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Travel Plan

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Appendix A Travel Survey Summary



I Introduction

I.1 Overview

- 1.1.1 This Travel Plan has been prepared by Phil Jones Associates (PJA) to accompany the planning application for the regeneration of the Newman University campus in Bartley Green, Birmingham. The proposals will comprise the reconfiguration of the site to provide additional teaching space, student accommodation and car parking. The new accommodation will allow existing outdated accommodation and other buildings to be demolished, aiming to provide a more modern and attractive educational choice.
- 1.1.2 The regeneration and expansion of Newman University campus, which includes a significant increase in parking provision, aims to attract additional students to the university. This Travel Plan forms part of a two-pronged approach to minimise the impact of development by encouraging travel by sustainable modes and should be read in conjunction with the Transport Assessment prepared by PJA.

I.2 Aim and Purpose

- 1.2.1 This Travel Plan is a sustainable transport strategy developed for Newman University and aims to reduce the number of motorised vehicles driving to and from the site. It uses a comprehensive analysis of the site's characteristics, facilities and accessibility, as well as its users' travel patterns and proposes a package of measures appropriate to Newman University to reduce the number of car trips generated by the proposed development, whilst at the same time supporting more sustainable forms of travel.
- 1.2.2 The most recent Travel Plan for Newman University was adopted in 2010. Thus, the purpose of this report is to undertake a review of the 2010 Travel Plan recognising the many successes achieved since its introduction but also to set out a strategy to further encourage sustainable travel to and from university campus.
- 1.2.3 A number of measures implemented as part of the 2010 Travel Plan which were successful in significantly reducing the proportion of staff and students travelling by single occupancy vehicle. These include:
- Dedicated car sharing spaces within both the staff and student car parks;
 - A live bus departure board within the main reception;
 - Interest free public transport season ticket loans for staff;
 - Cycle to work scheme for staff;
 - Parking permit allocation;
 - Travel information on the website; and



- Showers and changing facilities for cyclists.

I.3 Structure of the Report

1.3.1 The remainder of the report is divided into the following sections:

- **Section 2** provides a review of the relevant national and local policy guidance;
- **Section 3** outlines the baseline transport conditions, including the local highway network and access by sustainable modes;
- **Section 4** provides an overview of current travel behaviour by staff and students and assesses the progress to targets set out in the 2010 Travel Plan document;
- **Section 5** summarises the development proposals to which this Travel Plan refers;
- **Section 6** outlines the Travel Plan aims, objectives and targets;
- **Section 7** details the Travel Plan's measures to encourage sustainable travel; and
- **Section 8** sets out how the Travel Plan will be implanted, monitored and reviewed.



2 Policy Review

2.1.1 The aim of this chapter is to highlight the policies that illustrate the importance of travel planning with regards to journeys to and from Newman University. The chapter summarises the relevant national, regional and local policy to travel and transport as well as current best practice.

2.2 National Planning Policy Framework (2012)

2.2.1 The National Planning Policy Framework (NPPF) was published in March 2012 and sets out the Government's planning policies for England and how these are expected to be applied to achieve sustainable development. The NPPF replaces the previous policy guidance contained within PPS 3 - Housing and PPG 13 - Transport.

2.2.2 The core planning principles, which are set out on pages 5 and 6 of the NPPF, set out the Government's overarching roles that the planning system ought to play. One of the principles being to:-

"Actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable."

2.2.3 Policies aimed at promoting sustainable development are covered by Paragraphs 29 to 41 of the NPPF with Paragraph 35 stating that:

"Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people."

2.2.4 Paragraph 36 recognises that a key tool to facilitate this will be a Travel Plan. All development which generate significant amounts of movements should be required to provide a Travel Plan. Indeed, the NPPF emphasises the importance of a long-term management strategy to deliver sustainable transport objectives through action appropriate to the organisation. These measures and actions are articulated in a Travel Plan document that is regularly reviewed.

2.3 West Midlands Local Transport Plan 3 (LTP), 2011 - 2026

2.3.1 The LTP is a statutory document which looks at the transport needs of the West Midlands and sets out a strategy to meet those needs through short, medium and long term transport solutions.

2.3.2 The LTP sets out how the transport network can play its part in the transformation of the West Midlands economy. It demonstrates how this will bring real benefits to people through its contribution to economic revival, creation of jobs, improved accessibility, improved local and national connections by road and rail and better quality of life.



2.3.3 The document emphasises that in order to improve journey time reliability and experience, and to smooth traffic flows, supporting interventions are needed to take pressure off highway locations that suffer severe congestion at busy times. Categorised as ‘Smarter Choices’, the LTP lists ‘Workplace Travel Plans’ as a tool to further raise awareness of alternatives to single occupancy car use. Evidence collected by West Midlands County Council shows that a change in travel behaviour can deliver the following important benefits:

- Reduce modal share of car and increase modal share of public transport, walking, cycling and car sharing;
- Reduction in the overall number of car trips; and
- Change in the timing of travel, in particular a reduction in car travel during periods of peak traffic volumes.

2.4 Birmingham Development Plan

2.4.1 The Birmingham Development Plan will set out the statutory planning framework to guide decisions on development and regeneration in Birmingham until 2031. Once completed it will replace the majority of the Unitary Development Plan (UDP) for Birmingham 2005. The 'Pre-Submission Draft Document' was approved by Full Council on 3rd December 2013 and was submitted to the Secretary of State for examination on 1st July 2014.

2.4.2 With regard to Birmingham City Council’s efforts to ensure a sustainable future, the Birmingham Development Plan will adhere with the objectives and targets set out in the West Midlands Local Transport Plan 3.

2.4.3 In addition, the Birmingham Connected White Paper, launched on 13 November 2014, is directly linked to the Birmingham Development Plan. The vision of Birmingham Connected is *“to create a transport system which puts the user first and delivers the connectivity that people and business require.”* The core objectives of Birmingham Connected include greater efforts to reduce the impacts of air and noise pollution, greenhouse gas emissions and energy consumption.

2.5 Best Practice

The Essential Guide to Travel Planning (2008)

2.5.1 *‘The Essential Guide to Travel Planning’* is a document prepared by the Department for Transport (Dft) and provides guidance on successful travel planning strategies and initiatives in the workplace. The document shows that travel plans often involve only limited capital expenditure as they concentrate on improving existing travel choices and give incentives to use more sustainable travel instead of the private car. Measures to support walking, cycling, public transport and car sharing are reinforced with promotion of specific travel initiatives and by the management of car parking.



2.5.2 The document also demonstrates that travel plans bring benefits beyond traffic reduction. It is acknowledged that successfully implemented travel initiatives can reduce staff travel stress and improve punctuality. Thus, a strategy that successfully manages the travel demand by the university can result in lower environmental impact, significant reduced costs and increased productivity.

ACT TravelWise

2.5.3 Act TravelWise was formed in 2008 from a merger of The Association for Commuter Transport (ACT) and the National TravelWise Association (NTWA). It forms a network for organisations that actively promote sustainable transport and mobility. With an emphasis on awareness raising for sustainable travel, the initiative seeks to reduce single car occupancy and encourage people to change the way they travel.

EcoCampus

2.5.4 EcoCampus is a national Environmental Management System (EMS) and award scheme for the higher education sector. The scheme allows universities to be recognised for addressing key issues of environmental sustainability, including carbon reduction.

2.5.5 EcoCampus is closely aligned to ISO 14001, the international environmental management system (EMS) standard and BS 8555 the British guidance standard. EcoCampus will also benchmark environmental improvement. When an institution has achieved a certain level of environmental improvement it will be, subject to external verification, given an EcoCampus award.

2.5.6 Newman University has been awarded a Gold Award from EcoCampus in September 2014 and is now looking forward to achieving the Platinum Award in the near future.

Company TravelWise

2.5.7 As part of the Birmingham City Council, Company TravelWise is a tool which provides free support for employers with a sustainable transport agenda. The aim of Company TravelWise in Birmingham is to help employers work with their employees to improve travel choice and provide alternatives to the car, most notably for the journeys to work. A summary of the benefits associated with the initiatives implemented by Company TravelWise is outlined below:

- Promote sustainability;
- Promote cycling and walking;
- Help reduce local pollution;
- Improve people's health; and
- Reduce the demand for parking.



3 Existing Conditions

3.1 Overview

3.1.1 This section provides a summary of the existing conditions of the site and assesses the sustainability of the campus in relation to its accessibility to sustainable modes of transport and the surrounding highway network.

3.2 Site Location

3.2.1 The proposed development site, shown in Figure 3-1, comprises the existing buildings of Newman University and is located in the residential area of Bartley Green, approximately 10km southwest of Birmingham City Centre.

3.2.2 The site is bounded to the north-west, north and east by the local residential area of Bartley Green, to the south-west by Genners Lane and King Edward VI Five Ways School and to the south by Cromwell Lane.

Figure 3-1: Site Location





3.3 Existing University Characteristics

- 3.3.1 The university currently accommodates 2,377 Full Time Equivalent (FTE) students and circa 320 FTE staff. The university's population previously peaked at 3,000 FTE students, although in recent years this has declined. The proposals seek to return the university to its previous peak through the regeneration of the campus.
- 3.3.2 The university's halls of residence currently accommodate 183 students, however it is noted that these are of poor quality and will gradually be phased out as the proposed student accommodation is constructed.
- 3.3.3 The university provides access to an on-site gym and a range of sport facilities that offer opportunities for a healthy lifestyle and is available for use by both students and the local community. St Mary's Chapel is located in the centre of the campus. In addition, a refurbishment of the campus was completed in 2013, including a new library, art-works and the St Chad building.

3.4 Access

- 3.4.1 The site currently benefits from three vehicular access points, all of which form a priority junction with the public highway:
- Access to the staff car park via Cromwell Lane;
 - Access (In only) to the student car park via Genners Lane;
 - Egress (out only) from the student car park to Genners Lane.
- 3.4.2 There is a further separate minor access to the university's halls of residence on Genners Lane, opposite the junction with Field Lane. This access is to be closed as part of the development proposals.

3.5 Car Parking

- 3.5.1 The site wide parking provision is currently 265 spaces divided between an eastern staff /visitor car park providing 124 spaces and a western student car park providing 141 spaces.
- 3.5.2 Bartley Green Sailing Club Car Park, providing capacity for 66 vehicles, is also available for students to park between 08:30 – 17:30 on Monday, Tuesday, Thursday and Friday, and between 08:30 – 13:00 on Wednesdays.
- 3.5.3 Use of the staff and student car parks, and the sailing club car park, is controlled on a permit basis, although there is not understood to be a limit on the number of permits issued and spaces are available on a first-come, first-served basis.



3. Existing Conditions

- 3.5.4 It is not considered that it would be appropriate to limit the number of permits, as students are often only on campus for a short period which could result in under-utilisation of the car park. Residents at the university's student accommodation are not permitted to park on campus.
- 3.5.5 18 parking spaces within each of the student and staff car parks are designated for car sharers.
- 3.5.6 The university instructs that students at the halls of residence are not permitted to bring cars to campus; this is a longstanding initiative to reduce parking demand. A recent survey conducted by the accommodation manager found that only 12% of students owned cars (based upon a 37% response rate of 183 residents), which is considered to be low given the location and is indicative of the success of the university's stance towards resident parking.
- 3.5.7 It is noted that the current parking provision is over-subscribed, with students and staff parking on local streets including Cromwell Lane and Genners Lane.

3.6 Walking

- 3.6.1 There is a continuous footway with street lighting present on both sides of Genners Lane that provide direct access to the university premises. In the immediate vicinity of the site the footways are approximately 2m wide and are segregated from the carriageway by a grass verge. There is a dropped kerb crossing point where Genners Lane meets Cromwell Lane to facilitate pedestrian crossing.
- 3.6.2 The urban walking route planner walkit.com is promoted on the Newman University website [<http://www.newman.ac.uk/map/838>] and allows students to plan their journeys to and from the campus. This online route planner enables the user to get a walking route between two points that includes journey time, calories burned, step count and carbon saving.

3.7 Cycling

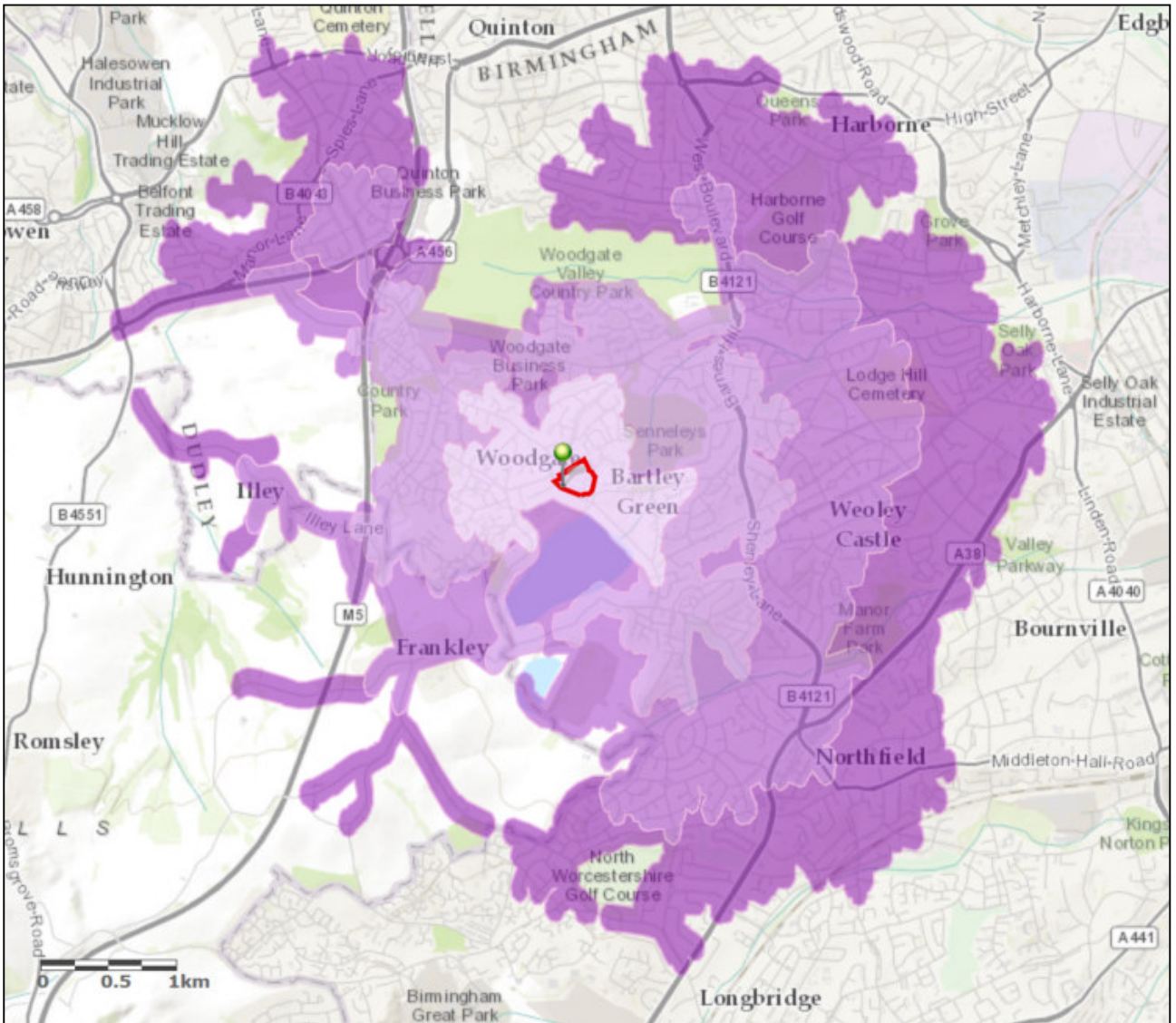
- 3.7.1 Figure 3-2 on the next page indicates that the following residential areas are all accessible within a 20 minute cycle ride from the university campus:
- Quinton;
 - Harborne;
 - Weoley Castle;
 - Frankley; and
 - Northfield.
- 3.7.2 Some areas known to be popular with Newman university students such as Selly Oak do however fall outside of a 20-minute cycle catchment.



