TRAVEL SURVEY

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November 2012

THE UNIVERSITY OF
WARWICK

THE UNIVERSITY OF
WARWICK

Staff and Student Travel Survey 2012

Summary Report

IGC1

Issue | 8 March 2013

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

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

Job number   115438

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Contents

IGC1 | Issue | 8 March 2013

J:\115000\115438-00\4 INTERNAL PROJECT DATA\4-12 TRAVEL SURVEYS\2012 SURVEY\REPORT\UOW TRAVEL SURVEY 2012 SUMMARY REPORT_ISSUE_08.03.13.DOCX

Appendices

Appendix A

Questionnaire

Appendix B

Journey Origins - Staff, Undergraduates and Postgraduates

Appendix C

Location of Respondents Without Bus Service

IGC1 | Issue | 8 March 2013

J:\115000\115438-00\4 INTERNAL PROJECT DATA\4-12 TRAVEL SURVEYS\2012 SURVEY\REPORT\UOW TRAVEL SURVEY 2012 SUMMARY REPORT_ISSUE_08.03.13.DOCX

Executive Summary

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 on main campus is limited to just 9%. The Masterplan is supported by a comprehensive Travel Plan, which aims to reduce single occupancy car use to the campus as this mode of transport is one of the main contributors to traffic congestion and identified as one of the least sustainable modes of transport.

The results of a staff and student travel survey conducted in 2005 were used to inform and develop the University Travel Plan, which was published in June 2007 with an expected commencement of 2008. The University has committed to conducting a travel survey every two years in order to monitor and measure the impact and progress of the Travel Plan initiatives. In November 2010, Ove Arup & Partners Limited was commissioned to design and undertake a new staff and student travel survey, and then commissioned to undertake the subsequent survey scheduled for November 2012.

The survey was carried out using an online questionnaire hosted on the University Intranet with a paper version of the questionnaire distributed to staff that do not have access to the University intranet. All staff and students were invited to participate in the survey and prizes were offered as an incentive to encourage responses. The survey was available for responses between 19th November and 9th December 2012 and at the close, collected a total of 3,075 responses which is an increase of 579 responses (23%) compared to the 2010 survey.

The Travel Plan sets out individual targets for modal share for staff and students for 2013 and 2018 which are based on the actual modal shares identified in the 2005 travel survey. The targets were also developed from the Travel Plan's principal objective to reduce single occupancy and general car use in order to limit any increase in traffic at the University to no more than 12% during the 10 year period of the Masterplan. It is acknowledged by all stakeholders that this is a challenging target!

The results from the 2012 survey show a positive and continuing trend with the University exceeding its 2013 modal share targets for 8 out of 12 key metrics including; car driver (staff and students), public transport use (staff), walking (staff and students) and cycling (staff and students). This is a significant achievement and an increase by one target compared to 2010. There has also been positive progress towards the other targets.

There has been a considerable reduction in single occupancy car since 2005 although car sharing among staff is static, and has decreased slightly for students, despite the car share schemes being easily accessible and well-promoted by the University.

The investment and efforts made by the University to improve the quality of buses and services to the campus is clearly having a positive impact with a 25% increase in staff using bus services since 2010.

The survey results for 2012 clearly demonstrate that the initiatives and measures implemented by the University from the Travel Plan are having a positive impact

IGC1 | Issue | 8 March 2013

J:\115000\115438-00\4 INTERNAL PROJECT DATA\4-12 TRAVEL SURVEYS\2012 SURVEY\REPORT\UOW TRAVEL SURVEY 2012 SUMMARY REPORT_ISSUE_08.03.13.DOCX

Page 1

and have been successful in influencing and supporting a move by staff and students to the use of alternative and more sustainable modes of transport since the 2005 survey. The success and impact of the Travel Plan initiatives and measures since the 2010 travel survey has been sustained as the University continues to make excellent progress.

IGC1 | Issue | 8 March 2013

Page 2

J:\115000\115438-00\4 INTERNAL PROJECT DATA\4-12 TRAVEL SURVEYS\2012 SURVEY\REPORT\UOW TRAVEL SURVEY 2012 SUMMARY REPORT_ISSUE_08.03.13.DOCX

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 on main campus is limited to just 9%. The Masterplan is supported by a comprehensive Travel Plan published in June 2007, 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 occupancy and general car use to the University as this mode of transport is one of the main contributors to 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 to encourage cycling and walking

- Develop and improve public transport services and 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 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 staff and student travel survey in 2005. The results of the 2005 survey were used to inform and develop the University Travel Plan, which was published in June 2007 with an expected commencement of 2008.

IGC1 | Issue | 8 March 2013

J:\115000\115438-00\4 INTERNAL PROJECT DATA\4-12 TRAVEL SURVEYS\2012 SURVEY\REPORT\UOW TRAVEL SURVEY 2012 SUMMARY REPORT_ISSUE_08.03.13.DOCX

Page 3

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 & Partners Limited., who produced the University Travel Plan in 2007, was commissioned to design and undertake a new staff and student travel survey in November 2010. The results of this survey and report[1] concluded that the University had made significant progress and exceeded many of the targets for 2013.

Arup was again commissioned to undertake the staff and student travel survey in November 2012. This document is the 2012 report and contains the following:

- Analysis and Results of the 2012 survey;

- Assessment of any changes since the 2010 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 provides conclusions.

Appendices are provided at the back of the document.

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[1] University of Warwick Staff and Student Travel Survey 2010, Arup, May 2011.

IGC1 | Issue | 8 March 2013

J:\115000\115438-00\4 INTERNAL PROJECT DATA\4-12 TRAVEL SURVEYS\2012 SURVEY\REPORT\UOW TRAVEL SURVEY 2012 SUMMARY REPORT_ISSUE_08.03.13.DOCX

Page 4

2 Methodology

2.1 Methodology

Previous surveys were undertaken late in the autumn term and therefore to be consistent with the previous work in terms of data collection dates, the 2012 survey was carried out in November. This is considered to be a good time of year to undertake travel surveys at the University since it is a period of peak activity on site and 'new starters' will have settled into regular travel patterns.

The methodology originally developed for the 2010 survey was repeated in 2012 with the Survey Monkey online survey website utilised as the basic data collection tool. 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 three 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 taken to questions asking what would encourage them to use alternative modes. Respondents who already use other modes would be taken to the next relevant question.

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

The survey was distributed to all staff and students in mid-November and was available for responses from 08:00 on Monday 19th November until Sunday 2nd December at 23:59. This was subsequently extended by one week to Sunday 9th December at 23:59 in order to maximise the potential for data collection and allow time for data entry of the responses that were submitted on paper copies of the questionnaire.

2.2 Questionnaire

The 2012 questionnaire was very similar to 2010, but some questions were revised to reflect changes in behaviour and strategy since the previous survey and to facilitate more detailed information being collected. The 2012 questionnaire contained a total of 31 questions compared to 26 in the 2010 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**.

IGC1 | Issue | 8 March 2013

Page 5

J:\115000\115438-00\4 INTERNAL PROJECT DATA\4-12 TRAVEL SURVEYS\2012 SURVEY\REPORT\UOW TRAVEL SURVEY 2012 SUMMARY REPORT_ISSUE_08.03.13.DOCX

2.3   Responses

A total of 3,075 responses was received, representing an increase of 579 (23%) compared to the 2010 survey. A comparison of the number of responses is shown in the table below.

Category	2010		2012		Percentage change in number of responses
	Number	Per cent	Number	Per cent	
Staff	1444	58%	1524	50%	+5.5%
Postgraduate Students	418	17%	527	17%	+26.0%
Undergraduate Students	634	25%	1024	33%	+61.5%

Compared with the 2010 survey, staff remained the largest category of respondents, making up 50% of all responses, although this was down from 58% in 2010. The proportion of responses from undergraduate students was up to 33%, compared with 25% in 2010, whilst the proportion of responses from postgraduate students remained constant at 17%.

Overall this is a good response with all categories increasing their respective number of responses, especially undergraduate students with a 61.5% increase.

The total number of responses by staff represents 35% of all staff responding to the survey, an increase of 2.55% compared to 2010.

IGC1 | Issue | 8 March 2013

J:\115000\115438-00\4 INTERNAL PROJECT DATA\4-12 TRAVEL SURVEYS\2012 SURVEY\REPORT\UOW TRAVEL SURVEY 2012 SUMMARY REPORT_ISSUE_08.03.13.DOCX

Page 6

3 Survey Results and Analysis

This section sets out the survey results, analyses and discusses the findings of the 2012 survey. Each sub-heading refers to the corresponding question number in the 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. The question is worded rather than asking for home post code, to avoid students providing their family home address rather than their residence whilst attending the University.

All but 90 out of 3075 respondents provided a post code. A full post code refers to a group of properties but does not identify specific dwellings and therefore no individual respondents could be identified by their post code on its own.

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

Question 2 examines whether respondents are students or staff.

3.2 Question 2: Staff or Student

What is your status at Warwick? (Please tick one option only.)		
Answer Options	**Response Per cent**	**Response Count**
Staff	49.6%	1524
Undergraduate Student	33.3%	1024
Postgraduate Student	17.1%	527
answered question		**3075**
skipped question		**0**

The University's statutory accounts for the year ending 31st July 2012 show the staff population at the University to be:

Total Staff (Full Time Equivalents) 4,351

Information provided by the University in January 2013 shows the total number of full time equivalent students in 2012/13 to be:

Total Undergraduates 12,314

Total Postgraduates (including Taught and Research) 7,071

IGC1 | Issue | 8 March 2013

J:\115000\115438-00\4 INTERNAL PROJECT DATA\4-12 TRAVEL SURVEYS\2012 SURVEY\REPORT\UOW TRAVEL SURVEY 2012 SUMMARY REPORT_ISSUE_08.03.13.DOCX

Page 7

The response numbers for each category represents approximately 35% of all staff, 8% of all undergraduate students and 7% of all postgraduate students. The respondents were self-selecting so 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.
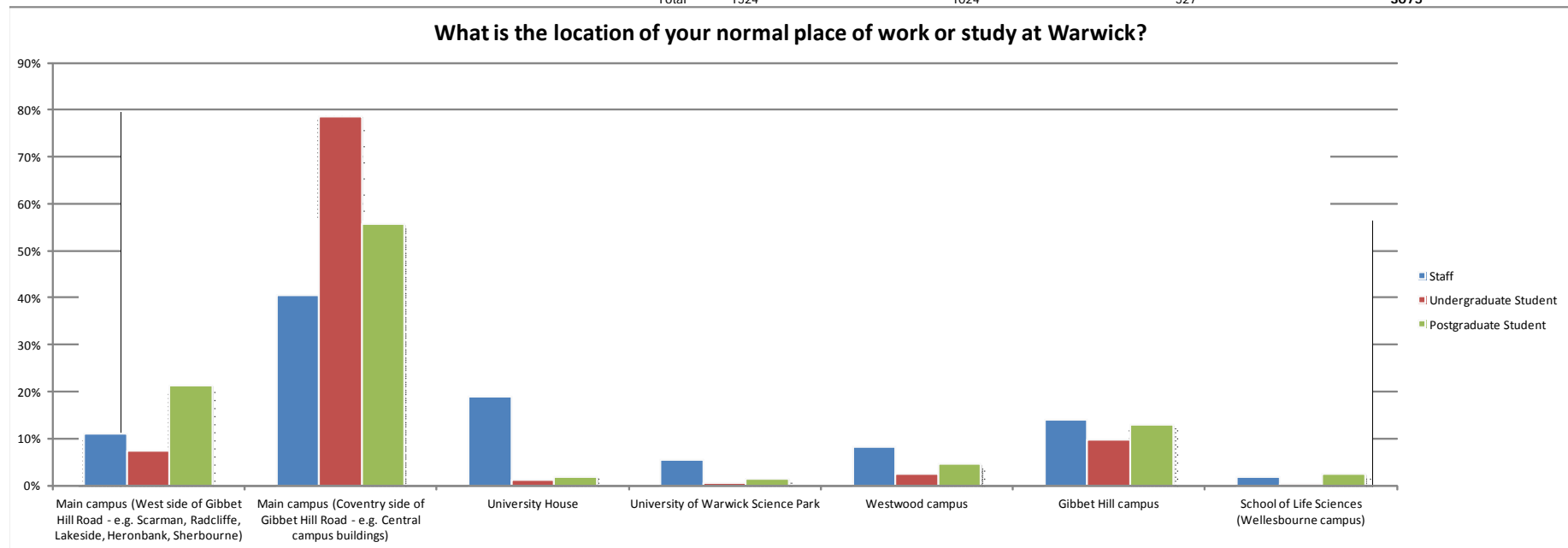
There is some difficulty in defining exactly how many 'staff' and 'students' there are at the University in terms of 'full time equivalent' places at any one time because the payroll includes visiting professors and part time staff with various patterns of work. Similarly students might include distance learning, local people attending short courses as well as full time graduates and post graduates.

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

3.3   Question 3: Place of Work / Study

	Staff		Undergraduate Student		Postgraduate Student		Total Response Count	
Main campus (West side of Gibbet Hill Road - e.g. Scarman, Radcliffe, Lakeside, Heronbank, Sherbourne)	168	11%	75	7%	112	21%	355	11.5%
Main campus (Coventry side of Gibbet Hill Road - e.g. Central campus buildings)	618	41%	805	79%	293	56%	1716	55.8%
University House	287	19%	12	1%	10	2%	309	10.0%
University of Warwick Science Park	84	6%	6	1%	7	1%	97	3.2%
Westwood campus	125	8%	26	3%	24	5%	175	5.7%
Gibbet Hill campus	213	14%	99	10%	68	13%	380	12.4%
School of Life Sciences (Wellesbourne campus)	29	2%	1	0%	13	2%	43	1.4%
Total	1524		1024		527		3075	

IGC1 | Issue | 8 March 2013

J:\115000\115438-00\4 INTERNAL PROJECT DATA\4-12 TRAVEL SURVEYS\2012 SURVEY\REPORT\UOW TRAVEL SURVEY 2012 SUMMARY REPORT_ISSUE_08.03.13.DOCX

Page 9

As expected, the main campus on the east side of Gibbet Hill Road comprising the central campus buildings was the main place of attendance for staff and both student groups. Significant numbers of staff also worked at University House, Gibbet Hill campus, the west side of the main campus and Westwood campus. Postgraduates also attended these locations except University House.

Undergraduates were mainly concentrated in the central campus with some at Gibbet Hill and at the west side of the main campus.

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

IGC1 | Issue | 8 March 2013

J:\115000\115438-00\4 INTERNAL PROJECT DATA\4-12 TRAVEL SURVEYS\2012 SURVEY\REPORT\UOW TRAVEL SURVEY 2012 SUMMARY REPORT_ISSUE_08.03.13.DOCX

Page 10

3.4   Question 4: Travel Days

	Staff		Undergraduate Student		Postgraduate Student		Total Response Count	
1	17	1%	35	3%	31	6%	83	2.7%
2	27	2%	18	2%	17	3%	62	2.0%
3	130	9%	33	3%	41	8%	204	6.6%
4	159	10%	131	13%	67	13%	357	11.6%
5	1086	71%	450	44%	200	38%	1736	56.5%
More than 5	105	7%	357	35%	171	32%	633	20.6%
Total	1524		1024		527		3075	

How many days a week do you normally travel to the University?
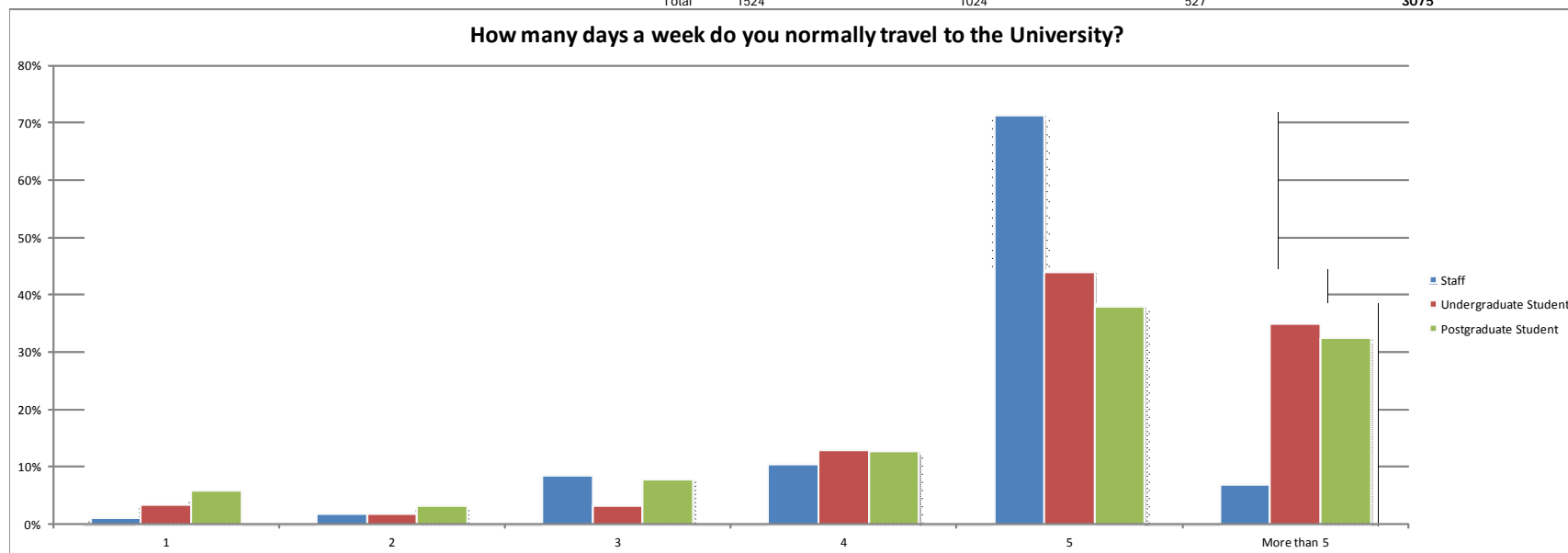
When asked in Question 4, how many days a week they normally travelled to the University, the majority of all three categories travelled five days (71% of staff, 44% of undergraduates and 38% of postgraduates). The percentages of respondents from each category travelling on four, three, two or a single day was broadly similar, the combined figures being: 12% travelled to the University on four days per week, 7% on three days and 2% on two days and 3% on just one day per week.

Only 7% of staff respondents travelled to the University on more than five days per week but the percentages were much higher for students; 35% for undergraduates and 32% for post graduates. For undergraduates, this probably represents the fact that approximately 30% 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.

