



WARWICK
THE UNIVERSITY OF WARWICK

Staff and Student Travel Survey 2016 **Final Report**

The University of Warwick
**Student and Staff Travel Survey
2016**

Results

IGC01

Issue | 18 May 2017

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

Job number 115438-00

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Contents

	Page
Executive Summary	1
1 Introduction	2
1.1 Travel Plan	2
1.2 Staff and Student Travel Surveys	3
1.3 Layout of the Report	3
2 Methodology	4
2.1 Methodology	4
2.2 Questionnaire	4
2.3 Responses	5
3 Survey Results and Analysis	6
3.1 Question 1: Location	6
3.2 Question 2: Status	6
3.3 Question 3: Place of Work / Study	8
3.4 Question 4: Travel Day	10
3.5 Question 5: Start and Finish Times	11
3.6 Question 6: Mode	13
3.7 Question 7: Reasons for Driving	16
3.8 Question 8: Travel in the Same Car	18
3.9 Question 9: Work or Study at the University	20
3.10 Question 10: Car Share Scheme	22
3.11 Question 11: Bus Service	24
3.12 Question 11b: Bus Service	26
3.13 Question 12: Boarding Locations	28
3.14 Question 13: Reasons for bus travel	30
3.15 Question 14: Reasons for Train Travel	32
3.16 Question 15: Train Boarding Locations	34
3.17 Question 16: Disembarkation Stations	36
3.18 Question 17: From Stations to University	38
3.19 Question 18: Walking to the University	40
3.20 Question 19: Reasons for not Using Buses	42
3.21 Question 20: Encouragement Factors for Public Transport	43
3.22 Question 21: Encouraging Factors for Cycling	44
3.23 Question 22: Encouragement Factors for Car Sharing	46
3.24 Question 23: Sustainable Transport Initiatives	47
3.25 Question 24: Transport between University sites	49
3.26 Question 25: Travel within and around campus	51

4	Progress Towards Targets	53
4.1	2015 to 2016	53
4.2	Progress Towards Travel Plan Targets	54
4.3	Comparison of Results 2005 - 2016	56
5	Suggestions for Improvements	61
5.1	Bus Services	61
5.2	Cycle Facilities	63
5.3	Park and Ride	64
5.4	Pedestrian Access	65
5.5	Car Parking	65
5.6	Road Access	67
5.7	Information and Incentives	67
5.8	Rail Links	67
5.9	Personal Circumstances	68
5.10	Other Sustainable Transport Suggestions	68
6	Conclusions	69

Appendices

Appendix A

Survey Questionnaire

Appendix B

Postcode Maps

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 has committed to conducting a travel survey approximately every two years in order to monitor and measure the impact and progress of the Travel Plan initiatives. Arup, who produced the Travel Plan, was commissioned to design and undertake staff and student travel surveys in 2010, 2012, 2014, 2015 and 2016.

This is the report of the 2016 survey. This was conducted as previously using an online questionnaire distributed via the University Intranet, with a paper version of the questionnaire for 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 21st November until 10th December 2016 and at close 2,735 responses had been received. This represent an increase of 521 responses (23%) compared to 2015

The Travel Plan sets out individual targets for modal share for staff and students for 2013 and 2018. 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 ten-year period of the Masterplan. It was acknowledged by all stakeholders that these would be challenging targets. The result from the 2016 Travel Survey, which is likely to be 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 6% below the 2005 modal share figure.

The 2016 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 in order to meet the 2018 targets will be challenging, 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 should consider developing and implementing new strategies and initiatives to further reduce car use and encourage a modal shift to more sustainable transport options.

1 Introduction

The University of Warwick 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%. The Masterplan is supported by a comprehensive Travel Plan with the objective of minimising and managing the impact of any increase in traffic on local roads and the environment throughout the Masterplan development period and beyond.

1.1 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 Masterplan and aims to provide realistic and practical travel options within the constraints of the local political framework and 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 and regional cycle routes through the campus site; and to,
- Monitor transport activity during the Masterplan development period.

1.2 Staff and Student Travel Surveys

An initial staff travel survey was undertaken by the University in 2003, which was followed by a formal staff and student travel survey in 2005. The results of the 2005 survey 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 has 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 and 2015. The results from the 2015 survey again showed a positive but slowly continuing trend with the University meeting or exceeding the 2013 modal share targets for 11 out of 12 key metrics.

Arup was again commissioned to undertake the staff and student travel survey in November 2016. This document is the 2016 report and contains the following:

- Analysis and results of the 2016 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.

1.3 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 Survey Monkey online survey 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 distributed 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.

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 Monday 21st November until 23:59 hours on Saturday 10th December 2016.

2.2 Questionnaire

The 2016 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 2016 questionnaire contained 26 questions compared to 30 in the 2015 survey although respondents were directed to specific questions depending on their initial selection of transport mode.

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

2.3 Responses

A total of 2,735 responses were received, compared to 2,214 responses for in 2015 survey and 3,075 in 2012. A comparison of the number of responses is shown in **Table 1** below.

Category	2015		2016		% change
	Number	Per cent	Number	Per cent	
Staff	1,455	66%	1,980	73%	+36%
Postgraduate Students	150	7%	234	9%	+56%
Undergraduate Students	609	28%	446	16%	-27%
Other/ incomplete/ spoilt	-	-	75	2%	-

Table 1: Responses 2015 and 2016

As with the 2015 survey, staff represent the largest category of respondents, making up 73% of all responses, up from 66% in 2015. The proportion of responses from undergraduate students is down to 16%, compared with 28% in 2015, whilst the proportion of responses from postgraduate students is slightly up from 7% to 9%.

The total number of responses by staff represents 36% of all Full-time Equivalent (FTE) staff employed at the University compared to the 2015 survey response rate of 30% of all FTE staff employed at the University. This is considered a successful response rate for any survey.

The number of undergraduate respondents shows a decrease compared to 2015 although responses from postgraduates are higher.

3 Survey Results and Analysis

This section sets out the survey results and analyses, and discusses the findings of the 2016 survey.

All 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: Location

Please tell us the postcode from where you travel to the University on a regular basis.

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 123 out of 2,482 respondents who live off campus provided a full postcode.

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

3.2 Question 2: Status

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

What is your status at Warwick?		
Answer Options	Response percent	Response Count
Staff	72.4%	1980
Undergraduate Student	16.3%	446
Postgraduate Student	8.6%	234
Other	1.6%	45
answered question		2,705

Table 2: Status of Respondees

The University's statutory accounts for the year ending 31st July 2016 show the staff and student population at the University to be:

- Total Staff (Full-time Equivalent) 5,403
- Total Undergraduates (Full-time) 13,592

- Total Postgraduates (Full-time) 5,604

The response numbers represent approximately 36% of all staff, 3% of all undergraduate students and 4% of all 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.

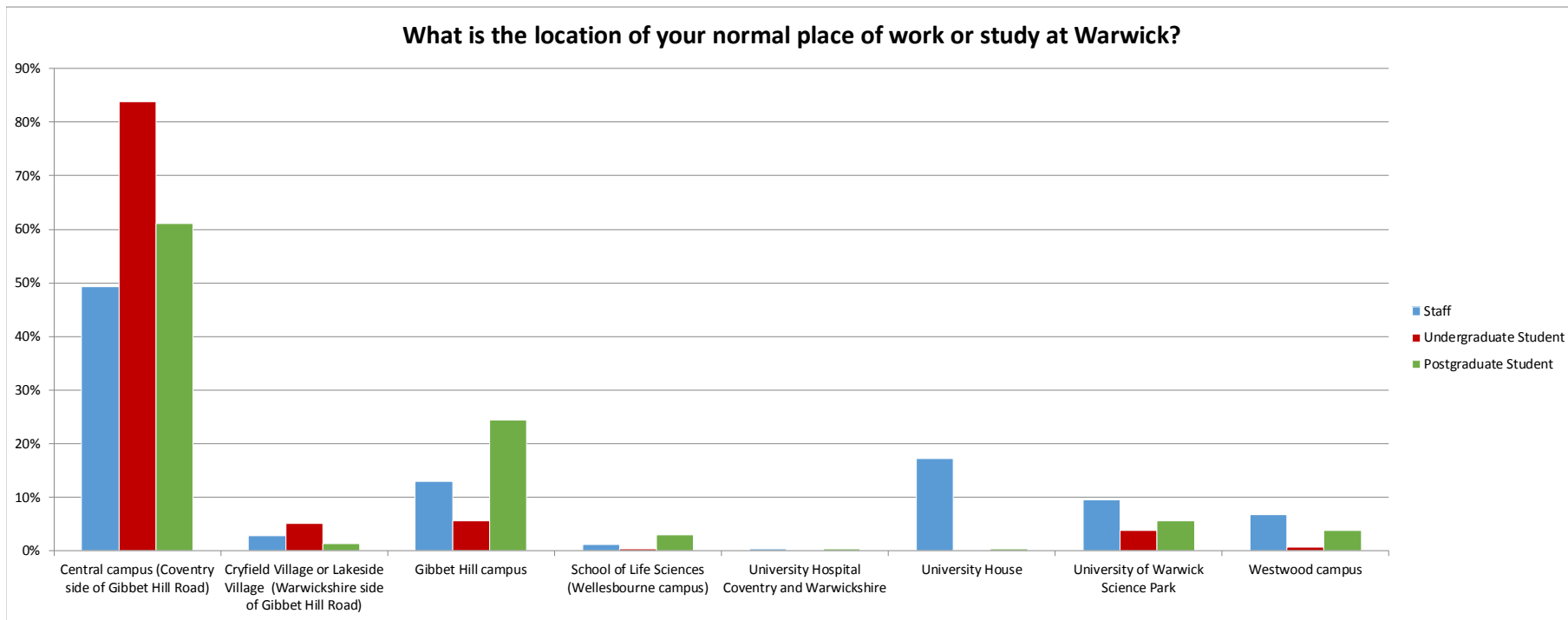
The following question (Question 3) explores respondents' place of work or study.

3.3 Question 3: Place of Work / Study

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

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

	Staff		Undergraduate Student		Postgraduate Student		Total Response Count	
Central campus (Coventry side of Gibbet Hill Road)	975	49%	374	84%	143	61%	1492	56.1%
Cryfield Village or Lakeside Village (Warwickshire side of Gibbet Hill Road)	56	3%	23	5%	3	1%	82	3.1%
Gibbet Hill campus	256	13%	25	6%	57	24%	338	12.7%
School of Life Sciences (Wellesbourne campus)	23	1%	2	0%	7	3%	32	1.2%
University Hospital Coventry and Warwickshire	8	0%	1	0%	1	0%	10	0.4%
University House	341	17%	1	0%	1	0%	343	12.9%
University of Warwick Science Park	188	9%	17	4%	13	6%	218	8.2%
Westwood campus	133	7%	3	1%	9	4%	145	5.5%
Total	1980		446		234		2660	



As expected, the Central campus on the east side of Gibbet Hill Road is the main place of attendance for staff and both student groups. Significant numbers of staff also work at University House, the Science Park, Gibbet Hill campus, and Westwood campus. Postgraduates also attended these locations except University House. Undergraduates are mainly concentrated in the Central campus.

The next question (Question 4) examines how many days per week people travel to and from the University.

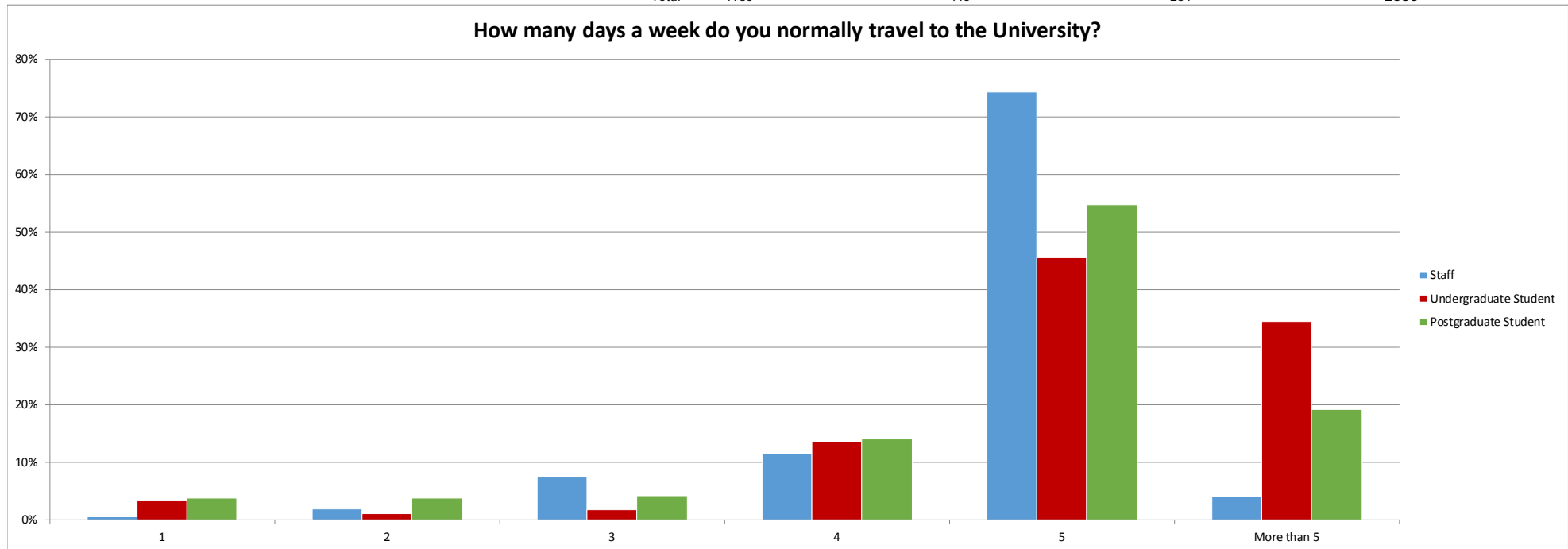
3.4 Question 4: Travel Day

Question 4

How many days a week do you normally travel to the University?

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

	Staff		Undergraduate Student		Postgraduate Student		Total Response Count	
1	12	1%	15	3%	9	4%	36	1.4%
2	38	2%	5	1%	9	4%	52	2.0%
3	148	7%	8	2%	10	4%	166	6.2%
4	229	12%	61	14%	33	14%	323	12.1%
5	1471	74%	203	46%	128	55%	1802	67.7%
More than 5	82	4%	154	35%	45	19%	281	10.6%
Total	1980		446		234		2660	



When asked in Question 4, how many days a week they normally travel to the University, the largest proportion of all three categories travel on five days (74% of staff, 46% of undergraduates and 55% of postgraduates). The percentages of respondents from each category travelling on four, three, two or a single day is broadly similar, the combined figures being: 12% travel to the University on four days per week, 6% on three days, 2% on two days and 1% on just one day per week.

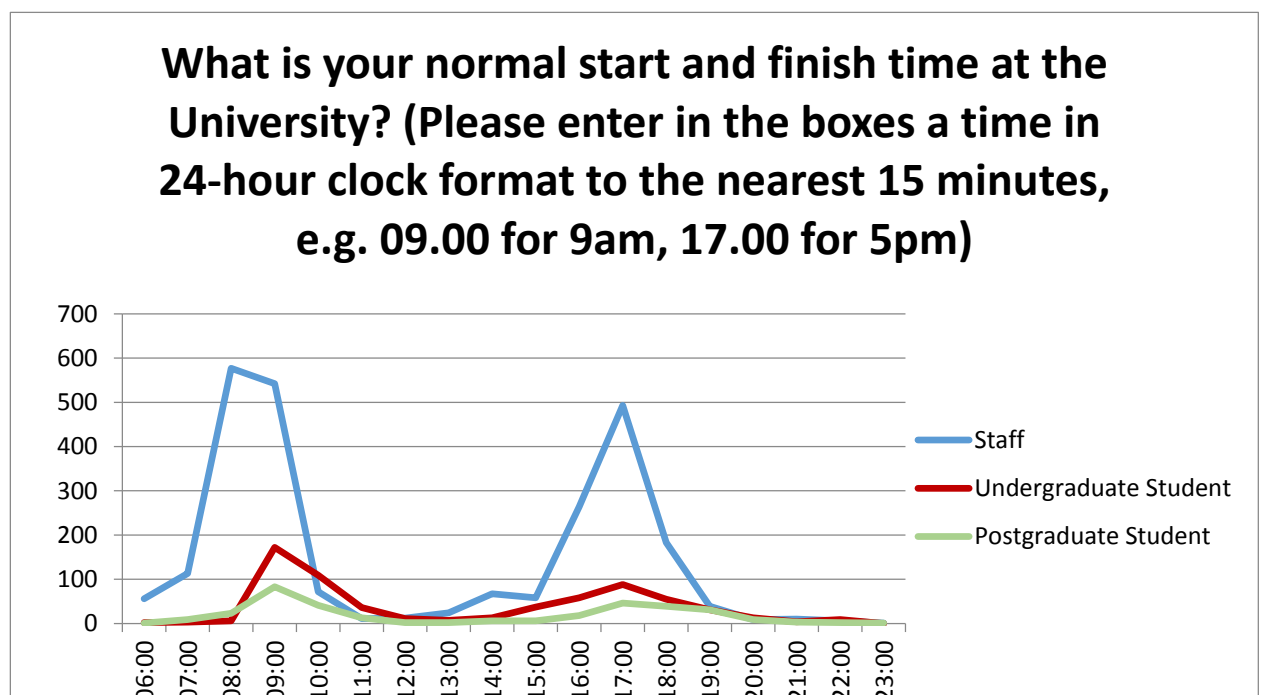
Only 4% of staff respondents travel to the University on more than five days per week but the percentages are much higher for students, 35% for undergraduates and 19% for postgraduates. For undergraduates, this probably represents the fact that many live on campus and therefore travel to the University by simply moving from their residences to another University building or location on main campus. Whilst the same applies to an extent with postgraduate students, fewer live on campus and therefore the high response may well indicate study related trips. Trips may also be related to the Sports Centre during the weekend.

The relevance for the Travel Plan is that it shows potential for rearranging working practices to spread activity over the whole week and provides evidence that some students, mainly postgraduates, are already following such patterns. However, overall travel would increase if there were more, shorter visits and so the implications would need careful consideration.

The following question looks at arrival and departure times.

3.5 Question 5: Start and Finish Times

Question 5 asked respondents to provide their normal start and finish times to the nearest 15 minutes.



Staff arrivals for work on campus are concentrated between 07:00 and 10:00 with a peak at around 08:00. Few staff arrive or leave campus between 10:00 and 14:00 but after 14:00, the number of departures rises to a peak at around 17:00. Departures then fall until 19:00, by which time most staff have departed.

Very few undergraduate students arrive on campus before 08:00 with a peak between 09:00 and 10:00 then reducing through to midday. Undergraduate student departures begin at 15:00 with a peak at 17:00 then decreasing until 19:00.

Postgraduate students have a similar profile to undergraduates, with most arrivals between 08:00 and 11:00 with a peak at 09:00. Most departures are between 16:00 and 20:00 with a peak between 17:00 and 19:00.

Question 6 below explores the normal mode of transport used to travel to and from main campus.