- 3.7.3 A number of quiet roads in the vicinity of the site encourage journeys to and from the campus to be undertaken by bike and, hence, offer a potential substitute for short car trips. Cycle racks are available on the university campus. Showers and changing facilities for cyclists are provided on-site.
- 3.7.4 As part of the university's efforts to encourage staff members to cycle to work, Newman University provides the opportunity to apply for a 'Cycle to Work' cycle purchase scheme. This Cycle to Work Scheme is part of the national Cycle to Work Initiative established by the government to encourage more people to travel to work by bicycle. It enables employees to purchase a bike tax-free, saving on average about half the cost.
- 3.7.5 The existing road network encourages leisure trips to be undertaken by bike with local routes departing from Cromwell Lane at the south-eastern boundary of the site towards and across Senneleys Park. In addition, there is an off road unsurfaced walking and cycling route to the east of the site which runs in a north-south direction between Cromwell Lane and Middle Acre Road.



Figure 3-2: Cycle Isochrones (5/10/15/20 minutes)



3.8 Public Transport Accessibility

Bus

3.8.1 As part of Newman University's initiative to be a greener campus, it is encouraged that people travelling to and from the university campus make use of the existing public transport services where possible. As such, the university offers a *Company TravelWise* scheme, which allows staff members access to a discounted public transport season ticket, payable monthly via an interest free loan through the payroll system. Students are encouraged within the welcome packs to make use of public transport services as they benefit from up to date travel information provided online and on live bus departure boards provided next to the main reception.



- 3.8.2 The nearest bus stops are located on Genners Lane adjacent to the student car park access and on Cromwell Library adjacent to the main entrance. These stops provide shelters and real time information and are serviced by the 002, 18, 21 and X64 routes. Further bus stops are located on Adams Hill and Jiggins Lane approximately 200m north-west to the site and are serviced by the 22. The routes offer regular services to Birmingham City Centre and other local residential areas, the details of which are summarised in Table 3-1.
- 3.8.3 It has previously been acknowledged by the university and Centro that the campus is poorly served at certain times of day on certain routes, in particular towards catchment areas to the north west of Birmingham (e.g. Sandwell, West Bromwich).

Table 3-1: Bus Routes passing in vicinity of Newman University

Service	Route	Peak Hour Frequency	Operating Hours
002	Merry Hill – Weoley Castle	Every 15-20 minutes	06:51 – 19:59
18	Yardley Wood – Bartley Green	Every 3 – 9 minutes	06:07 – 23:27
X64	Birmingham – Bartley Green	Every 7 – 12 minutes	05:14 – 23:54
22	Wood Lane - Birmingham	Every 10 – 20 minutes	00:25 – 23:44
202	Halesowen – Bromsgrove	Every 60 minutes	07:10 – 18:00

Rail

- 3.8.4 In addition to the bus services outlined above, Northfield railway station is located approximately 3.2km south to the site and is accessible via bus service 18. However, for journeys to and from campus, Newman University recommends using the X64 service to University railway station, which is situated on the Cross-City Line operated by London Midland and runs from Redditch to Lichfield via Birmingham New Street at a 10-minute frequency.
- 3.8.5 Students at Newman University are eligible for the Student network card which is valid on the bus, train and Metro giving unlimited travel throughout the West Midlands County.

3.9 Access to Local Amenities

- 3.9.1 The site is well located to encourage journeys to be made by sustainable modes of transport as it is within close proximity of a number of existing leisure and local retail facilities within Bartley Green.
- 3.9.2 A convenience store is located at the junction of Jiggins Lane and Genners Lane approximately 250m north of the university campus and offers a range of products to satisfy everyday needs. Bartley Green Shopping Centre is located approximately 650m west to the campus and offers a range of retail and entertainment services. In addition, five supermarkets are located within 2km walking or cycling distance from the university campus. There are three GP surgeries that are located within 10-15 minutes walking distance of the campus.



3. Existing Conditions

- 3.9.3 The good access to public transport means that larger retail centres and entertainment services in Selly Oak, Northfield or Birmingham City Centre are within easy access by bus and train services.
- 3.9.4 In addition, Newman University offers a wide range of on-site services ensuring that staff and students can live and work in close proximity to essential amenities without the needing to travel off-campus. On-site amenities include the Sanctuary Cafe and the Atrium Café which offer hot and cold food all day, a crèche, as well as a Chapel and multi-faith prayer room.
- 3.9.5 Newman University also provides multiple entertainment and leisure activities on site. The Sports Centre facilities are accessible to students, staff of the university and also the local community. In addition, the Bartley Reservoir located approximately 200m south to the site and the Senneleys Park located approximately 500m east to the site provide access to recreational space accessible by foot or bike.

Summary

- 3.9.6 In summary the site is in a sustainable location although located towards the periphery of Birmingham. Significant opportunities exist to maximise travel by sustainable modes, primarily by bus although it is acknowledged that services are lacking from some areas. The good access to public transport services on a number of routes and as detailed further in Section 4 the university's efforts to promote more sustainable travel have reduced the need to travel by car.



4 Current Travel Patterns

4.1 Introduction

4.1.1 This chapter describes the current travel patterns of staff and students at Newman University. The existing mode share and survey results are a crucial indicator for potential travel plan initiatives.

4.2 Mode Share

4.2.1 The existing modal split journeys to the university has been determined using two methods:

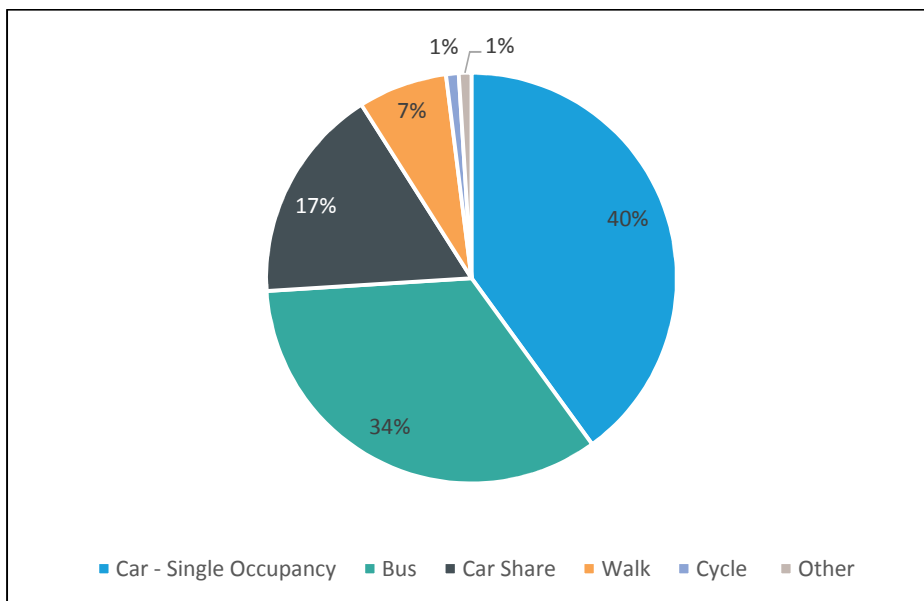
- On campus interview surveys on Tuesday 1st December 2015; and
- An online survey distributed on Wednesday 2nd December 2015.

4.2.2 Sample questionnaires and a summary of responses are provided in **Appendix A**. The interview surveys solely provided the means of travel to campus, whilst the online survey also requested additional detail regarding reasons for choice of travel.

Student Travel Survey

4.2.3 A total response rate of 29% of FTE students was achieved through the surveys. The main mode of travel used by students has been identified from the travel surveys and is summarised in Figure 4-1 below.

Figure 4-1: Main Mode of Travel to Campus - Students



4.2.4 The results of the travel survey indicate that 40% of students currently drive to campus with a further 17% indicating that they car share as a driver or passenger. Public transport accounted for



4. Current Travel Patterns

35% of all journeys to campus by students whilst walking and cycling accounted for the remaining 8% of trips.

Progress against targets

4.2.5 In order to analyse the survey results outlined above, a comparison has been made with targets set out in the 2010 Travel Plan. The travel plan document acknowledged that there were significant barriers to achieving a change in travel behaviour as many users were recorded to choose to drive to the university campus. As a result, a range of travel plan initiatives were identified, a selection of which has been introduced by Newman University during the past five years, including:

- Live bus departure boards in reception;
- Car sharing spaces in the student car park;
- Crèche facilities and café shop; and
- Travel information provided online and within induction/welcome information packs.

4.2.6 In order to assess the successful implementation of these initiatives, Table 4-1 below indicates the changes in travel behaviour of students over the past five years.

Table 4-1: Travel Plan Survey Results & Targets (2010) and Mode Share 2015 - Students

Mode of Travel	2010 Travel Plan Survey	2010 Travel Plan Targets	2015 Mode Share
Single Occupancy Vehicle (SOV)	64%	49%	40%
Car share (driver or passenger)	10%	11%	17%
Walk	9%	10%	7%
Cycle	0%	9%	1%
Bus	13%	17%	34%
Other (including train)	4%	4%	1%

4.2.7 Comparing the 2010 Travel Plan results with the latest mode share data it becomes evident that the key target to reduce the usage of private cars among students has been exceeded. The 24% decrease in private car use corresponded with a 7% increase in car sharing and a shift to more sustainable modes of transport. Indeed, the past five years have seen a 21 percentage point increase in the number of students using bus services (from 13% to 34%). The number of students cycling to campus has increased by 1 percentage point, whereas walking as a mode of transport has decreased by 2 percentage points.

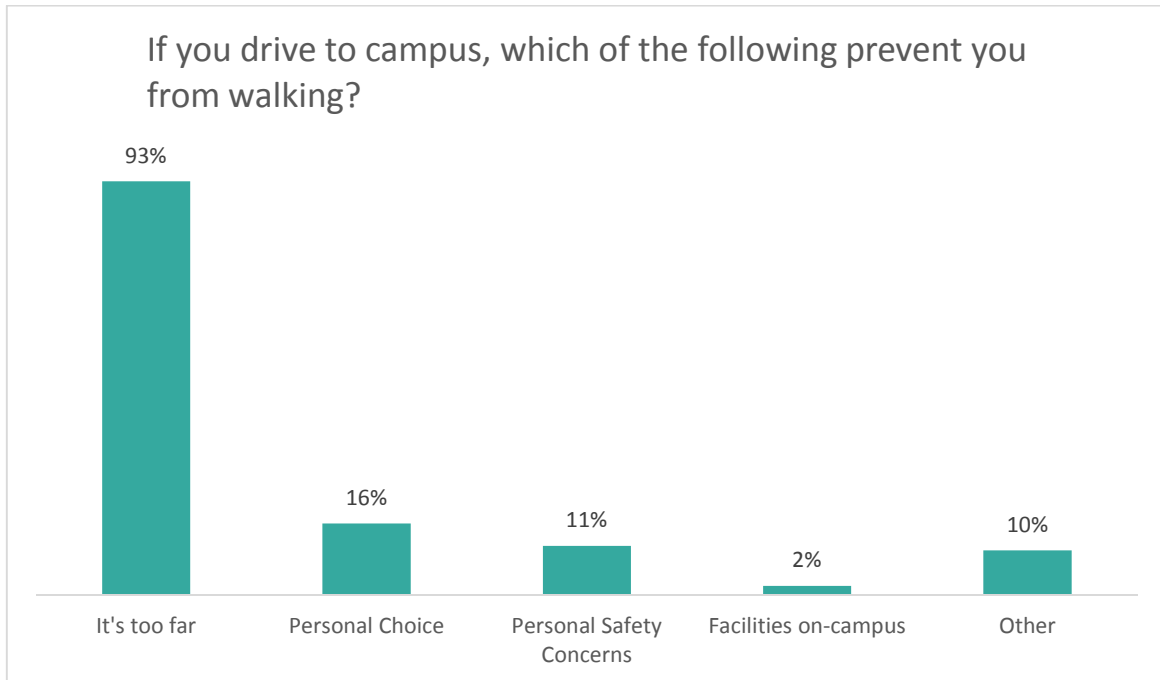
4.2.8 The high proportions of journeys by public transport can be accredited to the successful implementation of travel plan measures introduced in 2010. These measures include improved



provision of travel information as well as the accessible location of the university campus in relation to local bus routes in vicinity of the site.

- 4.2.9 In order to consider how the SOV mode share could continue to decrease, students at the university were asked to identify the reasoning behind their choice of driving to campus, the results of which are illustrated on Figure 4-2, Figure 4-3 and Figure 4-4 below.

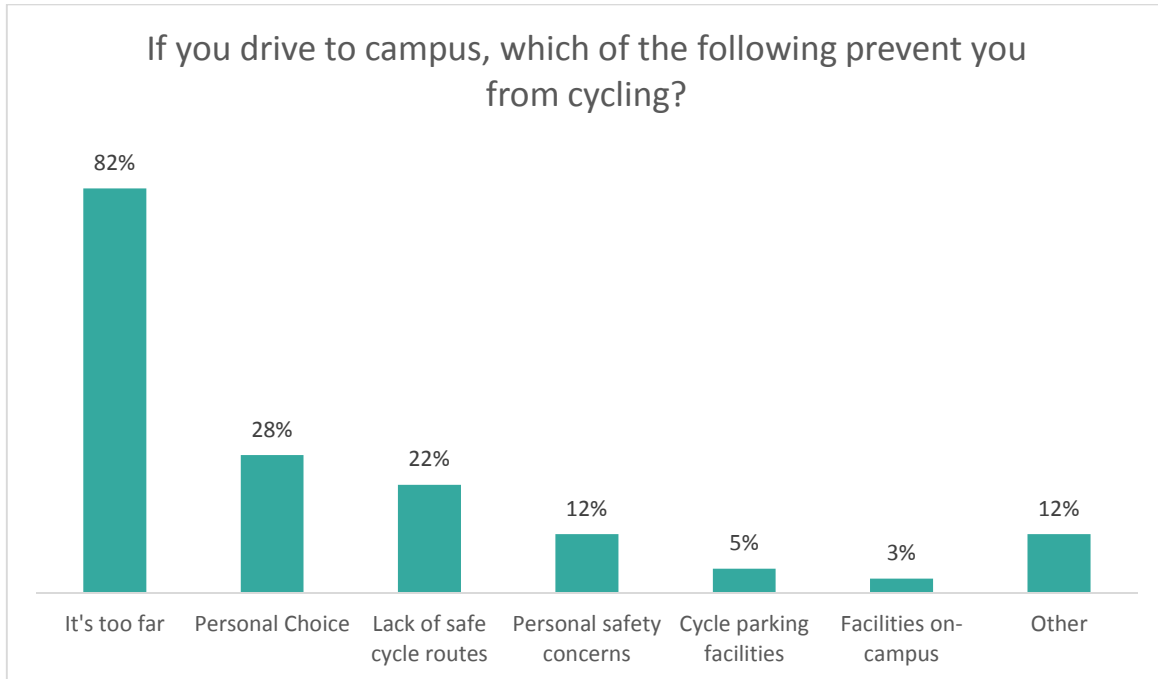
Figure 4-2: Reason for not walking



- 4.2.10 The results in Figure 4-2 indicate that the major reason for students to drive to Newman University campus instead of undertaking their journey on foot is the distance travelled from home. Indeed, 93% of students indicated that they currently live too far away from the campus in order to walk to university and a further 16% argued that it is their personal choice not to walk. 11% of students indicated that they had personal safety concerns and a further 2% argued that the facilities on-campus did not encourage them to walk to university. The majority of reasons categorised as 'Other' included students performing school runs and drop-offs before travelling to university.



