 survey indicates that the positive upward trend towards sustainable modes realised since 2007 has eased off with some respondents returning to using the car as the main mode of transport. This is

despite the University strategy of implementing modest annual increases in car park charges since 2012.

4.2 Progress Towards Travel Plan Targets

The University Travel Plan dated June 2007 sets out separate modal share targets for staff and students for 2018 based on modal shares identified in the 2005 travel survey. The targets were developed from the Travel Plan's main objective to reduce single occupancy and general car use in order to limit any growth of traffic at the University to no more than 12% during the 10-year period of the Masterplan. This represents a challenging target and is significantly below the Government's 'low growth traffic forecast' for the period to 2018. The targets were assigned a tolerance/variation of 2% either side of the predicted modal share.

It should be noted that most of the 2018 targets were achieved by the time of the 2016 travel survey and reported in the Travel Survey Final Report May 2017. Since the survey in 2016, progress towards some targets has stalled, while the proportion for public transport has slightly increased. However, it must be noted that over the entire period since 2005, the numbers for all transport modes show positive changes.

Table 4 below shows the modal shares recorded in the 2005 travel survey, the results from 2019, and the targets set for 2018. The green cells in the table indicate where the targets have been achieved or exceeded. It can be seen from the table that 50% of the targets have been achieved for this survey.

The modal share for cycling and walking has increased since the 2005 survey for both staff and students and the 2018 targets for cycling and walking by staff and students have been achieved. Over the same period, public transport use by staff has risen although it has decreased by students.

Table 4: Modal share – achievement of 2018 targets

Mode	2005 Modal Share [%]		2019 Modal Share [%]		2018 Targets (+/- 2%)	
	Staff	Student	Staff	Student	Staff	Student
Car driver	72	21	67	14	57	16
Car passenger	4	5	3	3	10	7
Public Transport	11	46	15	43	16	48
Cycle	9	5	10	12	12	6
Walk	4	22	4	27	5	23
Other	<1	1	<1	<1	<1	<1

Public transport use has slightly increased since 2016, mostly for students. The 2018 target for staff use of public transport has been achieved.

The staff car driver proportion is some 10% higher than the target, whilst the car passenger numbers are below the target for both groups. Overall, staff drivers

have reduced from 72% in 2005 to 67% in 2019. Student drivers have reduced from 21% to 14%.

Though, achieving further modal shift from car driving will be challenging, as those who continue to drive probably represent a core of habitual drivers who have no options or desire to change, and who will be more difficult to influence.

To achieve the 2018 targets the University may need to consider implementing a more 'assertive' strategy for car park charges in order to discourage habitual car use. In addition, the University should consider offering a 'tangible' financial incentive for members who car share and remove the disincentive whereby sharers still buy a permit to allow them to park on odd days when they are unable to share. Another option to encourage bus use is for the University to invest in offering staff and students a discount on bus fares for services that are aligned to popular destinations and routes to the campus. This strategy has proven successful at other Universities.

It is also important that information and promotion of the Travel Plan and sustainable transport is easily accessible for staff, students and visitors and the University invests in developing a central transport and travel portal on the intranet and website where all transport related information can be logically and readily accessed. This will better inform staff, students and visitors of all the options and choices for sustainable transport and travel available at Warwick and provide a platform for the University to proactively promote and communicate the options and choices.

4.3 Comparison of Results 2005 – 2019

The modal shares from the previous surveys are shown in Figure 1, Figure 2 and Figure 3. The full, tabulated results are provided in Table 5.

For the staff category,

- single occupancy car drivers reduced from 64.4% to 60.6%.
- The proportion for car drivers with passengers and car passengers slightly decreased from 7% to 6.6% and from 3.8% to 2.7% respectively.
- Bus travel increased from 10.7% to 13.2%.
- Cycling and walking also increased slightly from 8.5% to 9.8%.

Therefore, over the period from the original survey in 2005 to the latest survey in 2019, staff mode shares across all transport types have either improved or remained constant.

For the undergraduate student category

- single occupancy drivers and car drivers with passengers reduced from 10% to 4.7% and from 10.8% to 2.4% respectively.

- Car passengers slightly reduced from 4.7% to 3.2%.
- The proportion of bus users dropped slightly from 46.6% to 44.2%.
- cycling and walking increased from 5.1% to 12.4% and from 22.4% to 32.4% respectively.

Over the period from the original survey in 2005 to the latest survey in 2019, undergraduate mode shares are weighted towards sustainable transport modes.

For the postgraduate student category

- single occupancy drivers increased significantly from 12% to 22.9%.
- car drivers with passengers reduced slightly from 7.6% to 6.4%.
- Car passengers slightly increased from 0.4% to 1.4%.
- The proportion of bus users increased significantly from 24.4% to 42.1%.
- Cycling and walking decreased from 13.2% to 12.1% and from 41.2% to 14.3% respectively.

The survey data shows that over the period from the original survey in 2005 to the latest survey in 2019, undergraduate student mode share weighted towards sustainable modes, but some respondent returned to driving.