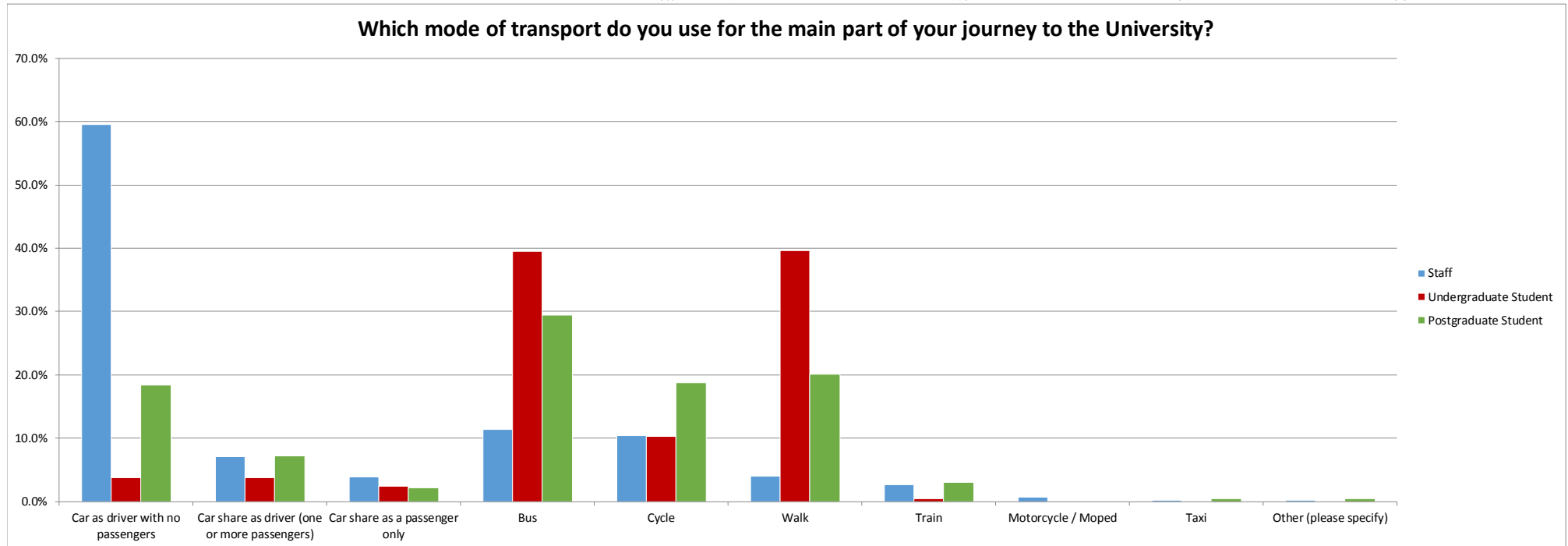
3.6 Question 6: Mode

Question 6

Which mode of transport do you use for the main part of your journey to the University?

- Car as driver with no passengers
- Car share as driver (one or more passengers)
- Car share as a passenger only
- Bus
- Cycle
- Walk
- Train
- Motorcycle / Moped
- Taxi
- Other (please specify)

	Staff	Undergraduate Student	Postgraduate Student	Total Response Count	
Car as driver with no passengers	1176	17	43	1236	46.5%
Car share as driver (one or more passengers)	139	17	17	173	6.5%
Car share as a passenger only	78	11	5	94	3.5%
Bus	226	176	69	471	17.7%
Cycle	206	46	44	296	11.1%
Walk	79	177	47	303	11.4%
Train	52	2	7	61	2.3%
Motorcycle / Moped	13	0	0	13	0.5%
Taxi	3	0	1	4	0.2%
Other (please specify)	5	0	1	6	0.2%
Total	1977	446	234	2657	



- This question shows that in the staff category, the preferred modes of transport used to travel to and from the University are:
- 59.5% car as driver with no passengers (single occupancy);
- 11.4% travel by bus;
- 10.4% cycle;
- 7.0% drive with one or more passengers (car share);
- 4.0% walk;
- 3.9% car share as a passenger only; and
- 0.7% motorcycle / moped

In the undergraduate student category, the preferred modes of transport used to travel to and from the University are:

- 39.7% walk;
- 39.5% travel by bus;
- 10.3% cycle;
- 3.8% car share as driver (one or more passengers);
- 3.8% car as driver with no passengers (single occupancy);
- 2.5% car share as a passenger; and
- Less than 1% travel by train.

In the postgraduate student category, the preferred modes of transport used to travel to and from the University are:

- 29.5% travel by bus;
- 20.1% walk;
- 18.8% cycle;
- 18.4% car as driver with no passengers (single occupancy);
- 7.3% car share as driver (one or more passengers);
- 3.0% travel by train; and
- Less than 1% by taxi.

Overall, some 67% of staff travel by car as a driver (with or without passengers), whereas the comparative figures are just 8% for undergraduate students and 26% for postgraduate students. However, the relative difference in the total members in each category (5,403 staff, 13,592 undergraduates and 5,604 postgraduates)

indicates that the actual numbers of vehicles being driven to the university are only slightly higher for staff than for students; 3,620 staff compared with 2,544 for students – 1,087 undergraduates and 1,457 postgraduates¹. This illustrates equal importance should be given to measures to reduce car use for students as for staff.

Similar conclusions can be drawn for other modes. For example, only 10% of undergraduate student's cycle, similar to staff at 10%. However, if measures to increase cycling led to a one per cent increase in both groups, the actual increases would be in the region of 54 staff and 135 undergraduates. Again, this depends on the sample who responded to the survey being representative of the whole body.

It is assumed that the relatively high figure of 40% recorded for undergraduates that walk is due to a large proportion of undergraduates that responded to the survey being first year students and who live in accommodation on main campus.

Question 7 below examines the reasons why respondents travel by car.

¹ This assumes that those that completed the survey are representative of all staff and students.

3.7 Question 7: Reasons for Driving

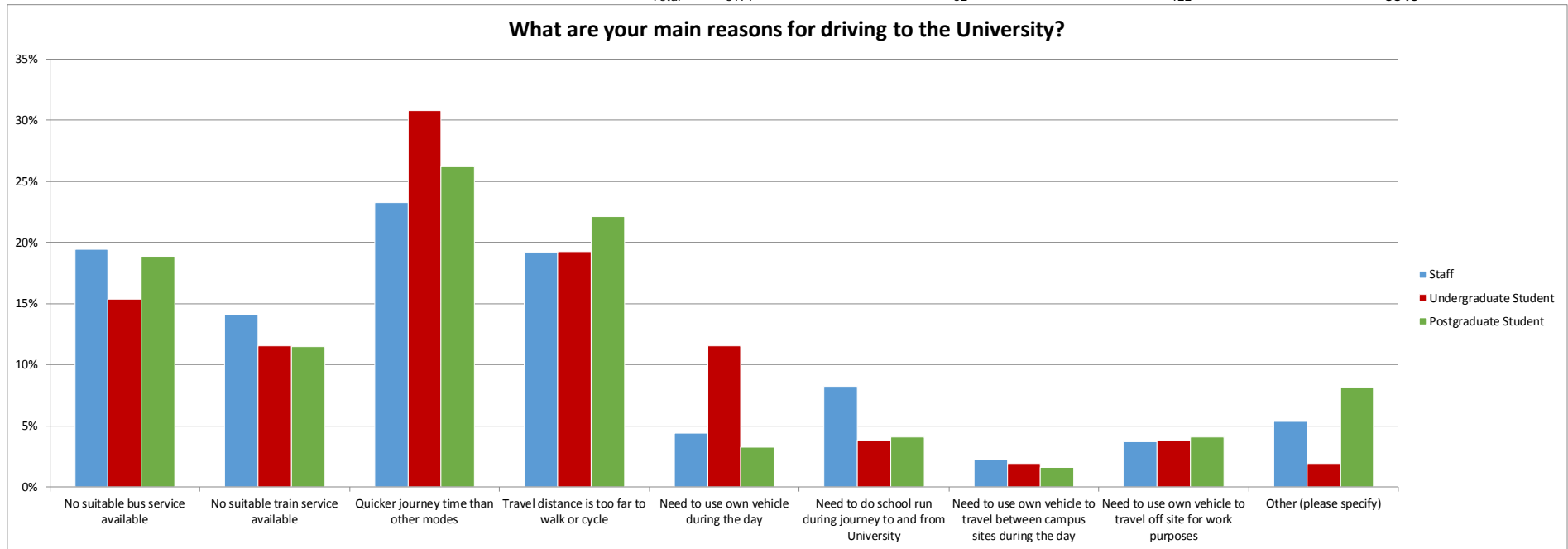
Question 7

What are your main reasons for driving to the University?

- No suitable bus service available
- No suitable train service available
- Quicker journey time than other modes
- Travel distance is too far to walk or cycle
- Need to use own vehicle during the day
- Need to do school run 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
- Other (please specify)

	Staff		Undergraduate Student		Postgraduate Student		Total Response Count	
No suitable bus service available	616	19%	8	15%	23	19%	647	19.3%
No suitable train service available	447	14%	6	12%	14	11%	467	14.0%
Quicker journey time than other modes	738	23%	16	31%	32	26%	786	23.5%
Travel distance is too far to walk or cycle	609	19%	10	19%	27	22%	646	19.3%
Need to use own vehicle during the day	140	4%	6	12%	4	3%	150	4.5%
Need to do school run during journey to and from University	261	8%	2	4%	5	4%	268	8.0%
Need to use own vehicle to travel between campus sites during the day	72	2%	1	2%	2	2%	75	2.2%
Need to use own vehicle to travel off site for work purposes	117	4%	2	4%	5	4%	124	3.7%
Other (please specify)	171	5%	1	2%	10	8%	182	5.4%

Total 3171 52 122 3345



This question is directed at car, motorbike and moped drivers only. The reasons provided by staff and the two student categories were very similar. Across all the three categories, the most popular reasons were (averaged percentages shown)

- 23.5% 'quicker journey time than other modes';
- 19.3% 'no suitable bus service available';
- 19.3% 'travel distance is too far to walk or cycle';
- 14.0% 'no suitable train service available'; and
- 8.0% 'need to do the school run during journey to and from University'.

Responses to the free text 'Other' reason for driving were actually more detailed explanations of the reasons listed rather than other reasons. The main themes are listed below:

Working Patterns

18 respondents commented that they drove because of their working patterns – this included variable work times from day to day and early starts or late finishes and also flexibility or unpredictability of working hours.

Public Transport

37 respondent said that they chose to drive a car over using public transport because the latter is too expensive, would take longer and is less convenient than driving. Many respondents stated that driving is far cheaper than using public transport.

Activities before or after work

48 respondents said their reason for driving is related to before or after work activities such as the school run, dropping off family members on their way (16 respondents), shopping, visiting other places during the day or after work.

Health issues

23 respondents related various health issues such as pain, panic attack on public transport, pregnancy, and therefore need to use their car. Six hold blue badges.

Safety concerns

22 respondents reported that they have safety concerns with cycling with some relating that the cycle routes are unlit and unsafe, especially to and from Kenilworth.

Convenience

15 respondents said that they chose to drive purely because of ease and convenience.

Questions 8, 9 and 10 below examine car sharing.

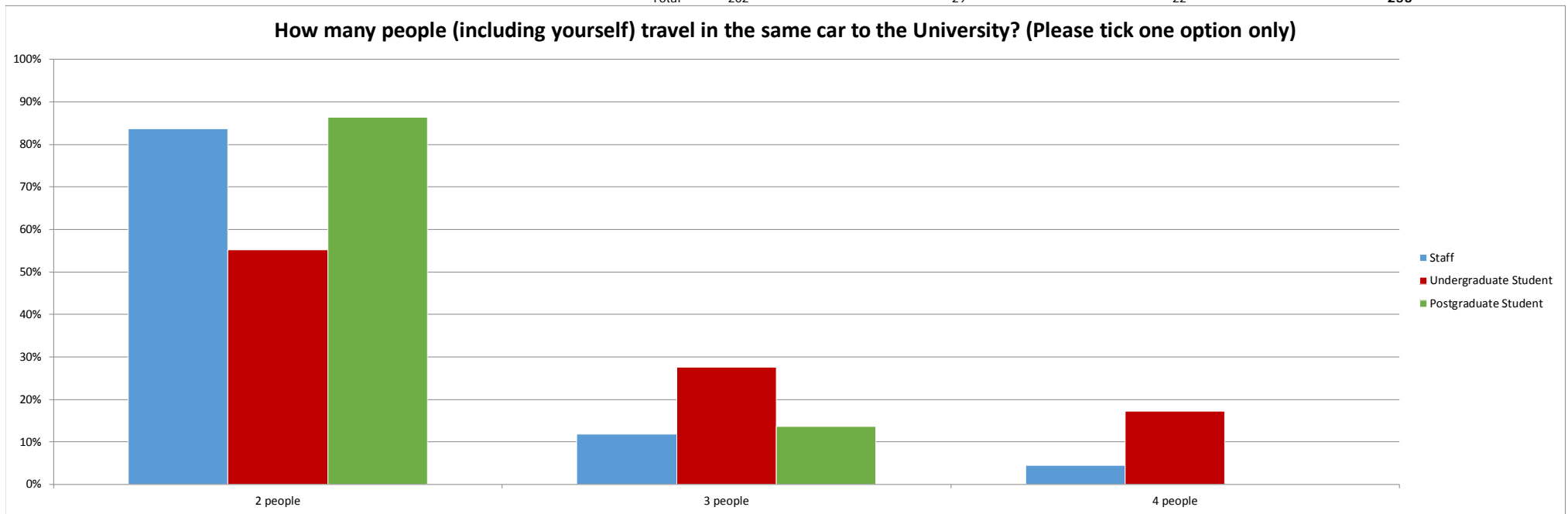
3.8 Question 8: Travel in the Same Car

Question 8

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

- 2 people
- 3 people
- 4 people

	Staff		Undergraduate Student		Postgraduate Student		Total Response Count	
	169	84%	16	55%	19	86%	204	80.6%
	24	12%	8	28%	3	14%	35	13.8%
	9	4%	5	17%	0	0%	14	5.5%
Total	202		29		22		253	



The majority of car sharing is by two people (including driver) travelling in the same car to the University. Undergraduates are more likely to travel with three or four people in a car than staff or postgraduates.

Question 9 examines the degree to which car sharers are not associated with the University.

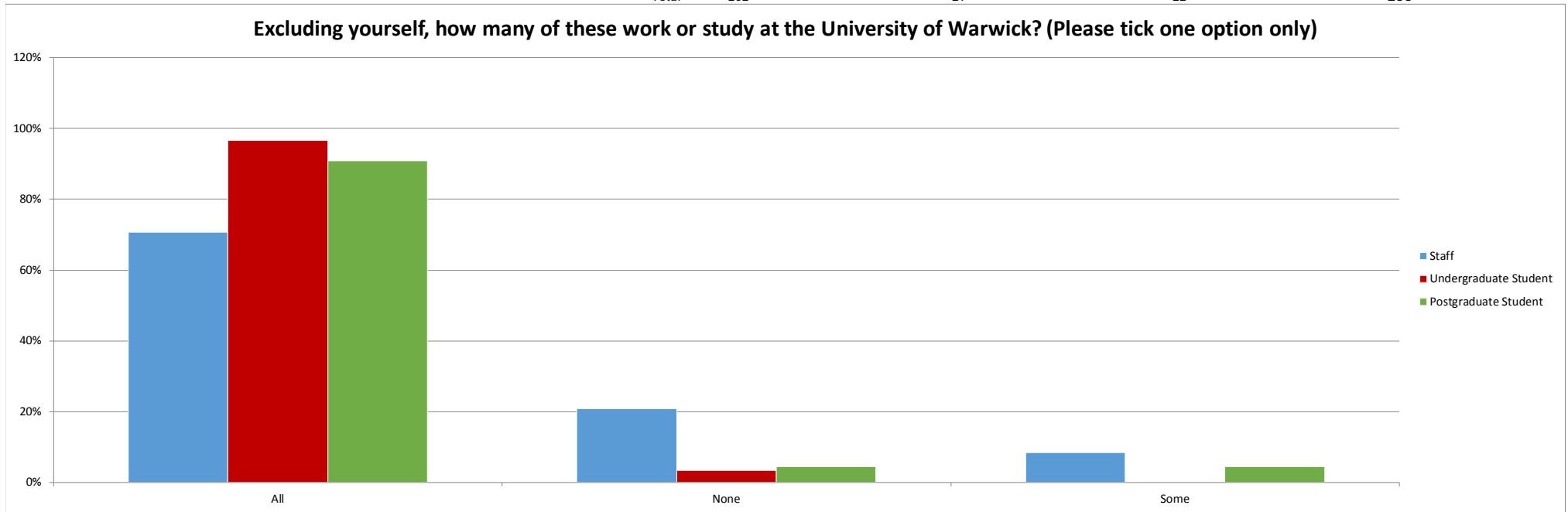
3.9 Question 9: Work or Study at the University

Question 9

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

All
None
Some

	Staff		Undergraduate Student		Postgraduate Student		Total Response Count	
All	143	71%	28	97%	20	91%	191	75.5%
None	42	21%	1	3%	1	5%	44	17.4%
Some	17	8%	0	0%	1	5%	18	7.1%
Total	202		29		22		253	



The majority of the people (75.5%) that travel in the same car work or study at the University with only 17.4% travelling in a car where the other occupants are not connected to the University.

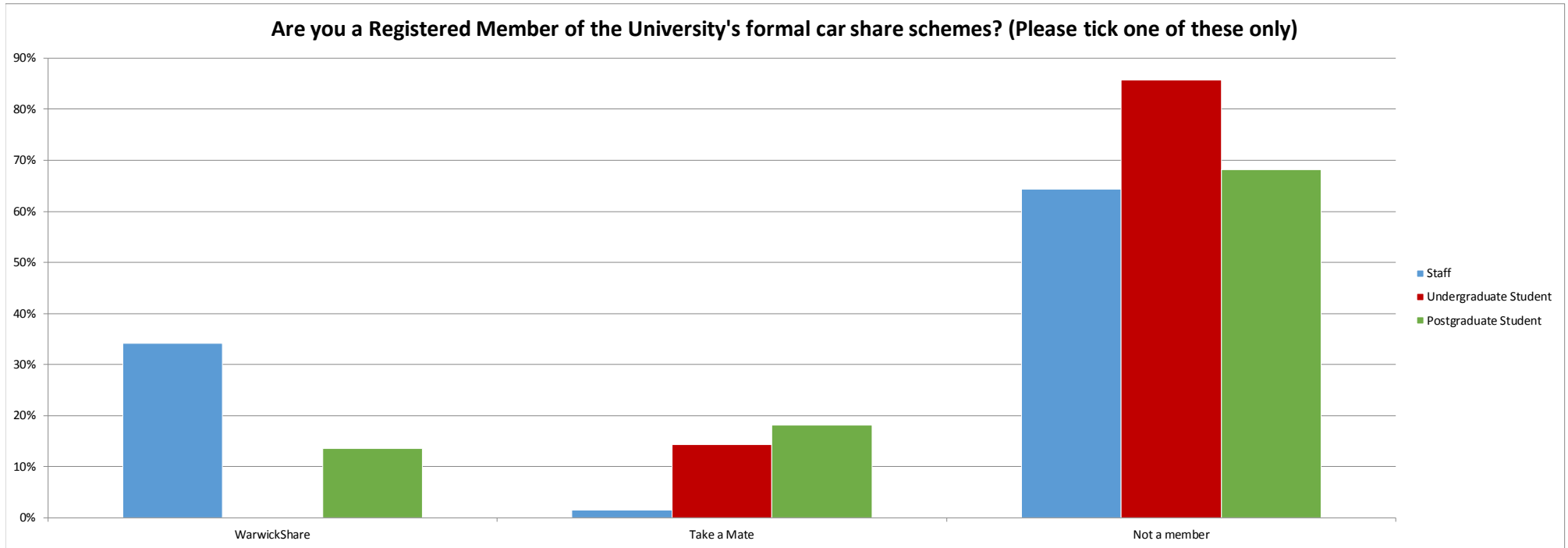
3.10 Question 10: Car Share Scheme

Question 10

Are you a Registered Member of the University's formal car share schemes? (Please tick one of these only)

WarwickShare
Take a Mate
Not a member

	Staff		Undergraduate Student		Postgraduate Student		Total Response Count	
WarwickShare	69	34%	0	0%	3	14%	72	28.6%
Take a Mate	3	1%	4	14%	4	18%	11	4.4%
Not a member	130	64%	24	86%	15	68%	169	67.1%
Total	202		28		22		252	



The majority of staff, undergraduates and postgraduates are not registered members of the University's formal car share schemes. 34% of staff respondents registered with the staff Warwickshare scheme but only a few students are registered with Take a Mate. However, a few respondents from each group claimed to be registered with the scheme that was not for them which may indicated a lack of understanding about the car-sharing scheme in general.