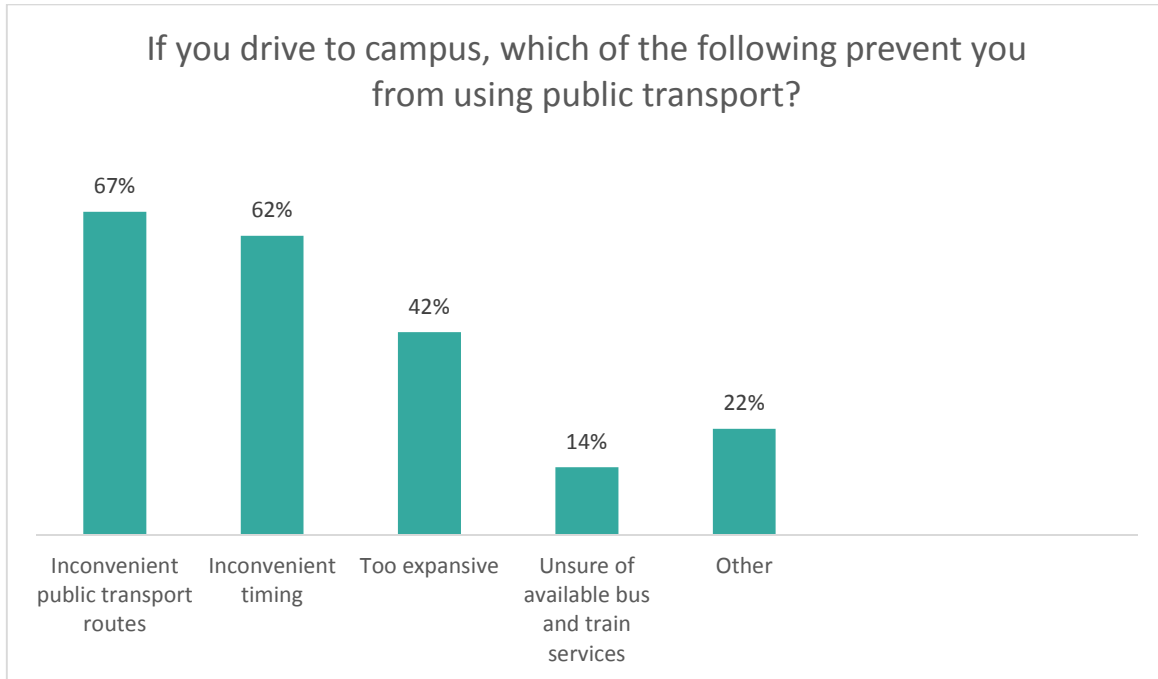
Figure 4-3: Reason for not cycling



4.2.11 The results in Figure 4-3 indicate that the majority of students consider the distance between their home and university too far for journeys to be undertaken by bike. In addition, a further 22% raised concerns about the lack of safe cycle routes and a further 12% mentioned personal safety concerns as their reason to drive to work rather than ride a bike. A total of 8% indicated that the current provision as well as location of cycle facilities were discouraging them to use their bike as a mode of transport to and from campus. In addition, the carrying of resources and supplies to university as well as not owning a bike have been mentioned as major obstacles to undertaking the journey to campus by bike.



Figure 4-4: Reason for not using public transport



4.2.12 The results in Figure 4-4 demonstrate that the majority of students currently driving to work find the existing public transport routes inconvenient (67%) and argued that the routes depart or arrive at inconvenient times (62%). A further 42% considered travelling by public transport too expensive, whereas 14% were unsure of available bus or train services to and from campus.

Measures to encourage sustainable travel

4.2.13 Students who drove to the site were also asked to identify what measures would encourage them to switch to travelling to the university by bus, train, on foot, and bicycle. The top three choices for each mode are summarised in Table 4-2 below.

Table 4-2: Measures to encourage journeys to campus by sustainable modes – Students

Mode	Measure 1	Measure 2	Measure 3
Walk & Cycle	Free bike loans to students	Improved cycle racks and facilities	Information on safe walking and cycling routes
Public Transport	More frequent services	Free transport	Improve train to bus connections

4.2.14 It is acknowledged that the successful implementation of previous travel plan initiatives has not yet led to a desired increase in the proportion of students walking and cycling to campus. This is primarily due to the distances involved being beyond the maximum walking and cycling thresholds. Those students who consider cycling as an alternative mode to the private car would be encouraged to do so if provided with a free bicycle, information on safe cycle routes and a better cycle facility provision on-campus.



4. Current Travel Patterns

4.2.15 The objective of the future years should be to pick up the positive trend in changing travel behaviour among students and increase the number of students walking and cycling to campus. The information provided in Table 4-1 has therefore been used to influence the travel plan initiatives that are detailed in Section 7.

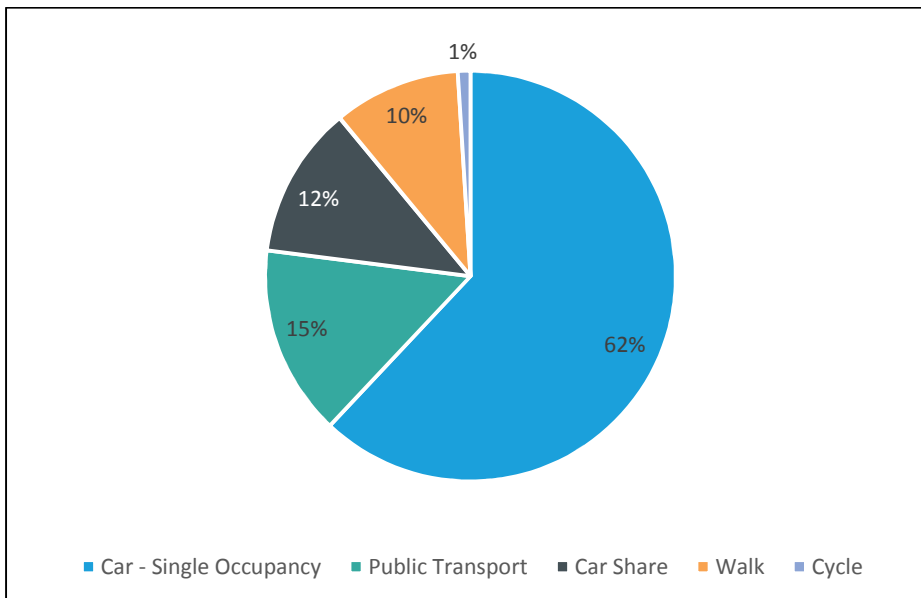
Staff Survey

4.2.16 A total response rate of 59% of FTE staff was achieved through the surveys, which is considered to be sufficient to be representative of university staff travel patterns.

Existing Travel Behaviour

4.2.17 The main mode of travel used by staff has been identified from the travel surveys and is summarised in Figure 4-1 below.

Figure 4-5: Main Mode of Travel to Work - Staff



4.2.18 The results of the travel survey indicate that 62% of FTE staff currently drive to campus with a further 12% indicating that they car share as a driver or passenger. Public transport accounted for 15% of all journeys to campus by staff whilst walking and cycling accounted for a further 10% and 1% of all trips respectively.

Progress against targets

4.2.19 A comparison with the target set out in the 2010 travel plan document is outlined in Table 4-3. The results indicate that the existing mode share of staff members travelling to Newman University compares favourably with the survey results from 2010, with a lower percentage of



staff members travelling to campus by car (62% compared to 70%). In addition, the number of staff using car sharing as a method of travel to and from campus has increased by 4%.

Table 4-3: Travel Plan Survey Results & Targets (2010) and Mode Share 2015 - Staff

Mode of Travel	2010 Travel Plan Survey	2010 Travel Plan Targets	2015 Mode Share
Single Occupancy Vehicle (SOV)	70%	53%	62%
Car share (driver or passenger)	8%	15%	12%
Walk	10%	10%	10%
Cycle	1%	4%	0%
Bus	10%	17%	13%
Other (including train)	1%	1%	3%

4.2.20 The recent mode share targets for car use demonstrate that the university has managed to achieve half of the single occupancy vehicle travel target for staff. These achievements can be accredited to a selection of travel plan initiatives that were successfully implemented in the past five years, a summary of which is outlined below.

- Car sharing spaces;
- Company *TravelWise* season ticket purchase for staff;
- Cycle to Work cycle purchase scheme for staff; and
- Showers and changing facilities on site.

4.3 Summary

4.3.1 Based on the findings from the travel surveys and parking accumulation the following key points have been identified:

- Significant improvement in mode share towards sustainable modes, particularly bus;
- Travel Plan targets from 2010 have been exceeded for students and partly met for staff;
- A number of key initiatives have succeeded in encouraging sustainable travel;
- The proportion of students walking or cycling remains low, a number of reasons have been identified for this.

4.3.2 Section 7 introduces the Travel Plan initiatives which Newman University will progress or build upon in order to encourage those staff and students who have a viable alternative to single occupancy vehicle car use, to change their travel behaviour.



5 Proposed Development

5.1 Overview

5.1.1 The development proposals comprise a phased regeneration that is proposed to improve the quality of the campus and its facilities. Student numbers have declined from a peak of 3,000FTE in recent years. As such, the proposals seek to return the university to its previous levels of student intake over a 5 – 7 year period, this is intended comprise the following key elements:

- Three new student accommodation blocks providing 298 bedrooms;
- Extension to the ‘Sturge’ building to provide new teaching space;
- Refurbishment of existing offices and teaching space;
- Demolition of existing buildings and change of use of some student accommodation to academic space;
- Reconfiguration of the site to provide an additional 85 (32%) parking spaces overall.

5.2 Staff, Student and Resident Numbers

5.2.1 It is currently understood that 2,377 FTE students attend the university. The proposed redevelopment will help facilitate the forecast increase in student numbers to 3,000 FTE, an increase of 623 FTE (26%). It should be noted that the university would not be expanding beyond historical student numbers from recent years, but the regeneration is instead intended to return the campus to its previous intake.

5.2.2 The university currently employs circa 320 FTE academic and academic support staff. Staffing requirements are forecast to increase by one employee per 20 additional students, therefore requiring 31 additional staff bringing the total to 351 FTE.

5.2.3 The halls of residence are under-subscribed, although currently accommodate 183 students. The proposals will eventually phase out the existing accommodation to provide 298 bedrooms, an increase of 115 students.

5.2.4 The overall increase in staff, students and residents is shown in Table 5-1.

Table 5-1: Existing and Proposed Staff, Students and Residents

Type	Existing (FTE)	Proposed (FTE)	Increase (FTE)	% Change
Students (inc Residents)	2,377	3,000	623	26%
Staff	320	351	31	10%
Residents	183	298	115	63%



5.3 Proposed Parking Provision

- 5.3.1 The site wide parking provision is currently 265 spaces, at the end of the redevelopment programme the site will provide a total of 350 spaces, and increase of 85 (32%). The proposed layout has been designed to maximise the available parking provision whilst maintaining key areas of landscaping, as there is currently a shortfall with students parking on nearby residential streets or in the sailing club car park.



6 Travel Plan Aims, Objectives and Targets

6.1.1 As described in the previous chapters the university has a limited parking supply. This TP will provide a ‘two-pronged approach’ of providing additional parking and encouraging sustainable travel to and from campus.

Travel Plan Aims

6.1.2 The principle aim of this travel plan is to build upon the success of the previous travel plan and to further increase the proportions of staff, students and visitors using sustainable modes to commute to and from the Newman University campus. The plan will support the future expansion of the University by increasing travel choices of students, staff and visitors.

Travel Plan Objectives

6.1.3 A number of initial objectives for the Travel Plan have been set which will assist in achieving the aims of the document. The results of the travel survey will be used to refine these objectives to ensure that they are tailored to the patterns of student and staff travel at the University.

Figure 6-1: Travel Plan Objectives, 2015

The key objectives of the Travel Plan are to:

- Encourage and promote sustainable travel choice through increasing walking, cycling and use of public transport for users of Newman University;
- Manage on-site parking capacity in an effective manner to prevent overspill parking onto local roads;
- Limit the need for single occupancy car travel by staff, students and visitors;
- Improve travel choices for students, staff, and visitors travelling to and from the university;
- Encourage more sustainable ways of working;
- Encourage the use of, and promote the health benefits of utilising more sustainable means of transport; and
- Provide incentives and disincentives for users of a site to achieve these objectives.



Travel Plan Targets

- 6.1.4 In order to measure progress towards the objectives detailed above, mode share targets have been developed to reduce the need to travel to and from the campus by single occupancy vehicle.
- 6.1.5 In response to the travel survey results the Travel Plan sets out the following targets which have been selected based on the reasoning that they are measurable over the duration of the target and linked to the overall objectives of BCC's planning policy.

Figure 6-2: Travel Plan Targets

Travel Plan Targets

- An additional 10%pt reduction in the percentage of students travelling by car alone to the university campus by 2021 – i.e. a reduction from 40% to 30%;
- An additional 7%pt reduction in the percentage of staff travelling by car alone to the campus by 2021 – i.e. a reduction from 62% to 55%
- A combined mode share of 15% for students walking and cycling to campus by 2020 – an increase of 7%pt from the current 8% mode share.



7 Travel Plan Measures

7.1.1 The Travel Plan proposes a range of initiatives to achieve the mode share targets discussed in Section 6 and are considered appropriate to the operation of Newman University.

TravelWise

7.1.2 A key element of the Travel Plan for Newman University will be a continuation of efforts to affiliate to Birmingham TravelWise. As mentioned above, TravelWise is a national scheme to encourage people to think about the impact that their daily journeys have on the environment, their community and on their own health. A successful working partnership with TravelWise will further reduce the need to travel to and from university by car with the aim of:

- Helping to reduce local pollution;
- Reducing local road congestions;
- Improving people's health;
- Improving the local environment through cleaner air and lower noise levels; and
- Helping to reduce the demand for parking which can free up land for other purposes.

7.1.3 Affiliation to TravelWise offers a number of benefits including:

- Discounted annual travel passes for bus, rail and metro;
- Discounted bicycles and motor scooters;
- Access to online journey sharing website;
- Provision of public transport information and timetables;
- Information on safe walking and cycling routes;
- TravelWise noticeboards sponsored by Centro;
- Staff travel awareness sessions; and
- Advice and support for travel surveys.