Figure 1: Staff mode shares 2005 - 2019

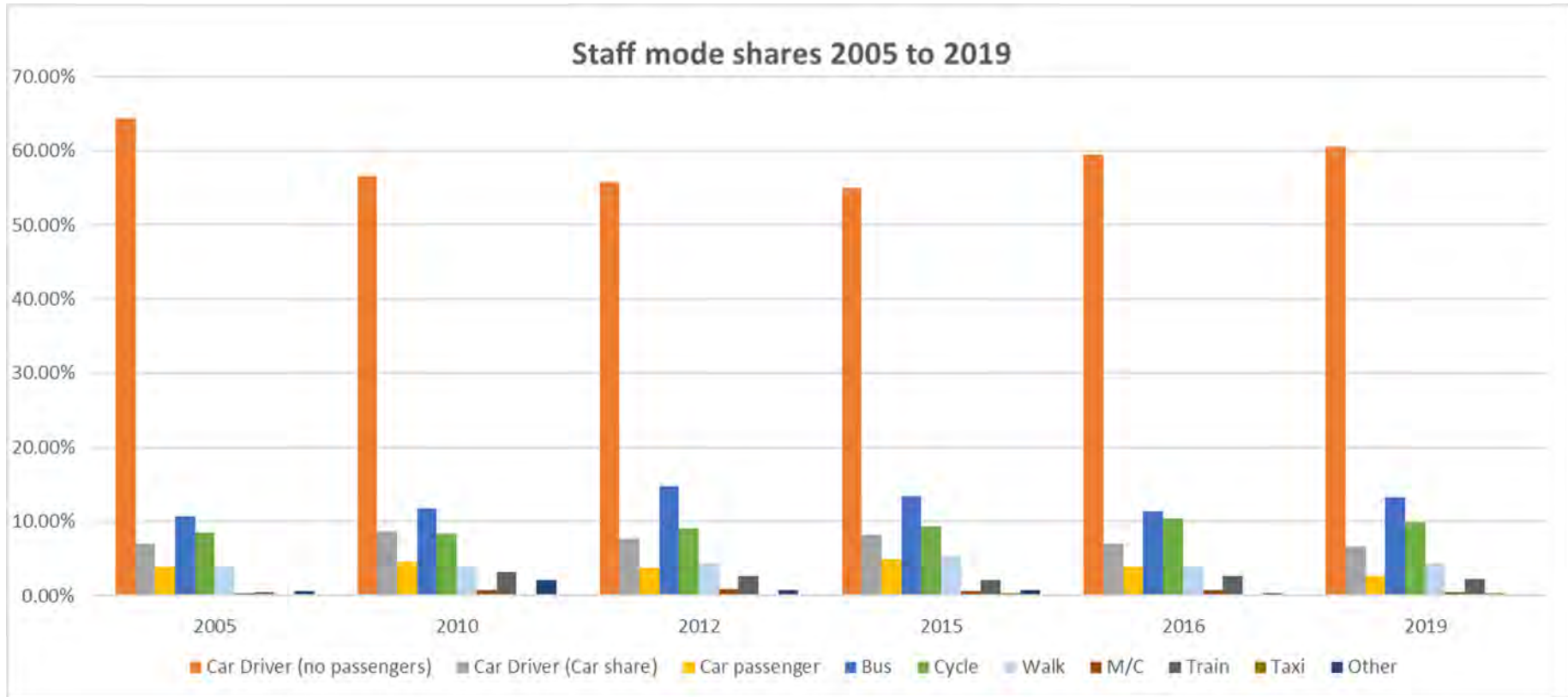


Figure 2: Undergraduate students mode shares 2005 - 2019

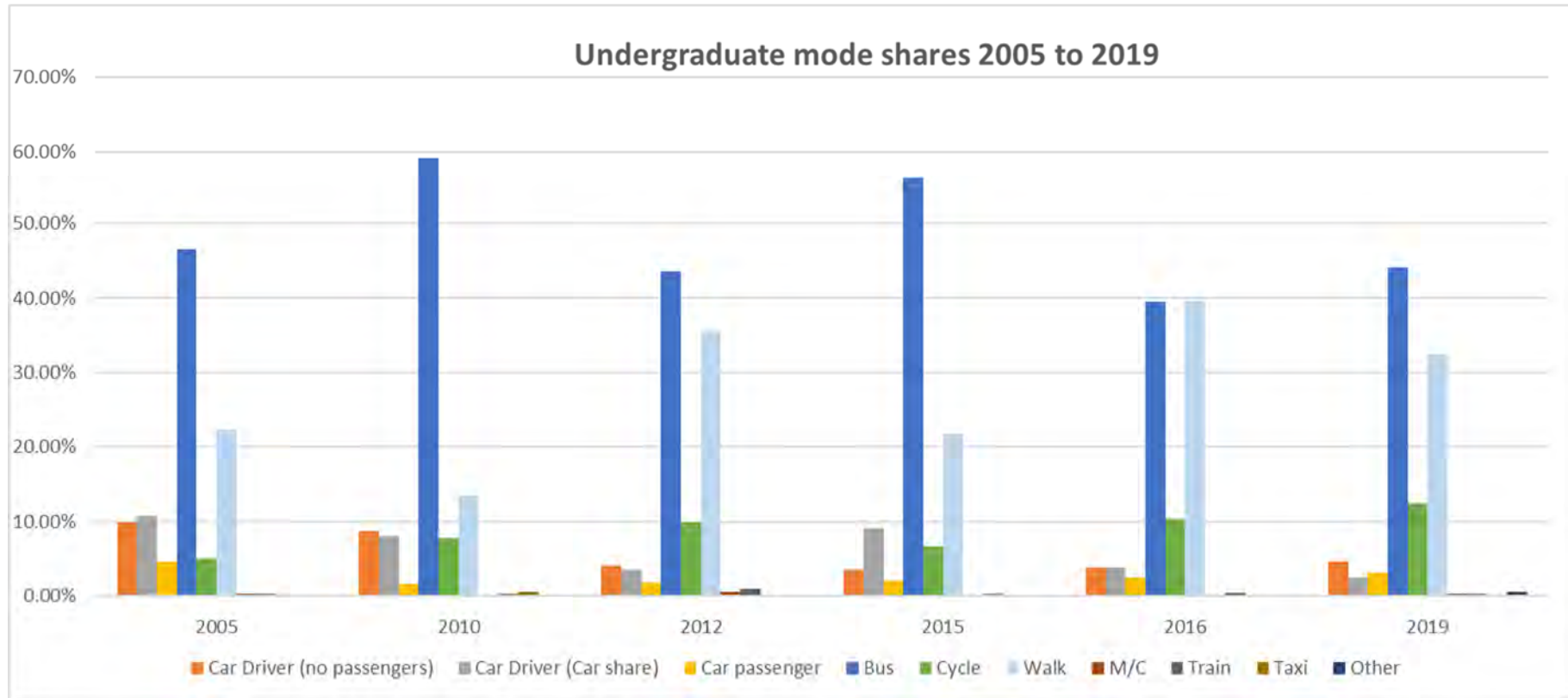


Figure 3: Postgraduate students mode shares 2005 - 2019

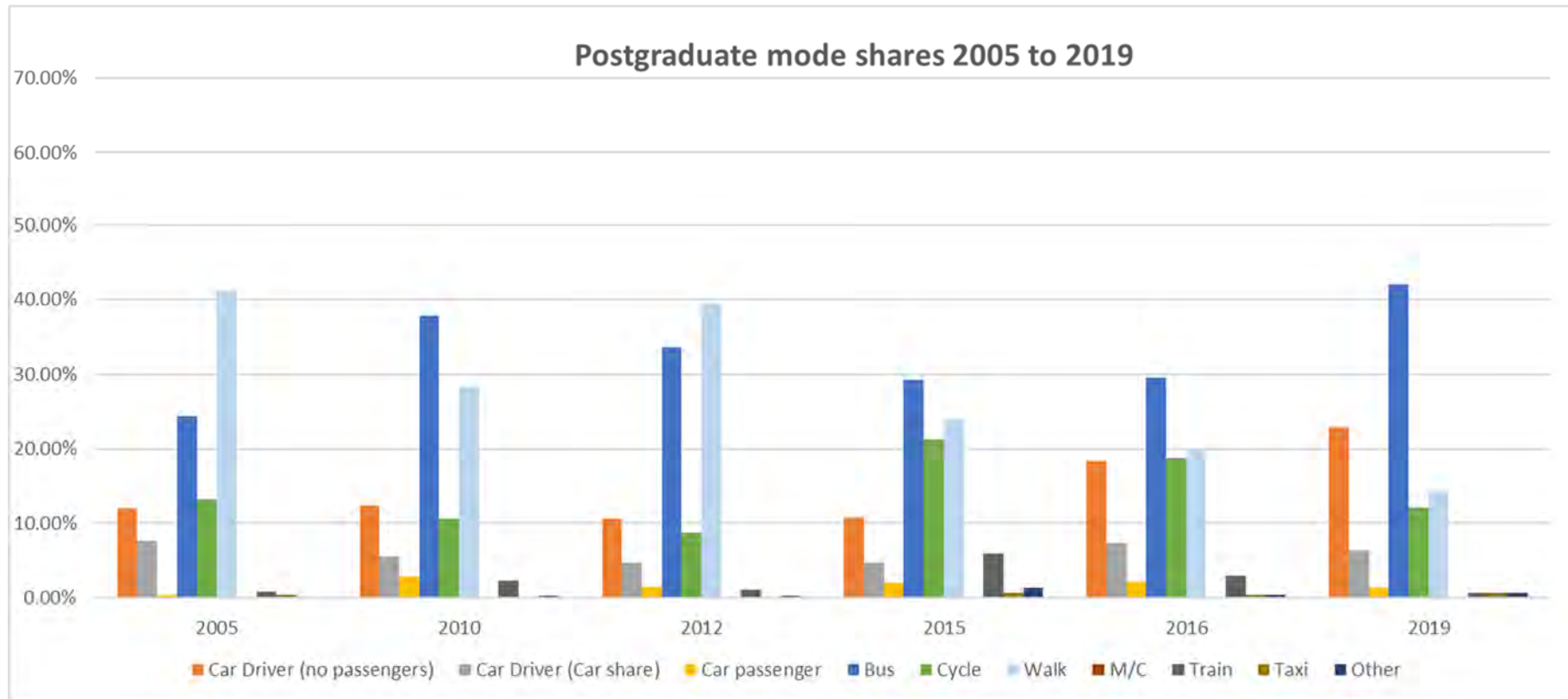


Table 5: Modes shares 2005 to 2019

Mode of Transport	2005	2005	2005	2010	2010	2010	2012	2012	2012	2015	2015	2015	2016	2016	2016	2019	2019	2019
	<i>Staff</i>	<i>UG</i>	<i>PG</i>	<i>Staff</i>	<i>UG</i>	<i>PG</i>	<i>Staff</i>	<i>UG</i>	<i>PG</i>	<i>Staff</i>	<i>UG</i>	<i>PG</i>	<i>Staff</i>	<i>UG</i>	<i>PG</i>	<i>Staff</i>	<i>UG</i>	<i>PG</i>
Car Driver (no passenger)	64.4%	10.0%	12.0%	56.6%	8.7%	12.4%	55.8%	4.1%	10.6%	55.0%	3.6%	10.7%	59.5%	3.8%	18.4%	60.6%	4.7%	22.9%
Car Driver (Car share)	7.0%	10.8%	7.6%	8.7%	8.1%	5.6%	7.7%	3.5%	4.7%	8.2%	9.2%	4.7%	7.0%	3.8%	7.3%	6.6%	2.4%	6.4%
Car passenger	3.8%	4.7%	0.4%	4.5%	1.7%	2.8%	3.7%	1.8%	1.5%	5.0%	2.0%	2.0%	3.9%	2.5%	2.1%	2.7%	3.2%	1.4%
Bus	10.7%	46.6%	24.4%	11.8%	59.1%	37.9%	14.8%	43.6%	33.6%	13.4%	56.2%	29.3%	11.4%	39.5%	29.5%	13.2%	44.2%	42.1%
Cycle	8.5%	5.1%	13.2%	8.3%	7.8%	10.6%	9.1%	9.9%	8.7%	9.3%	6.7%	21.3%	10.4%	10.3%	18.8%	9.8%	12.4%	12.1%
Walk	4.0%	22.4%	41.2%	3.9%	13.5%	28.3%	4.4%	35.6%	39.5%	5.4%	21.8%	24.0%	4.0%	39.7%	20.1%	4.4%	32.4%	14.3%
M/C	0.3%	0.3%	0.0%	0.7%	0.2%	0.0%	0.9%	0.5%	0.0%	0.6%	0.2%	0.0%	0.7%	0.0%	0.0%	0.4%	0.3%	0.0%
Train	0.5%	0.3%	0.8%	3.2%	0.3%	2.3%	2.7%	1.0%	1.1%	2.1%	0.3%	6.0%	2.6%	0.4%	3.0%	2.2%	0.3%	0.7%

5 Suggestions for Improvements

After completing the actual questions, the survey provided a free-text option through which respondents were invited to provide comments, views and suggestions relating to their transport experience when travelling to and from the University. 828 inputs were received that provided comments. These were analysed using a 'coding' method that has enabled the identification of key themes and common views within each of these themes. A narrative is provided below under theme headlines.

The key points extracted from the free-text comments can be summarised as:

- Buses offer poor and unreliable services for high prices;
- More cycling routes are needed and most of the existing ones are unlit and unsafe;
- A Park and Ride scheme with free shuttle bus is needed;
- More flexibility is needed for parking and working hours; and
- Information sharing should be improved.

5.1 Bus Services

Buses need to be more frequent and reliable to address issues of overcrowding and long waiting periods

This was the most frequent comment submitted to the text survey. Respondents described a clear desire for additional bus services and had experienced significant issues of overcrowding. They said that overcrowding on buses (e.g service no.: 11) would sometimes mean a bus would pass a stop due to being at capacity. Many respondents complained about the recently cancelled De Courcey service.

Respondents mentioned that shuttle buses do not follow local train times and are not running in the evening. A respondent mentioned that the Wellesbourne shuttle bus is underutilised most of the times and a smaller bus would be enough for the service.