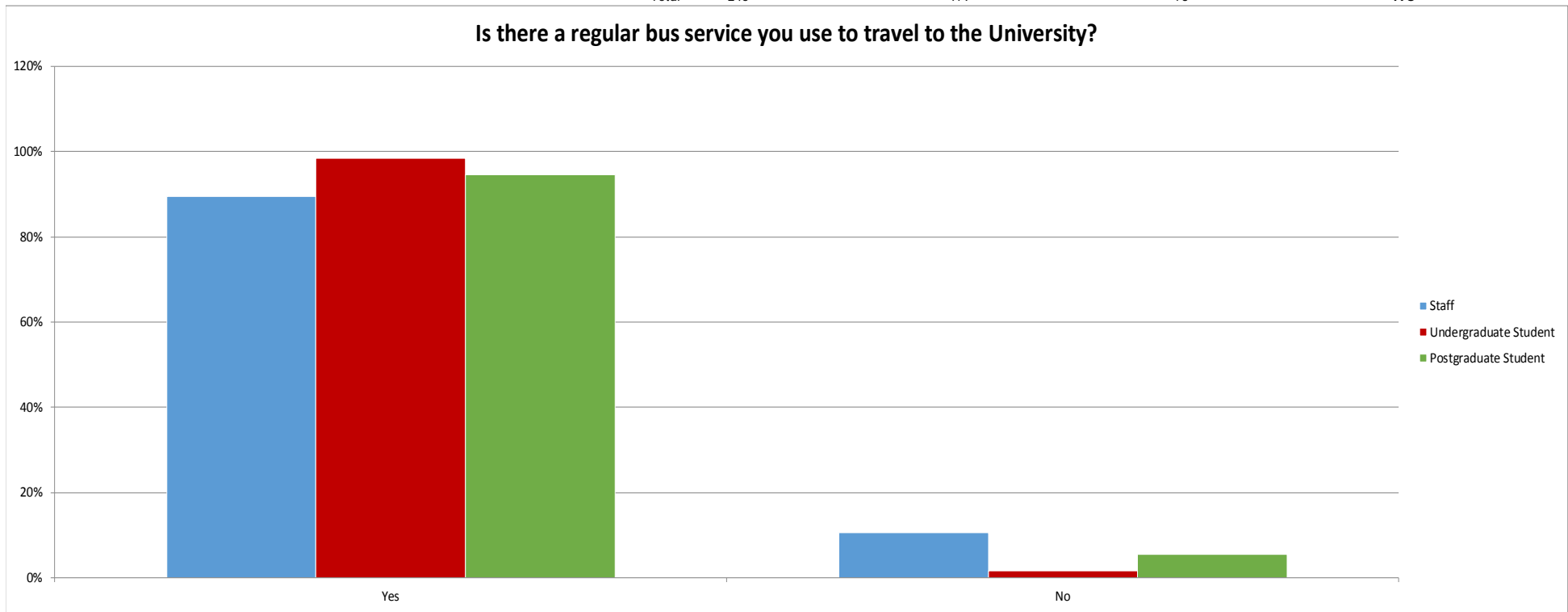
Questions 11, 12 and 13 investigate issues around bus travel.

3.11 Question 11: Bus Service

Question 11

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

	Staff		Undergraduate Student		Postgraduate Student		Total Response Count	
Yes	220	89%	176	98%	69	95%	465	93.4%
No	26	11%	3	2%	4	5%	33	6.6%
Total	246		179		73		498	



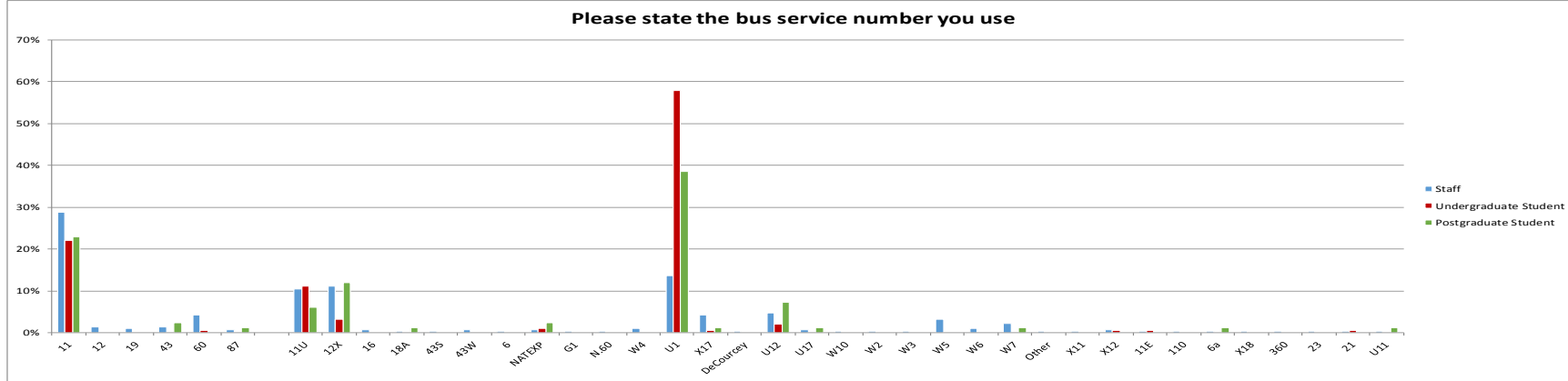
The majority of respondents from all three groups responded positively when asked if there is a regular bus service available to travel to the University. Only 6.6% said there is no regular bus service they use to travel to the University.

3.12 Question 11b: Bus Service

Question 11b
Please state the bus service number you use

Bus Service	Staff	Undergraduate Student	Postgraduate Student	Total Response Count
11	80	42	19	141
12	4	0	0	4
19	3	0	0	3
43	4	0	2	6
60	12	1	0	13
87	2	0	1	3
11U	0	0	0	0
12X	29	21	5	55
16	31	6	10	47
18A	2	0	0	2
43S	1	0	1	2
43W	1	0	0	1
6	2	0	0	2
NATEXP	1	0	0	1
G1	2	2	2	6
N.60	1	0	0	1
W4	1	0	0	1
U1	3	0	0	3
X17	38	110	32	180
DeCoursey	12	1	1	14
U12	1	0	0	1
U17	13	4	6	23
W10	2	0	1	3
W2	1	0	0	1
W3	1	0	0	1
W5	9	0	0	9
W6	3	0	0	3
W7	6	0	1	7
Other	1	0	0	1
X11	1	0	0	1
X12	2	1	0	3
11E	1	0	0	1
6a	1	0	0	1
X18	1	0	0	1
360	1	0	0	1
23	1	0	0	1
21	1	0	0	1
U11	1	0	1	2
Total	278	190	83	551

Bus Service	Staff	Undergraduate Student	Postgraduate Student	Total Response Count
11	29%	22%	23%	25.6%
12	1%	0%	0%	0.7%
19	1%	0%	0%	0.5%
43	1%	0%	2%	1.1%
60	4%	1%	0%	2.4%
87	1%	0%	1%	0.5%
11U	0%	0%	0%	0.0%
12X	10%	11%	6%	10.0%
16	11%	3%	12%	8.5%
18A	1%	0%	0%	0.4%
43S	0%	0%	1%	0.4%
43W	0%	0%	0%	0.2%
6	1%	0%	0%	0.4%
NATEXP	0%	0%	0%	0.2%
G1	1%	1%	2%	1.1%
N.60	0%	0%	0%	0.2%
W4	0%	0%	0%	0.2%
U1	1%	0%	0%	0.5%
X17	14%	58%	39%	32.7%
DeCoursey	4%	1%	1%	2.5%
U12	0%	0%	0%	0.2%
U17	5%	2%	7%	4.2%
W10	1%	0%	1%	0.5%
W2	0%	0%	0%	0.2%
W3	0%	0%	0%	0.2%
W5	3%	0%	0%	1.6%
W6	1%	0%	0%	0.5%
W7	2%	0%	1%	1.3%
Other	0%	0%	0%	0.2%
X11	0%	0%	0%	0.2%
X12	1%	1%	0%	0.5%
11E	0%	0%	0%	0.4%
6a	0%	0%	0%	0.2%
X18	0%	0%	1%	0.4%
360	0%	0%	0%	0.2%
23	0%	1%	0%	0.2%
21	0%	1%	0%	0.4%
U11	0%	0%	1%	0.4%
Total	278	190	83	551



Question 11b is directed to those respondents that indicated that they take the bus to the university.

The most commonly used bus service for under- and postgraduates is the U1 with 58% and 39% respectively. For staff, Service 11 is the most popular with 29%. In addition, Services 11U, 12X and U12 were used by all three groups. All other services showed very low usage.

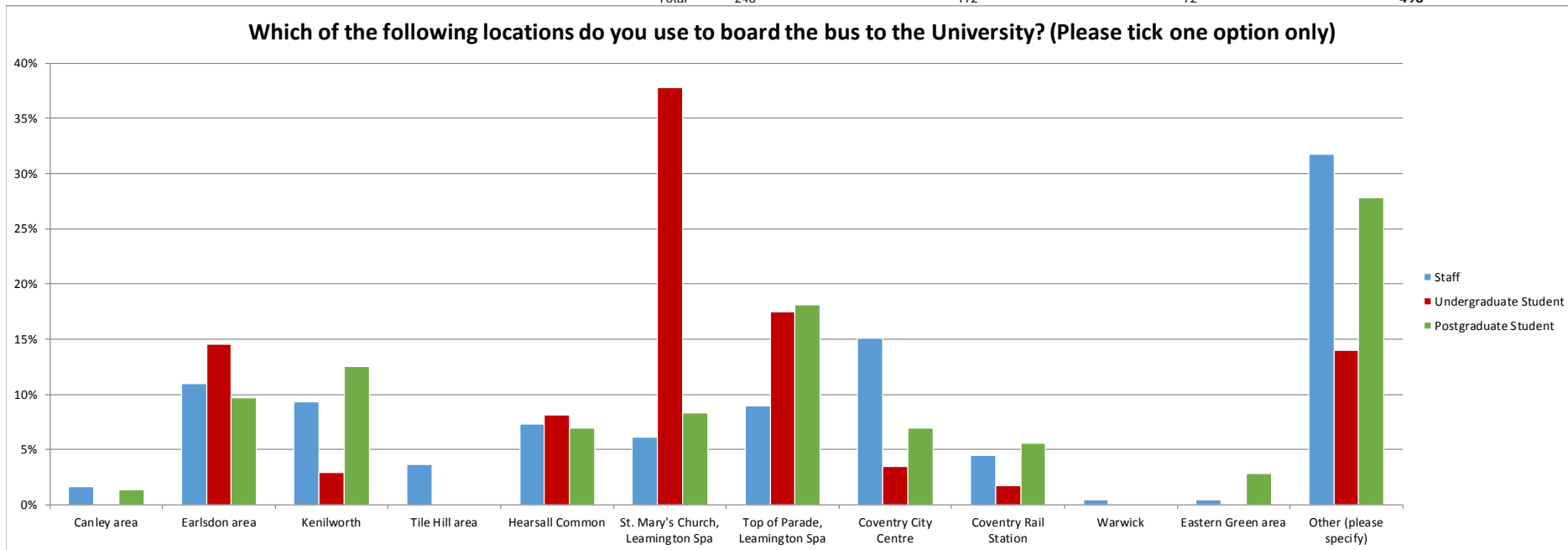
3.13 Question 12: Boarding Locations

Question 12

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

- Canley area
- Earlsdon area
- Kenilworth
- Tile Hill area
- Hearsall Common
- St. Mary's Church, Leamington Spa
- Top of Parade, Leamington Spa
- Coventry City Centre
- Coventry Rail Station
- Warwick
- Eastern Green area
- Other (please specify)

	Staff		Undergraduate Student		Postgraduate Student		Total Response Count	
Canley area	4	2%	0	0%	1	1%	5	1.0%
Earlsdon area	27	11%	25	15%	7	10%	59	12.0%
Kenilworth	23	9%	5	3%	9	13%	37	7.6%
Tile Hill area	9	4%	0	0%	0	0%	9	1.8%
Hearsall Common	18	7%	14	8%	5	7%	37	7.6%
St. Mary's Church, Leamington Spa	15	6%	65	38%	6	8%	86	17.6%
Top of Parade, Leamington Spa	22	9%	30	17%	13	18%	65	13.3%
Coventry City Centre	37	15%	6	3%	5	7%	48	9.8%
Coventry Rail Station	11	4%	3	2%	4	6%	18	3.7%
Warwick	1	0%	0	0%	0	0%	1	0.2%
Eastern Green area	1	0%	0	0%	2	3%	3	0.6%
Other (please specify)	78	32%	24	14%	20	28%	122	24.9%
Total	246		172		72		490	



Leamington Spa is the most popular origin for bus travel to the University. St. Mary's Church has the largest number of undergraduates (38%) while all three groups board at the top of the Parade. Earlsdon, Kenilworth, Hearsall Common, Coventry City Centre and the railway station also have significant numbers boarding. Warwick is the least popular place with just a single staff member boarding.

Considerable number of responders chose "Other" option. Most of the Staff take the bus to the University at another stop in Coventry and in Leamington Spa. The most chosen stops are Cheylesmore, Bell Green and bus stops near to The Parade in Leamington Spa.

Among undergraduates St Helen's Road, Tachbrook Road and other bus stops in Leamington Spa was the most popular answer.

Postgraduates who chose "Other" mainly board the bus at Tachbrook Road and other Leamington Spa locations.

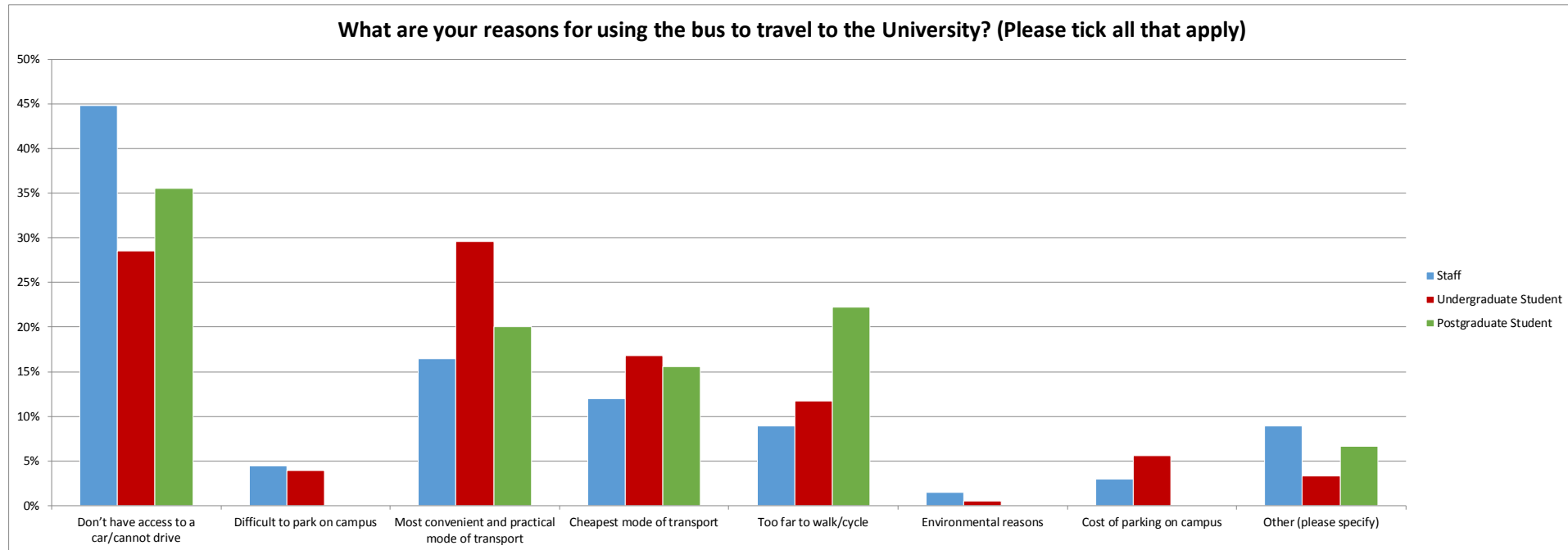
3.14 Question 13: Reasons for bus travel

Question 13

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

- Don't have access to a car/cannot drive
- Difficult to park on campus
- Most convenient and practical mode of transport
- Cheapest mode of transport
- Too far to walk/cycle
- Environmental reasons
- Cost of parking on campus
- Other (please specify)

	Staff		Undergraduate Student		Postgraduate Student		Total Response Count	
Don't have access to a car/cannot drive	30	45%	51	28%	16	36%	97	33.3%
Difficult to park on campus	3	4%	7	4%	0	0%	10	3.4%
Most convenient and practical mode of transport	11	16%	53	30%	9	20%	73	25.1%
Cheapest mode of transport	8	12%	30	17%	7	16%	45	15.5%
Too far to walk/cycle	6	9%	21	12%	10	22%	37	12.7%
Environmental reasons	1	1%	1	1%	0	0%	2	0.7%
Cost of parking on campus	2	3%	10	6%	0	0%	12	4.1%
Other (please specify)	6	9%	6	3%	3	7%	15	5.2%
Total	67		179		45		291	



When asked what is the reasons for using the bus to travel to the university the most popular answer is 'cannot drive or doesn't have access to a car' (45% staff, 28% undergraduate and 36% postgraduate). The other key reasons are 'most convenient and practical mode of transport' (16% staff, 30% undergraduates and 20% postgraduates) and 'cheapest mode of transport' (12% staff, 17% undergraduates and 16% postgraduates). Surprisingly, only 0.7% of people use the bus for environmental reasons.

Questions 14 to 17 investigates travel to the University by train. This question was only answered by respondents who travel by this mode.