7.1.4 As mentioned in Section 3, Newman University has successfully implemented a Company TravelWise scheme that allows staff to have a discounted annual travel card without the initial outlay of the full cost of the card.

Travel Plan Awareness Strategy

7.1.5 It is essential to the success of the Travel Plan that staff, students and visitors of Newman University are provided with the relevant information relating to possible alternative travel choices. Marketing the Travel Plan will be an ongoing task for University staff to ensure interest



and awareness is maintained throughout the life of the Travel Plan to maximise the opportunities to achieve a shift to sustainable travel.

- 7.1.6 Various methods of communication with staff, students and visitors are required to ensure that a coordinated travel awareness campaign is undertaken and information relating to the Travel Plan measures is properly disseminated. These methods are summarised in the following section.

Student / Staff Inductions

- 7.1.7 Students and staff will be informed of the travel plan and the range of sustainable travel options available to them through their induction materials. This will help to encourage sustainable travel from first entry into the university system, before the habit of travelling by car has formed.

Website

- 7.1.8 As detailed previously a university specific section on travel information will be established on the university website when the development of the university extension is completed. The website will provide interactive mapping of the local area, links to travel information and date and time specific journey planning on foot, bicycle and public transport. A copy of the Travel Plan, subsequent monitoring reports, and travel resources such as the plans showing public transport journey times to the campus or cycle routes etc. should also be provided on the university website so that staff and students can be informed of the targets, measures and progress of the plan.
- 7.1.9 In addition, a specific travel plan email address will be set up, which will allow comments or queries by staff or students regarding the Travel Plan and the site's facilities to be forwarded to the travel plan coordinator.

Personal Journey Planning Advice

- 7.1.10 Personal Journey Planning is an established method of encouraging people to make more sustainable travel choices in favour of single occupancy vehicles use. This is achieved through the provision of information, incentives and motivation directly to individuals to help them make more informed travel choices.
- 7.1.11 Personal journey planning can mostly be provided online utilising existing tools that are available through the TravelWise website. Details of these will be provided in student handbooks and via email, particularly at the start of the academic year.
- 7.1.12 A number of mobile apps are available which will also be promoted via student handbooks and email, these include www.betterpoints.uk where points can be used for sustainable travel journeys which can be used for benefits. Other apps are available such as London Midland and National Rail which provide live information for local and national train services.



E-newsletter

- 7.1.13 Emails are the easiest, quickest and cheapest way to inform staff and students of proposed activities in the run up to an event and information about travel plan measures when they are implemented. Emails will also be used to relay information related to improvements to facilities, upcoming campaigns, events and promoting policies that support sustainable travel.
- 7.1.14 As detailed previously a bespoke travel plan email address has been set up which will provide staff and students with a direct line of communication to the Travel Plan Coordinator to discuss any sustainable travel issues.

Car Share Strategy

- 7.1.15 This strategy is aimed at staff and students for whom the journey by car is the only viable option but are able to pick up a colleague or another student on the way.
- 7.1.16 Newman University has already introduced 18 reserved staff car parking spaces for car sharers and 18 parking spaces on the student car park for car sharers. The university website informs staff and students about opportunities to join a car sharing group via the website www.liftshare.com. In line with the university's commitment to become a greener campus, Newman encourages all staff and students to use alternative modes of transport (through the TravelWise scheme) and will continue to work with Birmingham City Council to achieve this through the development of this Travel Plan.
- 7.1.17 Often potential car sharers are worried about who they may be picking up or sharing a lift with. In order to address this Newman University will organise and host a coffee morning to encourage staff to talk to each other and find out if they can find a match for car sharing.

Sustainable Travel Month

- 7.1.18 Research has shown that the month of October is usually the busiest time of the academic year with students who are on work placements for large parts of the year all being on campus for lectures. It is suggested that the University seeks to promote a sustainable travel month with a focussed attempt to encourage sustainable travel in this period. The following measures to promote sustainable travel could be considered:
- E-mail newsletters regarding the sustainable travel month;
 - Discounted or free hot drinks to those who arrive by sustainable modes;
 - Free bicycle checks on-campus;
 - Promotion of bus season ticket student offers.



Parking Strategy

- 7.1.19 Car parking on the University premises is limited. If students have to travel by car, the vehicle must be registered with the University and a free parking permit for the Student Car Park will be issued.

Public Transport Strategy

- 7.1.20 The results of the travel survey indicated that the greatest barriers to increased public transport use are often cited as inconvenience and cost. Whilst it is likely to be beyond the scope of the travel plan to provide dedicated university bus services or amend the routings of existing services, the provision of personalised travel planning advice as well as promotional information and bus maps will help to inform staff of the public transport services that are available to them and the cost implications. It is envisaged that the personalised travel planning advice would either be undertaken electronically and face to face with trained student volunteers.
- 7.1.21 As detailed previously, part of the Travel Plan will involve the University affiliating to TravelWise which will entitle staff at the University to discounted tickets for use on National Express West Midlands services within the West Midlands and Coventry regions. Discounted season tickets are already available to students via Network West Midlands, yet it is suggested that the university consult with the service operators regarding any forthcoming changes of bus service or route alterations.
- 7.1.22 As mentioned above, students and staff currently benefit from up to date travel information provided online and on live bus departure boards provided next to the main reception. In addition, links should be provided within the Travel Plan section of the website to provide live public transport information so that staff and students can check for any disruption and plan alternative routes if necessary before embarking on their journey. There are currently a number of Smartphone apps available which can assist in undertaking journeys by public transport. An example is 'NetNav' which is a free app from Network West Midlands that can plan journeys by public transport, identify best routes from your current location and provide information on any journey disruptions.

Walking and Cycling Strategy

- 7.1.23 Walking and cycling offer many obvious health and fitness benefits whilst also benefitting the environment by reducing the number of vehicles on the roads. The student travel survey identified that currently 7% of students walk to the university which is primarily due to the location of the campus and the wide student catchment area of Newman University. The staff travel survey identified that walking accounted for 10.5% of all journeys to work with a further 0.5% of staff cycling to university.



7. Travel Plan Measures

- 7.1.24 The university already has a number of measures in place to encourage trips on foot and by bicycle including the provision of showering and changing facilities as well as secure and sheltered cycle parking. The University will contact local cycle shops in the area to promote offers to students as well as provide free bicycle checks throughout the academic year. Information on discounted bicycles will be made available in the information packages at the start of term. Puncture repair kits are also provided on-campus.
- 7.1.25 As part of previous efforts to encourage staff members to cycle to work, Newman University provides employees with the opportunity to sign up for the National Cycle to Work Scheme, an initiative established by the government to encourage more people to travel to work by bicycle. The cycle scheme enables employees to get a bike tax-free, saving on average about half the cost.
- 7.1.26 The travel survey also identified that improved lockers and storage facilities and more information on secure walking and cycling routes would most encourage students and staff to switch to these modes. Newman University currently provides 77 cycle stands, which are underutilised. As part of the TP, the university will monitor cycle parking usage and increase the provision as required, and consider the feasibility of improving the other facilities.
- 7.1.27 Online and Smartphone tools such as the Network West Midlands *Walkit* app will be promoted as they provide journey planning advice for walking and cycling journeys. The best way to improve the perceived safety of walking and cycling is to encourage people to travel together. To this end the existing online journey sharing websites such as *Walkbudi* and *Bikebudi* will be promoted. This would enable staff and students to find someone to accompany them on their journey if they would rather not travel alone.
- 7.1.28 Walking and cycling user groups could also be established which can help with engendering a community spirit amongst walkers and cyclists and help to raise the profile of these modes of travel. Regular events such as monthly breakfasts for walkers and cyclists will allow staff and students to share experiences and provide feedback to the University. University staff will also liaise with Birmingham City Council with regard to improving the signage of pedestrian and cycle routes between the Newman University campus and other key destinations within Birmingham.

Home to University Travel

- 7.1.29 A significant number of students undertake journeys between their home and term-time address during each term. It is important for the success of the Travel Plan that as many as possible of these trips are undertaken on public transport. Existing discount schemes available to students such as rail card and coach cards will be promoted as part of the Travel Plan. Consideration will also be given to setting up an informal online car sharing system to facilitate car sharing amongst students for all or part of journeys between home and term time addresses will be promoted.



7.1.30 It is acknowledged that not all journeys from a home to term time address can be undertaken on public transport or shared with other students due to the amount of luggage that is required to be transported. To reduce the need for students to drive their own car to university to transport bulky loads or parents to make a two-way trip to collect their children, university staff will investigate the potential for discounted one-way car/van hire with a national provider.

Summary of Actions

7.1.31 All the actions contained within the Travel Plan are summarised in Table 7-1. As indicated below, the timescales for each of these action points would either be by or at the time of the first occupation of the student accommodation (which would be at the start of the academic year) or an ongoing initiative.

Table 7-1: Summary of Travel Plan Actions

Action	Action will assist in meeting target relating to:		
	Student Commuting	Staff Commuting	Timescales
Travel Plan Awareness			
Integrate TravelWise web page and university website	✓	✓	Ongoing
Provide personalised journey planning advice	✓	✓	1 st occupation
Maintain awareness of the Travel Plan	✓	✓	Ongoing
Public Transport			
Undertake personalised journey planning to inform on public transport options			1 st occupation
Provide bus maps and timetabling information	✓	✓	Ongoing
Promote existing discounts available to staff and students	✓	✓	Ongoing
Promote existing Smartphone App and online journey planning tools	✓	✓	Ongoing
Consult with the service operators regarding route alterations	✓	✓	Ongoing
Walking and Cycling			
Promote existing walking and cycling facilities and initiatives			Ongoing
Review the use of existing facilities to identify areas for future investment	✓	✓	Ongoing
Promote facility to allow walkers and cyclists to find 'buddies' to accompany them	✓	✓	1 st occupation
Set up walking and cycling groups subject to demand	✓	✓	1 st occupation
Collaborate with local cycle shops	✓	✓	1 st occupation
Further promote the National Cycle to Work Scheme to staff members		✓	Ongoing
Continue to liaise with Birmingham City Council with regard to improving signage of routes	✓	✓	Ongoing
Car Share			
Organise and host events to encourage car sharing among staff and students	✓	✓	1 st occupation
Introduce and promote websites managing car sharing from and to campus	✓	✓	1 st occupation
Sustainable Travel Month			
Host events and implement measures during the month of October to further promote sustainable travel	✓	✓	1 st occupation
Student Home to Term Time Residence Travel			
Investigate potential for discounted public transport fares over longer		✓	Ongoing



7. Travel Plan Measures

distances			
Establish an informal car sharing service		✓	1 st occupation
Liaise with national car/van hire firms to identify the potential for discounted one-way hire		✓	1 st occupation



8 Implementation, Monitoring and Review

- 8.1.1 The effective delivery and implementation of the Travel Plan will be the primary responsibility of a Travel Plan Co-Ordinator (TPC) and a Travel Plan Working Group.
- 8.1.2 The TPC is responsible for the implementation of the initiatives, developing them and updating them to ensure that the modal change targets are met.
- 8.1.3 Together with the Travel Plan Working group the primary roles and responsibilities of the Travel Plan Co-Ordinator will include:
- Championing the Travel Plan across the University;
 - Promoting the individual initiatives in the Travel Plan;
 - Producing Travel Information;
 - Running promotional campaigns and events;
 - Acting as a point of contact for all staff and students requiring information;
 - Facilitating user groups as required;
 - Liaising with other areas of the university to implement Travel Plan measures across the campus;
 - Liaising with external organisations including Birmingham City Council, transport operators; and
 - Coordinating the monitoring and review programme.

Travel Plan Working Group

- 8.1.4 The Travel Plan working group could include student and staff representatives from the University's estates and security departments and invited external members such as representatives of public transport operators; the local authorities; etc. Such a group could meet at quarterly intervals to discuss issues and actions in relation to the Travel Plan.
- 8.1.5 Student volunteers assist with surveys and promotional work and it is suggested that these roles are extended to assist in the implementation and monitoring of the plan. Activities that could be undertaken by student volunteers include helping with promotional events, auditing the use of sustainable travel facilities and production of transport information.
- 8.1.6 It is of vital importance to the sustainability and continuation of the Travel Plan that the new staff and students are made aware of, and agree with, the principles of the Travel Plan. The TPC will work closely with the TravelWise Officers at Birmingham City Council and Centro.



Funding

8.1.7 The travel plan implementation and operation will be funded by Newman University.

Monitoring and Review Programme

8.1.8 In order to measure the success of the Travel Plan it is essential to monitor changes in travel behaviour towards the objectives and targets set by the University. It is proposed that the following management and monitoring measures will be applied:

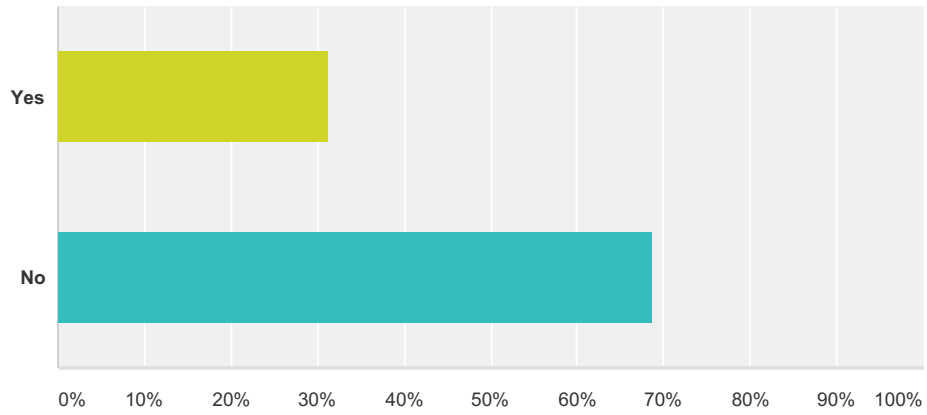
- Annual full staff and student travel surveys will be undertaken during the lifetime of this plan;
- Monitoring surveys will ideally be undertaken at the same time each year, for consistency and comparison;
- The plan will be reviewed on an annual basis and a progress report presented to the Senior Management each year. Approval will also be sought for the next stage of the Travel Plan and any funding required for implementation during the following academic year.



Appendix A Travel Survey Summary

Q1 Did you previously answer an on-campus interview survey on Tuesday 1st December 2015?

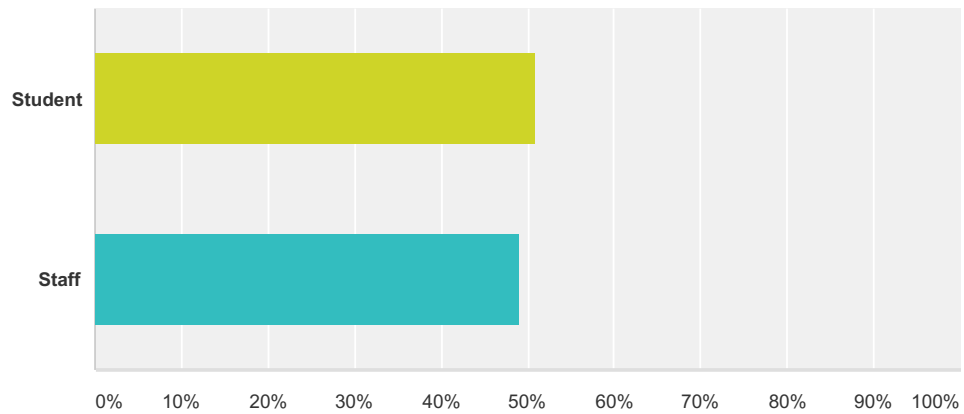
Answered: 294 Skipped: 2



Answer Choices	Responses
Yes	31.29% 92
No	68.71% 202
Total	294

Q2 Are you a Newman University student or staff member?