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, postgraduates in particular, are already following such patterns. However, overall travel would not be decreased by 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.
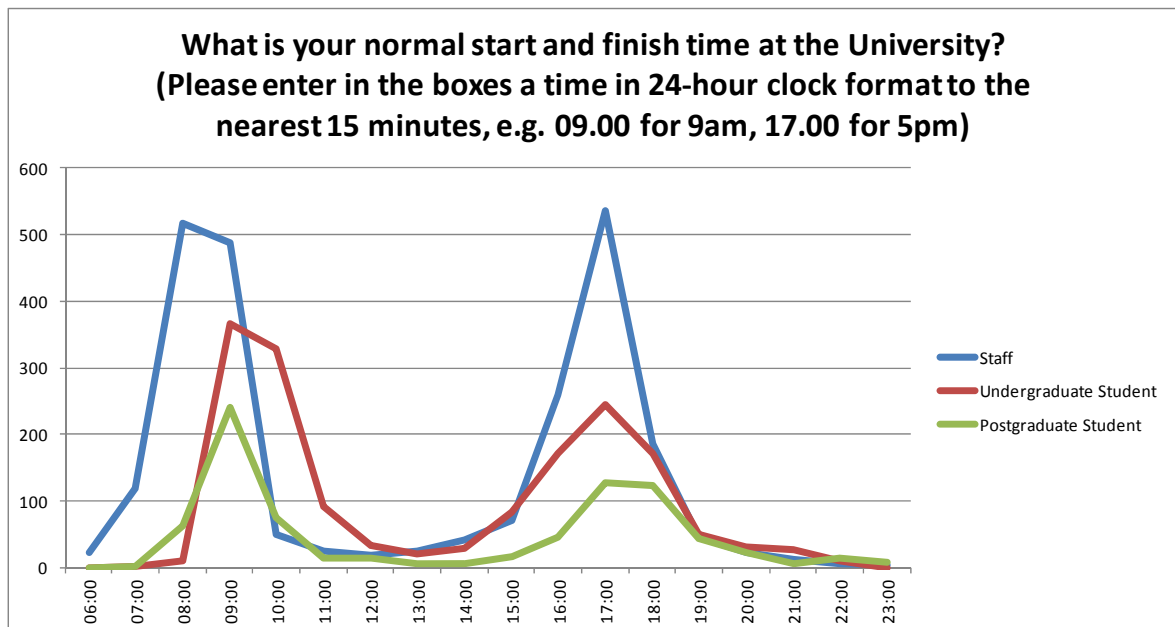
Staff arriving for work on campus is concentrated between 0700 and 1000 with a peak at around 0830. Few staff arrive or leave campus between 1000 and 1500, but after 1500

the number of departures rises to a peak at around 1700 with departures then falling until 1900, by which time most staff have departed campus.

Very few undergraduate students arrive on campus before 0900 with a peak between 0900 to 1000 then reducing through to midday. Undergraduate student departures begin at 1500 with a peak at 1700 then decreasing until 1900.
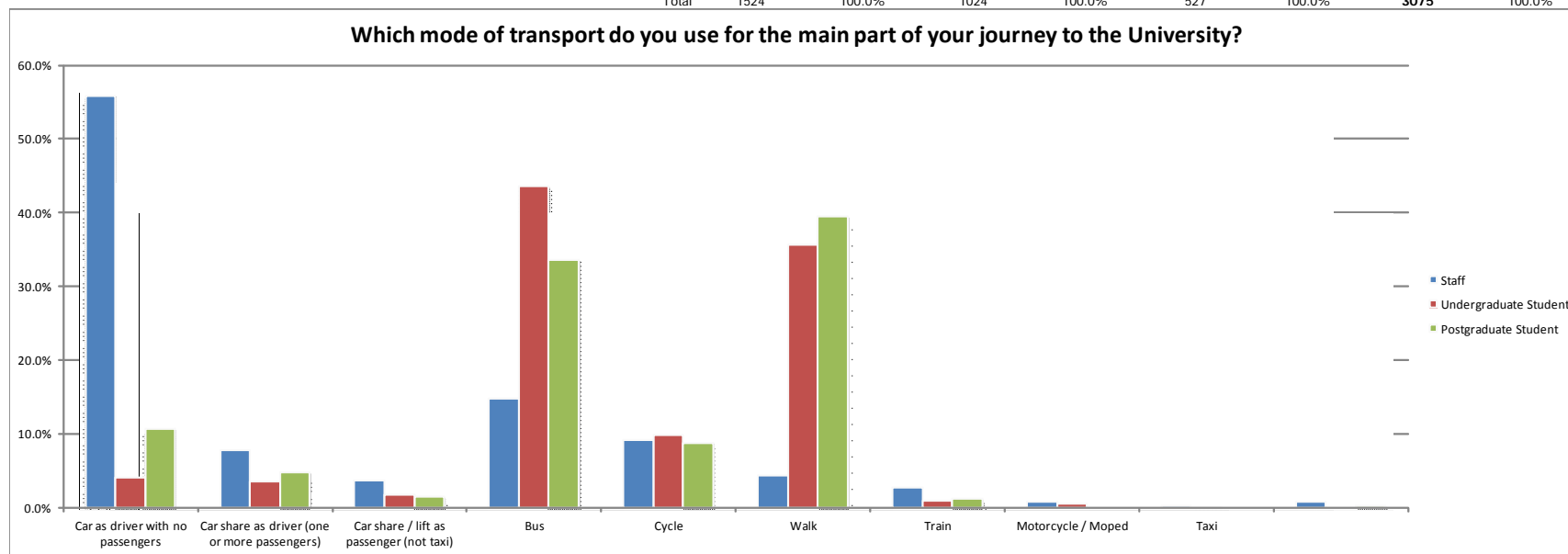
Postgraduate students have more concentrated arrival and departures, with most arrivals between 0800 and 1000 with a peak at 0900, and most departures between 1600 and 1900 with a two hour peak between 1700 and 1800.

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

IGC1 | Issue | 8 March 2013
J:\115000\115438-00\4 INTERNAL PROJECT DATA\4-12 TRAVEL SURVEYS\2012 SURVEY\REPORT\UOW TRAVEL SURVEY 2012 SUMMARY REPORT_ISSUE_08.03.13.DOCX

Page 13

3.6　　　Question 6: Mode

	Staff		Undergraduate Student		Postgraduate Student		Total Response Count	
Car as driver with no passengers	850	55.8%	42	4.1%	56	10.6%	948	30.8%
Car share as driver (one or more passengers)	118	7.7%	36	3.5%	25	4.7%	179	5.8%
Car share / lift as passenger (not taxi)	56	3.7%	18	1.8%	8	1.5%	82	2.7%
Bus	226	14.8%	446	43.6%	177	33.6%	849	27.6%
Cycle	139	9.1%	101	9.9%	46	8.7%	286	9.3%
Walk	67	4.4%	365	35.6%	208	39.5%	640	20.8%
Train	41	2.7%	10	1.0%	6	1.1%	57	1.9%
Motorcycle / Moped	13	0.9%	5	0.5%	0	0.0%	18	0.6%
Taxi	3	0.2%	1	0.1%	0	0.0%	4	0.1%
Other (please specify)	11	0.7%	0	0.0%	1	0.2%	12	0.4%
Total	1524	100.0%	1024	100.0%	527	100.0%	3075	100.0%

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

IGC1 | Issue | 8 March 2013

J:\115000\115438-00\4 INTERNAL PROJECT DATA\4-12 TRAVEL SURVEYS\2012 SURVEY\REPORT\UOW TRAVEL SURVEY 2012 SUMMARY REPORT_ISSUE_08.03.13.DOCX

Page 14

This question shows that in the staff category, the preferred modes of transport used to travel to and from the main campus are:

- 56% drive themselves (single occupancy);
- 15% travel by bus;
- 9% cycle;
- 8% drive with one or more passengers (car share);
- 4% are given a lift by car;
- 3% travel by train; and
- 4% walk.

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

- 44% travel by bus;
- 36% walk;
- 10% cycle;
- 4% drive themselves (single occupancy);
- 4% drive with one or more passenger (car share);
- 2% get a lift as a passenger; and
- 1% travel by train.

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

- 39% walk;
- 34% travel by bus;
- 11% drive themselves (single occupancy);
- 9% cycle;
- 5% drive with one or more passengers (car share);
- 2% get a lift as a passenger; and
- 1% travel by train.

Overall, some 64% of staff travel by car as a driver (with or without passengers), whereas the comparative figures are just 8% for undergraduate students and 15% for postgraduate students. However, the relative difference in the total members in each category (4,351 staff, 12,314 undergraduates and 7,071 postgraduates) assumes that the actual numbers of vehicles being driven to the university are only slightly higher for staff than students (2,785 staff compared with 2,046 for students – 985 undergraduates and

IGC1 | Issue | 8 March 2013
J:\115000\115438-00\4 INTERNAL PROJECT DATA\4-12 TRAVEL SURVEYS\2012 SURVEY\REPORT\UOW TRAVEL SURVEY 2012 SUMMARY REPORT_ISSUE_08.03.13.DOCX

Page 15

1,061 postgraduates) if it is assumed that those that completed the survey are representative of all staff and students. This illustrates that 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 students cycle, similar to staff at 9%. 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 44 staff and 123 undergraduates. Again, this depends on the sample who responded to the survey being representative of the whole body.
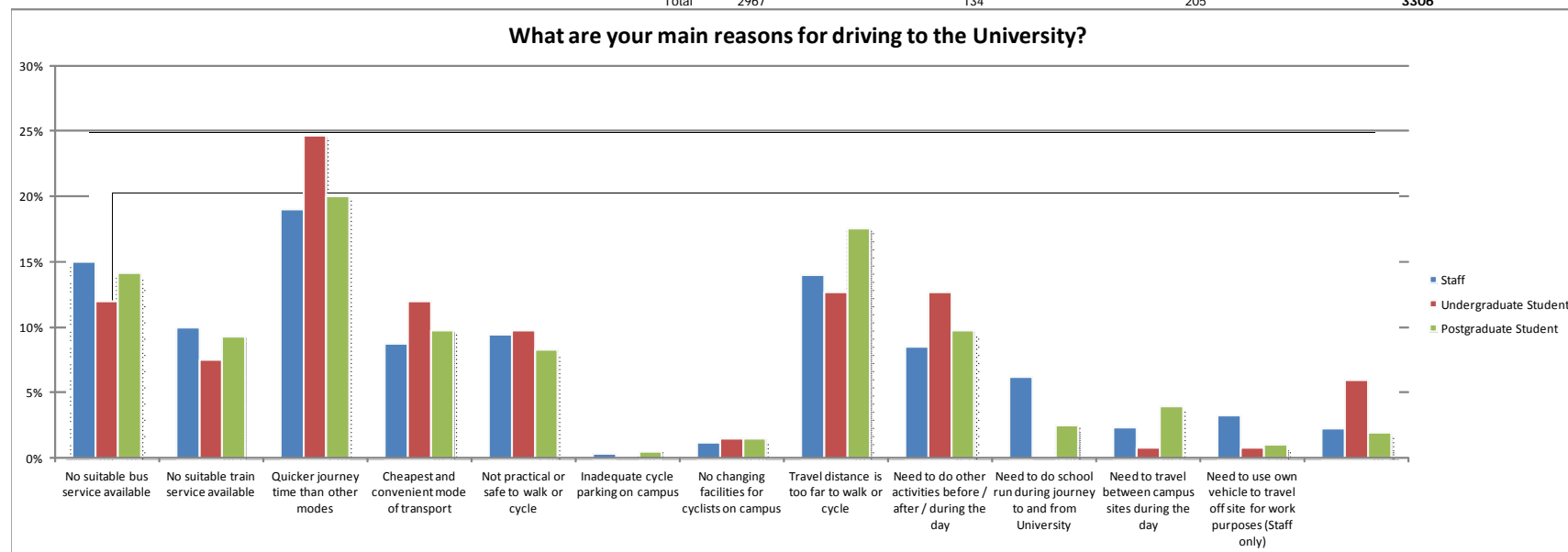
It is assumed that the relatively high figure of 36% recorded for undergraduates who walk is due to a large proportion of undergraduates that responded to the survey being first year students and who live in accommodation on main campus.

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

IGC1 | Issue | 8 March 2013

J:\115000\115438-00\4 INTERNAL PROJECT DATA\4-12 TRAVEL SURVEYS\2012 SURVEY\REPORT\UOW TRAVEL SURVEY 2012 SUMMARY REPORT_ISSUE_08.03.13.DOCX

Page 16

3.7   Question 7: Reasons for Driving

	Staff		Undergraduate Student		Postgraduate Student		Total Response Count	
No suitable bus service available	445	15%	16	12%	29	14%	490	14.8%
No suitable train service available	295	10%	10	7%	19	9%	324	9.8%
Quicker journey time than other modes	564	19%	33	25%	41	20%	638	19.3%
Cheapest and convenient mode of transport	258	9%	16	12%	20	10%	294	8.9%
Not practical or safe to walk or cycle	279	9%	13	10%	17	8%	309	9.3%
Inadequate cycle parking on campus	10	0%	0	0%	1	0%	11	0.3%
No changing facilities for cyclists on campus	34	1%	2	1%	3	1%	39	1.2%
Travel distance is too far to walk or cycle	414	14%	17	13%	36	18%	467	14.1%
Need to do other activities before / after / during the day	253	9%	17	13%	20	10%	290	8.8%
Need to do school run during journey to and from University	183	6%	0	0%	5	2%	188	5.7%
Need to travel between campus sites during the day	69	2%	1	1%	8	4%	78	2.4%
Need to use own vehicle to travel off site for work purposes (Staff only)	97	3%	1	1%	2	1%	100	3.0%
Other (please specify)	66	2%	8	6%	4	2%	78	2.4%
Total	2967		134		205		3306	

What are your main reasons for driving to the University?

IGC1 | Issue | 8 March 2013
J:\115000\115438-00\4 INTERNAL PROJECT DATA\4-12 TRAVEL SURVEYS\2012 SURVEY\REPORT\UOW TRAVEL SURVEY 2012 SUMMARY REPORT_ISSUE_08.03.13.DOCX

Page 17

This question was 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:

- 19% 'quicker journey time than other modes'
- 15% 'no suitable bus service available'
- 14% 'travel distance is too far to walk or cycle'
- 10% 'no suitable train service available'
- 9% 'not practical or safe to walk or cycle

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

Working Patterns

- 13 respondents commented that they drove because of their working patterns – this included shift work, variable work times from day to day and early starts or late finishes. This implies that the public transport services available at these times are inadequate.
- A further 3 respondents stated that they used their car as they lived a long distance away and stayed for short periods in Warwick overnight.

Public Transport

- 8 respondents cited the unreliability or infrequent service of public transport as their reason for using a car. 3 of these respondents specifically mentioned the unreliability during holidays and evenings.
- 4 respondents said that public transport was too full or crowded.
- 3 respondents said that public transport was too inflexible for their needs.

Inadequate facilities

- 3 respondents stated one of their main reasons for driving was a lack of facilities for cyclists or walkers, with 2 mentioning changing, and 1 a lack of somewhere to dry their clothes.

Activities before or after work

- A key reason for driving to University in relation to activities before or after work related to childcare, with 9 respondents stating that they needed to drop off or pick up children from the nursery or child-minder.

Need for car

- Another reason given for using a car, by 7 respondents, related to disability or health reasons that prevented them walking or using public transport.

IGC1 | Issue | 8 March 2013

J:\115000\115438-00\4 INTERNAL PROJECT DATA\4-12 TRAVEL SURVEYS\2012 SURVEY\REPORT\UOW TRAVEL SURVEY 2012 SUMMARY REPORT_ISSUE_08.03.13.DOCX
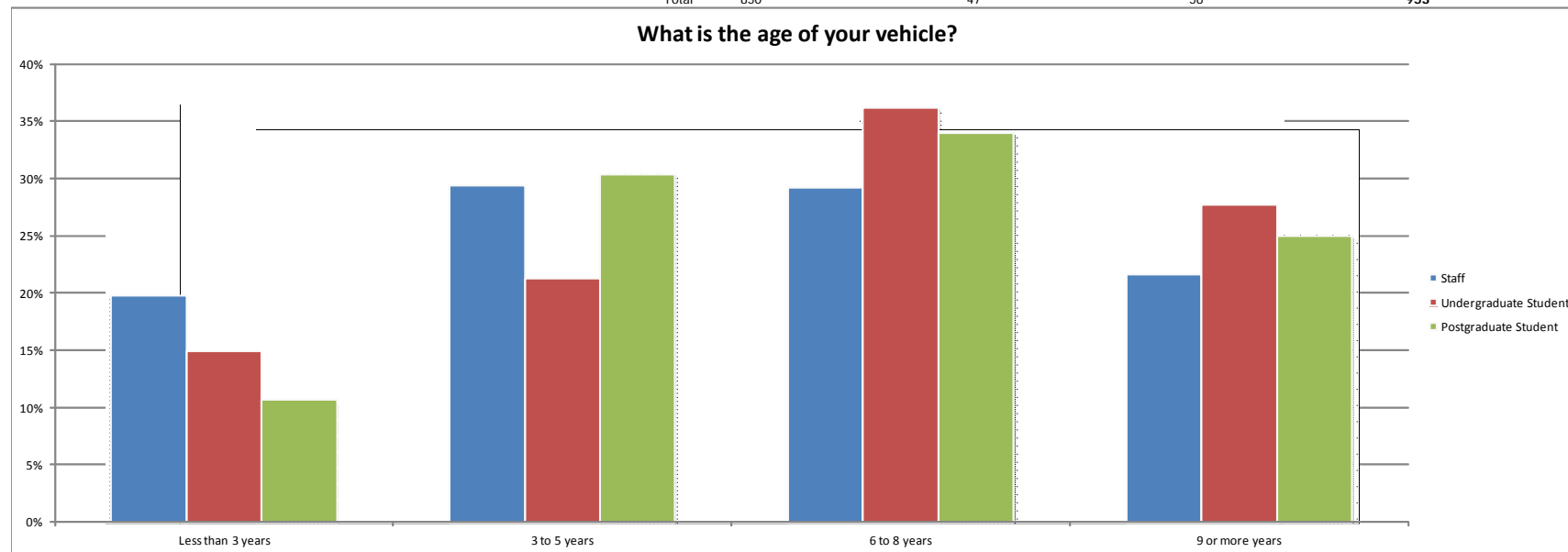
Page 18

- 4 respondents were also restricted by their need to carry books or equipment which they would not be able to do if they did not travel by car.

- A further 2 respondents said they needed access to the car during the day for emergencies

Question 8 below examines the age of vehicles used to travel to University.

IGC1 | Issue | 8 March 2013

J:\115000\115438-00\4 INTERNAL PROJECT DATA\4-12 TRAVEL SURVEYS\2012 SURVEY\REPORT\UOW TRAVEL SURVEY 2012 SUMMARY REPORT_ISSUE_08.03.13.DOCX

Page 19

3.8   Question 8: Vehicle Age

	Staff		Undergraduate Student		Postgraduate Student		Total Response Count	
Less than 3 years	168	20%	7	15%	6	11%	181	19.0%
3 to 5 years	250	29%	10	21%	17	30%	277	29.1%
6 to 8 years	248	29%	17	36%	19	34%	284	29.8%
9 or more years	184	22%	13	28%	14	25%	211	22.1%
Total	850		47		56		953	

What is the age of your vehicle?