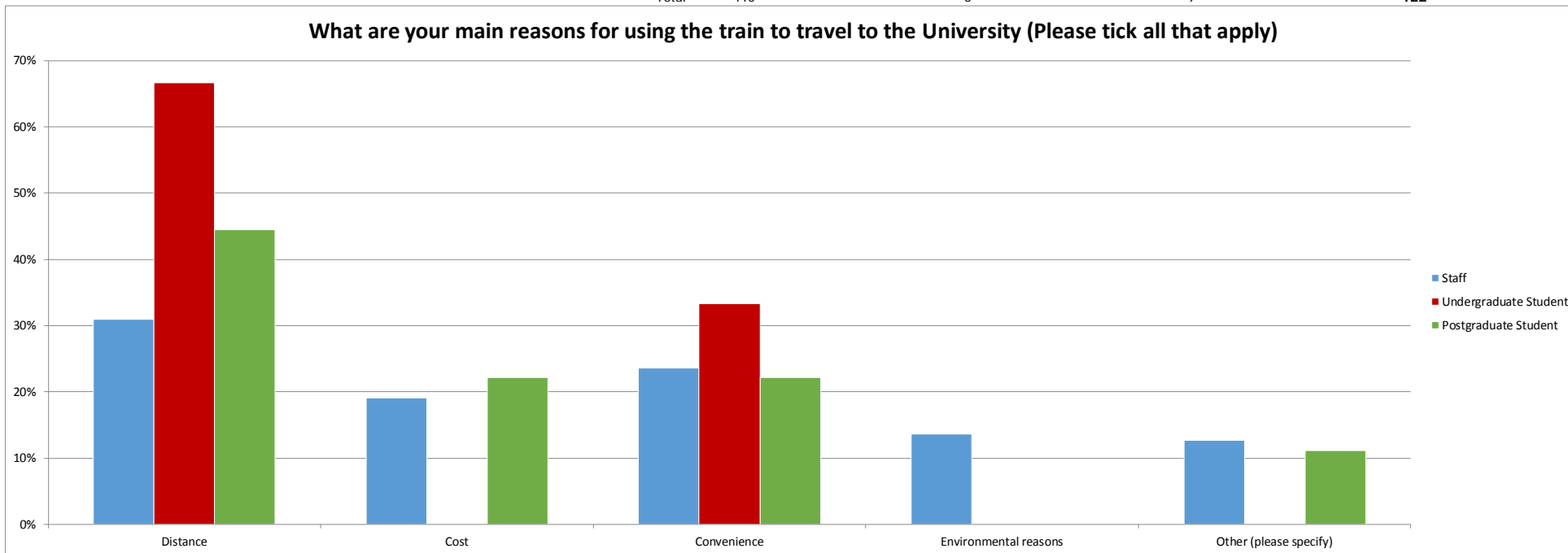
3.15 Question 14: Reasons for Train Travel

Question 14

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

- Distance
- Cost
- Convenience
- Environmental reasons
- Other (please specify)

	Staff		Undergraduate Student		Postgraduate Student		Total Response Count	
Distance	34	31%	2	67%	4	44%	40	32.8%
Cost	21	19%	0	0%	2	22%	23	18.9%
Convenience	26	24%	1	33%	2	22%	29	23.8%
Environmental reasons	15	14%	0	0%	0	0%	15	12.3%
Other (please specify)	14	13%	0	0%	1	11%	15	12.3%
Total	110		3		9		122	



The most common reason for all three groups travelling by train to the University is the distance involved (31% of staff, 67% undergraduate and 44% postgraduate). This assumed to mean that rail is more suitable for longer journeys. Convenience is the other main reason for all three groups to travel by train as their main transport mode (in total 23.8%). Undergraduates do not have any other reason for travelling by train than distance and convenience whereas staff and postgraduates mention cost and staff only mention environmental reasons.

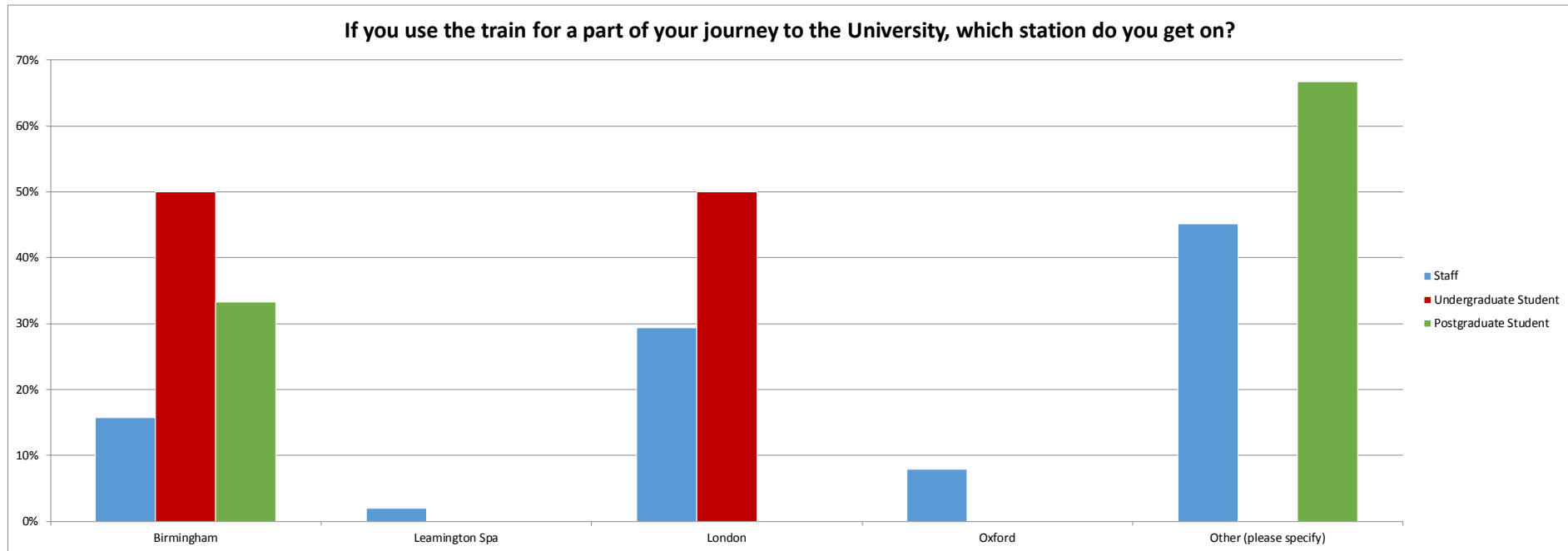
3.16 Question 15: Train Boarding Locations

Question 15

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

- Birmingham
- Leamington Spa
- London
- Oxford
- Other (please specify)

	Staff		Undergraduate Student		Postgraduate Student		Total Response Count	
Birmingham	8	16%	1	50%	2	33%	11	18.6%
Leamington Spa	1	2%	0	0%	0	0%	1	1.7%
London	15	29%	1	50%	0	0%	16	27.1%
Oxford	4	8%	0	0%	0	0%	4	6.8%
Other (please specify)	23	45%	0	0%	4	67%	27	45.8%
Total	51		2		6		59	



The total response to this question was very low so the percentages related below represent few actual trips.

London is the most popular place to board the train for staff (29%) and for undergraduates (50%), although no postgraduates come from London by train. Birmingham is used by all three groups, but mostly for under- and postgraduates with 50% and 33% respectively

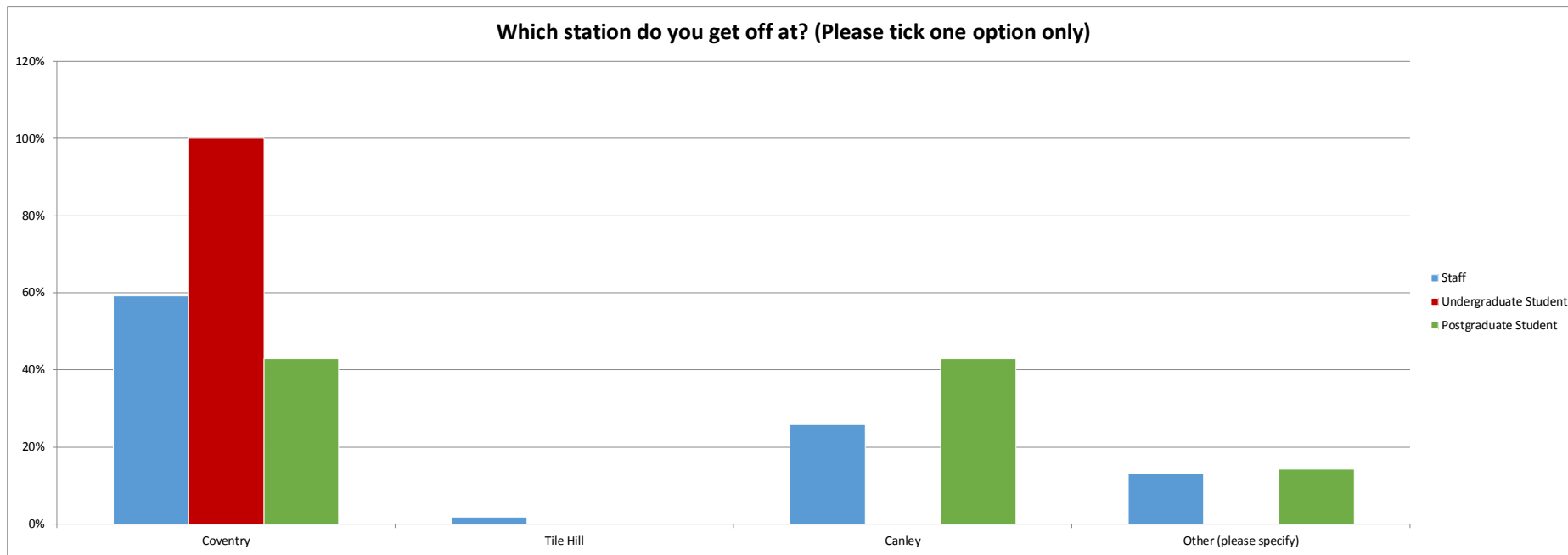
3.17 Question 16: Disembarkation Stations

Question 16

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

- Coventry
- Tile Hill
- Canley
- Other (please specify)

	Staff		Undergraduate Student		Postgraduate Student		Total Response Count	
Coventry	32	59%	2	100%	3	43%	37	58.7%
Tile Hill	1	2%	0	0%	0	0%	1	1.6%
Canley	14	26%	0	0%	3	43%	17	27.0%
Other (please specify)	7	13%	0	0%	1	14%	8	12.7%
Total	54		2		7		63	



The only station used by all three groups to disembark is Coventry (59% staff, all undergraduates that answered the question and 43% of postgraduates). Canley is used by 26% of staff and 43% postgraduates but no undergraduates. Tile Hill is the least popular with only a few staff using it.

The answers to this question confirm the findings of the previous two questions in showing that rail is considered mostly for long distance trips.

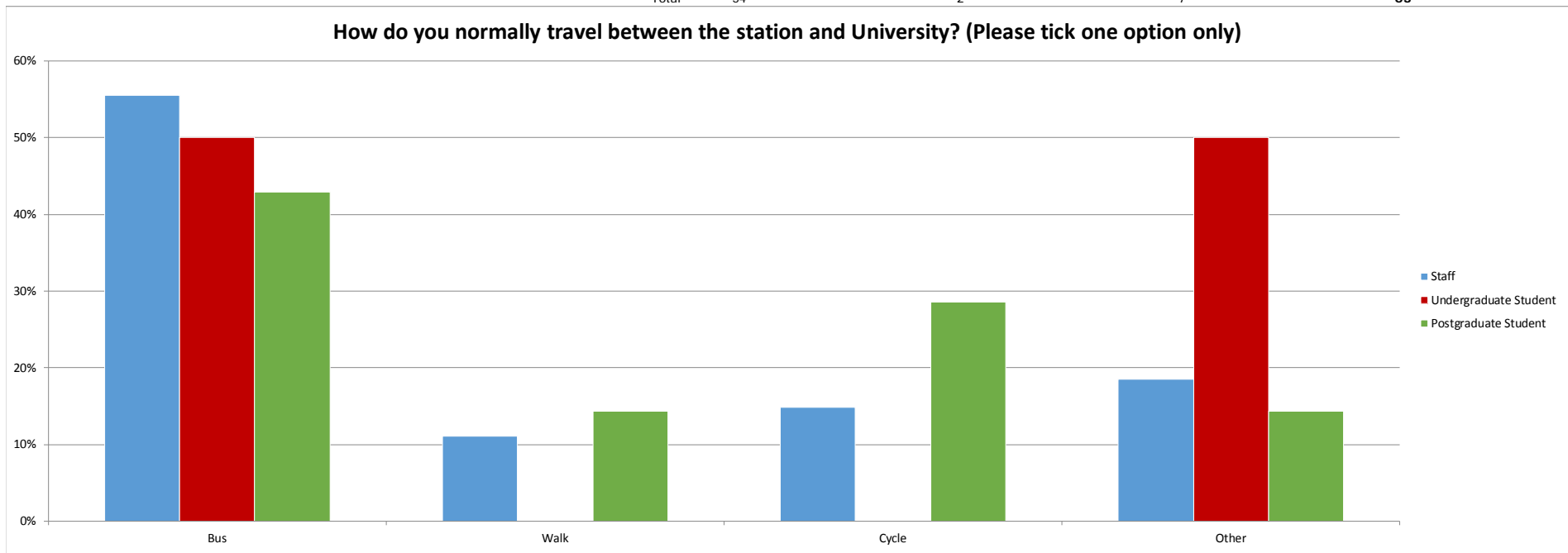
3.18 Question 17: From Stations to University

Question 17

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

Bus
Walk
Cycle
Other

	Staff		Undergraduate Student		Postgraduate Student		Total Response Count	
Bus	30	56%	1	50%	3	43%	34	54.0%
Walk	6	11%	0	0%	1	14%	7	11.1%
Cycle	8	15%	0	0%	2	29%	10	15.9%
Other	10	19%	1	50%	1	14%	12	19.0%
Total	54		2		7		63	



When asked how people usually travel between their alighting stations and the University the most common response is bus (56% staff, 50% undergraduates and 43% postgraduates). A few staff and postgraduates walk or cycle but no undergraduates. However, the actual numbers are low as this question received few responses.

The next question, Question 18 examines the reasons why people walk to the University.

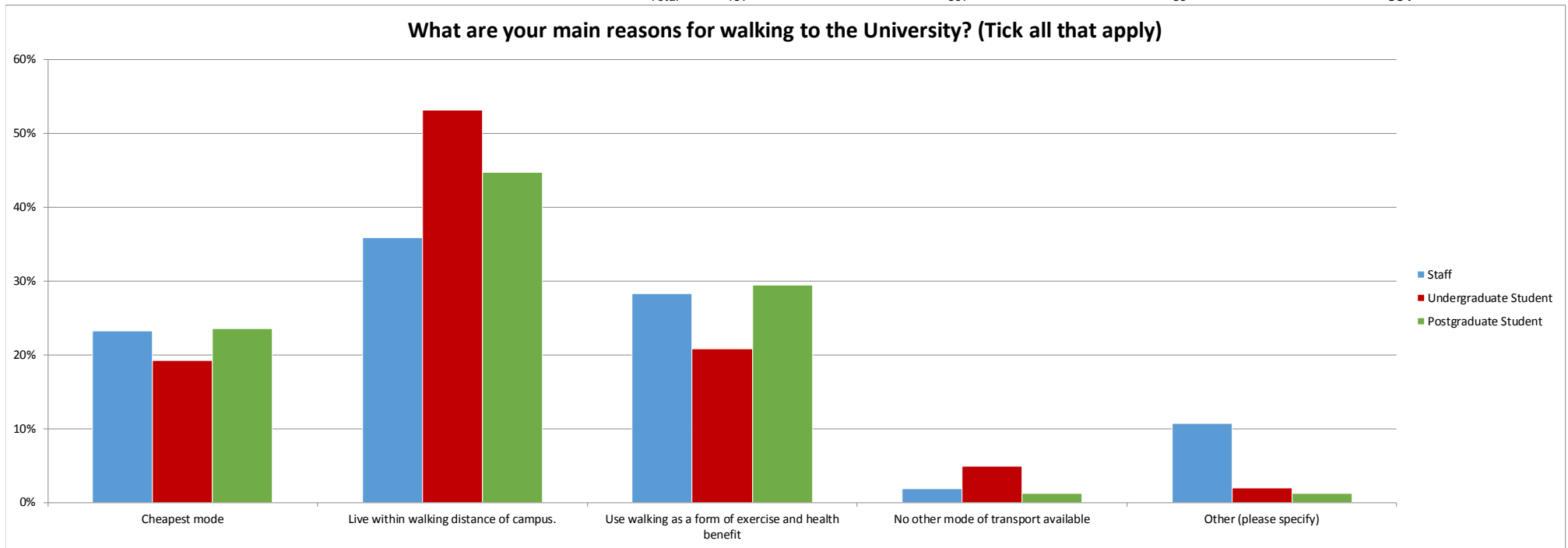
3.19 Question 18: Walking to the University

Question 18

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 (please specify)

	Staff		Undergraduate Student		Postgraduate Student		Total Response Count	
Cheapest mode	37	23%	59	19%	20	24%	116	21.1%
Live within walking distance of campus.	57	36%	163	53%	38	45%	258	46.8%
Use walking as a form of exercise and health benefit	45	28%	64	21%	25	29%	134	24.3%
No other mode of transport available	3	2%	15	5%	1	1%	19	3.4%
Other (please specify)	17	11%	6	2%	1	1%	24	4.4%
Total	159		307		85		551	



When asked about reasons for walking to the University, 'living within walking distance of campuses is the most common response for all three groups (36% staff, 53% undergraduates and 45% postgraduates). The next main reason for walking is to do it as a 'form of exercise and for its health benefit' at 24.3% in total. The 'cheapest mode' is similarly popular among all three groups with 21.1% in total. Only a few respondents said that they walk because there is no other mode of transport.

Question 19 investigates reasons that may deter people from travelling to the University by bus.

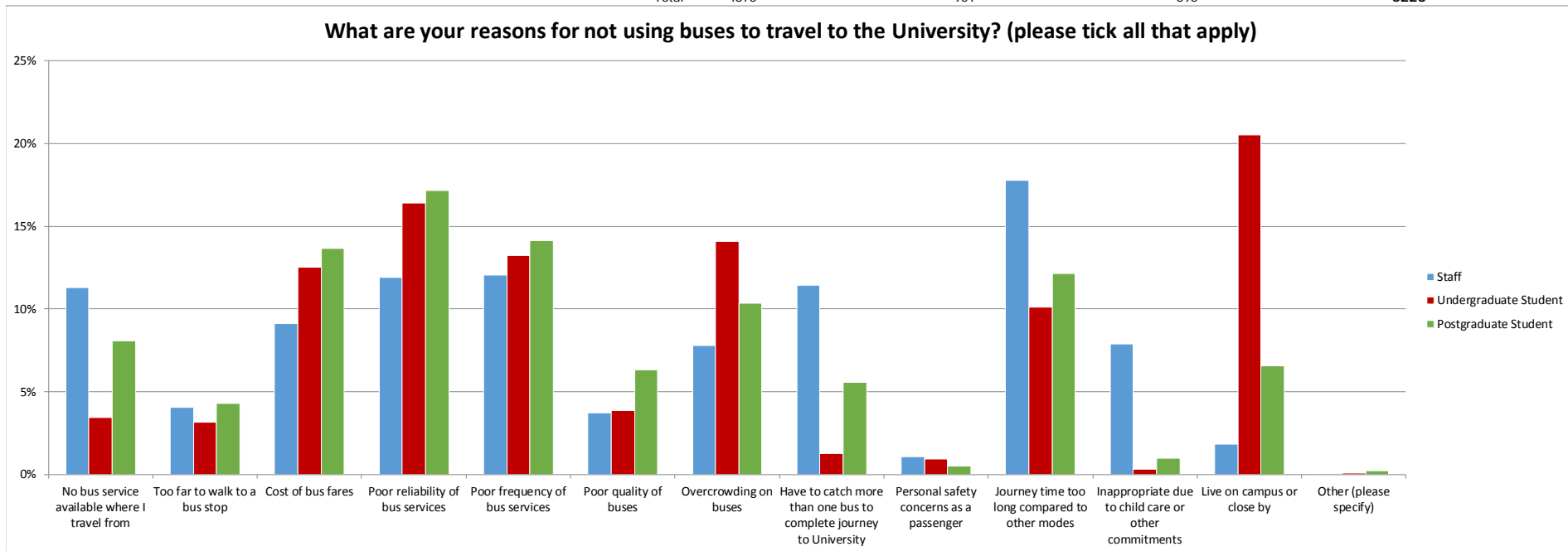
3.20 Question 19: Reasons for not Using Buses

Question 19

What are your reasons for not using buses to travel to the University? (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 to University
- 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 (please specify)

	Staff		Undergraduate Student		Postgraduate Student		Total Response Count	
No bus service available where I travel from	551	11%	33	3%	32	8%	616	9.9%
Too far to walk to a bus stop	199	4%	30	3%	17	4%	246	4.0%
Cost of bus fares	445	9%	119	13%	54	14%	618	9.9%
Poor reliability of bus services	581	12%	156	16%	68	17%	805	12.9%
Poor frequency of bus services	587	12%	126	13%	56	14%	769	12.4%
Poor quality of buses	181	4%	37	4%	25	6%	243	3.9%
Overcrowding on buses	381	8%	134	14%	41	10%	556	8.9%
Have to catch more than one bus to complete journey to University	557	11%	12	1%	22	6%	591	9.5%
Personal safety concerns as a passenger	53	1%	9	1%	2	1%	64	1.0%
Journey time too long compared to other modes	866	18%	96	10%	48	12%	1010	16.2%
Inappropriate due to child care or other commitments	385	8%	3	0%	4	1%	392	6.3%
Live on campus or close by	89	2%	195	21%	26	7%	310	5.0%
Other (please specify)	1	0%	1	0%	1	0%	3	0.0%
Total	4876		951		396		6223	



All three groups reported a wide variety of reasons for not using buses to travel to the University.

