

# 2013 Travel Survey Report

University of Edinburgh

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# 1 Introduction

## 1.1 Background

SKM Colin Buchanan (SKM CB) was commissioned by the University of Edinburgh to design, manage and analyse their 2013 Staff and Student travel survey.

The 2013 survey provides an update to the 2007 and 2010 survey and takes account of changes which have occurred since the 2010 survey was undertaken. This includes the relocation of approximately 1,100 students from an inner city location at Summerhall to Easter Bush, located in Midlothian.

## 1.2 Purpose and design of the 2013 University travel survey

The University is committed to minimising the transport impacts of its activities through the adoption of a number of transport related policies and the implementation of Travel Plans. The University has undertaken travel surveys every 3 years with the most recent completed in 2010. The surveys provide a valuable opportunity to gauge staff and student propensity to consider alternative travel modes, allowing the University to focus travel planning measures effectively.

As with the 2007 and 2010 travel surveys, the 2013 survey was designed to calculate an estimate of the University's travel to work/study Carbon Footprint.

The 2013 survey was designed as an entirely online questionnaire. The survey was conducted from the 11<sup>th</sup> March to the 5<sup>th</sup> April which is comparable with previous survey dates. It was made available to all staff and students across all University sites.

## 1.3 Existing Travel Plans

The University undertakes a number of travel planning activities, including the following measures:

- Shuttle Buses (serving various campuses);
- Shower and locker facilities;
- Pool cars for those who need a car for business travel;
- Easter Bush campus travel map;
- Transport and travel information on the website: [www.ed.ac.uk/transport](http://www.ed.ac.uk/transport);
- Interest free staff travel loan for the purchase of public transport season ticket /bicycle purchase;
- Subsidy of Lothian Buses Service 67, which operates between the City Centre and Easter Bush;
- Discount on One Ticket (for mixed mode public transport);
- Bicycles+: the University's Cycle to Work scheme;

- Bicycle User Groups at each main campus;
- Secure cycle stores in addition to Sheffield Racks;
- Bike Doctor visiting each University site every month in rotation;
- Discounts at bicycle shops;
- Bike Buddies Scheme for those who want a little support starting out;
- Free cycle training for learners / returners to cycling;
- Emergency toolkits for bikes in specific locations;
- Parking management;
- Member of the tripshare scheme;
- Member of the Corporate City Car Club; and
- Introduction of electric vehicle charging points

#### 1.4 [Travel planning activity since 2010](#)

Since the last travel survey in 2010 the University has continued to deliver site specific travel plans, most notably:

The Easter Bush Travel Plan was developed and implemented for the opening of the new Vet School and Roslin Institute Building in 2011. Staff and students based at Summerhall in the city centre and at Roslin relocated to the Easter Bush Campus which is located 7 miles to the south of Edinburgh in a semi-rural location. The Travel Plan implementation included the provision of a new bus route subsidised by the University, a new parking management system, personalised travel planning and information roadshows for staff and students, a travel map for the campus, and promotion of car sharing. The cycling facilities and support at the campus have been recognised by Cycling Scotland through the award of Cycle Friendly Employer. It is important to note that Summerhall is no longer a University site following the relocation of staff and students, and this change from a city centre to a semi-rural site will have inevitably affected travel behaviour for those now using the Easter Bush campus.

The Edinburgh College of Art (ECA) merged with the University in 2011. The University's parking management system was introduced to the site, and staff and students have access to all of the travel plan measures available at the University. In particular Dr Bike now regularly visits ECA.

The Scottish Centre for Regenerative Medicine at the Edinburgh BioQuarter (Little France) opened in 2011. Staff based in the Roger Land Building at King's Buildings (KB) re-located to the building. To prepare staff for this move the University worked with the team from A Better Way to Work (a project run by The Bike Station supported by Carbon Challenge Funding from the Scottish Government). Members of staff were offered personalised travel planning to help them identify how to travel to their new place of work.



The University managed pool car system was replaced with corporate membership of City Car Club during summer 2010. Switching to City Car Club provides University staff with access to a greater choice and number of vehicles across the city. The City Car Club now has vehicles based at two of the campuses: King's Buildings and Pollock Halls.

During 2012 and 2013 the University promoted cycle safety and security through a number of events and roadshows in Central Area, King's Buildings, Little France and the Western General Hospital. The University worked with the City of Edinburgh Council to deliver the Drive Safe, Cycle Safe Campaign. This was a campaign focusing on fostering safety and respect between drivers and cyclists. Outdoor roadshows together with poster and electronic communications were used to deliver the key safety messages. Hundreds of free bike lights, fluorescent waistcoats and reflective strap bands were handed out to staff and student cyclists. The University also ran bike security roadshows in early 2013 to promote the importance of using a high quality bike lock, and selling Gold Standard Sold Secure bike locks to cyclists at a much reduced price.

During academic year 2012-13 the King's Buildings – Central Area Shuttle Bus timetable was extended to cover weekday evenings and weekends. This was to provide a service during the new library opening times. This has been as a pilot and is currently under review.

The City of Edinburgh Council launched the city centre to King's Buildings Quality Bike Corridor in autumn 2012. This signposted route provides on-road cycling facilities connecting the Central Area with King's Buildings. The University undertook significant re-landscaping works to create a pedestrian and cycle friendly entrance to the King's Buildings to link in with the new route. An alternative route – part of the Family Friendly Network – is also signposted through the Meadows and the Grange to connect the sites.

## 1.5 [Report structure](#)

The main body of this report considers the following:

- Overall survey results;
- Results by location:
  - Central Area;
  - Easter Bush
  - Royal Edinburgh
  - Little France
  - Western General Hospital;
  - Pollock Halls; and
  - Other sites and Accommodation sites
- Carbon Footprint
- Conclusions and Recommendations

Site location plans for each campus are provided in Appendix A. The survey methodology is presented in Appendix B and the full survey findings are provided in Appendix C.

## 2 Overall Survey Results

### 2.1 Introduction

This section outlines the survey response rates for each location and considers the overall mode share for all sites.

### 2.2 Survey Responses

A total of 2,933 responses were received from staff representing a 23% response rate while 4,215 responses were received by students representing a 13% response rate.

The breakdown of response rates by location is presented in Table 1.

Table 1: Response rates by location

Location	Staff (%)		Student (%)
	Academic	Support	
Central Area	29%	22%	12%
Easter Bush	25%	25%	12%
Edinburgh College of Art	18%	11%	12%
King's Building / Royal Observatory	30%	16%	18%
RIE / QMRI, Little France	22%	26%	12%
Royal Edinburgh	61%	74%	12%
Western General Hospital	38%	26%	10%
Other site	18%	39%	12%
Other University Accommodation sites	0%	5%	N/A

Table 1 indicates that the response rate across the main locations within the University is relatively consistent, with the exception of Royal Edinburgh, which is a relatively small site in relation to the other main University sites.

The staff response rate is higher than that achieved in 2010, whilst the student response rate is consistent with the 2010 survey.

A carefully planned distribution of the staff and student surveys was undertaken as part of the 2013 surveys. On the first day of the survey, only members of staff were invited to respond and during day's two to five, staggered invitations were sent to students, based on year of study. This approach was taken to avoid spikes in responses, which may of results in detrimental impacts on the speed of the survey operation or indeed the survey becoming inoperable.

### 2.3 Mode Share

The overall University mode share is illustrated in Figure 1, this highlights that overall the University exhibits a highly sustainable travel to work/study mode share, with the main modes of travel being walking, cycling and public bus.



It is very encouraging to see that the single occupancy car driver trips only account for a nominal 7% of all travel to work / study trips at the University.

Figure 1: Overall University mode share

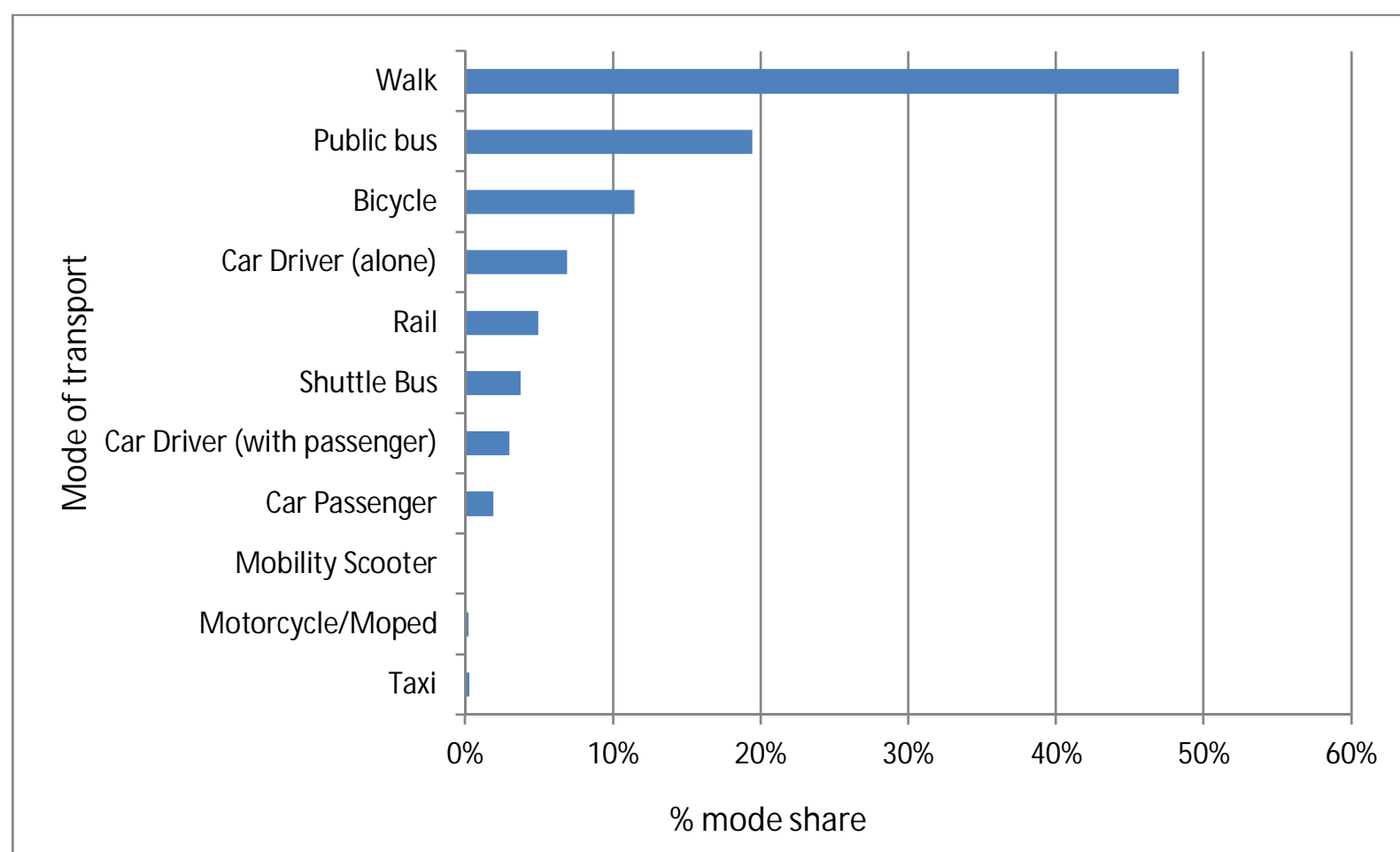


Figure 2 overleaf indicates the 2013 University travel mode share against the following available mode share information; targets from the current Edinburgh Local Transport Strategy (2007 to 2012) and mode share information for journeys in large urban areas from the 2011 Scottish Household Survey. Whilst the Local Transport Strategy targets are for 2010, there is no more up to date information available at this time, with the exception of a cycling target of 15% in the City of Edinburgh Council 2030 Transport Vision<sup>1</sup>. Midlothian Council do not have any travel to work / study mode share targets and where appropriate the 2001 Scottish Census Online results have been used to provide context to survey results at Easter Bush.

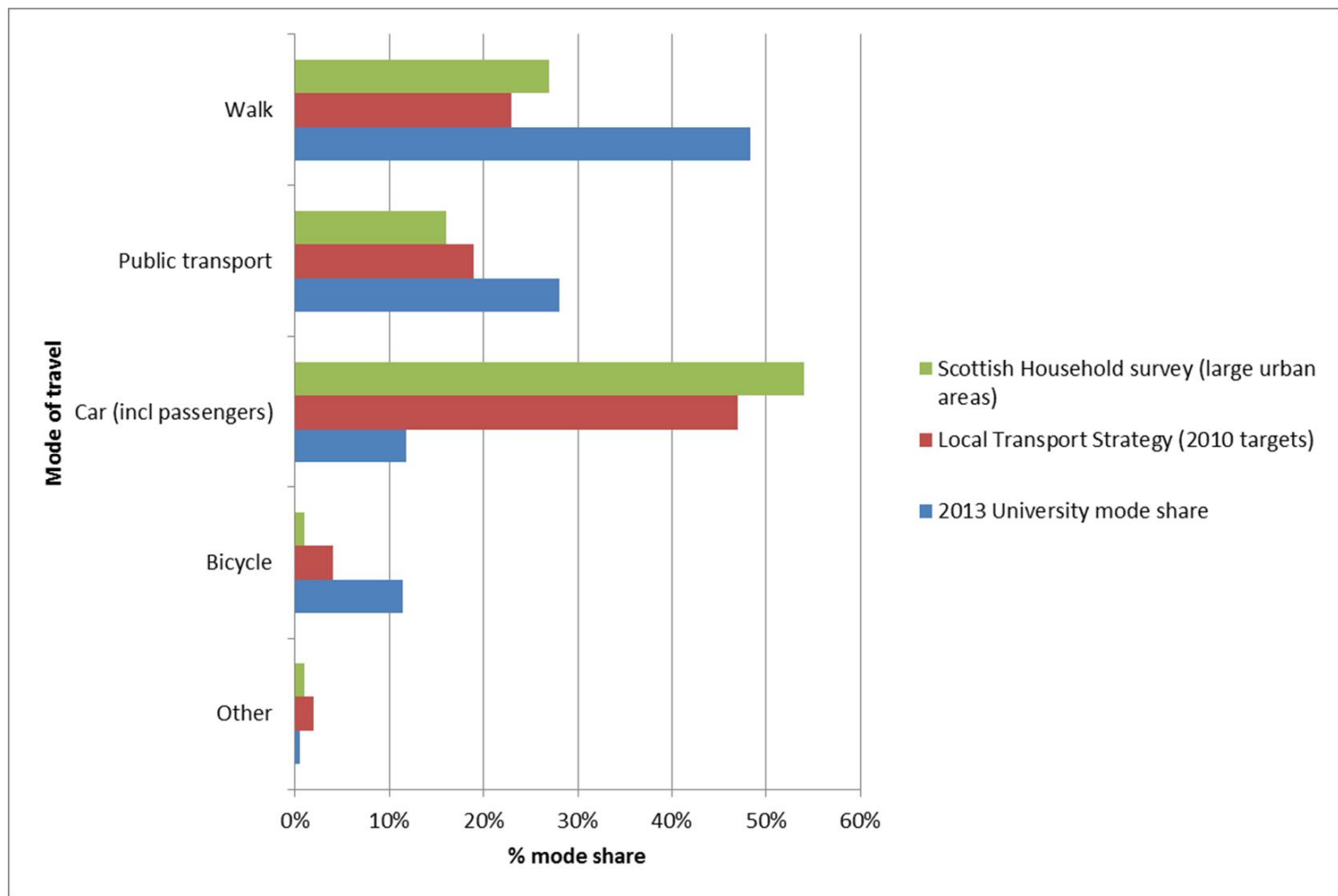
Figure 2 demonstrates the following:

- The University overall walking, cycling and public transport mode shares exceed the SHS mode shares and LTS targets (for 2010)
- The University car user mode share is significantly lower than the SHS mode share and LTS targets (for 2010)

In addition, at an overall cycling mode share of 11%, the University is well on the way to achieving the 15% cycle mode share target for 2020, set out in the adopted 2030 Transport Vision. It should be noted that this target has already been achieved at a number of the University sites.

<sup>1</sup> Transport 2030 Vision will guide the work of the City Of Edinburgh Council City Development Transport Service over the next 20 years. It is an Internal Document that sits alongside the regularly updated Local Transport Strategy.

Figure 2: 2013 University mode share against current travel practices



Figures 3 and 4 go on to highlight the overall staff and student travel to work/study mode shares.

Figure 3: All University Sites – Staff Mode Share

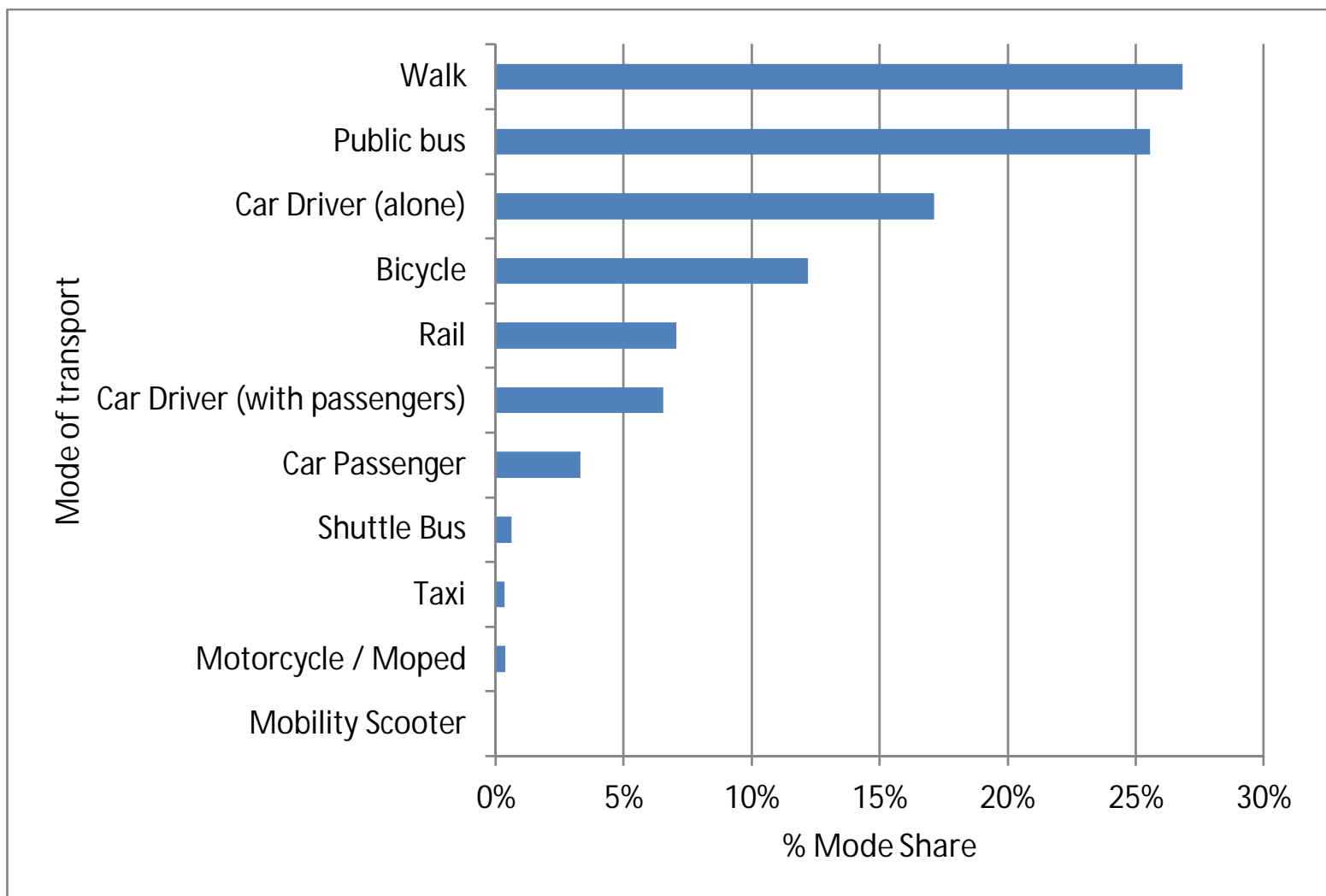
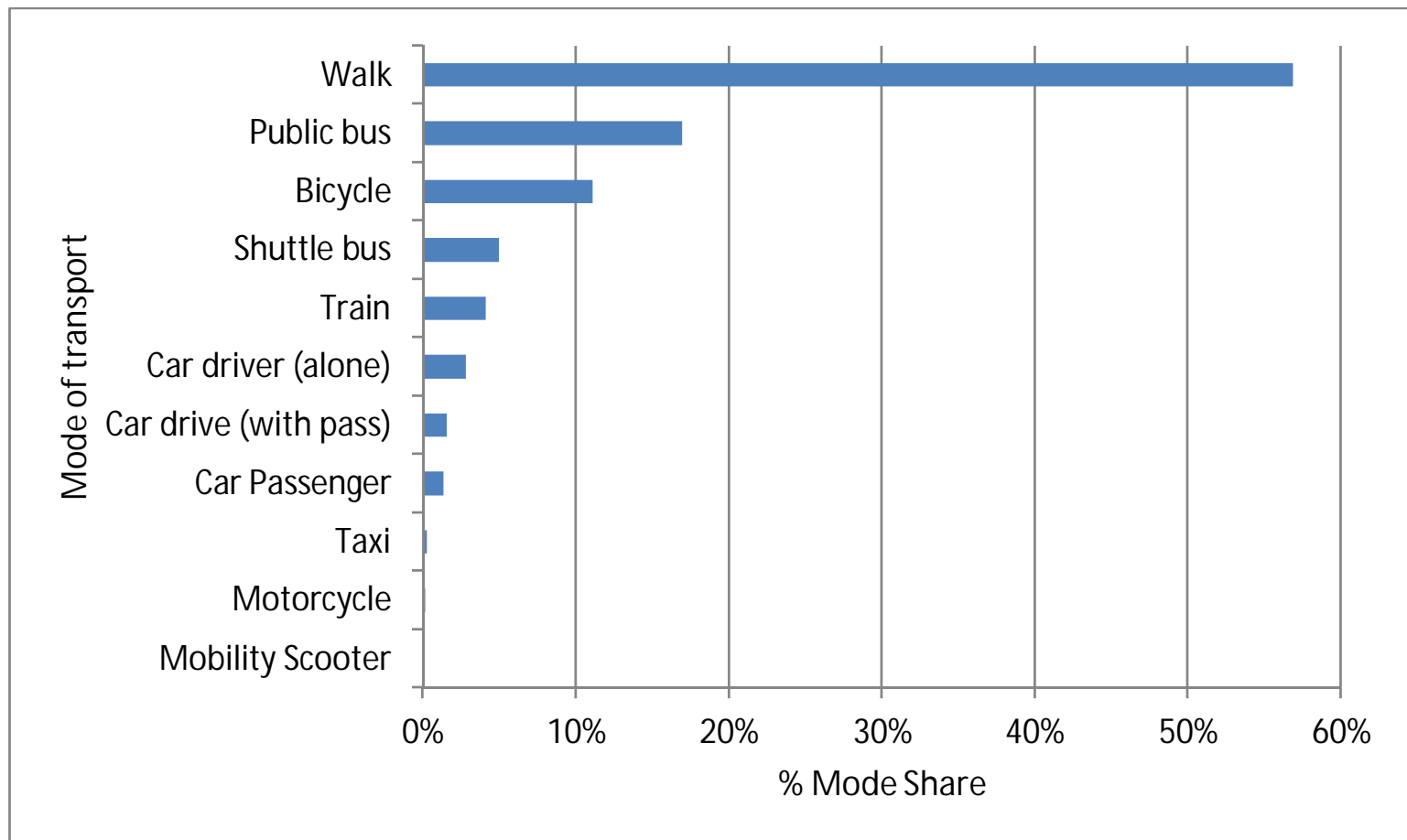


Figure 4: All University Sites – Student Mode Share



The key findings are:

- The University has achieved an excellent sustainable travel mode share, with 88% travelling on foot, by bicycle or public transport with a very low car driver (alone) mode share of 7%
- There is a high proportion of active travel among staff and students and the proportion cycling for both groups is above the Scottish Government's 10% target by 2020<sup>2</sup>
- For staff, the proportion of car-based travel is 27% and for students it is 6%
- The car sharing proportion is 10% for staff and 3% for students
- Approximately a quarter of staff and students use the public bus services
- 5% of students use the shuttle bus

When compared to the 2010 results, it can be seen that there have been the following changes in mode share:

*Staff*

- Active travel has remained the same
- Car user trips have remained the same
- There has been a marginal decrease in public transport trips

<sup>2</sup> Cycling Action Plan for Scotland 2013, The Scottish Government, Edinburgh 2013

*Students*

- Cycling has remained the same
- Walking has reduced by 4 percentage points
- Public transport use has remained the same
- Car trips have remained the same

2.4 **Travel planning activity**

All the campuses are subject to the University’s travel planning activity and, from a review of the survey data, overall students and staff are generally aware of a number of measures. The main measures where awareness is high and have been used are:

- Shuttle Buses; Central Area - King’s Building and Western General Hospital – Little France
- Cycle parking, shower and locker facilities;
- Dr Bike sessions

There is a lack of awareness in relation to travel plan marketing tools such as the travel page on the University website and travel roadshows.

2.5 **Carbon Footprint**

The 2013 carbon footprint for staff and students is presented in Table 2. This is compared to the 2010 footprint, which is also provided within the table.

Table 2: Carbon Footprint

	2013 Estimated annual carbon footprint (tonnes of CO2e) per individual	2013 Estimated annual carbon footprint (tonnes of CO2e) per individual	2010 Estimated annual carbon footprint (tonnes of CO2e)	2010 Estimated annual carbon footprint (tonnes of CO2e) per individual
<b>Staff</b>	5,156	0.41	6,596	0.63
<b>Students</b>	4,301	0.13	4,893	0.18
<b>TOTAL</b>	<b>9,457</b>	<b>0.21</b>	<b>11,489</b>	<b>0.41</b>

The overall University carbon footprint has reduced since 2010. Split into staff and students there has been a decrease in the overall carbon footprint for both. The average individual carbon footprint per staff member has significantly reduced by 35% with the carbon footprint per student reduced by 28%. It should be noted that average distances for journeys appear to have reduced with staff and students not travelling quite as far to the University as in previous years. However with the inclusion of a distance tool in this year’s survey, distances provided by staff and students are likely to be more accurate than in previous years.

## 3 Central Area

### 3.1 Introduction

The University of Edinburgh's Central Area is located on the south side of the city centre. The Central Area benefits from close proximity to the city centre public transport infrastructure and services, local facilities and neighbouring residential areas.

The Central Area is connected by a good network of on and off road pedestrian and cycle routes and benefits from good public transport routes, services and timetables, particularly bus.

For those staff and students based in the Central Area, their travel demands are supported through the existing Central Area Travel Plan, prepared in 2005.

Since the last travel survey in 2010 there have been a number of estate developments and travel plan activities affecting the Central Area:

- The closure of Summerhall (former base of the Royal (Dick) Vet School) in 2011
- The temporary closure of car parks, particularly in the busy George Square area to accommodate building works
- The permanent closure of the High School Yards car park as the Old School Building is being redeveloped as the new home of the Edinburgh Centre for Carbon Innovation (and the University's first car-free development)
- These closures have reduced the number of parking permits issued for the Central Area

City Car Club Corporate membership has been of particular benefit for the Central Area as there are currently 17 vehicles based at locations within or close to the Central Area.

At the Central Area, 1,594 staff and 2,589 students responded to the 2013 travel survey, equating to a Central Area response rate of 24% and 12%, respectively. The Central Area travel survey respondents represent the greatest proportion of travel survey participants. The survey findings are summarised in the following section with detailed graphs of all responses presented in Appendix C.

### 3.2 Mode Share

Figures 5 and 6 illustrate the travel mode share of Central Area staff and students.

Figure 5: Central Area - Staff Mode Share

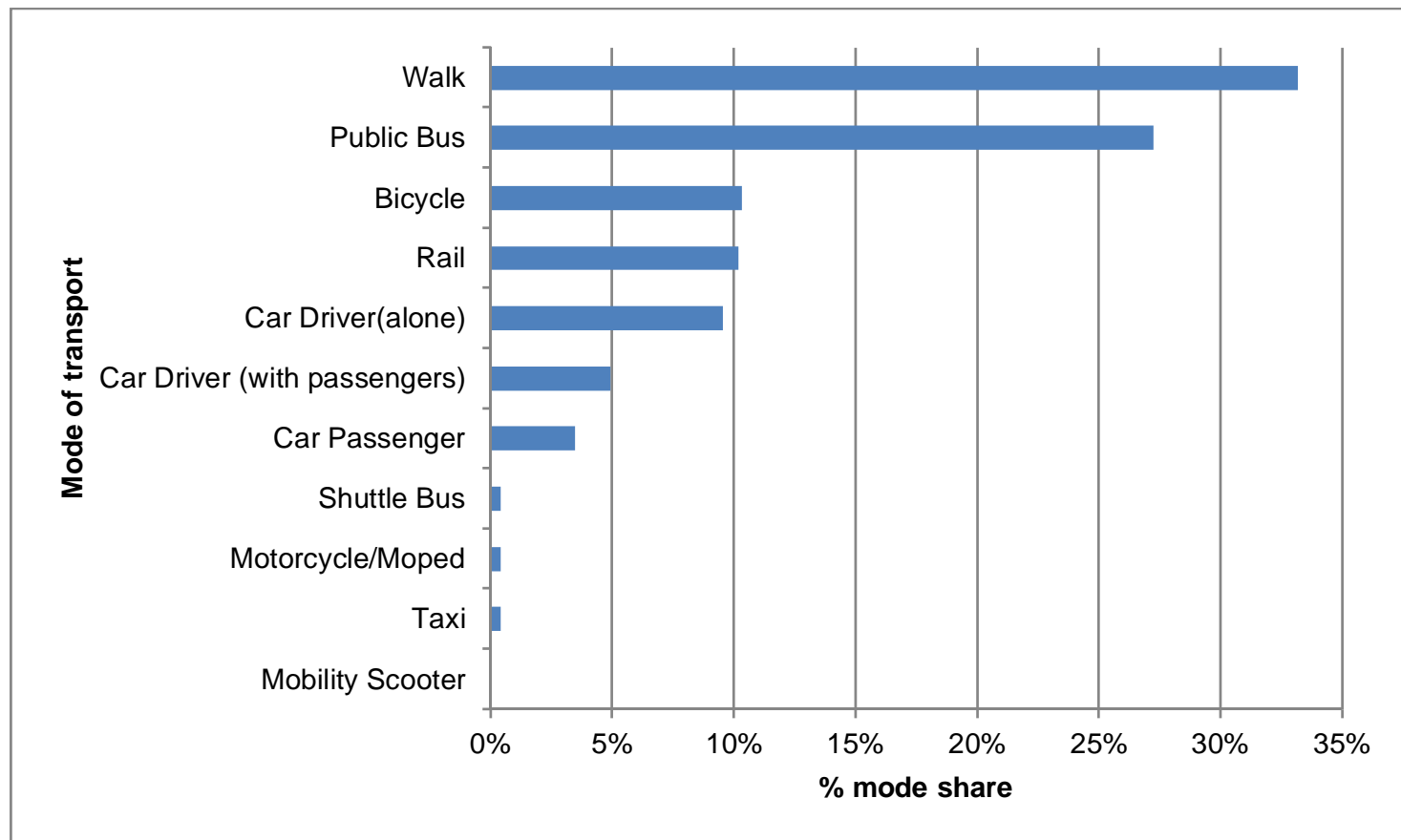
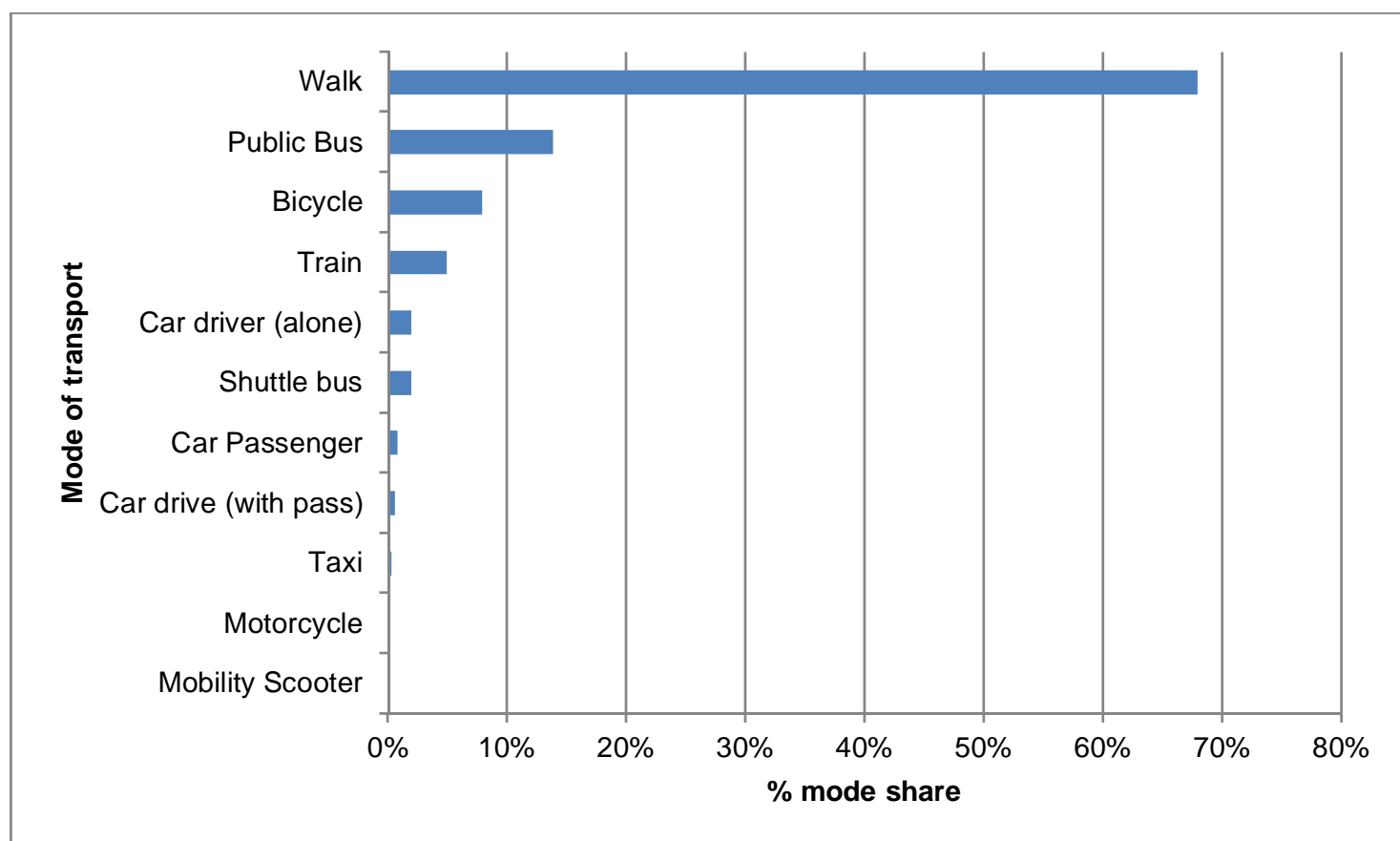


Figure 6: Central Area - Student Mode Share



The key findings are:

- The mode share for travel to the Central Area has remained static since the 2010 travel survey, with a high sustainable travel mode share achieved.
- With very little reliance on the car, the vast majority of staff and students based at the Central Area travel to the University by non-car modes of transport.