IGC1 | Issue | 8 March 2013

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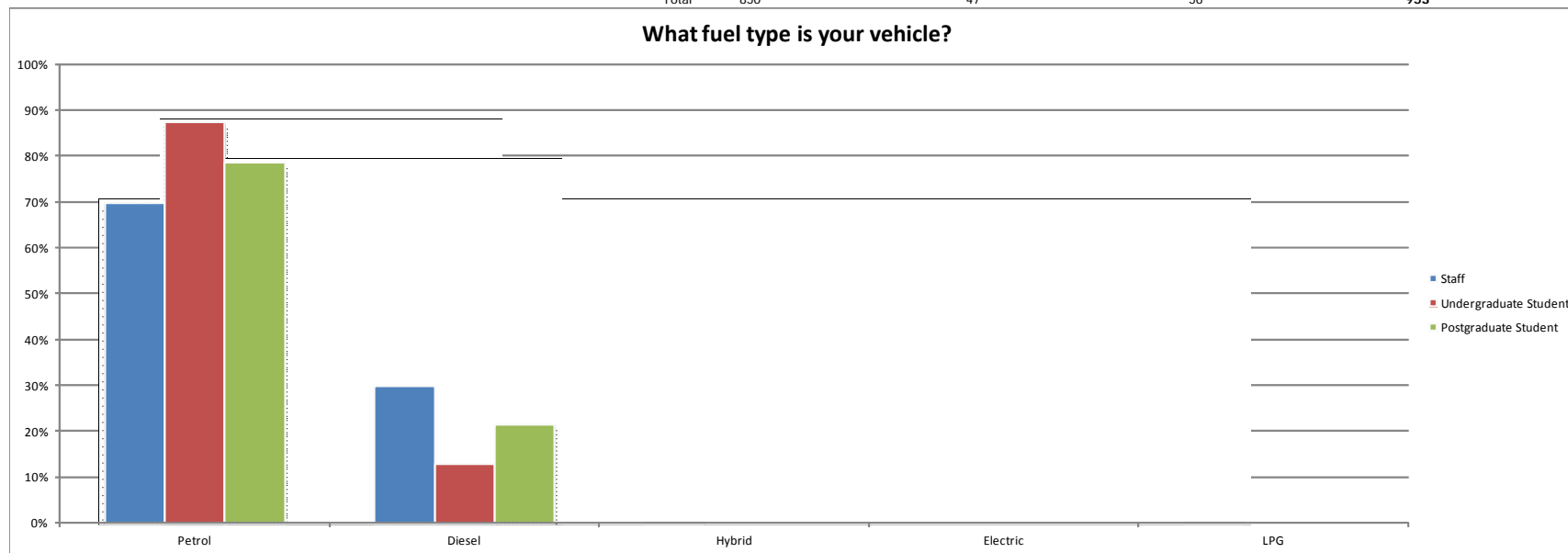
Page 20

The age of the vehicle used to travel to University was fairly evenly spread across the four categories, with 19% of vehicles being less than 3 years old, 29% between 3 and 5 years old, 30% between 6 and 8 years old and 22% over 9 years old. Staff were more likely to have cars that are less than 3 years old than students.

Question 9 below examines the fuel type of vehicles used to travel to University.

IGC1 | Issue | 8 March 2013

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Page 21

3.9 Question 9: Vehicle Fuel Type

	Staff		Undergraduate Student		Postgraduate Student		Total Response Count	
Petrol	593	70%	41	87%	44	79%	678	71.1%
Diesel	253	30%	6	13%	12	21%	271	28.4%
Hybrid	2	0%	0	0%	0	0%	2	0.2%
Electric	0	0%	0	0%	0	0%	0	0.0%
LPG	2	0%	0	0%	0	0%	2	0.2%
Total	850		47		56		953	

What fuel type is your vehicle?

IGC1 | Issue | 8 March 2013

J:\115000\115438-00\4 INTERNAL PROJECT DATA\4-12 TRAVEL SURVEYS\2012 SURVEY\REPORT\UOW TRAVEL SURVEY 2012 SUMMARY REPORT_ISSUE_08.03.13.DOCX

Page 22

The majority of vehicles used are petrol, making up 71% of vehicles across the three respondent categories. Almost all of the remainder of the vehicles are diesel, with just 2 hybrid and 2 LPG vehicles across all respondents. Students had a higher proportion of petrol vehicles than staff, with 79% of postgraduate and 87% of undergraduate students using petrol vehicles.

Question 10 below examines the car parking locations used.

IGC1 | Issue | 8 March 2013
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Page 23

3.10   Question 10: Parking Location

	Staff		Undergraduate Student		Postgraduate Student		Total Response Count	
Main campus	342	40%	37	79%	34	61%	413	43.3%
Westwood campus	90	11%	4	9%	4	7%	98	10.3%
University House	210	25%	1	2%	1	2%	212	22.2%
University of Warwick Science Park	53	6%	1	2%	2	4%	56	5.9%
Gibbet Hill campus	135	16%	1	2%	8	14%	144	15.1%
School of Life Sciences (Wellesbourne campus)	16	2%	0	0%	6	11%	22	2.3%
Outside University grounds	4	0%	3	6%	1	2%	8	0.8%
Car driver drops me off at University and travels elsewhere	0	0%	0	0%	0	0%	0	0.0%
Total	850		47		56		953	

Where do you normally park your vehicle at the University?
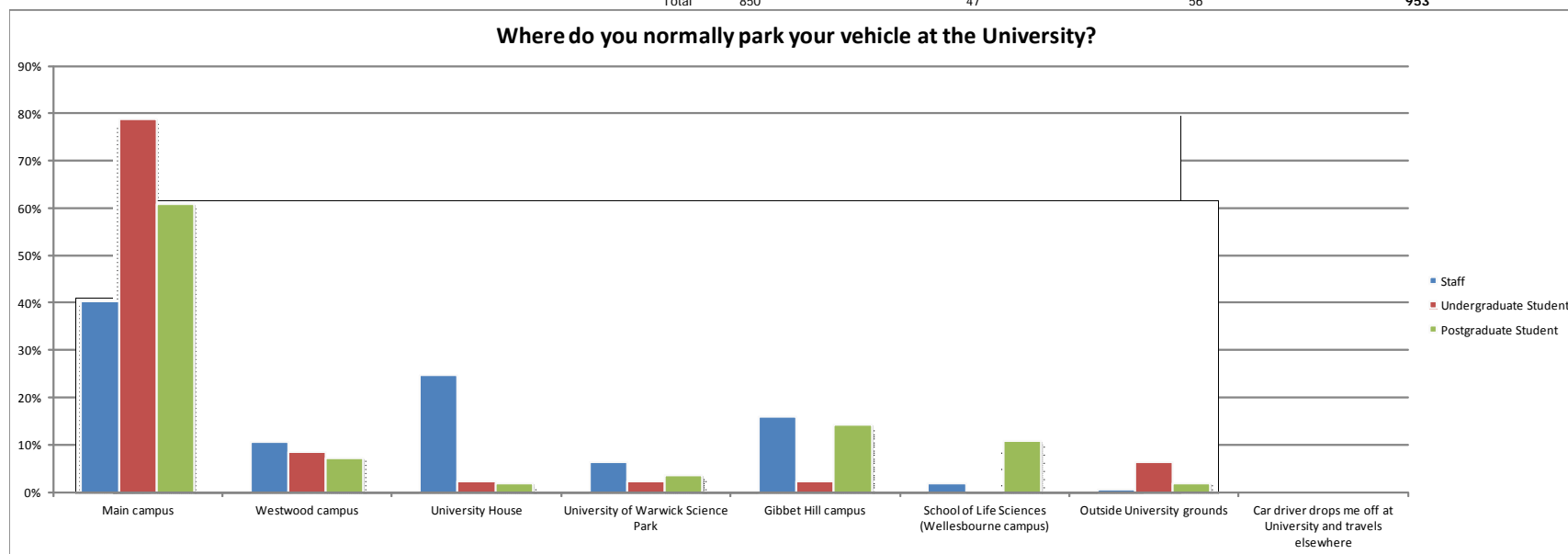
The results of Question 10 are generally as expected and reflect the work and study locations shown in Question 3.

The main campus is the most popular parking location for all three groups (40% staff, 79% undergraduates and 61% postgraduates). Westwood campus was also used by all three groups (11% staff, 9% undergraduate and 7% postgraduate). University House was used almost exclusively by staff and Gibbet Hill campus by staff and postgraduates but not undergraduates. The Wellesbourne campus was used by 11% of postgraduates but only 2% of staff and no undergraduates.
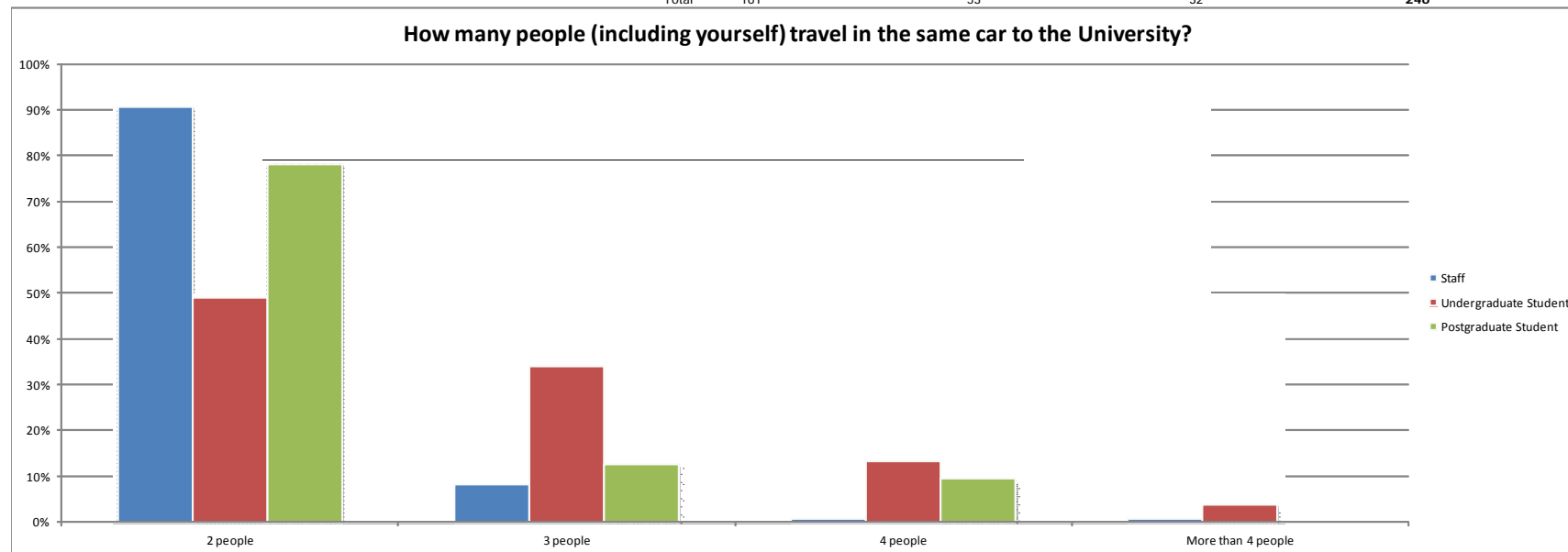
Questions 11 to 14 examine the options related to car sharing.

IGC1 | Issue | 8 March 2013

Page 25

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3.11 Questions 11, 12, 13 and 14: Car Sharing

	Staff		Undergraduate Student		Postgraduate Student		Total Response Count	
2 people	146	91%	26	49%	25	78%	197	80.1%
3 people	13	8%	18	34%	4	13%	35	14.2%
4 people	1	1%	7	13%	3	9%	11	4.5%
More than 4 people	1	1%	2	4%	0	0%	3	1.2%
Total	161		53		32		246	

How many people (including yourself) travel in the same car to the University?

IGC1 | Issue | 8 March 2013

Page 26

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	Staff		Undergraduate Student		Postgraduate Student		Total Response Count	
None	30	19%	7	13%	5	16%	42	17.1%
All	125	78%	45	85%	26	81%	196	79.7%
Some	6	4%	1	2%	1	3%	8	3.3%
Total	161		53		32		246	

Excluding yourself, how many of these work or study at the University of Warwick?

IGC1 | Issue | 8 March 2013

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Page 27
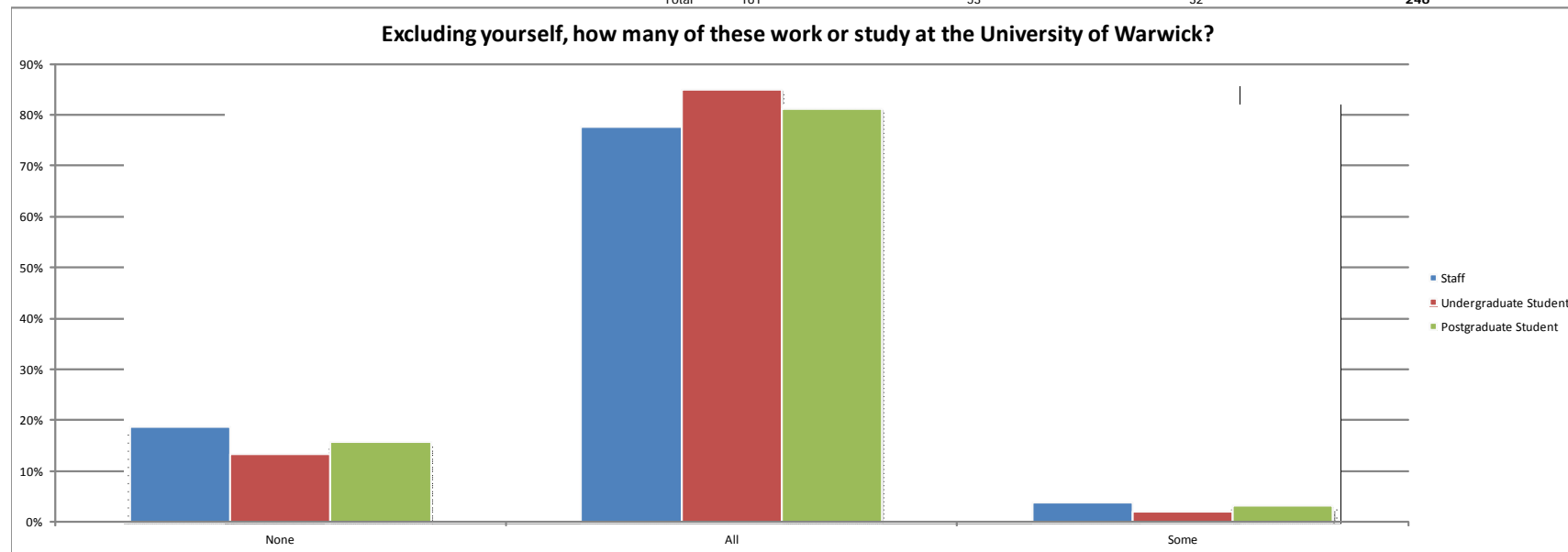
	Staff		Undergraduate Student		Postgraduate Student		Total Response Count	
Yes	36	22%	8	15%	6	19%	50	20.3%
No	125	78%	45	85%	26	81%	196	79.7%
Total	161		53		32		246	
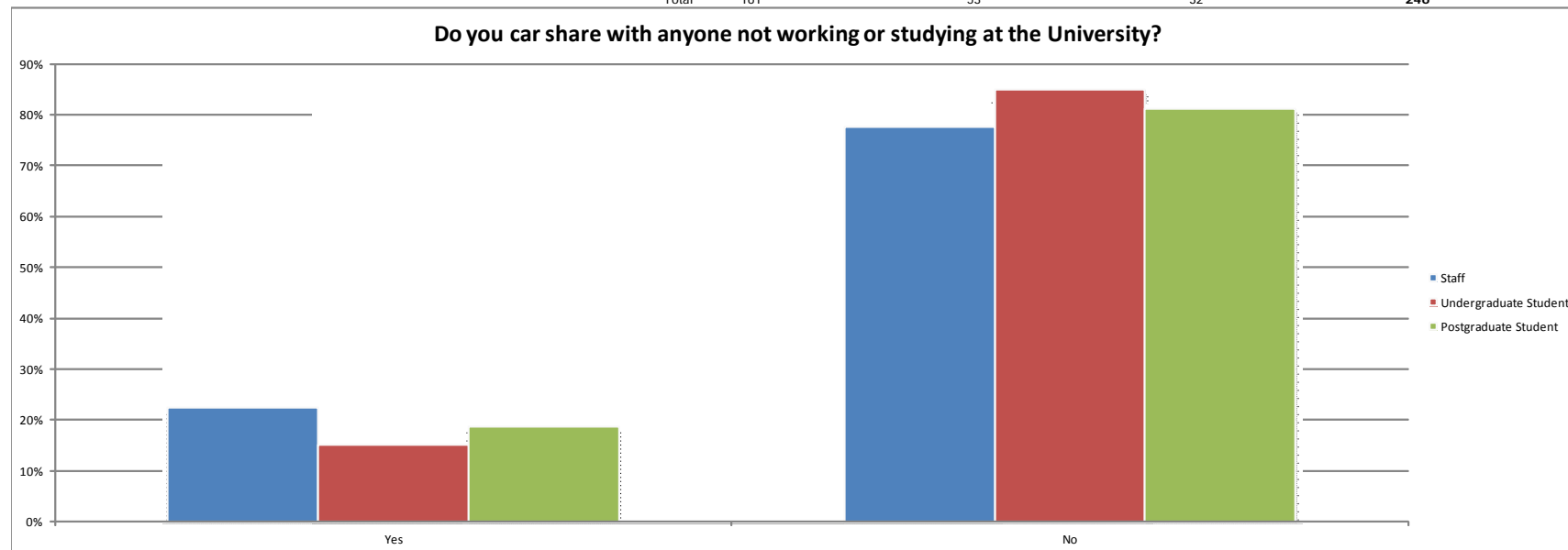
Do you car share with anyone not working or studying at the University?