'Live on campus or close by' is the most popular response among undergraduates with 21%. Their other responses were spread between the answers related to cost (13%), poor frequency of service (13%), unreliability (16%) and overcrowding on buses (14%). 3% of undergraduates responses indicated there is no suitable bus service nearby.

For staff, the most popular response is that the journey would take too long compared to other modes (18%). 12% of staff responses referred to poor reliability and a further 12% to poor frequency. 11% of staff responses indicated there is no suitable bus service, and a further 11% would have to catch more than one bus. 9% of staff responses found bus fare too expensive.

17% of postgraduates responses found the buses unreliable, and commented on the cost (14%) and poor frequency (14%). 12% of responses indicated the journey time was too long compared to other modes.

This question clearly captures all the reasons why people do not use buses as the number of 'Other' responses was tiny.

Question 20 investigates reasons that may encourage people to travel to the University by bus.

3.21 Question 20: Encouragement Factors for Public Transport

This question asked respondents to indicate their first, second and third choice from a comprehensive list of measures to encourage travel to the University by public transport.

For staff, the most encouraging factor would be the availability of more direct buses to the University followed by subsidised or discounted fares. However, the third highest response was that there is nothing the University could do. All other factors were fairly evenly selected by staff.

The choice of measures was similar for under- and postgraduates. Subsidised or discounted fares offered by the University is the most popular answer followed by more direct bus services to campus and multi operator bus pass.

The results are shown in **Table 3**.

Staff				
	First Choice	Second Choice	Third Choice	Total
Shuttle bus / taxi service to nearest rail station	148	109	87	344
More direct bus services to campus	510	248	127	885
Pool cars available on campus for business journeys	38	46	49	133
More facilities (shops, dentist etc) available on campus	34	55	64	153
Subsidised/Discounted fares offered by the University	271	364	166	801
Smartcard/Oyster Card payment technology for bus travel	46	118	114	278
Multi operator bus pass	54	117	152	323
Facilities to pay for bus travel through salary	18	59	137	214
Increased parking charges	26	24	53	103
Flexible parking charges ('pay on use')	64	76	86	226
None	504	41	120	665
Other	158	51	40	249
Undergraduate Student				
	First Choice	Second Choice	Third Choice	Total
Shuttle bus / taxi service to nearest rail station	29	31	37	97
More direct bus services to campus	92	66	61	219
Pool cars available on campus for business journeys	5	5	19	29
More facilities (shops, dentist etc) available on campus	14	35	40	89
Subsidised/Discounted fares offered by the University	165	99	44	308
Smartcard/Oyster Card payment technology for bus travel	29	64	61	154
Multi operator bus pass	45	59	71	175
Facilities to pay for bus travel through salary	1	1	4	6
Increased parking charges	5	6	3	14
Flexible parking charges ('pay on use')	0	8	14	22
None	26	13	20	59
Other	5	6	6	17
Postgraduate Student				
	First Choice	Second Choice	Third Choice	Total
Shuttle bus / taxi service to nearest rail station	25	19	16	60
More direct bus services to campus	61	33	23	117
Pool cars available on campus for business journeys	4	6	14	24
More facilities (shops, dentist etc) available on campus	9	13	18	40
Subsidised/Discounted fares offered by the University	66	59	27	152
Smartcard/Oyster Card payment technology for bus travel	14	21	30	65
Multi operator bus pass	15	39	32	86
Facilities to pay for bus travel through salary	0	2	5	7
Increased parking charges	2	3	5	10
Flexible parking charges ('pay on use')	2	9	9	20
None	16	4	14	34
Other	13	3	4	20

Table 3: Encouragement Factors for Public Transport

Few 'other' suggestions were offered by student but staff put forward a variety of suggested measures including improve bus frequency, improve bus reliability and reduce overcrowding. The need for extended bus operating house was mentioned by several staff as was the suggestion of an off-site Park and Ride facility.

Question 21 examines factors that might encourage cycling.

3.22 Question 21: Encouraging Factors for Cycling

This question asked respondents to indicate their first, second and third choice from a comprehensive list of measures to encourage travel to the University by cycle. The results are shown in **Table 4**.

For all three groups, the most popular answer was 'safe cycle routes to campus'. For staff, the second highest response was that there are no measures that would encourage them to travel to the University by cycling. 'Access to changing facilities, showers and lockers for cyclists on campus was the third highest response for staff.

Priorities among under- and postgraduates were similar. Having access to changing facilities is an important factor for both student groups as well as 'reserved cycle parking on campus. A bike purchase scheme and having cycle maintenance and repair facilities on campus would also be encouraging to all groups.

Staff				
	First Choice	Second Choice	Third Choice	Total
Safe cycle routes to the campus	664	156	83	903
Reserved cycle parking on the campus	27	145	107	279
Access to changing facilities, showers and lockers for cyclists on campus	164	309	141	614
Secure individual lockers at the railway	14	32	38	84
Bike purchase scheme (cycle to work)	41	98	95	234
Cycling skills and bike maintenance training on campus	11	37	68	116
Pool cars or pool bikes available for business journeys	18	39	50	107
Cycle maintenance and repair facilities available on campus	28	89	157	274
Increased parking charges	11	30	40	81
Flexible parking charges ('pay on use')	32	54	67	153
None	674	26	78	778
Other	183	46	39	268
Undergraduate Student				
	First Choice	Second Choice	Third Choice	Total
Safe cycle routes to the campus	197	60	46	303
Reserved cycle parking on the campus	30	90	52	172
Access to changing facilities, showers and lockers for cyclists on campus	49	76	58	183
Secure individual lockers at the railway	6	20	21	47
Bike purchase scheme (cycle to work)	33	27	41	101
Cycling skills and bike maintenance training on campus	14	21	21	56
Pool cars or pool bikes available for business journeys	4	8	9	21
Cycle maintenance and repair facilities available on campus	10	44	57	111
Increased parking charges	1	3	10	14
Flexible parking charges ('pay on use')	1	3	7	11
None	58	7	27	92
Other	9	5	3	17
Postgraduate Student				
	First Choice	Second Choice	Third Choice	Total
Safe cycle routes to the campus	111	27	11	149
Reserved cycle parking on the campus	5	25	18	48
Access to changing facilities, showers and lockers for cyclists on campus	15	45	33	93
Secure individual lockers at the railway	6	5	7	18
Bike purchase scheme (cycle to work)	16	18	19	53
Cycling skills and bike maintenance training on campus	2	16	17	35
Pool cars or pool bikes available for business journeys	3	2	2	7
Cycle maintenance and repair facilities available on campus	9	34	31	74
Increased parking charges	2	1	4	7
Flexible parking charges ('pay on use')	0	2	3	5
None	52	2	15	69
Other	6	4	6	16

Table 4: Encouragement Factors for Cycling

A significant number of staff suggested 'other' measures although most of these were actually reasons why they cannot cycle rather than what would encourage them to do so! However, themes that emerged include the need for safer and covered cycle storage plus a cycle route right through to Leamington.

Question 22 examines factors that might encourage car sharing.

3.23 Question 22: Encouragement Factors for Car Sharing

This question asked respondents to indicate their first, second and third choice from a comprehensive list of measures to encourage car sharing the trip to the University. The results are shown in **Table 5**.

Staff				
	First Choice	Second Choice	Third Choice	Total
Help in finding car share partners	348	169	199	716
Reserved parking on campus for car sharers	93	239	180	512
Reduced or free parking charges on campus for car sharers	483	308	168	959
Pool cars or pool bikes available for business journeys	17	42	45	104
Guaranteed Lift Home scheme in an emergency or if let down by car driver	249	321	261	831
Increased parking charges	11	23	29	63
Flexible parking charges ('pay on use')	29	51	104	184
Increased parking charges	0	1	0	1
None	505	22	86	613
Other	135	25	24	184
Undergraduate Student				
	First Choice	Second Choice	Third Choice	Total
Help in finding car share partners	111	73	58	242
Reserved parking on campus for car sharers	43	100	71	214
Reduced or free parking charges on campus for car sharers	169	99	48	316
Pool cars or pool bikes available for business journeys	9	5	15	29
Guaranteed Lift Home scheme in an emergency or if let down by car driver	33	75	104	212
Increased parking charges	1	3	6	10
Flexible parking charges ('pay on use')	1	14	31	46
Increased parking charges	0	0	0	0
None	118	5	20	143
Other	2	2	0	4
Postgraduate Student				
	First Choice	Second Choice	Third Choice	Total
Help in finding car share partners	64	30	32	126
Reserved parking on campus for car sharers	22	45	30	97
Reduced or free parking charges on campus for car sharers	65	47	33	145
Pool cars or pool bikes available for business journeys	2	6	7	15
Guaranteed Lift Home scheme in an emergency or if let down by car driver	24	42	40	106
Increased parking charges	2	2	2	6
Flexible parking charges ('pay on use')	0	10	13	23
Increased parking charges	0	0	0	0
None	43	2	18	63
Other	2	0	1	3

Table 5: Encouragement Factors for Car Sharing

There were several responses that suggest some staff and students do not know much about the car share schemes and how they work. Staff said that reducing parking prices for sharers and help to find car share partners would be a key factor. Many staff said that they would need a guaranteed lift home as part of the scheme! A significant number of staff suggested 'other' measures although again most of these were actually reasons why they cannot or will not share rather than what would encourage them to do so!

For student's 'help in finding car share partners', 'reserved parking on campus for car sharers' and 'reduced or free parking charges on campus for car sharers' were the key considerations.

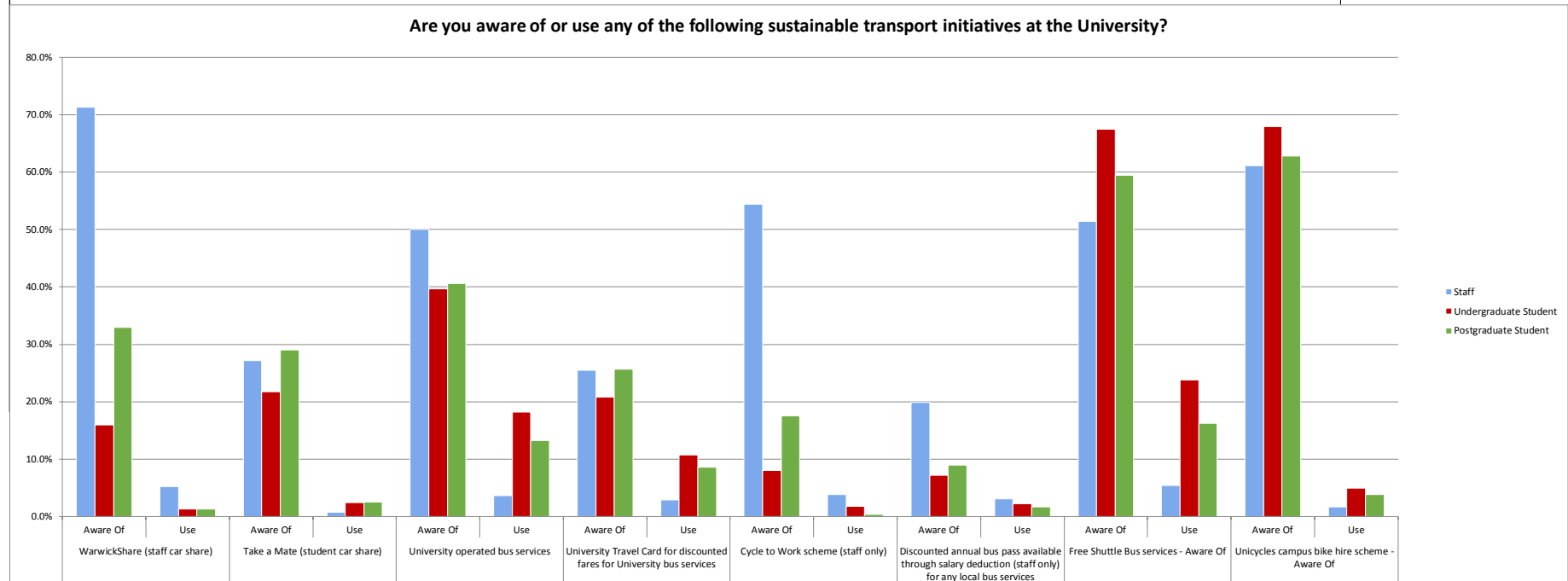
Question 23 examines the level of awareness about the University's sustainable transport initiatives.

3.24 Question 23: Sustainable Transport Initiatives

Question 23

Are you aware of or use any of the following sustainable transport initiatives at the University?

		Staff	Undergraduate Student	Postgraduate Student	Total Response Count
WarwickShare (staff car share)	Aware Of	1409 71.3%	71 15.9%	77 32.9%	1557 58.6%
	Use	104 5.3%	6 1.3%	3 1.3%	113 4.3%
Take a Mate (student car share)	Aware Of	537 27.2%	97 21.7%	68 29.1%	702 26.4%
	Use	15 0.8%	11 2.5%	6 2.6%	32 1.2%
University operated bus services	Aware Of	989 50.0%	177 39.7%	95 40.6%	1261 47.5%
	Use	73 3.7%	81 18.2%	31 13.2%	185 7.0%
University Travel Card for discounted fares for University bus services	Aware Of	504 25.5%	93 20.9%	60 25.6%	657 24.7%
	Use	58 2.9%	48 10.8%	20 8.5%	126 4.7%
Cycle to Work scheme (staff only)	Aware Of	1075 54.4%	36 8.1%	41 17.5%	1152 43.4%
	Use	76 3.8%	8 1.8%	1 0.4%	85 3.2%
Discounted annual bus pass available through salary deduction (staff only) for any local bus services	Aware Of	393 19.9%	32 7.2%	21 9.0%	446 16.8%
	Use	61 3.1%	10 2.2%	4 1.7%	75 2.8%
Free Shuttle Bus services - Aware Of	Aware Of	1017 51.4%	301 67.5%	139 59.4%	1457 54.8%
	Use	107 5.4%	106 23.8%	38 16.2%	251 9.4%
Unicycles campus bike hire scheme - Aware Of	Aware Of	1208 61.1%	303 67.9%	147 62.8%	1658 62.4%
	Use	34 1.7%	22 4.9%	9 3.8%	65 2.4%
Total answers		7660	1402	760	9822
Total respondents		1977	446	234	2657



In broad terms, staff are more aware of the range of sustainable transport initiatives but the schemes are more likely to be used by students (apart from those restricted to staff only).

For staff, the highest awareness response was for the Warwickshare scheme (71%) but only 5% use it. A similar situation could be seen with the University operated bus service and the Cycle to Work scheme. More than 50% of staff are aware of these options but less than 5% use them.

The Unicycle campus bike hire scheme showed the highest level of awareness from under- (68%) and postgraduates (63%), but only a small proportion - 5% and 4% - is actually using them. The free shuttle bus service is the mostly used sustainable scheme by under- (24%) and postgraduates (16%). Only a few percent of staff using the schemes.

Question 24 considered the modes used for travel between the University's main campus and its other sites at Wellesbourne and University Hospital.

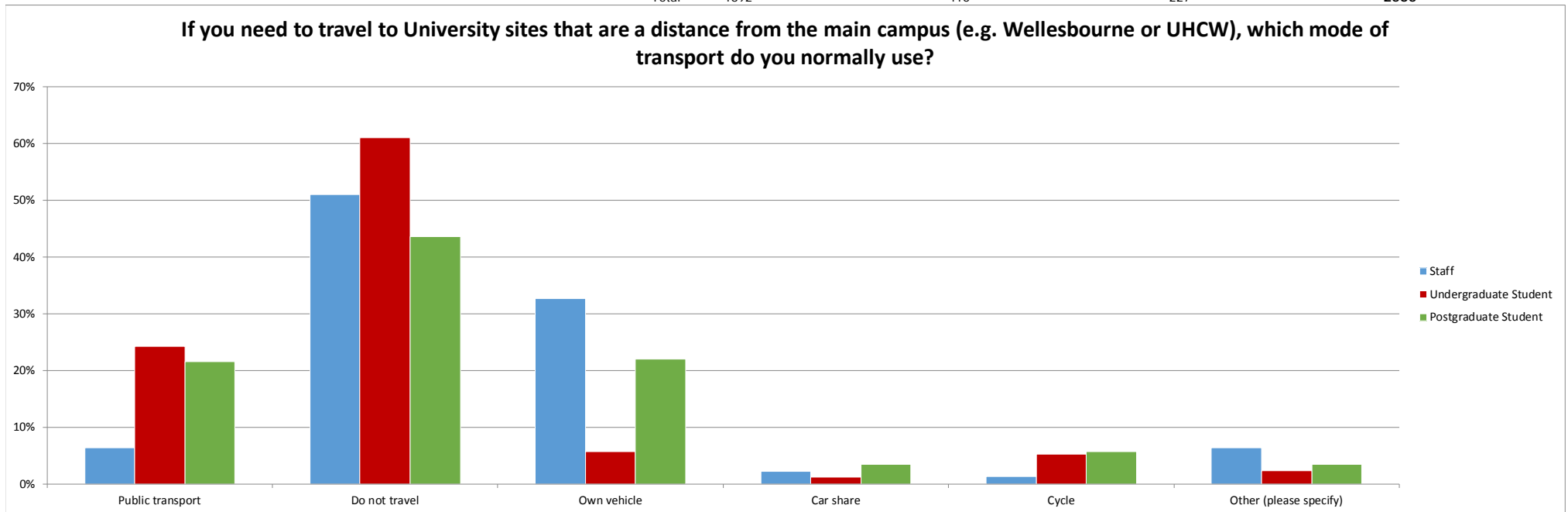
3.25 Question 24: Transport between University sites

Question 24

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

- Public transport
- Do not travel
- Own vehicle
- Car share
- Cycle
- Other (please specify)

	Staff		Undergraduate Student		Postgraduate Student		Total Response Count	
Public transport	120	6%	101	24%	49	22%	270	10.7%
Do not travel	966	51%	254	61%	99	44%	1319	52.0%
Own vehicle	618	33%	24	6%	50	22%	692	27.3%
Car share	42	2%	5	1%	8	4%	55	2.2%
Cycle	26	1%	22	5%	13	6%	61	2.4%
Other (please specify)	120	6%	10	2%	8	4%	138	5.4%
Total	1892		416		227		2535	



The largest response from all three groups is that they do not travel between University sites. It is difficult to understand whether this means that the respondent *decides* not to travel or whether they do not *need* to travel as a part of their roles.

Staff are more likely use their own vehicles (32%), while undergraduates choose public transport (22%) with a similar number of postgraduates using their own vehicle and using public transport.