Existing bus users clearly have a very negative perception of services. Indirect and slow journeys were also frequently mentioned as issues. Respondents commented that unpredictability of the buses and slow journey times had caused them to miss lectures.

A number of respondents also suggested that bus lanes were required to reduce journey times by removing the buses from the congestion at peak times. Weekends and nights were noted as times when there is a particular need for more buses by some respondents.

It was mentioned in the free-text that the University discount for staff bus card is annual, but many respondents have shorter contracts.

Poor bus service information, timetable and real-time information failing to work or not provided

Respondents noted the importance of having up to date information on the bus timetable. Various respondents requested real time information. When timetable information is provided on the internet and at bus stops, many respondents noted that this is unreliable and that the buses do not stick to the timetable.

It was noted by some respondents that more information on the bus stops, bus routes would be useful.

Changes to the bus pass/ticketing system

A number of respondents suggested that a multi-operator bus pass would benefit them by allowing them to use any of the buses to and from the University rather than just being restricted to one operator's services or having to pay extra for an alternative.

Bus service is over-priced

Some respondents felt that the cost of bus travel is expensive, particularly considering the poor service that they receive in terms of frequency of buses, overcrowding and journey time. It was also suggested that a student discount would be an important step to promote public transport.

The University should negotiate with the bus operators to improve the service

Respondents believe that the University could negotiate more effectively with the bus operators to achieve a service that better meets the needs of the University.

Additional bus routes are required

Many respondents suggested free shuttle buses services to Coventry, Leamington Spa, Kenilworth, Warwick and Tile Hill station. These services should cover late evening hours as well.

University shuttle bus

Many respondents are not aware of the available shuttle buses and they find it difficult to find information about them.

Several respondents suggested more frequent shuttle services particularly from Canley station. They also recommended that the bus should run all-day without stopping mid-day.

A respondent commented that a smaller shuttle bus would be more appropriate to replace the underutilised W2 service.

5.2 Cycle Facilities

Additional cycling facilities such as lockers, stands and changing facilities are required

Many respondents commented more secure and sheltered cycle stands were required on campus. Some were concerned about security, citing thefts of bikes on campus.

Respondents commented that changing facilities/shower and lockers should be made available for cyclists. There is also a need for drying facilities for wet clothes and storage for clean clothes to change into.