- Active travel (walking & cycling) accounts for the greatest percentage of trips to the Central Area for staff and students equating to 44% and 76%, respectively.
- For students, car trips (driver alone, with passengers and as a passenger) account for only 4% of student trips in the Central Area, with staff car trips (driver alone, with passengers and as a passenger) only accounting for 18% of all staff trips to the Central Area.
- Public transport mode share percentages to the Central Area are good with 26% and 10% of staff travelling to the area by bus and train, respectively. For students, 13% travel by bus and 4% by rail. Although these mode shares are good, there is an opportunity to focus on rail travel, especially given that the Central Area is the closest University campus to Edinburgh Waverley station and that a new Borders railway line is under construction.

### 3.3 Short distance modes - Active Travel

There is a high level of active travel among both staff and students. This is not unexpected given that the survey results show that the vast majority of students live less than 2 miles from the Central Area. In relation to car and public transport users, staff and student responses indicate that a high proportion of students would be encouraged to cycle and walk to the University if more and improved routes and onsite infrastructure were provided.

When considering the potential for both car and public transport users to travel by cycle or on foot, for those who could be encouraged, the introduction of additional and improved routes is of importance.

Comments received in relation to active travel include:

*“make it easier to get access to the bike sheds on campus (I still don't know how to) - bike was stolen within Uni accommodation bike shed-- make the bike racks easier to lock the bike to (was only able to lock my front wheel) - make better known where the locker rooms/changing rooms are”*

*“As I recently started cycling, I would have loved to know about the buddies starting scheme and other schemes. They seem like great ideas, and I don't remember seeing ads or reading about them...”*

*“By foot from Waverley to Central Area is actually a pretty nice walk, albeit a bit cold in winter. I wouldn't take a bike because it would be a more direct route to walk up fleshmarket close then south bridge.”*

### 3.4 Motorised travel

Encouragingly public transport has the highest mode share for longer distance trips and further promotion of this, particularly rail, could assist in increasing this mode share.

For staff (15%) that drive to the Central Area, the survey indicates that the highest proportion of trips (7%) are between 2 and 10 miles and the main reasons for driving are carer responsibilities; lack of alternative and a shorter journey time by car as opposed to other travel

modes. It is very encouraging to see that less than 5% of students currently drive to the Central Area.

Staff car drivers were asked “*what would encourage you to travel by public transport*”, and the highest proportion stated more direct bus services from home and reduced journey time. Also of high importance is discounted travel. A small proportion of drivers stated that nothing would encourage them to travel by public transport.

As with car users, a high proportion of staff public transport users do live within 2 to 10 miles of the Central Area. The University could influence staff and students perceptions and encourage higher public transport patronage through raising awareness of available routes.

Comments received in relation to motorised travel include:

*Make using a car for short distances more punitive - that is people who live near the University should pay much more for their parking permit than those who live outwith Edinburgh.*

*A staff/student discount on Lothian bus passes (monthly or annually) would be a great incentive - they are, in my opinion, in general too expensive: you need to take more than two buses a day for 5 days/week in order for them to be cheaper than single tickets.*

*“Both the 42 and 67 buses are the closest and most direct buses for me to get to work as they stop in Mayfield Road but they only come at 8.18 and 8.28 then not again until 9.03 and 9.05 - which is a piece of nonsense for such a busy route with students, school children, workers etc from a large area. The 67 used to come to Mayfield Road at around 8.40 which was perfect for working at the uni as it arrived at Central area by 8.50 and the bus seemed busier. Now the two buses arrive at the same time virtually every morning - one is usually late and the other can be early!”*

*“Discounted rail travel would be appreciated, although I’m not sure this would be possible.”*

### 3.5 Tripshare

In the Central Area, 5% of staff and 1% of students are members of the scheme. A total of 43% of staff and 87% of students have not heard of the scheme while 5% of staff and 2% of students may consider joining the scheme. Given the low car use by students, it is recommended that any further promotion of Tripshare for car sharing should focus on staff.

### 3.6 City Car Club

Approximately 57% of staff are not aware of the City Car Club and 2% have used it for business travel. Given the location of the Central Area, in close proximity to a number of City Car Club parking spaces, there is an opportunity for more use of City Car Club vehicles, particularly for business travel.

### 3.7 Awareness of Measures

The survey suggests that staff are aware of such measures as the cycle to work scheme, discounts at bicycle shops, shower and locker facilities and travel information on the website. In general, student awareness is also high around measures and initiatives to support active

travel. There is also high awareness of the shuttle bus which runs between the Central Area and King's Building.

This level of awareness of initiatives supporting walking and cycling is not unexpected given the high level of active travel undertaken in the Central Area.

Some comments received on awareness include:

*“Advertise bicycle benefits more widely--would definitely use them if I knew about them.”*

*“A simple email at the start of term reminding of the website and any new services offered would be really helpful. I did not know about the discount at bike shops - I cycle just under half the time (10 miles) and there's a lot of wear and tear commuting by bike.”*

### 3.8 Summary

The University has achieved a very high level of sustainable travel practice at the Central Area and to maintain this, it is recommended that it continues to offer the following assistance to staff and students who are based there:

- Promotion of rail services for longer distance trips
- Marketing of bus routes to existing car users
- Marketing of Trip share to staff car users
- Promotion of City Car Club to all staff for business travel
- Ongoing marketing of measures to encourage active travel

## 4 King's Buildings / Royal Observatory

### 4.1 Introduction

King's Buildings are located in the south of Edinburgh on a main arterial route and bus corridor running to the city centre. The King's Buildings are highly accessible by public transport and are within cycling distance of student accommodation.

### 4.2 King's Buildings travel planning

Staff and student travel associated with the King's Buildings is supported by the 2011 to 2014 Travel Plan and a range of travel planning activities undertaken by the University.

Since the last travel survey in 2010 there have been a number of estate developments and travel plan activities affecting King's Buildings:

- There is now a Public Realm Strategy for King's Buildings, elements of which have been implemented and have brought about an improvement to the accessibility of the site for pedestrians and cyclists. This includes; the re-landscaping of the area in front of the JCMB providing better surfacing, seating and cycle parking; the provision of a shared use path connecting the JCMB with King's Buildings Centre and around the frontage of the new Murray Library; and a new pedestrian and cycle entrance for King's Buildings at the junction of West Mains and Mayfield Road which provides a continuous connection with the Quality Bike Corridor to the city centre;
- The Quality Bike Corridor was completed by the City of Edinburgh Council in autumn 2012 and provides improved road infrastructure to support cycling;
- An increase of cycle parking provision including new secure cycle stores for the Joseph Black and Ashworth buildings;
- The provision of a dedicated parking bay for a City Car Club vehicle which is permanently based at KB outside the Ashworth Building;
- The extension of the shuttle bus timetable into the evenings and at weekends to support the opening times of the new library; and
- Bike safety and security roadshows have visited the site and were very well attended.

At King's Building / Royal Observatory, 503 staff and 1,011 students responded to the 2013 travel survey, equating to a response rate of 21% and 18%, respectively. The survey findings are summarised in the following section with detailed graphs of all responses presented in Appendix C.

### 4.3 Mode Share

The mode share for staff and students in 2013 is presented in Figures 7 and 8.

Figure 7: King's Buildings/Royal Observatory - Staff Mode Share

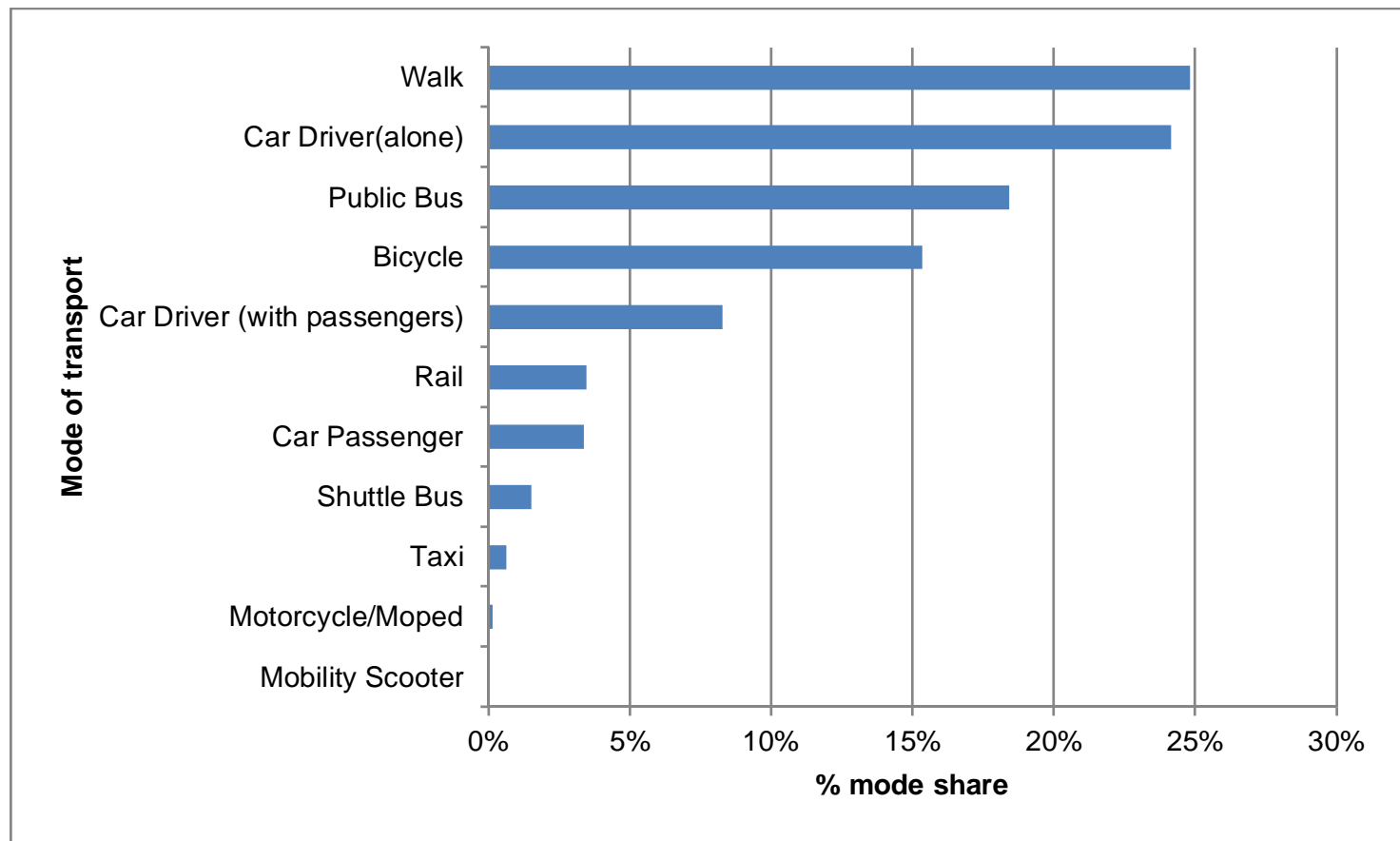
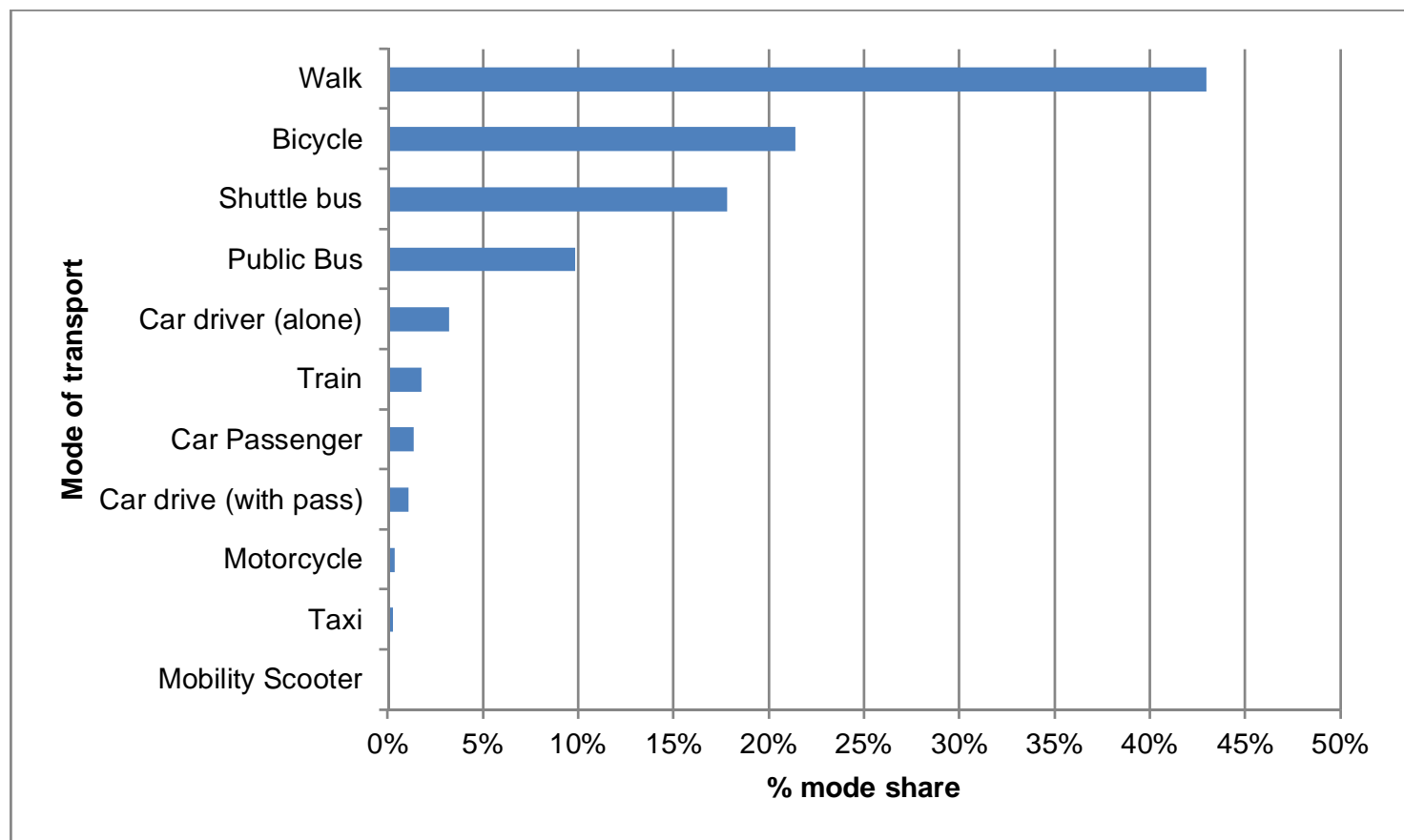


Figure 8: King's Buildings/Royal Observatory - Student Mode Share



The key findings are:

- Overall King's Building has achieved a high sustainable travel mode share, through high levels of active travel and the use of the available shuttle bus service to and from the Central Area, supplementing the available public bus service provision.
- The majority of students based at King's Buildings choose to travel on foot or by bicycle (64%);
- The highest proportion of staff based at King's Buildings walk or cycle to University (40%);



- The staff and student cycling mode shares of 15% and 21%, respectively, meet and exceed the Government's 10% target by 2020 and the Edinburgh 2030 Transport Vision<sup>3</sup> target of 15% by 2020.
- Bus use is good with 18% of staff and 10% of students using the public bus and 3% of staff and 18% of students using the University's shuttle bus.
- There has been a 3 percentage point decrease to 24% in single occupancy car trips since 2010;
- At 13% the overall (staff and student) car driver mode share at King's Buildings is lower than the 18% observed car driver mode share in the 2001 Scottish Census Online Results for journeys to work and study in the Edinburgh Southside area – daytime population.
- With 8% of staff car sharing, there may be an opportunity to increase this proportion.
- There has been a rise in student public transport and cycling journeys since 2010, with a corresponding reduction in walking and single occupancy driver trips. Staff active travel trips have remained the same.

#### 4.4 Short distance modes - Active Travel

There is a very high level of active travel among both staff and students. For car and public transport users, the main improvements to encourage walking and cycling trips are improved and more available routes. The availability of parking and locker facilities was also highlighted by students.

Comments received in relation to Active Travel include:

*"Good to see the bike corridor to KB with augmented signage."*

*"A bike hire scheme where students and staff can use their university card to hire a bike for a short time would be useful."*

*"Cycling along West Mains and down Blackford Ave is really quite dangerous, especially when it is dark and wet. That is why I try to avoid those conditions. A dedicated bike lane, like the one down Mayfield Road may make the journey much safer."*

*"Keep up the good work with cycle to work scheme, commuter training and Dr Bike sessions. More storage lockers would be useful for belongings, there are none of these in Darwin. Although the cycle lanes and routes are getting better in the city, it can still be a scary experience cycling to work so any work towards improving cycle routes would be encouraging."*

#### 4.5 Motorised travel

Public transport and shuttle bus enjoy a 22% staff mode share and a 30% student mode share. Indeed the shuttle bus mode share for students exceeds the public transport mode share. This is coupled with a low car use with only 5% of students and 35% of staff coming by car.

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<sup>3</sup> Transport 2030 Vision will guide the work of the City Of Edinburgh Council City Development Transport Service over the next 20 years. It is an Internal Document that sits alongside the regularly updated Local Transport Strategy.

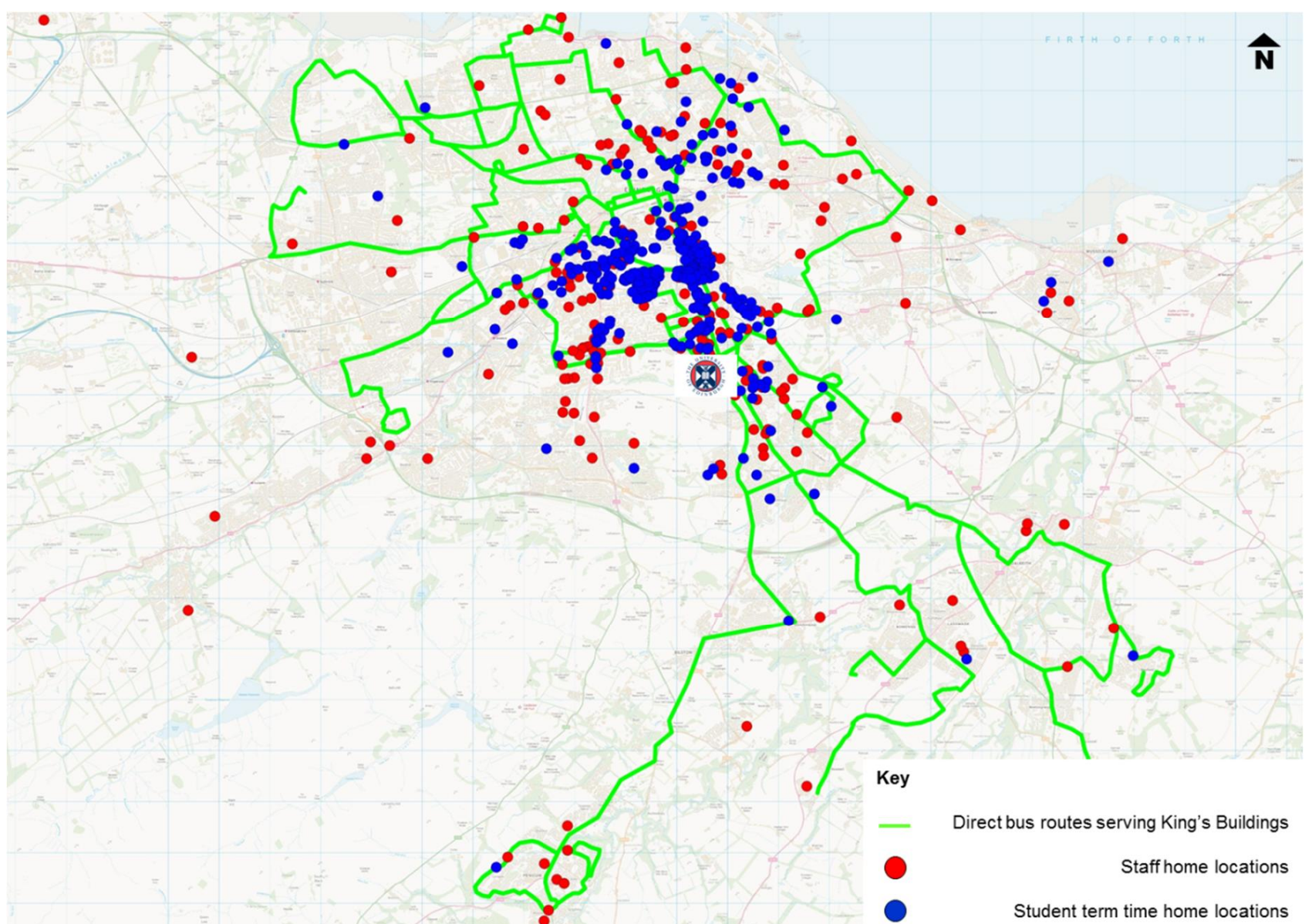


The survey indicates that the highest proportion of staff driver trips (18%) is made by those staff living between 2 and 10 miles of King's Buildings.

For staff car users, the survey indicates that the main reason is journey time closely followed by carer responsibilities and lack of a suitable alternative.

Staff car users indicated a direct service and reduced journey times were the most likely to encourage public transport use. Figure 9 indicates staff and student home locations in relation to direct public transport journeys to King's Buildings. This is based on bus routes serving bus stops within a 10 minute walk of the King's Buildings.

Figure 9: Staff and student home locations in relation to public transport provision serving King's Buildings



It can be seen in Figure 9 that there are clusters of students based at King's Buildings who live in close proximity to direct bus routes serving the campus. As expected staff are more dispersed, however there are small clusters around Causewayside, Leith Walk, Penicuik and Lothian Road which are served by direct bus routes. Approximately 44% of staff respondents and 34% of students respondents based at King's Buildings live within an approximate 10 minute walk of direct services to King's Buildings. This indicates that there is the potential to increase the bus mode share, particularly with staff.

Table 3 provides a comparison of car vs. bus journey times for a number of locations along direct bus routes to King's Buildings. This is based on arrival by 9am on a typical weekday and the journey times determined using [www.travelinescotland.com](http://www.travelinescotland.com) and [maps.google.co.uk](http://maps.google.co.uk).

Table 3: Bus vs. private car journey times to King's Buildings

Origin	Bus (including walk access and egress time)	Car
Causewayside / Melville Drive	15 minutes	10 minutes
Lothian Road	35 minutes	12 minutes
Ocean Terminal	50 minutes	30 minutes
Penicuik	39 minutes	21 minutes

It can be seen in Table 3 that in general the private car journey is quicker than direct bus journeys to King's Buildings. The main difference is in the access and egress walk times rather than the on-bus journey times. Transference from private car to bus is unlikely where there is a difference in journey time of over 15 minutes; however where the journey times are similar then there is likely to be more propensity to change.

Based upon the very good coverage of public transport provision serving King's Building, it is recommended that the University continues to raise awareness of the available bus services to both staff and students, particularly focussing on staff car drivers.

Comments received in relation to motorised travel include:

*"A Bus Tracker at the bus stop by KB on Mayfield Road."*

*"I do appreciate the way university shuttle operates. Reliable transport"*

*"I have no option but to travel by car, but there are no discounted or free university parking permits for people in my position"*

*"I think the transport services are good and I used to cycle. I bring the car now because I use it for multiple journeys i.e. from home to work and then to study and QMU and back home again."*

#### 4.6 Tripshare

At King's Buildings, 8% of staff and 1% of students are members of the scheme. 34% of staff and 77% of students have not heard of the scheme while 6% of staff and 4% of students may consider joining the scheme. Given the low car use, particularly by students, any further promotion of Tripshare for car sharing should focus on staff.

#### 4.7 City Car Club

Approximately 2% of staff at King's Buildings have used the City Car Club for business travel; however the survey indicates that 52% of staff are not aware of the City Car Club. This shows that there is an opportunity for more use of City Car Club vehicles for business travel, particularly with the City Car Club space at King's Buildings.

#### 4.8 Awareness of Measures

With the exception of the shuttle bus, which a high proportion of staff and students are aware of and have used, awareness of other travel planning measures is varied. However, a high proportion of staff and students are not aware of the available travel information. Awareness of



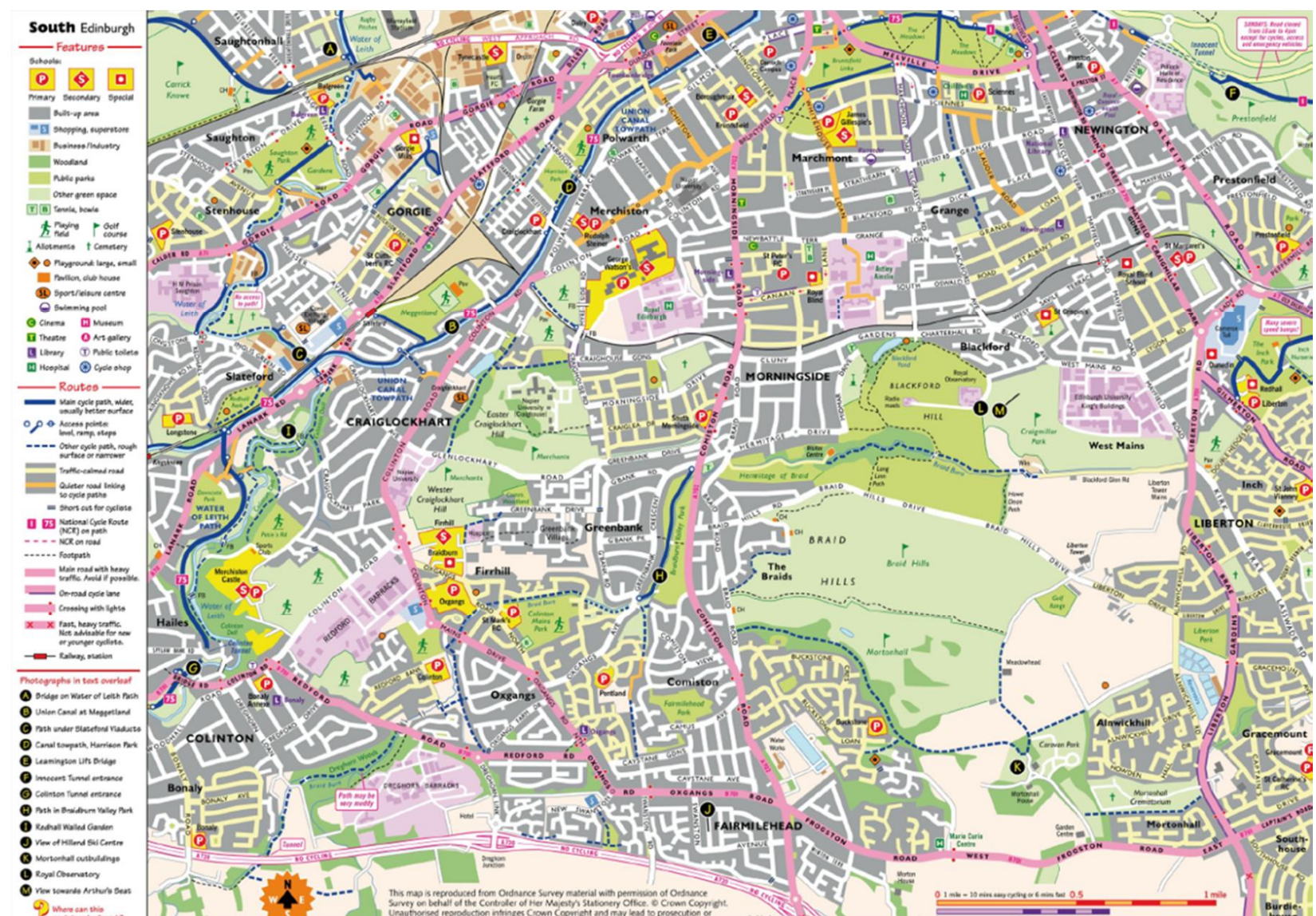
this may assist in highlighting safe pedestrian and cycle routes, such as the Quality Cycle corridor, to King’s Buildings. The University actively consults with the City of Edinburgh Council and Sustrans to discuss improvements to routes in the vicinity of the campus, including the Quality Bus Corridor, which was introduced in autumn 2012. The existing network is highlighted in Figure 10.

Comments received in relation to awareness include:

*“Get information out there - I was surprised at how much is provided that I hadn't heard of, bike buddies, lockers etc. I would use these if I could access info.”*

*“More information given to staff about the existing schemes. As a new member of staff at the University, (since October) I was unaware of most of these schemes.”*

Figure 10: Cycle Routes in South Edinburgh



4.9

Summary

It is recommended that the following measures be considered to maintain and increase sustainable travel mode share at the King’s Buildings:

- Continued discussions with the City of Edinburgh Council and Sustrans in relation to the surrounding cycle network;
- Promotion of available walking and cycling links to staff car drivers living within 10 miles of the campus;
- Promotion of Tripshare to staff car drivers;

- Promotion of City Car Club to staff for business travel; and
- Promotion of public buses to staff and students, focusing on staff car drivers.



## 5 Easter Bush

### 5.1 Introduction

Easter Bush campus is located within the Bush area of Midlothian, approximately 7 miles to the south of Edinburgh. It is in a semi-rural location and as such is not within walking distance of residential areas. It is outwith an easy cycle ride for the majority of staff and students based there. There are three different public bus services to the site, but services are far less frequent than those enjoyed by other University sites. The site has dedicated parking facilities in excess of that currently required. Parking is managed using parking by permit only system.

Prior to 2011 the campus was home only to the Large and Small Animal Hospitals and the Vet Centre. The Vet Centre provided the base for 4<sup>th</sup> and 5<sup>th</sup> year Vet students. In 2011 the New Vet School Building opened and all Vet School teaching transferred from Summerhall in the city centre and from the Vet Centre into the building. At the same time staff from the Roslin Institute moved into their new building on the campus. There are now more than 1,500 people based at the Campus – around twice the number previously based there.

### 5.2 Easter Bush Campus travel planning

The University has a Travel Plan for Easter Bush which was prepared in 2009 to support the expansion of the campus. The Plan is and continues to be an important part of the Campus operations due to the challenges of creating an accessible campus in a semi-rural location.

Some key elements of the Travel Plan that have been implemented are:

- The ongoing development and financial subsidy of public transport provision. Since 2009 the University has subsidised public bus service 67, and has worked with the local bus operator to improve the other services serving the area;
- The implementation of the University Parking Management System. Parking on campus is by permit only. Permits are allocated annually using a “needs-based” system, requiring applicants to answer questions designed to ascertain their need to bring a car to campus;
- Promotion of the Tripshare scheme. Staff and students are incentivised to join the scheme through the parking permit allocation system (which awards points for car sharing);
- Secure and sheltered cycle parking, shower and locker facilities, and free bike maintenance; and
- The provision of The Easter Bush Campus Travel Map – this provides maps of the bus routes, walking and cycle routes, plus information on how to access the site and details of the travel plan measures.

At Easter Bush, 161 staff and 166 students responded to the 2013 travel survey, equating to a response rate of 25% and 12%, respectively. The survey findings are summarised in the following section with detailed graphs of all responses presented in Appendix C.

5.3 Mode Share

The mode share for staff and students in 2013 is presented in Figures 11 and 12.