The main answers to the 'other' question were taxi and company vehicle/ pool car.

Question 25 asked about travel around and within the campus.

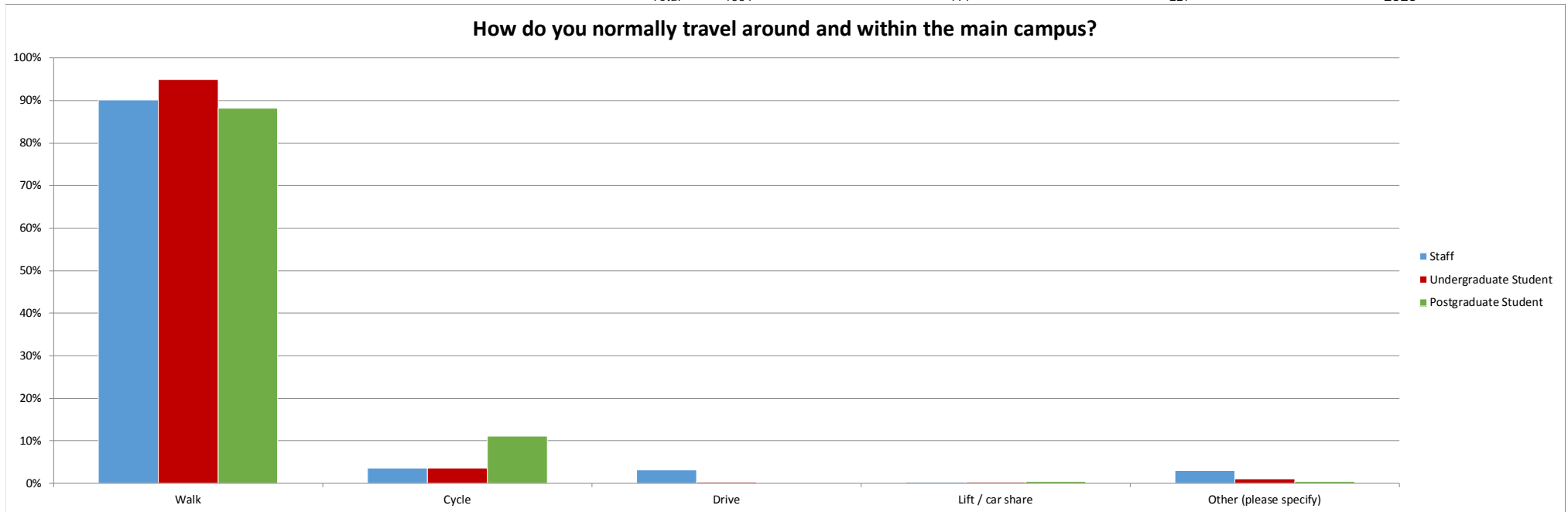
3.26 Question 25: Travel within and around campus

Question 25

How do you normally travel around and within the main campus?

- Walk
- Cycle
- Drive
- Lift / car share
- Other (please specify)

	Staff		Undergraduate Student		Postgraduate Student		Total Response Count	
Walk	1699	90%	393	95%	200	88%	2292	90.8%
Cycle	67	4%	15	4%	25	11%	107	4.2%
Drive	58	3%	1	0%	0	0%	59	2.3%
Lift / car share	5	0%	1	0%	1	0%	7	0.3%
Other (please specify)	55	3%	4	1%	1	0%	60	2.4%
Total	1884		414		227		2525	



The overwhelming response for all three groups to travel around campus is walking with around 90% in total. Very few staff or undergraduates use bicycle with slightly more postgraduates. Very few staff and no students drive.

4 Progress Towards Targets

4.1 2015 to 2016

Table 6 below shows a detailed breakdown of modal change from the previous survey in 2015. This is reported in the same format as that reported in the original Travel Plan (June 2007, Page 10 - Table 4.2).

Mode	2015 Modal Share %			2016 Modal Share %		
	Staff (1455)	Postgrad (150)	Undergrad (609)	Staff (1990)	Postgrad (234)	Undergrad (446)
Car driver (no passengers)	55.0	10.7	3.6	59.5	18.4	3.8
Car driver (car share)	8.2	4.7	9.2	7.0	7.3	3.8
Car passenger	5.0	2.0	2.0	3.9	2.1	2.5
Bus	13.4	29.3	56.2	11.4	29.5	39.5
Cycle	9.3	21.3	6.7	10.4	18.8	10.3
Walk	5.4	24.0	21.8	4.0	20.1	39.7
Motorcycle/ scooter	0.6	0.0	0.2	0.7	0.0	0.0
Train	2.1	6.0	0.3	2.6	3.0	0.4
Taxi	0.3	0.7	0.0	0.2	0.4	0.0
Other	0.8	1.3	0.0	0.3	0.4	0.0

Table 6: Modal share by staff and students 2015 and 2016

The main headlines related to staff over the period 2015 to 2016 are:

- Single car drivers up from 55.0% to 59.5%;
- Car share drivers down from 8.2% to 7.0%;
- Car share passengers down from 5.0% to 3.9%;
- Cycling up from 9.3% to 10.4%;
- Walking down from 5.4 % to 4.0%.
- Bus use down from 13.4% to 11.4%;
- Train use up from 2.1% to 2.6%;

For undergraduate students, the key changes are:

- Single car drivers up from 3.6% to 3.8%;
- Car share drivers down from 9.2% to 3.8%;

- Car share passengers up slightly from 2.0% to 2.5%
- Bus use down from 56.2% to 39.5%;
- Cycling up from 6.7% to 10.3%;
- Walking up from 21.8% to 39.7%.

For postgraduate students, the key changes are:

- Single car drivers up from 10.7% to 18.4%;
- Car share drivers up from 4.7% to 7.3;
- Car share passengers up slightly from 2.0% to 2.1%;
- Bus use up slightly from 29.3% to 29.5%;
- Cycling down from 21.3% to 18.8%;
- Walking down from 24.0% to 20.1%.

The changes between 2015 and 2016 are mixed:

- Walking increased for undergraduates;
- Cycling increased for staff and undergraduates;
- Car share driver increased for postgraduates;
- Single car drivers increased for all three groups;
- Bus use decreased for staff and undergraduates.

The overall results from the 2016 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 2013 and 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 2013 targets were achieved by the time of the 2015 travel survey and reported in the Travel Survey Final Report July 2015. Since the survey in 2015, progress towards some targets has stalled, while the proportion for cycling and walking has increased. However, it must be noted that over the entire period since 2005, the numbers for all transport modes show positive changes.

Table 7 below shows the modal shares recorded in the 2005 travel survey, the results from 2016, 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 already been achieved.

Over the same period, public transport use by staff has risen although it has decreased by students. Since 2005, the number of car drivers has been decreasing until 2015, which saw a slight increase. Overall, however, staff drivers have reduced from 72% in 2005 to 66% in 2016. Student drivers have reduced from 21% to 14%.

Mode	2005 Modal Share [%]		2016 Modal Share [%]		2018 Targets (+/- 2%)	
	Staff	Student	Staff	Student	Staff	Student
Car driver	72	21	66	14	57	16
Car passenger	4	5	4	2	10	7
Public Transport	11	46	14	38	16	48
Cycle	9	5	10	13	12	6
Walk	4	22	4	33	5	23
Other	<1	1	<1	<1	<1	<1

Table 7: Modal share – progress towards 2018 targets

Public transport use has dropped since 2015, mostly for students. The 2018 target for staff use of public transport has just been achieved.

To achieve the 2018 targets within the period of the current Masterplan, 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.

Finally, it must be noted that the survey might not be fully representative for students, since only 6.8% of postgraduate and 27.5% of undergraduate students participated. It is suggested therefore that the final survey to compare 2018 results against the set targets should be available for a longer time and supported with renewed promotions.

4.3 Comparison of Results 2005 - 2016

The modal shares from the previous surveys in 2005, 2010, 2012, 2015 and 2016 are shown in **Figure 1**, **Figure 2** and **Figure 3**. The full, tabulated results are provided in **Table 8**

For the staff category, single occupancy car drivers reduced from 64.4% to 59.5%. Car drivers with passengers remained at 7.0% although car passengers rose marginally. Bus use increased from 10.7% to 11.4% as did train use from 0.5% to 2.6%. Cycling also increased from 8.5% to 10.4% whilst walking remained constant at 4.0%. Therefore, over the period from the original survey in 2005 to the latest survey in 2016, staff mode shares across all transport type have either improved or remained constant.

For the undergraduate student category, single occupancy car drivers reduced from 10.0% to 3.8%. Car drivers with passengers reduced from 10.8% to 3.8% and consequently car passengers also reduced from 4.7% to 2.5%. Bus use reduced from 46.6% to 39.5% while train use remained low. Cycling increased from 5.1% to 10.3% and walking also increased from 22.4% to 39.7%. Therefore, over the period from the original survey in 2005 to the latest survey in 2016, undergraduate mode shares are weighted towards sustainable transport modes.

For the postgraduate student category, single occupancy car drivers increased from 12.0% to 18.4% although car drivers with passengers reduced slightly from 7.6% to 7.3%. Car passengers increase from 0.5% to 2.1%. Bus use increased from 24.4% to 29.5% while train use also increased from 0.8% to 3.0%. Cycling increased from 13.2% to 18.8% however, walking reduced from 41.2% to 20.1%. Therefore, Thus over the period from the original survey in 2005 until the survey in 2016, postgraduate mode shares show mixed performance with some increase in car, bus and cycle use whereas walking has reduced. .

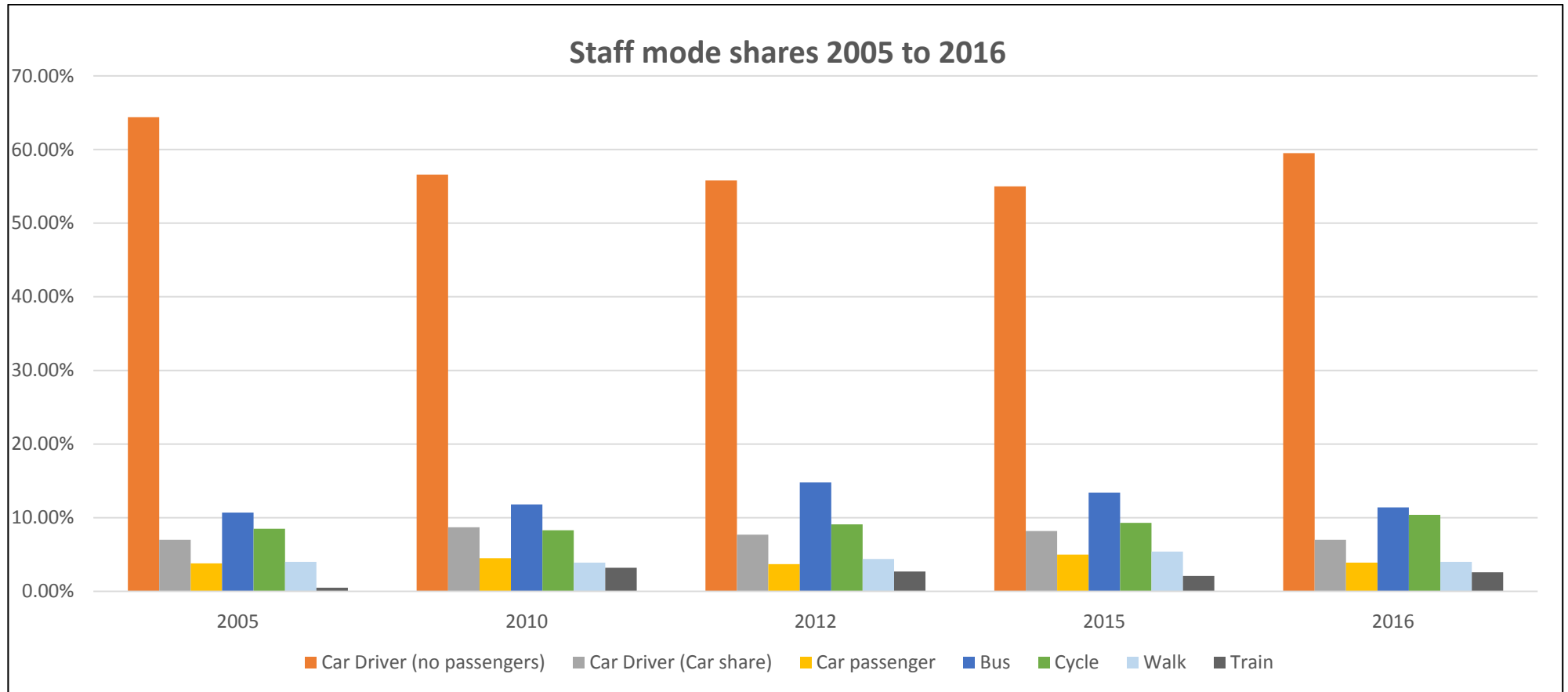


Figure 1: Staff Mode Shares 2005 to 2016

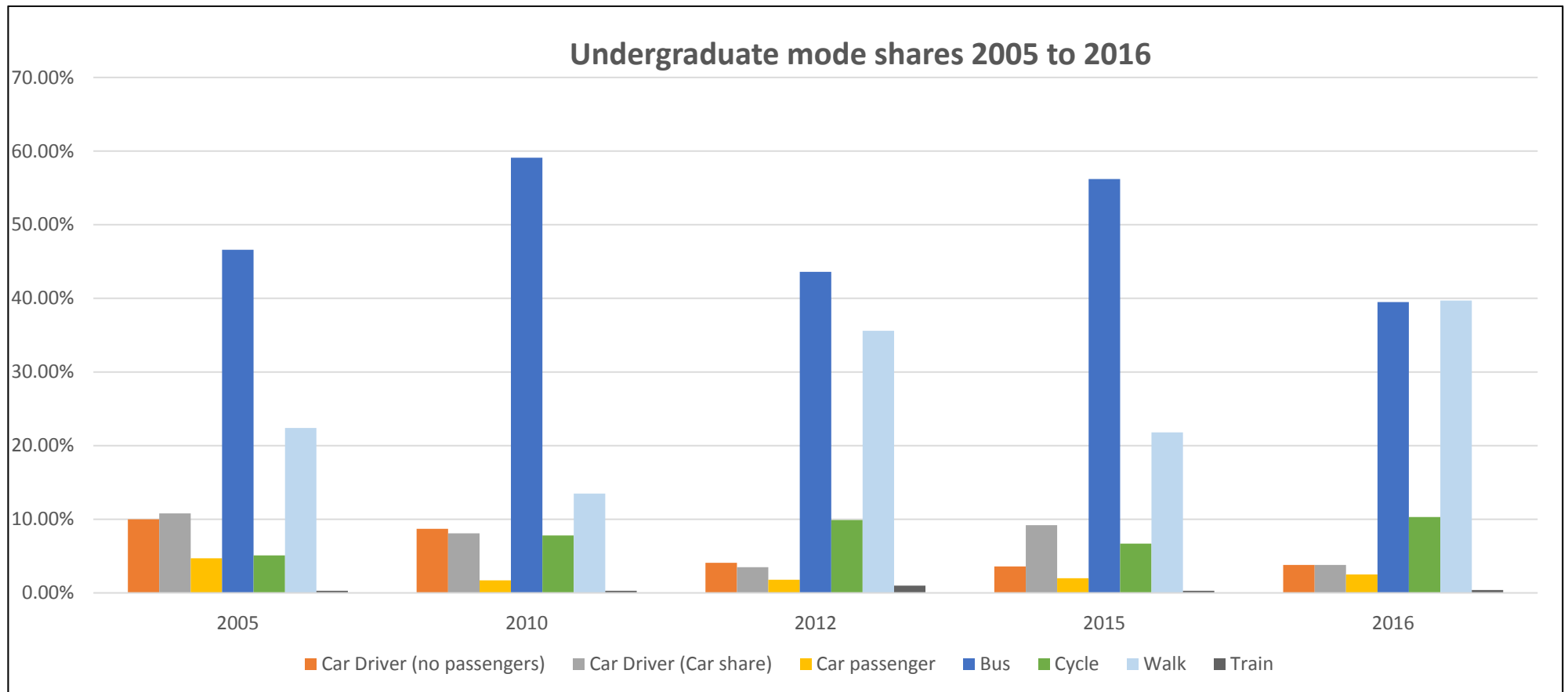


Figure 2: Undergraduate Student Mode Shares 2005 to 2016

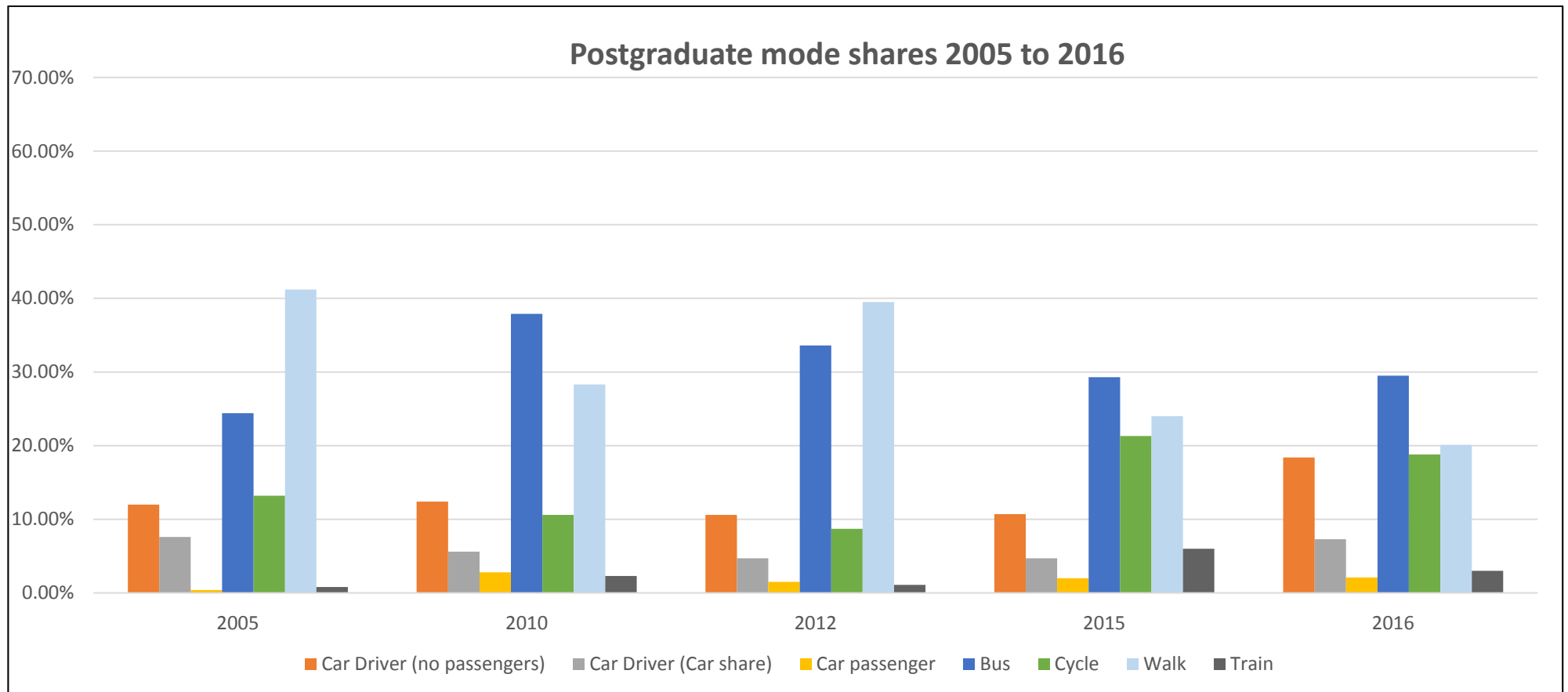


Figure 3: Postgraduate Student Mode Shares 2005 to 2016

Mode of Transport	2005			2010			2012			2015			2016		
	Staff	UG	PG	Staff	UG	PG	Staff	UG	PG	Staff	UG	PG	Staff	UG	PG
Car Driver (no passengers)	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%
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%
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%
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%
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%
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%
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%

Table 8: Mode shares 2005 to 2016

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. 1,180 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.