Answered: 293 Skipped: 3



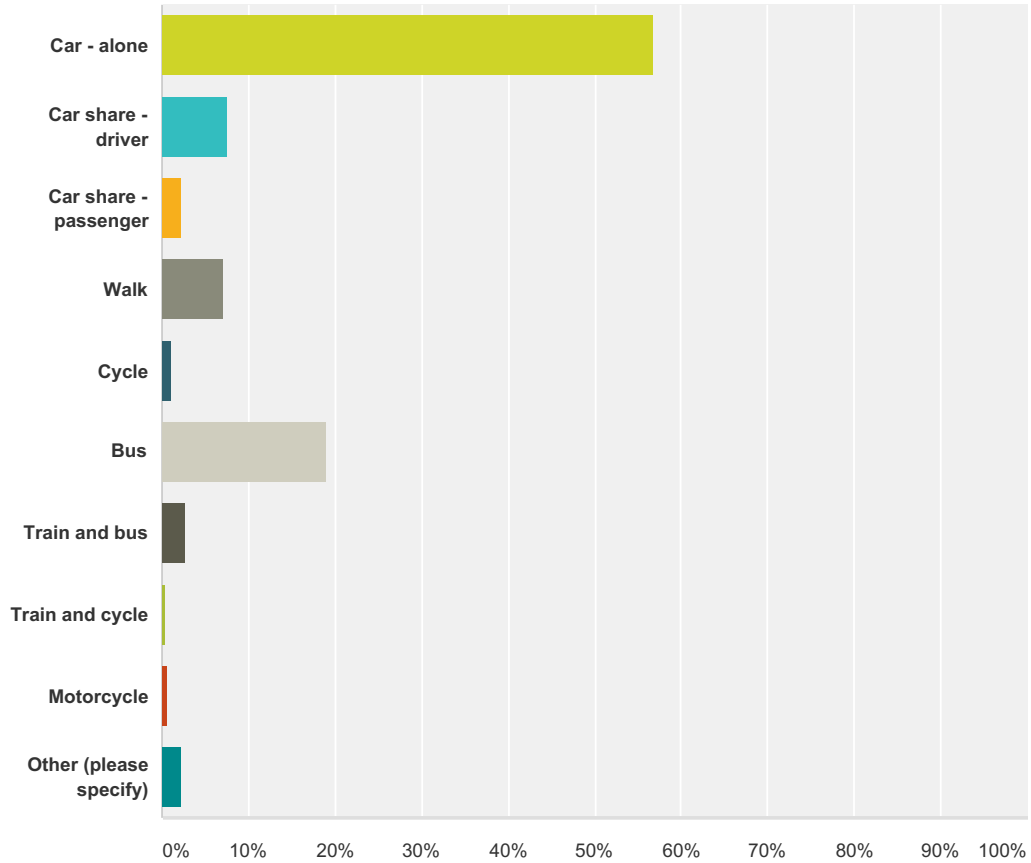
Answer Choices	Responses
Student	50.85% 149
Staff	49.15% 144
Total	293

#	Other (please specify)	Date
1	visitor	12/2/2015 11:04 AM
2	SU Sabbatical	12/2/2015 9:50 AM

3	Newman Students' Union Staff Member	12/2/2015 9:08 AM
4	Casual staff	12/2/2015 9:03 AM

Q4 On your last visit to campus, how did you travel (for the longest part of your journey)?

Answered: 294 Skipped: 2



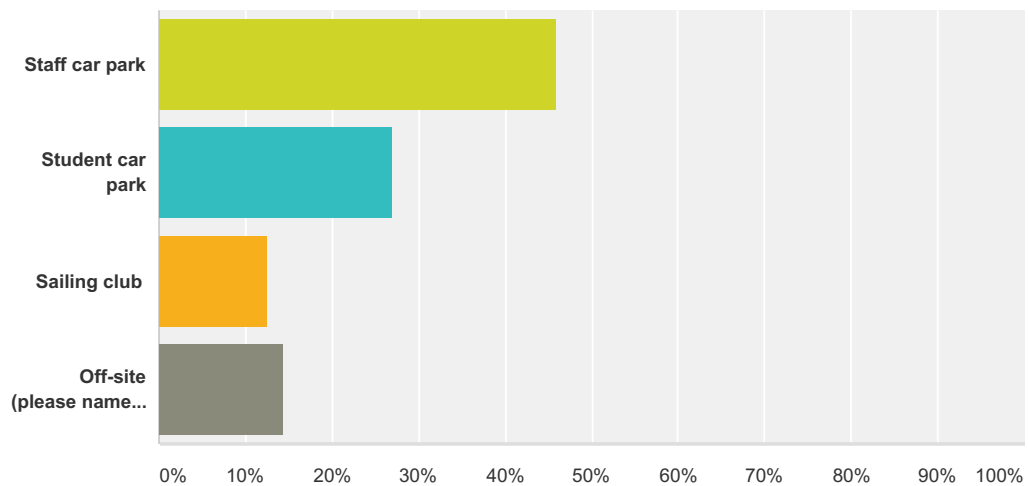
Answer Choices	Responses
Car - alone	56.80% 167
Car share - driver	7.48% 22
Car share - passenger	2.38% 7
Walk	7.14% 21
Cycle	1.02% 3
Bus	19.05% 56
Train and bus	2.72% 8
Train and cycle	0.34% 1
Motorcycle	0.68% 2
Other (please specify)	2.38% 7
Total	294

#	Other (please specify)	Date
---	------------------------	------

1	walk, train and bus	12/2/2015 2:22 PM
2	car,train,bus	12/2/2015 11:57 AM
3	Buses and metro	12/2/2015 11:15 AM
4	My Husband gave me a lift to work	12/2/2015 10:44 AM
5	Live on campus	12/2/2015 10:38 AM
6	Bus and Tram	12/2/2015 9:49 AM
7	I live on campus	12/2/2015 9:19 AM

Q5 If you drove to campus, where did you park?

Answered: 200 Skipped: 96



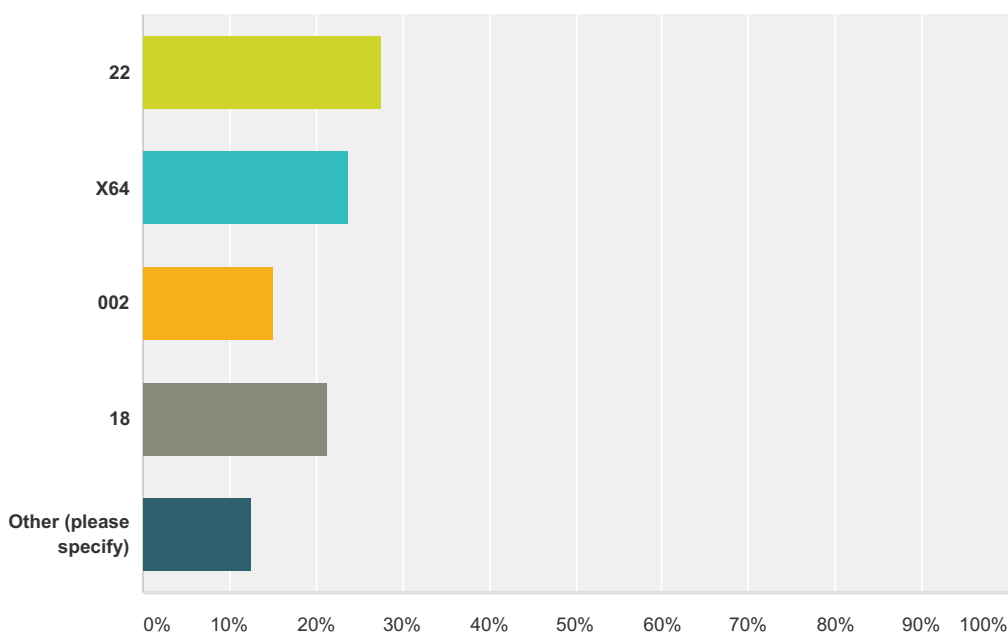
Answer Choices	Responses
Staff car park	46.00% 92
Student car park	27.00% 54
Sailing club	12.50% 25
Off-site (please name road or location)	14.50% 29
Total	200

#	Off-site (please name road or location)	Date
1	Grazebrook Croft	12/7/2015 5:05 PM
2	Monmouth Road	12/2/2015 10:17 PM
3	Brett Drive	12/2/2015 7:05 PM
4	Brett Drive	12/2/2015 6:17 PM
5	Cromwell Lane	12/2/2015 4:37 PM
6	don't drive	12/2/2015 2:14 PM
7	genners lane	12/2/2015 1:13 PM
8	N/A	12/2/2015 12:56 PM
9	Along the Reservoir	12/2/2015 12:46 PM
10	On road at top of reservoir	12/2/2015 12:19 PM
11	Monmouth Road	12/2/2015 12:14 PM

12	Monmouth Road	12/2/2015 11:31 AM
13	Don't know road name - near uni though	12/2/2015 11:27 AM
14	kenith rd	12/2/2015 11:26 AM
15	on the road next to the reservoir	12/2/2015 11:25 AM
16	Genners Lane	12/2/2015 11:01 AM
17	Grazebrook Croft	12/2/2015 10:56 AM
18	Monmouth road - no where else to park	12/2/2015 10:25 AM
19	Along the reservoir dam	12/2/2015 10:18 AM
20	Brett Drive	12/2/2015 10:08 AM
21	Grazebrook Croft	12/2/2015 9:51 AM
22	I didn't as parking is very stressful at Newman.	12/2/2015 9:46 AM
23	Behind university	12/2/2015 9:32 AM
24	Cromwell Lane	12/2/2015 9:28 AM
25	Genners Lane	12/2/2015 9:24 AM
26	Was dropped off	12/2/2015 9:20 AM
27	Car Park outside Romero Building	12/2/2015 9:20 AM
28	Never enough spaces in sailing club or student car park. Meaning most of the time have to park miles down the road!	12/2/2015 9:19 AM
29	The student car park and sailing club are always full. I have to park on the road wherever there's space, but I avoid parking by residents houses where possible.	12/2/2015 9:09 AM

Q6 If you arrived by bus, what service did you take?

Answered: 80 Skipped: 216



Answer Choices	Responses	
22	27.50%	22
X64	23.75%	19
002	15.00%	12

18	21.25%	17
Other (please specify)	12.50%	10
Total		80

#	Other (please specify)	Date
1	And 48	12/3/2015 11:22 AM
2	I use both 22 and X64	12/2/2015 1:47 PM
3	N/A	12/2/2015 12:56 PM
4	126, 11A, 22	12/2/2015 12:36 PM
5	Car	12/2/2015 11:46 AM
6	23 and walked	12/2/2015 11:10 AM
7	22 and x64	12/2/2015 11:08 AM
8	none	12/2/2015 10:25 AM
9	120, 126, 11A too	12/2/2015 10:07 AM
10	I travelled by car	12/2/2015 9:25 AM

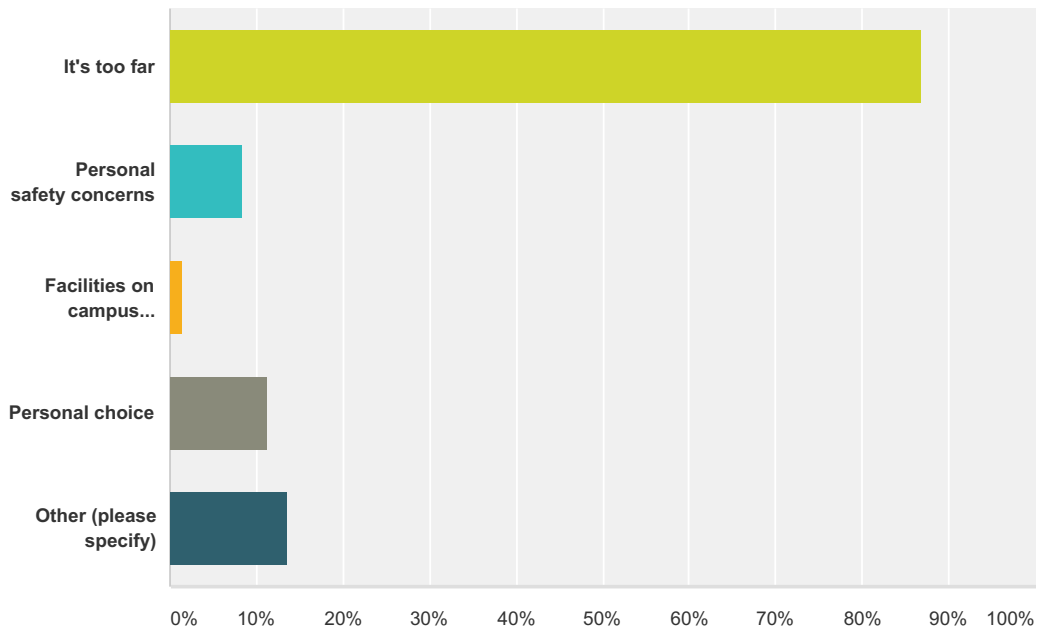
Q7 If you arrived by train, what service did you take?