Figure 11: Easter Bush - Staff Mode Share

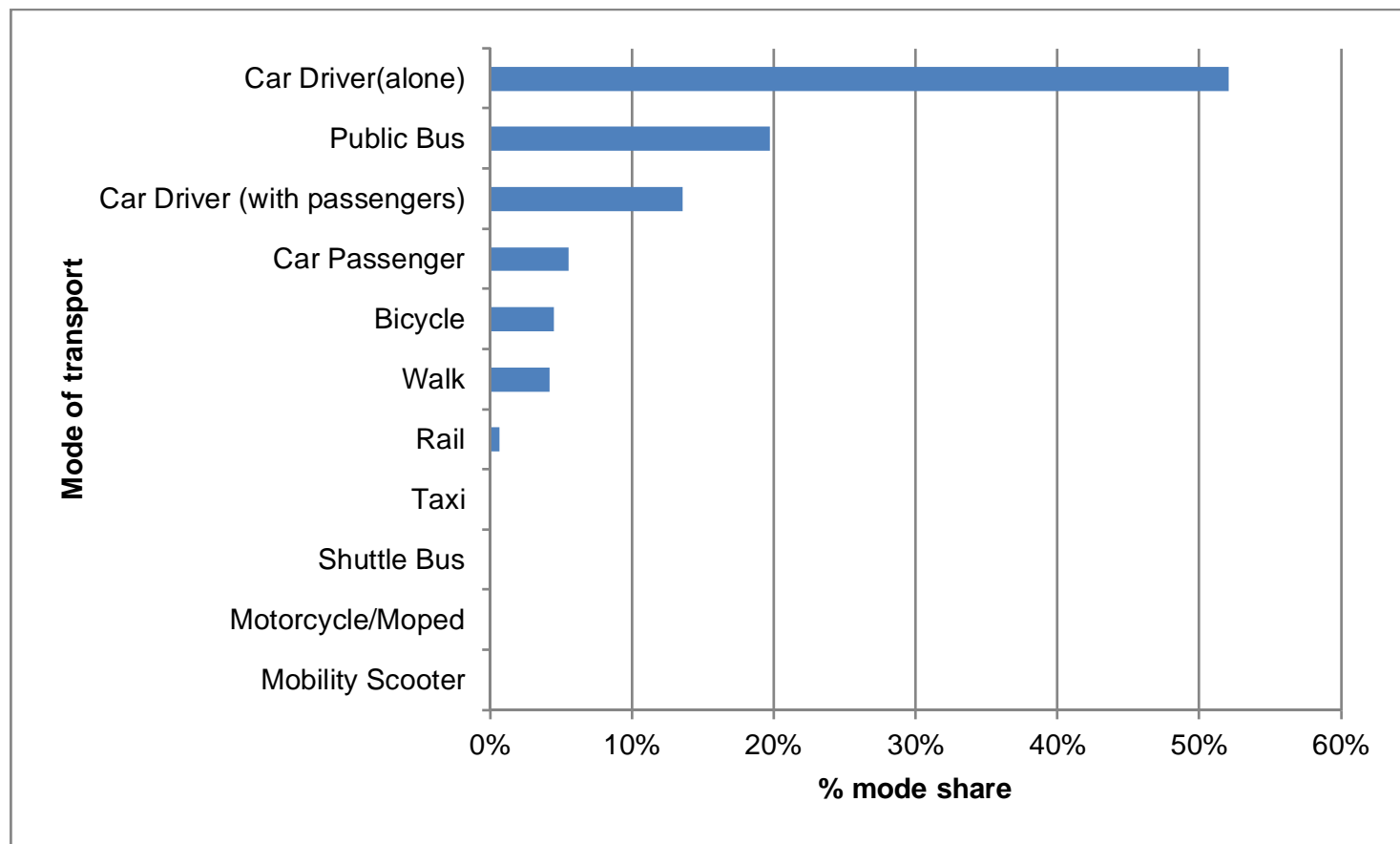
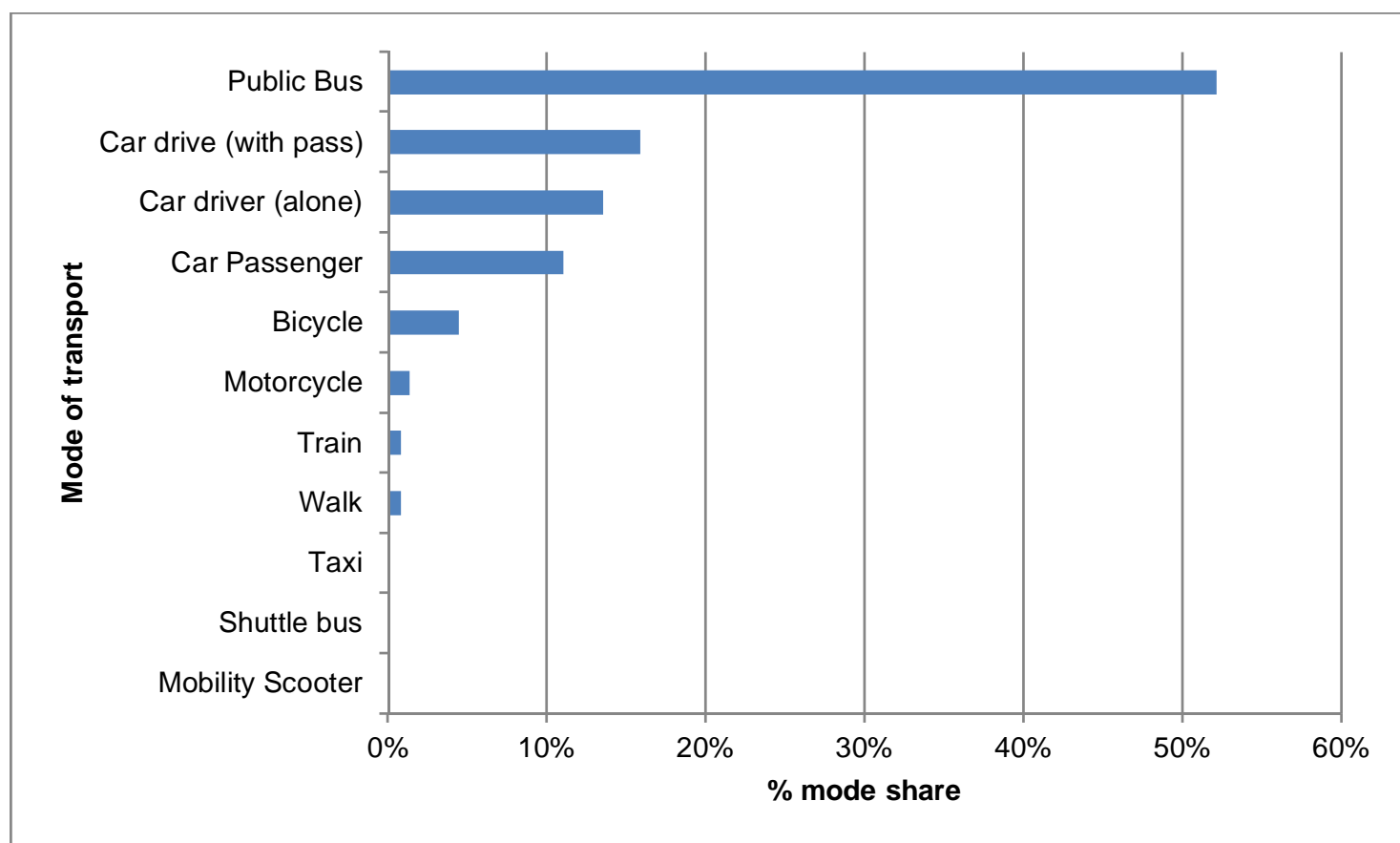


Figure 12: Easter Bush - Student Mode Share



The key findings are:

- Notwithstanding its semi-rural location, Easter Bush Campus enjoys a high sustainable mode share with the majority of students travelling by bus and just under half of staff choosing to drive with passengers to the campus
- A total of 52% of students and 20% of staff choose to travel to Easter Bush by bus



- A high percentage of students (27%) and staff (19%) car share
- The walking mode share associated with Easter Bush is low (4% of staff and 1% of students). This is not unexpected given that Easter Bush is located outwith a reasonable walk-in catchment of nearby settlements (in excess of 1.6 km / 20 minute walk)
- The cycling mode share (4% staff and 4% students) is very good given the semi-rural location of Easter Bush. This is also high in comparison to the cycling mode share of 1% for the adjacent Bilston area (taken from the 2001 Scottish Census Online results for journeys to work or study).
- Since 2010, the active travel mode share has remained static at Easter Bush with an increase in the student bus mode share of 11% and a percentage point reduction in staff and student single occupancy car trips of 12% and 5%, respectively.
- Whilst Midlothian Council has not set any mode share targets, the observed car driver mode share for journeys to work or study in the 2001 Scottish Census Online Results for the adjacent Bilston area is 42%. At 41% overall car driver mode share at Easter Bush is marginally below that observed in the surrounding area.

#### 5.4 Short distance modes - Active Travel

There is less walking and cycling to the Easter Bush campus when compared with other more central sites. While it is unlikely that a high increase in walking to the campus can be achieved, cycling is a realistic alternative for car and public transport users who live within 5 miles of Easter Bush (30 to 40 minute cycle journey time as per Transport Assessment and Implementation: A Guide). This distance encompasses the settlements of Penicuik, Bilston, Roslin, Loanhead and the south part of Edinburgh. It is encouraging to see that a cycling mode share of 4% of staff and 4% of students has been achieved. This is an increase since the 2010 travel survey.

Whilst a high proportion of staff and student public transport and car users have stated that nothing would encourage them to cycle, those who have shown a propensity to change, have indicated that increased and improved cycle routes, both on and off-road would be an incentive. To promote cycling throughout the campus, the University has already introduced a segregated cycle route throughout the campus to link with existing routes serving the Bush Area. There is an excellent opportunity to work with other tenants of the Bush Area to build upon the route provision to date.

Comments received in relation to active travel include:

*"I am not aware of any personal lockers at Easter Bush, and or a place to dry wet cycling gear would be useful."*

*"Petition Lothian buses to allow bikes onto them to help with getting home with punctures etc. More publicity of Dr Bike and the location of tool kits. Also petitioning council for more cycle lanes and sort out some of the pot holes. Also despite the fact every other driver wants to run me over I love cycling in this city."*

*“Really pleased with the improved facilities at Easter Bush for cyclists - bike sheds, cycle path etc - these are fantastic and much appreciated. “*

#### 5.5 Motorised travel

It can be seen that the public bus services are a very important means of transport for both staff and students. A very good public transport mode share has already been achieved by students; however the staff public transport mode share is low by comparison. The highest proportion of staff and students stated that they live over 5 miles from Easter Bush. The longer distance travel is acknowledged by the University through the financial support it provides to the Lothian Buses service 67, which runs from the City Centre, along the A701 to Easter Bush. This service also provides a benefit to members of the public.

Staff and students who drive to Easter Bush indicated that they have a much shorter journey when coming by car, with staff also citing a lack of alternative as a main reason and students stating that they need their cars to drive to other activities.

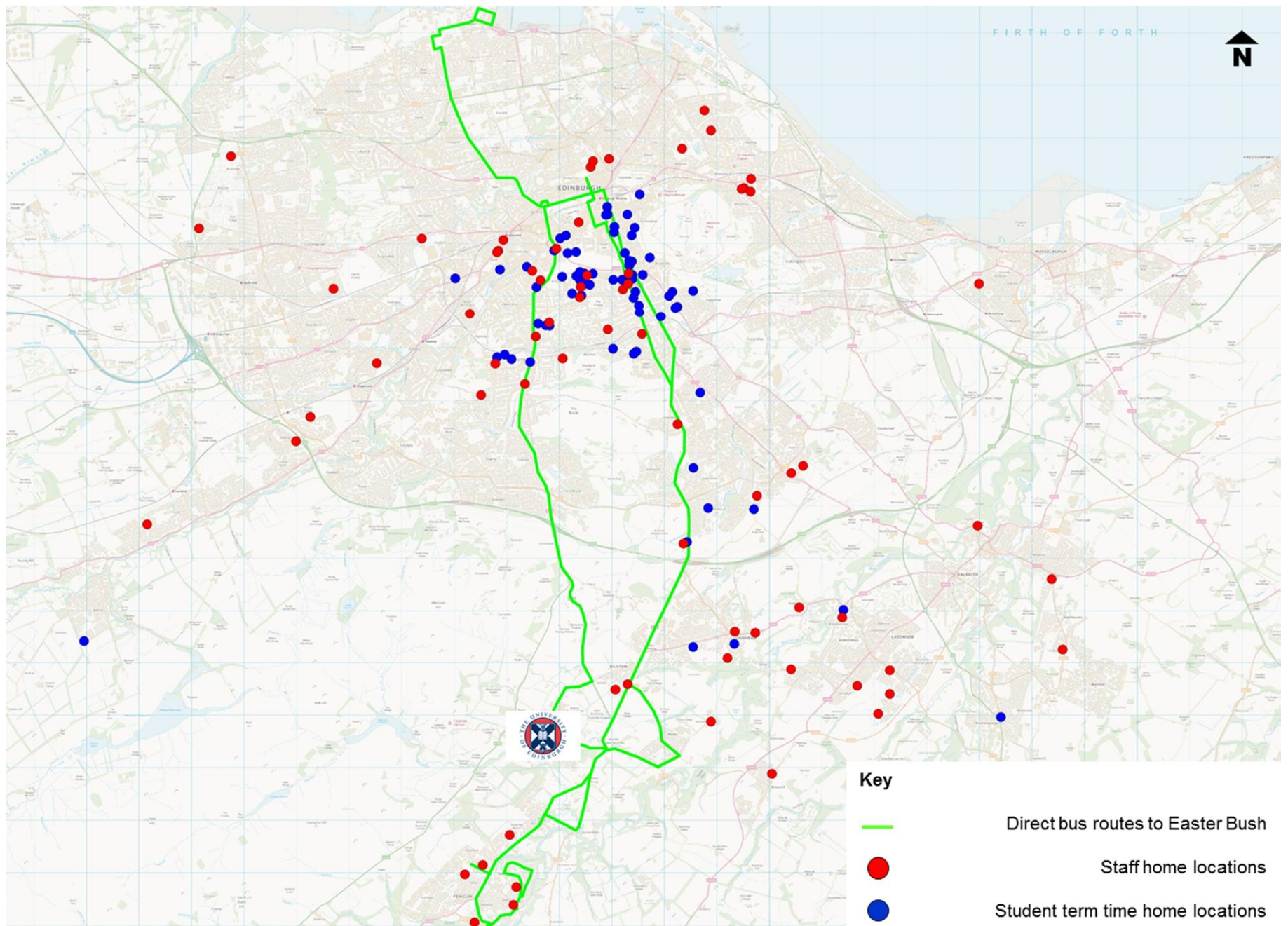
The University operates criteria based parking management at Easter Bush which takes account of the geographical needs of travel to the campus and includes accessibility by public transport and also car sharing.

The main reason staff car users gave to encourage public transport travel to Easter Bush is the provision of direct services from their home, followed by more frequent services, reduced journey times and discounted travel.

Figure 13 indicates staff and student home locations in relation to direct public transport journeys to Easter Bush, this is based on bus routes which serve bus stops located within a 10 minute walk of the Easter Bush campus.



Figure 13: Staff and student home locations in relation to public transport provision serving Easter Bush



It can be seen from Figure 13 that, whilst students term time home locations do cluster around the main bus routes serving the campus, staff home locations are relatively dispersed. Approximately 19% of staff respondents and 38% of students respondents based at Easter Bush live within an approximate 10 minute walk of direct bus services to Easter Bush.

Given that bus services are already provided on the main corridors serving the Bush Area, it is unlikely that any wholesale changes can be made to existing routes which would bring significant benefit or extended geographical coverage. Therefore it is considered that car sharing will provide a more appropriate alternative to staff single occupancy driver trips than further changes to the geographical coverage of bus provision serving Easter Bush. The University is continually negotiating with bus operators in relation to subsidies and improved fares on bus routes serving the area.

In relation to bus travel, approximately 24% of staff bus users travel to Easter Bush on the number 67 with just over half of student bus users travelling on this service, as indicated in Table 4. Bus service 47, which is fully commercial runs along a similar route to the 67, and serves the main student home locations in the vicinity of the Meadows and Marchmont.

Table 4: Use of Easter Bush Bus Services

Bus Service	Staff	Students
Lothian Buses 15	41%	21%
Lothian Buses 15A	3%	1%
Lothian Buses 47	24%	19%
Lothian Buses 67	24%	59%
Other bus services	9%	N/A

Staff and students who use service 67 were asked to consider key criteria on the quality of this service on a scale from very good to very poor. Overall, the majority of respondents considered that timetabling, reliability, hours of operation, and the route and journey time are adequate to very good. However, it is important to note that for a proportion of students, the hours of operation are considered to be poor or very poor.

Comments received in relation to motorised travel include:

*“Increased frequency of 47 and 67 buses to the Easter Bush campus to complement the recent increase in the frequency of the 15 bus. Buses currently only serve the campus until 8PM during the week and later services would be appreciated.”*

*“More bus routes to Easter bush more often. Need a route from the west end.”*

*“I would be glad to carshare if I could get a match - at the moment, my only carshare option leaves to early and clashes with my injection schedule. I'll keep checking and hope to have a match this year.”*

#### 5.6 Tripshare

At Easter Bush, 17% of staff and 37% of students are members of the scheme, representing a high proportion. There is a high level of awareness of Tripshare at Easter Bush and 30% of staff and 28% of students may consider joining the scheme. This indicates an opportunity to continue to build upon the use of Tripshare and the clear interest in car sharing as an alternative to single occupancy car driver trips.

#### 5.7 City Car Club

At Easter Bush, 66% of staff are not aware of the City Car Club and no staff have used it for business travel. Given the location of Easter Bush, it is not anticipated that the City Car Club will offer significant benefits to staff based at this location.

#### 5.8 Awareness of Measures

Given the location of Easter Bush, it is very important that the University places emphasis on raising awareness of travel planning initiatives at this location. Overall, awareness of available measures amongst staff and students is relatively high, with some uptake, mainly around the use of the travel information website, bicycle parking and shower and locker facilities for staff.

Comments received in relation to Awareness of Measures include:

*“More bike promotion, discounts e.g. Halfords etc”*

*“Give more information on alternate bus services, timetables and cycling possibilities”*

#### 5.9

##### Summary

It is recommended that the following sustainable travel measures are considered at Easter Bush:

- Continue to promote Tripshare to staff and students;
- Ongoing discussions with public transport operators;
- Review the parking management system on an annual basis to ensure that it is still fit for purpose; and
- Work with other Bush Area tenants to improve cycle routes within the area.



## 6 RIE / QMRI, Little France

### 6.1 Introduction

Little France is located in the south east of Edinburgh and sits within the BioQuarter area. The campus is served by high frequency bus service provision, providing direct access along the A7 bus corridor from the city centre.

### 6.2 Little France travel planning

Whilst there is no official Travel Plan in place, the University is very active in travel planning at this location and has implemented a number of measures including cycle infrastructure, walking routes and a parking management system. Since the last travel survey in 2010 the University has:

- Opened the Scottish Centre for Regenerative Medicine in 2011, which entailed the relocation of staff from King's Buildings. Staff were provided with the opportunity to take part in a personalised travel planning session to help them understand the travel opportunities available to them. A dedicated secure cycle store was provided with the building.
- Secure and sheltered cycle parking was provided to the rear of Chancellor's Building with the assistance of match funding from Sustrans.
- Dr Bike continues to visit the site (jointly funded by the University and NHS), and cycle safety roadshows have visited.

At Little France, 222 staff and 163 students responded to the 2013 travel survey, equating to a response rate of 24% and 12%, respectively. The survey findings are summarised in the following section with detailed graphs of all responses presented in Appendix C.

### 6.3 Mode Share

The mode share for staff and students in 2013 is presented in Figures 14 and 15.



Figure 14: RIE/QMR, Little France - Staff Mode Share

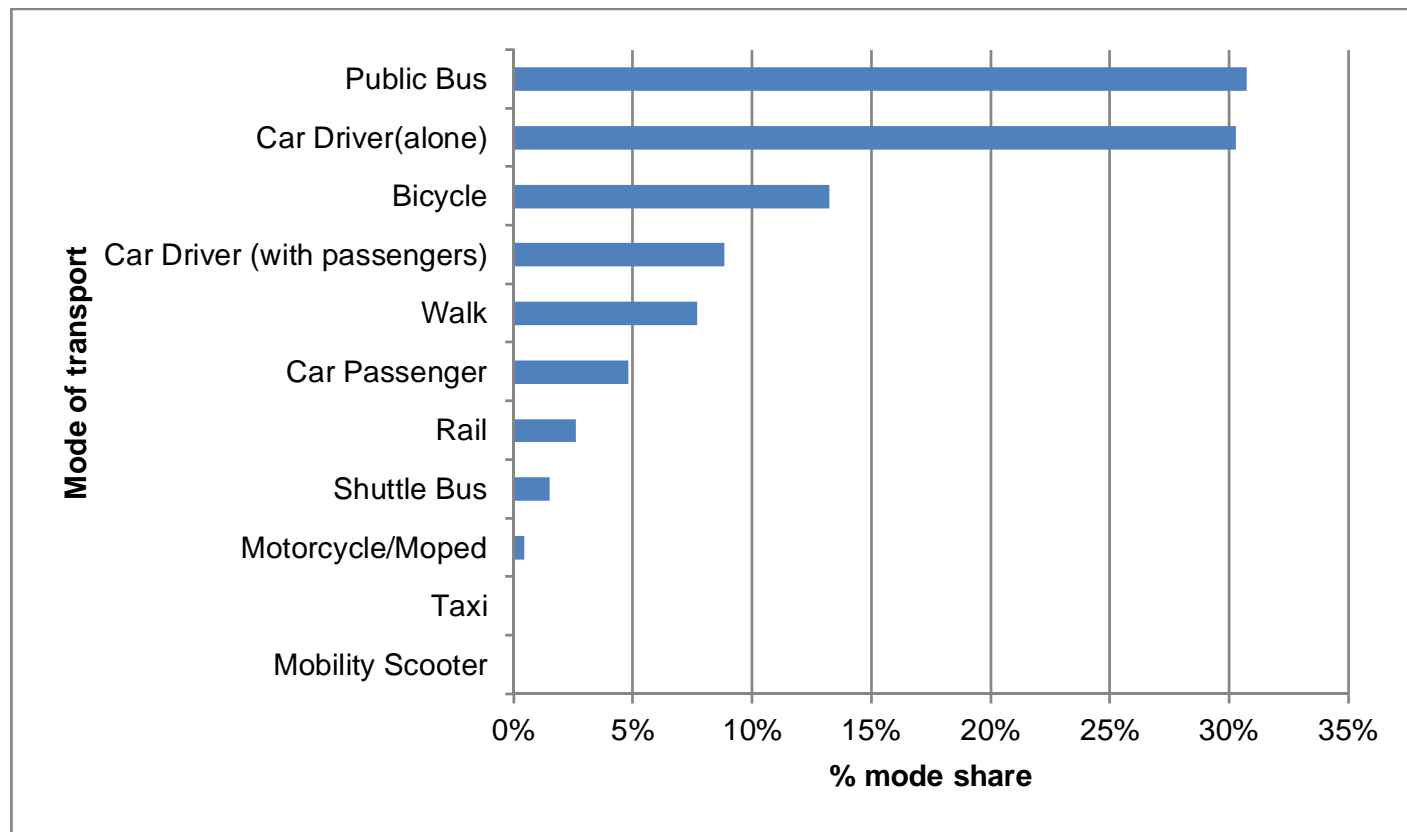
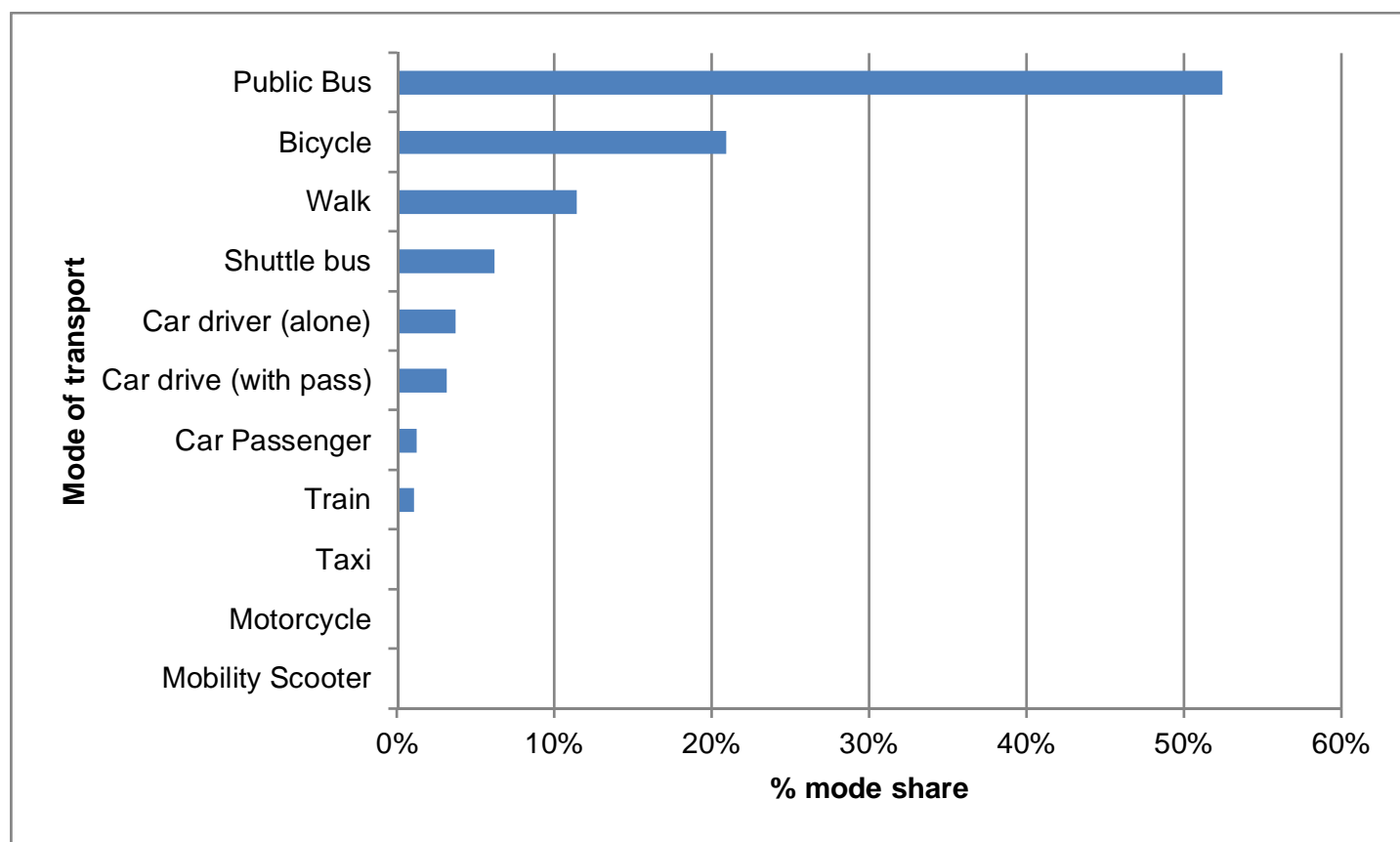


Figure 15: RIE/QMRI, Little France - Student Mode Share



The key findings are:

- The majority of staff and students travel to Little France by active modes or public transport
- A total of 33% of students choose to walk or cycle to Little France
- A total of 21% of staff choose to walk or cycle to Little France

- The staff and student cycling mode shares exceed the Government's 10% target by 2020 and the overall Little France cycle mode share of 18% exceeds the Edinburgh 2030 Transport Vision<sup>4</sup> target of 15% for 2020.
- Public bus is an important means of transport and is used by 31% of staff and 53% of students
- The shuttle bus, which runs between Little France and the Western General Hospital, is used by 6% of students and 2% of staff
- For staff, car-based travel is 44%, with 30% accounting for staff single occupancy car driver trips
- Since 2010, staff public bus journeys have remained static with a slight reduction in cycle trips with a corresponding increase in car driver trips. However, student walking and cycling trips have increased, offset by a reduction in car driver trips.

#### 6.4 Short distance modes - Active Travel

There is a high proportion of staff that walk or cycle to Little France. Staff and students indicated that they would be encouraged to walk or cycle if improved routes were provided. A small proportion of staff and students indicated that the availability of onsite facilities such as parking and showers would encourage them to walk or cycle. The University is currently reviewing walking and cycling routes in and to the Little France campus and it is important that any improvements are well publicised.

Comments received in relation to active travel include:

*"I would really like to cycle to work at least in summer, but bicycle lanes are far too narrow and too dangerous. Car and bus drivers often do not pay enough attention to cyclists. Often cars are parking on the bicycle lanes."*

*"I \*do\* cycle to work when the weather isn't too bad, and most of the facilities at QMRI (i.e. the cycle 'sheds' and the lockers) are very good, but the mens' showers (especially the changing area) in QMRI are very cramped: even three people is a full house, and the benches are far too narrow to sit on comfortably. "*

*"Introduce cycle ramps by Craigmillar Castle entrance to hospital"*

*"The Biopark is a large area; it would be very useful if a cycle lane could be created from Danderhall through the park straight to the Hospital at Little France. This would get the cyclists off a very busy road."*

#### 6.5 Motorised travel

The main reasons that staff gave for travelling to Little France by car are journey time, a lack of suitable alternatives, carer responsibilities and a business need.

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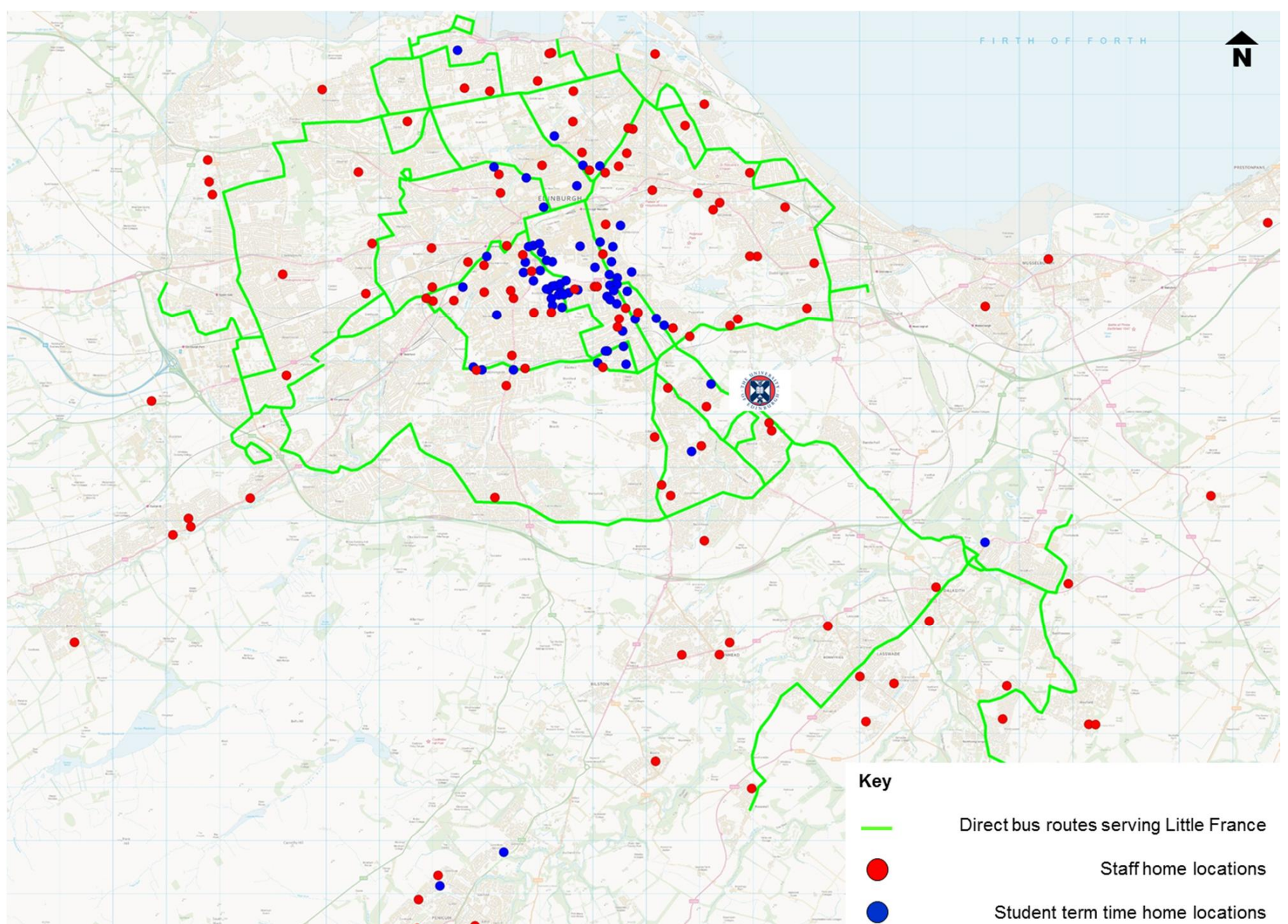
<sup>4</sup> Transport 2030 Vision will guide the work of the City Of Edinburgh Council City Development Transport Service over the next 20 years. It is an Internal Document that sits alongside the regularly updated Local Transport Strategy.



Public bus services are an important means of accessing Little France, reflecting the fact that the campus is served by high frequency bus service provision from the city centre. The largest proportion of staff car drivers stated that direct bus services and reduced journey time would encourage them to transfer to public transport. However, given that the campus is already well served by buses, it would be of benefit to ensure that these are widely promoted and to identify any important gaps in service provision.

Figure 16 indicates the home locations of staff and students based at Little France in relation to the available bus services. This is based upon bus routes serving bus stops within a 10 minute walk of Little France.

Figure 16: Staff and student home locations in relation to public transport provision serving Little France



It can be seen in Figure 16 that direct bus routes serving Little France provide extensive coverage throughout Edinburgh and its surrounds. Approximately 41% of staff respondents and 43% of students respondents based at Little France live within an approximate 10 minute walk of direct bus services to Little France.

Table 5 provides a comparison of car vs. bus journey times for a number of locations along direct bus routes to Little France. This is based on arrival by 9am on a typical weekday and the journey times determined using [www.travelinescotland.com](http://www.travelinescotland.com) and [maps.google.co.uk](http://maps.google.co.uk).



Table 5: Bus vs. private car journey times to Little France

Origin	Bus (including walk access and egress time)	Car
Causewayside / Melville Drive	23 minutes	9 minutes
Lothian Road	31 minutes	14 minutes
Ocean Terminal	52 minutes	20 minutes
Penicuik	43 minutes	20 minutes

It can be seen in Table 5 that in general the private car journey is quicker than direct bus journeys to Little France. Transference from private car to bus is unlikely where there is a difference in journey time of over 15 minutes; however where the journey times are similar then there is likely to be more propensity to change.

Based upon the very good coverage of public transport provision serving Little France, it is recommended that the University continues to raise awareness of the available bus services to both staff and students, particularly focussing on staff car drivers.