There are several instances where respondents have suggested ideas that are already in place or made other remarks showing misunderstanding of elements of the University's travel initiatives. These types of comment are still included to demonstrate areas where more publicity or information might be beneficial.

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

- Buses offer very poor and unreliable services for high prices;
- More cycling routes are needed and the 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.

There were many comments relating that roads around the Science Park are very congested although this is not really within the remit of the Travel Plan to address.

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. Students commented that overcrowding on buses would sometimes mean a bus or as many as four or five buses would pass a stop due to being at capacity. Many respondents suggested that the 12X and U1 services could be more frequent. The delays and cancellation make many users to stop using the existing ones.

Wellesbourne is mentioned multiple times for lacking good connections with other university sites.

It is widely agreed that additional buses are needed during peak term times. Some respondents suggested starting some of the services from The Parade or north of

The Parade in Leamington to ensure there were seats for passengers boarding on the later parts of the route.

Existing bus users clearly have a very negative perception of services. Indirect and slow journeys were also frequently mentioned as issues. Students commented that the unpredictability of the buses and slow journey times had caused them to miss lectures and seminars and struggle to get to exams in time. A number of respondents questioned why the buses went via Kenilworth in the mornings, increasing the journey time, when few people were boarding there and the buses were already full before reaching Kenilworth. 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.

Leicester was mentioned many times for having very poor public transportation services.

Some respondents (presumably staff) suggested a reliable bus service, which runs all year round.

Poor bus service information on timetabling 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.

Changes to the bus pass/ticketing system

The following suggestions were made to improve the bus 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;
- Paying on board the bus is only possible with exact change. One alternative would be an 'Oyster' style electronic ticketing system where they could top up a card and scan their pass on the bus;
- Some respondents suggested that receiving a few complimentary bus tickets would 'kick-start' them to use buses a few times in a week.

Bus service is over-priced

Many students felt that the cost of bus travel is expensive, particularly considering the poor service that they receive in terms of frequency of buses and overcrowding. Some respondents cited other universities where buses were cheaper or free, and suggested that the service should be subsidised by the University. Many suggested that a student discount would be an important step

to promote public transport. A couple of students specifically mentioned that the cost of tuition fees meant the University should be doing more to fund the cost of their travel.

The University should assert more influence over 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

This included:

- Improved links to local rail stations, particularly Canley, Tile Hill, Warwick Parkway and Coventry Stations;
- Improved service to Coventry later into the evening and at night;
- Direct and fast service from Warwick is mentioned by many respondents;
- Many respondents suggested that the University should run its own bus service to Birmingham centre, Leamington, Coventry; even in irregular hours.

General poor quality bus service

Respondents commented on the general poor quality of the bus service. This included bus shelters, inaccurate real time information, cleanliness of the buses and also the service given by the bus drivers on board the bus. Some respondents suggested that bus drivers should give change and not expect the exact amount.

University shuttle bus

The University shuttle bus on campus is felt to be a good idea, but some respondents commented that the route took longer than walking. It is suggested it would benefit from more and clearer stops and more information.

A respondent suggested that the shuttle bus should go to Tesco, since that would be helpful to people with heavy bags.

One suggested a shuttle bus for further and less-used car parks would decrease congestion during evening hours.

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 found that there is no space in the existing stands, whilst others were concerned about security, citing thefts of bikes on campus, and

others about damage to their bikes from being left out in all weathers. Some respondents suggested a card entry system could be used on cycle sheds, whilst others stressed the importance of covered stands as they did not want to store their bike uncovered outside; and

Respondents commented that changing facilities/showers 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 breakfast or coffee for cyclists, or discounts on canteen purchases;
- Cycle training;
- A bike repair shop on campus;
- A cheap cycle purchase scheme;

Cycle routes should be improved

- The Kenilworth cycle path is mentioned positively by a number of respondents.
- Respondents were keen to see a new cycle route from Leamington to the University;
- A cycle lane on Gibbet Hill Road (to A46) and Kirby Corner Road was requested;
- Overgrown cycle routes are problems for many people;
- There were also a number of requests for routes from Coventry, particularly Earlsdon, Canley and the city centre;
- There were some requests for better segregation between pedestrians and cyclists and complaints of pedestrians walking in cycle lanes;
- Better cycle routes were suggested from Stoneleigh, currently it is considered as very dangerous;
- The Cycle to Work scheme is considered as good and well managed, however some said it should be available for postgraduate students.
- Some respondents suggested removal of abandoned bikes from stands.

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

A number of 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.

Some 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 respondents commented on the footpaths around campus; that the paths are not wide enough or that paths end abruptly;
- There were concerns about using unlit footpaths (e.g. cyclists hit pedestrians sometimes in dark);
- Some suggested more frequent maintenance for the footpaths (e.g. trimming branches);
- Some respondents requested more access points for walkers into campus to shorten their journeys (e.g. Westwood accommodation);
- 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 an annual pass feel discouraged from cycling or using public transport on occasions where it is practical, for instance those who would cycle in the summer but do not want to cycle in winter. It also penalises those who cycle some days and drive on others. Respondents suggested that there should be a way of refunding some of the charges when you travel by another mode, or a pay-as-you go system that is not so 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 it is very time consuming to commute without car)

- Car sharers should have reduced parking charges. Some commented that because they took it in turns to drive, they all had to pay for a full annual parking pass;
- Being able to buy parking permit for certain days would be welcomed by some users;
- Marked motorbike parking spaces were suggested, since many spaces are taken by motorbikes leaving no space for cars
- In contrast, some respondents wanted to see an increase in car parking charges with a corresponding increase to public transport subsidy;
- Some respondents suggested a points system for the allocation of parking permits, based on factors such as how far away they lived, their access to public transport, need to do drop offs and mobility;
- There is also a suggestion that the pay and display machines should take cards, to speed up the payment process.

An increase in car parking spaces is required

- Some respondents thought that more car parking spaces needed to be made available, particularly as the size of the university has increased, saying that it is difficult to find a space especially if you arrived after 9-9.30am. Some staff reported being late for meetings or lectures as a result of the time taken to find a space;
- Some respondents felt that paying for a permit should guarantee them a space. There were also complaints that areas of parking were reserved for events or conferences;
- 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;
- Some staff wanted to see staff only car parks, whilst some students wanted areas of student only parking
- Car Park 6 suggested by many to become open to staff.
- One respondent with disabilities requested more disabled spaces around campus directly outside entrances to buildings

More information on available spaces

- There should be signs directing you to car parks with spaces to reduce time spent circling the campus looking for a space;

- Some respondents also felt more notice should be given of car parks being temporarily unavailable so that they could make alternative arrangements.

Improvements to the car share scheme

- The car share scheme should be better promoted (e.g. free parking);
- Should be possible to share between students and staff; and
- Some respondents wanted to car share but had never found a match to their location and working hours.

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 told that exiting from the Science Park during the evenings takes sometimes 30 - 60mins. Some suggested that opening a new exit could be a solution.

A new exit at the top of Argent Court is suggested to reduce congestion.

5.7 Information and Incentives

Respondents noted that they were not aware of some or all of 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 train station on or near campus;
- Better connections from Coventry and Canley stations to campus, with shuttle buses running direct from the stations being suggested, or setting up a taxi share system;

- Salary sacrifice or discounted fares for train travel.

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 and shift work;
- 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:

- A number of respondents suggested that the University encourage flexible working hours or working from home for part of the week where possible;
- A number of respondents also suggested staggering start and end times to avoid queues around campus at peak times;
- Some suggested that a cheap overnight accommodation would be a good idea; and
- There were some suggestions of building more accommodation on campus to reduce the number of students who need to travel.

6 Conclusions

The 2016 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 2016 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, notwithstanding, that overall progress towards the Travel Plan targets has been very positive.

Many of the 2013 targets were achieved by the time of the 2015 travel survey and while progress towards some targets has slowed, over the entire period since 2005, the numbers for all 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 2016, staff mode shares across all categories have either remained constant or have improved.

Among undergraduate students, car drivers reduced although bus use also 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 and train use also increased. Cycling rose although walking dropped. Thus over the period from the original survey in 2005 until the latest survey in 2016, postgraduate mode shares show mixed performance with some increase in car bus and cycle use although walking has dropped.

In conclusion, over the twelve 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

Survey Questionnaire

University of Warwick Travel Survey 2016

The University values the feedback and views of all who work and study at Warwick which we will use to help formulate transport strategies for the future. Furthermore, as part of the University's Development Masterplan, Warwick has an obligation to undertake a Travel Survey every two years.

The survey gathers essential data required to update the key measures of the University Travel Plan and inform the ongoing development of sustainable transport at the University.

The Travel Survey aims to consult with all current staff and students at Warwick and we ask that as many of you as possible complete the survey questionnaire. The questionnaire is designed to take no longer than 10 minutes and should be completed in a single session.

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

The survey is open from 00:01 hours on Monday 21st November and the deadline for completion is 23:59 hours on Saturday 10th December 2016.

All staff and students completing the survey have the option to be entered into a prize draw to win one of the following fantastic prizes:

1st Prize: Apple iPad Air 2 (32GB)

2nd Prize: Apple iPhone 6s (32GB, SIM free)

3rd Prize: One of ten UniCycles Annual Subscriptions

- 1. Please tell us the postcode from where you travel to the University 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)

- 2. What is your primary status at Warwick? (please tick one option only.)**

- Staff
- Undergraduate Student
- Postgraduate Student
- Other

- 3. What is the location of your normal place of work or study at Warwick? (please tick one option only)**

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

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

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

5. What is your normal start and finish time at the University? (Please enter in the boxes a time in 24-Hour clock format to the nearest 15 minutes, e.g. 09.00 for 9am, 17:00 for 5pm)

Start

Finish

6. Which mode of transport do you use for the main part of your journey to the university? (Please tick one option only)

- Car as a driver only with no passengers
- Car share as a driver with one or more passengers
- Car share as a passenger only
- Bus
- Cycle
- Walk
- Train
- Motorcycle/Moped
- Taxi
- Other (Please specify)

CAR/MOTORBIKE/MOPED USERS ONLY

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

- No suitable bus service available
- No suitable train service available
- Quicker journey time than other modes
- Travel distance is too far to walk or cycle
- Need to use own vehicle during the day
- Need to do school run 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
- Other (Please specify)

CAR SHARERS ONLY

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

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

9. Excluding yourself, how many of these work or study at the University of Warwick? (Please tick one option only)

- None
- All
- Some

10. Are you a registered member of the University's formal car share schemes?

- WarwickShare
- Take a Mate
- Not a member

BUS USERS ONLY

11. Is there a regular bus service you use to travel to the University?

- Yes
- No

If yes please state the bus service number(s) you use in the box below

12. Which of the following locations do you use to board the bus to the University? (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/Ei8ht Bar, Leamington Spa
- St. Mary's Church, Leamington Spa
- Top of the Parade, Leamington Spa
- Kenilworth
- Warwick
- Other (Please specify)

13. What are your reasons for using the bus to travel to the University? (Please tick all that apply)

- Cheapest mode of transport
- Don't have access to a car/cannot drive
- Too far to walk/cycle
- Difficult to park on campus
- Cost of parking on campus
- Most convenient and practical mode of transport
- Environmental reasons
- Other (Please specify)

TRAIN USERS ONLY

14. What are your main reasons for using the train to travel to the University? (Please tick all that apply)

- Distance
- Cost
- Convenience
- Environmental issues
- Other (Please specify)

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

- London
- Birmingham
- Oxford
- Leamington Spa
- Warwick
- Other (Please state)

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

- Coventry
- Tile Hill
- Canley
- Other (Please specify)

17. How do you normally travel between the station and the University? (Please tick one option only)

- Bus
- Walk
- Cycle
- Car
- Other (Please specify)

WALKERS ONLY

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

- Cheapest mode
- Live within walking distance to campus
- Use walking as a form of exercise and health benefit
- No other form of transport available
- Other (Please specify)

19. What are your reasons for not using buses to travel to the University? (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 the journey to the University
- Personal safety concerns as a passenger
- Journey time too long compared to other modes
- Inappropriate mode due to child care and other commitments
- Live on campus or close by
- Other (Please specify)

20. Which of the following measures would most encourage you to travel to the University 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)

Shuttle bus / taxi service to nearest rail station First Choice Second Choice Third Choice

More direct bus services to campus

Pool cars available on campus for business journeys

Subsidised or Discounted bus fares offered by the University

Smartcard/Oyster Card
payment technology for
bus travel

Multi operator bus pass

Facilities to pay for bus
travel through salary

Increased parking charges

Flexible parking charges
(‘pay on use’)

None

Other

Other (please specify)

21. Which of the following measures would most encourage you to cycle? If you currently do cycle to the University, 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
C			
Safe cycle routes to the campus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Reserved cycle parking on main campus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Access to changing facilities, showers and lockers for cyclists on campus.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Secure individual lockers at the railway	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cycle purchase scheme (e.g. cycle to work)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cycling skills and bike maintenance training on campus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pool cars or pool bikes available on campus for business travel	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
cycle maintenance and repair facilities available on campus	<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"/>
Other (please specify)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



	First choice	Second choice	Third choice
Help in finding car share partners	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Reserved parking on campus for car sharers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Reduced or free parking charges on campus for car sharers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pool cars or pool bikes available on campus 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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Flexible parking charges (Pay on use)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	<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"/>
Other (please specify)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

22. 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)



23. Are you aware of or use any of the following sustainable transport initiatives at the University?

	Aware of	Use
WarwickShare (Staff car share)	<input type="checkbox"/>	<input type="checkbox"/>
Take a Mate (Student 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 (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"/>

24. If you need to travel to University sites that are a distance from the main campus (e.g. Wellesbourne or UHCW) what mode do you normally use?

- Own vehicle
- Car share
- Public transport
- Cycle
- Do not travel
- Other (please specify)

25. How do you normally travel around and within the main campus?

- Walk

- Cycle
- Drive
- Lift/car share
- Other (Please specify)



The University is interested in received comments or suggestions from staff and students on ways to develop and improve sustainable transport to the University. Please feel free to make your comments or suggestions in the box.

26. Comments/Suggestions

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

If you wish to be entered into the prize draw, please provide your name, University ID number, telephone number and email address in the boxes below

Please note: entries not providing a University ID number will be excluded from the prize draw.

By providing these details you give your informed consent within the terms of the Data Protection Act 1998.

