



UNIVERSITY OF LINCOLN

Staff Travel Survey Results 2015

1.0 Executive Summary

- A total of 450 employees responded to the Staff Travel Survey 2015, a response rate of 30.4%.
- The commuting by single occupancy car rate increased from 49% in 2013 to 52% in 2015. This is disappointing as it increases the number of required parking spaces.
- The modal travel pattern has remained largely consistent over the various travel surveys since 2010. The changes seen between the surveys are within the margin of error.
- The University has very low rates of commuting by public transport in comparison with other universities (5th lowest rate of public transport commuting). This highlights the problems around public transport provision in Lincoln.
- A total of 29% of single occupancy car drivers thought that cycling to work could be a potential travel option for them. The most popular methods of encouraging cycling were providing more shower and changing facilities and secure cycle parking.
- Over a quarter (26%) of single occupancy car drivers live within 5 miles of their place of work. These staff members are a key group for which cycling or public transport could be a viable travel option.
- The proportion of cyclists rating the cycle parking provision at the University as being good or very good increased from 14% in 2013 to 39% in 2015. This reflects the investment that has been made in cycle parking.
- Walking to work makes up almost 16% of the modal split. Popular solutions to improve pedestrian provision included improved pedestrian crossings around the University and shower and changing facilities.
- The Season Ticket Loan Scheme for public transport is now used by 26% of staff who commute by rail. There were several positive comments about the scheme and it has made a real difference to some members of staff.
- Car sharing is an important travel to work method, with over 14% sharing on their journey to work. From the single occupancy car group 15% said that they would be prepared to car share and another 43% said that they might be prepared to car share. It is clear that the existing Lincoln BIG Car Share scheme needs to have increased promotion to staff.
- Bus travel usage is very low, with just 13 respondents who travelled to work by bus. Of this group over half (54%) used the Lincoln BIG Bus Deal, which is a cheaper ticket scheme open to University staff.
- The biggest reason that single occupancy car travellers gave for not using public transport to travel to the University was that services do not run at the times they need to travel. Several respondents highlighted that the bus services tended to finish relatively early in the evening.

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2.0 Introduction

This report details the results of the 2015 Staff Travel Survey at the University of Lincoln. The University conducts staff and student travel surveys every two years and has now built up a time series of data on transport at the University. The aim of the exercise is to collect information on modes of travel and to survey the views of staff on facilities for pedestrians, cyclists, motorists and public transport users. This report covers the 2015 Staff Travel Survey, which was conducted in October 2015. A separate Student Travel Survey was conducted from November 2015 to January 2016.

The information collected within the survey is used by the Estates Department to develop priority areas for transport facilities and to highlight any concerns that staff have over the provision of transport facilities. The survey responses will be fed into the Sustainable Travel Plan, which has developed from the Brayford Campus Masterplan work. In addition, the Higher Education Statistics Agency (HESA) now requires information on a variety of travel statistics related to the activities of the University.

The survey was delivered on-line through Google Forms and was promoted to staff through the Staff News portal. Additionally, each staff member was sent an invitation to take part in the survey by e-mail. The e-mails were tailored for each building at the University. For example staff working in the David Chiddick Building received an e-mail inviting them to comment on the transport facilities at that location. The survey asked respondents to select their mode of travel and then specific questions related to that mode of travel were asked. A copy of the survey can be seen in Appendix A.

The total number of responses to the survey was 450 (a response rate of 30.4%). This was significantly above the number of responses in 2013 and 2011 Staff Travel Surveys, when just 384 and 177 responses were received respectively.

Each member of staff completing the survey was asked for their comments on travel and transport at the University. Some of the comments are provided within the text of this report. A separate Appendix contains all of the comments that were submitted.

3.0 Analysis of the Staff Travel Survey Results

3.1 Mode of Travel to the University

University employees were asked to describe their main mode of travel for their commute to the University. The main mode of travel was classed as the mode by which they travelled the furthest. The results were:

Mode of Travel	Responses	Percentage
Single occupancy car	234	52.0
Car with passengers	55	12.2
Passenger in a car	11	2.4
Walking	71	15.8
Cycling	41	9.1
Bus	13	2.9
Train	19	4.2
Motorbike	2	0.4
Other	4	0.9
Total	450	100

Figure One: Mode of Travel

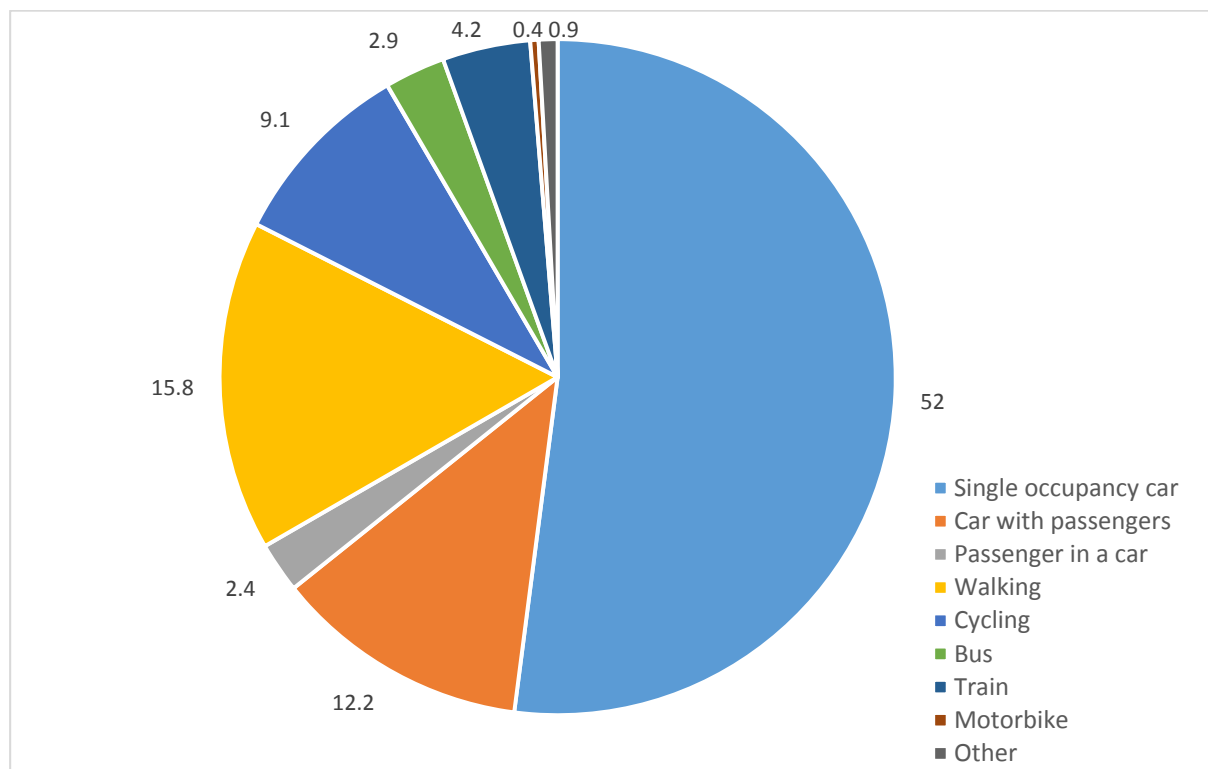


Figure Two: Modal Split of University of Lincoln Staff Travel to Work

3.2 Comparison with Previous Staff Travel Survey Results

There have been previous staff travel surveys in 2010 (conducted by Morgan Tucker), 2011 (conducted by Colin Buchanan), and in 2013 (an in house survey). In the 2015 survey the proportion of staff University of Lincoln Staff Travel Survey 2015

travelling by single occupancy car has increased from 49.0% to 52%. This reverses the trend of falling levels of single occupancy car usage seen across the previous surveys. Although the increase is within the margin of error in the survey it is still a concerning outcome, as the objective of the Sustainable Travel Plan is to reduce car usage.

Transport Mode	2010	2011	2013	2015
Single occupancy car	50	51.4	49.0	52.0
Car with passengers	16	12.4	9.6	12.2
Passenger in a car	5	4.0	4.9	2.4
Walking	14	12.4	14.3	15.8
Cycling	8	11.3	11.5	9.1
Bus	3	2.8	5.5	2.9
Train	4	5.1	4.2	4.2
Motorbike	0	0	0	0.4
Other	0	0.6	1.0	0.9
Number of survey responses	320	177	384	450

Figure Three: Variation in the Modal Split Over Time

Overall the percentage of staff travelling to the University by car has fallen between 2010 and 2015 – from 71% to 66.6%. The proportion of staff members that car share has fallen from 21% in 2010 to 14.6% in the latest survey. This reduction in car sharing may be due to the reducing influence of the transfer of the University’s activities from Hull to Lincoln. In the past a significant number of employees travelled by car sharing from Hull to Lincoln each day.

There has been very little change in the modal split between the various surveys. This possibly reflects the fact that there have been no major changes in transport policy over the last few years at the University. The last significant change in policy was the introduction of car park charging in 2010, since then car park charges have remained unchanged.

4.0 Comparison with Staff Travel Survey Results from Other Universities

The Higher Education Statistics Agency requires universities to provide information on travel survey results as part of the Estate Management Statistics. A total of 110 higher education organisations provided staff travel survey data to the 2013/14 edition of the EMS.

The chart below shows the staff travel by single occupancy car figure for the University of Lincoln in October 2015 in comparison with the other organisations that supplied data for the 2013/14 HESA period.