Comments received in relation to motorised travel include:

*“Encourage Lothian Buses to increase frequency of buses to the Royal infirmary, especially the 24 which goes to Marchmont, a student area.”*

*“More student access to the NHS shuttle bus from the WGH to the RIE. Official forum for car pools going to peripheral placements e.g. Kirkcaldy”*

*“You need to accept that people need to drive to the Little France site. Too many of us have carer responsibilities or need to travel elsewhere regularly for meetings. It is not practical to take a bus to every single meeting, especially when you have kids to drop off or pick up before or after work.”*

*“I feel there is too much emphasis on improving transport from Edinburgh city centre and cross. I get two or sometime three buses into work and often spend more time standing at bus stops than actually on buses. On those occasions I get a lift home it takes 15 mins. On my Vespa it takes 25 mins.”*

#### 6.6 Tripshare

At Little France, 8% of staff and 2% of students are members of the scheme. A total of 32% of staff and 74% of students have not heard of the scheme while 10% of staff and 5% of students may consider joining the scheme. As at other sites, given the very low car use by students, promotion should focus on staff.

#### 6.7 City Car Club

A total of 56% of staff are not aware of the City Car Club and 1% of staff have used it for business travel. This shows that there is an opportunity for more use of City Car Club vehicles, particularly since business need was cited as a reason for travelling to work by car. With the



closest City Car Club space located at King's Buildings, the University should negotiate with the City Car Club for a space at Little France.

#### 6.8 Awareness of Measures

In general, awareness of University travel planning among staff and students is good with the shuttle bus rating the highest in terms of both awareness and use. Second to the shuttle bus is a high awareness and use of cycle parking, shower / locker facilities and Dr Bike by both staff and students. This is not unexpected given the high cycle mode share at this location. In addition, just over half of staff respondents (53%) are aware of the pool car availability for business use.

Comments received in relation to awareness include:

*"More information should be given to people who do not have parking permits. Many people who take public transport/walk to work may also like to be part of a car sharing scheme for occasional use."*

*"To be honest, I can't think of any improvements. There is plenty of information about the vast services the University provide regarding transport and a lot of help for people whether financial, safety etc."*

#### 6.9 Summary

It is recommended that the following sustainable travel measures are considered at Little France:

- Continue to review cycle facilities and routes in the area including working in partnership with NHS Lothian;
- Promote public transport;
- Promote Tripshare, particularly to staff;
- Negotiate with the City Car Club for a space at Little France.



## 7 Western General Hospital

### 7.1 Introduction

The Western General Hospital (WGH) is located in the north of Edinburgh, approximately 2 miles from the city centre. It is served by good public transport provision to the city centre and a shuttle bus operates between WGH and Little France via the city centre.

### 7.2 Western General Hospital travel planning

A site specific travel plan has been developed to support the development of an extension to the University buildings at WGH. The extension is referred to as Systems Medicine and has resulted in the permanent removal of University staff car parking facilities. Since the 2010 travel survey the University has:

- Merged with the Medical Research Council - Human Genetics Unit.
- Installed a secure cycle store
- Held quarterly Bicycle User Group Meetings in partnership with the NHS.
- Organised and held a travel information roadshow for all staff to provide information on alternatives to car use prior to the closure of the car park. Also at the roadshow were Lothian Buses and Cyclescheme.

At the WGH, 178 staff and 39 students responded to the 2013 travel survey, equating to a response rate of 31% and 10%, respectively. The survey findings are summarised in the following section with detailed graphs of all responses presented in Appendix C.

### 7.3 Mode Share

The mode share for staff and students in 2013 is presented in Figures 17 and 18.

Figure 17: Western General Hospital - Staff Mode Share

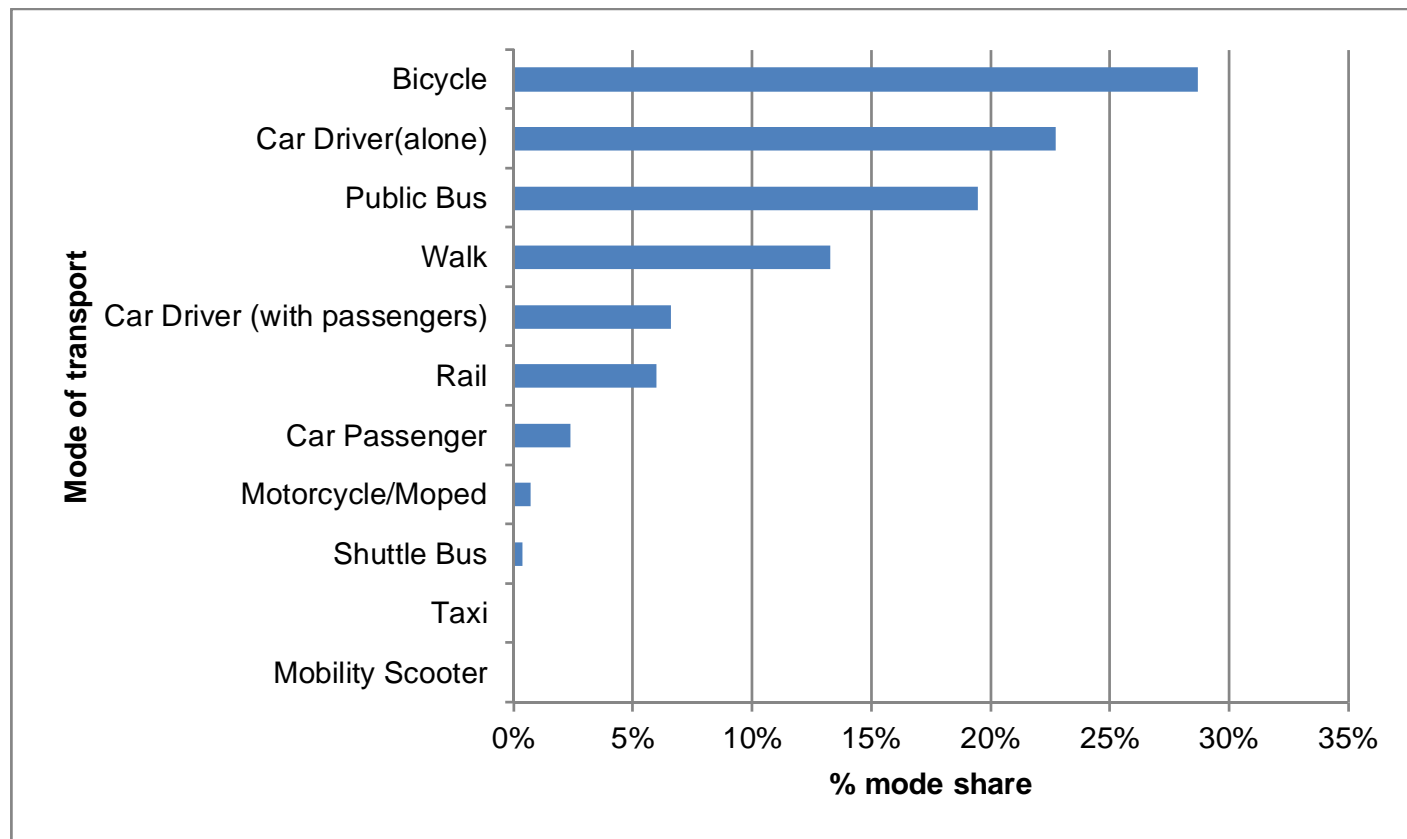
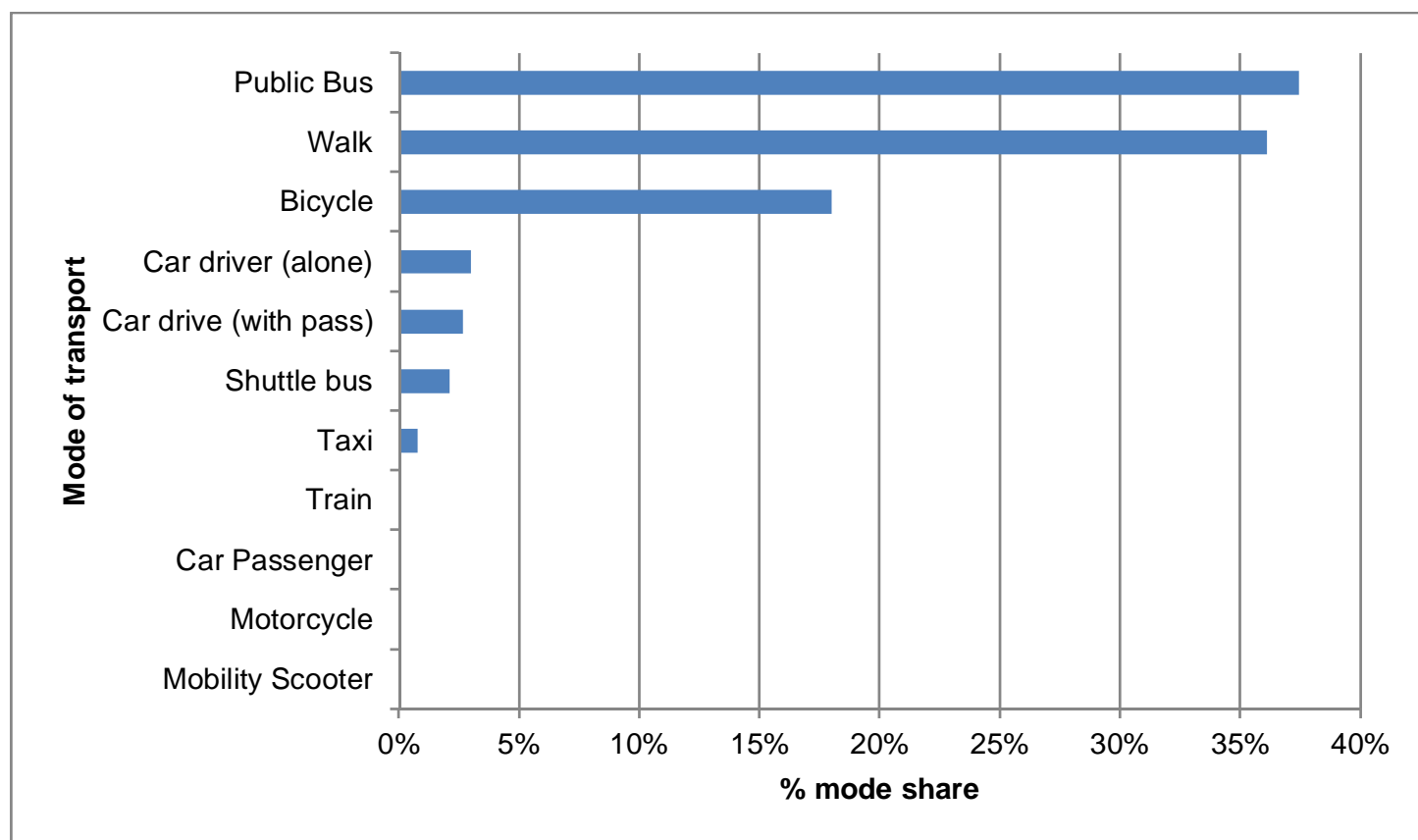


Figure 18: Western General Hospital - Student Mode Share



The key findings are:

- There is a high proportion of active travel among both staff (42%) and students (54%);
- The staff and student cycling mode shares of 29% and 18%, respectively, exceed the Government's target of 10% and Edinburgh's 2030 transport vision<sup>5</sup> target of 15% for 2020;

<sup>5</sup> Transport 2030 Vision will guide the work of the City Of Edinburgh Council City Development Transport Service over the next 20 years. It is an Internal Document that sits alongside the regularly updated Local Transport Strategy.

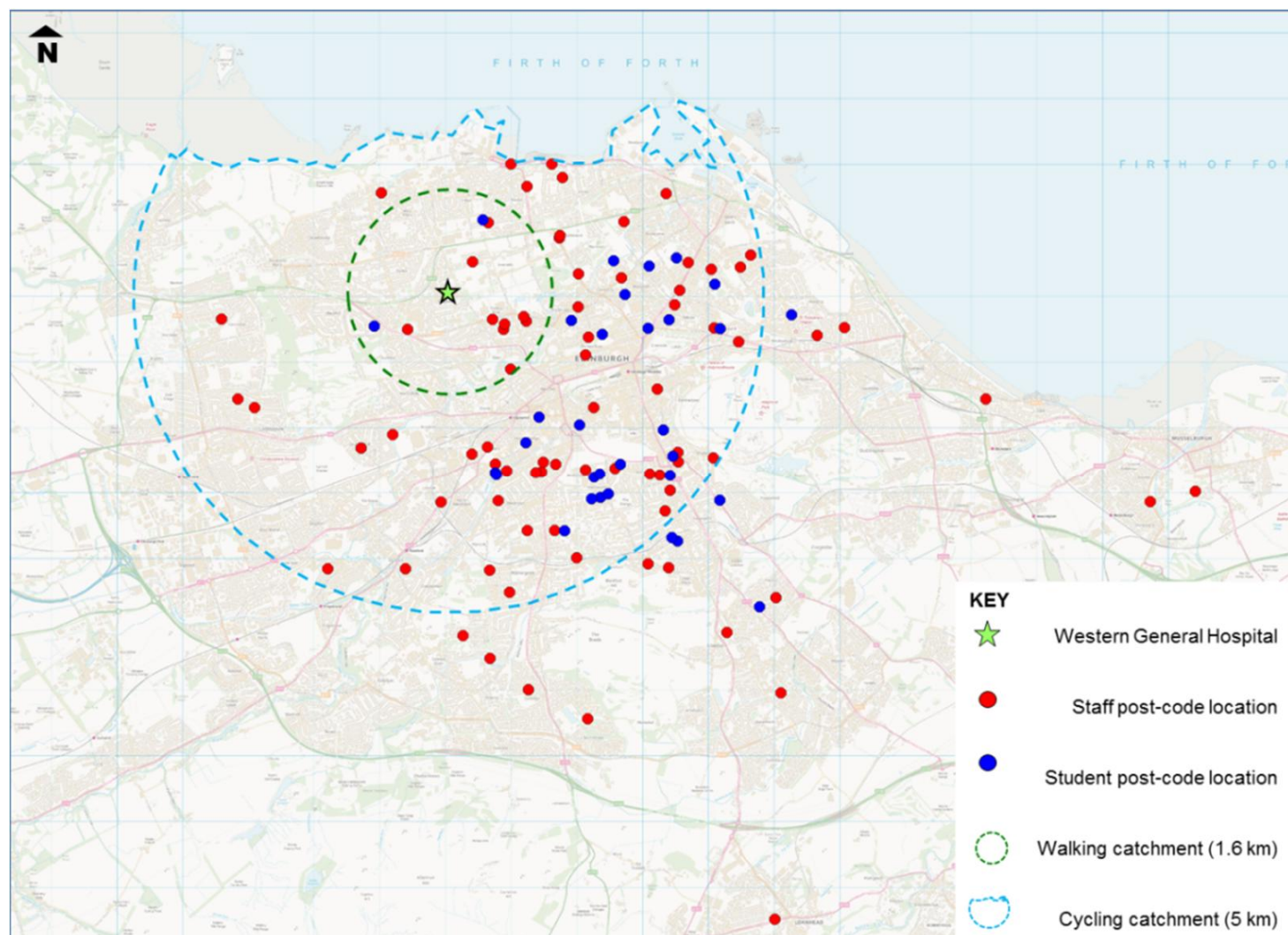
- The public bus mode share for students is high at 37%, while the staff public bus mode share is 19%;
- Rail services are used by staff but not by students
- Since 2010, there has been a substantial increase in staff bicycle trips with a corresponding decrease in bus trips. For students, both the walking and cycling mode share has increased.

#### 7.4 Short distance modes - Active Travel

The survey results show high levels of active travel for both staff and students and the highest proportion of staff car and public transport users stated that nothing would encourage them to cycle or walk to work. For staff who could be encouraged, their main response was improved routes.

To understand the potential for active travel at the Western General Hospital, staff and student home postcodes were plotted in relation to a 20 minute walk (1.6km) and cycle (5km) from the hospital, and this is indicated in Figure 19 below.

Figure 19: Western General Hospital walking and cycling catchments



It can be seen from Figure 19 that, whilst there is only a small number of staff (5%) and students (5%) within a 20 minute walk of the hospital, the largest proportion fall easily within a 20 minute cycle (35% of staff and 69% of students), indicating the potential for increased cycling mode share.



There are a number of on and off-road routes available in the north of the city which could be utilised by staff and students who live within a 20 minute walk or cycle, and these are highlighted in Figure 20.

Comments received in relation to active travel include:

*“More undercover bike stores”*

*“I like to cycle but the provision of bike lanes is so poor in Edinburgh that it becomes too dangerous when there are dark mornings/evenings. I have used the bike lockers but there are not enough available and it is not obvious how you get access to them (I just had to ask someone kindly for the code).”*

*“Showers for cyclists.”*

*“The provision of secure cycle parking would be greatly appreciated at the back of Ward 1 (car parks there but no provision for cycles)”*

Figure 20: Cycle Routes in North Edinburgh



7.5

Motorised travel

With parking for University staff being removed from the Western General Hospital, it is important to understand the reasons why driving currently takes place and the opportunities and constraints to sustainable travel in the future at this location.

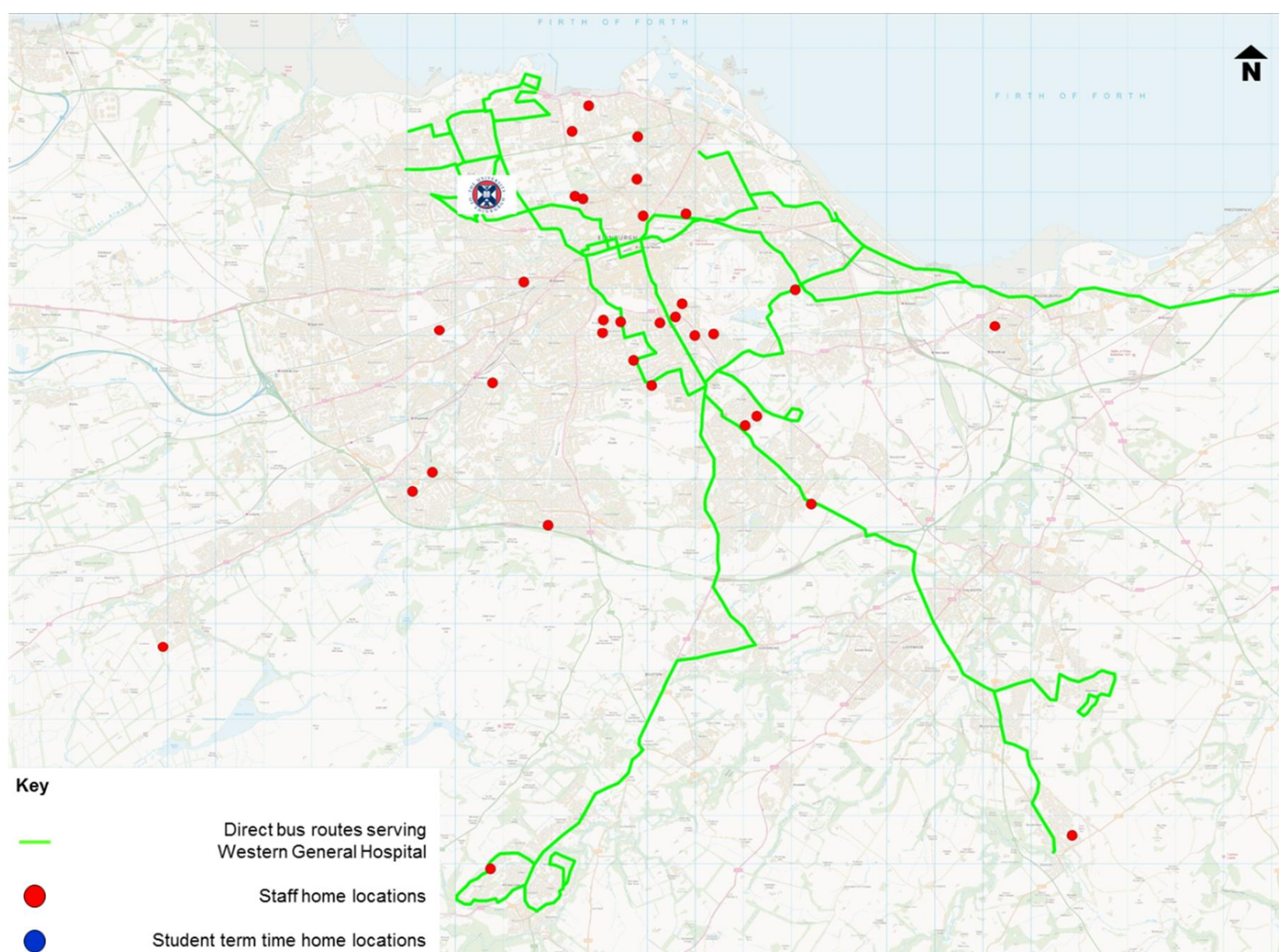


Currently car use by students is very low, however 30% of staff based at the Western General currently drive to work citing journey time, carer responsibilities and lack of a suitable alternative as reasons for doing so. The highest proportion of staff car drivers expect to park on-street following the removal of onsite parking.

The highest proportion of staff car users said that a direct service, reduced journey time and discounted travel would encourage them to transfer to public transport.

Figure 21 indicates staff (car user) home locations in relation to the public bus provision serving the Western General Hospital. This is based upon available bus routes stopping at bus stops within a 10 minute walk of the Western General Hospital.

Figure 21: Staff (car user) home locations in relation to public transport provision serving Western General Hospital



It can be seen in Figure 21 that a high proportion of staff car users (approximately 50%) live in close proximity to public transport. In addition, for those who do not live near a bus route serving Western General Hospital, Figure 19 shows that the majority of them are within a 5km cycle of the Western General Hospital.

Comments received in relation to motorised travel include:

*“Get more buses to use the bus stop inside the WGH.”*

*“I would be more likely to walk and take the shuttle bus if the running hours are later than 5pm from the Western General Hospital.”*

*“Public transport is too expensive, if it was cheaper than driving then I would definitely use it.”*

*“Public Transport works for me as there is no parking here at the western general, you could improve the cost of public transport 12 journey ticket £26.”*

#### 7.6 Tripshare

A total of 2% of staff and no students are members of the scheme. 62% of staff and 85% of students have not heard of the scheme while 3% of staff and 4% of students may consider joining the scheme.

#### 7.7 City Car Club

A total of 64% of staff are not aware of the City Car Club and no staff have used it for business travel. This is not unexpected given that there are no City Car Club spaces in the vicinity of the Western General Hospital.

#### 7.8 Awareness of Measures

It is important that the University publicises the available walking, cycling and public transport routes and ensures that staff and students are aware of available travel planning measures which have already been implemented. The results of the survey show that, in general, awareness and use of the shuttle bus and cycle parking, shower and locker facilities and Dr Bike are high. However, there is a lack of awareness of other travel planning measures that have been implemented to support travel by cycle.

It is clear that there is an opportunity to raise awareness of all walking and cycling initiatives, given the level of staff and students living within a short distance of the site, thereby offering a realistic alternative to travel by private car.

Comments received in relation to awareness include:

*“Better promotion of services provided - particularly discounted One Ticket (wish I had known about this before I bought mine!)”*

*“I feel the University do a lot to encourage people to use alternative modes of transport, but I think as long as I can find a parking space somewhere nearby I, and others, will continue to drive in.”*

#### 7.9 Summary

It is recommended that the following sustainable travel measures are considered at the Western General Hospital:

- Promote travel information
- Promote walking, cycling and public transport routes
- Promote Tripshare to staff



- The University should promote the new City Car Club space which is being introduced on Carrington Road, within a 5 minute walk of the Western General Hospital
- Ensure cycling infrastructure is adequate – parking, locker and showering facilities

## 8 Royal Edinburgh Hospital

### 8.1 Introduction

Royal Edinburgh Hospital sits in the Morningside area of Edinburgh and benefits from good bus links from the city centre along the Morningside Road bus corridor. The campus, therefore, has a good walk and cycle catchment. There is no site-specific travel plan in place and the measures identified for the University in general apply to this location.

At Royal Edinburgh Hospital, 25 staff and 23 students responded to the 2013 travel survey, equating to a response rate of 68% and 12%, respectively. The survey findings are summarised in the following section with detailed graphs of all responses presented in Appendix C.

### 8.2 Mode Share

The mode share for staff and students in 2013 is presented in Figures 22 and 23.

Figure 22: Royal Edinburgh Hospital - Staff Mode Share

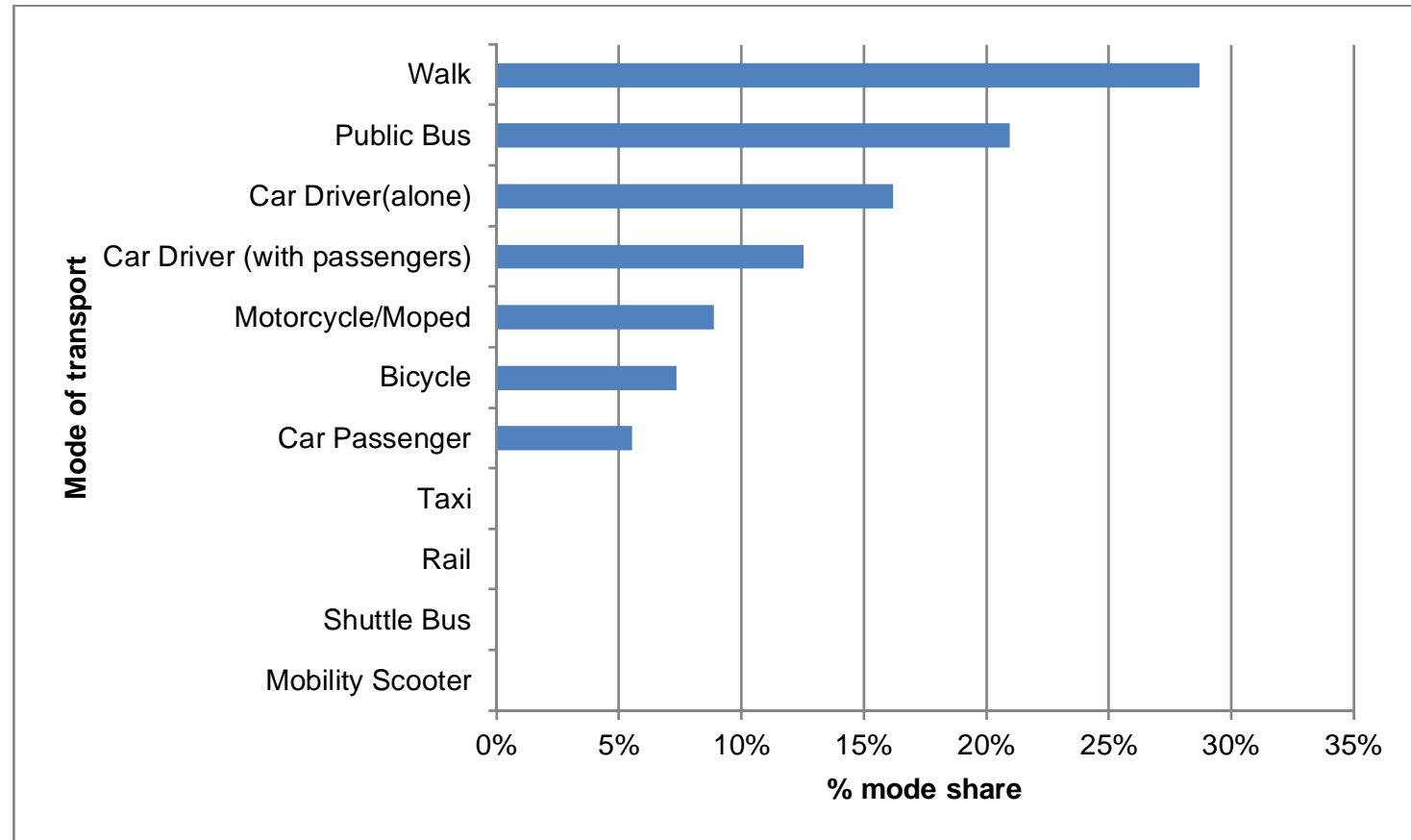
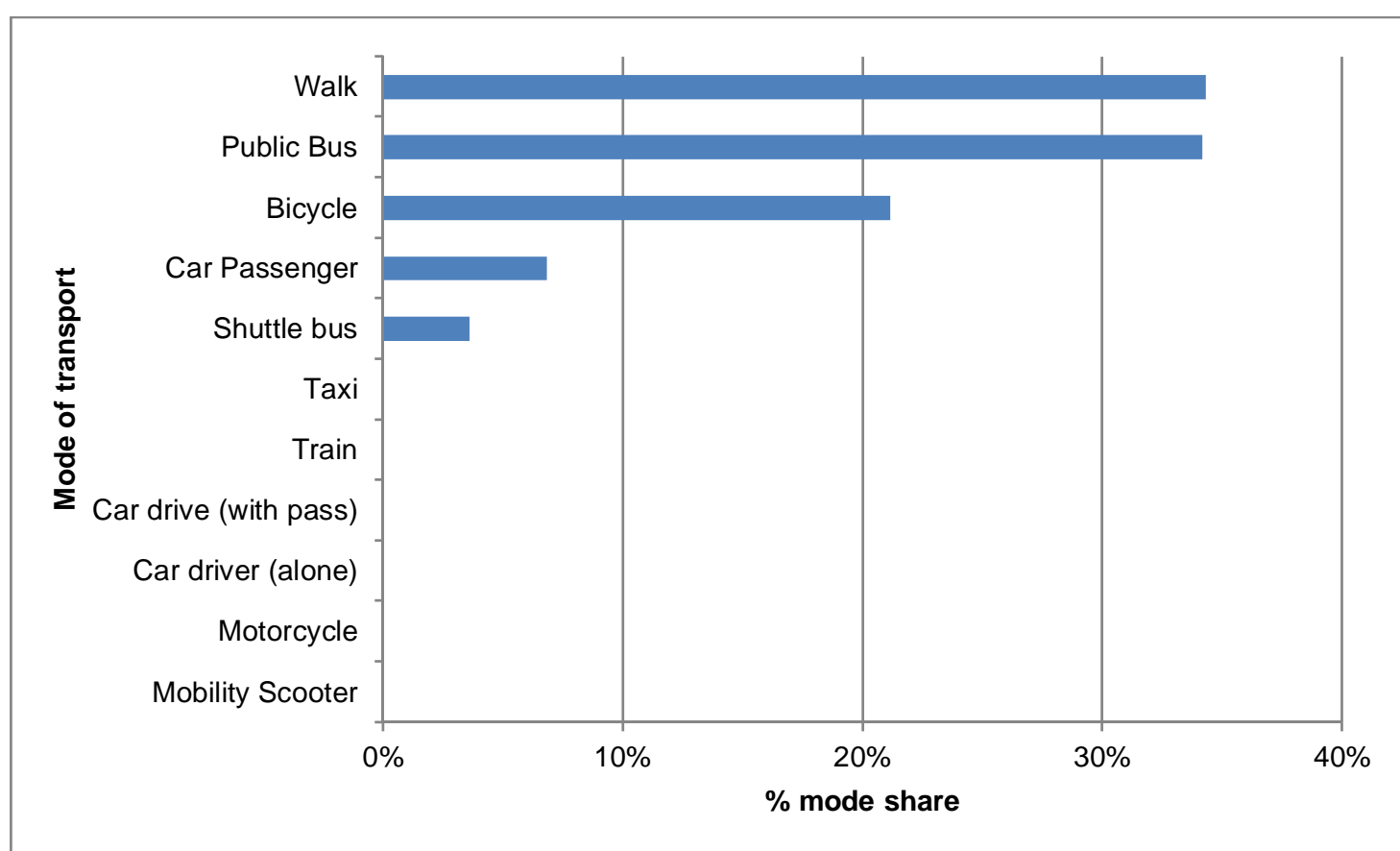


Figure 23: Royal Edinburgh Hospital - Student Mode Share



The key findings are:

- The proportion of active travel is very high with 36% of staff and 55% of students walking or cycling
- The student cycling mode share of 21% exceeds the Government's target of 10% and Edinburgh's 2030 transport vision<sup>6</sup> target of 15% for 2020
- Public bus services are well used with 21% of staff and 34% of students using them
- A total of 29% of staff drive to Royal Edinburgh Hospital, this equates to only 11 vehicles trips
- Since 2010 there has been an increase in student active travel, with a reduction in public bus travel. There has been an increase in staff walking and public bus trips with a reduction in cycling trips.

### 8.3 Shorter distance modes - Active Travel

There is a high proportion of active travel at Royal Edinburgh Hospital, reflecting the good walking and cycling catchments.

Comments received in relation to Active Travel include:

*"I would love a downloadable map of alternative pedestrian routes to be created - at the moment it's quite boring taking the same trip every day but I don't know other ways to get to the Royal Edinburgh."*

<sup>6</sup> Transport 2030 Vision will guide the work of the City Of Edinburgh Council City Development Transport Service over the next 20 years. It is an Internal Document that sits alongside the regularly updated Local Transport Strategy.

*“Overall facilities good”*

8.4 **Motorised travel**

It is encouraging to see that 21% of staff and 34% of students travel by bus. This is not unexpected given the location of the campus in relation to a main bus corridor running along Morningside Road. There are no student car driver trips to the Royal Edinburgh Hospital and there is a staff car driver mode share of 29% which equates to only 11 vehicles.

8.5 **Tripshare**

A total of 8% of staff and no students are members of the scheme. 34% of staff and 84% of students have not heard of the scheme while 6% of staff and 5% of students may consider joining the scheme. Given that the survey indicates no students drive to Royal Edinburgh Hospital, it is recommended that the promotion of Tripshare is focused on staff.

8.6 **City Car Club**

Approximately 52% of staff are not aware of the City Car Club and no staff have used it for business travel. This shows that there is an opportunity for more use of City Car Club vehicles for staff business travel, particularly with the nearest City Car Club spaces located on Millar Crescent in close proximity to Royal Edinburgh Hospital.

8.7 **Awareness of Measures**

The survey indicates that in general, awareness amongst staff and students of measures to support walking, cycling and public transport use is relatively high across all measures indicated.

Comments received in relation to awareness of measures include:

*“Maybe to make people think/be aware of other methods of getting to work rather than jumping in the car, you could have a series of mini interviews with members of staff who use alternative methods, and those who share cars etc. Possibly on the Uni's home page to raise awareness and make people stop and think . . . ?”*

8.8 **Summary**

It is recommended that the following sustainable travel measures are considered at Royal Edinburgh Hospital:

- Promote public transport to staff car drivers
- Promote City Car Club to staff for business travel
- Promote available walking and cycling routes to staff and students.
- Work in partnership with NHS Lothian to promote these travel planning measures

## 9 Edinburgh College of Art

### 9.1 Introduction

Edinburgh College of Art (ECA) merged with the University in 2011. ECA is located in the city centre, to the immediate west of the Central Area. Sitting next to the Meadows and a short distance from the Union Canal, it has good access by active and sustainable forms of transport.