27. Prize draw

Full Name

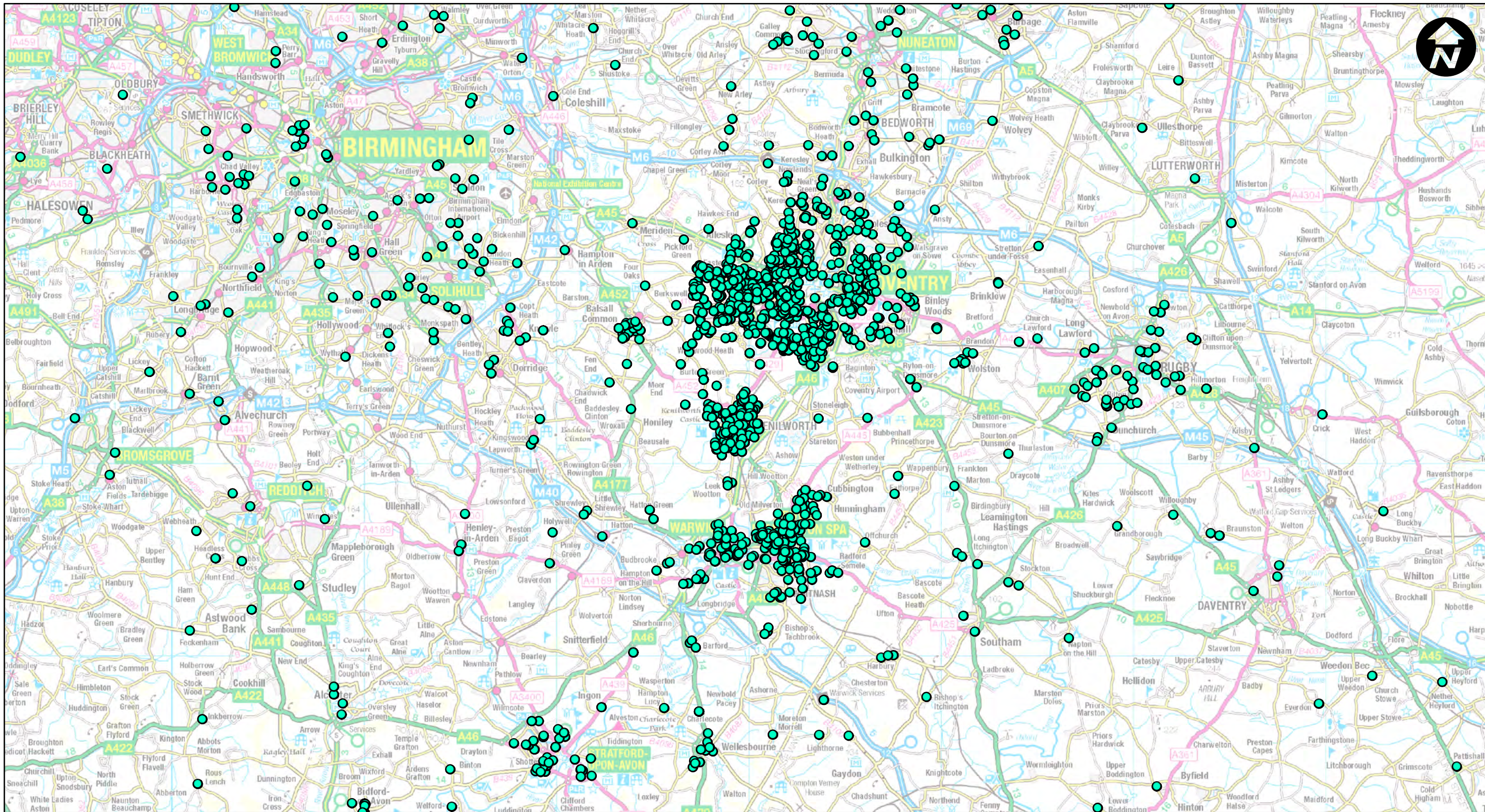
University ID number

Telephone number

E-mail Address

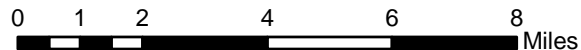
Appendix B

Postcode Maps



Legend

Staff

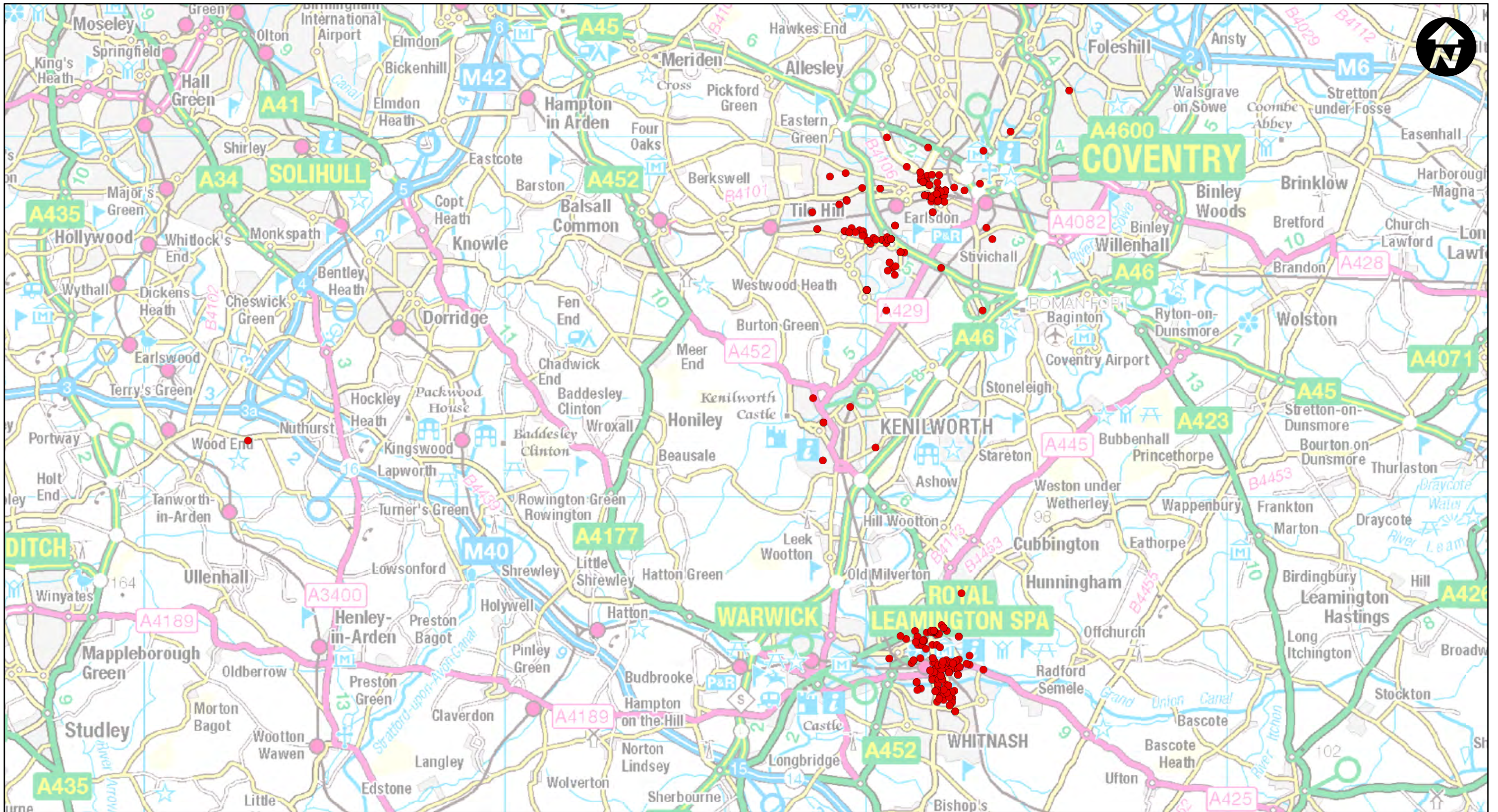


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	15-05-17				

University of Warwick

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Project		University of Warwick Travel Survey 2016	
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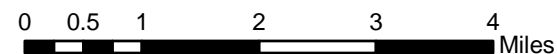


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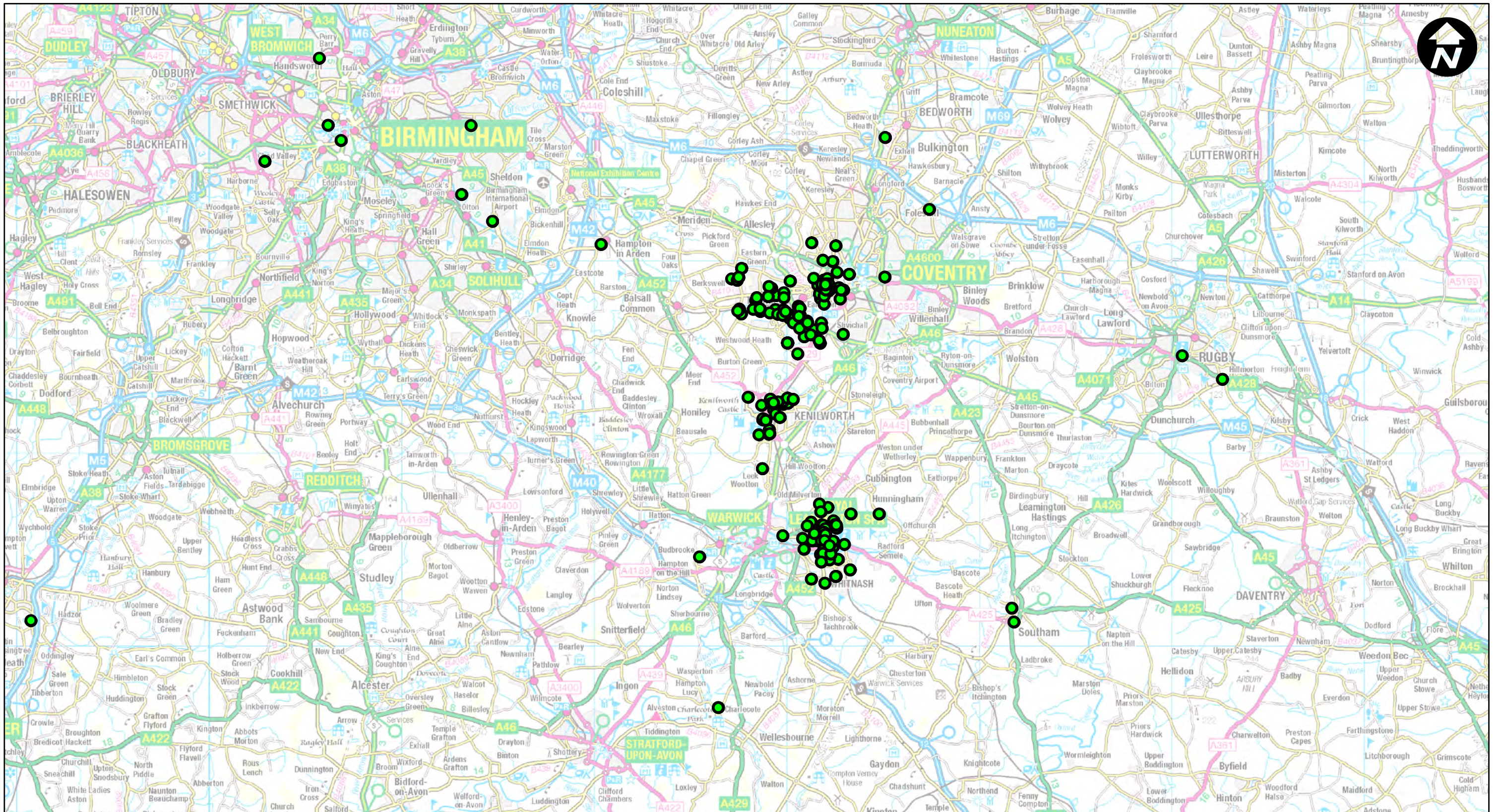



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University of Warwick



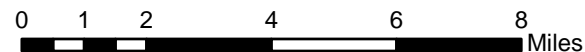
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Postgraduate


Rev	Date	Description of Revisions	Drawn	Chkd	Appr
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University of Warwick

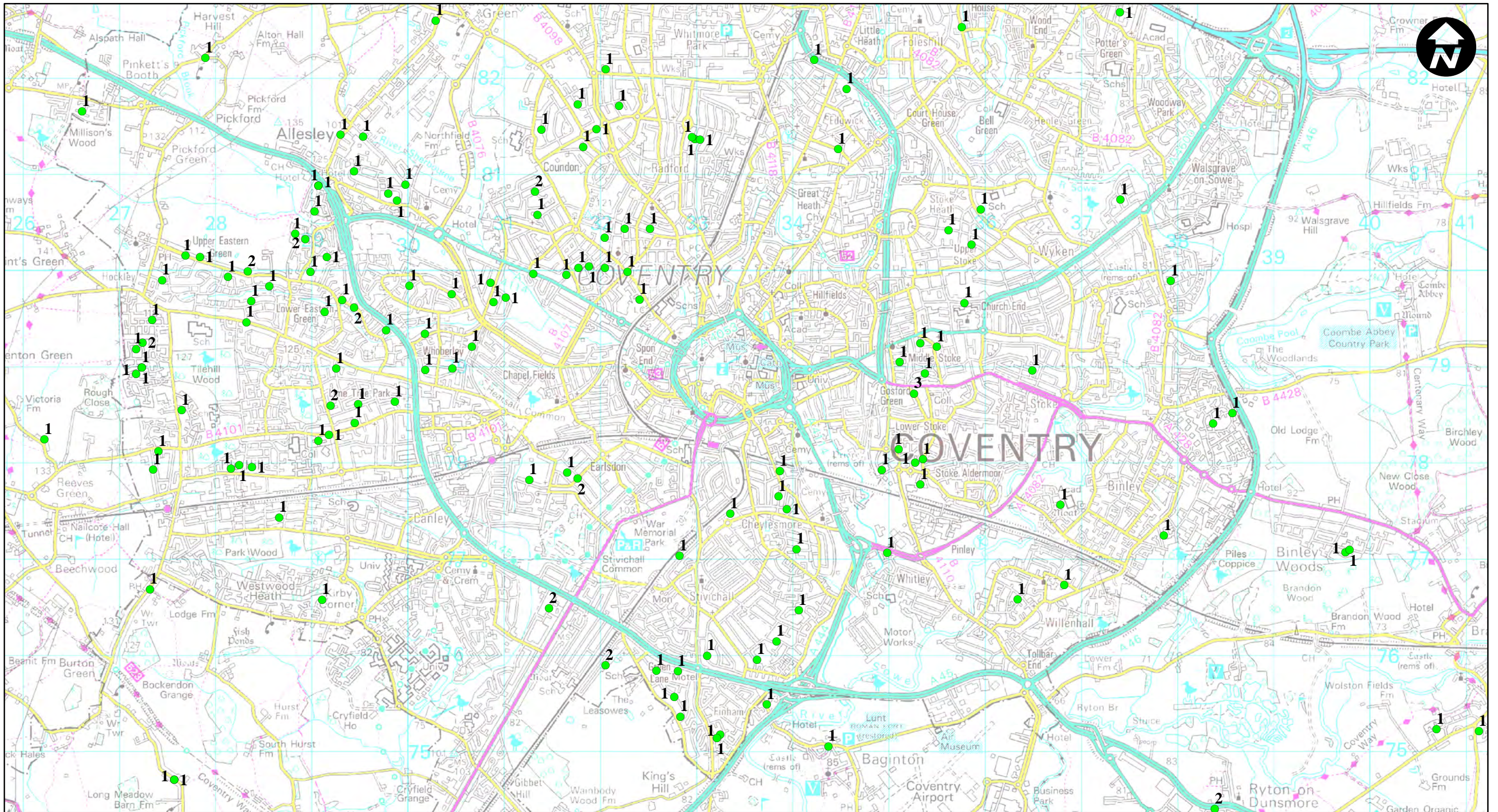


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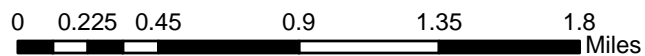
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**University of Warwick
 Travel Survey
 2016**

Drawing Title
Post Code Plot Postgraduate

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Post code without bus service
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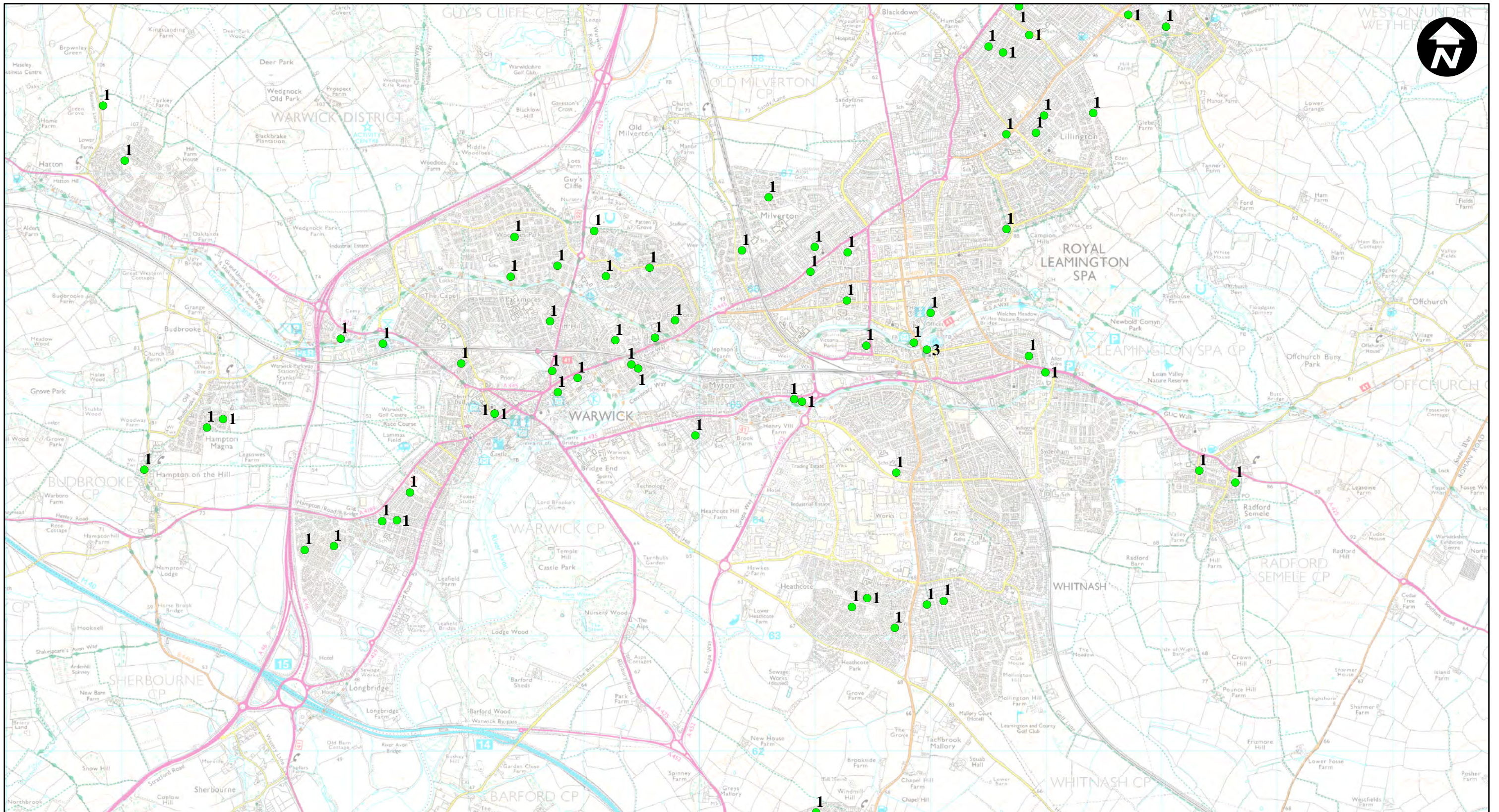
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	16-05-17				

University of Warwick

Contractor(s)
ARUP
 Project
University of Warwick Travel Survey 2016

Drawing Title
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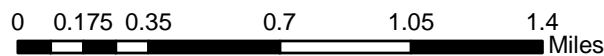
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Post code without bus service
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Rev	Date	Description of Revisions	Drawn	Chkd	Appr
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University of Warwick



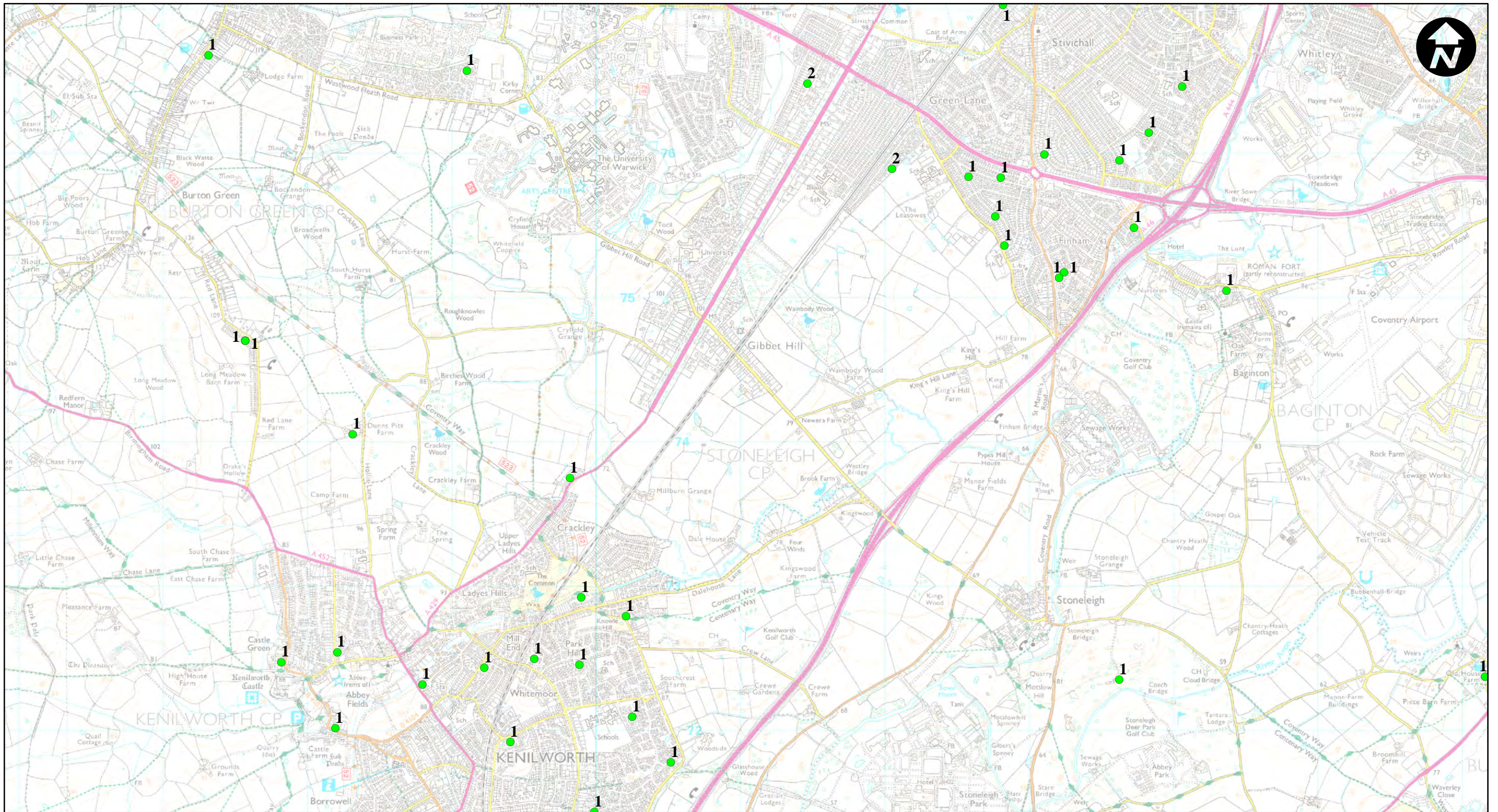
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Project
**University of Warwick
 Travel Survey
 2016**

Drawing Title
**Location of Respondents Without
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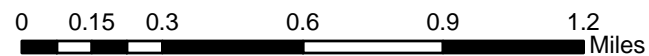


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Post code without bus service



Rev	Date	Description of Revisions	Drawn	Chkd	Appr
	16-05-17				

University of Warwick



Contractor(s)
ARUP

Project
**University of Warwick
 Travel Survey
 2016**

Drawing Title
**Location of Respondents Without
 Suitable Bus Route - S Coventry**

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