IGC1 | Issue | 8 March 2013

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Page 28

	Staff		Undergraduate Student		Postgraduate Student		Total Response Count	
WarwickShare	55	34%	3	6%	3	9%	61	24.6%
Take a Mate	1	1%	4	7%	3	9%	8	3.2%
Not a member	105	65%	47	87%	27	82%	179	72.2%
Total	161		54		33		248	

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

IGC1 | Issue | 8 March 2013

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Page 29
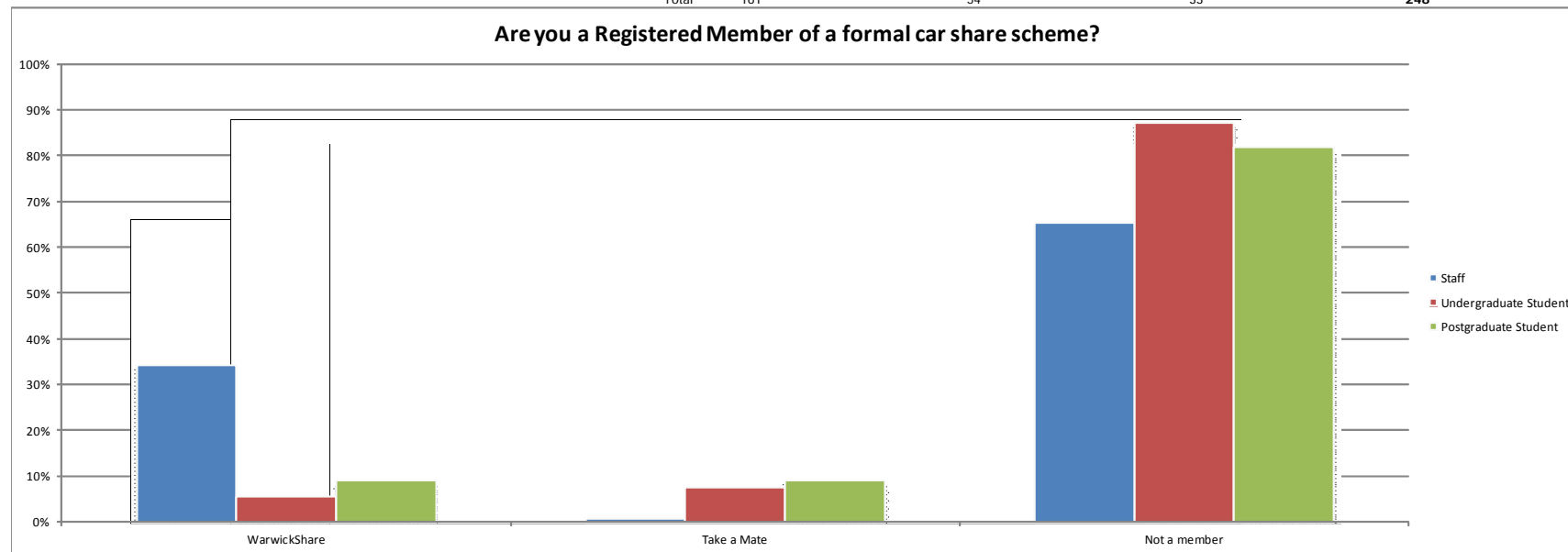
Questions 11 to 14 were directed to those respondents that indicated in Question 6 that they car share, either by driving and taking passengers, or as passengers.

Question 11 asked how many people (including the respondent) travel together in a car. The vast majority of staff indicated that they travel with two people in the car (91%) and for postgraduates the majority (78%) also travelled with two people in the car. For undergraduates, whilst two people in the car was still the most frequent group size, it was a much lower proportion than for the other respondent categories at 49%, with 34% of undergraduates indicating that they travel with 3 people in the car compared with only 13% of postgraduates and 8% of staff. When combined with the results of Question 6, staff are the group most likely to car share, but only with one other person. Undergraduates are more likely to travel with more people in the car, but a smaller proportion of them car share.

Question 12 examined how many car sharers also work or study at the University. For all groups, the majority work or study at the university, with 19% of staff, 16% of postgraduates and 13% of undergraduates car sharing only with people who do not work or study at the University.

Question 13 asked if they car shared with anyone not working or studying at the University. 22% of staff, 15% of postgraduates and 19% of undergraduates shared with someone not working or studying at the University.

Question 14 sought to establish whether the respondents were a member of any formal car share scheme. Staff are more likely than students to be members of a car share scheme, with 34% belonging to WarwickShare and 1% to Take a Mate. Students were more likely to belong to Take a Mate (9% of postgraduates and 7% of undergraduates who car share) whilst they were less likely than staff to belong to WarwickShare (9% and 6% respectively). There were several illogical and muddled responses to this question which suggests a degree of confusion about the car share schemes and who is eligible to join which.

Questions 15 to 17 below were directed to respondents who indicated in Question 6 that they travel by bus for the main part of their journey to the University.
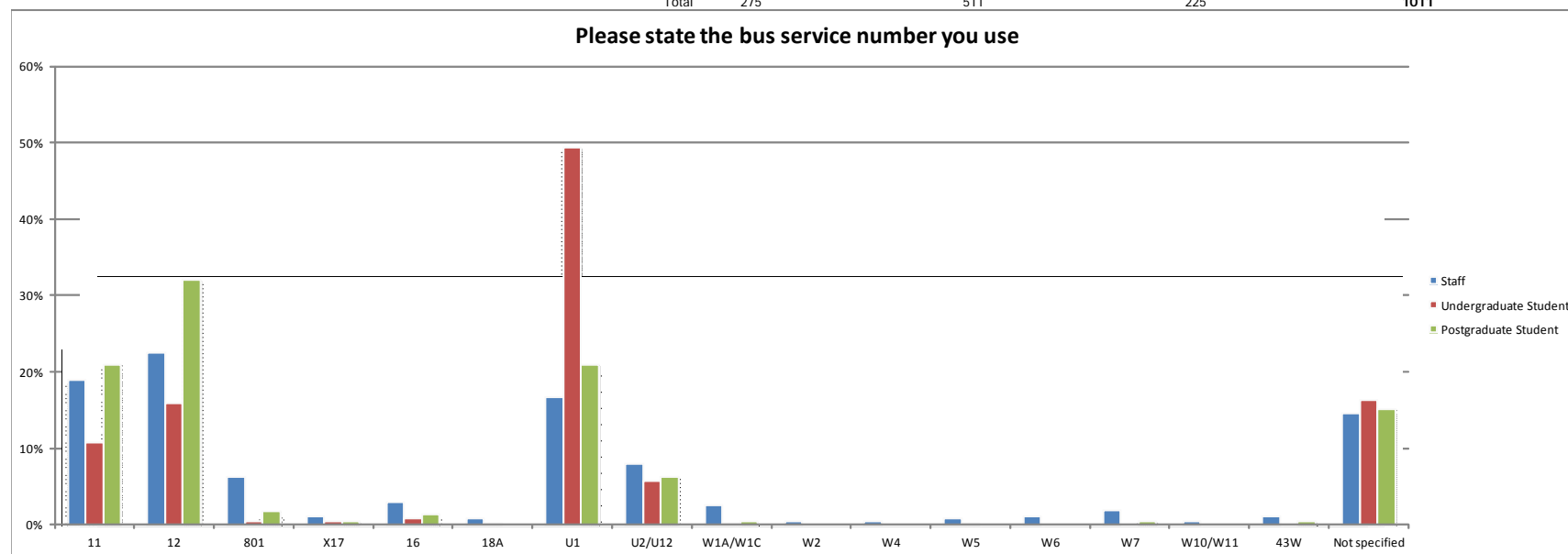
IGC1 | Issue | 8 March 2013

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Page 30

3.12 Question 15: User of Regular Bus Service

	Staff		Undergraduate Student		Postgraduate Student		Total Response Count	
Yes	222	98%	436	98%	170	97%	828	97.6%
No	4	2%	10	2%	6	3%	20	2.4%
Total	226		446		176		848	

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

IGC1 | Issue | 8 March 2013

Page 31

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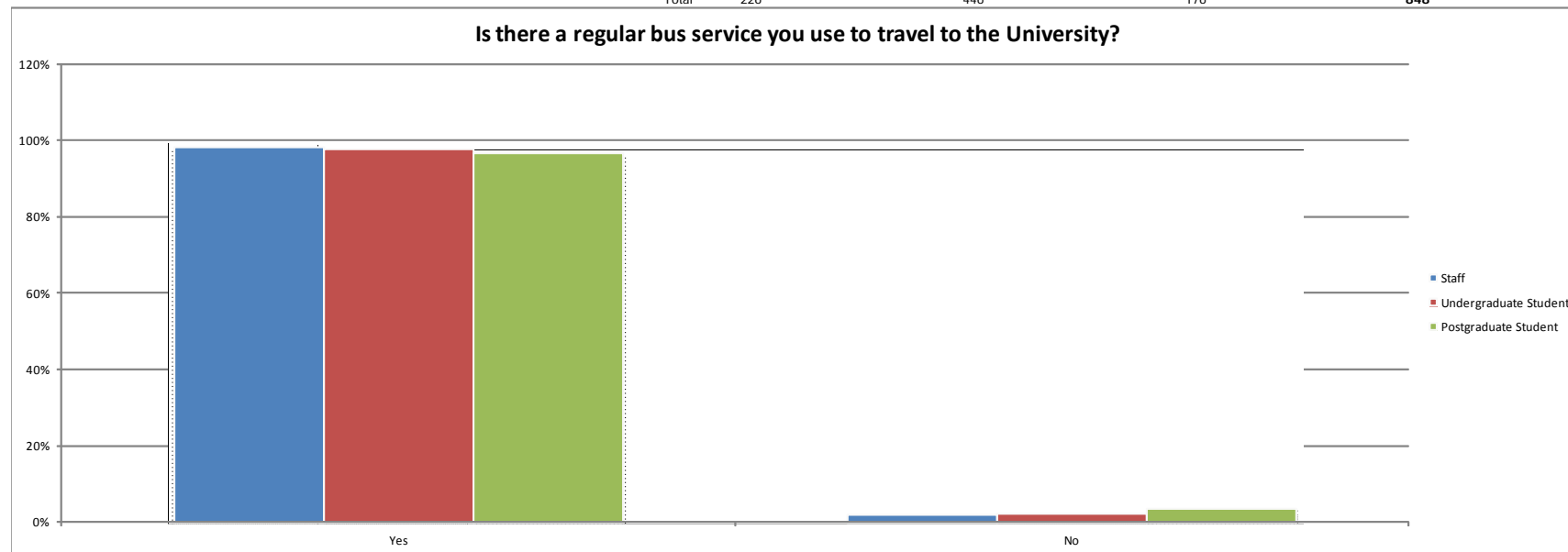
	Staff		Undergraduate Student		Postgraduate Student		Total Response Count	
11	Leamington-Coventry	52	19%	55	11%	47	21%	154	15.2%
12	University-Coventry	62	23%	81	16%	72	32%	215	21.3%
801	University-Cheylesmore, Binley and Walsgrave Hospital	17	6%	2	0%	4	2%	23	2.3%
X17	Coventry-Warwick	3	1%	2	0%	1	0%	6	0.6%
16	Coventry-Stratford	8	3%	4	1%	3	1%	15	1.5%
18A	Leamington-Stratford	2	1%	1	0%	0	0%	3	0.3%
U1	Sydenham-University	46	17%	252	49%	47	21%	345	34.1%
U2/U12	Sydenham-University	22	8%	29	6%	14	6%	65	6.4%
W1A/W1C	University Circular	7	3%	1	0%	1	0%	9	0.9%
W2	University-Life Sciences	1	0%	0	0%	0	0%	1	0.1%
W4	Wood End-University	1	0%	0	0%	0	0%	1	0.1%
W5	Wood End-University	2	1%	1	0%	0	0%	3	0.3%
W6	Edgewick-University	3	1%	0	0%	0	0%	3	0.3%
W7	Keresley-University	5	2%	0	0%	1	0%	6	0.6%
W10/W11	Radford and Tile Hill -University	1	0%	0	0%	0	0%	1	0.1%
43W	Radford-University	3	1%	0	0%	1	0%	4	0.4%
Not specified		40	15%	83	16%	34	15%	157	15.5%
	Total	275		511		225		1011	

Please state the bus service number you use

IGC1 | Issue | 8 March 2013

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Page 32

Almost all bus users use a regular bus service to travel to the University, with only 2% saying that they did not.

The bus services used by the greatest number of respondents were the U1 (34%), the 12 (21%) and the 11 (15%)[2]. The U1 was used by almost half of the students.

Question 16 and 17 below provide details of locations where respondents board bus services and explore reasons for bus use.

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[2] Many bus users specified that they used the 11 or the 12 therefore there is overlap between these responses

IGC1 | Issue | 8 March 2013

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Page 33

3.13   Question 16: Bus Boarding Locations

	Staff		Undergraduate Student		Postgraduate Student		Total Response Count	
Coventry City Centre	43	19%	15	3%	20	11%	78	9.1%
Coventry Rail Station	7	3%	20	4%	9	5%	36	4.2%
Earlsdon	22	10%	41	9%	24	14%	87	10.2%
Hearsall Common	22	10%	23	5%	37	21%	82	9.6%
Canley	7	3%	2	0%	2	1%	11	1.3%
Tile Hill	14	6%	2	0%	7	4%	23	2.7%
Eastern Green	3	1%	0	0%	2	1%	5	0.6%
St. Mary's Church, Leamington Spa	19	8%	136	30%	16	9%	171	20.0%
Top of Parade, Leamington Spa	28	12%	68	15%	32	18%	128	15.0%
Kenilworth	21	9%	10	2%	7	4%	38	4.5%
Warwick	2	1%	5	1%	4	2%	11	1.3%
Other (please specify)	41	18%	125	28%	17	10%	183	21.5%
Total	229		447		177		853	

IGC1 | Issue | 8 March 2013

Page 34

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3.14 Question 17: Reasons for bus use

	Staff		Undergraduate Student		Postgraduate Student		Total Response Count	
Cheapest mode of transport	88	16%	260	18%	103	23%	451	18.6%
Don't have access to a car	141	26%	308	21%	113	25%	562	23.2%
Too far to walk or cycle	83	16%	271	19%	92	20%	446	18.4%
Difficult to park on campus	33	6%	95	7%	15	3%	143	5.9%
Cost of parking on campus	36	7%	127	9%	25	5%	188	7.8%
Most convenient and practical mode of transport	62	12%	190	13%	57	12%	309	12.7%
Availabiliity and cost of University operated bus services	27	5%	70	5%	14	3%	111	4.6%
Inadequate cycle paths / not safe to cycle	26	5%	60	4%	23	5%	109	4.5%
Inadequate cycle parking on campus	5	1%	5	0%	3	1%	13	0.5%
Need to do other activities and chores before /during / after work	5	1%	34	2%	6	1%	45	1.9%
Other (please specify)	28	5%	13	1%	6	1%	47	1.9%
Total	534		1433		457		**2424**	

IGC1 | Issue | 8 March 2013

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Page 35
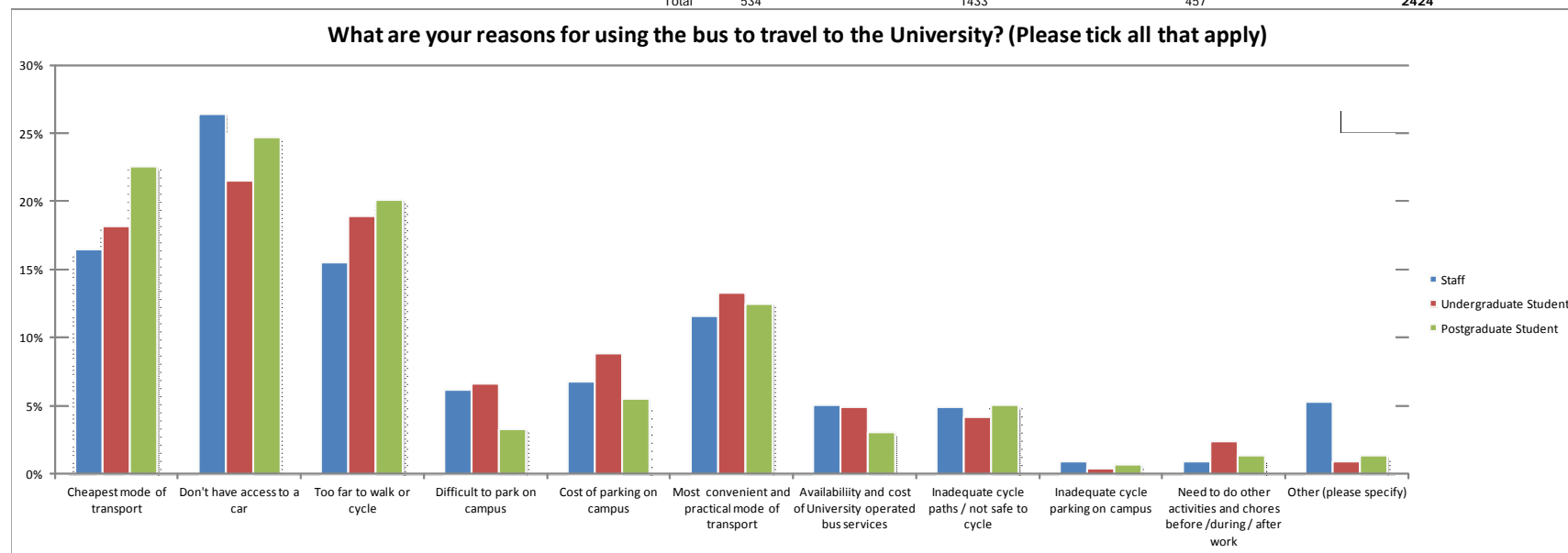
As expected, a high proportion of undergraduate students travel by bus from Leamington Spa with 30% boarding at St Mary's Church and a further 15% boarding at the top of The Parade. A further 14% stated in the Other category that they board from the Crown Hotel/Kelsey's Bar. Staff and postgraduate students also board the bus at The Parade (13% and 18% respectively) but less so at St Mary's Church.

For staff, the greatest number travel from Coventry City Centre (19%), whilst for postgraduate students it is Hearsall Common (21%).

Other locations with relatively high numbers boarding buses include Earlsdon, with around 10% of all bus passengers boarding here.

Question 17 examines the main reasons for bus use. The main factor is 'lack of access to a car', given by 26% of staff, 21% of undergraduate students and 25% of postgraduate students. Cost was an important factor, because bus travel is considered relatively inexpensive, with 16% of staff, 18% of undergraduates and 23% of postgraduates saying it was the 'cheapest mode of transport'. Bus use also fills the 'niche' for journeys that are considered 'too far to walk or cycle', which was the third most popular reason (18%). 13% choose to use bus services for 'positive' reasons of convenience or practicality.

Within the free text question 'Other', responses were:

- 15 respondents stated that they use the bus to travel to the University because of environmental concerns;

- 9 respondents stated that they were not able to drive;

- 5 respondents cited the weather, with 3 of these specifying that they use the bus when the weather is bad and cycle when the weather is dry or warm; and

- One respondent stated that they travel by bus because there are no available lockers to store a change of clothes in if they walk.