### 9.2 ECA travel planning

ECA does not have a site-specific travel plan and is instead covered by the general travel plan measures introduced by the University. The last travel survey in 2010 was carried out before the merger, and the ECA did not carry out travel surveys. It is therefore not possible to compare the 2013 survey with historic travel behaviour data. Some of the key travel plan measures since merging with the University are:

- Introduction of the Parking Management System, prior to which ECA parking permits were limited to staff only on a first come, first served basis. The new system takes account of relative need for parking, thus encouraging consideration of alternative modes and ensuring those with the greatest need to park can do so.
- Introduction of measures to encourage cycling including the Cycle to Work scheme and Dr Bike visiting regularly.
- Introduction of Corporate membership of City Car Club.

At ECA, 77 staff and 136 students responded to the 2013 travel survey, equating to a response rate of 13% and 12%, respectively. The survey findings are summarised in the following section with detailed graphs of all responses presented in Appendix C.

### 9.3 Mode Share

The mode share for staff and students in 2013 is presented in Figures 24 and 25.



Figure 24: Edinburgh College of Art: Staff Mode Share

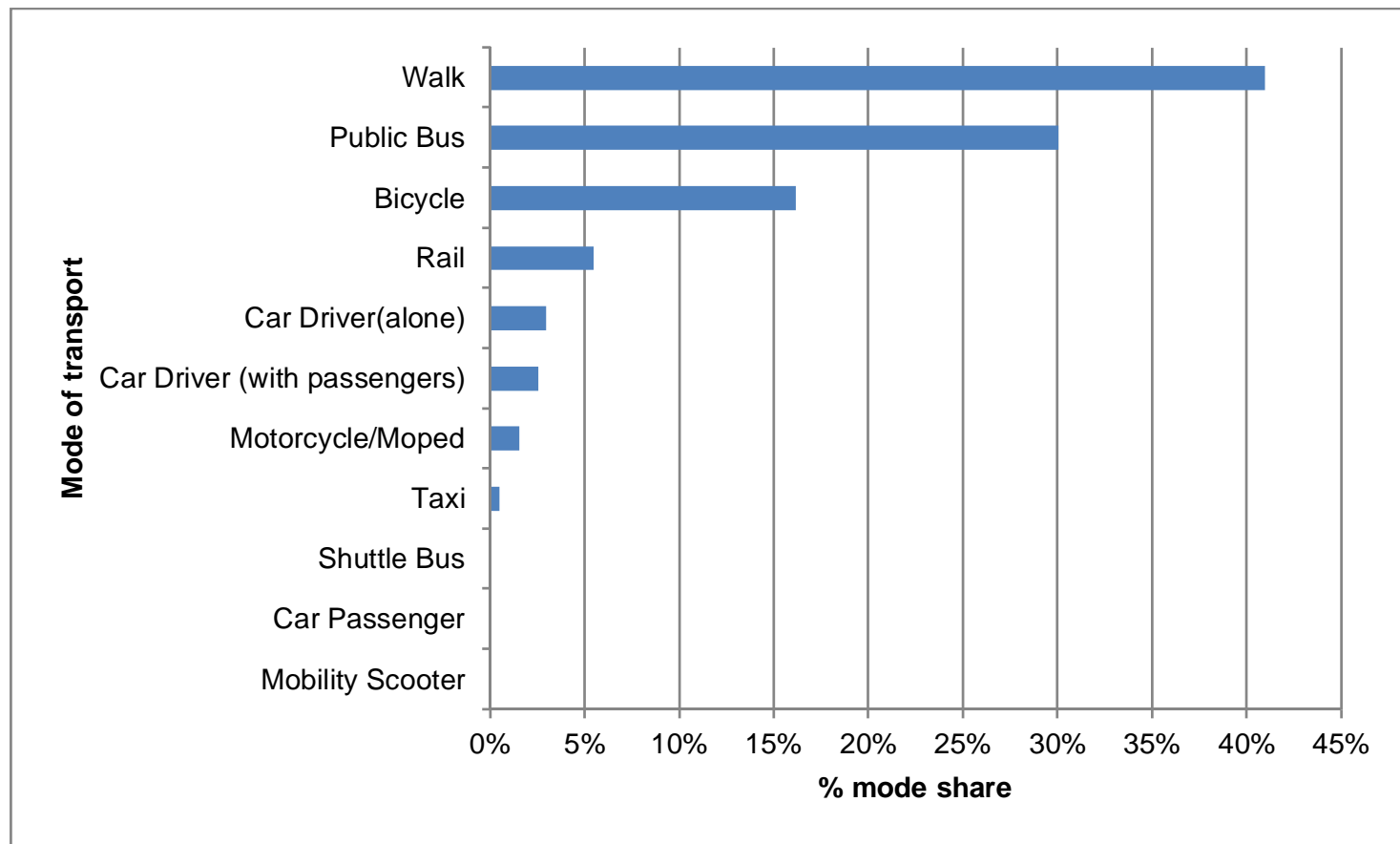
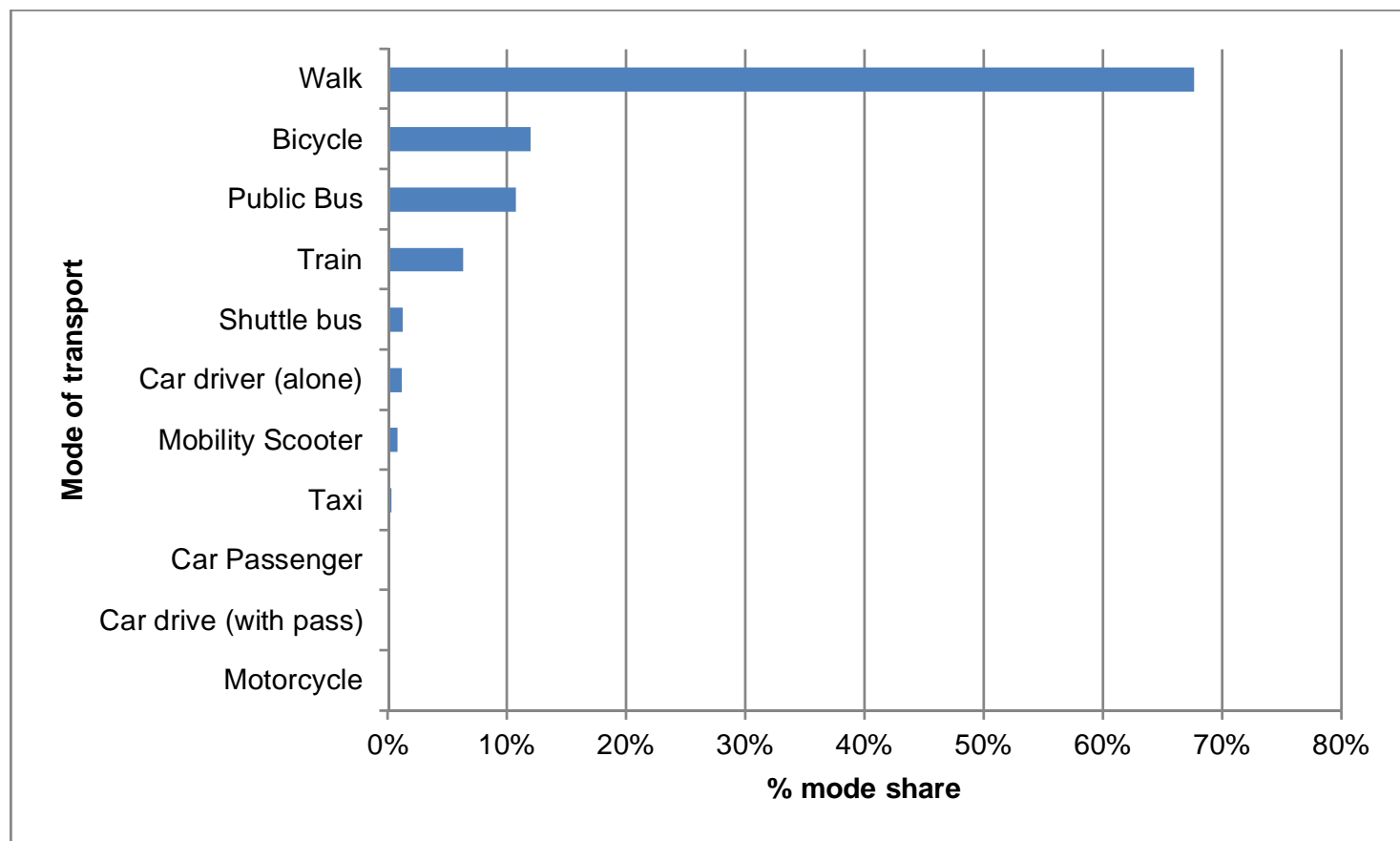


Figure 25: Edinburgh College of Art: Student Mode Share



The key findings are:

- There is a very high proportion of both staff (41%) and students (68%) who walk to the College;
- Cycling accounts for 16% of staff trips and 12% of student trips, both of which exceed the Government's 10% target by 2020;
- Public bus travel accounts for 30% of staff trips and 11% of student trips;

- A very low proportion of staff and students drive to ECA (6% staff and 1% of students).

#### 9.4 Short distance modes - Active Travel

As noted above, the active travel mode share is high. It can be concluded that the sustainable mode share is as a result of the proximity of the site to sustainable travel links.

Comments received in relation to active travel include:

*"Please keep up the Bike Doctor sessions."*

*"Might be useful to have free shared bikes available for staff and students to travel in-between campuses "*

*"I often use the workshop facilities at Minto House, though there are some bike racks provided they are always full and locking up on the fence seems less secure and somewhat of an affront to the building, tracks could be sited in the car park behind the building solving this problem."*

#### 9.5 Motorised travel

For the very small proportion of staff and students who do drive and the public transport users, the provision of more and improved routes would encourage them to walk or cycle to the ECA.

Comments received in relation to motorised travel include:

*"I would be very interested in any discounts for rail travel. Thank you"*

*"A free used bike recycle system. + Improvement on the student shuttle bus, both physically (cleaner, better) and a better timetable (some 12 and 17 busses get too full)"*

*"Some form of discount pass would be encouraged. It costs an absolute fortune to use public transport."*

#### 9.6 Tripshare

No staff and 1% of students are members of the scheme. 65% of staff and 88% of students have not heard of the scheme while 4% of staff and 1% of students may consider joining the scheme. Given the very low car use, it is considered that priority should not be given to the promotion of the Tripshare scheme at this location.

#### 9.7 City Car Club

Approximately 66% of staff are not aware of the City Car Club vehicle and no staff have used it for business travel. This is surprising given two vehicles are accessible in the vicinity of Edinburgh College of Art at Chalmers Street and Simpsons Loan. This shows that there is an opportunity for more use of City Car Club vehicles for staff business travel.

#### 9.8 Awareness of Measures

Overall staff and students have good awareness of the cycle to work scheme, bicycle parking, shower and locker facilities and Dr Bike.



For the very small proportion of staff and students who do drive and the public transport users, the provision of more and improved routes would encourage them to walk or cycle to the ECA. A small proportion of students also indicated that free cycle training would be of interest.

It can be seen from Figure 26 that there is a good network of cycling routes surrounding the Edinburgh College of Art that could be promoted.

Figure 26: Cycle routes in the vicinity of the Edinburgh College of Art



Comments received in relation to awareness of measures include:

*“More awareness of the transport options on the previous page... I had no idea about any of the cycling initiatives until now, 3 weeks before I graduate... definitely would have used these since 2010 had I known about them! Make better advertisements for these things!”*

*“I think emails can go unnoticed because of the huge inbox we all face each day. A “road show” at each campus would be good. I’d be interested to learn more about all these measures, nearer the start of the academic year when things are slightly less hectic.”*

9.9 Summary

It is recommended that the following sustainable travel measures are considered at the ECA:

- Focus on continuing to promote walking and cycling;
- Promote City Car Club to staff for business travel if too far to walk or cycle; and
- Promote available public transport for longer distance trips.



## 10 Pollock Halls

### 10.1 Introduction

Pollock Halls of Residence is the largest residential facility for University of Edinburgh, home to 2,000 students during semester time and is located within 1 mile of the Central Area next to Holyrood Park. It is also a major hotel, conference and catering facility. It also plays an important role in introducing new students to the city and thus influences the travel behaviour they adopt for the duration of their studies. As a 24 hour facility it also presents different challenges to other University sites because many of the staff work to shift patterns and unsociable hours.

Pollock Halls is located on a major arterial route served by a variety of high frequency bus services. It is also ideally located for easy access by bike and on foot, with National Cycle Network Route 1 passing right by the site.

### 10.2 Pollock Halls Travel Planning

Pollock Halls has its own Travel Plan devised for 2009-2013. The Travel Plan has introduced numerous measures to the site including:

- A City Car Club vehicle based on site, which staff can use via the Corporate membership.
- Provision of a bike toolkit and Dr Bike sessions
- The removal of a charge to use the secure cycle stores and provision of new digi-locks to negate the need to carry a key, in order to encourage usage. Signing of the secure cycle store facilities, together with a poster campaign to promote their use
- Provision of travel information in the electronic information sent to all new students prior to arriving at University
- Provision of bus travel information at main reception areas

At Pollock Halls, 96 staff responded, equating to a response rate of 20%. The survey findings are summarised in the following section with detailed graphs of all responses presented in Appendix C.

### 10.3 Mode share

The mode share for staff and students in 2013 is presented in Figures 27 and 28. The student mode share is based on those students whose term time home address is Pollock Halls. There is no other student information presented in this section as this is captured in the survey results provided for the other main teaching locations described throughout the report.

Figure 27: Pollock Halls of Residence - Staff Mode Share

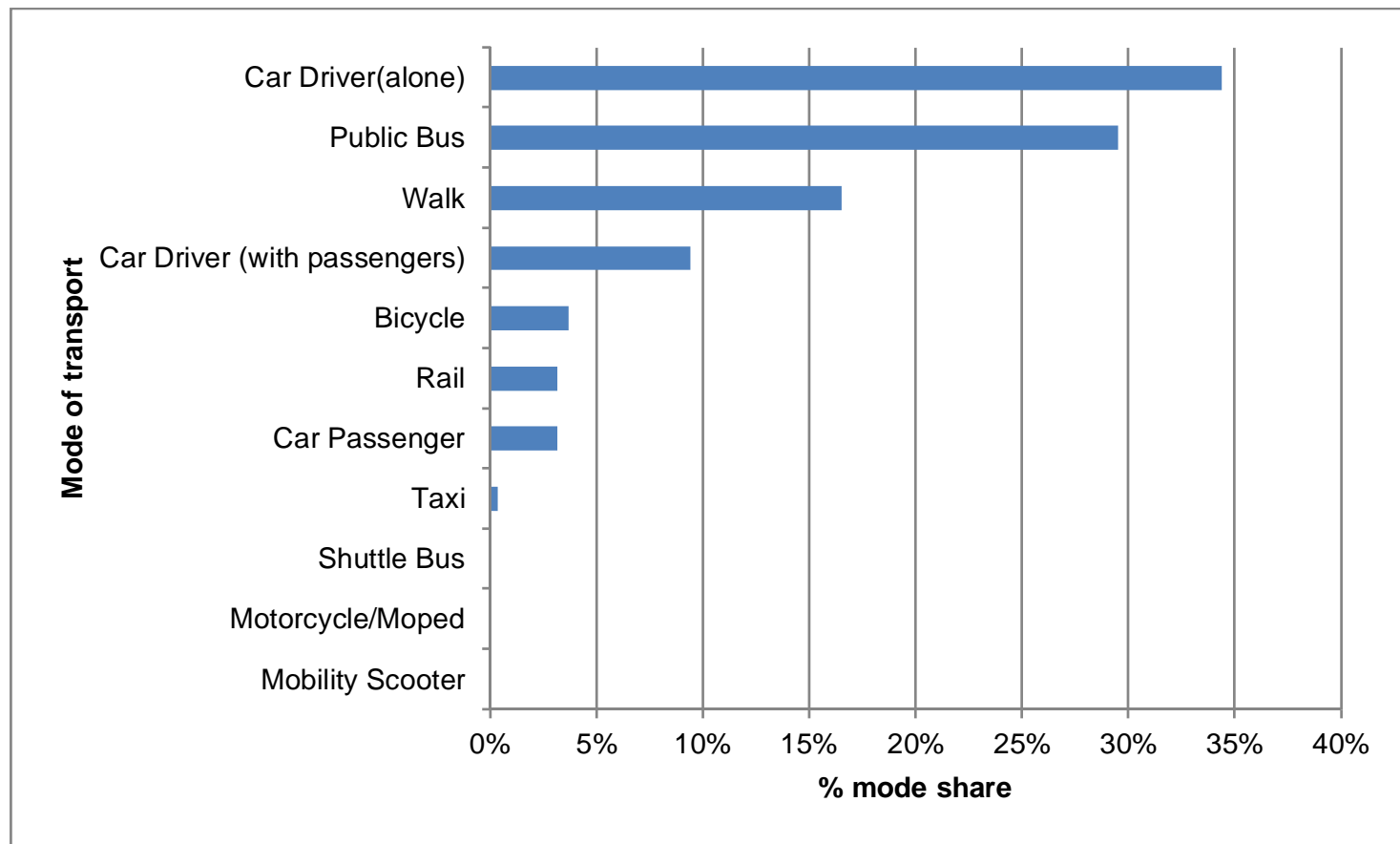
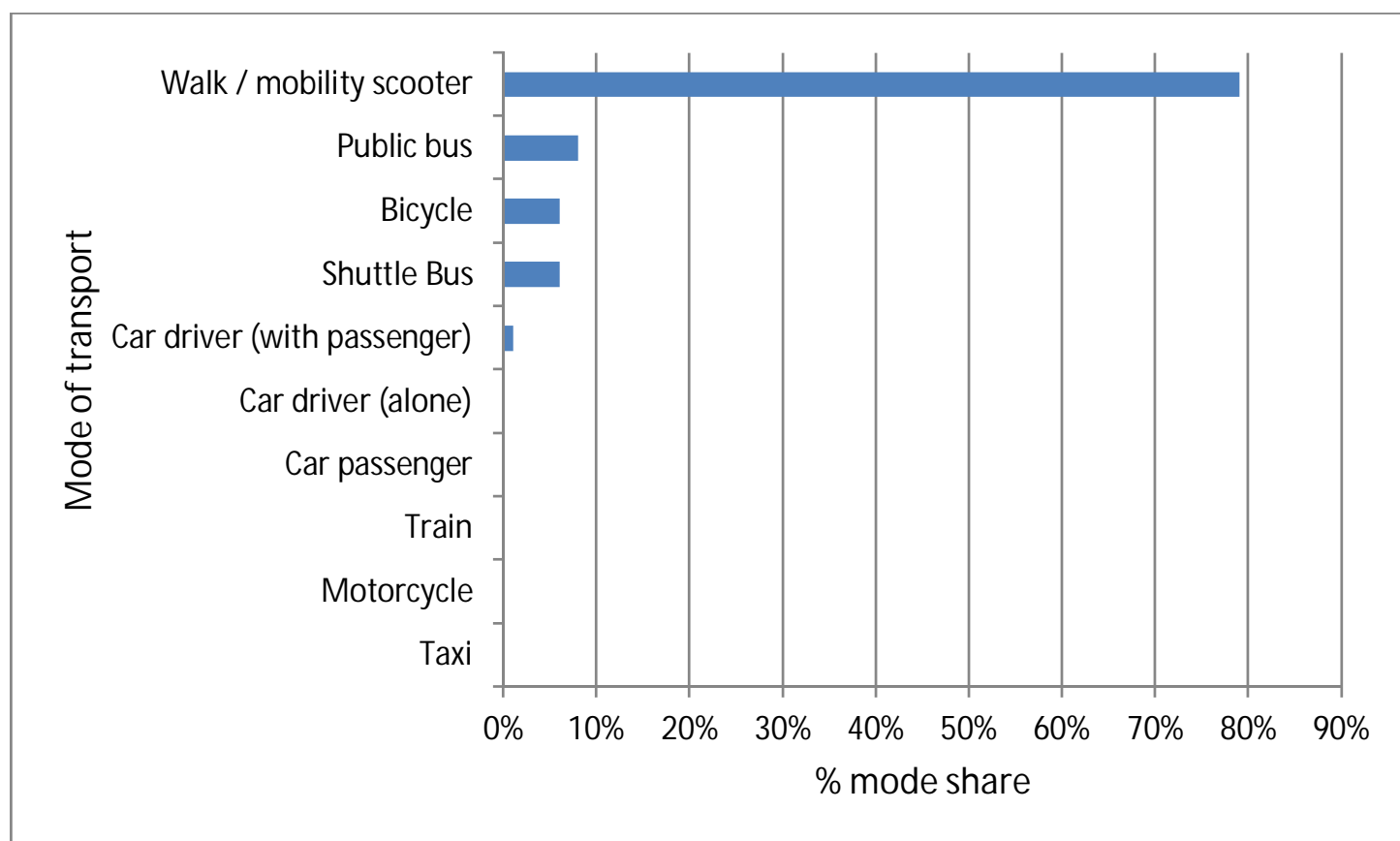


Figure 28: Pollock Halls of Residence - Student Mode Share



10.4 Short distance modes - Active Travel

Active travel is lower than at other locations, which is not unexpected given the shift patterns in operation at this location. Staff car and public transport users, the majority of who also live within 10 miles of Pollock Halls, indicated that improved routes would offer a good incentive to travel on foot and by bicycle. Whilst a high proportion of staff are aware of the available onsite facilities to support cycling, they indicated that onsite shower, changing and parking facilities would also offer the most appropriate incentives to transfer to travel on foot or by bicycle.

Figure 29 provides an illustration of available cycling routes in the vicinity of Pollock Halls.



Figure 29: Cycle Routes in the Vicinity of Pollock Halls



Comments received in relation to active travel include:

*“Create more user friendly shower facilities at Pollock halls “*

*“I would like better shower facilities, more lockers for bike users (i have to use tiny lockers in my office not near to the showers at all) a place to dry my towel/ wet clothes. There is also never enough parking under the bike shed as i think students just leave their bikes there without using them.”*

*“Flexi time to allow extra time to walk to work (or might help other staff better match public transport times)”*

10.5

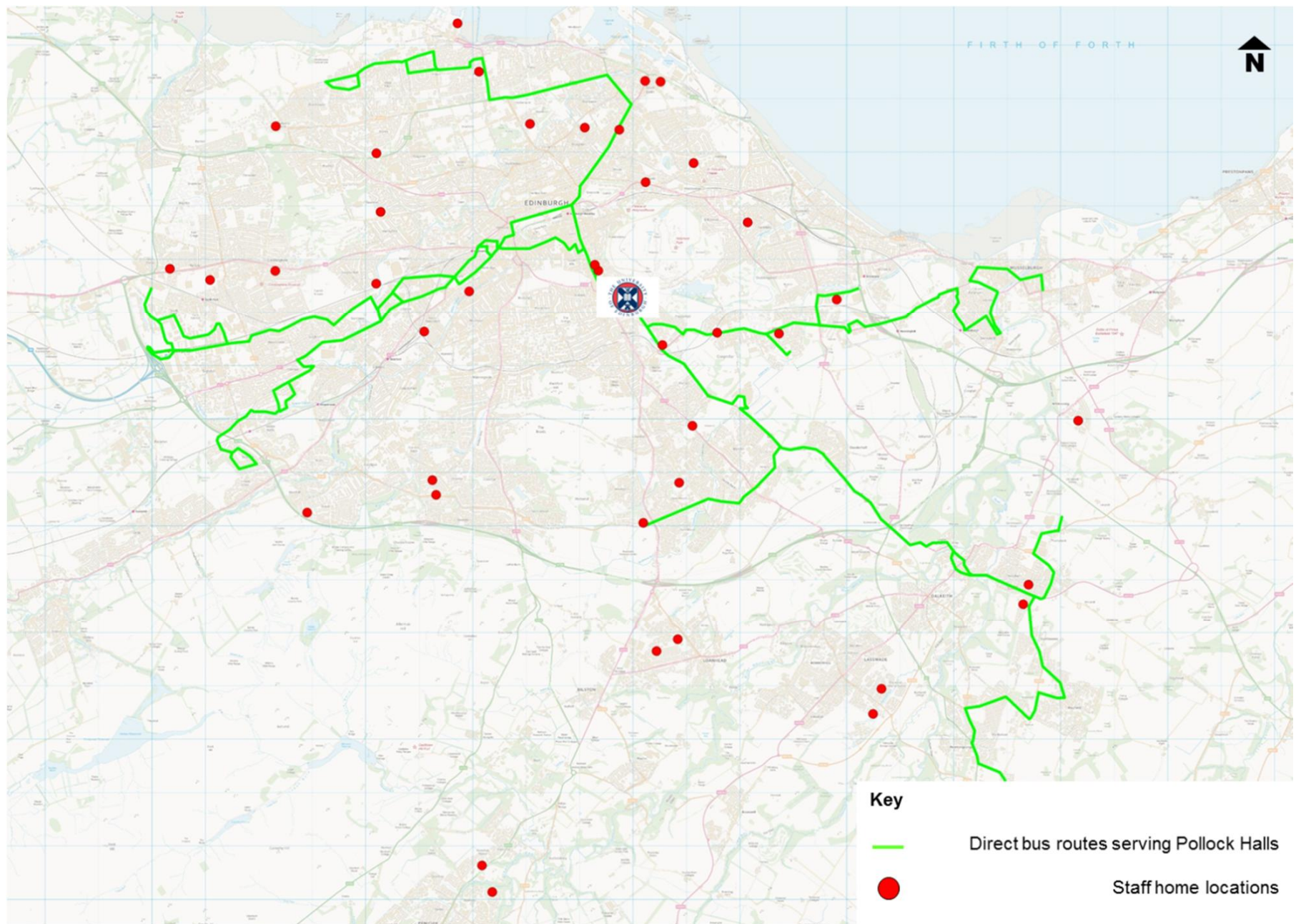
Motorised travel

The survey indicates that the majority of staff who stated that they drive to work, live within 10 miles of Pollock Halls. Of the 34% of staff who drive, the majority indicated journey time, followed by lack of alternatives and the cheapest option as the reasons for doing so. A high proportion of staff car users stated that reduced journey times, direct services and discounted travel as the most popular measures to encourage transferring to public transport.

Figure 30 indicates the staff home locations in relation to direct bus routes serving Pollock Halls. This is based on bus routes stopping at bus stops within a 10 minute walk of Pollock Halls.



Figure 30: Staff home locations in relation to bus routes serving Pollock Halls



It can be seen in Figure 30 that staff home locations are relatively dispersed throughout Edinburgh with 24% of staff respondents based at Pollock Halls living within an approximate 10 minute walk of direct bus services to Pollock Halls. Therefore it is very encouraging to see that the staff public bus mode share is 30%.

Comments received in relation to motorised travel include:

*“Would be happier to travel by bus if the Uni could negotiate a discount similar of that to the student discount on LRT”*

*“The use of public transport (Taxis) by staff at Pollock could be better managed - Rather than one taxi after another (Where the destination may be the same) a group of 5 (Maximum Taxi load) could share the same taxi. 3 taxis for 15 personnel rather than 7 / 8 taxis for the same number. It just needs a booking system put in place and so the bookings are managed by a central point of contact rather than numerous individual bookings. “*

#### 10.6

##### Awareness of Measures

The majority of staff at Pollock Halls are either not aware or aware and haven't used the travel information page on the University's website, which does provide information on available routes.



10.7 Summary

It is recommended that the following sustainable travel measures are considered at Pollock Halls:

- Review onsite cycling facilities; and
- Promote the availability of travel information.

## 11 Other sites

This chapter refers to the University’s other sites/accommodation sites. It should be noted that the number of responses to these sites is low, therefore, only a high level commentary has been provided.

At the Other Sites, 65 staff and 88 students responded to the 2013 survey, equating to a response rate of 32% and 12%, respectively. At the Other Accommodation Service Sites, 12 staff responded to the 2013 survey, equating to a response rate of 12%. Staff and students who specified “Other Sites” indicated various locations, the main ones being peripheral hospitals, distance learning/online, Causewayside and the former site of the Roslin Institute. The survey findings are summarised in the following section with detailed graphs of all responses presented in Appendix C.

### 11.1 Mode Share

The mode share for staff and students in 2013 is presented in Figures 31, 32 and 33.