There should be rewards and incentives to cycle

The following were suggested:

- Free warm drink (coffee) for cyclists;
- Bike repair shop, puncture repair service;
- Cheap cycle purchase scheme;
- Reduce the price of UniCycles; and
- Introduce e-bike, e-scooter schemes.

Cycle routes should be improved

- It was commented that the Kenilworth cycle route is a good initiative, but it should be maintained better, because flooding and mud make it difficult to use;
- It was mentioned that cyclists got abused for riding a bike at Canley station when they cross the railway line;
- Respondents would need a new cycle route from Leamington to the University;
- Better maintenance for existing cycle routes were also mentioned;
- Dedicated cycle routes along Gibbet Hill Road and Kirby Corner Road were requested;
- Some respondents requested new cycle routes and improvements to the National Cycle Route from Coventry and Earlsdon;
- Many respondents commended on the dangerous situation at the Tesco roundabout;
- Some respondents suggested removal of abandoned bikes from stands; and
- One respondent suggested better cycle routes from Stoneleigh.

5.3 Park and Ride

Development of a park and ride that would alleviate congestion around campus address parking issues and support people who do not have reasonable access to public transport

Many respondents suggested the development of a park and ride as a feasible transport solution that would ease congestion and address parking issues. Sites suggested included from somewhere close to A46, Wellesbourne Campus, Stoneleigh Road Parkway Station and the car parks used for open days.

A few respondents suggested a park and cycle site where people could park then cycle the remainder of their journey.

5.4 Pedestrian Access

Improvements to pedestrian infrastructure including crossings, paths and lights

- Some respondent commented on the footpaths around campus that the paths are dangerous and unlit;
- There were concerns about paths shared between cyclists and walkers; and
- Similarly, to cyclists, those respondents who ran or walked requested facilities such as changing, showers and lockers be made available.

5.5 Car Parking

Changes to the car parking payment system

A number of respondents commented in general that the parking costs were too high, whilst others suggested the system could be improved as summarised below:

- A more flexible parking system should be available. Respondents who pay for a monthly permit feel discouraged from cycling or using public transport on occasions where it is practical. It also penalises those who cycle some days and drive on others. It was suggested to use a system (e.g. ANPR) to refund some of the charges when you travel by another mode, or a pay-as-you go system, that is not expensive;
- A number of respondents objected on principle to being charged for parking where they work;
- Some commented that they had no choice but to drive, and there should be a focus on improving public transport rather than penalising car drivers by increasing charges (Leicester is mentioned as an example, from where commuting by public transport is difficult);

- Car sharers should be given more incentives with free or reduced priced parking;
- Some respondents suggested to have covered motorbike parking spaces; and
- Being able to pay parking charges by the day for the same price as the monthly permit costs per day.

An increase in car parking spaces is required

- Many respondents thought that it is difficult to park on campus/Science Park;
- Some respondents felt that paying for a permit should guarantee them a space; and
- Some respondents who car share noted that it could be difficult to find a car share space, and that better enforcement is needed as they had seen spaces used by non-car sharers;

Improvements to the car share scheme

- Respondents suggested more incentives for car sharers (e.g. free parking); and
- It was recommended by a respondent that the car share website should allow to filter students and staff.

Charging points

Several respondents requested charging points for electric vehicles.

5.6 Road Access

Some respondents explained that due to their personal circumstances (hours of work, childcare, home location...) public transport is not feasible and travelling by car is always the most efficient option. In addition, some respondents noted that due to the cost of public transport, driving is a more economical option.

There were also suggestions of staggering start and finish times to spread traffic at the most congested times and introducing more flexible working hours and home working to reduce congestion.

Many respondents noted that the traffic conditions had worsened around the University which causes delays.

5.7 Information and Incentives

Respondents noted that they were not aware of some of all the sustainable travel initiatives named in the survey, and thought these should be better

promoted. Furthermore, many respondents said they have problems finding information about the sustainable transport options.

Information should be given to new staff and to students when they start.

5.8 Rail Links

The following suggestions were made to improve travel by rail:

- A new train station on or near campus; and
- Better connections from Coventry and Canley stations to campus, with shuttle buses running direct from the stations being suggested.

5.9 Personal Circumstances

The following were frequently listed as personal circumstances that discourage/prevent respondents from using more sustainable transport options:

- Hours of work; in particular, late working;
- Home location, where there are no, or impractical transport connections to the University;
- Fear and concerns around safety of walking, cycling and waiting for buses;
- Several respondents noted that due to childcare arrangements, public transport is not feasible. In particular, the need to 'drop' children off on the way to the University and collect them on return.

5.10 Other Sustainable Transport Suggestions

A number of other sustainable transport suggestions were made, which do not sit within any of the identified themes. These are listed as follows:

- Many respondents suggested that the University encourage flexible working hours or working from home for part of the week where possible; and
- Several respondents also suggested staggering start and end times to avoid queues around campus at peak times.

6 Conclusion

The 2019 staff and student travel survey builds on the previous surveys conducted regularly since 2005 in order to monitor progress of the Travel Plan. The overall results from the 2019 survey indicates that the positive upward trend towards sustainable modes realised since 2005 has eased off with more respondents favouring the car as the main mode of transport.

Many of the 2018 targets were achieved by the time of the 2016 travel survey and while progress towards some targets has slowed, over the entire period since 2005, the numbers for most transport modes show positive changes. For staff, car drivers with no passengers reduced, bus use, train use and cycling all increased and walking remained constant. Thus, over the period from the original survey in 2005 until the latest survey in 2019, staff mode shares across all categories have either remained constant or have improved.

Among undergraduate students from 2005 to 2019, car drivers reduced although bus use also slightly reduced while train use remained very low. Cycling and walking went up and thus overall, undergraduate mode shares continue to be very heavily weighted towards sustainable modes.

For postgraduate students, car drivers increased although bus use also significantly increased. Train use remained low, cycling decreased and walking dropped significantly. Therefore, over the period from the original survey in 2005 until the latest survey in 2019, postgraduate mode share shows mixed performance with an increase in car use and drop in walking, but significant increase in bus use.

In conclusion, over the fourteen years since the original travel survey in 2005, the University has achieved a positive modal shift from car use to more sustainable travel. The University Travel Plan has been instrumental in bringing environmental issues to the forefront of the University's on-going development and should be recognised for its focus and management of sustainable transport. The challenge going forward is to maintain the progress made so far as the potential to change behaviours becomes more difficult.

Appendix A

Questionnaire

University of Warwick - Nov 2019 - Travel Survey

Introduction

University of Warwick Travel Survey 2019 - Questionnaire

The University values the feedback and views of all who study and work at its campuses and those associated with the University at the Science Park. Your responses will be used to better understand how you travel to the University and help us to formulate sustainable transport strategies for the future.

This is an important survey which gathers essential data required to support the University Travel Plan and inform the ongoing development of sustainable transport at the University.

The Travel Survey is designed to consult with all staff and students at Warwick and staff of partner businesses and organisations associated with the University based on the campus or the Science Park. We request that as many of you as possible complete the survey questionnaire, which is designed to take no longer than 10 minutes and should be completed in a single session.

All data collected for the survey will remain confidential and be used solely for updating the measures of the University's Travel Plan and informing the development of sustainable transport strategies. Please pay close attention to the instructions when completing the questionnaire and answer the questions as accurately as possible.