Questions 18 to 22 below, examine the train as the mode of transport

IGC1 | Issue | 8 March 2013

J:\115000\115438-00\4 INTERNAL PROJECT DATA\4-12 TRAVEL SURVEYS\2012 SURVEY\REPORT\UOW TRAVEL SURVEY 2012 SUMMARY REPORT_ISSUE_08.03.13.DOCX

Page 36

3.15   Question 18 Reasons for using Train

	Staff		Undergraduate Student		Postgraduate Student		Total Response Count	
Distance	30	45%	6	46%	4	40%	40	44.4%
Cost	18	27%	3	23%	3	30%	24	26.7%
Convenience	12	18%	3	23%	3	30%	18	20.0%
Other (please specify)	7	10%	1	8%	0	0%	8	8.9%
Total	67		13		10		90	

What are your main reasons for using the train to travel to the University (Please tick all that apply)
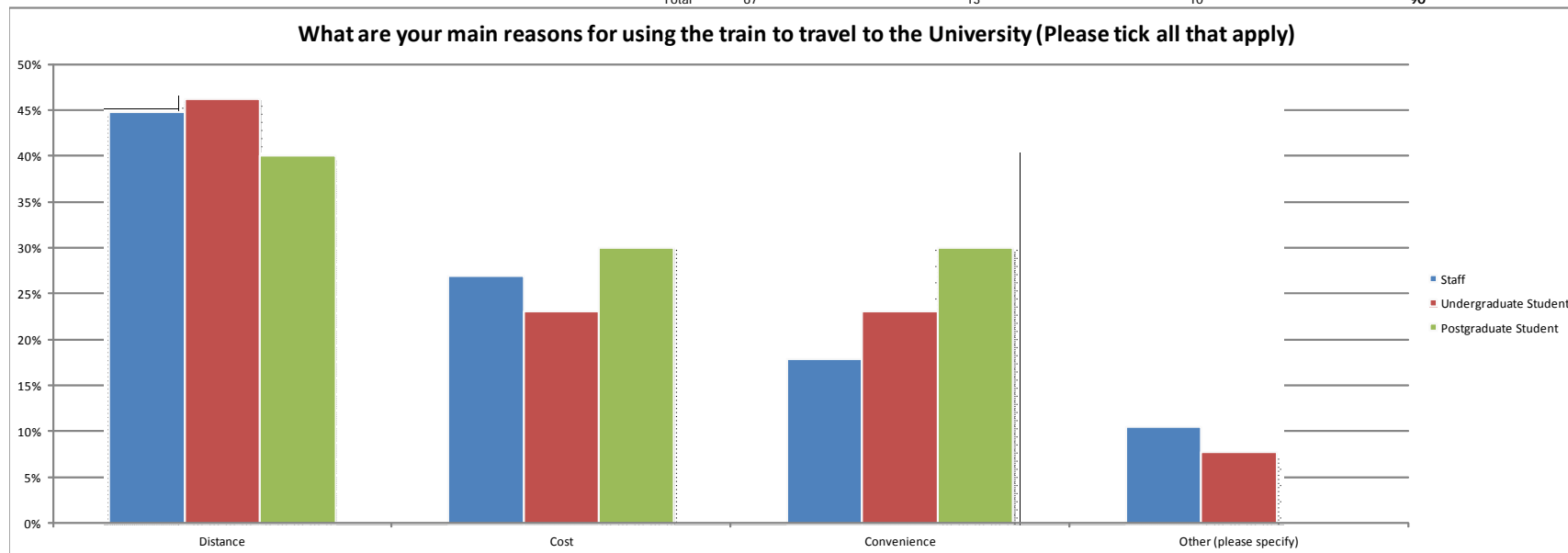
3.16   Question 20 Mode of travel between Home and Boarding Station

	Staff		Undergraduate Student		Postgraduate Student		Total Response Count	
Bus	5	13%	2	22%	0	0%	7	13.2%
Walk	15	39%	1	11%	3	50%	19	35.8%
Cycle	6	16%	1	11%	0	0%	7	13.2%
Car	7	18%	1	11%	1	17%	9	17.0%
Other (please specify)	5	13%	4	44%	2	33%	11	20.8%
Total	38		9		6		53	

How do you normally travel between home and the station given in the question above? (Please tick one option only)

IGC1 | Issue | 8 March 2013

Page 38

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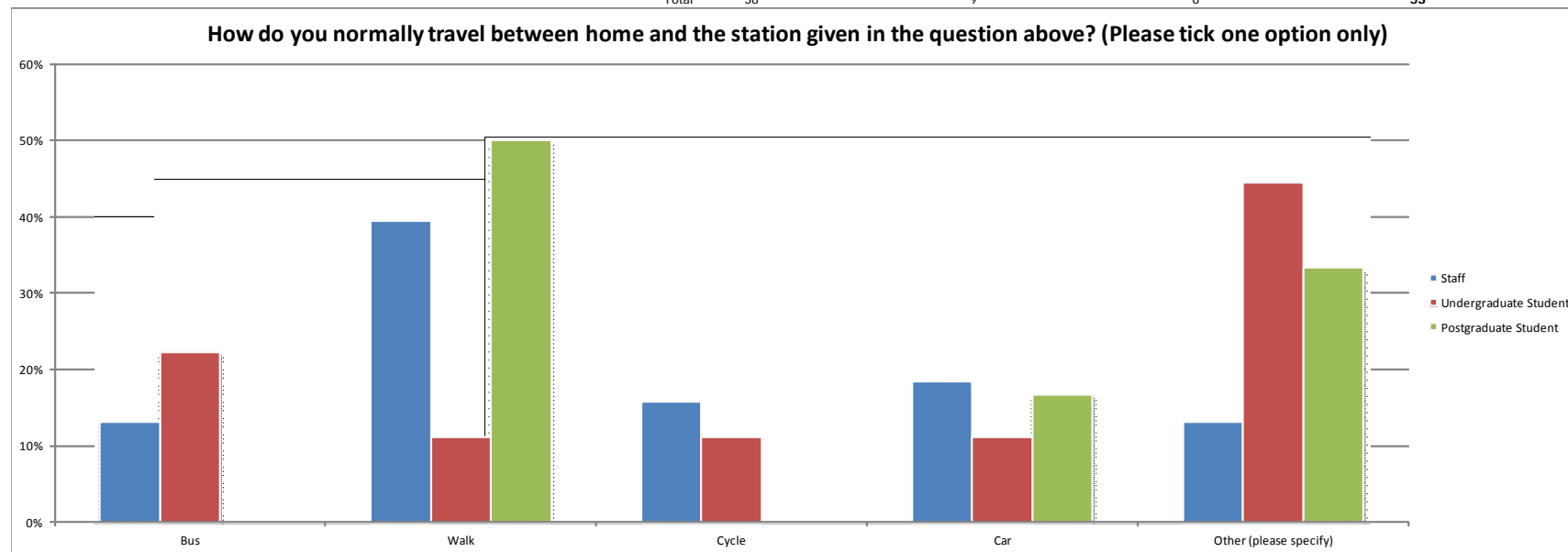
3.17 Question 21 Alighting Station

	Staff		Undergraduate Student		Postgraduate Student		Total Response Count	
Coventry	22	58%	6	67%	3	50%	31	58.5%
Tile Hill	0	0%	0	0%	0	0%	0	0.0%
Canley	11	29%	2	22%	3	50%	16	30.2%
Other	5	13%	1	11%	0	0%	6	11.3%
Total	38		9		6		53	

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

IGC1 | Issue | 8 March 2013

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Page 39
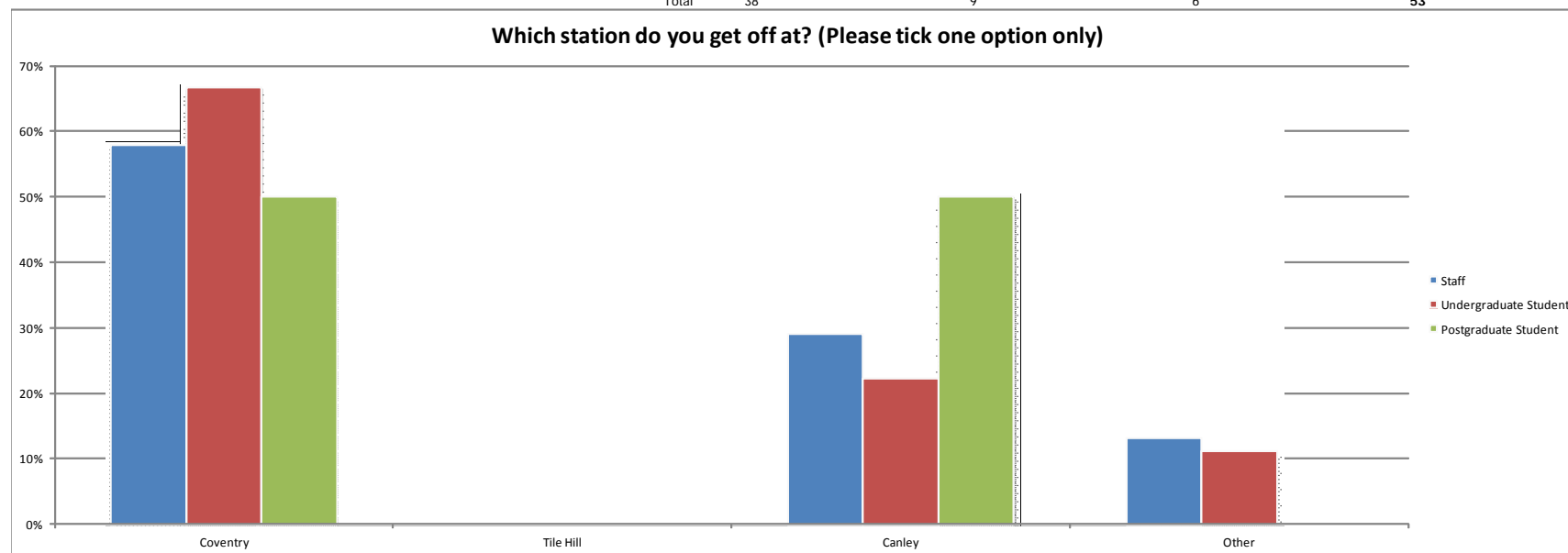
3.18   Question 22 Mode of Travel between alighting Station and University

	Staff		Undergraduate Student		Postgraduate Student		Total Response Count	
Bus	20	53%	4	44%	3	50%	27	50.9%
Walk	8	21%	2	22%	3	50%	13	24.5%
Cycle	7	18%	1	11%	0	0%	8	15.1%
Car	0	0%	0	0%	0	0%	0	0.0%
Other (please specify)	3	8%	2	22%	0	0%	5	9.4%
Total	38		9		6		53	

IGC1 | Issue | 8 March 2013

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Page 40
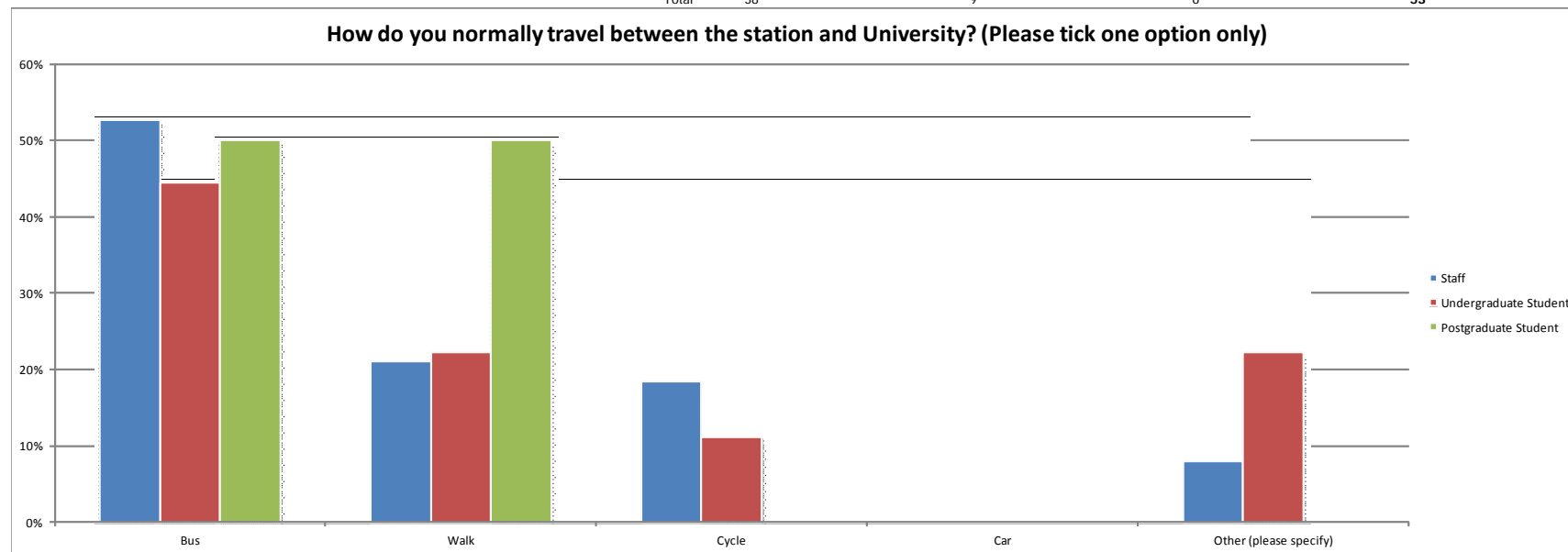
It is evident from the responses that the numbers using the train are low, with only 67 staff, 10 postgraduate students and 13 undergraduate students using the train.

The main reasons given for using the train are the distance (44%), cost (27%) and convenience (20%). Amongst the Other responses, 3 respondents cited environmental reasons, whilst 4 said that they had no alternative (as they either did not own a car or could not drive).

The stations where respondents boarded the train covered a large area; the 52 respondents who named a boarding station used 32 different stations, including Manchester Piccadilly, Liverpool Lime Street, Nottingham, Southampton and Norwich. The most frequently used stations were Birmingham New Street (8 respondents), London Euston (6 respondents), Oxford, Northampton and Coventry (each 3 respondents), Leicester and Reading (each 2 respondents).

The most frequently used mode of transport to travel between home and the station was walking (36%), followed by car (17%). Amongst the Other responses, 6 respondents used the London Underground.

Question 21 reveals that Coventry railway station, which is served by national and local services, is the most frequently used station for alighting, by 59%. Canley station, served by local trains on the Coventry to Wolverhampton service, is used by a further 30%. Amongst the Other responses, 5 respondents stated that they used Leamington Station.

Question 22 shows that bus travel is the most often used mode of transport for the connection to and from the railway stations, by 51% of respondents, with walking also popular, used by 25%.

Questions 23 and 24 below, examine walking as the mode of transport.

IGC1 | Issue | 8 March 2013

J:\115000\115438-00\4 INTERNAL PROJECT DATA\4-12 TRAVEL SURVEYS\2012 SURVEY\REPORT\UOW TRAVEL SURVEY 2012 SUMMARY REPORT_ISSUE_08.03.13.DOCX

Page 41

3.19 Question 23 Reasons for Walking

	Staff		Undergraduate Student		Postgraduate Student		Total Response Count	
Resident on campus	23	21%	297	58%	154	52%	474	51.9%
Live within walking distance of campus.	36	34%	102	20%	57	19%	195	21.3%
Use walking as a form of exercise and health benefit	36	34%	79	15%	50	17%	165	18.1%
No other mode of transport available	2	2%	28	5%	25	9%	55	6.0%
Other (please specify)	10	9%	7	1%	8	3%	25	2.7%
Total	107		513		294		914	

What are your main reasons for walking to the University? (Tick all that apply)
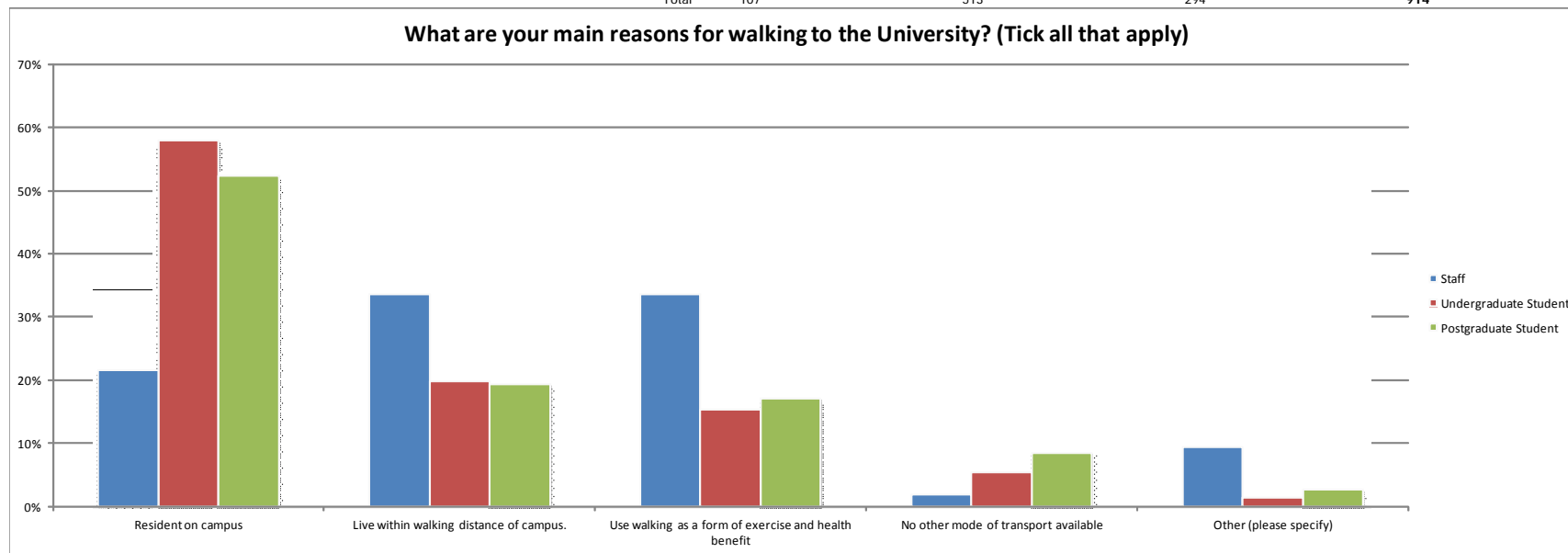
3.20   Question 24 Distance Walked

	Staff		Undergraduate Student		Postgraduate Student		Total Response Count	
Up to 500m	12	18%	104	28%	36	18%	152	23.9%
500m to 1km	10	15%	139	38%	72	35%	221	34.8%
1km to 2km	19	29%	84	23%	65	32%	168	26.5%
2km to 3km	10	15%	24	7%	17	8%	51	8.0%
3km or more	15	23%	14	4%	14	7%	43	6.8%
Total	66		365		204		635	
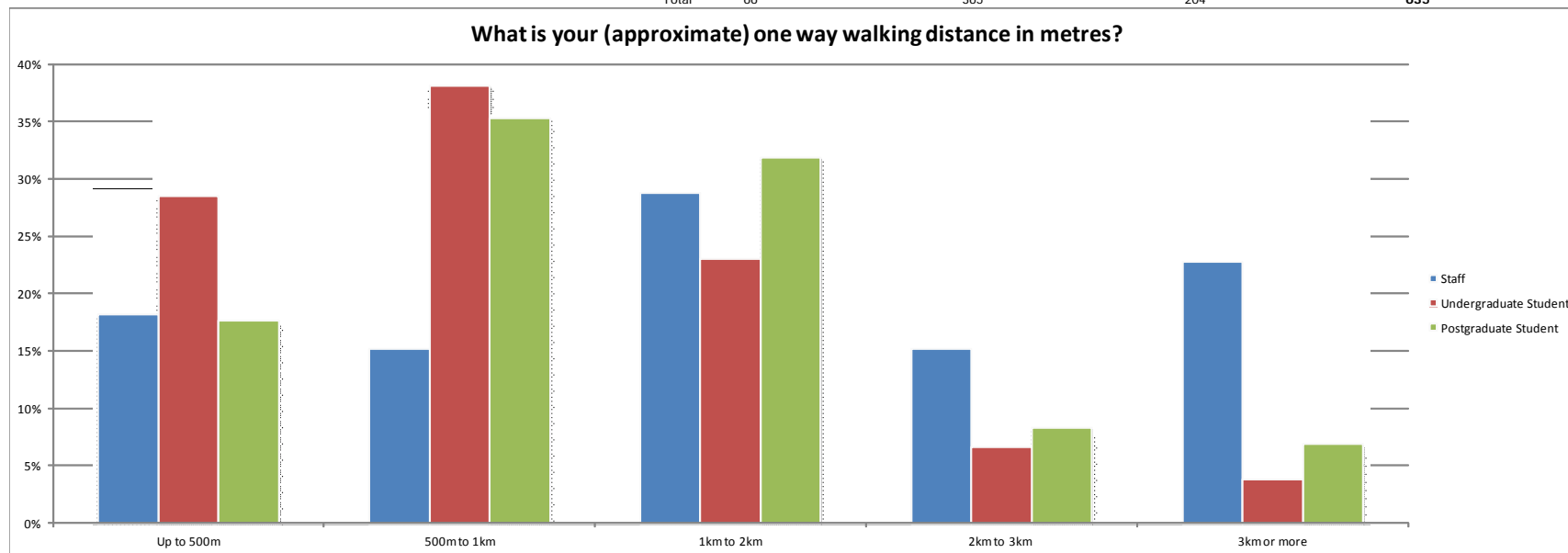
The main reasons given for walking to University were similar for undergraduate and postgraduate students, with the most frequently given reason being that they were resident on campus (58% of undergraduates and 52% of postgraduates), whilst a further 20% of undergraduate and 19% of postgraduates live within walking distance of campus. 15% of undergraduates and 17% of postgraduates use walking as exercise. Far fewer staff said they live on campus (22%), though 34% live within walking distance. Staff are more likely to use the walk for exercise than students (34%).