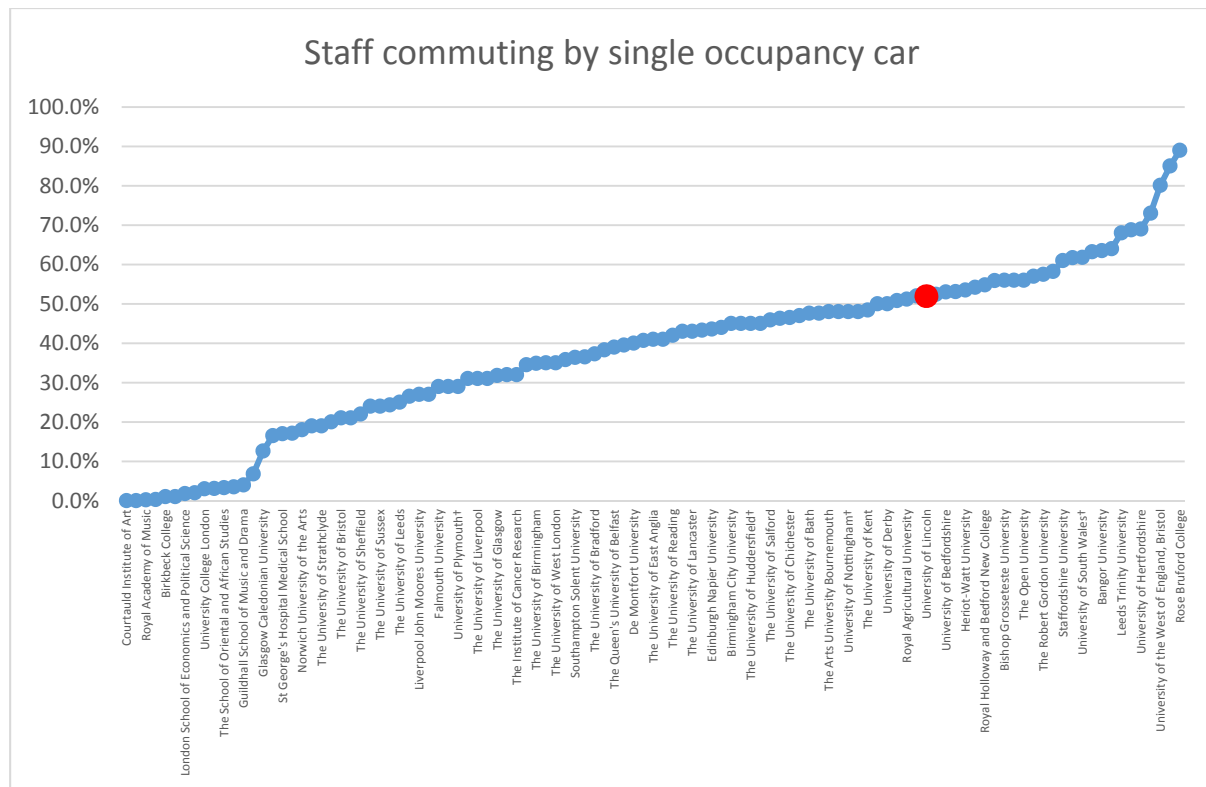


Figure Four: Comparison of Staff Commuting by Single Occupancy Car in the Higher Education Sector

Figure Four shows that the University of Lincoln has a relatively high figure for staff travel by single occupancy cars (SOC). Overall organisations in London tend to have single occupancy car figures below 10%. Universities in other major urban conurbations tend to have SOC levels between 20 and 40%. Higher education institutions in small urban areas tend to have SOC levels of around 50%.

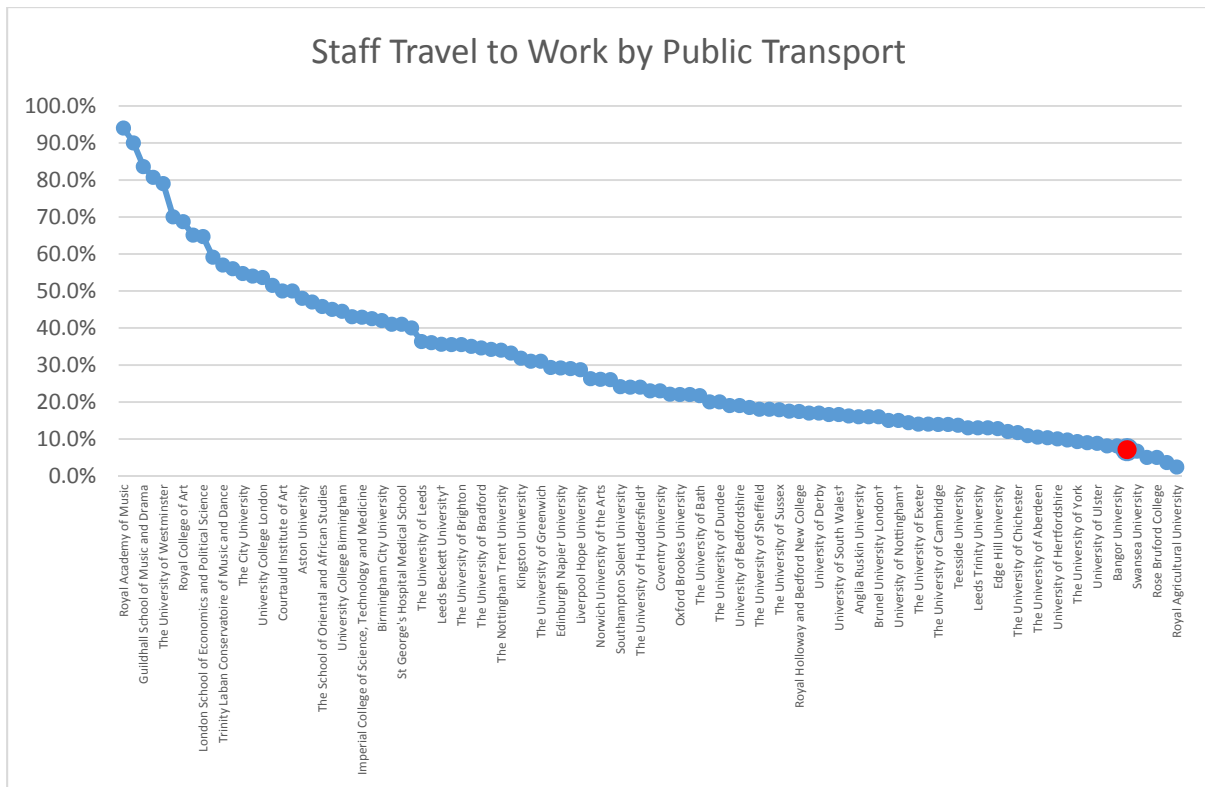


Figure Five: Comparison of Staff Commuting by Public transport in the Higher Education Sector

Figure Five reveals that the University of Lincoln has one of the lowest figures for travel to the organisation by public transport. Just 7.9% of University of Lincoln staff travel to work by public transport. The average public transport level from across the higher education sector in the 2013/14 EMR data was 29.4%. The low level of public transport use in Lincoln means that University of Lincoln employees have to rely on alternative transport methods. It is to be hoped that the planned investments in the Lincoln (including the Transport Hub, East West Link, Eastern Bypass and the removal of various pinch-points) will increase the number of people travelling by public transport in the city. These improvements should reduce congestion in the City Centre and mean that bus timetables are more reliable.

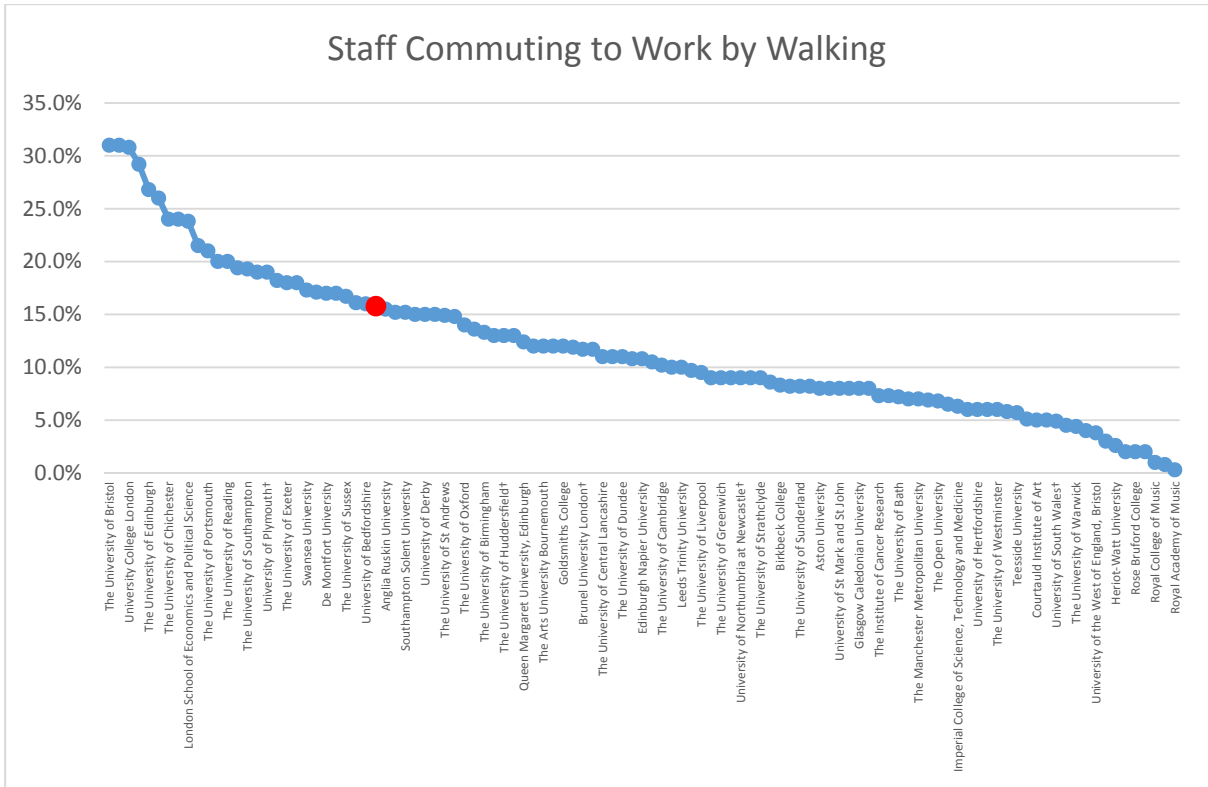


Figure Six: Comparison of Staff Commuting by Walking in the Higher Education Sector

The University of Lincoln is above the average for the sector for staff walking to work. This reflects the accessibility of the Brayford Campus, its city centre location and the compactness of the City Centre.