Answered: 15 Skipped: 281

#	Responses	Date
1	Service from Wolverhampton to Birmingham New Street	12/3/2015 3:21 PM
2	N/A too close to university no need for train	12/2/2015 6:42 PM
3	cross country	12/2/2015 2:24 PM
4	don't take train	12/2/2015 2:14 PM
5	Coventry - New St Station (London Midlands)	12/2/2015 1:59 PM
6	Hampton-in-Arden to Birmingham New Street	12/2/2015 1:47 PM
7	N/A	12/2/2015 12:56 PM
8	Virgin	12/2/2015 12:18 PM
9	7:22am Virgin Train from Coventry to Birmingham New Street	12/2/2015 11:57 AM
10	Car	12/2/2015 11:46 AM
11	London midland	12/2/2015 11:08 AM
12	Canley to Birmingham new street	12/2/2015 10:35 AM
13	Macclesfield to Birmingham New Street (Bournemouth train)	12/2/2015 10:11 AM
14	Selly oak	12/2/2015 9:54 AM
15	London Midland/ Virgin/ Cross Country	12/2/2015 9:18 AM

Q8 If you drive to campus, which of the following prevent you from walking? (Select all that apply)

Answered: 205 Skipped: 91



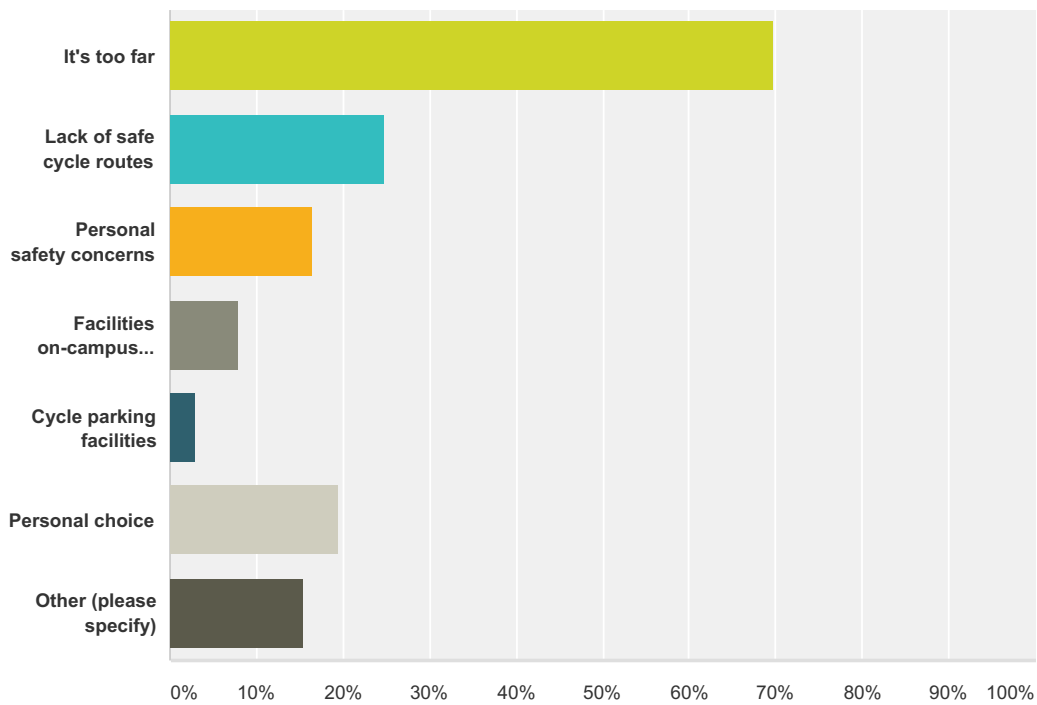
Answer Choices	Responses
It's too far	86.83% 178
Personal safety concerns	8.29% 17
Facilities on campus (lockers, showers etc)	1.46% 3
Personal choice	11.22% 23
Other (please specify)	13.66% 28
Total Respondents: 205	

#	Other (please specify)	Date
1	do school run and school is too far away to walk to the university	12/3/2015 11:36 AM
2	Weight of resources needed from home to work and vice versa	12/2/2015 8:40 PM
3	I have children to drop off first	12/2/2015 4:52 PM
4	N/A	12/2/2015 12:57 PM
5	Weather	12/2/2015 12:46 PM
6	Mobility issues/distance	12/2/2015 12:19 PM
7	I have to do the school run before I travel to uni also	12/2/2015 12:03 PM
8	Need to be in early	12/2/2015 11:37 AM
9	equipment needed for work	12/2/2015 11:24 AM
10	Carrying Materials	12/2/2015 11:11 AM
11	Most days travel to other locations after work i.e. supermarket, visiting elderly relatives	12/2/2015 10:47 AM
12	Car kept on campus	12/2/2015 10:39 AM
13	It's 15 miles	12/2/2015 10:37 AM
14	The only way my colleague can park is if I car share with her so she can use those spaces	12/2/2015 10:17 AM
15	I'm heavily pregnant!	12/2/2015 10:01 AM
16	N/A	12/2/2015 9:57 AM
17	Public transport routes too inefficient -- it would take over two hours each way to commute.	12/2/2015 9:54 AM
18	I often have a heavy bag to carry containing books, folders etc	12/2/2015 9:53 AM

19	Health and mobility difficulties	12/2/2015 9:48 AM
20	I have to drop children at school first then be here for 9. Public transport or walking would not allow me to make it to lectures on time.	12/2/2015 9:28 AM
21	need car to go shopping (heavy bags) or to another appointment	12/2/2015 9:27 AM
22	suffer with bad knees, therefore walking for long periods can hurt my knees	12/2/2015 9:27 AM
23	Health issues	12/2/2015 9:16 AM
24	Need my car for events during the day/evening	12/2/2015 9:15 AM
25	Carer - need access to immediate transport	12/2/2015 9:12 AM
26	I drive my children to school some distance away and would then be late for work if I drove home and then walked. When I don't do the school run I do walk to work.	12/2/2015 9:11 AM
27	needing car after work	12/2/2015 9:11 AM
28	have to take children to school first	12/2/2015 9:04 AM

Q9 If you drive to campus, which of the following prevent you from cycling? (Select all that apply)

Answered: 201 Skipped: 95

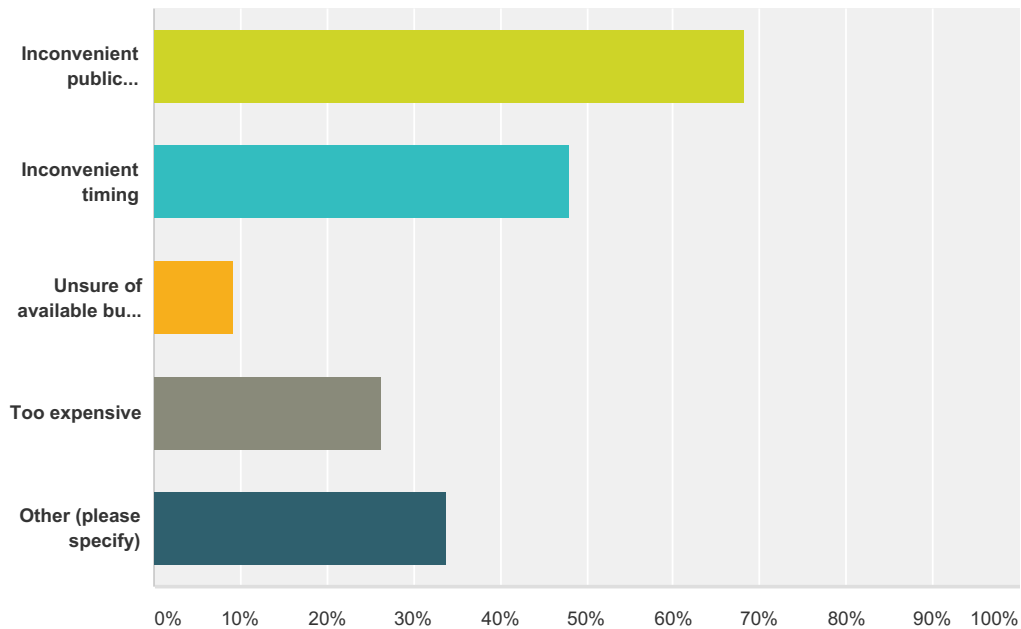


Answer Choices	Responses
It's too far	69.65% 140
Lack of safe cycle routes	24.88% 50
Personal safety concerns	16.42% 33
Facilities on-campus (lockers, showers etc.)	7.96% 16
Cycle parking facilities	2.99% 6
Personal choice	19.40% 39
Other (please specify)	15.42% 31
Total Respondents: 201	

#	Other (please specify)	Date
1	I do cycle but currently don't have the time since it takes 45 minutes	12/7/2015 5:06 PM
2	I have never cycled anywhere	12/7/2015 9:49 AM
3	Don't own bicycle	12/3/2015 9:45 AM
4	Would be unable to carry everything	12/3/2015 8:08 AM
5	Do not own a bike	12/2/2015 10:21 PM
6	I have children to drop off first	12/2/2015 4:52 PM
7	Im also pregnant	12/2/2015 1:44 PM
8	I do cycle sometimes	12/2/2015 12:57 PM
9	N/A	12/2/2015 12:57 PM
10	Weather	12/2/2015 12:46 PM
11	as above	12/2/2015 12:19 PM
12	Can't ride a bike	12/2/2015 11:27 AM
13	equipment needed for work	12/2/2015 11:24 AM
14	I often teach until late 8.00 or 8.30 pm before I leave	12/2/2015 11:11 AM
15	No bike and not confident cyclist	12/2/2015 11:11 AM
16	It's still 15 miles	12/2/2015 10:37 AM
17	Have to do the School run so to cycle would make me late for work	12/2/2015 10:14 AM
18	N/A	12/2/2015 9:57 AM
19	It's a very hilly route! I might do it in summer, but not winter, it is just too dark	12/2/2015 9:53 AM
20	Health and mobility difficulties	12/2/2015 9:48 AM
21	time it takes and it's very hilly	12/2/2015 9:45 AM
22	Ned togo offsite tovisit schools, carrying things, thatcan be a long journey	12/2/2015 9:29 AM
23	as above	12/2/2015 9:28 AM
24	I don't feel safe cycling on roads. Birmingham roads are terrifying!	12/2/2015 9:16 AM
25	i don't own a bike	12/2/2015 9:15 AM
26	Not convenient	12/2/2015 9:12 AM
27	I do not have a bicycle, and could not do the school run by cycling	12/2/2015 9:11 AM
28	don't have a bike	12/2/2015 9:11 AM
29	dont own a bike	12/2/2015 9:08 AM
30	The holloway hill	12/2/2015 9:05 AM
31	have to take children to school first	12/2/2015 9:04 AM

Q10 If you drive to campus, which of the following prevent you from using public transport? (Select all that apply)

Answered: 198 Skipped: 98



Answer Choices	Responses
Inconvenient public transport routes	68.18% 135
Inconvenient timing	47.98% 95
Unsure of available bus and train services	9.09% 18
Too expensive	26.26% 52
Other (please specify)	33.84% 67
Total Respondents: 198	

#	Other (please specify)	Date
1	I do use the bus when I have to, but it takes far too long	12/7/2015 5:06 PM
2	I need to collect my daughter from after school club and getting the bus after work would be cutting it fine for arriving before the club closes	12/7/2015 9:49 AM
3	driving from work to uni, then to home	12/5/2015 2:33 PM
4	buses make me Anxious	12/3/2015 8:48 PM
5	Unreliable service which would make me late	12/3/2015 3:52 PM
6	Not going to pay to insure a car only for it to be sat on the drive, when my journey to work by bus would take 1-1 1/2 hours. 15-20 minutes by car.	12/3/2015 11:42 AM
7	do school run, and timings	12/3/2015 11:36 AM
8	It would take too long	12/3/2015 8:08 AM
9	I didn't feel safe travelling alone	12/2/2015 7:14 PM
10	It takes too long	12/2/2015 6:18 PM
11	I have a car!	12/2/2015 5:35 PM
12	I have children to drop off first	12/2/2015 4:52 PM
13	It would take me 4 times as long to get the bus to and from work.	12/2/2015 3:24 PM
14	would take 3 hours per day instead of less than 1	12/2/2015 2:26 PM
15	Buses are too unreliable and often don't turn up	12/2/2015 1:47 PM
16	I regularly have to go to Telford straight from work	12/2/2015 1:36 PM
17	It takes too long to travel to campus	12/2/2015 12:57 PM

18	N/A	12/2/2015 12:57 PM
19	as above	12/2/2015 12:19 PM
20	No public transport facilities near home address.	12/2/2015 11:59 AM
21	Irregular bus times. No direct bus	12/2/2015 11:37 AM
22	Takes too long to get home	12/2/2015 11:27 AM
23	I would have to take two buses and they aren't reliable	12/2/2015 11:27 AM
24	I drop my children to two separate locations prior to me coming to uni	12/2/2015 11:26 AM
25	equipment needed for work	12/2/2015 11:24 AM
26	They're gross	12/2/2015 11:19 AM
27	Particularly late at night (after 6pm)	12/2/2015 11:11 AM
28	by returning home, i would loose a lot of time waiting for 22	12/2/2015 11:07 AM
29	cannot travel from my home direct to Newman by any public transport, it would involve using different means of transport and would take hours to get here	12/2/2015 11:01 AM
30	Unreliable transport	12/2/2015 10:50 AM
31	I also have to take my children to school on my way to work, which is not on a bus route	12/2/2015 10:43 AM
32	It would cost more than it does to drive and would take longer	12/2/2015 10:37 AM
33	would take three times as long to get to work - would have to travel into Birmingham city centre to then get back out to Bartley Green	12/2/2015 10:31 AM
34	Long journey time	12/2/2015 10:20 AM
35	Have to do the School run therefore it would make me late for work	12/2/2015 10:14 AM
36	impractical due to time constraints re childcare	12/2/2015 10:11 AM
37	Takes too long	12/2/2015 10:09 AM
38	takes too long	12/2/2015 10:04 AM
39	It would take me nearly two hours one way	12/2/2015 10:04 AM
40	N/A	12/2/2015 9:57 AM
41	Public transport routes too inefficient -- it would take over two hours each way to commute.	12/2/2015 9:54 AM
42	Unreliability - I cannot be late if I am due to start lecturing at 9	12/2/2015 9:53 AM
43	The buses are not reliable and the smoke (in people's clothes and sometimes on the bus!) makes me have asthma attacks. Additionally, whilst it takes me 8 minutes to drive here, the bus takes 45 minutes!	12/2/2015 9:48 AM
44	Significantly Slower	12/2/2015 9:46 AM
45	Takes 10 minutes in the car and an hour by bus!	12/2/2015 9:45 AM
46	Convenience of car	12/2/2015 9:43 AM
47	Too far	12/2/2015 9:38 AM
48	Would require 2 buses and a train. Impossible to get to 9am lecture	12/2/2015 9:33 AM
49	as above. I tried getting buses other days and it proved far too expensive and they rarely turn up on time, if at all.	12/2/2015 9:28 AM
50	Did get bus for 3 years but the unreliable service and cold waits of over an hour on winter evenings made me overcome my fear of driving!	12/2/2015 9:21 AM
51	Have to drop child off at bursery and there wouldn't be enough time to get to work on bus	12/2/2015 9:21 AM
52	The journey would be far too long.	12/2/2015 9:18 AM
53	I have too much equipment to take to events to go on the bus	12/2/2015 9:15 AM
54	Not convenient	12/2/2015 9:12 AM
55	lack of a reasonable connection between University Station and Newman	12/2/2015 9:12 AM
56	I live 20 miles away in a rural area with very little public transport	12/2/2015 9:12 AM
57	It takes 2 and a half hours and due to there being no direct bus route I'd have to catch 3 buses, whereas it takes half an hour by car.	12/2/2015 9:11 AM
58	the buses that travel my children's school run and back are an hourly service.	12/2/2015 9:11 AM

59	Several changes would need to be made and it would take hours!	12/2/2015 9:11 AM
60	Buses are unpleasant	12/2/2015 9:10 AM
61	live too close to warrant using public transport	12/2/2015 9:08 AM
62	takes too long 80 mins vs 25 mins	12/2/2015 9:07 AM
63	A mixture of all of the above plus the need to be going to other places enroute, such as 'school-run'	12/2/2015 9:04 AM
64	have to take children to school first	12/2/2015 9:04 AM
65	No buses from Leicestershire to birmingham	12/2/2015 9:03 AM
66	I usually come as a car share so it is cheaper to drive	12/2/2015 9:03 AM
67	Takes over an hour door to door instead of 20 mins in the car, and timetables not compatible with working hours.	12/2/2015 9:02 AM

Q11 Is there anything that would encourage you to walk to campus?