The survey is now open and the deadline for completion is 23:59 hours on Sunday 1st December 2019.

Everyone who completes the questionnaire will have the option to be entered into a draw to win one of the following prizes (to be confirmed):

1st Prize: Apple iPad

2nd Prize: Apple iPhone

3rd Prize: One of three Annual Subscriptions to the new Warwick Sports and Wellness Hub

Postcode and Status

Please tell us the postcode from where you travel to the University or Science Park on a regular basis (for example, for CV3 1BG enter in the box, as shown: CV3 1BG) or if you live on campus please tick the box below.

- I live on Campus
- I live off Campus (please supply postcode below)

Please specify

What is your primary status at the University or Science Park? (please tick one option only)

- University Staff
- Undergraduate Student
- Postgraduate Research Student
- Postgraduate Taught Student
- Other Partner/Business/Organisation Staff

University Staff and Students Only

If you need to travel to University sites that are a distance from the main campus (e.g. Wellesbourne or University Hospital), which mode of transport do you normally use?

- Own vehicle
- Car share
- Public transport
- Cycle
- Do not travel
- Other

If you selected Other, please specify:

How often, on average, do you travel to University sites that are a distance from the main campus?

- Once a week
- More than once a week
- Less than once a week

What is your main mode of transport to travel around and within the main campus?

- Walk
- Cycle
- Drive
- Lift / car share

- Shuttle bus
- Taxi
- UniCycles cycle hire scheme
- Other

If you selected Other, please specify:

Location, days, times, mode of transport

What is the location of your normal place of work or study? (please tick one option only)

- Central campus (Coventry side of Gibbet Hill Road)
- Cryfield Village or Lakeside Village (Warwickshire side of Gibbet Hill Road)
- Westwood campus
- Gibbet Hill campus
- Wellesbourne campus
- University House
- University of Warwick Science Park
- Westwood Business Park (Beehive)
- University Hospital Coventry and Warwickshire

How many days a week do you normally travel to the University/Science Park? (Please tick one option only)

- 1
- 2
- 3
- 4
- 5
- More than 5

What is your normal start time at the University/Science Park? (Please enter in the boxes a time in 24- hour clock format to the nearest 15 minutes, e.g. 09:00 for 9am)

(hh:mm)

What is your normal finish time at the University/Science Park? (Please enter in the boxes a time in 24- hour clock format to the nearest 15 minutes, e.g. 17:00 for 5pm)

(hh:mm)

Which mode of transport do you use for the main part of your journey to the University/Science Park on most days? (Please tick one option only)

- Car as a driver (single occupancy)
- Car share as a driver with one or more passengers
- Car share as a passenger only
- Bus
- Cycle
- Walk
- Train
- Motorcycle/Moped
- Taxi
- Work from home

Do you have a secondary or alternative mode of transport? (Please tick one option only)

- No secondary or alternative mode
- Car as a driver (single occupancy)
- Car share as a driver with one or more passengers
- Car share as a passenger only
- Bus

- Cycle
- Walk
- Train
- Motorcycle / Moped
- Taxi
- Work from home / remotely

If you work from home or remotely, how many days per **month** (on average)?

What would encourage you to work flexible hours?

Car Users Only

What are your main reasons for driving to the University/Science Park? (Tick all that apply)

- No suitable bus service available
- No suitable train service available
- Quicker journey time than other modes
- Cheapest way to travel
- Travel distance is too far to walk or cycle
- Need to use own vehicle during the day
- Need to do school run / other commitments during journey to and from University
- Need to use own vehicle to travel between campus sites during the day
- Need to use own vehicle to travel off site for work purposes
- Not aware of people I could car share with
- Other

If you selected Other, please specify:

If a car was made available on campus for you to use occasionally for business or personal (chargeable) trips, would this remove the need to drive to the University/Science Park?

- Yes
- No

Car Sharers Only

How many people (including yourself) travel in the same car to the University/Science Park? (Please tick one option only)

- 2 people
- 3 people
- 4 people
- More than 4 people

Excluding yourself, how many of these work or study at the University/Science Park? (Please tick one option only)

- None
- All
- Some

Are you a Registered Member of a formal car share scheme? (Please tick one of these only)

- None
- No, but I'd like to find out more information
- The University Warwickshare scheme
- The University Take a Mate scheme
- Another car share scheme (please specify)

If you selected Other, please specify:



Bus Users Only

Is there a regular bus service you use to travel to the University/Science Park?

- No
- Yes

If yes, please state the bus service number you use

Which of the following locations do you use to board the bus to the University/ Science Park? (Please tick one option only)

- Coventry City Centre
- Coventry Rail Station
- Earlsdon area
- Hearsall Common
- Canley area
- Tile Hill area
- Eastern Green area
- Kelsey's Bar/High St, Leamington Spa
- St. Mary's Church, Leamington Spa
- Top of the Parade, Leamington Spa
- Kenilworth
- Warwick
- Other

If you selected Other, please specify:

What are the reasons for using the bus to travel to the University / Science Park? (Please tick all that apply)

- Most convenient and practical mode of transport
- Don't have access to a car/cannot drive
- Cheapest mode of transport
- Difficult to park on campus/Science Park
- Too far to walk/cycle
- Environmental reasons
- Other

If you selected Other, please specify:

Train Users Only

What are your main reasons for using the train to travel to the University / Science Park
(Please tick all that apply)

- Distance
- Cost
- Convenience
- Environmental reasons
- Other

If you selected Other, please specify:

If you use the train for a part of your journey to the University / Science Park, which
station do you get on?

- London
- Birmingham
- Oxford
- Leamington Spa
- Warwick
- Other

If you selected Other, please specify:

Which station do you get off at? (Please tick one option only)

- Coventry
- Tile Hill
- Canley
- Kenilworth
- Other

If you selected Other, please specify:

How do you normally travel between the station and the University / Science Park?
(Please tick one option only)

- Bus
- Walk
- Cycle
- Car
- University Shuttle Bus
- Taxi
- Other

If you selected Other, please specify:

Cyclists Only

What are your main reasons for cycling to the University? (Tick all that apply)

- Cheapest mode
- Live within cycling distance of campus.
- Use cycling as a form of exercise and health benefit
- No other mode of transport available
- Other

If you selected Other, please specify:

Walkers Only

What are your main reasons for walking to the University? (Tick all that apply)

- Cheapest mode
- Live within walking distance of campus.
- Use walking as a form of exercise and health benefit
- No other mode of transport available
- Other

If you selected Other, please specify:

Electric Vehicles

Do you have an electric or plug-in hybrid vehicle in your household?

Yes

No

Planning to get an electric vehicle

Do you plan to get an electric or plug-in hybrid vehicle in the next 12 months?