5.0 Survey Responses from Single Occupancy Car Users

There were 234 responses from single occupancy car users

Question 1: Which Campus do you usually travel to?

Campus	Number of responses	Percentage
Brayford	228	98.3%
Holbeach	2	0.9%
Riseholme	4	1.7%

Figure Seven: Single Occupancy Car Campus

Question 2: Please estimate (in minutes) how long it takes you to travel from your home to the University on your average daily commute

The average travel time for staff travelling by single occupancy cars is 29 minutes from home to the University.

Question 3: Please estimate the distance (in miles) that you travel from home to the University on your typical commute

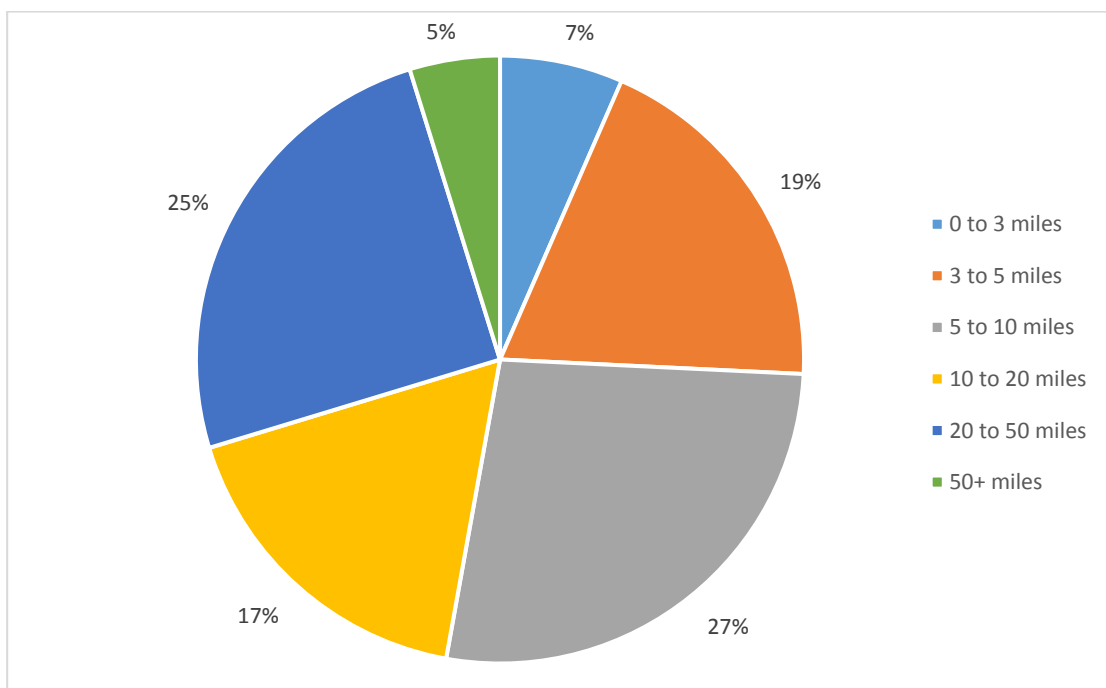


Figure Eight: Travel to Work Distance by Single Occupancy Car Users

A distance calculator tool was used to determine a road distance from each postcode to the University's various sites. Just over a quarter of staff travelling in single occupancy cars live within five miles of the University.

The survey has revealed that a significant number of staff members are commuting over 20 miles to the University each day. The longest travel distance identified is 149 miles each way.

Question 3a: What types of fuel does your car use?

University of Lincoln Staff Travel Survey 2015

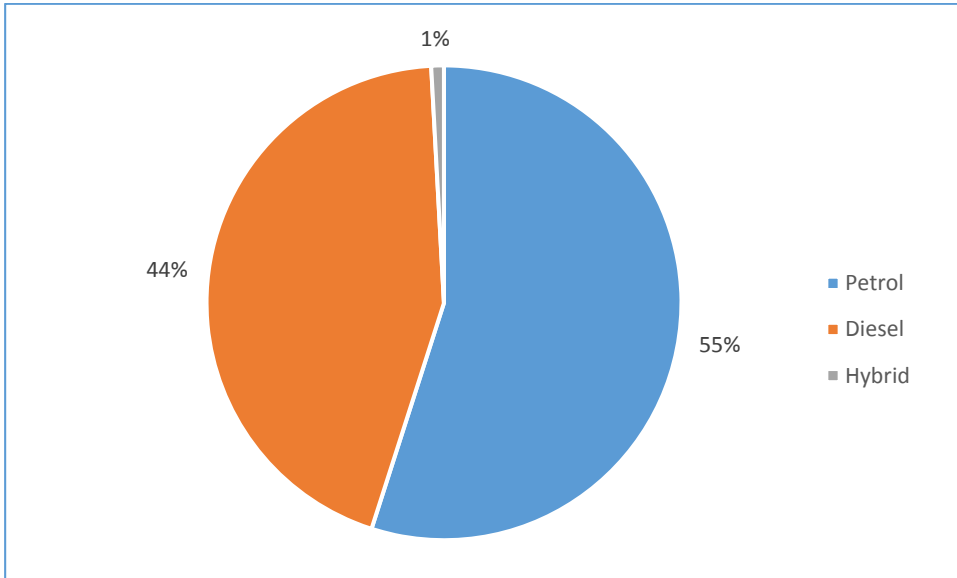


Figure Nine: Single Occupancy Car – Fuel Type

Question 3b: What size is the engine in your car?

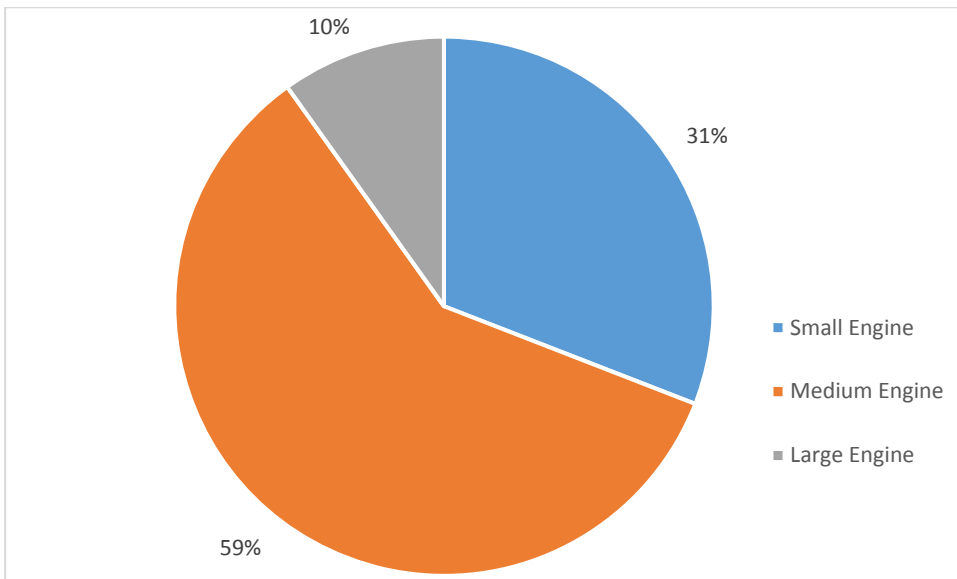


Figure Ten: Single Occupancy Car – Engine Size

Large engines were classed as above 2.0 litres and small engines as below 1.4 litres.

Question 4: How many days per week do you usually commute to the University?

Number of days	Responses	Percentage
1 day	1	0.4%
2 days	10	4.3%
3 days	29	12.4%
4 days	42	17.9%
5 days	151	64.5%

6 days	1	0.4%
7 days	0	0.0%

Figure 11: Number of Days that Single Occupancy Car Users Travel to the University

The survey has highlighted that slightly less than two thirds of staff members travel to the University on each day of the working week. This has implications for calculating the demand for car parking at the University.

Question 5: Do you commute year round or just in term time?

Commuting Period	Responses	Percentage
Year round	218	94%
Term time only	14	6%

Figure 12: Single Occupancy Car – Annual Commuting Times

Question 6: Would you be prepared to car share?

Response	Number of Responses	Percentage
Yes	36	15.4%
Maybe	101	43.2%
No	97	41.5%

Figure 13: Single Occupancy Car Views on Car Sharing

Question 6a: Is there anything that the University could do to encourage you to car share?

Respondents were asked for comments on what would encourage them to car share. A selection of comments are below and the full list is contained in Appendix B.

- Finding people who live in a similar area - but then the main challenge would be providing similar timetables.
- Guarantee a parking space Guarantee a charging point for electric cars
- Most members of staff arrive at similar times but rarely leave at the same time.
- Offer Flexi Hours for car sharers to make it easier to sync working patterns

Question 7: Do you think any of the following measures would encourage you to use walking as your main method of commuting to the University each day?

Only 36 people (10.1%) said that the University could introduce measures to encourage them to walk to the University. The remainder of the respondents said that walking was not a suitable option for them.

The most popular measures for encouraging walking were increasing the availability of showers, changing facilities, lockers and personal storage space.

Question 8: Do you think any of the following measures would encourage you to use cycling as your main method of commuting to the University each day?

A total of 160 respondents (71.4%) said that cycling would not be a practical travel option for them. The most popular options to encourage cycling were providing showers and changing facilities and more secure cycle parking. The University has established plans to provide more shower facilities and secure cycle parking.