Figure 31: Other Sites – Staff Mode Share

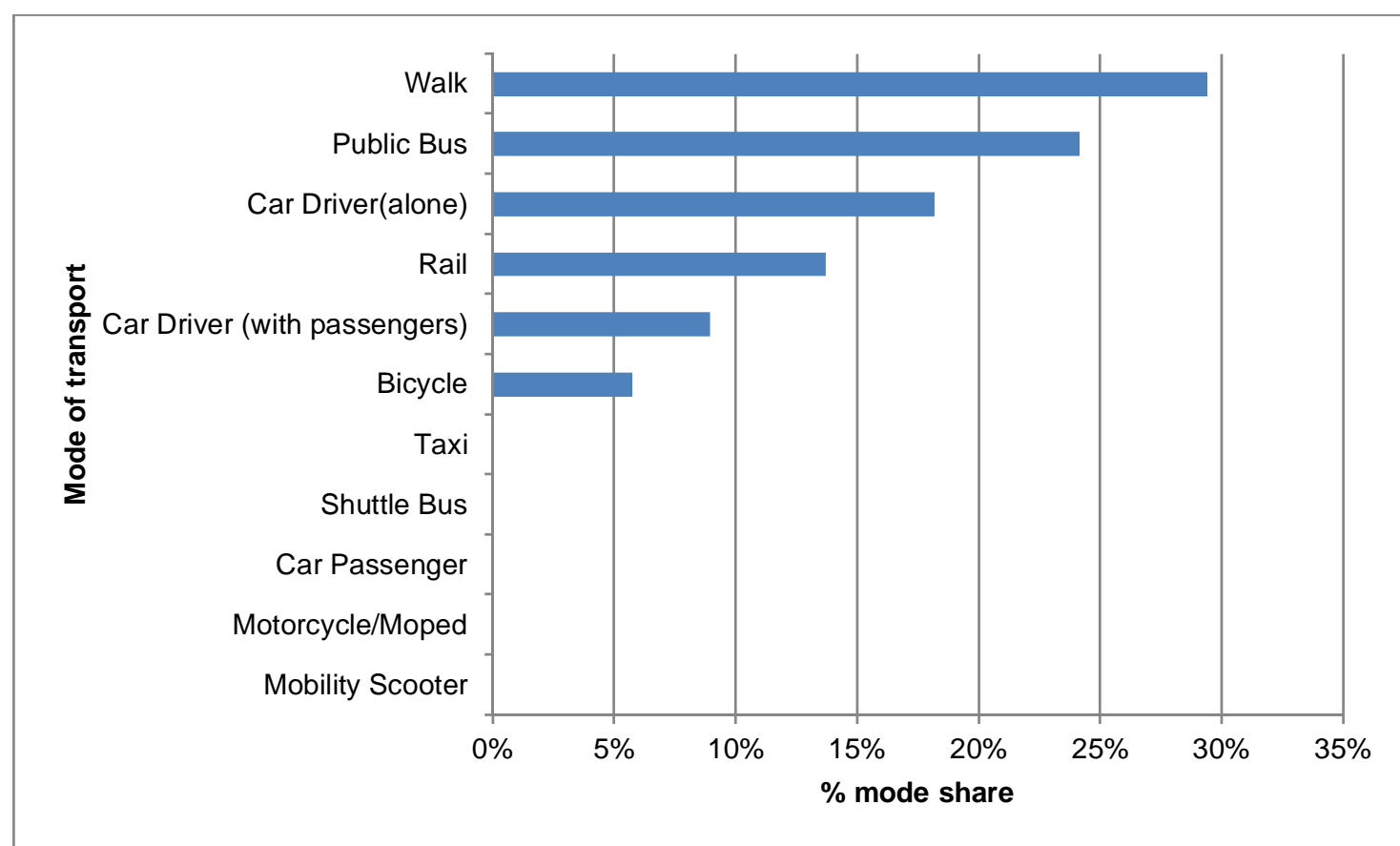


Figure 1: Other Sites – Student Mode Share

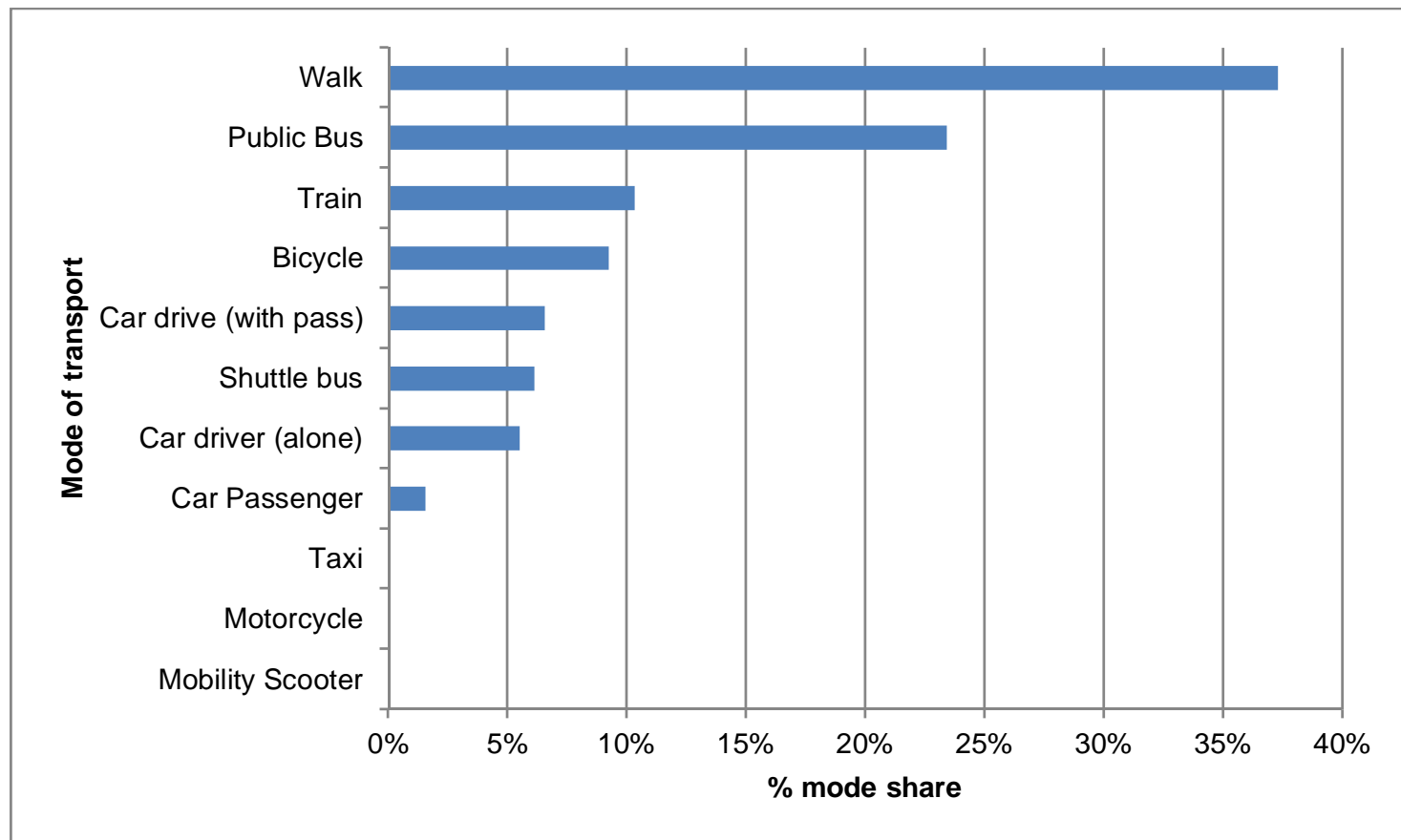
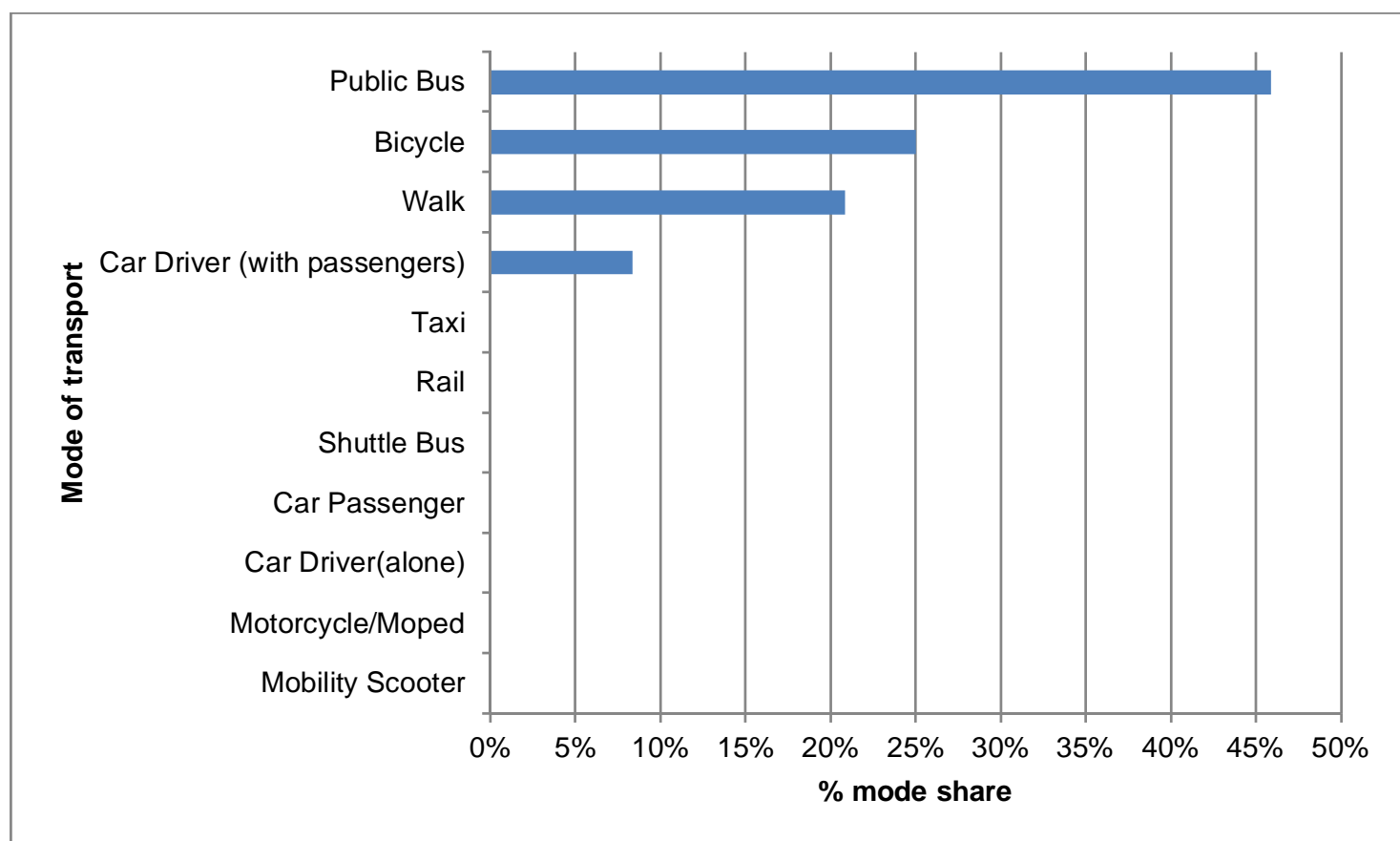


Figure 2: Other Accommodation Sites – Staff Mode share



The key findings are:

- Whilst the “Other sites” are spread throughout urban and semi-rural locations, a high level of active travel is achieved by both staff and students;
- Public transport is well used by staff and students with the proportion using rail services higher than at other locations; and
- The shuttle bus is used by 6% of students, it assumed this is associated with travel between hospitals.

## 12 Carbon Footprint

### 12.1 Introduction

This section provides details of the overall University travel to work / study carbon footprint and the footprint broken down by location. The 2012 DEFRA carbon emissions factors were used for the 2013 University of Edinburgh carbon footprinting calculations. The carbon emission factors used are the “Total Direct GHG Factors” for 2012.

### 12.2 University overall carbon footprint

Tables 6 and 7 provide details of the overall carbon footprint for staff and students, respectively.

Table 6: Staff Carbon Footprint

Staff mode	Average distance	Annual estimated total CO2e (tonnes)	Annual estimated total CO2e per staff member (tonnes)
Foot	1.7	0.0	0.0
Bus	4.4	841	0.25
Car driver (alone)	9.8	2,977	1.45
Cycle	3.0	0.0	0.0
Rail	23.8	496	0.55
Car driver (with passengers)	3.6	585	0.71
Car passenger	3.1	209	0.55
Motorcycle	8.9	37	0.75
Taxi	2.9	11	0.24
		<b>5,156</b>	<b>0.41</b>

Table 7: Student Carbon Footprint

Student mode	Average distance	Annual estimated total CO2e (tonnes)	Annual estimated total CO2e per student (tonnes)
Foot	2.3	0.0	0.0
Bus	13.3	2,301	0.33
Car driver (alone)	7.7	818	0.97
Cycle	2.0	0.0	0.0
Rail	27.3	660	0.51
Car driver (with passengers)	2.9	260	0.52
Car passenger	2.9	214	0.58
Motorcycle / Moped	10.7	34	0.79
Taxi	3.0	15	0.20
		<b>4,301</b>	<b>0.13</b>

If compared to the results from 2010, there has been an overall reduction in the carbon footprint per individual staff member and student since 2010, the comparison is highlighted in Table 8. It should be noted that average distances for journeys appear to have reduced with staff and students not travelling quite as far to the University as in previous years. However it should be



noted that with the inclusion of a distance tool in this year's survey, distances provided by staff and students are likely to be more accurate than in previous years.

Table 8: Carbon Footprint comparison

	2013 Estimated annual carbon footprint (tonnes of CO2e) per individual	2013 Estimated annual carbon footprint (tonnes of CO2e) per individual	2010 Estimated annual carbon footprint (tonnes of CO2e)	2010 Estimated annual carbon footprint (tonnes of CO2e) per individual
<b>Staff</b>	5,156	0.41	6,596	0.63
<b>Students</b>	4,301	0.13	4,893	0.18
<b>TOTAL</b>	<b>9,457</b>	<b>0.21</b>	<b>11,489</b>	<b>0.41</b>

### 12.3 Carbon footprint by location

Site specific carbon footprints have also been calculated for the following main locations:

- Central Area;
- King's Buildings/ Royal Observatory;
- Easter Bush;
- Western General Hospital;
- Little France;
- Royal Edinburgh;
- Edinburgh College of Art; and
- Pollock Halls of Residence (staff only).

The carbon footprints are provided in Tables 9 to 23 below.

Table 9: Central Area Staff Carbon Footprint

Staff mode	Average distance	Annual estimated total CO2e (tonnes)	Annual estimated total CO2e per staff member (tonnes)
Foot	1.8	0	0.0
Bus	4.8	448	0.24
Car driver (alone)	8.6	995	1.64
Cycle	2.7	0	0.0
Rail	21.4	337	0.50
Car driver (with passengers)	2.7	187	0.57
Car passenger	2.5	97	0.49
Motorcycle	5.8	23	0.87
Taxi	3.6	8	0.30
		<b>2,095</b>	<b>0.32</b>

Table 10: Central Area Student Carbon Footprint

Student mode	Average distance	Annual estimated total CO2e (tonnes)	Annual estimated total CO2e per student (tonnes)
Foot	2.6	0	0.0
Bus	6.6	560	0.17
Car driver (alone)	8.5	397	1.01
Cycle	1.5	0	0.0
Rail	27.7	529	0.52
Car driver (with passengers)	4.5	49	0.42
Car passenger	2.2	51	0.36
Motorcycle / Moped	7.0	2	0.38
Taxi	3.4	12	0.22
		<b>1,601</b>	<b>0.08</b>

With reference to Tables 9 and 10, the Central Area average annual carbon footprint per staff member is 0.32 and is 0.09 per student.

Table 11: King's Buildings Staff Carbon Footprint

Staff mode	Average distance	Annual estimated total CO2e (tonnes)	Annual estimated total CO2e per staff member (tonnes)
Foot	1.6	0	0.0
Bus	4.4	121	0.25
Car driver (alone)	7.8	719	1.34
Cycle	2.9	0	0.0
Rail	26.9	52	0.62
Car driver (with passengers)	3.2	166	0.83
Car passenger	1.1	40	0.50
Motorcycle	2.7	2	0.72
Taxi	1.7	2	0.14
		<b>1,102</b>	<b>0.47</b>

Table 12: King's Buildings Student Carbon Footprint

Student mode	Average distance	Annual estimated total CO2e (tonnes)	Annual estimated total CO2e per student (tonnes)
Foot	1.5	0	0.0
Bus	16.8	1,290	0.82
Car driver (alone)	4.1	83	0.47
Cycle	2.1	0	0.0
Rail	23.5	44	0.44
Car driver (with passengers)	1.2	10	0.15
Car passenger	5.9	25	0.33
Motorcycle / Moped	12.3	26	1.34
Taxi	2.2	2	0.14
		<b>1,480</b>	<b>0.26</b>

With reference to Tables 11 and 12, King's Buildings average annual carbon footprint per staff member is 0.47 and is 0.26 per student.

Table 13: Easter Bush Staff Carbon Footprint

Staff mode	Average distance	Annual estimated total CO2e (tonnes)	Annual estimated total CO2e per staff member (tonnes)
Foot	2.1	0	0.0
Bus	7.3	45	0.36
Car driver (alone)	13.9	439	1.36
Cycle	4.6	0	0.0
Rail	38	4	0.88
Car driver (with passengers)	8.1	87	1.12
Car passenger	7.3	27	0.81
Motorcycle	0.0	0	0.0
Taxi	0.0	0	0.0
		<b>602</b>	<b>0.97</b>

Table 14: Easter Bush Student Carbon Footprint

Student mode	Average distance	Annual estimated total CO2e (tonnes)	Annual estimated total CO2e per student (tonnes)
Foot	0.2	0	0.0
Bus	8.6	242	0.34
Car driver (alone)	17.5	222	1.23
Cycle	4.7	0	0.0
Rail	19.6	4	0.36
Car driver (with passengers)	2.4	48	0.23
Car passenger	2.2	26	0.20
Motorcycle / Moped	7.6	6	0.34
Taxi	0.0	0	0.0
		<b>548</b>	<b>0.41</b>

With reference to Tables 13 and 14, the Easter Bush average annual carbon footprint per staff member is 0.97 and is 0.41 per student.

Table 15: Western General Hospital Staff Carbon Footprint

Staff mode	Average distance	Annual estimated total CO2e (tonnes)	Annual estimated total CO2e per staff member (tonnes)
Foot	1.7	0	0.0
Bus	3.6	29	0.26
Car driver (alone)	14.8	191	1.60
Cycle	3.5	0	0.0
Rail	25.4	20	0.59
Car driver (with passengers)	9.4	34	0.92
Car passenger	3.8	5	0.40
Motorcycle	3.2	1	0.22
Taxi	0.0	0	0.0
		<b>281</b>	<b>0.50</b>

Table 16: Western General Hospital Student Carbon Footprint

Student mode	Average distance	Annual estimated total CO2e (tonnes)	Annual estimated total CO2e per student (tonnes)
Foot	2.2	0	0.0
Bus	2.3	18	0.12
Car driver (alone)	2.0	2	0.18
Cycle	2.8	0	0.0
Rail	0.0	0	0.0
Car driver (with passengers)	1.2	1	0.14
Car passenger	0.0	0	0.0
Motorcycle / Moped	0.0	0	0.0
Taxi	0.0	0	0.0
		<b>22</b>	<b>0.06</b>

With reference to Tables 15 and 16, the Western General Hospital average annual carbon footprint per staff member is 0.50 and is 0.06 per student.



Table 17: Little France Staff Carbon Footprint

Staff mode	Average distance	Annual estimated total CO2e (tonnes)	Annual estimated total CO2e per staff member (tonnes)
Foot	1.8	0	0
Bus	4.2	81	0.27
Car driver (alone)	13	388	1.52
Cycle	4.1	0	0.0
Rail	22.2	12	0.52
Car driver (with passengers)	5.7	56	0.69
Car passenger	6.3	28	0.62
Motorcycle	3.2	1	0.29
Taxi	0.0	0	0.0
		<b>567</b>	<b>0.62</b>

Table 18: Little France Student Carbon Footprint

Student mode	Average distance	Annual estimated total CO2e (tonnes)	Annual estimated total CO2e per student (tonnes)
Foot	1.8	0	0.0
Bus	3.3	119	0.15
Car driver (alone)	14.4	63	1.56
Cycle	3.3	0	0.0
Rail	30.1	8	0.56
Car driver (with passengers)	1.8	6	0.14
Car passenger	1.4	1	0.15
Motorcycle / Moped	0.0	0	0.0
Taxi	0.0	0	0.0
		<b>197</b>	<b>0.15</b>

With reference to Tables 17 and 18, the Little France average annual carbon footprint per staff member is 0.62 and is 0.15 per student.

Table 19: Royal Edinburgh Hospital Staff Carbon Footprint

Staff mode	Average distance	Annual estimated total CO2e (tonnes)	Annual estimated total CO2e per staff member (tonnes)
Foot	6.1	0	0
Bus	4.2	2	0.21
Car driver (alone)	13.3	7	1.42
Cycle	3.5	0	0.0
Rail	0.0	0	0.0
Car driver (with passengers)	11.8	6	1.39
Car passenger	5.0	1	0.53
Motorcycle	5.5	1	0.71
Taxi	0.0	0	0.0
		<b>17</b>	<b>0.50</b>

Table 20: Royal Edinburgh Student Carbon Footprint

Student mode	Average distance	Annual estimated total CO2e (tonnes)	Annual estimated total CO2e per student (tonnes)
Foot	1.8	0	0.0
Bus	3.4	11	0.15
Car driver (alone)	0.0	0	0.0
Cycle	3.3	0	0.0
Rail	0.0	0	0.0
Car driver (with passengers)	0.0	0	0.0
Car passenger	2.8	2	0.18
Motorcycle / Moped	0.0	0	0.0
Taxi	0.0	0	0.0
		<b>14</b>	<b>0.07</b>

With reference to Tables 19 and 20, Royal Edinburgh Hospital's average annual carbon footprint per staff member is 0.50 and is 0.07 per student.

Table 21: Edinburgh College of Art Staff Carbon Footprint

Staff mode	Average distance	Annual estimated total CO2e (tonnes)	Annual estimated total CO2e per staff member (tonnes)
Foot	1.39	0	0.0
Bus	3.3	28	0.16
Car driver (alone)	6.7	20	1.17
Cycle	3.0	0	0.0
Rail	39.2	29	0.91
Car driver (with passengers)	4.2	6	0.39
Car passenger	0.0	0	0.0
Motorcycle	15	9	1.03
Taxi	3.2	1	0.27
		<b>93</b>	<b>0.16</b>

Table 22: Edinburgh College of Art Student Carbon Footprint

Student mode	Average distance	Annual estimated total CO2e (tonnes)	Annual estimated total CO2e per student (tonnes)
Foot	1.1	0	0.0
Bus	4.7	33	0.25
Car driver (alone)	15.6	25	1.91
Cycle	1.6	0	0.0
Rail	21.8	29	0.41
Car driver (with passengers)	0.0	0	0.0
Car passenger	0.0	0	0.0
Motorcycle / Moped	0.0	0	0.0
Taxi	0.0	0	0.12
		<b>88</b>	<b>0.08</b>

With reference to Tables 21 and 22, Edinburgh College of Art's average annual carbon footprint per staff member is 0.16 and is 0.08 per student.

Table 23: Pollock Halls of Residence Staff Carbon Footprint

Staff mode	Average distance	Annual estimated total CO2e (tonnes)	Annual estimated total CO2e per staff member (tonnes)
Foot	1.9	0	0.0
Bus	6.7	44	0.33
Car driver (alone)	11.9	175	1.13
Cycle	4.8	0	0.0
Rail	28.5	10	0.66
Car driver (with passengers)	7.8	31	0.69
Car passenger	9.0	11	0.90
Motorcycle	0.0	0	0.0
Taxi	2.0	0	0.16
		<b>271</b>	<b>0.59</b>

With reference to Table 23, the Pollock Halls of Residence average annual carbon footprint per staff member is 0.59.

#### 12.4 Summary

Whilst the highest carbon footprint is displayed at Central Area, it is reasonable to assume this is due to the Central Area accommodating the vast majority of University staff and students. The individual carbon footprint for both staff and students at this location is low.

Easter Bush has a relatively high overall carbon footprint and the highest individual carbon footprint for both staff and students. It would be reasonable to assume this is due to the longer distances travelled to this campus.

In previous years, the overall staff and student carbon footprints have been considered and not split by location. The split by location for the 2013 survey will allow for future year comparisons.



## 13 Conclusions and Recommendations

### 13.1 Conclusions

#### 13.1.1 Overall

It can be seen that the University as a whole has an excellent sustainable and active travel mode share among both staff and students, with an overall walking, cycling and public transport mode share of 88% and only a 7% single occupancy driver mode share observed. The University has truly bought in to supporting and encouraging sustainable travel behaviour in their staff and students.

The University has exceeded all relevant mode share targets set out in the Edinburgh Local Transport Strategy, Edinburgh's 2030 Transport Vision<sup>7</sup> cycling mode share target of 15% by 2020 and the Scottish Government's target to increase cycling to a 10% mode share by 2020.

Compared to the 2010 survey, the overall results show that travel patterns amongst staff and students have remained generally the same since 2010.

Students and staff are generally aware of a number of measures. The main measures where awareness is high and have been used are:

- Shuttle Buses; Western General Hospital – Little France and King's Buildings - Central Area
- Cycle parking, shower and locker facilities
- Dr Bike sessions

There is a lack of awareness in relation to travel plan marketing tools such as the travel page on the University website and travel roadshows and further steps should be taken to raise awareness.

#### 13.1.2 Central Area

There is a high level of active travel among both staff and students. This mode share is not unexpected given that the survey indicates that the vast majority of students live less than 2 miles from the Central Area. In relation to car and public transport users, staff and student responses indicate that a high proportion of students would be encouraged to cycle and walk to the University if more and improved routes and improved onsite infrastructure were provided.

Public transport has the biggest mode share for longer distance trips and further promotion of this mode, and of rail in particular, could assist in increasing this mode share.

Only 15% of staff and 5% of students drive to the Central Area. More direct bus services from home, reduced journey time and discounted travel were identified as the main opportunities to increase use of bus services.

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<sup>7</sup> Transport 2030 Vision will guide the work of the City Of Edinburgh Council City Development Transport Service over the next 20 years. It is an Internal Document that sits alongside the regularly updated Local Transport Strategy.

Given the low car use, particularly by students, any further promotion of Tripshare for car sharing should focus on staff.

The Central Area is located in close proximity to a number of City Car Club parking spaces and there is an opportunity for more use of City Car Club vehicles particularly for business travel.

There is a general awareness of a number of measures the University has in place in the Central Area to support sustainable travel practice. There is merit in improving awareness of such elements as the travel information website and travel information roadshows, where information could be disseminated on available routes and other measures the University has in place. Increased awareness of the availability of onsite infrastructure could encourage students to walk or cycle to University.

#### 13.1.3 King's Buildings/Royal Observatory

There is a high level of active travel among both staff and students. Improved walking and cycling trips and more routes would encourage walking and cycling, while more cycle parking and locker facilities were highlighted in particular by students.

Approximately 44% of staff respondents and 34% of student respondents based at King's Buildings live within a 10 minute walk of direct bus services too King's Buildings.

The campus is reasonably well served by public transport. The free shuttle bus is extremely well used and consequently diverts potential public bus service passengers away from public services. This will make it more challenging for the University to work with bus operators to enhance existing, or provide new services to the site.

As with the Central Area, given the low car use, particularly by students, any further promotion of Tripshare for car sharing should focus on staff.

There is an opportunity for more use of City Car Club vehicles for short distance business travel, particularly with the City Car Club space at King's Buildings and this should be further promoted to staff.

With the exception of the shuttle bus, awareness of other travel planning measures is varied. A high proportion of staff and students are not aware of the available travel information, and improved awareness of this might assist in highlighting pedestrian and cycle routes which can be used to travel to King's Building.

#### 13.1.4 Easter Bush

Notwithstanding its semi-rural location, Easter Bush Campus enjoys a high sustainable mode share with the majority of students travelling by bus and approximately 16% of staff choosing to drive with passengers to the campus. Whilst it is unlikely that a significant increase in walking to the campus can be achieved, cycling is a realistic alternative for car and public transport users who live within 5 miles of Easter Bush. More and improved on and off-road cycle routes would support more cycling and there is an opportunity to do this in partnership with other tenants at Easter Bush.

Public bus services are an important means of transport for both staff and students. A very good public transport mode share has already been achieved by students; however the staff public transport mode share is low by comparison. It is acknowledged that staff and students travel further to Easter Bush and as a result the University provides financial support to bus services provided by Lothian Buses. Approximately 19% of staff respondents and 38% of student respondents based at Easter Bush live within a 10 minute walk of direct bus services to Easter Bush.

To encourage public transport use more direct and more frequent services, reduced journey times and discounted travel were highlighted. Given that bus services are already provided on the main corridors serving the Bush Area, it is unlikely that significant changes can be made to existing routes which would bring significant benefit or extended geographical coverage. However, regular negotiation with bus operators in relation to subsidies and improved fares on bus routes serving the area will be beneficial.

#### 13.1.5 RIE/QMRI, Little France

Little France is located to the south of the City Centre and displays at high active travel mode share, with 21% of staff and 33% of students respondents indicating that they travel on foot or by bicycle to Little France.

Public bus services are an important means of accessing Little France, reflecting the fact that the campus is served by high frequency bus service provision from the city centre. The largest proportion of staff stated that direct bus services and reduced journey time would encourage them to shift public transport from car usage. However, given that the campus is already well serviced by buses, it would be of benefit to ensure that these are widely promoted and to identify any important gaps in service provision. Approximately 41% of staff respondents and 43% of student respondents based at Little France are within a 10 minute walk of direct bus services to Little France.

As at other sites, given the low car use by students, any further promotion of Tripshare should focus on staff.

The opportunity for more use of City Car Club vehicles was identified, particularly since business need was cited as a reason for travelling to work by car.

In general, awareness of travel planning among staff and students is good with the shuttle bus rating the highest in terms of both awareness and use.

#### 13.1.6 Western General Hospital

There are high levels of active travel for both staff and students. The largest proportion of staff and students fall easily within a 20 minute cycle, indicating the potential for increased cycling mode share using the on and off-road routes available in the north of the city.

Currently car use by students is very low, however 30% of staff based at the Western General currently drive to work citing journey time, carer responsibilities and lack of a suitable alternative as reasons for doing so. The highest proportion of staff car drivers expect to park on-street

following the removal of onsite parking, and the potential impact on surrounding streets should be considered. Tripshare should be promoted to staff who live beyond the 5km catchment of the hospital to try to reduce cars travelling to the site.

The highest proportion of staff car users said that a direct bus service, reduced journey time and discounted travel would encourage them to transfer to public transport. Approximately 32% of staff respondents and 62% of student respondents based at the Western General Hospital are within a 10 minute walk of direct bus services to the Western General Hospital.

Given that there is good public transport provision and a shuttle bus service serving the site, there may be an issue with awareness of available bus services.

#### 13.1.7 Royal Edinburgh Hospital

There is a high proportion of active travel at Royal Edinburgh Hospital, reflecting the good walking and cycling catchments.

It is very encouraging to see that 21% of staff and 34% of students travel by bus. This is not unexpected given the location of the campus in relation to a main bus corridor running along Morningside Road.

Encouragingly, the survey indicates that there are no student car driver trips to the Royal Edinburgh Hospital and only 29% of staff drive (equating to approximately 11 vehicle trips) and therefore, the promotion of Tripshare should not be a priority in relation to measures to support active and public transport travel.

This shows that there is an opportunity for more use of City Car Club vehicles for staff business travel, particularly with City Car Club spaces located on Millar Crescent in close proximity to Royal Edinburgh Hospital. There is also a good awareness amongst staff of the use of pool cars for business use.

#### 13.1.8 Edinburgh College of Art

The active travel mode share is high at Edinburgh College of Art. There is a very good network of cycling routes surrounding the Edinburgh College of Art and these could be further promoted to ensure that staff and students are aware of this network.

Given the location of the site and restricted parking it is not recommended that the Tripshare scheme is promoted at this location.

The survey indicates that no staff have used the City Car Club vehicles for business travel. This is surprising given two vehicles are accessible in the vicinity of Edinburgh College of Art. This shows that there is an opportunity for more use of City Car Club vehicles for staff business travel

#### 13.1.9 Pollock Halls

Active travel is lower than at other locations, this is not unexpected given the unsociable work patterns for some staff. However given only 24% of staff respondents based at Pollock Halls



live within a 10 minute walk of a direct bus service, a bus mode share of 30% is very encouraging.

Staff car and public transport users indicated that improved routes and onsite facilities would offer a good incentive to travel on foot and by cycle. A high proportion of staff car users stated that reduced journey times, direct services and discounted travel were the most popular measures to encourage transferring to public transport.

## 13.2 Recommendations

### 13.2.1 Central Area

The recommendations for the Central Area are:

- Promotion of rail services for longer distance trips
- Marketing of bus routes to existing car users
- Marketing of Trip share to staff car users
- Promotion of City Car Club to all staff for business travel
- Ongoing marketing of measures to encourage active travel

### 13.2.2 King's Buildings/Royal Observatory

The recommendations for the King's Buildings/Royal Observatory are:

- Continued discussions with the City of Edinburgh Council and Sustrans in relation to the surrounding cycle network
- Promotion of available walking and cycling links to staff car drivers living within 10 miles of the campus
- Promotion of Tripshare to staff car drivers
- Promotion of City Car Club to staff for business travel
- Promotion of public buses to staff and students, focusing on staff car drivers

### 13.2.3 Easter Bush

The recommendations for Easter Bush are:

- Continue to promote Tripshare to staff and students
- Ongoing discussions with public transport operators
- Review the parking management system on an annual basis to ensure that it is still fit for purpose
- Work with other Bush Area tenants to improve cycle routes within the area

13.2.4 RIE/QMRI, Little France

The recommendations for RIE/QMRI, Little France are:

- Continue to review cycle facilities and routes in the area including working in partnership with NHS Lothian
- Promote public transport
- Promote Tripshare, particularly to staff
- Negotiate with the City Car Club for a space at Little France

13.2.5 Western General Hospital

The recommendations for Western General Hospital are:

- Promote travel information
- Promote walking, cycling and public transport routes
- Promote Tripshare to staff
- The University should promote the new City Car Club space which is being introduced on Carrington Road, within a 5 minute walk of the Western General Hospital
- Ensure cycling infrastructure is adequate – parking, locker and showering facilities

13.2.6 Royal Edinburgh

The recommendations for Royal Edinburgh are:

- Promote public transport to staff car drivers
- Promote City Car Club to staff for business travel
- Promote available walking and cycling routes to staff and students.
- Work in partnership with NHS Lothian to promote these travel planning measures

13.2.7 Edinburgh College of Art

The recommendations for Edinburgh College of Art are:

- Focus on continuing to promote walking and cycling;
- Promote City Car Club to staff for business travel if too far to walk or cycle; and
- Promote available public transport for longer distance trips.

13.2.8 Pollock Halls of Residence

The recommendations for Pollock Halls are:

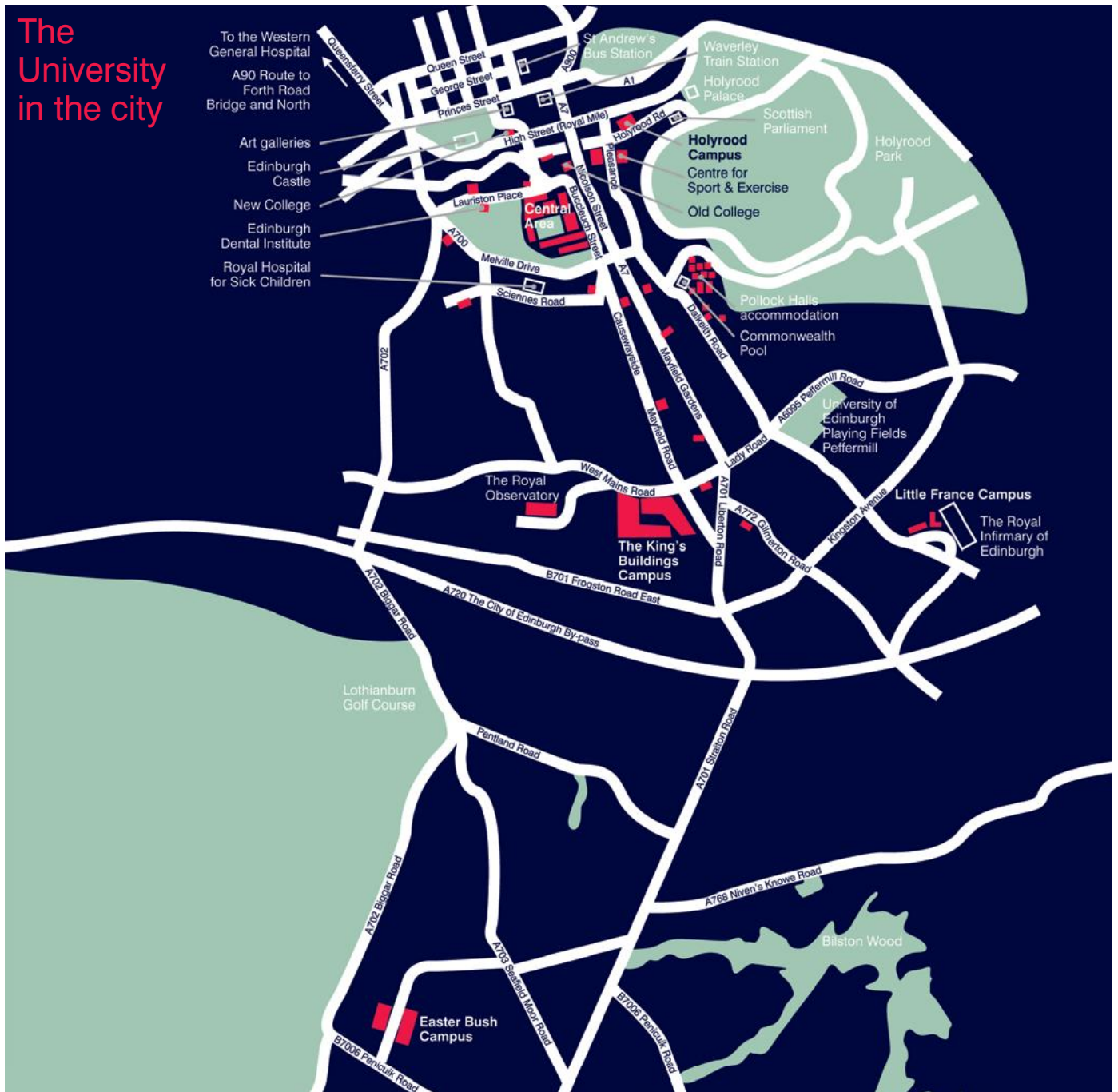
- Review onsite cycling facilities;

- Promotion of cycling; and
- Promote the availability of travel information.