- Yes, I intend to get an electric/plug-in hybrid vehicle
- Yes, I would get an electric/plug-in hybrid vehicle if more vehicle charging was provided on the University Campus/Science Park
- Possibly, I am interested in getting an electric/plug-in hybrid vehicle
- No

Sustainable Transport

Which of the following measures would most encourage you to travel to the University / Science Park by public transport? If you currently travel by public transport, which measures would you most like to see implemented? (Please tick one measure as your first, second and third choice based on their level of importance to you)

	First Choice	Second Choice	Third Choice
Shuttle bus / taxi service to nearest rail station	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
More direct bus services to campus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pool cars available on campus for business journeys	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
More facilities (shops, dentist etc) available on campus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Subsidised/Discounted fares offered by the University	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Smartcard/Oyster Card payment technology for bus travel	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Multi-operator bus pass	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Facilities to pay for public transport travel through salary	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Increased parking charges	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Flexible parking charges ('pay on use')	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
None	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

What are your reasons for not using buses to travel to the University / Science Park? (please tick all that apply)

- No bus service available where I travel from
- Too far to walk to a bus stop

- Cost of bus fares
- Poor reliability of bus services
- Poor frequency of bus services
- Poor quality of buses
- Overcrowding on buses
- Have to catch more than one bus to complete journey
- Personal safety concerns as a passenger
- Journey time too long compared to other modes
- Inappropriate due to child care or other commitments
- Live on campus or close by
- Other

If you selected Other, please specify:

Which of the following measures would most encourage you to cycle? If you currently do cycle, which measures would you most like to see implemented? (Please tick one measure as your first, second and third choice based on their level of importance to you)

	First Choice	Second Choice	Third Choice
Safe cycle routes to the University / Science Park	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Reserved cycle parking on the University / Science Park	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Access to changing facilities, showers and lockers for cyclists on the University / Science Park	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Secure individual lockers at the railway station	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bike purchase scheme (Cycle to Work)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Cycling skills and bike maintenance training on the University / Science Park	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pool cars or pool bikes available for business journeys	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cycle maintenance and repair facilities available on the University / Science Park	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Increased parking charges	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Flexible parking charges ('pay on use')	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Access to an electric bike (ebike)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Park and bike-ride location	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
None	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Which of the following measures would most encourage you to car share? If you currently car share, which measures would you most like to see implemented? (Please tick one measure as your first, second and third choice based on their level of importance to you)

	First Choice	Second Choice	Third Choice
Help in finding car share partners	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Reserved parking on the University / Science Park for car sharers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Reduced or free parking charges on the University / Science Park for car sharers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pool cars or pool bikes available for business journeys	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Guaranteed Lift Home scheme in an emergency or if let down by car driver	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Increased parking charges	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Flexible parking charges ('pay on use')	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
None	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Other	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Are you aware of or use any of the following sustainable transport initiatives at the University / Science Park?

	Aware	Use
WarwickShare (University staff car share)	<input type="checkbox"/>	<input type="checkbox"/>
Take-a-Mate (student car share)	<input type="checkbox"/>	<input type="checkbox"/>
Other car share	<input type="checkbox"/>	<input type="checkbox"/>
University operated bus services	<input type="checkbox"/>	<input type="checkbox"/>
University Travel Card and discounted fares for University bus services	<input type="checkbox"/>	<input type="checkbox"/>
Cycle to Work scheme (staff only)	<input type="checkbox"/>	<input type="checkbox"/>
Discounted annual bus pass available through salary deduction (University staff only) for any local bus services	<input type="checkbox"/>	<input type="checkbox"/>
Free Shuttle Bus services	<input type="checkbox"/>	<input type="checkbox"/>
UniCycles campus bike hire scheme	<input type="checkbox"/>	<input type="checkbox"/>
Other	<input type="checkbox"/>	<input type="checkbox"/>

Suggestions - Being a Champion

The University is interested in receiving comments or suggestions on ways to develop and improve sustainable transport to the University/Science Park. Please feel free to make your comments or suggestions in the box.

Comments / Suggestions

Would you be keen to get involved as a travel champion, to publicise best practice and help others to understand their travel choices?

- Yes
- No
- Possibly - could I have more information

Prize draw

Thank you very much for your time in completing the survey.

The University of Warwick will process your personal data provided in this Travel Survey Questionnaire for the purpose(s) of contacting you in relation to the prize draw, if you are chosen. The remainder of the responses on the survey provided will be used for the University to understand how you travel to the University and help us to formulate sustainable transport strategies for the future.

The legal basis for processing this personal data is that it is consent, which is obtained through your completion of this survey. If you wish to withdraw your consent, you are able to email transport@warwick.ac.uk

Your personal data will not be shared or disclosed to any third parties external to the University of Warwick, except Arup, who will process your data in order to produce a Travel Survey report.

Your personal data will not be transferred outside of the EEA, will be kept securely by the University of Warwick and will be retained for 3 months.

The University of Warwick is the Data Controller of this information and is committed to protecting the rights of individuals in line with Data Protection Legislation. Please visit the University's Data Protection webpages <https://warwick.ac.uk/services/idc/dataprotection/> for further information in relation to your rights and how the University processes your personal data. The University's Data Protection Officer, A Bajaj, can be contacted through infocompliance@warwick.ac.uk and any requests or complaints should be made in writing to the University's Data Protection Officer.

If you wish to participate in the prize draw, please provide the details below.