The main reasons given within the Other category were:

- The cost of alternative modes of transport (10 respondents);

- The buses are not good enough or unreliable (6 respondents);

- To avoid traffic or congestion in the area (3 respondents); and

- Car parking is expensive (2 respondents).

Question 24 asked the distance which respondents walk one way to the University. Undergraduates walk the shortest distance, with 66% walking under a kilometre and an average distance of 858m. Postgraduates walk slightly further with an average of 1091m and 53% walking under a kilometre. Staff were more likely to walk further, with an average distance of 1843m and 38% walking two or more kilometres.

Question 25 below examines the reasons for not using bus services to travel to the University

IGC1 | Issue | 8 March 2013

J:\115000\115438-00\4 INTERNAL PROJECT DATA\4-12 TRAVEL SURVEYS\2012 SURVEY\REPORT\UOW TRAVEL SURVEY 2012 SUMMARY REPORT_ISSUE_08.03.13.DOCX

Page 44

3.21   Question 25: Reasons for not using buses

	Staff		Undergraduate Student		Postgraduate Student		Total Response Count	
No bus service available where I travel	388	11%	87	7%	103	14%	578	10.6%
Too far to walk to a bus stop	144	4%	42	3%	40	5%	226	4.2%
Cost of bus fares	324	9%	221	18%	136	18%	681	12.5%
Poor reliability of bus services	345	10%	135	11%	82	11%	562	10.4%
Poor frequency of bus services	380	11%	110	9%	85	11%	575	10.6%
Poor quality of buses	102	3%	54	4%	27	4%	183	3.4%
Overcrowding on buses	224	6%	123	10%	53	7%	400	7.4%
Have to catch more than one bus to complete journey to University	439	13%	21	2%	33	4%	493	9.1%
Personal safety concerns as a passenger	42	1%	3	0%	2	0%	47	0.9%
Journey time too long compared to other modes	715	21%	167	14%	92	12%	974	17.9%
Other (please specify)	359	10%	249	21%	101	13%	709	13.1%
Total	3462		1212		754		5428	

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

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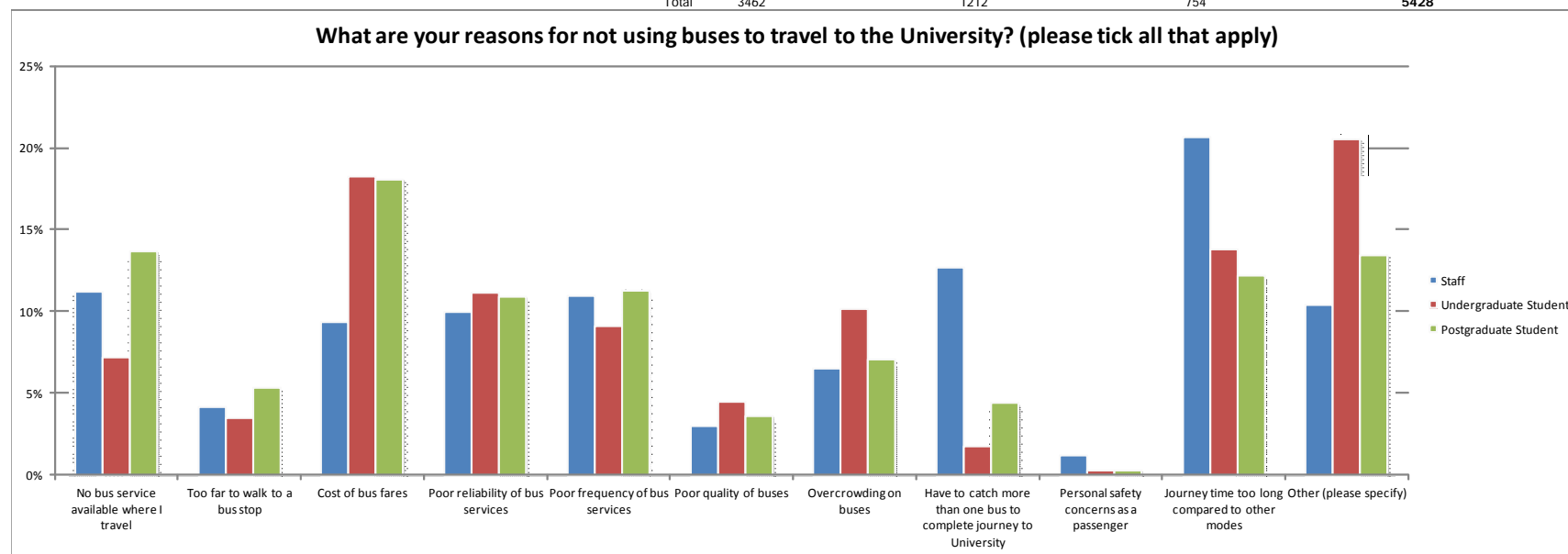
The option 'Journey time too long compared to other modes' was the main reason given by staff; 21%, with the second most frequently chosen reason being 'have to catch more than one bus to complete journey to university'; 13%.

For undergraduate and postgraduate students it was 'cost of bus fares', chosen by 19% and 18% respectively. For undergraduates the next most frequently selected reason was the journey time compared with other modes (14%) whilst for postgraduates it was 'no bus service available where I travel'.

In order to identify the locations where, by inference, respondents might travel to the University by bus if there was a service, their responses have been matched to their postcodes. The resultant postcode plots are provided in **Appendix C**. These plots show the number of respondents at each postcode. Compared with the 2010 survey, it is notable that there are fewer respondents in Leamington, Kenilworth and Coventry who have stated that they do not have bus services available, demonstrating that the improvements to the bus services have been effective. Many of those stating that there is not a bus service available live on Campus or within walking distance of it.

In addition to the options offered for this question, a large percentage of respondents provided additional information via the Other option and the main issues raised were:

- 58 respondents stated that flexibility and convenience were the main reasons for not using buses to travel to the University. Respondents stated that it was more convenient to either drive or receive a lift, or that activities after work made it more convenient not to travel by bus.

- 102 respondents stated that childcare commitments were the main reason for not using buses to travel to the University; specifically respondents stated that they need to drop their children off at school or nursery before work. These respondents were almost all staff.

- A similar key reason for not using buses related to work commitments and activities after work. 19 respondents stated that they need their car for work purposes to travel to other sites or as part of their job. Three respondents stated that they could not use buses to travel to the University because of varied start and finishing times. Four respondents stated that they need to carry a lot of equipment.

- 35 respondents stated that the buses do not run at appropriate times for their needs, such as starting early or finishing late.

- 38 respondents stated that they do not use buses to travel to the University because they simply prefer cycling.

- 32 respondents said they preferred cycling or walking for health and fitness reasons.

- 142 respondents said that they live on campus (103 of these undergraduates) whilst a further 76 that they live close by so have no need for a bus and 42 respondents said in general that there was no need (likely to be due to living in close proximity to the University).

- 11 respondents said that they live too far away

IGC1 | Issue | 8 March 2013

J:\115000\115438-00\4 INTERNAL PROJECT DATA\4-12 TRAVEL SURVEYS\2012 SURVEY\REPORT\UOW TRAVEL SURVEY 2012 SUMMARY REPORT_ISSUE_08.03.13.DOCX

Page 46

- Other factors which were mentioned by smaller numbers of respondents but relate to the bus services themselves rather than the respondents' personal circumstances include the buses not stopping if full (four respondents), buses not turning up (three respondents), needing correct change for the buses (three respondents), and bikes not being allowed on buses (one respondent).

Questions 26 to 28 below asked respondents what would encourage them to travel by public transport or cycle or car share. They were asked to pick three measures and rate them as first, second and third choice. There was also an 'Other' choice with free text.

3.22   Question 26: Encouraging use of public transport

Question 26 asked '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?'

This question revealed a preference within the staff and postgraduate student groups for more direct bus services to the University, reflecting the perception that existing services are indirect and do not service the areas from which people are travelling. It is particularly an issue for those travelling longer distances who may need to change buses resulting in extended journey times that do not compare well with car travel.

The other main issue raised, and the highest preference for undergraduate students, was the cost, with an interest in discounted fares offered by the University. 'shuttle buses' or 'taxis to the nearest station' was the improvement that was next most likely to be chosen as the first preference for all three groups.

IGC1 | Issue | 8 March 2013

J:\115000\115438-00\4 INTERNAL PROJECT DATA\4-12 TRAVEL SURVEYS\2012 SURVEY\REPORT\UOW TRAVEL SURVEY 2012 SUMMARY REPORT_ISSUE_08.03.13.DOCX

Page 47

Staff			
	First Choice	Second Choice	Third Choice
Shuttle bus / taxi service to nearest rail station	159	74	58
More direct bus services to campus	461	217	71
Pool cars available for business journeys (staff only)	30	34	27
More facilities(shops, dentist etc) available at the University	12	49	28
Subsidised/Discounted fares offered by the University	212	246	122
Better information about bus and train services	18	68	71
Improved lighting at bus shelters and paths	6	21	22
Competitive or interest free loans for bus travel	5	18	25
Ticket sales/information bureau on campus	7	18	30
More real-time information on campus	26	50	76
Availability of Smartcard/Oyster Card payment technology for bus travel	37	68	83
Availability of multi operator bus pass	58	88	103
Facilities to pay for bus travel through monthly salary (staff only)	12	46	67
Options to pay for bus travel monthly by direct debit	4	9	24
Increased parking charges	16	18	40
Flexible parking charges ('pay on use')	35	44	67
None	313	31	80
Other	101	27	34

Undergraduate Student			
	First Choice	Second Choice	Third Choice
Shuttle bus / taxi service to nearest rail station	102	81	78
More direct bus services to campus	246	171	98
Pool cars available for business journeys (staff only)	2	5	11
More facilities(shops, dentist etc) available at the University	34	73	58
Subsidised/Discounted fares offered by the University	352	186	87
Better information about bus and train services	14	58	70
Improved lighting at bus shelters and paths	7	17	38
Competitive or interest free loans for bus travel	7	23	32
Ticket sales/information bureau on campus	2	16	23
More real-time information on campus	41	92	112
Availability of Smartcard/Oyster Card payment technology for bus travel	52	98	111
Availability of multi operator bus pass	69	114	122
Facilities to pay for bus travel through monthly salary (staff only)	0	2	4
Options to pay for bus travel monthly by direct debit	14	19	34
Increased parking charges	3	7	11
Flexible parking charges ('pay on use')	11	11	16
None	40	6	46
Other	23	10	22

Postgraduate Student			
	First Choice	Second Choice	Third Choice
Shuttle bus / taxi service to nearest rail station	86	37	36
More direct bus services to campus	131	64	51
Pool cars available for business journeys (staff only)	2	5	11
More facilities(shops, dentist etc) available at the University	32	44	38
Subsidised/Discounted fares offered by the University	126	92	50
Better information about bus and train services	12	24	28
Improved lighting at bus shelters and paths	5	8	10
Competitive or interest free loans for bus travel	3	9	14
Ticket sales/information bureau on campus	5	19	20
More real-time information on campus	8	44	51
Availability of Smartcard/Oyster Card payment technology for bus travel	34	60	49
Availability of multi operator bus pass	35	61	55
Facilities to pay for bus travel through monthly salary (staff only)	0	2	1
Options to pay for bus travel monthly by direct debit	3	5	14
Increased parking charges	0	2	11
Flexible parking charges ('pay on use')	3	6	9
None	28	3	20
Other	14	7	9

IGC1 | Issue | 8 March 2013

J:\115000\115438-00\4 INTERNAL PROJECT DATA\4-12 TRAVEL SURVEYS\2012 SURVEY\REPORT\UOW TRAVEL SURVEY 2012 SUMMARY REPORT_ISSUE_08.03.13.DOCX

Page 48

A number of free text responses were received to the 'Other' category.

Convenience

- 14 respondents commented generally that they would not use public transport because they currently drive, car share, cycle or walk and like doing that. 16 respondents said that they wouldn't use public transport either because they live too far away or do close to do so.

- 11 respondents said they would not use public transport because of childcare commitments. Two respondents suggested child-friendly or family buses whilst another suggested buses that were suitable for pushchairs.

- Six respondents said they had to use the car because of need to travel during the day, their working hours or having too much to carry.

Reliability and frequency of public transport

- 126 respondents commented on the need for more reliable, frequent, faster and convenient public transport.

Information

- Three respondents said that provision of real time information, or more accurate real time information, would encourage them to use public transport.

Tickets and pricing

- Five respondents mentioned the car parking permits, saying that a reduced charge for the parking permits would encourage them to use public transport, or that having an annual pass was a disincentive.

- Four respondents said they would be more likely to use public transport if they did not have to have the correct change for the fare.

- 10 respondents said that cheaper fares would encourage them to use public transport whilst six said that a free bus pass would encourage them to use the buses.

- Three respondents suggested a scheme where you could pay for your train pass through your salary.

Train links

- Nine respondents suggested a direct train link, most notably from Leicester to Coventry (six respondents).

- Three respondents suggested a shuttle to the train station.

- One respondent suggested a campus train station.

Other public transport links

- Six respondents commented on the need for a Park and Ride facility.

- Four respondents suggested a tram to the University.

IGC1 | Issue | 8 March 2013

J:\115000\115438-00\4 INTERNAL PROJECT DATA\4-12 TRAVEL SURVEYS\2012 SURVEY\REPORT\UOW TRAVEL SURVEY 2012 SUMMARY REPORT_ISSUE_08.03.13.DOCX

Page 49

- Three respondents suggested shuttle buses around campus.

- Two respondents suggested buses from the University to the Hospital.

- Two respondents suggested allowing bikes to be carried on buses.

- One respondent said that flexible working would help to encourage public transport travel to the University.

3.23   Question 27: Measures to Encourage Cycling

This question asked; '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?'

The key measure identified, which was the measure most likely to be chosen as first preference by all three groups, was safer cycle routes to and from campus.

The second most featured response was financial incentives, particularly amongst the undergraduate students.

Better changing facilities, showers and lockers also featured highly and was the second most featured response for staff. Some respondents may be unaware of the option to use existing facilities such as the sports centre whilst others may need a more convenient facility close to their place of work or study.

IGC1 | Issue | 8 March 2013

J:\115000\115438-00\4 INTERNAL PROJECT DATA\4-12 TRAVEL SURVEYS\2012 SURVEY\REPORT\UOW TRAVEL SURVEY 2012 SUMMARY REPORT_ISSUE_08.03.13.DOCX

Page 50

Staff			
	First Choice	Second Choice	Third Choice
Safe cycle routes to the campus	494	125	67
Improved cycle parking at the campus	58	124	119
Improved changing facilities, showers and luggage lockers for cyclists	148	214	118
Cycle lockers to store a bike securely at the rail station	16	43	36
Financial incentives for cyclists	97	154	121
An arrangement with a nearby cycle shop to buy / maintain bicycles	21	52	68
Help from Bicycle User Group (advice and support for cyclists)	2	10	14
Cycling skills training	9	35	29
Pool cars available for business journeys (staff only)	13	24	30
More facilities (shops, dentist, etc) available on campus	3	10	20
Cycle maintenance and repair facilities available on campus	12	62	114
Increased parking charges	6	14	27
Flexible parking charges ('pay on use')	19	23	40
None	543	13	49
Other	71	25	16

Undergraduate Student			
	First Choice	Second Choice	Third Choice
Safe cycle routes to the campus	437	140	82
Improved cycle parking at the campus	81	175	119
Improved changing facilities, showers and luggage lockers for cyclists	82	156	108
Cycle lockers to store a bike securely at the rail station	19	65	57
Financial incentives for cyclists	159	134	120
An arrangement with a nearby cycle shop to buy / maintain bicycles	38	62	84
Help from Bicycle User Group (advice and support for cyclists)	4	12	17
Cycling skills training	25	43	39
Pool cars available for business journeys (staff only)	1	3	3
More facilities (shops, dentist, etc) available on campus	10	21	36
Cycle maintenance and repair facilities available on campus	21	65	125
Increased parking charges	0	4	13
Flexible parking charges ('pay on use')	3	3	14
None	123	10	55
Other	20	8	5

Postgraduate Student			
	First Choice	Second Choice	Third Choice
Safe cycle routes to the campus	253	52	26
Improved cycle parking at the campus	35	80	37
Improved changing facilities, showers and luggage lockers for cyclists	38	74	51
Cycle lockers to store a bike securely at the rail station	7	22	37
Financial incentives for cyclists	47	58	57
An arrangement with a nearby cycle shop to buy / maintain bicycles	32	51	45
Help from Bicycle User Group (advice and support for cyclists)	2	12	11
Cycling skills training	11	15	17
Pool cars available for business journeys (staff only)	0	6	3
More facilities (shops, dentist, etc) available on campus	8	15	32
Cycle maintenance and repair facilities available on campus	12	45	73
Increased parking charges	0	4	6
Flexible parking charges ('pay on use')	5	4	17
None	63	5	17
Other	9	5	6

There was a considerable number of free text 'Other' responses as follows:

General

- 69 respondents said it was too far for them to cycle from their homes whilst two respondents lived too close.