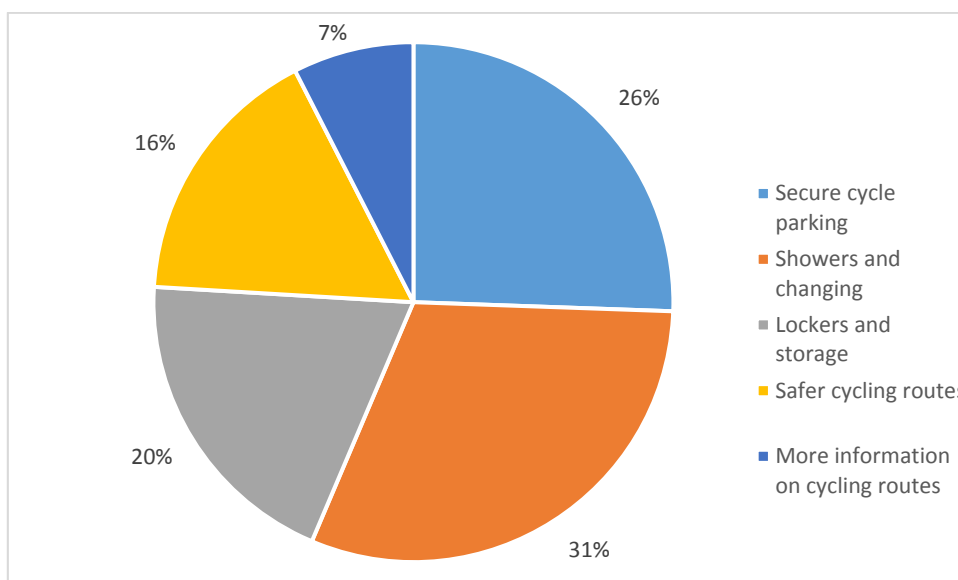


Figure 14: Methods to Encourage Cycling to Work

Question 9: If you do not currently travel to the University by public transport please tell us your reasons for not doing so:

Reason	Number of responses	Percentage
There are no suitable public transport routes between my home and the University	73	32.2%
Services do not run at the times I need to travel	94	41.4%
The journey by public transport takes too long	78	34.4%
Services are unreliable	56	24.7%
It is too expensive to travel by public transport	67	29.5%
Poor information levels on available public transport	10	4.4%
I need to bring books, papers and equipment to the University	29	12.8%
Other	41	18.1%

Figure 15: Single Occupancy Car Users – Reasons for not Using Public Transport

Single occupancy car users were able to give multiple reasons for why they did not travel by public transport, therefore the figures in the table above add up to more than 100%. The main issues highlighted are all linked to the relatively low level of public transport links in Lincoln and the surrounding area. Several respondents raised the issue of bus timetables and services finishing too early in the evening.

Question 10: Which of the following measures would encourage you to travel by public transport?

The main measures that would encourage single occupancy car users to travel by public transport are more direct services and more frequent services. There were 36 people that mentioned getting help in purchasing season tickets for public transport. The University already offers a public transport season ticket purchase scheme, this highlights the need to improve the promotion of this scheme.

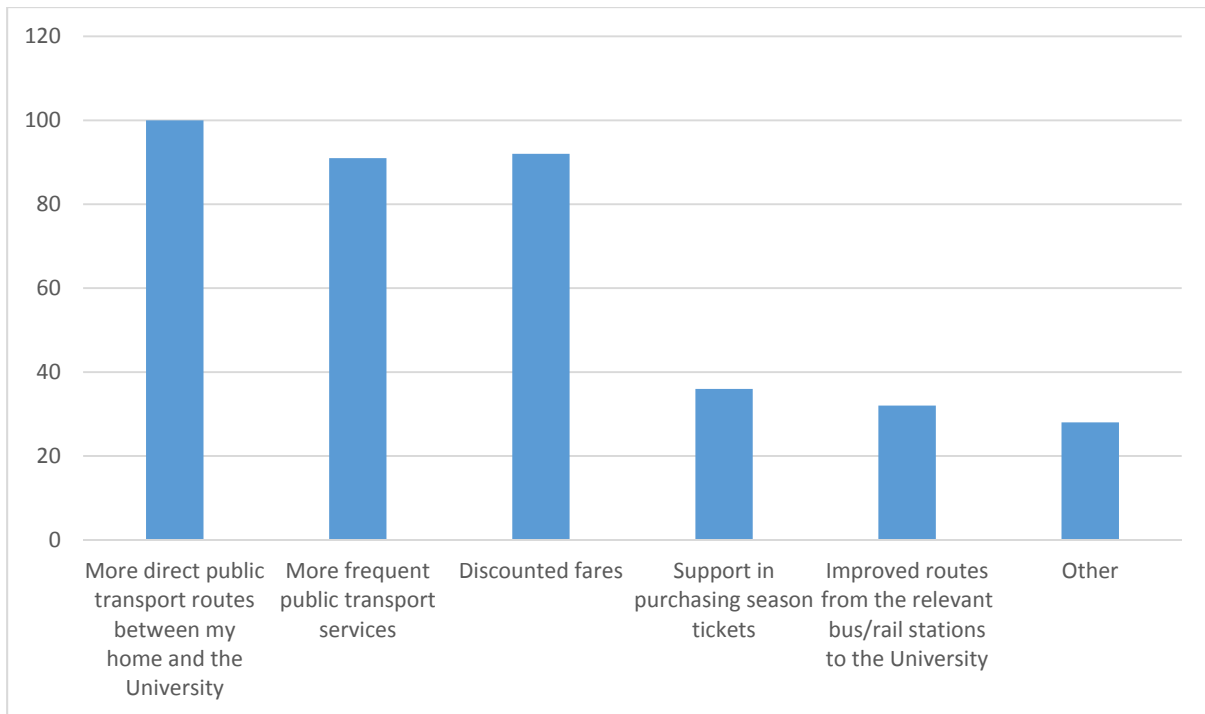


Figure 16: Methods to Encourage Public Transport Use

Question 11: Which of the University car parks do you usually park in?

The single occupancy car users were asked which car park they currently use. This highlighted that 18% of respondents used the Gravel Car Park and 14% used the Marina Car Park. Both of these car parks are set to be closed as they are set to become building sites in the next four months.

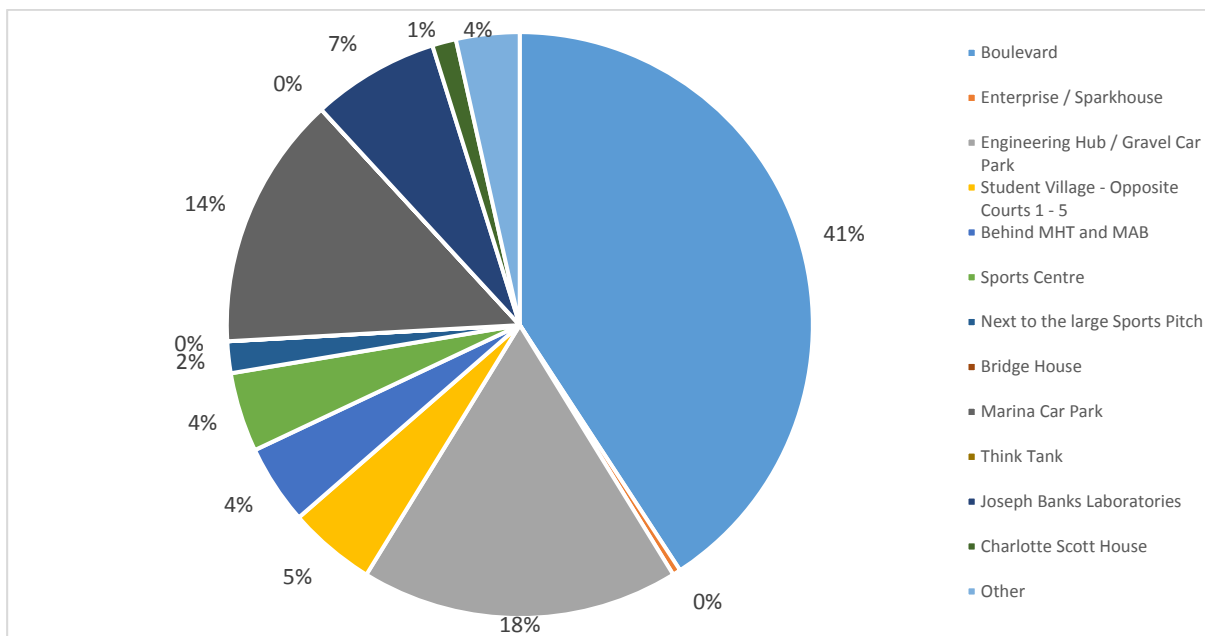


Figure 17: Single Occupancy Car Users - Car Park Choice

Question 12: Do you ever experience difficulties in obtaining a parking space at the University?

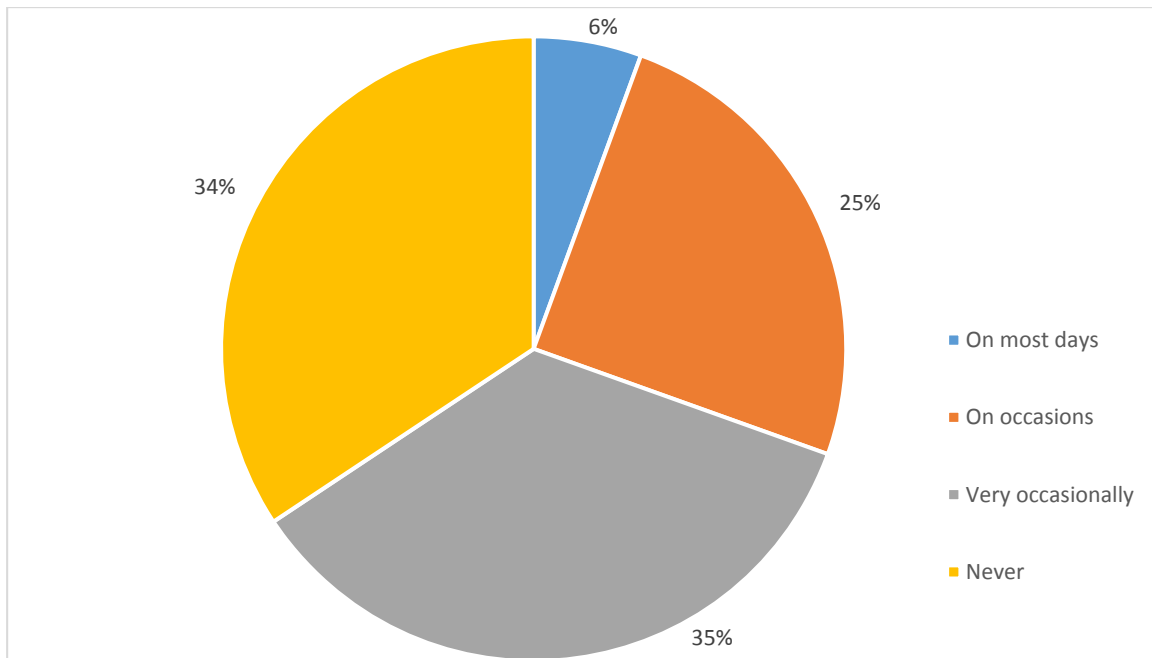


Figure 18: Difficulties in Finding a Parking Space

There is clearly an issue around the availability of parking spaces at the University. Two thirds of staff experienced problems finding a parking space on some occasions. In 2013 13% of single occupancy car users experienced problems finding a space on most days. This has fallen to 6% in the latest survey. This reduction is possibly due to the addition of car parks at the Joseph Banks Laboratories and the Brayford Marina.