Full name

University ID / company name

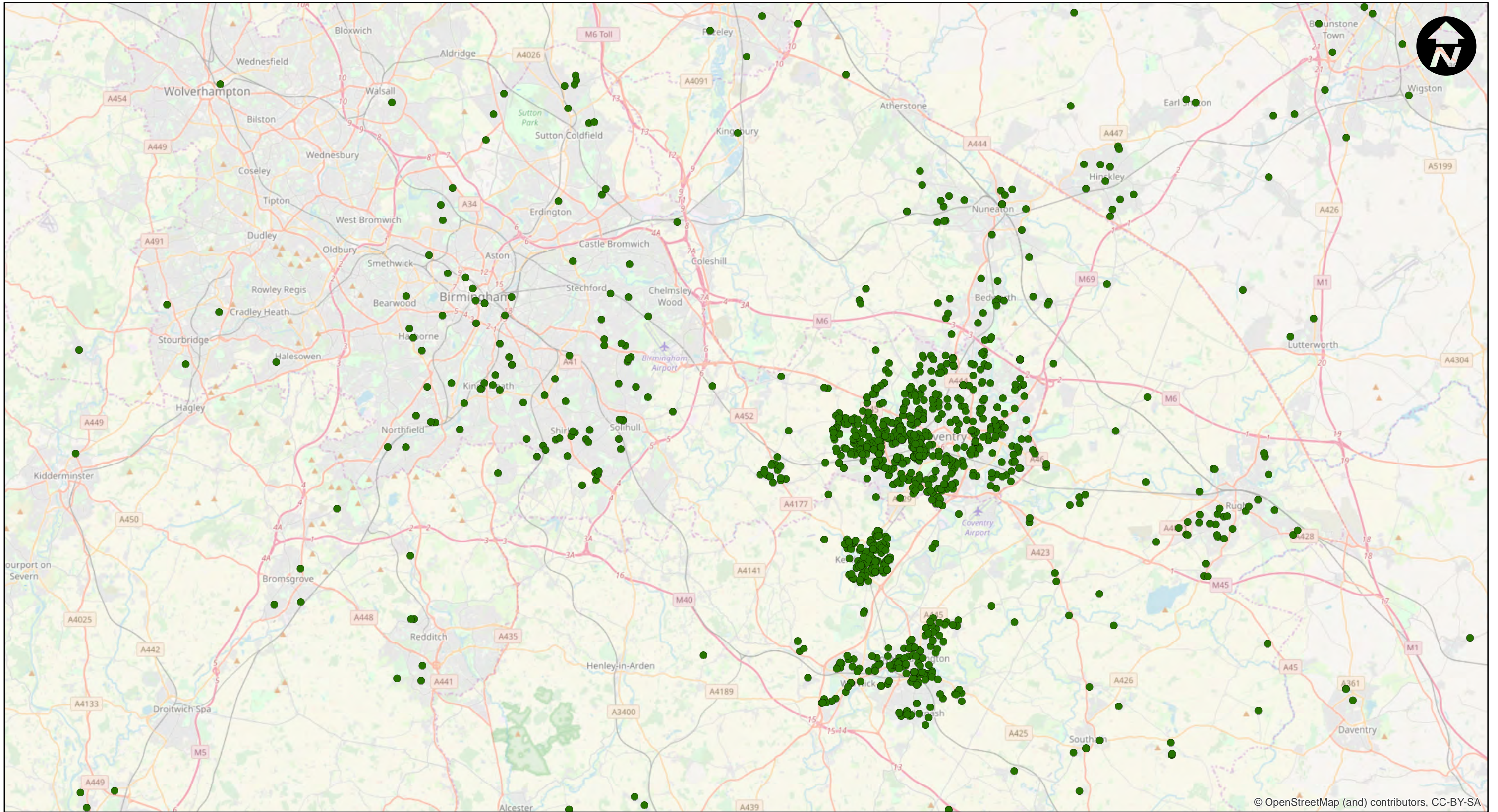
Telephone number

E-mail address

Thank You

Appendix B

Origin Postcodes



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Legend
PostcodeMapData
 ● University Staff

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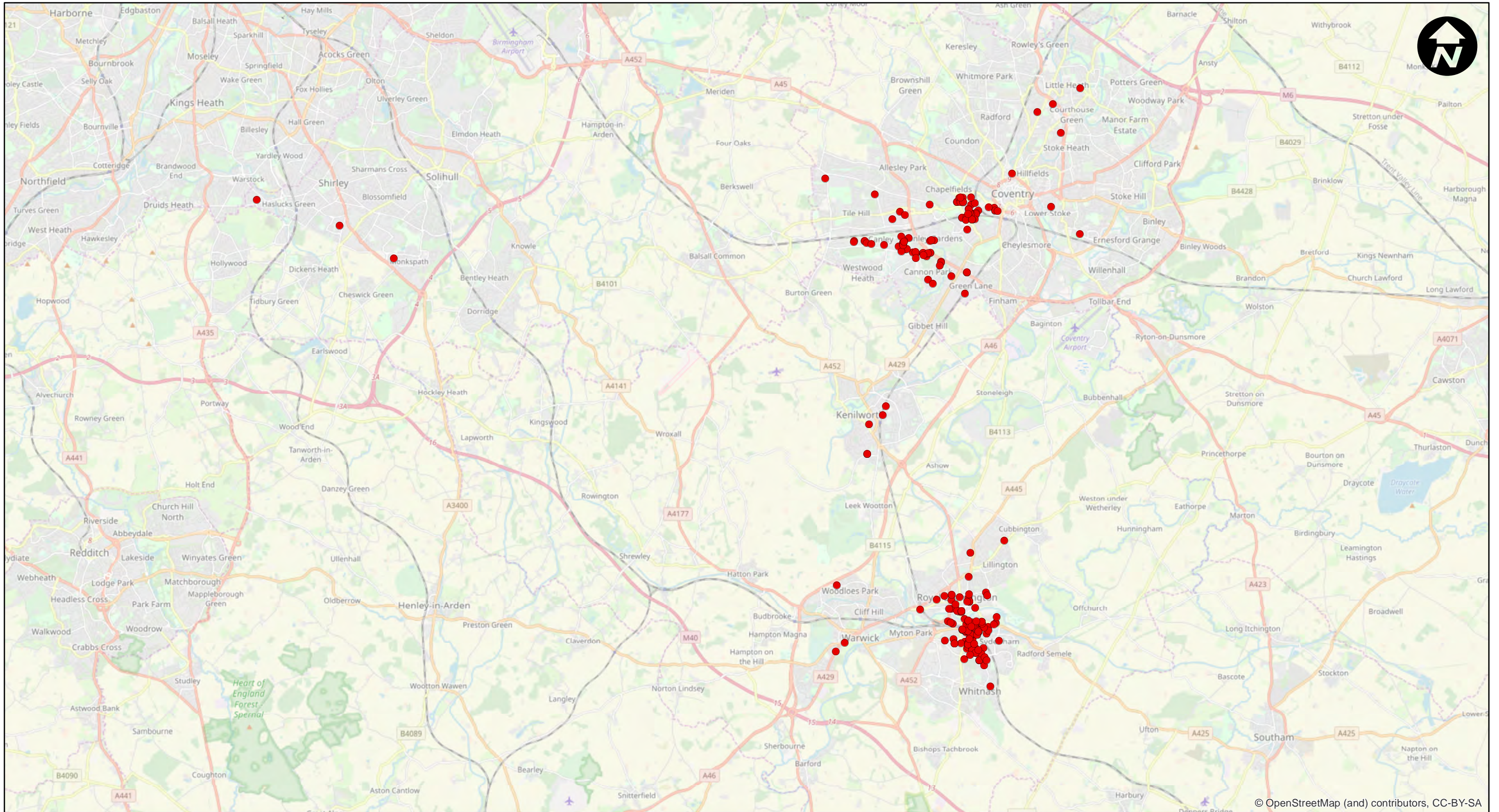
University of Warwick

Contractor(s)
ARUP

Project
University of Warwick Travel Survey 2019

Drawing Title
Post Code Map University Staff

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Approved	PS	Signed	Date	18-02-20
Scale(s)	Scale 1 :350,000		ELR & Mileage	N/A
Alternative Reference	N/A		Sheet	1 of 7
Drawing Number			Revision	P01



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Legend
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● Undergraduate Student