## Appendix A. Site Location Plans

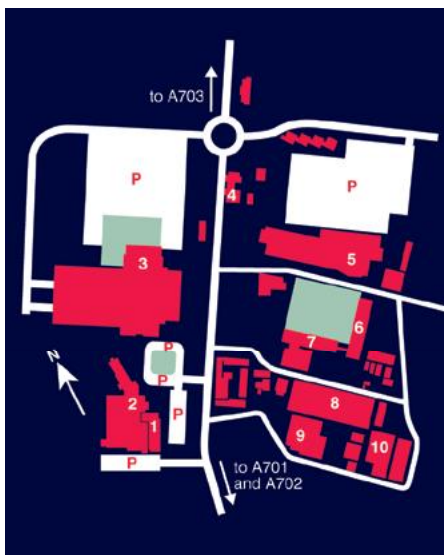


# The University in the city

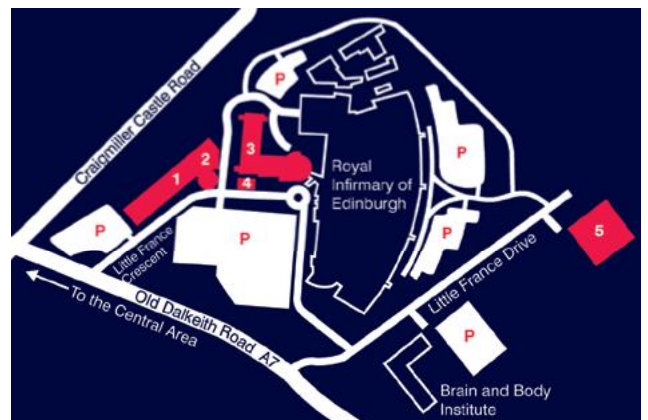


## Easter Bush Campus

- 1 Riddell-Swan Veterinary Cancer Centre
- 2 Hospital for Small Animals
- 3 Royal (Dick) School of Veterinary Studies – Teaching Building
- 4 Campus Service Centre
- 5 Roslin Institute Building
- 6 Sir Alexander Robertson Building
- 7 Farm Animal Practice and Equine Clinical Unit
- 8 Equine Hospital
- 9 Farm Animal Hospital
- 10 Scintigraphy and Exotic Animal Unit



## Little France Campus



- 1 Clinical Research Imaging Centre
- 2 Queen's Medical Research Institute
- 3 Chancellor Building
- 4 Anne Rowling Regenerative Neurology Clinic
- 5 Scottish Centre for Regenerative Medicine

# The University Central Area



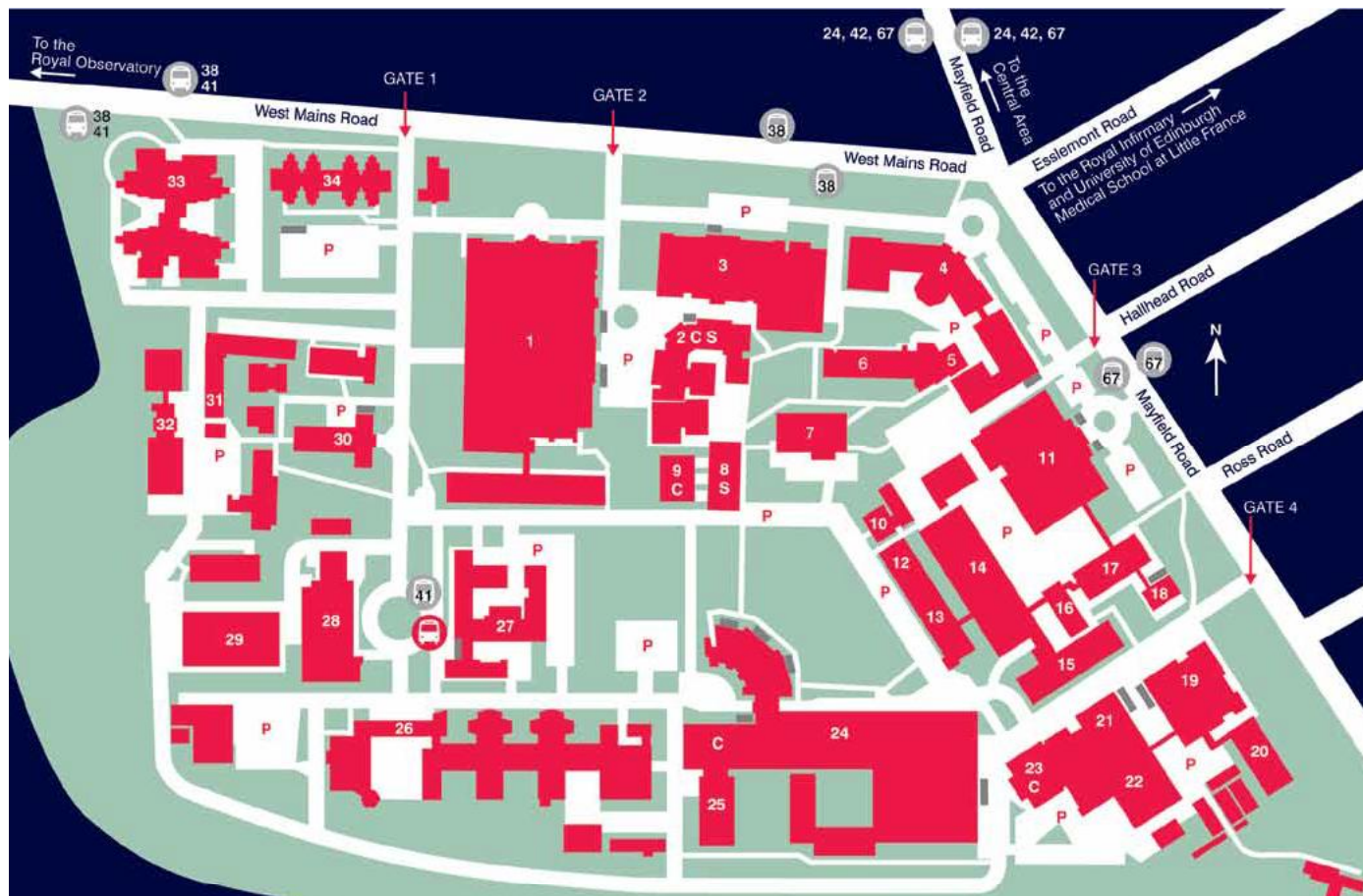
- |                                     |   |  |   |                                       |
|-------------------------------------|---|--|---|---------------------------------------|
| 1 Paterson's Land                   | 21 Adam House   | 34 5 Forrest Hill  | 52 David Hume Tower<br>Lecture Theatres   | 58 16–22 George Square                |
| 2 St Leonard's Land                 | 22 Charles Stewart House  | 35 McEwan Hall   | 53 David Hume Tower   | 59 27–29 George Square                |
| 3 Old Kirk                          | 23 Old College and<br>Talbot Rice Gallery   | 36 Old Medical School  | 54 33 Buccleuch Place;<br>International Office;<br>Student Recruitment &<br>Admissions                | 60 17–28 Buccleuch Place              |
| 4 Charteris Land                    | 24 Minto House  | 37 William Robertson Wing  | 55 University of Edinburgh<br>Business School   | 61 14–16 Buccleuch Place              |
| 5 Simon Laurie House                | 25 New College  | 38 Chrystal Macmillan<br>Building                                    | 56 George Square Lecture<br>Theatre   | 62 7–13 Buccleuch Place               |
| 6 St John's Land                    | 26 Alison House   | 39 Hugh Robson Building  | 57 Main Library; Careers<br>Service; Student<br>Counselling Service;<br>Student Disability<br>Service | 63 1–6 Buccleuch Place                |
| 7 Dalhousie Land                    | 27 The Lister Postgraduate<br>Institute   | 40 Wilkie Building   |   | 64 Hope Park Square                   |
| 8 Old Moray House                   | 29 MacKenzie House (34<br>West Richmond Street)   | 41 Reid Concert Hall   |   | 65 ECA Main Building                  |
| 9 Thomson's Land                    | 30 The Potterrow Student<br>Centre: Students'<br>Association (EUSA);<br>Chaplaincy Centre                 | 42 Teviot Row House<br>Student Union                                 |   | 66 Lauriston Architecture<br>Building |
| 10 Centre for Sport and<br>Exercise | 31 7 George Square:<br>Centre for Professional<br>Legal Studies;<br>Institute for Academic<br>Development | 43 7 George Square   |   | 67 Hunter Building                    |
| 11 Pleasance                        |   | 44 1 George Square   |   | 68 Evolution House                    |
| 12 High School Yards                |   | 45 Dugald Stewart Building   |   | 69 Edinburgh Dental<br>Institute      |
| 13 Chisholm House                   |   | 46 University Visitor Centre:<br>information, exhibition<br>and shop |   |                                       |
| 14 Old Surgeons' Hall               |   | 47 Informatics Forum   |   |                                       |
| 15 Old High School                  |   | 48 Inspace   |   |                                       |
| 16 1 Drummond Street                |   | 49 Appleton Tower  |   |                                       |
| 17 1–7 Roxburgh Street              |   | 50 57 George Square  |   |                                       |
| 18 13 Infirmary Street              |   | 51 50 George Square  |   |                                       |
| 19 11 Infirmary Street              |   |  |   |                                       |
| 20 St Cecilia's Hall                |   |  |   |                                       |



Shuttle bus to the King's Buildings campus

The timetable for the shuttle bus between the Central Campus and the King's Buildings can be viewed at [www.ed.ac.uk/shuttle-bus](http://www.ed.ac.uk/shuttle-bus).



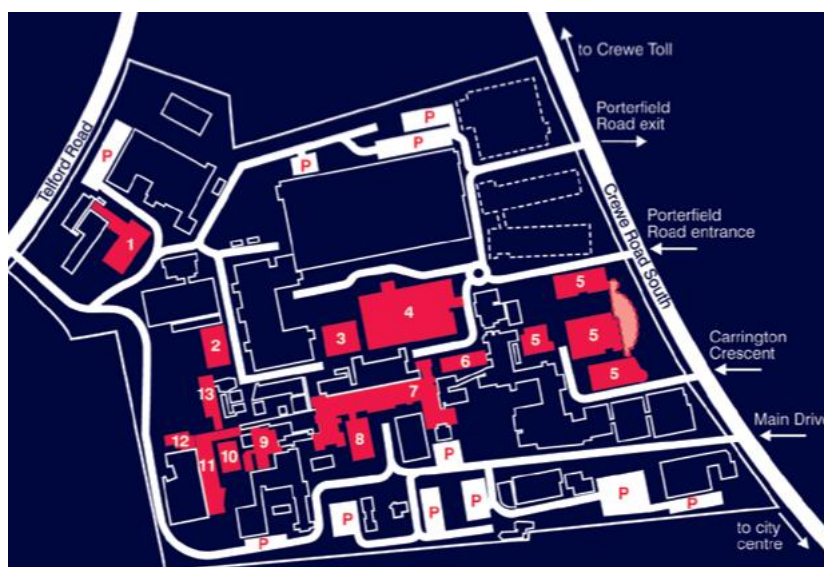


## The King's Buildings Campus

- |   |  |  |                                 |
|---|--|--|---------------------------------|
| 1 Joseph Black Building                 | 13 Alexander Graham Bell Building                              | 25 Erskine Williamson Building   | 32 Weir Building                |
| 2 KB House: EUSA                        | 14 Fleeming Jenkin Building                                    | 26 Peter Wilson Building (SAC)   | 33 British Geological Survey    |
| 3 Grant Institute                       | 15 Alrick Building   | 27 Roger Land Building   | 34 Student accommodation        |
| 4 Ashworth Building                     | 16 Faraday Building  | 28 Scottish Microelectronics Centre  | P Permit parking                |
| 5 March Building                        | 17 Hudson Beare Building                                       | 29 All-Waters Combined Current and Wave Test Facility (under construction) | C Cafe                          |
| 6 John Murray Building                  | 18 Hudson Beare Lecture Theatre                                | 30 Crew Building   | S Shop                          |
| 7 Ann Walker Building                   | 19 Daniel Rutherford Building                                  | 31 Prayer House  | 🚲 Bike racks                    |
| 8 KB Centre; KB Library Study Centre    | 20 CH Waddington Building                                      |  | 🚌 Shuttle bus to Central Campus |
| 9 The Noreen and Kenneth Murray Library | 21 Darwin Learning and Teaching Cluster and KB Library Store   |  | 🚏 Public bus                    |
| 10 John Muir Building                   | 22 Darwin Building   |  |                                 |
| 11 Sanderson Building                   | 23 Swann Building  |  |                                 |
| 12 William Rankine Building             | 24 James Clerk Maxwell Building; Learning and Teaching Cluster |  |                                 |
- The timetable for the shuttle bus between the Central Campus and the King's Buildings can be viewed at [www.ed.ac.uk/shuttle-bus](http://www.ed.ac.uk/shuttle-bus).

## Western General Hospital

- 1 Biomedical Research Facility
- 2 CJD Surveillance Unit
- 3 Wellcome Trust Clinical Research Facility
- 4 Outpatients Department; Medical Education Centre
- 5 IGMM Complex
- 6 Breakthrough Research Unit
- 7 Clock Tower Building
- 8 Library
- 9 Old Metabolic Clinic/Diabetic Clinic
- 10 Bramwell Dott Building
- 11 Department of Clinical Neurosciences: wards
- 12 Department of Clinical Neurosciences: research; MRI Unit
- 13 Department of Clinical Neurosciences



## Appendix B. Survey methodology and questionnaire



## Survey methodology

### The brief

The objectives of the 2013 travel survey are:

- To provide reliable time series data to demonstrate the effect of the University's transport and travel policies on staff and student commuter travel behaviour.
- To collate and analyse travel behaviour data on a site by site basis;
- To estimate the University's commuter travel carbon footprint;
- To identify trends by comparing with the results of previous travel surveys;
- To gauge the propensity to change travel behaviour and to understand the barriers to travel behaviour change;
- To identify gaps in public transport accessibility.

### Survey questionnaire

Separate questionnaires were designed for staff and students. Both questionnaires share a number of similarities with the exception of a small number of differences to account for wording. Survey questions were designed to correspond with previous survey questions where appropriate.

The main areas considered within the survey were:

- Central Area
- Easter Bush
- King's Buildings / Royal Observatory
- NRIE / QMRI / Little France
- Pollock Halls of Residence
- Royal Edinburgh
- Western General Hospital
- Pollock Halls
- Other accommodation services sites

For the purpose of this survey the Central area includes George Square, Teviot Place, Old College, Chambers Street, Infirmary Street, Pleasance, Holyrood and New College etc. The Easter Bush area includes the Roslin Institute.

Questions included in the questionnaire captured information on:

- Staff / student category;
- Number of days per week worked / attending University;
- Main locations of work / study;
- Mode of transport on most recent journey to the University;
- One way distance travelled by each mode used;
- Engine size and fuel type (if car used as mode);
- Car driver / passenger status;
- Reason for travelling by car;
- Awareness of Tripshare scheme;
- Awareness of existing Travel Plan measures;
- Home postcode; and
- Other comments relating to travel to the University.

#### Survey distribution

Staff and students were invited to complete the on-line survey by email which included a link to the survey. To encourage staff and students to fill in the survey a prize draw was offered. The prizes ranged from £10 - £50 vouchers.

Reminder emails were sent out to both staff and students to maximise the response rate.

#### Carbon footprint calculation

Staff and students were asked to provide detailed information about the modes that they use on their normal journey to work and study, the distance travelled by each mode, and, if they travel by car, what size of engine the car has and what type of fuel it uses. At the end of the survey staff and students were provided with their annual carbon footprint, furthermore, they were able to change their mode of travel to see what effect that had on their annual carbon emissions.

The annual carbon footprint for each respondent could then be estimated using the 2012 DEFRA Carbon Conversion Factors (CCF) provided in Table C1 in Appendix C.

To calculate the daily carbon footprint (CF) the following calculation was used:

$$(CCF \text{ of mode } a \times \text{distance} \times 2) + (CCF \text{ of mode } b \times \text{distance} \times 2) + \dots = \text{Daily CF}$$

In instances where respondents stated that they are a car passenger or a car driver they were asked to state how many other people travel in the car with them. The CCF for the car type they specified was then divided by the number of people in the car, before calculating the daily CF.

To calculate the annual CF the following calculation was carried out:

$$\text{Daily CF} \times \text{number of days per week at work} \times 47^* \text{ or } 30^{**} \text{ or } 44^{***} = \text{Annual CF}$$

\*Total number of weeks per year staff work, assuming 5 weeks annual leave

\*\*Total number of weeks per year undergraduates study

\*\* Total number of weeks per year postgraduates study

#### Data validation

Following completion of the survey, a validation exercise was undertaken to determine duplicates and partial responses.

Duplicates were tested using staff ID/ Student matriculation numbers, email addresses and postcodes. It was assumed that the duplicates which were found within the survey are linked to staff and students unable to submit their survey at the end, however this still registered as a response.

Where duplicates occurred, the most recent response was retained. Spot checks were undertaken on the duplicate responses and overall the answers identical.

Where incomplete responses have included information up to and including the mode share question then these have been included within the analysis.

Table B1 below summarises the total response levels and the responses taken forward for analysis.

Table B1 – Survey response rate

Surveys	Staff	Student
Total complete responses	2,739	4,208
Complete responses (usable)	2,723	3,993
Total Incomplete responses	396	596
Incomplete responses (usable)	212	222
<b>Total to be analysed</b>	<b>2,933</b>	<b>4,215</b>
For information – duplicates (incl complete & incomplete responses)	20	222

# University of Edinburgh Staff Travel Survey

There are 49 questions in this survey

## Personal Details

### 1 [ID1]

**Please provide your Staff ID**

Please enter a valid staff ID number.

Please write your answer here:

### 2 [ID2] Please provide your initials.

Please write your answer here:



## Section A

About your work at the University

### 3 [A1] Which of the following describes your area of work? \*

Please choose **only one** of the following:

- Academic
- Support Staff

### 4 [A2] How many days a week do you USUALLY attend work? \*

Please choose **only one** of the following:

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

### 5 [A3] Where is your main location of work? \*

Please choose **only one** of the following:

- Central Area
- Edinburgh College of Art
- King's Buildings/Royal Observatory
- Easter Bush
- RIE/QMRI, Little France
- Western General Hospital
- Royal Edinburgh Hospital
- Pollock Halls of Residence
- Other University Accommodation Services site
- Other site

(For other accommodation sites and work locations please specify the location below.)

**6 [A3A] Please specify the name of the location you mainly work at.**

**Only answer this question if the following conditions are met:**

° ((A3.NAOK == "OA" or A3.NAOK == "OS"))

Please write your answer here:

## Section B

About your travel to work

### 7 [B1]What mode of transport did you use on your most recent journey to University? \*

Please choose **all** that apply:

- Walk, run or wheelchair
- Cycle
- Mobility Scooter
- Motorcycle, Moped
- Car driver
- Car passenger
- Public Bus
- Shuttle Bus
- Rail
- Taxi

### 8 [B1A]Is this your USUAL mode(s) of transport? \*

Please choose **only one** of the following:

- Yes
- No

### 9 [B2]What mode(s) of transport do you use on your USUAL journey to University? \*

**Only answer this question if the following conditions are met:**

° ((B1A.NAOK == "N"))

Please choose **all** that apply:

- Walk, run or wheelchair
- Cycle
- Mobility Scooter
- Motorcycle, Moped
- Car driver
- Car passenger
- Public Bus
- Shuttle Bus
- Rail
- Taxi

## Section C - Walk

Details about your journey - walk, run or wheelchair

**10 [CW1]What distance do you travel on foot or by wheelchair on your USUAL journey to work? This is the distance travelled on your ONE-WAY journey to work. Please be as accurate as possible. \***

**Only answer this question if the following conditions are met:**

° ((B1\_W.NAOK == "Y") and (B1A.NAOK == "Y")) or ((B1A.NAOK == "N") and (B2\_W.NAOK == "Y"))

Please write your answer here:

miles

To calculate your travel to work Carbon Footprint it is important that you provide a reasonably accurate estimate of the distance you travel by the usual mode or modes you use. We suggest that you use the following website to determine the distance that you travel: <http://maps.google.co.uk>. You will need to select the "Get Directions" option and select "walk" as your mode.

**11 [CW2]How would you rate your USUAL journey on foot to the University? \***

**Only answer this question if the following conditions are met:**

° ((B1\_W.NAOK == "Y") and (B1A.NAOK == "Y")) or ((B1A.NAOK == "N") and (B2\_W.NAOK == "Y"))

Please choose the appropriate response for each item:

	Very Good	Good	Average	Poor	Very Poor
Available routes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Quality of pavements and footpaths	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Lighting of pavements and footpaths	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Signing of pedestrian routes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Pedestrian access into and around your workplace	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Signing of pedestrian routes within University areas	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>



## Section C - Cycle

Details about your journey - cycling

**12 [CC1]What distance do you travel by bicycle on your USUAL journey to work? This is the distance travelled on your ONE-WAY journey to work. Please be as accurate as possible. \***

**Only answer this question if the following conditions are met:**

° ((B1\_C.NAOK == "Y") and (B1A.NAOK == "Y")) or ((B1A.NAOK == "N") and (B2\_C.NAOK == "Y"))

Please write your answer here:

miles

To calculate your travel to work Carbon Footprint it is important that you provide a reasonably accurate estimate of the distance you travel by the usual mode or modes you use. We suggest that you use the following website to determine the distance that you travel: <http://maps.google.co.uk>. You will need to select the "Get Directions" option and select "cycle" as your mode.

**13 [CC2]How would you rate your USUAL journey by bicycle to the University? \***

**Only answer this question if the following conditions are met:**

° ((B1\_C.NAOK == "Y") and (B1A.NAOK == "Y")) or ((B1A.NAOK == "N") and (B2\_C.NAOK == "Y"))

Please choose the appropriate response for each item:

	Very Good	Good	Average	Poor	Very Poor
Available routes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Quality of routes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Road safety	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Facilities at University for cyclists	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

**14 [CC3]Where do you usually park your cycle at the University? \***

**Only answer this question if the following conditions are met:**

° ((B1\_C.NAOK == "Y") and (B1A.NAOK == "Y")) or ((B1A.NAOK == "N") and (B2\_C.NAOK == "Y"))

Please choose **only one** of the following:

- Using a cycle rack
- Inside a cycle store
- Using street furniture e.g. railings, lamp posts.
- Inside my building
- Other

**15 [CC4]We would be grateful if you could tell us which building as this will help identify and prioritise where to provide secure cycle parking facilities.**

**Only answer this question if the following conditions are met:**

° ((B1\_C.NAOK == "Y") and (B1A.NAOK == "Y") and (CC3.NAOK == "IB")) or ((B1A.NAOK == "N") and (B2\_C.NAOK == "Y") and (CC3.NAOK == "IB"))

Please write your answer here:

### 16 [CC5]How would you rate the University cycle parking? \*

Only answer this question if the following conditions are met:

° ((B1\_C.NAOK == "Y") and (B1A.NAOK == "Y")) or ((B1A.NAOK == "N") and (B2\_C.NAOK == "Y"))

Please choose the appropriate response for each item:

	Strongly Agree	Agree	No opinion	Disagree	Strongly Disagree
There is availability whenever I need a space	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The parking is well lit	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The parking is close to the building	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The parking feels safe and secure	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
There is ample provision of secure and sheltered cycle stores	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

## Section C - Mobility Scooter

Details about your journey - mobility scooter

**17 [CS1]What distance do you travel by mobility scooter on your USUAL journey to work? This is the distance travelled on your ONE-WAY journey to work. Please be as accurate as possible. \***

**Only answer this question if the following conditions are met:**

° ((B1\_MS.NAOK == "Y") and (B1A.NAOK == "Y")) or ((B1A.NAOK == "N") and (B2\_MS.NAOK == "Y"))

Please write your answer here:

miles

To calculate your travel to work Carbon Footprint it is important that you provide a reasonably accurate estimate of the distance you travel by the usual mode or modes you use. We suggest that you use the following website to determine the distance that you travel: <http://maps.google.co.uk>. You will need to select the "Get Directions" option and select "walk" as your mode.

**18 [CS2]Where do you usually park your mobility scooter? Please provide feedback on the adequacy of these facilities. \***

**Only answer this question if the following conditions are met:**

° ((B1\_MS.NAOK == "Y") and (B1A.NAOK == "Y")) or ((B1A.NAOK == "N") and (B2\_MS.NAOK == "Y"))

Please write your answer here:

## Section C - Motorcycle

Details about your journey - motorcycle or moped.

**19 [CM1]What distance do you travel by motorcycle or moped on your USUAL journey to work? This is the distance travelled on your ONE-WAY journey to work. Please be as accurate as possible. \***

**Only answer this question if the following conditions are met:**

° ((B1\_MB.NAOK == "Y") and (B1A.NAOK == "Y")) or ((B1A.NAOK == "N") and (B2\_MB.NAOK == "Y"))

Please write your answer here:

miles

To calculate your travel to work Carbon Footprint it is important that you provide a reasonably accurate estimate of the distance you travel by the usual mode or modes you use. We suggest that you use the following website to determine the distance that you travel: <http://maps.google.co.uk>. You will need to select the "Get Directions" option and select "car" as your mode.

**20 [CM2]What size engine does your motorcycle/moped have? \***

**Only answer this question if the following conditions are met:**

° ((B1\_MB.NAOK == "Y") and (B1A.NAOK == "Y")) or ((B1A.NAOK == "N") and (B2\_MB.NAOK == "Y"))

Please choose **only one** of the following:

- Up to 150cc
- 150cc to 250cc
- 250cc to 750cc
- More than 750cc

**21 [CM3]Where do you usually park your motorcycle/moped? \***

**Only answer this question if the following conditions are met:**

° ((B1\_MB.NAOK == "Y") and (B1A.NAOK == "Y")) or ((B1A.NAOK == "N") and (B2\_MB.NAOK == "Y"))

Please choose **only one** of the following:

- University Car Park
- Commercial Car Park
- Park & Ride
- On-street parking space (metered)
- On-street parking space (free)

**22 [CM4]How would you rate the University motorcycle/moped parking? \***

**Only answer this question if the following conditions are met:**

° ((B1\_MB.NAOK == "Y") and (B1A.NAOK == "Y")) or ((B1A.NAOK == "N") and (B2\_MB.NAOK == "Y"))

Please choose the appropriate response for each item:



	Strongly Agree	Agree	No Opinion	Disagree	Strongly Disagree
The parking is within an acceptable distance of my workplace	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I feel safe walking from my parking space to my workplace	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I am happy with the standard of surfacing in the car parks	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I am happy with the standard of lighting in the car parks	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
There is availability whenever I need a space	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
There are dedicated motorcycle/moped parking facilities close to my workplace	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

## Section C - Car

**23 [CD1]What distance do you travel as a car driver on your USUAL journey to work? This is the distance travelled on your ONE-WAY journey to work. Please be as accurate as possible. \***

**Only answer this question if the following conditions are met:**

° ((B1\_CD.NAOK == "Y") and (B1A.NAOK == "Y")) or ((B1A.NAOK == "N") and (B2\_CD.NAOK == "Y"))

Please write your answer here:

miles

To calculate your travel to work Carbon Footprint it is important that you provide a reasonably accurate estimate of the distance you travel by the usual mode or modes you use. We suggest that you use the following website to determine the distance that you travel: <http://maps.google.co.uk>. You will need to select the "Get Directions" option and select "car" as your mode.

**24 [CP1]What distance do you travel as a car passenger each day, on your USUAL journey to work. This is the distance travelled on your ONE-WAY journey to work. Please be as accurate as possible. \***

**Only answer this question if the following conditions are met:**

° ((B1\_CP.NAOK == "Y") and (B1A.NAOK == "Y")) or ((B1A.NAOK == "N") and (B2\_CP.NAOK == "Y"))

Please write your answer here:

miles

To calculate your travel to work Carbon Footprint it is important that you provide a reasonably accurate estimate of the distance you travel by the usual mode or modes you use. We suggest that you use the following website to determine the distance that you travel: <http://maps.google.co.uk>. You will need to select the "Get Directions" option and select "car" as your mode.

**25 [CD2]What type of fuel is used by the car that you drive and, if applicable, what size engine does it have? \***

**Only answer this question if the following conditions are met:**

° ((B1\_CD.NAOK == "Y") and (B1A.NAOK == "Y")) or ((B1A.NAOK == "N") and (B2\_CD.NAOK == "Y"))

Please choose **only one** of the following:

- Petrol – up to 1.4 litres (small)
- Petrol – 1.4 to 2.0 litres (medium)
- Petrol – More than 2 litres (large)
- Petrol - don't know engine size
- Diesel – up to 1.4 litres (small)
- Diesel – 1.4 to 2.0 litres (medium)
- Diesel – More than 2 litres (large)
- Diesel – don't know engine size
- Hybrid – medium

- Hybrid – large
- LPG
- I don't know

**26 [CP2]What type of fuel is used by the car that you are a passenger in and, if applicable, what size engine does it have? \***

**Only answer this question if the following conditions are met:**

° ((**B1\_CP.NAOK** == "Y") and (**B1A.NAOK** == "Y")) or ((**B1A.NAOK** == "N") and (**B2\_CP.NAOK** == "Y"))

Please choose **only one** of the following:

- Petrol – up to 1.4 litres (small)
- Petrol – 1.4 to 2.0 litres (medium)
- Petrol – More than 2 litres (large)
- Petrol – don't know engine size
- Diesel – Up to 1.4 litres (small)
- Diesel – 1.4 to 2.0 litres (medium)
- Diesel – More than 2 litres (large)
- Diesel – don't know engine size
- Hybrid – medium
- Hybrid – large
- LPG
- I don't know

**27 [CD3]How many people (including the driver) are carried in the car for the majority of the journey, on your USUAL journey to the University? \***

**Only answer this question if the following conditions are met:**

° ((**B1\_CD.NAOK** == "Y" or **B1\_CP.NAOK** == "Y") and (**B1A.NAOK** == "Y")) or ((**B1A.NAOK** == "N") and (**B2\_CD.NAOK** == "Y" or **B2\_CP.NAOK** == "Y"))

Please choose **only one** of the following:

- 1
- 2
- 3
- 4 or more

**28 [CD4]We are interested to know about your driver/passenger status and also how, on your USUAL journey to University, the car was used by yourself and others. \***

**Only answer this question if the following conditions are met:**

° ((**B1\_CD.NAOK** == "Y" or **B1\_CP.NAOK** == "Y") and (**B1A.NAOK** == "Y")) or ((**B1A.NAOK** == "N") and (**B2\_CD.NAOK** == "Y" or **B2\_CP.NAOK** == "Y"))

Please choose **only one** of the following:

- I was the driver
- I was a passenger
- I shared responsibility for driving

### 29 [CD5]Where do you usually park your car? \*

**Only answer this question if the following conditions are met:**

° ((A3.NAOK != "WG") and (B1\_CD.NAOK == "Y") and (B1A.NAOK == "Y")) or ((A3.NAOK != "WG") and (B1A.NAOK == "N") and (B2\_CD.NAOK == "Y"))

Please choose **only one** of the following:

- University Car Park (or car park made available to you through the University parking permit system)
- Commercial Car Park
- Park & Ride
- On-street parking space (metered)
- On-street parking space (free)
- Other

### 30 [CD6]Where do you intend to park your car when the on-site car park closes for the construction of Systems Medicine? \*

**Only answer this question if the following conditions are met:**

° ((A3.NAOK == "WG") and (B1\_CD.NAOK == "Y") and (B1A.NAOK == "Y")) or ((A3.NAOK == "WG") and (B1A.NAOK == "N") and (B2\_CD.NAOK == "Y"))

Please choose **only one** of the following:

- Commercial Car Park
- Park & Ride
- On-street parking space (metered)
- On-street parking space (free)
- I will no longer travel by car
- Other

### 31 [CD6A]

#### How do you intend to travel?

\*

**Only answer this question if the following conditions are met:**

° ((A3.NAOK == "WG") and (B1\_CD.NAOK == "Y") and (B1A.NAOK == "Y") and (CD6.NAOK == "1")) or ((A3.NAOK == "WG") and (B1A.NAOK == "N") and (B2\_CD.NAOK == "Y") and (CD6.NAOK == "1"))

Please choose **only one** of the following:

- Walk, run or wheelchair
- Cycle



- Mobility scooter  
 Motorcycle, Moped  
 Public Bus  
 Rail  
 Taxi  
 Shuttle Bus  
 Other

### 32 [CD7]How would you rate the University car parking facilities? \*

Only answer this question if the following conditions are met:

° ((A3.NAOK != "WG") and (B1\_CD.NAOK == "Y") and (CD5.NAOK == "1") and (B1A.NAOK == "Y")) or ((A3.NAOK != "WG") and (CD5.NAOK == "1") and (B1A.NAOK == "N") and (B2\_CD.NAOK == "Y"))

Please choose the appropriate response for each item:

	Strongly Agree	Agree	No opinion	Disagree	Strongly Disagree
There is availability whenever I need a space	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I feel safe walking from my car to my workplace	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The parking is within an acceptable distance of my workplace	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I am happy with the standard of surfacing in the car parks	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I am happy with the standard of lighting in the car parks	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

### 33 [CD8]What best describes your reason for driving your car, on your USUAL journey to the University? \*

Only answer this question if the following conditions are met:

° ((B1\_CD.NAOK == "Y") and (B1A.NAOK == "Y")) or ((B1A.NAOK == "N") and (B2\_CD.NAOK == "Y"))

Please choose **all** that apply:

- I need to go on to other University site(s)  
 I need to travel elsewhere on University business  
 I move equipment from site to site  
 I collect / drop others on route  
 I drive to other activities (e.g. study / leisure) before / after the University day  
 I have carer responsibilities  
 I have a mobility impairment / disability  
 I lack a suitable alternative

- I don't know public transport timetables
- I believe the car is cheapest option
- I have a much shorter journey time by car
- I don't like public transport
- I am concerned about my personal safety
- Other:

(Please select a maximum of three choices)

## Section C - Bus

Details about your journey - bus or shuttle bus

**34 [CB1]What distance do you travel by bus on your USUAL journey to the University? This is the distance travelled on your ONE-WAY journey to work. Please be as accurate as possible. \***

**Only answer this question if the following conditions are met:**

° ((**B1\_B.NAOK** == "Y" or **B1\_SB.NAOK** == "Y") and (**B1A.NAOK** == "Y")) or ((**B1A.NAOK** == "N") and (**B2\_B.NAOK** == "Y" or **B2\_SB.NAOK** == "Y"))

Please write your answer here:

miles

To calculate your travel to work Carbon Footprint it is important that you provide a reasonably accurate estimate of the distance you travel by the usual mode or modes you use. We suggest that you use the following website to determine the distance that you travel: <http://maps.google.co.uk>. You will need to select the "Get Directions" option and select "public transport" as your mode.