5.1 Comments from Single Occupancy Car Users

- Lincoln City centre traffic still very congested. I would be very interested in a park and ride scheme just outside Lincoln City centre if one of these operated as a cost effective alternative.
- The availability of parking spaces is a major issue. I use the gravel car park at Brayford which has no designated parking bays and is a general free for all. I have picked up a number of dents and scratches over the past few years, so much so I have bought an old banger to commute in.
- There is a train station about 3 miles from my home, but the parking available at the station is limited and the bus routes from my village to are few.
- I feel very strongly that Lincoln has very poor cyclist provision in terms of safe cycle pathways across certain areas. Uphill Lincoln is very dangerous and the cycle paths run out or are on the main busy road. Lincoln needs separate, safe cycle paths. There is also a public transport route where buses charge £2.20 for a short journey- too expensive. The buses are half hourly and stop running after 18.30. Very unsatisfactory.
- Car parking is being reduced significantly at the expense of more buildings - need to keep the right balance and provide enough spaces for the staff that require them.

All of the comments are listed in Appendix B.

6.0 Responses from Car Sharers

There were 66 responses from employees who car share on their daily commute to the University. There were 55 employees who are the drivers of the car share vehicle and 11 who are the passengers in a car share. The average distance travelled to the University by car share is 13.6 miles and the average time taken to travel to the University is 33 minutes.

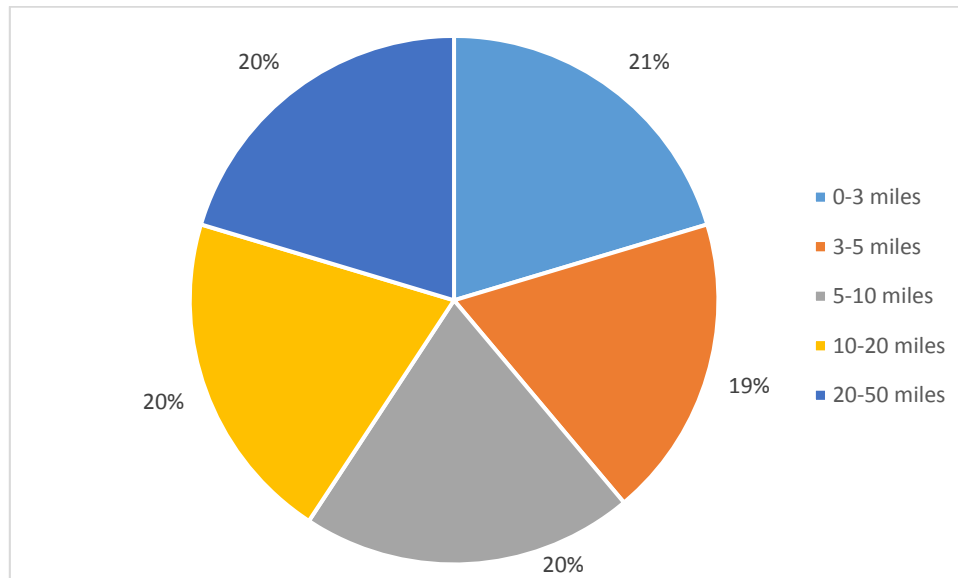


Figure 19: Distance Travelled to Work by Car Sharers

Forty percent of car sharers live within five miles of the University. This is within the range where cycling could be a viable alternative travel to work method. Therefore, opportunities to encourage cycling to this group of commuters should be an area of focus.

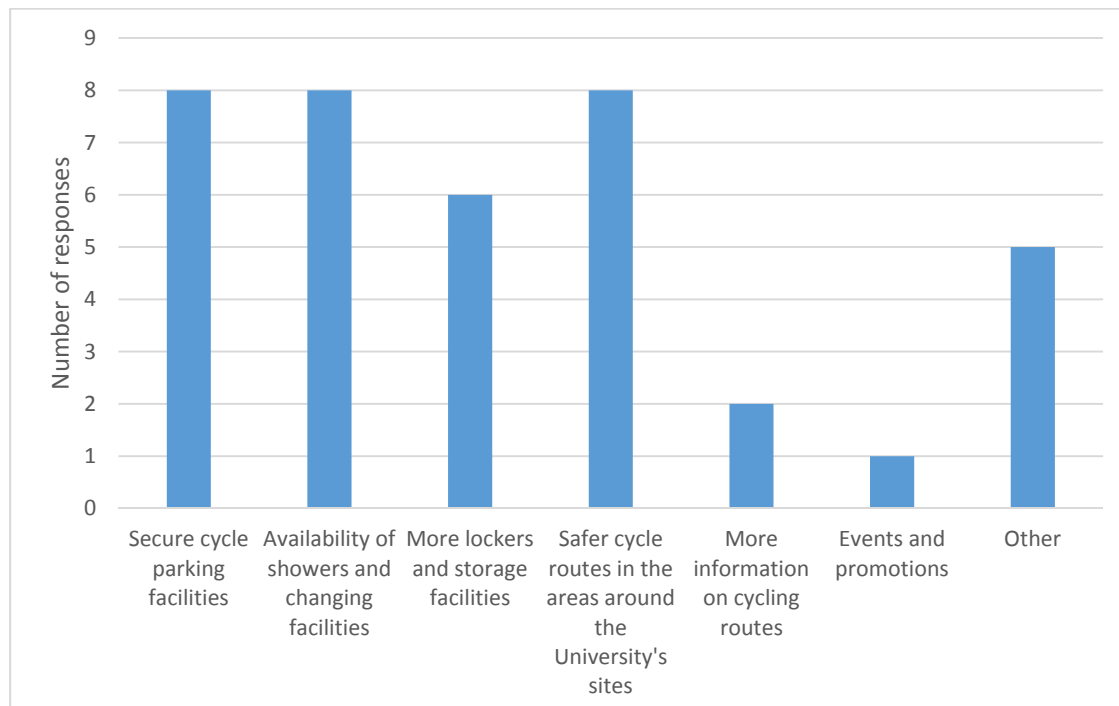


Figure 20: Methods of Encouraging Car Sharers to Cycle to the University

The improvements that could encourage cycling as an option in the car sharing group were similar to the single occupancy car group.

6.1 Comments from Car Sharers

- I am concerned about the long term options for parking at the university as it seems parking spaces will decrease as buildings go up. Parking near the buildings that staff work in should be encouraged where possible. I would consider car sharing but working times vary between staff so it's difficult to achieve. Also more options to work at home should be encouraged at least one day per week. With a good IT infrastructure, some staff could work at home and help ease the load on the car parks across the campus.
- I think the University works hard to make life easier for staff to travel to work and park. The problem is the total chaos of the Lincoln roads and poor bus and rail connections.
- Need better cycle routes from villages into Lincoln
- I think the provision of showers and lockers, better cycle routes etc., would be of benefit to staff, even though it's not practical for me. I also think it might encourage staff to take part in exercise at lunch time etc. as there would be showers etc.
- I would like to use public transport however this is not an option due to childcare commitments before and after work.
- Although I could travel by bus, it would take considerably longer for me to get to work in the morning. The same applies to travelling by bike. As I have very limited time available to me in the morning, it is hard for me anyway to get to work on time. If the University introduced flexible working times, this problem would be solved and I would be more inclined to cycle to work or travel by bus on the days that I do not have passengers in the car.

The full comments from the car sharer group are displayed in Appendix B.

7.0 Responses from Bus Users

A total of 13 respondents to the survey stated that they travel to the University by bus. It is difficult to draw any concrete conclusions from such a small sample size.

The average distance covered by staff travelling to the University by bus is 10.3 miles and the average time taken is 49 minutes. There were no staff that responded to the survey who travelled to the Holbeach or Riseholme sites by bus.