Answered: 159 Skipped: 137

#	Responses	Date
1	No	12/11/2015 6:39 PM
2	No	12/8/2015 4:45 PM
3	no	12/7/2015 11:22 PM
4	No	12/7/2015 5:07 PM
5	Make it downhill, there and back.	12/7/2015 10:04 AM
6	No (I did used to walk when I lived closer but it's too far now)	12/7/2015 9:50 AM
7	No, it is just over 8 miles each way.	12/7/2015 9:41 AM
8	this is not possible for me	12/4/2015 1:42 PM
9	No, it's really too far	12/4/2015 8:34 AM
10	no	12/3/2015 8:52 PM
11	No i live the other side of Birmingham	12/3/2015 8:50 PM
12	No	12/3/2015 3:23 PM
13	No - it is too far to be practical.	12/3/2015 12:01 PM
14	No, it's too far.	12/3/2015 11:44 AM
15	It's too far to do that	12/3/2015 11:23 AM
16	No	12/3/2015 10:55 AM
17	Closer	12/3/2015 9:46 AM
18	No	12/3/2015 9:36 AM
19	No	12/3/2015 9:08 AM
20	No	12/3/2015 8:08 AM
21	No	12/2/2015 10:47 PM
22	No	12/2/2015 10:21 PM
23	No	12/2/2015 10:18 PM
24	No	12/2/2015 9:22 PM
25	I would if it was closer	12/2/2015 8:29 PM
26	NO	12/2/2015 7:18 PM
27	No, it is 40miles away	12/2/2015 7:16 PM
28	No	12/2/2015 7:06 PM

29	no too far	12/2/2015 6:45 PM
30	I would walk if I lived within walking distance	12/2/2015 6:19 PM
31	No	12/2/2015 5:36 PM
32	I would if I didn't have children to drop off first and such heavy textbooks to carry	12/2/2015 4:52 PM
33	No	12/2/2015 4:37 PM
34	no distance is too far	12/2/2015 3:29 PM
35	Snow	12/2/2015 3:25 PM
36	no	12/2/2015 2:27 PM
37	No	12/2/2015 1:47 PM
38	Too far	12/2/2015 1:45 PM
39	not really	12/2/2015 1:37 PM
40	no	12/2/2015 1:21 PM
41	200 miles is too far.	12/2/2015 1:16 PM
42	no too far	12/2/2015 1:16 PM
43	if the 22 bus stopped outside uni	12/2/2015 1:02 PM
44	No	12/2/2015 12:57 PM
45	I walk daily	12/2/2015 12:57 PM
46	No. It's 93 miles.	12/2/2015 12:49 PM
47	Sunshine	12/2/2015 12:46 PM
48	no too far	12/2/2015 12:45 PM
49	No	12/2/2015 12:43 PM
50	Mediterranean weather	12/2/2015 12:28 PM
51	No, it is too far	12/2/2015 12:25 PM
52	Nope	12/2/2015 12:20 PM
53	no	12/2/2015 12:19 PM
54	N/A	12/2/2015 12:15 PM
55	Distance is too far	12/2/2015 12:04 PM
56	No	12/2/2015 11:59 AM
57	N/A - already walk to work	12/2/2015 11:58 AM
58	if it were closer	12/2/2015 11:54 AM
59	No	12/2/2015 11:53 AM
60	Nope	12/2/2015 11:48 AM
61	If my shift didn't start at 6.30am	12/2/2015 11:47 AM
62	No	12/2/2015 11:39 AM
63	No	12/2/2015 11:38 AM
64	Not possible	12/2/2015 11:37 AM
65	Nobas too far	12/2/2015 11:34 AM
66	No too far	12/2/2015 11:33 AM
67	No I'd be walking for half a day if I did that	12/2/2015 11:28 AM
68	It's too far to walk	12/2/2015 11:28 AM
69	N/A - I would be open to running though if better showers etc were on campus	12/2/2015 11:28 AM
70	No	12/2/2015 11:24 AM
71	A chocolate trail scattered Hansel and Grettle style from my front door to uni.	12/2/2015 11:20 AM
72	If I were to live close to the university I would walk.	12/2/2015 11:16 AM

73	It isn't that I wouldn't it's just that I live too far away approximately 8 miles	12/2/2015 11:13 AM
74	Access to showers and changing rooms	12/2/2015 11:12 AM
75	no	12/2/2015 11:08 AM
76	No	12/2/2015 11:07 AM
77	No	12/2/2015 11:06 AM
78	no	12/2/2015 11:01 AM
79	no, not practical, too far away	12/2/2015 11:01 AM
80	No	12/2/2015 10:54 AM
81	More than an hour's drive, so not able to walk.	12/2/2015 10:54 AM
82	No	12/2/2015 10:51 AM
83	No	12/2/2015 10:51 AM
84	someone to walk with me	12/2/2015 10:50 AM
85	no as it's too far	12/2/2015 10:45 AM
86	Hoverboards?	12/2/2015 10:38 AM
87	as I live 25 miles away, and have to do the nursery run on the way to work - no!	12/2/2015 10:34 AM
88	No	12/2/2015 10:32 AM
89	no	12/2/2015 10:23 AM
90	No	12/2/2015 10:21 AM
91	No - I live 7 miles away.	12/2/2015 10:21 AM
92	no	12/2/2015 10:18 AM
93	No, its too far	12/2/2015 10:16 AM
94	No	12/2/2015 10:15 AM
95	It would probably take over an hour so wouldn't really be viable for me.	12/2/2015 10:14 AM
96	no	12/2/2015 10:11 AM
97	No	12/2/2015 10:09 AM
98	Not really because it's too far	12/2/2015 10:08 AM
99	No	12/2/2015 10:07 AM
100	no	12/2/2015 10:06 AM
101	no too far - 5 miles	12/2/2015 10:05 AM
102	With better showers I would run/cycle	12/2/2015 10:05 AM
103	No	12/2/2015 10:03 AM
104	no	12/2/2015 10:02 AM
105	No	12/2/2015 10:01 AM
106	I do walk to uni occasionally	12/2/2015 9:57 AM
107	No	12/2/2015 9:56 AM
108	Nothing - too far	12/2/2015 9:55 AM
109	No, it's that bit too far so would take too long and my bag is too heavy	12/2/2015 9:54 AM
110	No -- it's too far.	12/2/2015 9:54 AM
111	If I lived closer.	12/2/2015 9:52 AM
112	no	12/2/2015 9:50 AM
113	No.	12/2/2015 9:49 AM
114	No	12/2/2015 9:46 AM
115	no	12/2/2015 9:44 AM
116	If it didn't take 2 and a half hours on a bus to get here, I might walk.	12/2/2015 9:42 AM

117	A reduction in frequency for the buses (now kindly delivered by NXWM!). I am just within walking distance (2.8m), and did walk home regularly, but a period of illness and an increase in the frequency of buses in the evening made this much less frequent.	12/2/2015 9:39 AM
118	No	12/2/2015 9:39 AM
119	no	12/2/2015 9:37 AM
120	I normally walk home from campus, but prefer to get the bus in the mornings.	12/2/2015 9:36 AM
121	Not unless I moved	12/2/2015 9:33 AM
122	If i lived closer i would definately walk	12/2/2015 9:33 AM
123	No	12/2/2015 9:32 AM
124	no.	12/2/2015 9:30 AM
125	It would take far too long	12/2/2015 9:29 AM
126	No	12/2/2015 9:26 AM
127	No, it's too far	12/2/2015 9:24 AM
128	no	12/2/2015 9:24 AM
129	not really it to far and I may get lost	12/2/2015 9:23 AM
130	Walking group?	12/2/2015 9:22 AM
131	No	12/2/2015 9:22 AM
132	No	12/2/2015 9:21 AM
133	No	12/2/2015 9:19 AM
134	No	12/2/2015 9:19 AM
135	No. It's too far	12/2/2015 9:18 AM
136	No	12/2/2015 9:17 AM
137	No	12/2/2015 9:17 AM
138	No, too far.	12/2/2015 9:17 AM
139	No	12/2/2015 9:16 AM
140	no	12/2/2015 9:16 AM
141	I do walk	12/2/2015 9:15 AM
142	No	12/2/2015 9:15 AM
143	I do walk when I do not have to do the school run. A later start when I am teaching would allow me to par at home and then walk into work (I live a 10 minute walk away)	12/2/2015 9:13 AM
144	Yes, not being a Carer	12/2/2015 9:13 AM
145	No	12/2/2015 9:13 AM
146	no i live too far i would be very late if i did	12/2/2015 9:13 AM
147	No because I live too far away.	12/2/2015 9:12 AM
148	No, I live 15 miles away!	12/2/2015 9:12 AM
149	No too far	12/2/2015 9:11 AM
150	I couldn't walk that far.	12/2/2015 9:11 AM
151	financial incentive in monthly pay - green award	12/2/2015 9:09 AM
152	No, I live in Malvern!	12/2/2015 9:09 AM
153	no	12/2/2015 9:08 AM
154	Not from where I live	12/2/2015 9:06 AM
155	It's not possible. 26 mile return journey.	12/2/2015 9:06 AM
156	no	12/2/2015 9:06 AM
157	no - its a 50 mile round trip!	12/2/2015 9:06 AM
158	No	12/2/2015 9:04 AM

159	No	12/2/2015 9:02 AM
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Q12 Is there anything that would encourage you to cycle to campus?

Answered: 158 Skipped: 138

#	Responses	Date
1	No	12/11/2015 6:39 PM
2	No	12/8/2015 4:45 PM
3	no	12/7/2015 11:22 PM
4	More time, more Birmingham cycle lanes	12/7/2015 5:07 PM
5	No	12/7/2015 9:50 AM
6	When I return to work after my Mat leave I will also be transporting my child to daycare - I would not cycle in rush hour with a child.	12/7/2015 9:41 AM
7	I have considered a cycle / bus / cycle option, but the local busses do not carry bicycles. The train / cycle option is not possible due to routes	12/4/2015 1:42 PM
8	It's a bit far to cycle the whole way	12/4/2015 8:34 AM
9	I am not sure where the bike racks are on campus	12/4/2015 7:40 AM
10	no	12/3/2015 8:52 PM
11	No i live the other side of Birmingham	12/3/2015 8:50 PM
12	No	12/3/2015 3:23 PM
13	If there were suitable cycle routes/lanes available	12/3/2015 12:01 PM
14	No, too dangerous and too many hills.	12/3/2015 11:44 AM
15	No	12/3/2015 10:55 AM
16	No	12/3/2015 9:36 AM
17	Cycle lanes	12/3/2015 9:08 AM
18	No	12/3/2015 8:08 AM
19	No	12/2/2015 10:47 PM
20	No	12/2/2015 10:21 PM
21	No	12/2/2015 10:18 PM
22	No	12/2/2015 9:22 PM
23	Maybe in summer if it was closer and safer	12/2/2015 8:29 PM
24	NO	12/2/2015 7:18 PM
25	No, it is 40 miles away	12/2/2015 7:16 PM
26	No	12/2/2015 7:06 PM
27	yes, free bike loans to student	12/2/2015 6:45 PM
28	No	12/2/2015 6:19 PM
29	No	12/2/2015 5:36 PM
30	A free bike!	12/2/2015 4:52 PM
31	No	12/2/2015 4:37 PM
32	if I knew the cycling routes	12/2/2015 3:29 PM
33	NO	12/2/2015 3:25 PM
34	Changing facilities on site	12/2/2015 3:15 PM
35	safer cycle routes	12/2/2015 2:27 PM

36	To be given a free bike	12/2/2015 1:47 PM
37	Too far	12/2/2015 1:45 PM
38	no	12/2/2015 1:37 PM
39	no	12/2/2015 1:21 PM
40	As above	12/2/2015 1:16 PM
41	no too far	12/2/2015 1:16 PM
42	no	12/2/2015 1:02 PM
43	more private showers	12/2/2015 12:57 PM
44	No	12/2/2015 12:57 PM
45	No. It's 93 miles.	12/2/2015 12:49 PM
46	Sunshine - I tend to cycle in the summer	12/2/2015 12:46 PM
47	no	12/2/2015 12:45 PM
48	No	12/2/2015 12:43 PM
49	a clear cycle path route	12/2/2015 12:28 PM
50	No, as there is too much traffic, a cyclist was recently killed near my rode after a collision with a car - I feel at rush hour too dangerous to cycle, though I enjoy cycling for recreational purposes.	12/2/2015 12:25 PM
51	Nope	12/2/2015 12:20 PM
52	no	12/2/2015 12:19 PM
53	No	12/2/2015 12:15 PM
54	Distance is too far	12/2/2015 12:04 PM
55	NO	12/2/2015 11:59 AM
56	if it were closer	12/2/2015 11:54 AM
57	No	12/2/2015 11:53 AM
58	Mope	12/2/2015 11:48 AM
59	If there was a cycle route and it wasn't dark and wet!	12/2/2015 11:47 AM
60	No	12/2/2015 11:39 AM
61	No	12/2/2015 11:38 AM
62	Proper Cycle Lanes - you must be mad to attempt cycling up the Birmingham New Road!	12/2/2015 11:37 AM
63	No especially due to distance	12/2/2015 11:34 AM
64	No too far	12/2/2015 11:33 AM
65	No	12/2/2015 11:28 AM
66	It's too far	12/2/2015 11:28 AM
67	Better facilities on campus	12/2/2015 11:28 AM
68	no	12/2/2015 11:24 AM
69	If you bought me a bike	12/2/2015 11:20 AM
70	If there were a safe route I would consider it but unfortunately there isn't.	12/2/2015 11:13 AM
71	safe cycling lanes	12/2/2015 11:08 AM
72	Free bike	12/2/2015 11:07 AM
73	No	12/2/2015 11:06 AM
74	no	12/2/2015 11:01 AM
75	no, not practical, too far away	12/2/2015 11:01 AM
76	No	12/2/2015 10:54 AM
77	As above, too far.	12/2/2015 10:54 AM
78	No	12/2/2015 10:51 AM

79	No	12/2/2015 10:51 AM
80	no	12/2/2015 10:50 AM
81	no as it's too far	12/2/2015 10:45 AM
82	Cycles drawn by unicorns?	12/2/2015 10:38 AM
83	as I live 25 miles away, and have to do the nursery run on the way to work - no!	12/2/2015 10:34 AM
84	No	12/2/2015 10:32 AM
85	no	12/2/2015 10:23 AM
86	Better cycle routes	12/2/2015 10:21 AM
87	No - I live 7 miles away.	12/2/2015 10:21 AM
88	no	12/2/2015 10:18 AM
89	No	12/2/2015 10:16 AM
90	No	12/2/2015 10:15 AM
91	If I could identify safe cycle routes.	12/2/2015 10:14 AM
92	Better marked routes and information on the website about routes and others who cycle	12/2/2015 10:13 AM
93	no	12/2/2015 10:11 AM
94	No	12/2/2015 10:09 AM
95	Not really its too far	12/2/2015 10:08 AM
96	No	12/2/2015 10:07 AM
97	More safe cycle routes, particularly towards Birmingham City Centre	12/2/2015 10:06 AM
98	cycle routes and access to showers.	12/2/2015 10:05 AM
99	better showers facilities	12/2/2015 10:05 AM
100	No	12/2/2015 10:03 AM
101	no	12/2/2015 10:02 AM
102	No	12/2/2015 10:01 AM
103	No	12/2/2015 9:56 AM
104	Nothing - too far	12/2/2015 9:55 AM
105	Yes, in summer/spring I might if there was a cycle lane well separated from traffic	12/2/2015 9:54 AM
106	No -- it's too far.	12/2/2015 9:54 AM
107	No don't like it	12/2/2015 9:52 AM
108	no	12/2/2015 9:50 AM
109	No.	12/2/2015 9:49 AM
110	Better shower facilities (not communal like in the gym)	12/2/2015 9:47 AM
111	More cycle to work days, some sort of incentive, shower facilities in the Atrium	12/2/2015 9:46 AM
112	Access for cycles via staff car-park kissing gate.	12/2/2015 9:45 AM
113	no	12/2/2015 9:44 AM
114	If it didn't take over 2 hours on a bus then I would	12/2/2015 9:42 AM
115	No	12/2/2015 9:39 AM
116	No	12/2/2015 9:39 AM
117	no	12/2/2015 9:37 AM
118	I do cycle on occasion, but mainly in the summer when it is lighter.	12/2/2015 9:36 AM
119	Distance	12/2/2015 9:33 AM
120	if i lived closer i would be happy to cycle	12/2/2015 9:33 AM
121	Sorry	12/2/2015 9:32 AM
122	no.	12/2/2015 9:30 AM