IGC1 | Issue | 8 March 2013

J:\115000\115438-00\4 INTERNAL PROJECT DATA\4-12 TRAVEL SURVEYS\2012 SURVEY\REPORT\UOW TRAVEL SURVEY 2012 SUMMARY REPORT_ISSUE_08.03.13.DOCX

Page 51

- 21 respondents said they did not want to or were unable to because of needing their car, their health or needing to transport children.

- Nine respondents said they were unable to ride a bike.

- Five respondents said that it was too dangerous.

- Two respondents said that it was not flat enough.

- Seven respondents did not want to cycle because of the weather.

New and improved cycle routes and crossings

- Ten respondents commented on the need for cycle routes, with four of these requesting a route from Leamington to Kenilworth/the University.

- One respondent wanted improved access for cyclists at the Kenilworth Road and Gibbet Hill Road junction.

- Seven respondents said they would cycle more if there was lighting on the Connect 2 Kenilworth route, whilst three said they would if the route did not have cows on it. Another suggested more accesses to this route.

- Eight respondents suggested having a Park and Cycle site where they could leave their car and cycle the rest of the route.

Security and storage

- Four respondents requested covered, locked bike sheds whilst two asked for more CCTV cameras and one respondent mentioned more security in general.

- One respondent said a free cycle lock would encourage them to cycle.

- Three respondents had nowhere they could store a bike at their homes.

- Four respondents wanted more bike spaces on trains.

- One respondent wanted more spaces to park bikes at Canley station.

Financial incentives, bike loans and maintenance

- Four respondents suggested the free use of loaned bikes on campus whilst three mentioned a bike rental scheme.

- Two respondents said they would be encouraged to cycle by free or cheap bikes whilst another said a bike purchase scheme through their salary would encourage them.

- Two respondent mentioned better implementation of parking charges.

- Two respondents suggested flexible working hours.

- One respondent requested repair facilities.

IGC1 | Issue | 8 March 2013

J:\115000\115438-00\4 INTERNAL PROJECT DATA\4-12 TRAVEL SURVEYS\2012 SURVEY\REPORT\UOW TRAVEL SURVEY 2012 SUMMARY REPORT_ISSUE_08.03.13.DOCX

Page 52

3.24   Question 28: Measures to Encourage Car Sharing

Question 28 asked 'which of the following measures would most encourage you to car share? If you currently car share, which measures would you most like to see implemented?'

Staff			
	First Choice	Second Choice	Third Choice
Help in finding car share partners with similar travel patterns	392	174	141
Reserved parking on campus for car sharers	60	179	157
Reduced or free parking charges on campus for car sharers	341	270	153
Pool cars available for business journeys (Staff only)	29	39	51
Guaranteed Lift Home in an emergency or if let down by car driver	183	230	225
More facilities (shops, dentist, etc) available at the University	5	23	26
Increased parking charges	7	20	21
Flexible parking charges ('pay on use')	22	40	72
None	474	32	69
Other	61	19	15

Undergraduate Student			
	First Choice	Second Choice	Third Choice
Help in finding car share partners with similar travel patterns	348	138	157
Reserved parking on campus for car sharers	106	262	184
Reduced or free parking charges on campus for car sharers	361	254	144
Pool cars available for business journeys (Staff only)	5	13	8
Guaranteed Lift Home in an emergency or if let down by car driver	71	179	195
More facilities (shops, dentist, etc) available at the University	10	25	45
Increased parking charges	7	11	10
Flexible parking charges ('pay on use')	8	35	85
None	96	5	70
Other	8	7	9

Postgraduate Student			
	First Choice	Second Choice	Third Choice
Help in finding car share partners with similar travel patterns	202	68	70
Reserved parking on campus for car sharers	32	112	80
Reduced or free parking charges on campus for car sharers	135	130	60
Pool cars available for business journeys (Staff only)	1	5	7
Guaranteed Lift Home in an emergency or if let down by car driver	46	68	73
More facilities (shops, dentist, etc) available at the University	16	25	28
Increased parking charges	4	9	14
Flexible parking charges ('pay on use')	10	21	61
None	74	1	36
Other	3	4	5

The most frequently chosen response from staff and postgraduate students was 'help in finding car share partners with similar travel patterns' whilst for undergraduate students it was 'reduced or free parking charges on campus for car sharers'.

A guaranteed lift home in an emergency was popular with staff in particular, whilst undergraduate students were more likely to choose reserved parking on campus for car sharers.

Responses emerging from the free text 'Other' answers were as follows:

IGC1 | Issue | 8 March 2013
J:\115000\115438-00\4 INTERNAL PROJECT DATA\4-12 TRAVEL SURVEYS\2012 SURVEY\REPORT\UOW TRAVEL SURVEY 2012 SUMMARY REPORT_ISSUE_08.03.13.DOCX

Page 53

Personal circumstances

- 31 respondents mentioned that car sharing was difficult for them as they did not work fixed hours, worked part time, or needed to stay late. One said that flexible working would enable them to car share.

- Eight respondents said they had other commitments after work that prevented them sharing whilst six respondents needed to drop children off.

- 12 respondents said that they did not drive or did not have access to a car.

- Two respondents said that they had to have their car for business during the day.

Website and administration of the scheme

- Seven respondents said they car share informally with friends, housemates or a partner, but are not able to register for the scheme and benefit from the parking spaces

- Four respondents said they car share with others from outside the University.

- Three respondents said that it should be possible for a parking permit to be shared so that either of the car sharers could use their own car.

- Three respondents said it should be possible for either car sharer to use their card to access car parks.

- One respondent asked that postgraduates be allowed to join the staff car share scheme.

- There were several comments on the website, with one suggesting having a website, another complaining that the website crashed, a further respondent asking for a better website and another that they had received no response to their application to car share.

- One respondent suggested a mobile app for car sharing.

- Five respondents had signed up but had no one to share with.

- One respondent suggested having internal transport for car sharers and another that pool cars should be available.

Parking

- Four respondents said that car sharing spaces needed better enforcement.

- One respondent said there needed to be car share spaces in the central car park, whilst another said there was not enough car share parking.

- One respondent suggested being able to park for a reduced rate on the days when they were unable to share.

Question 29 was designed to examine respondents' awareness and use of various sustainable travel initiatives that are currently in place at the University.

IGC1 | Issue | 8 March 2013

J:\115000\115438-00\4 INTERNAL PROJECT DATA\4-12 TRAVEL SURVEYS\2012 SURVEY\REPORT\UOW TRAVEL SURVEY 2012 SUMMARY REPORT_ISSUE_08.03.13.DOCX

Page 54

3.25   Question 29: Sustainable Travel Initiatives

		Staff		Undergraduate Student		Postgraduate Student		Total Response Count	
WarwickShare (staff car share)	Aware Of	1155	75.8%	239	23.3%	185	35.1%	1579	17.8%
	Use	47	3.1%	6	0.6%	6	1.1%	59	0.7%
Take a Mate (student car share)	Aware Of	432	28.3%	544	53.1%	239	45.4%	1215	13.7%
	Use	14	0.9%	11	1.1%	11	2.1%	36	0.4%
University operated bus services	Aware Of	800	52.5%	514	50.2%	252	47.8%	1566	17.6%
	Use	37	2.4%	123	12.0%	63	12.0%	223	2.5%
University Travel Card for University bus services	Aware Of	384	25.2%	314	30.7%	171	32.4%	869	9.8%
	Use	43	2.8%	120	11.7%	85	16.1%	248	2.8%
Cycle to Work scheme (staff only)	Aware Of	809	53.1%	68	6.6%	62	11.8%	939	10.6%
	Use	32	2.1%	19	1.9%	8	1.5%	59	0.7%
Connect 2 Kenilworth	Aware Of	713	46.8%	170	16.6%	119	22.6%	1002	11.3%
	Use	34	2.2%	25	2.4%	17	3.2%	76	0.9%
Discounted cycle package from Albany Cycles	Aware Of	295	19.4%	83	8.1%	80	15.2%	458	5.2%
	Use	31	2.0%	29	2.8%	12	2.3%	72	0.8%
Discounted annual bus pass available through salary deduction (staff only) for National Express Coventry and Travel de Courcey services	Aware Of	257	16.9%	69	6.7%	57	10.8%	383	4.3%
	Use	49	3.2%	26	2.5%	17	3.2%	92	1.0%
Total answers		5132		2360		1384		8876	
Total respondents		1524		1024		527		3075	

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

IGC1 | Issue | 8 March 2013

J:\115000\115438-00\4 INTERNAL PROJECT DATA\4-12 TRAVEL SURVEYS\2012 SURVEY\REPORT\UOW TRAVEL SURVEY 2012 SUMMARY REPORT_ISSUE_08.03.13.DOCX

Page 55
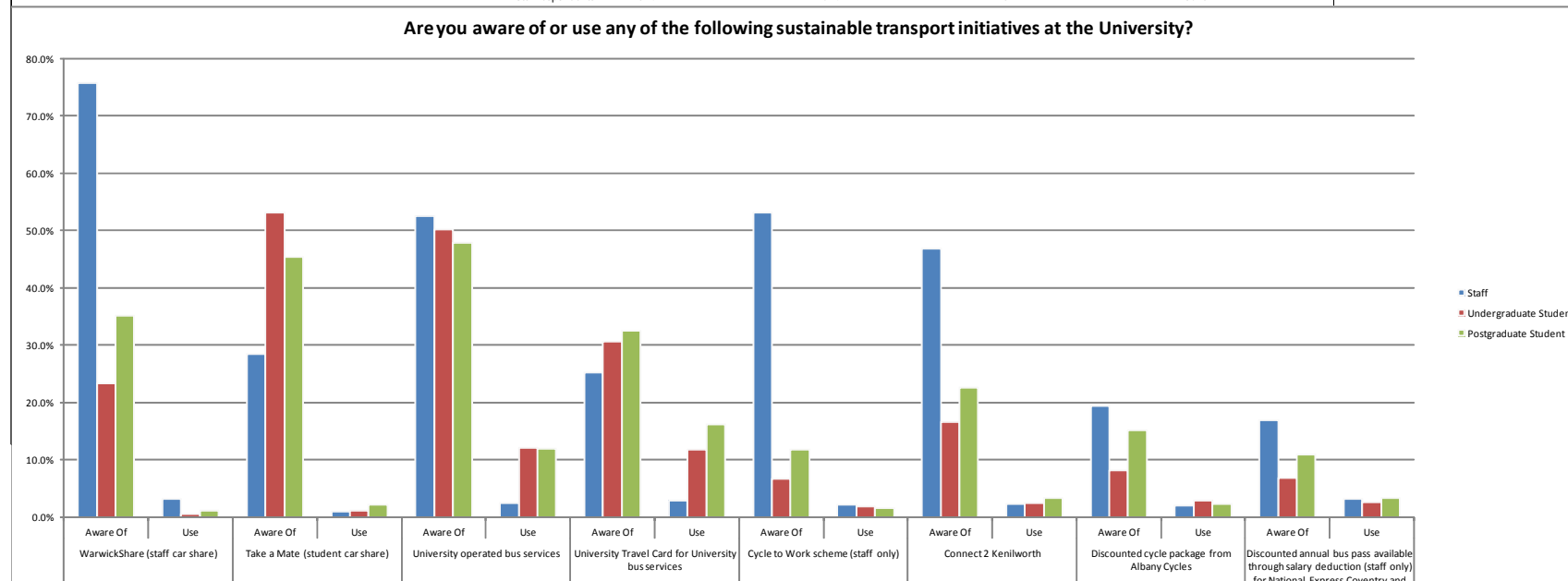
The responses indicate a good awareness of the 'WarwickShare' car share scheme and Cycle to Work scheme amongst staff and of the Take a Mate car share scheme amongst students. Awareness of the University operated bus services was also good amongst all three categories.

Staff also had good awareness of the Connect 2 Kenilworth cycle path; though this was lower amongst students. There was more limited awareness of the University Travel Card for bus services, discounted cycle package and discounted bus pass through salary deduction, suggesting that these measures may need more promotion to raise awareness.

IGC1 | Issue | 8 March 2013

J:\115000\115438-00\4 INTERNAL PROJECT DATA\4-12 TRAVEL SURVEYS\2012 SURVEY\REPORT\UOW TRAVEL SURVEY 2012 SUMMARY REPORT_ISSUE_08.03.13.DOCX

Page 56

3.26   Question 30: Travel to other University sites

	Staff		Undergraduate Student		Postgraduate Student		Total Response Count	
Own car	371	24%	44	4%	47	9%	462	15.0%
Car share	11	1%	14	1%	9	2%	34	1.1%
Public transport	72	5%	179	17%	110	21%	361	11.7%
Walk	685	45%	584	57%	276	52%	1545	50.2%
Cycle	67	4%	77	8%	36	7%	180	5.9%
Do not travel	287	19%	122	12%	48	9%	457	14.9%
Other	31	2%	4	0%	1	0%	36	1.2%
Total	1524		1024		527		3075	

If you need to travel to other University sites from Main Campus, what mode do you normally use?

IGC1 | Issue | 8 March 2013

J:\115000\115438-00\4 INTERNAL PROJECT DATA\4-12 TRAVEL SURVEYS\2012 SURVEY\REPORT\UOW TRAVEL SURVEY 2012 SUMMARY REPORT_ISSUE_08.03.13.DOCX

Page 57
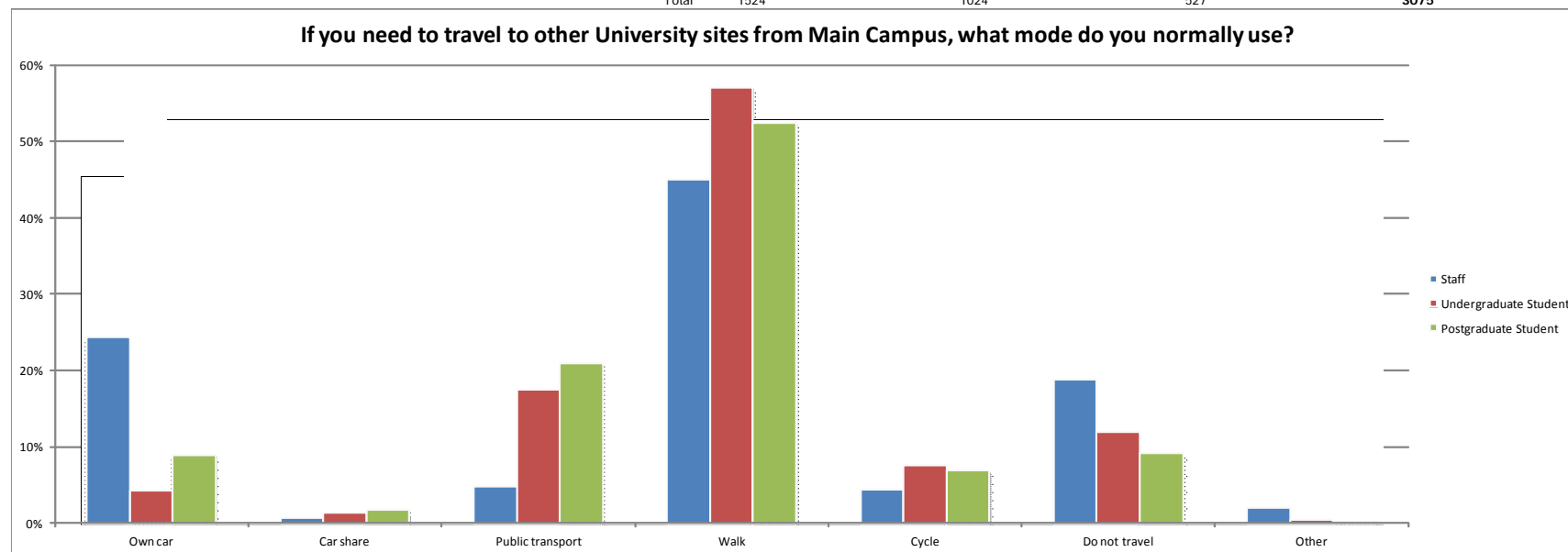
Question 30 is concerned with travel to and from the other University sites that are some distance away from the main campus. However, it would appear that this has been interpreted as local or in-campus travel, as the overwhelming response was 'walk'. Staff are more likely to travel off-site by car than students.

IGC1 | Issue | 8 March 2013

J:\115000\115438-00\4 INTERNAL PROJECT DATA\4-12 TRAVEL SURVEYS\2012 SURVEY\REPORT\UOW TRAVEL SURVEY 2012 SUMMARY REPORT_ISSUE_08.03.13.DOCX

Page 58

4   Changes since 2010

4.1   Modal Share

Table 2 below shows the detailed breakdown of modal change from 2010, reported in the same format as that reported in the original Travel Plan dated June 2007 (Page 10 - Table 4.2).

Mode	2010 Modal Share %			2012 Modal Share %		
	Staff (1444)	Post-grad Students (418)	Undergrad Students (634)	Staff (1524)	Post-grad Students (527)	Undergrad Students (1024)
Car driver (no passengers)	56.6	12.4	8.7	55.8	10.6	4.1
Car driver (car share)	8.7	5.6	8.1	7.7	4.7	3.5
Car passenger	4.5	2.8	1.7	3.7	1.5	1.8
Bus	11.8	37.9	59.1	14.8	33.6	43.6
Cycle	8.3	10.6	7.8	9.1	8.7	9.9
Walk	3.9	28.3	13.5	4.4	39.5	35.6
Motorcycle/ scooter	0.7	0	0.2	0.9	0	0.5
Train	3.2	2.3	0.3	2.7	1.1	1.0
Taxi	0.1	0	0.5	0.2	0	0.1
Other	2.1	0.3	0.2	0.7	0.2	0

Table 1: Modal share by staff and students, 2010 and 2012

The main headlines related to **staff** over the period 2010 to 2012 are:

- Single car drivers down from 56.6% to 55.8%;
- Car share drivers down from 8.7% to 7.7%;
- Car share passengers down from 4.5% to 3.7%;
- Bus use up from 11.8% to 14.8%;
- Train use down from 3.2% to 2.7%;
- Cycling up from 8.3% to 9.1%;
- Walking up from 3.9% to 4.4%.

IGC1 | Issue | 8 March 2013

J:\115000\115438-00\4 INTERNAL PROJECT DATA\4-12 TRAVEL SURVEYS\2012 SURVEY\REPORT\UOW TRAVEL SURVEY 2012 SUMMARY REPORT_ISSUE_08.03.13.DOCX

Page 59

For **undergraduate students**, the key changes are:

- Single car drivers down from 8.7% to 4.1%;
- Car share drivers down from 8.1% to 3.5%;
- Car share passengers up slightly from 1.7% to 1.8%;
- Bus use down from 59.1% to 43.6%;
- Cycling up from 7.8% to 9.9%;
- Walking up from 13.5% to 35.6%.