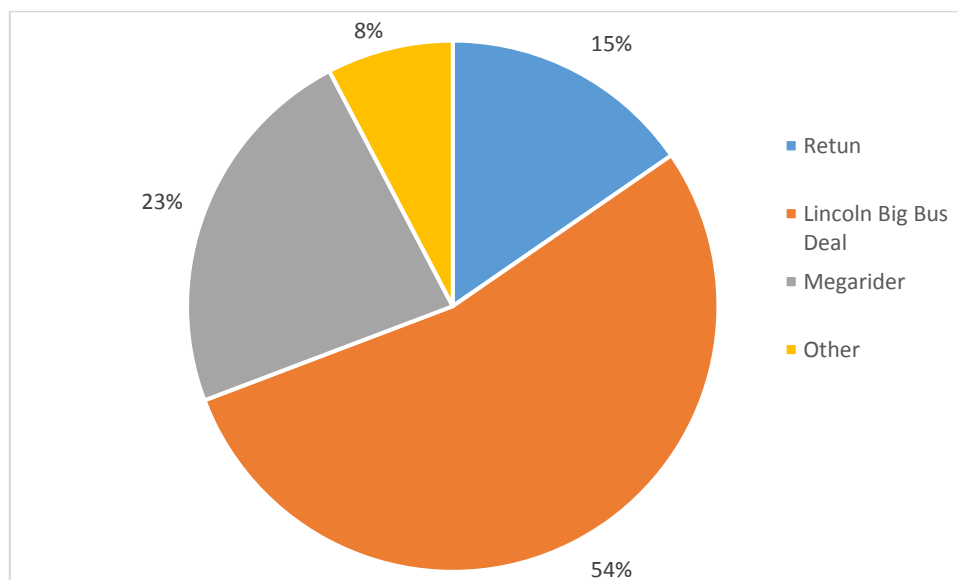


Figure 21: Type of Ticket Used by Bus Passengers

Over half of the bus travellers are taking advantage of the Lincoln BIG Bus Deal. This is a scheme operated by the Lincoln Business Improvement Group to offer cheaper bus tickets. In the 2013 survey 44% of bus travellers used this type of ticket.

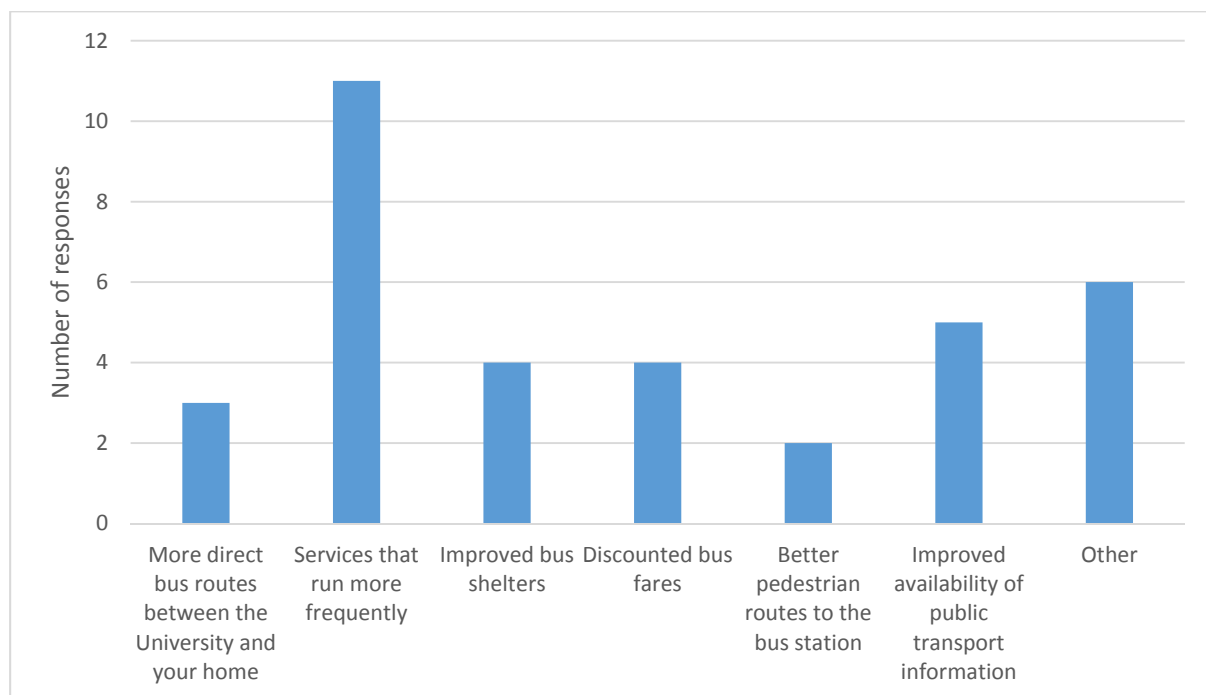


Figure 22: Methods to Improve Bus Travel

Eleven of the bus travellers (84%) thought that bus services that run more frequently would improve their daily commute.

7.1 Comments from Bus Users

- It's really expensive to get to Lincoln and the service runs very infrequently
- The railway crossing is a problem and can add 15 minutes on to your morning if the barriers are down for more than one train.
- The bus service in this town simply doesn't work. This is the first town I've ever seen in which buses stop at 6pm.
- County needs joined-up thinking on public transport and the University could pioneer this. From where I live it is no longer feasible to make a return journey to London in a day (unlike over 100 years ago). When we bought the house fifteen years ago it was partly because of good transport links. Bus services have been cut back, especially in evening when last bus is now 9.00. This makes it difficult to be involved in academic, social or business events at the University or in Lincoln generally in the evenings. My son began his career as a professional musician by using the bus service to play at venues in Lincoln. This would no longer be possible. Entertainment and leisure venues in Lincoln must be suffering from near-impossibility (and excessive price of travelling in from outlying areas), as must pubs and restaurants in country towns reciprocally. Accidents, pollution, congestion and lost revenue must all be occurring. Instead of cutting services, transport authorities should be actively promoting them to encourage habitual use for everybody.

8.0 Responses from Rail Passengers

There were 19 respondents to the survey that travelled to the University by rail, all of these work at the Brayford Campus. As with the bus data, this is a very small sample size and it is difficult to draw conclusions from such a small group of people. The average distance travelled by rail is 39 miles, with the average travel time being 79 minutes.

In 2014 the University introduced a loan scheme to purchase rail season tickets for staff that travel to the University by train. This scheme is now used by 26% of the people who travel by rail. Only 37% of the staff travelling by rail travel to the University for all five days each week. It is unlikely that a season ticket would be useful for the staff members who do not travel to the University every day of the working week.

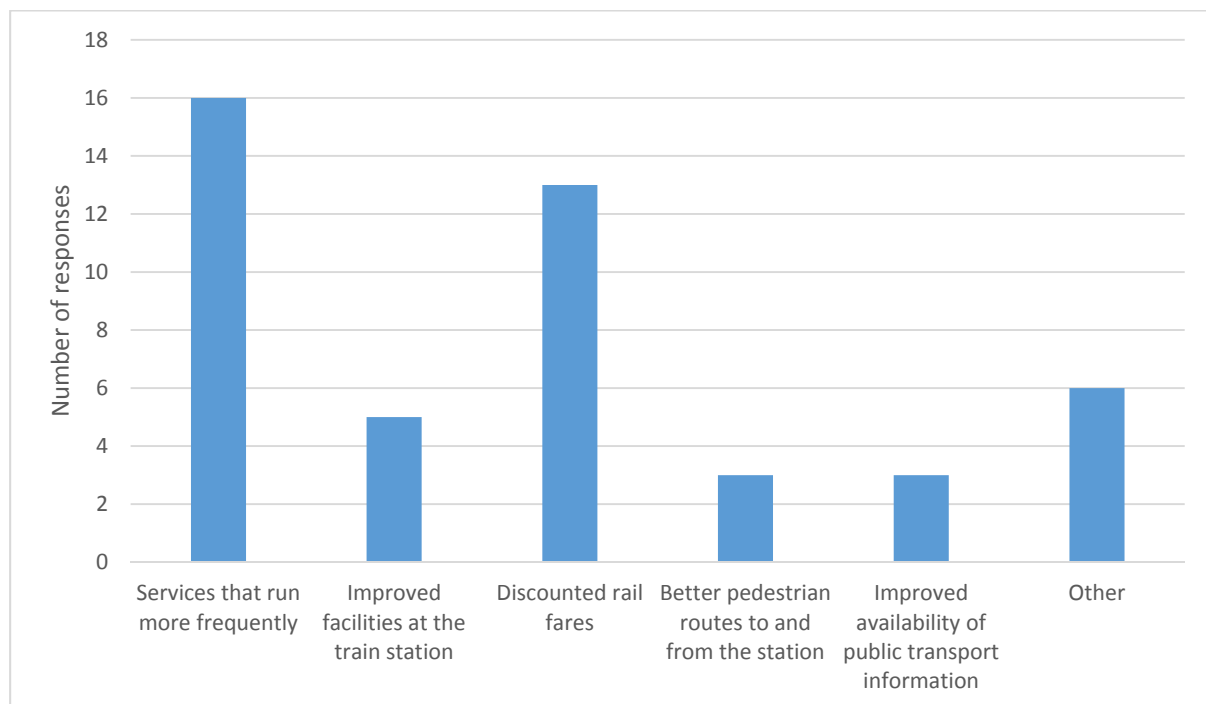


Figure 23: Methods to Improve Rail Travel

More frequent rail services and discounted rail fares were the most popular option for improving the experience of commuting by rail.

8.1 Rail User Comments

- The staff Season Ticket Loan scheme is a great resource, it reduces my monthly travel costs by a third and takes a lot of the hassle of travelling on the train away. Great stuff.
- Car parking at the university means that driving is not an option if arriving after 10am as there will be no spaces.
- The rail season ticket offer is not good value for money unless travelling five days a week all year long. (I appreciate that rates are probably set by the train companies.)
- We need better trains to London from Lincoln.

9.0 Responses from Cyclists

There were 41 respondents that said that they travelled to the University by bicycle. Once cyclist worked at the Riseholme Campus and another at the Holbeach Campus, with the remainder being based at the Brayford site. The average distance travelled by bicycle is 3 miles, with an average time of 17.6 minutes.