123	Safer route	12/2/2015 9:29 AM
124	dedicated cycle route	12/2/2015 9:28 AM
125	Lockers, larger cycle park	12/2/2015 9:26 AM
126	No	12/2/2015 9:24 AM
127	no	12/2/2015 9:24 AM
128	I would really like to cycle to campus but it would involve going on main roads and I don't fancy being killed!	12/2/2015 9:23 AM
129	No	12/2/2015 9:22 AM
130	No	12/2/2015 9:22 AM
131	No	12/2/2015 9:21 AM
132	No	12/2/2015 9:19 AM
133	No	12/2/2015 9:19 AM
134	No. It's not safe	12/2/2015 9:18 AM
135	No	12/2/2015 9:17 AM
136	No	12/2/2015 9:17 AM
137	No, not practical	12/2/2015 9:17 AM
138	I would happily cycle if it were safe to do so. Also if I did not need to bring my laptop etc to and from work.	12/2/2015 9:16 AM
139	no	12/2/2015 9:16 AM
140	No	12/2/2015 9:15 AM
141	No.	12/2/2015 9:13 AM
142	No need - I live within easy walking distance	12/2/2015 9:13 AM
143	No	12/2/2015 9:13 AM
144	no too far and too much traffic i would not feel safe	12/2/2015 9:13 AM
145	No because I live too far away and there is no safe cycle route, I'd have to cycle along the wolverhampton and birmingham new road.	12/2/2015 9:12 AM
146	As above	12/2/2015 9:12 AM
147	more discrete cycle storage	12/2/2015 9:12 AM
148	No too far	12/2/2015 9:11 AM
149	I couldn't cycle that far.	12/2/2015 9:11 AM
150	no - not unless male shower and changing facilities were dramatically improved	12/2/2015 9:09 AM
151	No!	12/2/2015 9:09 AM
152	no	12/2/2015 9:08 AM
153	I'd have to get so much fitter - it would take me all day at present!	12/2/2015 9:06 AM
154	No. Too far and too sweaty	12/2/2015 9:06 AM
155	flatten Holloway hill	12/2/2015 9:06 AM
156	no - its a 50 mile round trip!	12/2/2015 9:06 AM
157	No	12/2/2015 9:04 AM
158	No	12/2/2015 9:02 AM

Q13 Is there anything that would encourage you to take public transport to campus?

Answered: 168 Skipped: 128

#	Responses	Date
1	Not particularly	12/11/2015 6:39 PM

2	No	12/8/2015 4:45 PM
3	free transport to and from uni	12/7/2015 11:22 PM
4	Better bus routes	12/7/2015 5:07 PM
5	A more direct, affordable service	12/7/2015 2:05 PM
6	Already do.	12/7/2015 10:04 AM
7	Much more frequent buses on the 22 and 23 routes through Harborne	12/7/2015 9:50 AM
8	Only if the timings could be guaranteed. I have spent too many years waiting and extending my commute by more than double the driving time. Especially when a change is required.	12/7/2015 9:41 AM
9	see above	12/4/2015 1:42 PM
10	Cheaper bus passes!	12/4/2015 11:21 AM
11	Better routes, at the moment it's two buses with a wait inbetween	12/4/2015 8:34 AM
12	If I could get only one bus	12/4/2015 7:40 AM
13	no	12/3/2015 8:52 PM
14	a medical brake through in the treatment of Anxiety	12/3/2015 8:50 PM
15	A more reliable service	12/3/2015 3:53 PM
16	No	12/3/2015 3:23 PM
17	If there was a direct route and they were reliable.	12/3/2015 12:01 PM
18	No, journey by public transport is too time consuming.	12/3/2015 11:44 AM
19	Already do	12/3/2015 11:23 AM
20	Already do	12/3/2015 10:55 AM
21	Faster easier routes	12/3/2015 9:46 AM
22	No would take a longer time to travel	12/3/2015 9:36 AM
23	Already do	12/3/2015 9:08 AM
24	No	12/3/2015 8:08 AM
25	As I travel from Walsall, it would take two buses and a train - more convenient public transport services would certainly encourage me to abandon my car.	12/3/2015 7:30 AM
26	A more direct bus route	12/2/2015 10:47 PM
27	No	12/2/2015 10:21 PM
28	No	12/2/2015 10:18 PM
29	No	12/2/2015 9:22 PM
30	If it was safer maybe and easier to get to	12/2/2015 8:29 PM
31	NO	12/2/2015 7:18 PM
32	improve train to bus connections to avoid standing alone at platforms.	12/2/2015 7:16 PM
33	No	12/2/2015 7:06 PM
34	yes, if buses are on time every time	12/2/2015 6:45 PM
35	If I was unable to drive	12/2/2015 6:19 PM
36	No	12/2/2015 5:36 PM
37	no	12/2/2015 4:52 PM
38	If there was a train service local to uni	12/2/2015 4:41 PM
39	No	12/2/2015 4:37 PM
40	Snow	12/2/2015 3:25 PM
41	better bus routes: starting/ending closer to Newman and home and more frequent	12/2/2015 2:27 PM
42	cheaper tickets and guarantee of a seat to sit on after paying (more council run services rather than private companies)!	12/2/2015 2:25 PM

43	The busses (especially 22) are unpredictable; especially after 5pm, I have sometimes waited over an hour for the bus. I think some kind of shuttle service from/to city centre would be great.	12/2/2015 2:02 PM
44	A shuttl ebus would be good - the buses often don't run up and can be left awaiting at bus stop for 1-2 hours every evening	12/2/2015 1:48 PM
45	already do	12/2/2015 1:47 PM
46	Takes to much time	12/2/2015 1:45 PM
47	Direct routes; more frequent buses; greater reliability; good weather	12/2/2015 1:37 PM
48	i do take public transport	12/2/2015 1:21 PM
49	Fast cheap and convenient transport.	12/2/2015 1:16 PM
50	yes easier journey	12/2/2015 1:16 PM
51	if the bus stopped outside uni	12/2/2015 1:02 PM
52	More frequent bus services	12/2/2015 12:57 PM
53	No	12/2/2015 12:57 PM
54	Yes. Faster bus service, slightly cheaper rail service.	12/2/2015 12:49 PM
55	Robot Drivers	12/2/2015 12:46 PM
56	Direct bus service, and subsidied tickets	12/2/2015 12:43 PM
57	Accessible buses	12/2/2015 12:28 PM
58	Not unless I had to as it is a 15 minute walk to the bus stop and those 15 minutes are worth a lot in the morning when getting the whole family organised.	12/2/2015 12:25 PM
59	I do that everyday because i have to	12/2/2015 12:20 PM
60	no	12/2/2015 12:19 PM
61	No	12/2/2015 12:15 PM
62	Distance is too far. Two buses needed and a short walk but the time involved would mean 2.5 hrs a day travelling compared to one hour driving. Plus I have to pick up or drop off my children at child minders etc.	12/2/2015 12:04 PM
63	Local public transport which was near to home, reliable and quick	12/2/2015 11:59 AM
64	if I didn't have to catch several buses and a train	12/2/2015 11:54 AM
65	No	12/2/2015 11:53 AM
66	Nope	12/2/2015 11:48 AM
67	If I could rely on public transport and if there was a bus available.	12/2/2015 11:47 AM
68	Shorter routes so as not to be on the bus for over an hour	12/2/2015 11:39 AM
69	Direct bus	12/2/2015 11:38 AM
70	A public transport route that does not take over 2 hours - have to catch bus, then train then another bus and connections are terrible!	12/2/2015 11:37 AM
71	No	12/2/2015 11:34 AM
72	I used too and I hate it	12/2/2015 11:28 AM
73	No	12/2/2015 11:28 AM
74	It will take me longer by public transport than driving so not really	12/2/2015 11:28 AM
75	no	12/2/2015 11:24 AM
76	If there was a rail link nearby that would be very good, less traffic and can attend lectures on time rather than get late due to the bus.	12/2/2015 11:22 AM
77	No	12/2/2015 11:20 AM
78	yes, more frequent buses from the area where I live	12/2/2015 11:13 AM
79	quicker service betwee 9.00 am and 11.00 am	12/2/2015 11:08 AM
80	No	12/2/2015 11:07 AM
81	No	12/2/2015 11:06 AM
82	possibly	12/2/2015 11:01 AM

83	no, unless it was direct from my home at a convenient time for me	12/2/2015 11:01 AM
84	More reliable services (I used the bus for c. 1 year, but found it unreliable	12/2/2015 10:54 AM
85	Live in countryside, no direct/indirect public transport	12/2/2015 10:54 AM
86	No	12/2/2015 10:51 AM
87	No	12/2/2015 10:51 AM
88	no	12/2/2015 10:50 AM
89	not at the moment as I also need to take my children to school on my way in to work and bus routes from where i leave to bartley green are poor	12/2/2015 10:45 AM
90	Not even a unicorn could encourage me to do this.	12/2/2015 10:38 AM
91	as I live 25 miles away, and have to do the nursery run on the way to work - no!	12/2/2015 10:34 AM
92	No	12/2/2015 10:32 AM
93	dedicated, direct and cheap bus from New Street, but essentially need to relocate campus	12/2/2015 10:23 AM
94	Faster and more convenient routes	12/2/2015 10:21 AM
95	Free/subsidised transport and more reliable transport. Introduction of a "school bus"	12/2/2015 10:18 AM
96	no	12/2/2015 10:18 AM
97	If I didn't do the School run then a discounted travel pass	12/2/2015 10:16 AM
98	No	12/2/2015 10:15 AM
99	Previously I have caught the 48, but I believe the route has recently been changed and it no longer comes here. It also took an hour to get to work from home on the bus which is not really a viable option long term, given it's a 15 minute journey in the car.	12/2/2015 10:14 AM
100	A dedicated, direct bus service	12/2/2015 10:13 AM
101	no	12/2/2015 10:11 AM
102	No	12/2/2015 10:09 AM
103	Already do	12/2/2015 10:08 AM
104	No	12/2/2015 10:07 AM
105	Fast and direct routes through the south of Birmingham	12/2/2015 10:06 AM
106	train station	12/2/2015 10:05 AM
107	direct train/bus	12/2/2015 10:05 AM
108	No	12/2/2015 10:03 AM
109	no	12/2/2015 10:02 AM
110	No	12/2/2015 10:01 AM
111	No	12/2/2015 9:56 AM
112	good bus service from Moor Street traing Station.	12/2/2015 9:55 AM
113	greater reliability	12/2/2015 9:54 AM
114	reliability and ease of access	12/2/2015 9:54 AM
115	Direct train from Nottingham(!)	12/2/2015 9:54 AM
116	No don't like it	12/2/2015 9:52 AM
117	no already do take public transport	12/2/2015 9:50 AM
118	No.	12/2/2015 9:49 AM
119	Direct bus that only took half an hour or less - should be possible if WM transport had the will. they have just removed my direct bus and anyway that used to take an hour because it went all over the place before it got here.	12/2/2015 9:46 AM
120	no	12/2/2015 9:44 AM
121	I do and I hate it	12/2/2015 9:42 AM

122	I already do - but the recent reduction in frequency in the evenings is a disincentive. The live bus timetable by reception is a help - but another one by the Security Office entrance to the Atrium would be very helpful - being much closer to the actual bus stop. The lethal road-crossing from the Sailing Club side of the road to the Newman side, with traffic coming at you from several directions, often at speed, and often without signalling, can be a serious disincentive.	12/2/2015 9:39 AM
123	No	12/2/2015 9:39 AM
124	I already do!	12/2/2015 9:36 AM
125	No	12/2/2015 9:33 AM
126	if there was a direct route i would consider it	12/2/2015 9:33 AM
127	Train station next door	12/2/2015 9:32 AM
128	If they were a lot cheaper and guaranteed to turn up on time (002 esp after 4pm)	12/2/2015 9:30 AM
129	route availability/cost	12/2/2015 9:29 AM
130	Buses that ran early enough and not having to leave campus to visit shoals	12/2/2015 9:29 AM
131	Bartley Green needs a train station	12/2/2015 9:28 AM
132	Lowering the expense	12/2/2015 9:26 AM
133	no	12/2/2015 9:24 AM
134	N/A	12/2/2015 9:23 AM
135	No	12/2/2015 9:22 AM
136	No	12/2/2015 9:22 AM
137	No	12/2/2015 9:21 AM
138	No	12/2/2015 9:19 AM
139	No	12/2/2015 9:19 AM
140	direct or better bus routes.	12/2/2015 9:18 AM
141	If i lived further away from work.	12/2/2015 9:17 AM
142	If the buses were more frequent and if a direct route were available at the times I like to work I might consider it	12/2/2015 9:17 AM
143	No	12/2/2015 9:17 AM
144	No	12/2/2015 9:17 AM
145	I live only a short distance away however would need to catch 2 buses. I understand many staff & students live in the bearwood area and would certainly consider using the bus if it was a direct route.	12/2/2015 9:16 AM
146	no	12/2/2015 9:16 AM
147	No	12/2/2015 9:15 AM
148	More frequent (and much cheaper) buses.	12/2/2015 9:13 AM
149	No need - I live within easy walking distance	12/2/2015 9:13 AM
150	Better links to University Station	12/2/2015 9:13 AM
151	A direct bus or train from my village in Worcestershire to Newman	12/2/2015 9:13 AM
152	i already do	12/2/2015 9:13 AM
153	If there was a direct route from west brom or dudley to newman.	12/2/2015 9:12 AM
154	No	12/2/2015 9:12 AM
155	No, would not be good value for money personally when running a vehicle	12/2/2015 9:11 AM
156	If my lectures started later. It takes too long.	12/2/2015 9:11 AM
157	More reliability - the 18 bus is usually OK but there are times when you have to wait for 20-30 minutes.	12/2/2015 9:09 AM
158	no - not cost effective	12/2/2015 9:09 AM
159	A faster, more direct bus route to Newman form City centre	12/2/2015 9:09 AM
160	no	12/2/2015 9:08 AM
161	Maybe - if there was a direct bus route, or better still, train line	12/2/2015 9:06 AM
162	No direct bus route. Train would be great but no station near.	12/2/2015 9:06 AM

163	If it was free	12/2/2015 9:06 AM
164	no - its a 50 mile round trip!	12/2/2015 9:06 AM
165	No	12/2/2015 9:04 AM
166	Improved bus service	12/2/2015 9:04 AM
167	Better public transport links	12/2/2015 9:03 AM
168	No	12/2/2015 9:02 AM