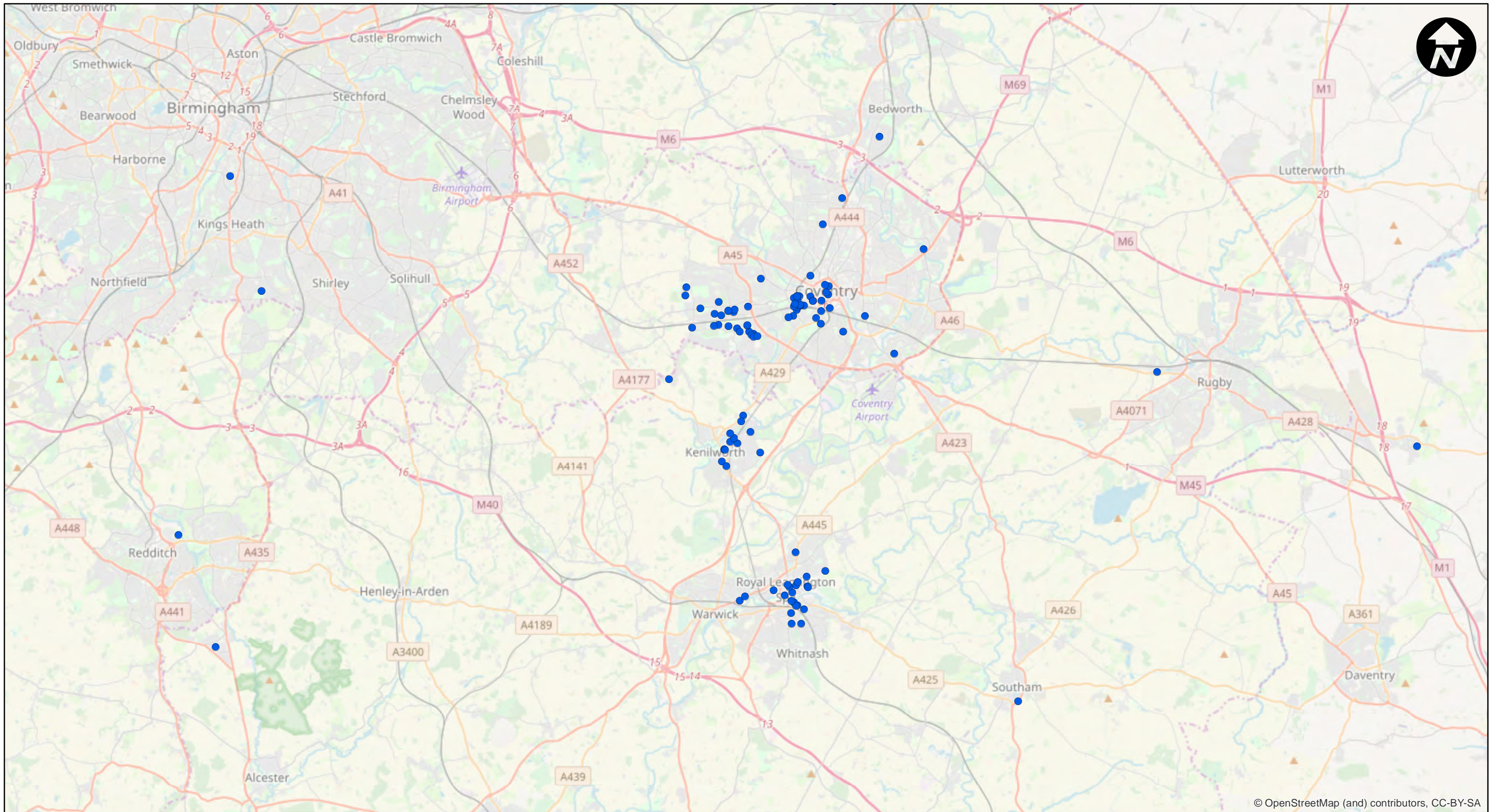
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University of Warwick

Contractor(s)
ARUP
 Project
University of Warwick Travel Survey 2019

Drawing Title
Post Code Map Undergraduate Student

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Checked	IC	Signed	Date
Approved	PS	Signed	Date
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Alternative Reference	N/A	Sheet	2 of 7
Drawing Number		Revision	P01



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Legend

PostcodeMapData

- Postgraduate Student

Rev	Date	Description of Revisions	Drawn	Chkd	Appr
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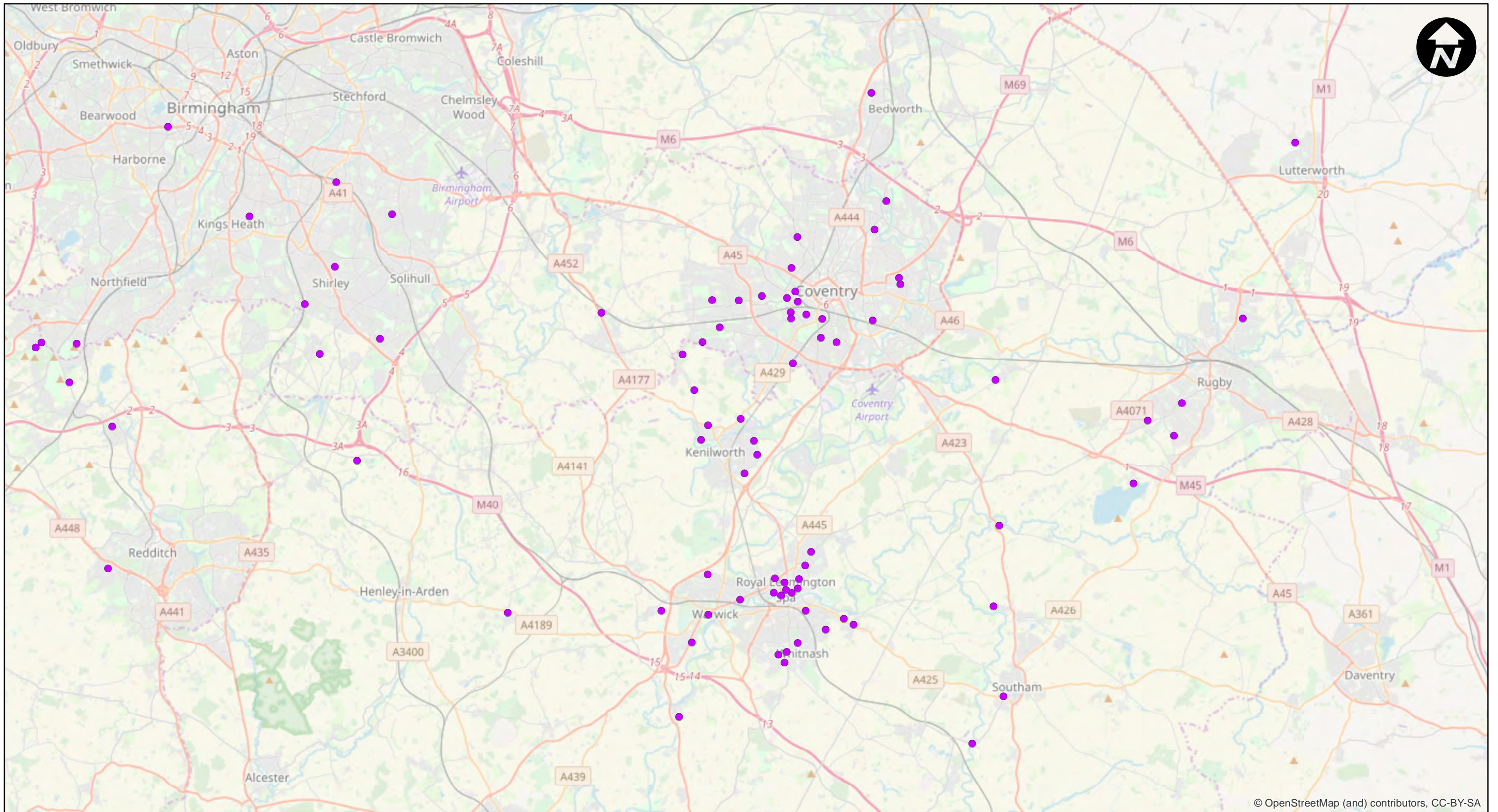
University of Warwick

Contractor(s)
ARUP

Project
University of Warwick Travel Survey 2019

Drawing Title
Post Code Map Postgraduate Student

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Drawing Number	Revision		
	P01		



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Legend

PostcodeMapData

- Other Partner/Business/Organisation Staff

Rev	Date	Description of Revisions	Drawn	Chkd	Appr
	19-02-20				

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Drawing Title
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