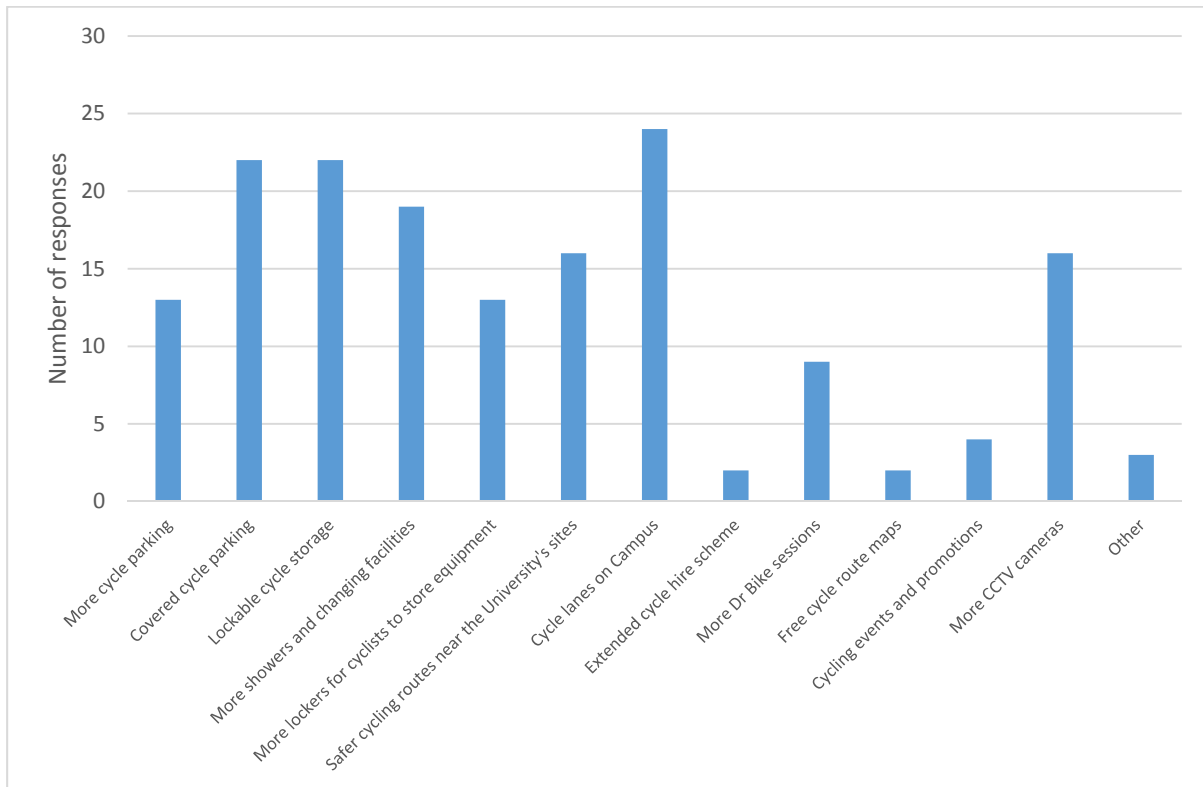


Figure 24: Methods to Improve Cycling Infrastructure at the University

Cyclists were asked what actions the University could take to improve their cycling experience. The most popular response was the provision of cycle lanes on Campus – over half of respondents thought this was a good idea. Other popular improvements included improved cycle parking and more showers and changing facilities.

The cyclists were asked to rate the provision of cycle parking at the University. The parking was rated as very good or good by 39% of cyclists and poor or very poor by 24.2% of cyclists. In the 2013 survey just 14% of respondents rated the cycle parking a good. This improvement reflects the investment that the University has put into providing additional cycle parking at the Brayford Campus.

9.1 Comments from Cyclists

- Brayford Walk desperately needs a cycle lane Dr Bike should advertise fixed prices for standard jobs, and should open more often, especially during spring Public bus routes are extremely unreliable
- It would be good if there were more cycle lanes in Lincoln, e.g. on Yarborough Crescent as this tends to be busy.

- I am generally happy with the ease with which I can cycle to work but I would not feel happy locking my bike up outside on campus if I had to.

10.0 Responses from Pedestrians

A total of 71 responses were received from staff members that walk to the University. The average distance walked is 1.2 miles and the average time taken is 20 minutes. All but one of the pedestrians walked to the Brayford Campus, the one exception went to Holbeach.

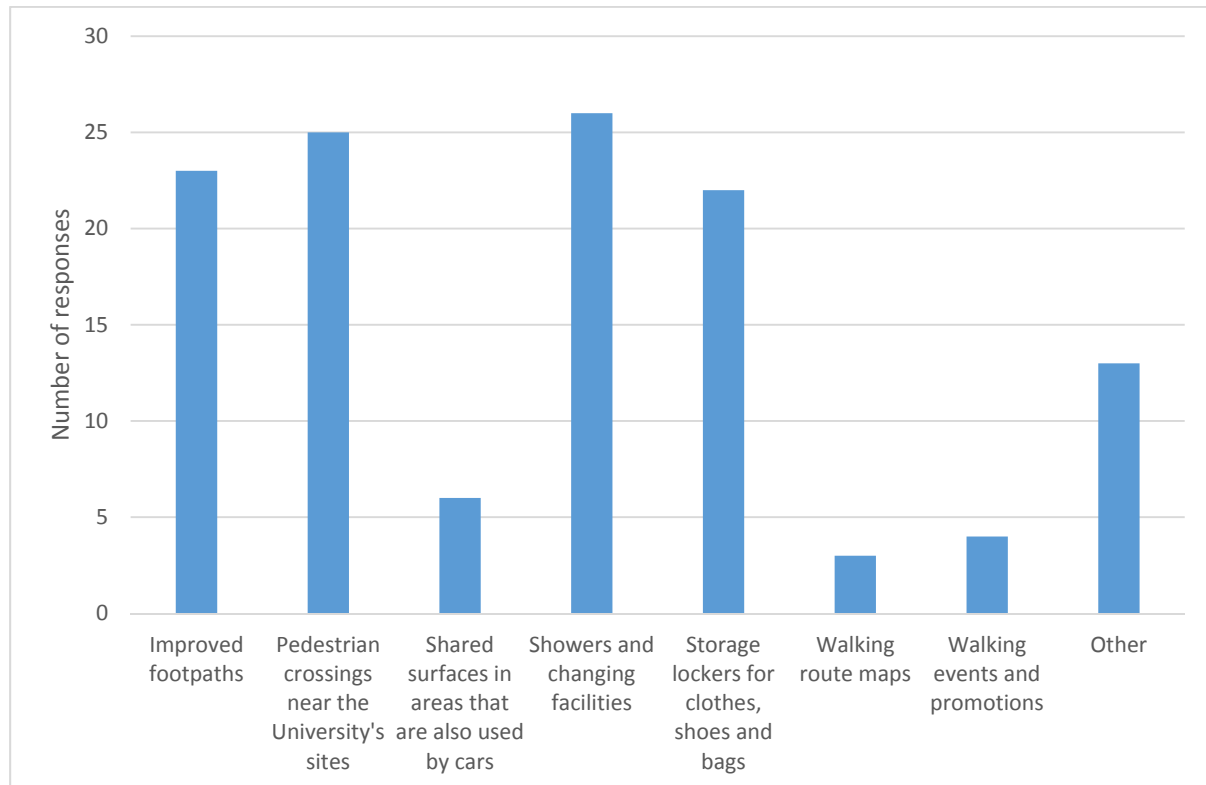


Figure 25: Options to Improve Facilities for Pedestrians at the University

The pedestrians were asked what the University could do to improve the experience of walking. The most popular solution was the provision of showers and changing facilities. There were also requests for improved pedestrian crossings and footpaths around the University.

10.1 Comments from Pedestrians

- Parking is very difficult when accessing the car park after 9am. Often my role requires me to work away for part of the day or start later and work till late and when accessing the car park later in the late morning or afternoon it is very difficult to find a space
 - A greater number of secure bicycle spaces at various points around the University. A "respect your fellow road/footpath users" campaign type thing. There are individuals who drive, walk or cycle who consistently use footpaths/cycle paths inappropriately. This is more of a wider issue in Lincoln I know but perhaps something the University could collaborate with the Council on.
 - Work with the council to improve crossing facilities around the university campus, particularly areas around the West End (Carholme Road) get a lot of pedestrian travel by staff and students yet there is only one crossing on what is a busy road.
 - I drop my child off at the Marina nursery on the way to work, and find that access off the Brayford Way Bridge is really difficult for push chairs (and must be for wheel chairs too), as we can't use
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the steps and have to walk through the halls of residence etc. Some of the most difficult pedestrian crossings are a bit away from the University site, such as the one that crosses Newland near the junction with Lucy Tower Street. This is constantly blocked by traffic and the pavements are very narrow. The pavement around the level crossing on Brayford Wharf East is really narrow and pedestrians spill out on to the road when the barriers lift, which seems dangerous.

Appendix A

Travel Survey Questionnaire

University of Lincoln: Staff Travel Survey 2015

The University is required by the Higher Education Statistics Authority to provide annual returns on staff and student travel methods. The information collected in this survey will also be used to inform the development of the University's Sustainable Travel Plan.

All information collected from this survey will be treated in the strictest of confidence and will only be used in the development of the Travel Plan and associated travel statistics. Any information collected will not be provided to third parties and will not be used to identify individuals.

A1 - What is your home postcode?

Why do we need to know this? – This information is required to calculate travel distances. It will not be used to identify individuals.

A2 - Which of these methods of transport do you usually use on your daily commute to the University?

If you use multiple modes of travel please select the method by which you travel the furthest:

- Single occupancy car
- Car with passengers
- Passenger in a car
- Bus
- Train
- Cycle
- Walk
- Motorbike
- Other:

Single Occupancy Car Questions

C1 - Which Campus do you usually travel to?

- Brayford Campus
- Holbeach Campus
- Riseholme Campus

C2 - Please estimate (in minutes) how long it takes you to travel from your home to the University on your average daily commute

C3 - Please estimate the distance (in miles) you travel from home to the University on your typical commute

C4 - How many days per week do you usually commute to the University?

- 1
- 2
- 3
- 4
- 5
- 6
- 7

C5 - Do you commute year round (excluding holidays) or just during term time?

- Year round
- Just in Term Time

C6 - Would you be prepared to car share?

C7 - Do you think any of the following measures would encourage you to use walking as your main method of commuting to the University each day?