For **postgraduate students**, the key changes are:

- Single car drivers down from 12.4% to 10.6%;
- Car share drivers down from 5.6% to 4.7%;
- Car share passengers down from 2.8% to 1.5%;
- Bus use down from 37.9% to 33.6%;
- Cycling down from 10.6% to 8.7%;
- Walking up from 28.3% to 39.5%.

The changes between 2010 and 2012 are mostly positive with:

- single car occupancy reduced for all three categories;
- bus use increased significantly for staff;
- cycling increased for staff and undergraduate students;
- walking increased for all three categories.

The negative changes however are:

- car sharing has reduced marginally for all three categories;
- bus use is down for both student groups. However, this is likely to reflect a higher proportion of the students surveyed living on campus, with 297 undergraduates and 154 postgraduates answering at Question 23 that they walk because they are resident on campus compared with 40 undergraduates and 68 postgraduates in the 2010 survey.

The overall results from the 2012 survey are extremely positive and indicate that the initiatives and measures introduced from the Travel Plan have been successful in encouraging the use of alternative and more sustainable modes of transport during the period since the 2010 Travel Survey. However, car sharing might benefit from further promotion as car sharing has decreased slightly since 2010.

IGC1 | Issue | 8 March 2013
J:\115000\115438-00\4 INTERNAL PROJECT DATA\4-12 TRAVEL SURVEYS\2012 SURVEY\REPORT\UOW TRAVEL SURVEY 2012 SUMMARY REPORT_ISSUE_08.03.13.DOCX

Page 60

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 have been 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 around 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.

Table 3 below shows the modal shares recorded in the 2005 travel survey, the targets set for 2013 and the modal shares realised from the new 2012 travel survey. The green cells in the table indicate where the 2013 targets have already been achieved or exceeded.

Mode	2005 Modal Share		Target for 2013 (+/- 2%)		2012 Modal Share	
	Staff	Student	Staff	Student	Staff	Student
Car driver	72	21	63	18	64	10
Car passenger	4	5	7	7	4	2
Public Transport	11	46	14	48	18	41
Cycle	9	5	11	6	9	9
Walk	4	22	5	23	4	37
Other	<1	1	<1	<1	2	<1

Table 2: Modal share – progress towards targets

Since 2005, journeys as car driver only have reduced from 72% (staff) and 21% (students) to 64% (staff) and 10% (students). This is a significant achievement by the University given that reducing single occupancy car use is a key element of the Travel Plan.

The car passenger target has not been achieved by staff and the car passenger percentage for students has dropped compared to 2005, but is the same as 2010. This may be attributed to the overall number of student drivers also reducing (i.e. less opportunity to get lifts).

The targets for Public Transport have been exceeded by staff but not by students, although this may reflect the increase in walking for this category.

The target for cycling has been achieved by students and staff (to within the +/- 2% threshold). The walking target has also been achieved by both groups, although the percentage for walking for staff is only half that for cycling. The 'other' target has been achieved by students but not for staff.

IGC1 | Issue | 8 March 2013

J:\115000\115438-00\4 INTERNAL PROJECT DATA\4-12 TRAVEL SURVEYS\2012 SURVEY\REPORT\UOW TRAVEL SURVEY 2012 SUMMARY REPORT_ISSUE_08.03.13.DOCX

Page 61

5 Conclusions

From the analysis of the questionnaires and the results of the 2012 travel survey, it is evident that the University has achieved or exceeded 8 out of the 12 modal share targets for 2013, which is one more than in 2010. The targets exceeded include; car driver (all), public transport (staff), walking (all) and cycling (all). This represents significant progress by the University and there have been positive advances towards the other targets.

There has been a significant reduction in single occupancy car use since the introduction of the Travel Plan as the 2012 survey shows that only 31% of all staff and students were travelling to the campus driving single occupant vehicles.

Car sharing has decreased slightly since the 2010 survey and is below the 2013 targets. For many, car travel is the most comfortable and convenient option, and the University should invest and continue to promote car sharing to increase shared car occupancy. This should particularly target staff that may require some flexibility in their arrangements but may be able to share at least some of their journeys as well as 'regular' daily commutes. Incentives and changes to the parking charges on campus for car sharers may also influence an increase in car sharing, especially by staff.

Feedback and comments from the survey indicate that there is a negative perception and experience of the bus services from both existing and potential users who currently travel in cars to the University. However, the investment and efforts made by the University in developing and improving bus services to the campus show that staff use of bus services has increased by 25% since the 2010 survey. Student use of bus services however, shows a decrease since 2010, but this probably reflects the proportion of respondents to the survey living on campus rather than being a negative reflection of the bus services.

The University should continue to work with the bus operators to build on the improvements and to manage the peak-time overcrowding issues reported on existing services and mainly on the Leamington and Kenilworth bus routes. The University should also liaise with the bus operators, the local authorities and passenger transport authority (PTA) and continue to press for improvements in the quality of vehicles, services and waiting areas off-site (bus stops). On-site improvements are also required to the waiting environment (bus stops and terminus) and the provision of bus travel information.

Cycling has increased slightly for staff and undergraduate students and the modal share target has been exceeded for both categories. The new Kenilworth cycle path to the University, opened in October 2012, has been positively received, although some users have suggested improvements to the lighting, the surface and in keeping cows off the track. If the cycle path was extended to Leamington it would most likely attract more users. There was concern about the type of cycle parking available on campus, with a number of requests for greater security (such as sheds accessed by swipe card) and greater protection for bikes from the weather.

IGC1 | Issue | 8 March 2013

J:\115000\115438-00\4 INTERNAL PROJECT DATA\4-12 TRAVEL SURVEYS\2012 SURVEY\REPORT\UOW TRAVEL SURVEY 2012 SUMMARY REPORT_ISSUE_08.03.13.DOCX

Page 62

Appendix A

Questionnaire

University of Warwick Travel Survey 2012

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

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 for two weeks from 00:01 hours on Monday, 19th November and the deadline for completion is 23:59 hours on Sunday 9th December.

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: New Apple iPad
2nd Prize: Samsung Galaxy S2 Smartphone
3rd Prize: Virgin Experience to the value of £200

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)

☐

2. What is your status at Warwick? (Please tick one option only.)

☐ Staff

☐ Undergraduate Student

☐ Postgraduate Student

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

☐ Main campus (West side of Gibbet Hill Road - e.g. Scarman, Radcliffe, Lakeside, Heronbank, Sherbourne)

☐ Main campus (Coventry side of Gibbet Hill Road - e.g. Central campus buildings)

☐ University House

☐ University of Warwick Science Park

☐ Westwood campus

☐ Gibbet Hill campus

☐ School of Life Sciences (Wellesbourne campus)

University of Warwick Travel Survey 2012

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 driver with no passengers
- ☐ Car share as driver (one or more passengers)
- ☐ Car share / lift as passenger (not taxi)
- ☐ Bus
- ☐ Cycle
- ☐ Walk
- ☐ Train
- ☐ Motorcycle / Moped
- ☐ Taxi
- ☐ Other (please specify)

☐

DEPENDENT ON YOUR ANSWER TO QUESTION 6, PLEASE ANSWER THE FOLLOWING QUESTIONS ONLY:

Car driver with no passengers / motorbike / moped	**Questions 7 to 10 and 25 to 32**
Car sharers	**Questions 11 to 14 and 25 to 32**
Bus	**Questions 25 to 32**
Walk	**Questions 23 to 32**
Train	**Questions 18 to 22 and 25 to 32**
Taxi	**Questions 25 to 32**
Other	**Questions 25 to 32**

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
- ☐ Cheapest and convenient mode of transport
- ☐ Not practical or safe to walk or cycle
- ☐ Inadequate cycle parking on campus
- ☐ No changing facilities for cyclists on campus
- ☐ Travel distance is too far to walk or cycle
- ☐ Need to do other activities before / after / during the day
- ☐ Need to do school run during journey to and from University
- ☐ Need to travel between campus sites during the day
- ☐ Need to use own vehicle to travel off site for work purposes (Staff only)
- ☐ Other (please specify)

8. What is the age of your vehicle? (Please tick one option only)

- ☐ Less than 3 years
- ☐ 3 to 5 years
- ☐ 6 to 8 years
- ☐ 9 or more years

9. What fuel type is your vehicle? (Please tick one option only)

- ☐ Petrol
- ☐ Diesel
- ☐ Hybrid
- ☐ Electric
- ☐ LPG

University of Warwick Travel Survey 2012

10. Where do you normally park your vehicle at the University? (Please tick one option only)

☐ Main campus

☐ Westwood campus

☐ University House

☐ University of Warwick Science Park

☐ Gibbet Hill campus

☐ School of Life Sciences (Wellesbourne campus)

☐ Outside University grounds

☐ Car driver drops me off at University and travels elsewhere

11. 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

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

☐ None

☐ All

☐ Some

13. Do you car share with anyone not working or studying at the University?

☐ Yes

☐ No

14. Are you a Registered Member of a formal car share scheme?

☐ WarwickShare

☐ Take a Mate

☐ Not a member

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

☐ Yes

☐ No

If yes, please state the bus service number you use

[   ]

16. 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

☐ Hearsall Common

☐ Canley

☐ Tile Hill

☐ Eastern Green

☐ St. Mary's Church, Leamington Spa

☐ Top of Parade, Leamington Spa

☐ Kenilworth

☐ Warwick

☐ Other (please specify)

[   ]

17. 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

☐ Too far to walk or cycle

☐ Difficult to park on campus

☐ Cost of parking on campus

☐ Most convenient and practical mode of transport

☐ Availability and cost of University operated bus services

☐ Inadequate cycle paths / not safe to cycle

☐ Inadequate cycle parking on campus

☐ Need to do other activities and chores before /during / after work

☐ Other (please specify)

[ ]

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

☐ Distance

☐ Cost

☐ Convenience

☐ Other (please specify)

[ ]

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

[ ]

20. How do you normally travel between home and the station given in the question above? (Please tick one option only)

☐ Bus

☐ Walk

☐ Cycle

☐ Car

☐ Other (please specify)

[ ]

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

☐ Coventry

☐ Tile Hill

☐ Canley

☐ Other

Other (please specify)

[   ]

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

☐ Bus

☐ Walk

☐ Cycle

☐ Car

☐ Other

Other (please specify)

[   ]

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

☐ Resident on campus

☐ 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)

[   ]

24. What is your (approximate) one way walking distance in metres?

[   ]

25. 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

☐ 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

☐ Other (please specify)

26. 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)

	First Choice	Second Choice	Third Choice
Shuttle bus / taxi service to nearest rail station	☐	☐	☐
More direct bus services to campus	☐	☐	☐
Pool cars available for business journeys (staff only)	☐	☐	☐
More facilities (shops, dentist etc) available at the University	☐	☐	☐
Subsidised/Discounted fares offered by the University	☐	☐	☐
Better information about bus and train services	☐	☐	☐
Improved lighting at bus shelters and paths	☐	☐	☐
Competitive or interest free loans for bus travel	☐	☐	☐
Ticket sales/information bureau on campus	☐	☐	☐
More real-time information on campus	☐	☐	☐
Availability of Smartcard/Oyster Card payment technology for bus travel	☐	☐	☐
Availability of multi operator bus pass	☐	☐	☐
Facilities to pay for bus travel through monthly salary (staff only)	☐	☐	☐
Options to pay for bus travel monthly by direct debit	☐	☐	☐
Increased parking charges	☐	☐	☐
Flexible parking charges ('pay on use')	☐	☐	☐
None	☐	☐	☐
Other	☐	☐	☐

Other (please specify)

☐

27. 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
Safe cycle routes to the campus	☐	☐	☐
Improved cycle parking at the campus	☐	☐	☐
Improved changing facilities, showers and luggage lockers for cyclists	☐	☐	☐
Cycle lockers to store a bike securely at the rail station	☐	☐	☐
Financial incentives for cyclists	☐	☐	☐
An arrangement with a nearby cycle shop to buy / maintain bicycles	☐	☐	☐
Help from Bicycle User Group (advice and support for cyclists)	☐	☐	☐
Cycling skills training	☐	☐	☐
Pool cars available for business journeys (staff only)	☐	☐	☐
More facilities (shops, dentist, etc) available on campus	☐	☐	☐
Cycle maintenance and repair facilities available on campus	☐	☐	☐
Increased parking charges	☐	☐	☐
Flexible parking charges ('pay on use')	☐	☐	☐
None	☐	☐	☐
Other	☐	☐	☐

Other (please specify)

[   ]

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

	First Choice	Second Choice	Third Choice
Help in finding car share partners with similar travel patterns	☐	☐	☐
Reserved parking on campus for car sharers	☐	☐	☐
Reduced or free parking charges on campus for car sharers	☐	☐	☐
Pool cars available for business journeys (Staff only)	☐	☐	☐
Guaranteed Lift Home in an emergency or if let down by car driver	☐	☐	☐
More facilities (shops, dentist, etc) available at the University	☐	☐	☐
Increased parking charges	☐	☐	☐
Flexible parking charges ('pay on use')	☐	☐	☐
None	☐	☐	☐
Other	☐	☐	☐

Other (please specify)

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

	Aware Of	Use
WarwickShare (staff car share)	☐	☐
Take a Mate (student car share)	☐	☐
University operated bus services	☐	☐
University Travel Card for University bus services	☐	☐
Cycle to Work scheme (staff only)	☐	☐
Connect 2 Kenilworth	☐	☐
Discounted cycle package from Albany Cycles	☐	☐
Discounted annual bus pass available through salary deduction (staff only) for National Express Coventry and Travel de Courcey services	☐	☐

30. If you need to travel to other University sites from Main Campus, what mode do you normally use?

☐ Own car

☐ Car share

☐ Public transport

☐ Walk

☐ Cycle

☐ Do not travel

☐ Other

The University is interested in receiving 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 below.

31. Comments / Suggestions

University of Warwick Travel Survey 2012

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, ID number, telephone number and e-mail 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.

32. Prize Draw

Name

University ID number

Telephone Number

E-mail Address

Appendix B

Journey Origins - Staff, Undergraduates and Postgraduates
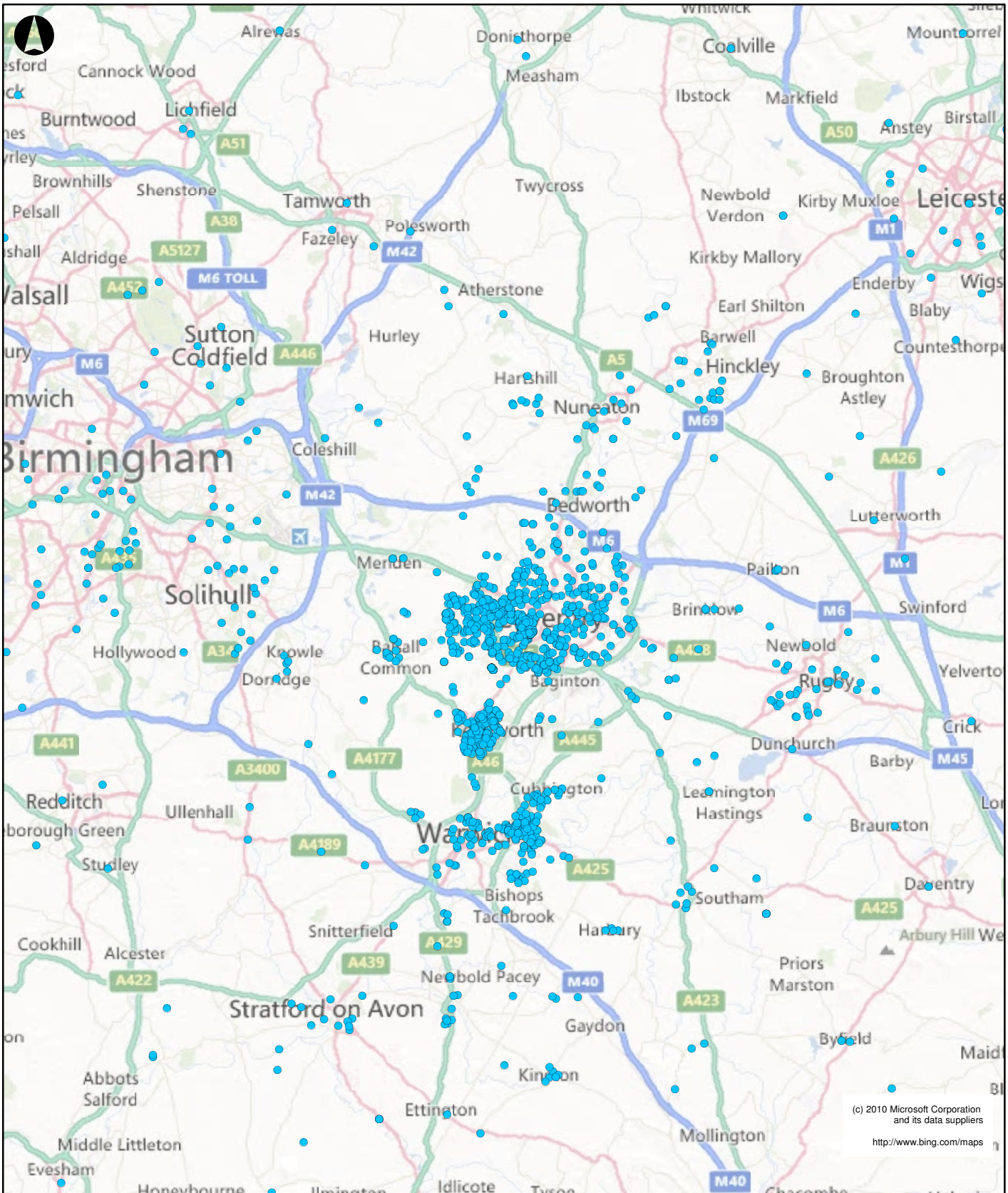
Legend

- Staff

Legend

● Undergraduate

ARUP

Metres
0   4,100   8,200   16,400

(c) 2010 Microsoft Corporation
and its data suppliers

http://www.bing.com/maps

oFileLocation

© Arup

Legend

• Postgraduate

Metres

0   4,100   8,200   16,400

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and its data suppliers

http://www.bing.com/maps

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oFileLocation

Appendix C

Location of Respondents
Without Bus Service

Client

Univeristy of Warwick

Job Title

**University of Warwick
Travel Survey 2012**

Drawing Title

**Location of Respondants Without
Suitable Bus Route - Coventry**

01	20/02/13	EP	IC	IC
Issue	Date	By	Chkd	Appd

ARUP

Scale at A4

1:50,000

Drawing Status

For Information

Job No	Drawing No	Issue
115438-00	**004**	**01**

Metres

0   625   1,250   2,500

oFileLocation

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