Please select all that are applicable

- Not applicable - walking is not a practical travel option for me
- Availability of showers and changing facilities
- More lockers and storage facilities
- Safer road crossings in the areas around the University's sites
- More information on walking routes
- Events and promotions
- Other:

C8 - Do you think any of the following measures would encourage you to use cycling as your main method of commuting to the University each day? Please select all that are applicable

- Not applicable - cycling is not a practical travel option for me
- Secure cycle parking facilities
- Availability of showers and changing facilities
- More lockers and storage facilities
- Safer cycle routes in the areas around the University's sites
- More information on cycling routes
- Events and promotions
- Other:

C9 - If you do not currently travel to the University of Lincoln by public transport please tell us your reasons for not doing so:

- There are no suitable public transport routes between my home and the University
- Services do not run at the times I need to travel
- The journey by public transport takes too long
- Services are unreliable
- It is too expensive to travel by public transport
- Poor information levels on available public transport
- I need to bring heavy books, papers, equipment to the University
- Other:

C10 - Which of the following measures would encourage you to travel by public transport?

- More direct public transport routes between my home and the University
- More frequent public transport services
- Discounted fares
- Support in purchasing season tickets
- Improved routes from the relevant bus/rail stations to the University
- Other:

C11 - Which of the University car parks do you usually park in?

- Not applicable
- Boulevard
- Enterprise / Sparkhouse
- Engineering Hub / Gravel Car Park
- Student Village - Opposite Courts 1 - 5
- Behind MHT and Minerva Building
- Sports Centre
- Next to the large Sports Pitch
- Bridge House
- Marina Car Park
- Think Tank
- Joseph Banks Laboratories
- Charlotte Scott Building
- Riseholme Car Parks
- Minerva House Holbeach

- National Centre for Food Manufacturing
- Other:

C12 - Do you ever experience difficulties in obtaining a parking space at the University?

- Not applicable
- Yes on most days
- Yes on occasions
- Very occasionally
- Never - I can always find a space

**C13 - Do you ever use other methods to travel to the University? If so please tell us about this:
For example the method of travel and how often**

C14 - Do you have any other comments on transport and travel options at the University?

Car Sharing Questions

CS1 - Which Campus do you usually travel to?

- Brayford Campus
- Holbeach Campus
- Riseholme Campus

CS2 - Please estimate (in minutes) how long it takes you to travel from your home to the University on your average daily commute

CS3 - Please estimate the distance (in miles) you travel from home to the University on your typical commute

CS4 - How many days per week do you usually commute to the University?

- 1
- 2
- 3
- 4
- 5
- 6
- 7

CS5 - Do you commute year round (excluding holidays) or just during term time?

- Year round
- Just in Term Time

CS6 - Do you think any of the following measures would encourage you to use walking as your main method of commuting to the University each day?

Please select all that are applicable

- Not applicable - walking is not a practical travel option for me
- Availability of showers and changing facilities
- More lockers and storage facilities
- Safer road crossings in the areas around the University's sites
- More information on walking routes
- Events and promotions
- Other:

CS7 - Do you think any of the following measures would encourage you to use cycling as your main method of commuting to the University each day? Please select all that are applicable

- Not applicable - cycling is not a practical travel option for me
- Secure cycle parking facilities
- Availability of showers and changing facilities
- More lockers and storage facilities
- Safer cycle routes in the areas around the University's sites
- More information on cycling routes
- Events and promotions
- Other:

CS8 - Which of the University car parks do you usually park in?

- Not applicable
- Boulevard
- Enterprise / Sparkhouse
- Engineering Hub / Gravel Car Park
- Student Village - Opposite Courts 1 - 5
- Behind MHT and Minerva Building
- Sports Centre
- Next to the large Sports Pitch
- Bridge House
- Marina Car Park
- Think Tank
- Joseph Banks Laboratories

- Charlotte Scott Building
- Riseholme Car Parks
- Minerva House Holbeach
- National Centre for Food Manufacturing
- Other:

CS9 - Do you ever experience difficulties in obtaining a parking space at the University?

- Not applicable
- Yes on most days
- Yes on occasions
- Very occasionally
- Never - I can always find a space

CS10 - Do you ever use other methods to travel to the University? If so please tell us about this: For example the method of travel and how often

CS11 - Do you have any other comments on transport and travel options at the University?

Bus Passengers

B1 - Which Campus do you usually travel to?

- Brayford Campus
- Holbeach Campus
- Riseholme Campus

B2 - Please estimate (in minutes) how long it takes you to travel from your home to the University on your average daily commute

B3 - Please estimate the distance (in miles) you travel from home to the University on your typical commute

B4 - How many days per week do you usually commute to the University?

- 1
- 2
- 3
- 4
- 5
- 6
- 7

B5 - Do you commute year round (excluding holidays) or just during term time?

- Year round
- Just in Term Time

B6 - What type of bus ticket do you buy?

- Single
- Return
- Dayrider
- Megarider (weekly)
- Megarider (monthly)
- Lincoln Big Bus Deal
- Other:

B7 - What is your view of the bus service to your campus?

1 2 3 4 5

Very Good Very Poor

B8 - What could be done to improve the bus service that you use?

- More direct bus routes between the University and your home
- Services that run more frequently
- Improved bus shelters
- Discounted bus fares
- Better pedestrian routes to the bus station
- Improved availability of public transport information
- Other:

B9 - Do you ever use other methods to travel to the University? If so please tell us about this:

For example the method of travel and how often

B10 - Do you have any other comments on transport and travel options at the University?

Rail Passengers

R1 - Which Campus do you usually travel to?

- Brayford Campus
- Holbeach Campus
- Riseholme Campus

R2 - Please estimate (in minutes) how long it takes you to travel from your home to the University on your average daily commute

R3 - Please estimate the distance (in miles) you travel from home to the University on your typical commute

R4 - How many days per week do you usually commute to the University?

- 1
- 2
- 3
- 4
- 5
- 6
- 7

R5 - Do you commute year round (excluding holidays) or just during term time?

- Year round
- Just in Term Time

R6 - Do you use the University's Season Ticket Loans scheme?

This is where the University purchases the season ticket and the cost is deducted from the monthly salary of the staff member

R7 - What could be done to improve the rail service that you use?

- Services that run more frequently
- Improved facilities at the train station
- Discounted rail fares
- Better pedestrian routes to and from the station
- Improved availability of public transport information
- Other:

R8 - Do you ever use other methods to travel to the University? If so please tell us about this:

For example the method of travel and how often

R9 - Do you have any other comments on transport and travel options at the University?

Cycling Questions

CY1 - Which Campus do you usually travel to?

- Brayford Campus
- Holbeach Campus

Riseholme Campus

CY2 - Please estimate (in minutes) how long it takes you to travel from your home to the University on your average daily commute

CY3 - Please estimate the distance (in miles) you travel from home to the University on your typical commute

CY4 - How many days per week do you usually commute to the University?

- 1
- 2
- 3
- 4
- 5
- 6
- 7

CY5 - Do you commute year round (excluding holidays) or just during term time?

- Year round
- Just in Term Time

CY6 - What could the University do to improve facilities for cyclists?

Please select your three favourite options

- More cycle parking
- Covered cycle parking
- Lockable cycle storage
- More showers and changing facilities
- More lockers for cyclists to store equipment
- Safer cycling routes near the University's sites
- Cycle lanes on Campus
- Extended cycle hire scheme
- More Dr Bike sessions
- Free cycle route maps
- Cycling events and promotions
- More CCTV cameras
- Other:

CY7 - How would you rate the provision of cycle parking at the University?

1 2 3 4 5

Very good Very poor

CY8 - Are you aware of the free Dr Bike sessions at the Marina Building on a Monday?

CY9 - Do you ever use other methods to travel to the University? If so please tell us about this:
For example the method of travel and how often

CY10 - Do you have any other comments on transport and travel options at the University?

Walking Questions

W1 - Which Campus do you usually travel to?

- Brayford Campus
- Holbeach Campus
- Riseholme Campus

W2 - Please estimate (in minutes) how long it takes you to travel from your home to the University on your average daily commute

W3 - Please estimate the distance (in miles) you travel from home to the University on your typical commute

W4 - How many days per week do you usually commute to the University?

- 1
- 2
- 3
- 4
- 5
- 6
- 7

W5 - Do you commute year round (excluding holidays) or just during term time?

- Year round
- Just in Term Time

W6 - What could the University do to improve facilities for staff members that walk to work?

- Improved footpaths
- Pedestrian crossings near the University's sites
- Shared surfaces in areas that are also used by cars

- Showers and changing facilities
- Storage lockers for clothes, shoes and bags
- Walking route maps
- Walking events and promotions
- Other:

W7 - Do you ever use other methods to travel to the University? If so please tell us about this:
For example the method of travel and how often

W8 - Do you have any other comments on transport and travel options at the University?

Motorbike Questions

M1 - Which Campus do you usually travel to?

- Brayford Campus
- Holbeach Campus
- Riseholme Campus

M2 - Please estimate (in minutes) how long it takes you to travel from your home to the University on your average daily commute

M3 - Please estimate the distance (in miles) you travel from home to the University on your typical commute

M4 - How many days per week do you usually commute to the University?

- 1
- 2
- 3
- 4
- 5
- 6
- 7

M5 - Do you commute year round (excluding holidays) or just during term time?

- Year round
- Just in Term Time

M6 - What could the University do to improve facilities for motorcyclists?

M7 - Do you ever use other methods to travel to the University? If so please tell us about this:
For example the method of travel and how often

M8 - Do you have any other comments on transport and travel options at the University?

Other Travel Questions

O1 - Which Campus do you travel to?

- Brayford Campus
- Holbeach Campus
- Riseholme Campus

O2 - Please describe how you travel to the University

O3 - Please estimate (in minutes) how long it takes you to travel from your home to the University on your average daily commute

O4 - Please estimate the distance (in miles) you travel from home to the University on your typical commute

O5 - How many days per week do you usually commute to the University?

- 1
- 2
- 3
- 4
- 5
- 6
- 7

O6 - Do you commute year round (excluding holidays) or just during term time?

- Year round
- Just in Term Time

O7 - Do you ever use other methods to travel to the University? If so please tell us about this:

For example the method of travel and how often

O8 - Do you have any other comments on transport and travel options at the University?