**35 [CB2]Which shuttle bus service do you use? \***

**Only answer this question if the following conditions are met:**

° ((**B1\_SB.NAOK** == "Y") and (**B1A.NAOK** == "Y")) or ((**B1A.NAOK** == "N") and (**B2\_SB.NAOK** == "Y"))

Please choose **only one** of the following:

- Central Area to King's Buildings
- Western General Hospital - Royal Infirmary of Edinburgh

**36 [CB3]Which service do you use on your USUAL journey to the University? \***

**Only answer this question if the following conditions are met:**

° ((**B1\_B.NAOK** == "Y") and (**B1A.NAOK** == "Y")) or ((**B1A.NAOK** == "N") and (**B2\_B.NAOK** == "Y"))

Please choose **only one** of the following:

- Lothian Buses 1
- Lothian Buses 2
- Lothian Buses 3
- Lothian Buses 4
- Lothian Buses 5
- Lothian Buses 7
- Lothian Buses 8
- Lothian Buses 10
- Lothian Buses 11
- Lothian Buses 12
- Lothian Buses 14
- Lothian Buses 15

- Lothian Buses 15A
- Lothian Buses 16
- Lothian Buses 18
- Lothian Buses 19
- Lothian Buses 20
- Lothian Buses 21
- Lothian Buses 22
- Lothian Buses 23
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- Lothian Buses 38
- Lothian Buses 39
- Lothian Buses 40
- Lothian Buses 41
- Lothian Buses 42
- Lothian Buses 44
- Lothian Buses 44A
- Lothian Buses 45
- Lothian Buses 47
- Lothian Buses 49
- Lothian Buses 61
- Lothian Buses 67
- Lothian Buses 69
- Lothian Buses 100
- Lothian Buses 113
- Lothian Buses X12
- Lothian Buses X25
- Lothian Buses X26
- Lothian Buses X29



- Lothian Buses X31
- Lothian Buses X37
- Lothian Buses X44
- First Buses X2
- First Buses 18
- First Buses X19
- First Buses 20/X20
- First Buses 21/21A/21C/X21
- First Buses 22/X22
- First Buses 27/28/X27/X28
- First Buses 27A
- First Buses 38/X38
- First Buses 43/X43/X4
- First Buses 62/62A
- First Buses X70
- First Buses 95/95A/X95
- First Buses 106/X6/X8
- First Buses 124/X24/X25
- Other

If Other, please type in the service provider and bus number.

**37 [CB4] Please provide any comments or feedback on the Easter Bush bus services.**

**Only answer this question if the following conditions are met:**

° ((A3.NAOK == "EB") and (B1\_B.NAOK == "Y") and (B1A.NAOK == "Y")) or ((A3.NAOK == "EB") and (B1A.NAOK == "N") and (B2\_B.NAOK == "Y"))

Please write your answer here:

**38 [CB5] How do you rate your bus journey? \***

**Only answer this question if the following conditions are met:**

° ((**B1\_B.NAOK** == "Y" or **B1\_SB.NAOK** == "Y") and (**B1A.NAOK** == "Y")) or ((**B1A.NAOK** == "N") and (**B2\_B.NAOK** == "Y" or **B2\_SB.NAOK** == "Y"))

Please choose the appropriate response for each item:

	Very Good	Good	Average	Poor	Very Poor
Timetable	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Reliability	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Hours of Operation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Route	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Journey Time	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

## Section C - Rail

Details about your journey - rail

**39 [CR1]What distance do you travel by train on your USUAL journey to the University? This is the distance travelled on your ONE-WAY journey to work. Please be as accurate as possible. \***

**Only answer this question if the following conditions are met:**

° ((**B1\_R.NAOK** == "Y") and (**B1A.NAOK** == "Y")) or ((**B1A.NAOK** == "N") and (**B2\_R.NAOK** == "Y"))

Please write your answer here:

miles

To calculate your travel to work Carbon Footprint it is important that you provide a reasonably accurate estimate of the distance you travel by the usual mode or modes you use. We suggest that you use the following website to determine the distance that you travel: <http://maps.google.co.uk>. You will need to select the "Get Directions" option and select "public transport" as your mode.

## Section C - Taxi

Details about your journey - taxi.

**40 [CT1]What distance do you travel by taxi on your USUAL journey to the University? This is the distance travelled on your ONE-WAY journey to work. Please be as accurate as possible. \***

**Only answer this question if the following conditions are met:**

° ((**B1\_T.NAOK** == "Y") and (**B1A.NAOK** == "Y")) or ((**B1A.NAOK** == "N") and (**B2\_T.NAOK** == "Y"))

Please write your answer here:

miles

To calculate your travel to work Carbon Footprint it is important that you provide a reasonably accurate estimate of the distance you travel by the usual mode or modes you use. We suggest that you use the following website to determine the distance that you travel: <http://maps.google.co.uk>. You will need to select the "Get Directions" option and select "car" as your mode.

## Section D

About other travel options for you

### 41 [D1]Are you aware of the University TripShare scheme? \*

Please choose **only one** of the following:

- Yes, and I am a member of the scheme
- Yes, I am a member of the scheme, but not active
- Yes, I may consider joining the scheme
- Yes, but I do not wish to join the scheme
- No, I have not heard of the scheme

Tripshare is a car sharing scheme to match individuals with others wanting to travel in the same direction so they can share the journey and the costs.

### 42 [D2]Are you aware that the University is a member of City Car Club so that staff may use it for business travel? \*

Please choose **only one** of the following:

- Yes, and I have used it for business travel.
- Yes, but I have not used it.
- No, I am not aware.

City Car Club is a pay as you go car rental scheme, with over 100 vehicles available across Edinburgh. Using the University's Corporate membership, staff may use City Car Club for business travel at a discounted rate. The City Car Club also offers staff a discounted rate for personal use.

### 43 [D3]Are you aware of the following measures that the University has put in place to encourage more staff to travel on foot, by bicycle, by public transport or to car share? \*

Please choose the appropriate response for each item:

	I am aware of this measure, and have used it	I am aware of the measure, and have not used it	I am unaware of this measure
Travel information on the website: <a href="http://www.ed.ac.uk/transport">www.ed.ac.uk/transport</a>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Interest free Staff Travel Loan for season ticket / bicycle purchase	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Discount on One Ticket (for mixed mode public transport)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Shuttle buses (serving various campuses)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Pool car at RIE for those who need a car for business travel	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>



	I am aware of this measure, and have used it	I am aware of the measure, and have not used it	I am unaware of this measure
Bicycle User Groups at each main campus	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bike Buddies Scheme for those who want a little support starting out	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Dr Bike visiting each University site every month in rotation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Free cycle training for learners / returners to cycling	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Emergency toolkits for bikes in specific locations	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Discounts at bicycle shops	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Secure sheltered bicycle parking	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Shower and locker facilities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Cycle to Work Scheme	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Travel Information Roadshows	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

#### 44 [D4]What would encourage you to travel by public transport on a regular basis? \*

Only answer this question if the following conditions are met:

° ((B1\_CD.NAOK == "Y" or B1\_CP.NAOK == "Y" or B1\_MB.NAOK == "Y") and (B1A.NAOK == "Y")) or ((B1A.NAOK == "N") and (B2\_CD.NAOK == "Y" or B2\_CP.NAOK == "Y" or B2\_MB.NAOK == "Y"))

Please choose **only one** of the following:

- Nothing would encourage me
- Improved reliability
- Extended hours of operation
- More frequent services
- A direct service within easy walking distance to my home
- Discounted travel
- Reduced journey time
- More travel information

#### 45 [D5]What would encourage you to cycle to work on a regular basis? \*

Only answer this question if the following conditions are met:

° ((B1\_B.NAOK == "Y" or B1\_CD.NAOK == "Y" or B1\_CP.NAOK == "Y" or B1\_MB.NAOK == "Y" or B1\_SB.NAOK == "Y") and (B1A.NAOK == "Y")) or ((B1A.NAOK == "N") and (B2\_B.NAOK == "Y" or B2\_CD.NAOK == "Y" or B2\_CP.NAOK == "Y" or B2\_MB.NAOK == "Y" or B2\_SB.NAOK == "Y"))

Please choose **only one** of the following:

- Nothing would encourage me
- More or better on-road cycle lanes
- More off-road cycle routes
- Availability of secure, sheltered cycle parking at my workplace
- Availability of shower and locker facilities at my workplace
- If I took up the offer of free cycle training already offered by the University
- Other

#### 46 [D6]What would encourage you to walk to work on a regular basis? \*

Only answer this question if the following conditions are met:

° ((B1\_B.NAOK == "Y" or B1\_CD.NAOK == "Y" or B1\_CP.NAOK == "Y" or B1\_MB.NAOK == "Y" or B1\_SB.NAOK == "Y") and (B1A.NAOK == "Y")) or ((B1A.NAOK == "N") and (B2\_B.NAOK == "Y" or B2\_CD.NAOK == "Y" or B2\_CP.NAOK == "Y" or B2\_MB.NAOK == "Y" or B2\_SB.NAOK == "Y"))

Please choose **only one** of the following:

- Nothing would encourage me
- Improved footway / pavement / footpath surfaces
- Improved lighting on footway / pavement / footpaths and around the University areas
- Availability of shower and locker facilities at my workplace
- Other

## Section E

About you

### 47 [E1]

To help identify gaps the in public transport provision and sustainable transport links for travel to each campus, the University is asking staff and students to provide their home / term-time residence postcode.

Your postcode will be used strictly for the purposes of identifying how staff and student home location relates to the provision of transport links. It will not be used to identify individuals and will be treated as confidential.

**What is your home postcode?**

Please write your answer here:

**48 [E2] Are there any further measures that the University could put in place that you think would encourage more staff to travel on foot, by bicycle or public transport?**

Please write your answer here:

### 49 [E3]

**Your transport related comments are invited.**

**Please use this space for any further comments you wish to make about travel to the University.**

Please write your answer here:

# University of Edinburgh Student Travel Survey

There are 52 questions in this survey

## Section A

About your study at the University

### 1 [A1] Please enter your initials

Please write your answer here:

### 2 [A2] Please enter your Matriculation Number.

Please write your answer here:

### 3 [A3] Please enter the year in which you began your studies.

Please write your answer here:

In four digits, e.g. 2007

### 4 [A4] Which College do you study within? \*

Please choose **only one** of the following:

- Humanities & Social Science
- Medicine & Veterinary Medicine
- Science & Engineering

### 5 [A5] Which of the following best describes your student status? \*

Please choose **only one** of the following:

- Under-Graduate
- Post-Graduate

### 6 [A6] How many days a week do you USUALLY attend University? \*

Please choose **only one** of the following:

- 1 day

- 2 days
- 3 days
- 4 days
- 5 days
- 6 days
- 7 days

### 7 [A7]Where is your main location of study? \*

Please choose **only one** of the following:

- Central Area
- King's Buildings/Royal Observatory
- Easter Bush
- RIE/QMRI, Little France
- Western General Hospital
- Royal Edinburgh Hospital
- Other

(For other study locations choose 'Other')



## Section B

About your travel to the University

### 8 [B1]What mode of transport did you use on your most recent journey to University? \*

Please choose **all** that apply:

- Walk, run or wheelchair
- Cycle
- Mobility Scooter
- Motorcycle, Moped
- Car driver
- Car passenger
- Public Bus
- Shuttle Bus
- Rail
- Taxi

### 9 [B1A]Is this your USUAL mode(s) of transport? \*

Please choose **only one** of the following:

- Yes
- No

### 10 [B2]What mode(s) of transport do you use on your USUAL journey to University? \*

**Only answer this question if the following conditions are met:**

° ((B1A.NAOK == "N"))

Please choose **all** that apply:

- Walk, run or wheelchair
- Cycle
- Mobility Scooter
- Motorcycle, Moped
- Car driver
- Car passenger
- Public Bus
- Shuttle Bus
- Rail
- Taxi

## Section C - Walk

Details about your journey - walk, run or wheelchair

**11 [CW1]What distance do you travel on foot or by wheelchair on your USUAL journey to University? This is the distance travelled on your ONE-WAY journey to University. Please be as accurate as possible. \***

**Only answer this question if the following conditions are met:**

° ((B1\_W.NAOK == "Y") and (B1A.NAOK == "Y")) or ((B1A.NAOK == "N") and (B2\_W.NAOK == "Y"))

Please write your answer here:

miles

To calculate your travel to study Carbon Footprint it is important that you provide a reasonably accurate estimate of the distance you travel by the usual mode or modes you use. We suggest that you use the following website to determine the distance that you travel: <http://maps.google.co.uk>. You will need to select the "Get Directions" option and select "walk" as your mode.

**12 [CW2]How would you rate your USUAL journey to the University on foot ? \***

**Only answer this question if the following conditions are met:**

° ((B1\_W.NAOK == "Y") and (B1A.NAOK == "Y")) or ((B1A.NAOK == "N") and (B2\_W.NAOK == "Y"))

Please choose the appropriate response for each item:

	Very Good	Good	Average	Poor	Very Poor
Available routes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Quality of pavements and footpaths	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Lighting of pavements and footpaths	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Signing of pedestrian routes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Pedestrian access into and around your place of study	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Signing of pedestrian routes within University areas	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

## Section C - Cycle

Details about your journey - cycling

**13 [CC1]What distance do you travel by bicycle on your USUAL journey to University? This is the distance travelled on your ONE-WAY journey to University. Please be as accurate as possible. \***

**Only answer this question if the following conditions are met:**

° ((B1\_C.NAOK == "Y") and (B1A.NAOK == "Y")) or ((B1A.NAOK == "N") and (B2\_C.NAOK == "Y"))

Please write your answer here:

miles

To calculate your travel to study Carbon Footprint it is important that you provide a reasonably accurate estimate of the distance you travel by the usual mode or modes you use. We suggest that you use the following website to determine the distance that you travel: <http://maps.google.co.uk>. You will need to select the "Get Directions" option and select "cycle" as your mode.

**14 [CC2]How would you rate your USUAL journey by bicycle to the University? \***

**Only answer this question if the following conditions are met:**

° ((B1\_C.NAOK == "Y") and (B1A.NAOK == "Y")) or ((B1A.NAOK == "N") and (B2\_C.NAOK == "Y"))

Please choose the appropriate response for each item:

	Very Good	Good	Average	Poor	Very Poor
Available routes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Quality of routes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Road safety	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Facilities at University for cyclists	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

**15 [CC3]Where do you usually park your cycle at the University? \***

**Only answer this question if the following conditions are met:**

° ((B1\_C.NAOK == "Y") and (B1A.NAOK == "Y")) or ((B1A.NAOK == "N") and (B2\_C.NAOK == "Y"))

Please choose **only one** of the following:

- Using a cycle rack
- Inside a cycle rack
- Using street furniture e.g. railings, lamp posts
- Inside my building
- Other

**16 [CC4]We would be grateful if you could tell us which building as this will help identify and prioritise where to provide secure cycle parking facilities.**

**Only answer this question if the following conditions are met:**

° ((B1\_C.NAOK == "Y") and (B1A.NAOK == "Y") and (CC3.NAOK == "4")) or ((B1A.NAOK == "N") and (B2\_C.NAOK == "Y") and (CC3.NAOK == "4"))

Please write your answer here:

**17 [CC5]How would you rate the University cycle parking? \***

**Only answer this question if the following conditions are met:**

° ((**B1\_C.NAOK** == "Y") and (**B1A.NAOK** == "Y")) or ((**B1A.NAOK** == "N") and (**B2\_C.NAOK** == "Y"))

Please choose the appropriate response for each item:

	Strongly Agree	Agree	No opinion	Disagree	Strongly Disagree
There is availability whenever I need a space	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The parking is well lit	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The parking is close to the building	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The parking feels safe and secure	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
There is ample provision of secure and sheltered cycle stores	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

## Section C - Mobility Scooter

Details about your journey - mobility scooter

**18 [CS1]What distance do you travel by mobility scooter on your USUAL journey to University? This is the distance travelled on your ONE-WAY journey to University. Please be as accurate as possible. \***

**Only answer this question if the following conditions are met:**

° ((**B1\_MS.NAOK** == "Y") and (**B1A.NAOK** == "Y")) or ((**B1A.NAOK** == "N") and (**B2\_MS.NAOK** == "Y"))

Please write your answer here:

miles

To calculate your travel to study Carbon Footprint it is important that you provide a reasonably accurate estimate of the distance you travel by the usual mode or modes you use. We suggest that you use the following website to determine the distance that you travel: <http://maps.google.co.uk>. You will need to select the "Get Directions" option and select "walk" as your mode.

**19 [CS2]Where do you usually park your mobility scooter? Please provide feedback on the adequacy of these facilities. \***

**Only answer this question if the following conditions are met:**

° ((**B1\_MS.NAOK** == "Y") and (**B1A.NAOK** == "Y")) or ((**B1A.NAOK** == "N") and (**B2\_MS.NAOK** == "Y"))

Please write your answer here:



## Section C - Motorcycle

Details about your journey - motorcycle or moped.

**20 [CM1]What distance do you travel by motorcycle or moped on your USUAL journey to University? This is the distance travelled on your ONE-WAY journey to University. Please be as accurate as possible. \***

**Only answer this question if the following conditions are met:**

° ((B1\_MB.NAOK == "Y") and (B1A.NAOK == "Y")) or ((B1A.NAOK == "N") and (B2\_MB.NAOK == "Y"))

Please write your answer here:

miles

To calculate your travel to study Carbon Footprint it is important that you provide a reasonably accurate estimate of the distance you travel by the usual mode or modes you use. We suggest that you use the following website to determine the distance that you travel: <http://maps.google.co.uk>. You will need to select the "Get Directions" option and select "car" as your mode.

**21 [CM2]What size engine does your motorcycle/moped have? \***

**Only answer this question if the following conditions are met:**

° ((B1\_MB.NAOK == "Y") and (B1A.NAOK == "Y")) or ((B1A.NAOK == "N") and (B2\_MB.NAOK == "Y"))

Please choose **only one** of the following:

- Up to 150cc
- 150cc to 250cc
- 250cc to 500cc
- more than 750cc
- I don't know

**22 [CM3]Where do you usually park your motorcycle/moped? \***

**Only answer this question if the following conditions are met:**

° ((B1\_MB.NAOK == "Y") and (B1A.NAOK == "Y")) or ((B1A.NAOK == "N") and (B2\_MB.NAOK == "Y"))

Please choose **only one** of the following:

- University Car Park
- Commercial Car Park
- Park & Ride
- on - street parking space (metered)
- on - street parking space (free)

**23 [CM4]How would you rate the University motorcycle/moped parking? \***

**Only answer this question if the following conditions are met:**

° ((B1\_MB.NAOK == "Y") and (B1A.NAOK == "Y")) or ((B1A.NAOK == "N") and (B2\_MB.NAOK == "Y"))

Please choose the appropriate response for each item:

	Strongly Agree	Agree	No Opinion	Disagree	Strongly Disagree
The parking is within an acceptable distance of the University	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I feel safe walking from my parking space to the University	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I am happy with the standard of surfacing in the car parks	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I am happy with the standard of lighting in the car parks	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
There is availability whenever I need a space	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
There are dedicated motorcycle/moped parking facilities close to the University	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

## Section C - Car

Details about your journey - car driver or passenger.

**24 [CD1]What distance do you travel as a car driver on your USUAL journey to University? This is the distance travelled on your ONE-WAY journey to University. Please be as accurate as possible. \***

**Only answer this question if the following conditions are met:**

° ((B1\_CD.NAOK == "Y") and (B1A.NAOK == "Y")) or ((B1A.NAOK == "N") and (B2\_CD.NAOK == "Y"))

Please write your answer here:

miles

To calculate your travel to study Carbon Footprint it is important that you provide a reasonably accurate estimate of the distance you travel by the usual mode or modes you use. We suggest that you use the following website to determine the distance that you travel: <http://maps.google.co.uk>. You will need to select the "Get Directions" option and select "car" as your mode.

**25 [CP1]What distance do you travel as a car passenger each day, on your USUAL journey to University? This is the distance travelled on your ONE-WAY journey to University. Please be as accurate as possible. \***

**Only answer this question if the following conditions are met:**

° ((B1\_CP.NAOK == "Y") and (B1A.NAOK == "Y")) or ((B1A.NAOK == "N") and (B2\_CP.NAOK == "Y"))

Please write your answer here:

miles

To calculate your travel to study Carbon Footprint it is important that you provide a reasonably accurate estimate of the distance you travel by the usual mode or modes you use. We suggest that you use the following website to determine the distance that you travel: <http://maps.google.co.uk>. You will need to select the "Get Directions" option and select "car" as your mode.

**26 [CD2]What type of fuel is used by the car that you drive and, if applicable, what size engine does it have? \***

**Only answer this question if the following conditions are met:**

° ((B1\_CD.NAOK == "Y") and (B1A.NAOK == "Y")) or ((B1A.NAOK == "N") and (B2\_CD.NAOK == "Y"))

Please choose **only one** of the following:

- Petrol – up to 1.4 litres (small)
- Petrol – 1.4 to 2.0 litres (medium)
- Petrol – More than 2 litres (large)
- Petrol – don't know engine size
- Diesel – Up to 1.4 litres (small)
- Diesel – 1.4 to 2.0 litres (medium)
- Diesel – More than 2 litres (large)
- Diesel – don't know engine size
- Hybrid – medium

- Hybrid – large
- LPG
- I don't know

**27 [CP2]What type of fuel is used by the car that you are a passenger in and, if applicable, what size engine does it have? \***

**Only answer this question if the following conditions are met:**

° ((**B1\_CP.NAOK** == "Y") and (**B1A.NAOK** == "Y")) or ((**B1A.NAOK** == "N") and (**B2\_CP.NAOK** == "Y"))

Please choose **only one** of the following:

- Petrol – up to 1.4 litres (small)
- Petrol – 1.4 to 2.0 litres (medium)
- Petrol – More than 2 litres (large)
- Petrol – don't know engine size
- Diesel – Up to 1.4 litres (small)
- Diesel – 1.4 to 2.0 litres (medium)
- Diesel – More than 2 litres (large)
- Diesel – don't know engine size
- Hybrid – medium
- Hybrid – large
- LPG
- I don't know

**28 [CD3]How many people (including the driver) are carried in the car for the majority of the journey, on your USUAL journey to the University? \***

**Only answer this question if the following conditions are met:**

° ((**B1\_CD.NAOK** == "Y" or **B1\_CP.NAOK** == "Y") and (**B1A.NAOK** == "Y")) or ((**B1A.NAOK** == "N") and (**B2\_CD.NAOK** == "Y" or **B2\_CP.NAOK** == "Y"))

Please choose **only one** of the following:

- 1
- 2
- 3
- 4 or more

**29 [CD4]We are interested to know about your driver/passenger status and also how, on your USUAL journey to University, the car was used by yourself and others. \***

**Only answer this question if the following conditions are met:**

° ((**B1\_CD.NAOK** == "Y" or **B1\_CP.NAOK** == "Y") and (**B1A.NAOK** == "Y")) or ((**B1A.NAOK** == "N") and (**B2\_CD.NAOK** == "Y" or **B2\_CP.NAOK** == "Y"))

Please choose **only one** of the following:

- I was the driver
- I was a passenger
- I shared responsibility for driving

### 30 [CD5]Where do you usually park your car? \*

**Only answer this question if the following conditions are met:**

° ((A7.NAOK != "WG") and (B1\_CD.NAOK == "Y") and (B1A.NAOK == "Y")) or ((A7.NAOK != "WG") and (B1A.NAOK == "N") and (B2\_CD.NAOK == "Y"))

Please choose **only one** of the following:

- University Car Park (or car park made available to you through the University parking permit system)
- Commercial Car Park
- Park & Ride
- On-street parking space (metered)
- On-street parking space (free)
- Other

### 31 [CD6]Where do you intend to park your car when the on-site car park closes for the construction of Systems Medicine? \*

**Only answer this question if the following conditions are met:**

° ((A7.NAOK == "WG") and (B1\_CD.NAOK == "Y") and (B1A.NAOK == "Y")) or ((A7.NAOK == "WG") and (B1A.NAOK == "N") and (B2\_CD.NAOK == "Y"))

Please choose **only one** of the following:

- Commercial Car Park
- Park & Ride
- On-street parking space (metered)
- On-street parking space (free)
- I will no longer travel by car
- Other

### 32 [CD6A]How do you intend to travel? \*

**Only answer this question if the following conditions are met:**

° ((A7.NAOK == "WG") and (B1\_CD.NAOK == "Y") and (B1A.NAOK == "Y") and (CD6.NAOK == "1")) or ((A7.NAOK == "WG") and (B1A.NAOK == "N") and (B2\_CD.NAOK == "Y") and (CD6.NAOK == "1"))

Please choose **only one** of the following:

- Walk, run or wheelchair
- Cycle
- Mobility Scooter
- Motorcycle, Moped



- Public Bus  
 Rail  
 Taxi  
 Shuttle Bus  
 Other

### 33 [CD7]How would you rate the University car parking facilities? \*

Only answer this question if the following conditions are met:

° ((A7.NAOK != "WG") and (B1\_CD.NAOK == "Y") and (CD5.NAOK == "1") and (B1A.NAOK == "Y")) or ((A7.NAOK != "WG") and (CD5.NAOK == "1") and (B1A.NAOK == "N") and (B2\_CD.NAOK == "Y"))

Please choose the appropriate response for each item:

	Strongly Agree	Agree	No opinion	Disagree	Strongly Disagree
There is availability whenever I need a space	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I feel safe walking from my car to my study place	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The parking is within an acceptable distance of my study place	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I am happy with the standard of surfacing in the car parks	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I am happy with the standard of lighting in the car parks	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

### 34 [CD8]What best describes your reason for driving your car, on your USUAL journey to the University? \*

Only answer this question if the following conditions are met:

° ((B1\_CD.NAOK == "Y") and (B1A.NAOK == "Y")) or ((B1A.NAOK == "N") and (B2\_CD.NAOK == "Y"))

Please select at most **fixnum**(3) answer(s)

Please choose **all** that apply:

- I need to go on to other University site(s)  
 I need to travel elsewhere on University business  
 I move equipment from site to site  
 I collect / drop others on route  
 I drive to other activities (e.g. study / leisure) before / after the University day  
 I have carer responsibilities  
 I have a mobility impairment / disability  
 I lack a suitable alternative  
 I don't know public transport timetables

- I believe the car is cheapest option
- I have a much shorter journey time by car
- I don't like public transport
- I am concerned about my personal safety
- Other:

## Section C - Bus

Details about your journey - bus or shuttle bus

**35 [CB1]What distance do you travel by bus on your USUAL journey to the University? This is the distance travelled on your ONE-WAY journey to University. Please be as accurate as possible. \***

**Only answer this question if the following conditions are met:**

° ((**B1\_B.NAOK** == "Y" or **B1\_SB.NAOK** == "Y") and (**B1A.NAOK** == "Y")) or ((**B1A.NAOK** == "N") and (**B2\_B.NAOK** == "Y" or **B2\_SB.NAOK** == "Y"))

Please write your answer here:

miles

To calculate your travel to study Carbon Footprint it is important that you provide a reasonably accurate estimate of the distance you travel by the usual mode or modes you use. We suggest that you use the following website to determine the distance that you travel: <http://maps.google.co.uk>. You will need to select the "Get Directions" option and select "public transport" as your mode.

**36 [CB2]Which shuttle bus service do you use? \***

**Only answer this question if the following conditions are met:**

° ((**B1\_SB.NAOK** == "Y") and (**B1A.NAOK** == "Y")) or ((**B1A.NAOK** == "N") and (**B2\_SB.NAOK** == "Y"))

Please choose **only one** of the following:

- Central Area to King's Buildings
- Western General Hospital - Royal Infirmary of Edinburgh

**37 [CB3]Which service do you use on your USUAL journey to the University? \***

**Only answer this question if the following conditions are met:**

° ((**B1\_B.NAOK** == "Y") and (**B1A.NAOK** == "Y")) or ((**B1A.NAOK** == "N") and (**B2\_B.NAOK** == "Y"))

Please choose **only one** of the following:

- Lothian Buses 1
- Lothian Buses 2
- Lothian Buses 3
- Lothian Buses 4
- Lothian Buses 5
- Lothian Buses 7
- Lothian Buses 8
- Lothian Buses 10
- Lothian Buses 11
- Lothian Buses 12
- Lothian Buses 14
- Lothian Buses 15
- Lothian Buses 15A

- Lothian Buses 16
- Lothian Buses 18
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- Lothian Buses 42
- Lothian Buses 44
- Lothian Buses 44A
- Lothian Buses 45
- Lothian Buses 47
- Lothian Buses 49
- Lothian Buses 61
- Lothian Buses 67
- Lothian Buses 69
- Lothian Buses 100
- Lothian Buses 113
- Lothian Buses X12
- Lothian Buses X25
- Lothian Buses X26
- Lothian Buses X29
- Lothian Buses X31

- Lothian Buses X37
- Lothian Buses X44
- First Buses X2
- First Buses 18
- First Buses X19
- First Buses 20/X20
- First Buses 21/21A/21C/X21
- First Buses 22/X22
- First Buses 27/28/X27/X28
- First Buses 27A
- First Buses 38/X38
- First Buses 43/X43/X4
- First Buses 62/62A
- First Buses X70
- First Buses 95/95A/X95
- First Buses 106/X6/X8
- First Buses 124/X24/X25
- Other

If Other, please type in the service provider and bus number.

**38 [CB4] Please provide any comments or feedback on the Easter Bush bus services.**

**Only answer this question if the following conditions are met:**

° ((A7.NAOK == "EB") and (B1\_B.NAOK == "Y") and (B1A.NAOK == "Y")) or ((A7.NAOK == "EB") and (B1A.NAOK == "N") and (B2\_B.NAOK == "Y"))

Please write your answer here:

**39 [CB5] How do you rate your bus journey? \***

**Only answer this question if the following conditions are met:**



° ((**B1\_B.NAOK** == "Y" or **B1\_SB.NAOK** == "Y") and (**B1A.NAOK** == "Y")) or ((**B1A.NAOK** == "N") and (**B2\_B.NAOK** == "Y" or **B2\_SB.NAOK** == "Y"))

Please choose the appropriate response for each item:

	Very Good	Good	Average	Poor	Very Poor
Timetable	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Reliability	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Hours of Operation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Route	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Journey Time	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

## Section C - Rail

Details about your journey - rail

**40 [CR1]What distance do you travel by train on your USUAL journey to the University? This is the distance travelled on your ONE-WAY journey to University. Please be as accurate as possible. \***

**Only answer this question if the following conditions are met:**

° ((**B1\_R.NAOK** == "Y") and (**B1A.NAOK** == "Y")) or ((**B1A.NAOK** == "N") and (**B2\_R.NAOK** == "Y"))

Please write your answer here:

miles

To calculate your travel to study Carbon Footprint it is important that you provide a reasonably accurate estimate of the distance you travel by the usual mode or modes you use. We suggest that you use the following website to determine the distance that you travel: <http://maps.google.co.uk>. You will need to select the "Get Directions" option and select "public transport" as your mode.

## Section C - Taxi

Details about your journey - taxi.

**41 [CT1]What distance do you travelled by taxi on your USUAL journey to the University? This is the distance travelled on your ONE-WAY journey to University. Please be as accurate as possible. \***

**Only answer this question if the following conditions are met:**

° ((**B1\_T.NAOK** == "Y") and (**B1A.NAOK** == "Y")) or ((**B1A.NAOK** == "N") and (**B2\_T.NAOK** == "Y"))

Please write your answer here:

miles

To calculate your travel to study Carbon Footprint it is important that you provide a reasonably accurate estimate of the distance you travel by the usual mode or modes you use. We suggest that you use the following website to determine the distance that you travel: <http://maps.google.co.uk>. You will need to select the "Get Directions" option and select "car" as your mode.

## Section D

About other travel options for you

### 42 [D1] Are you aware of the University TripShare scheme? \*

Please choose **only one** of the following:

- Yes, and I am a member of the scheme
- Yes, I am a member of the scheme, but not active
- Yes, I may consider joining the scheme
- Yes, but I do not wish to join the scheme
- No, I have not heard of the scheme

Tripshare is a car sharing scheme to match individuals with others wanting to travel in the same direction so they can share the journey and the costs.

### 43 [D2] Are you aware that the University is a corporate member of the Edinburgh City Car Club? \*

Please choose **only one** of the following:

- Yes, and I have used it for business travel.
- Yes, but I have not used it.
- No, I am not aware.

City Car Club is a pay as you go car rental scheme, with over 100 vehicles available across Edinburgh. Using the University's Corporate membership, staff may use City Car Club for business travel at a discounted rate. The City Car Club also offers staff a discounted rate for personal use.

### 44 [D3] Are you aware of the following measures that the University has put in place to encourage more students to travel on foot, by bicycle, by public transport or to car share? \*

Please choose the appropriate response for each item:

	I am aware and have used it	I am aware and have not used it	I am not aware
Travel information on the website: <a href="http://www.ed.ac.uk/transport">www.ed.ac.uk/transport</a>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Interest free Staff Travel Loan for season ticket / bicycle purchase	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Discount on One Ticket (for mixed mode public transport)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Travel information roadshows	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Shuttle buses (serving various campuses)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Pool car at RIE for those who need a car for business travel	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

	I am aware and have used it	I am aware and have not used it	I am not aware
Bicycle User Groups at each main campus	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bike Buddies Scheme for those who want a little support starting out	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Dr Bike visiting each University site every month in rotation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Free cycle training for learners / returners to cycling	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Emergency toolkits for bikes in specific locations	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Discounts at bicycle shops	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Secure sheltered bicycle parking	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Shower and locker facilities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Cycle to study scheme	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

**45 [D4]What would encourage you to travel by public transport on a regular basis? \***

Only answer this question if the following conditions are met:

° ((B1\_CD.NAOK == "Y" or B1\_CP.NAOK == "Y" or B1\_MB.NAOK == "Y") and (B1A.NAOK == "Y")) or ((B1A.NAOK == "N") and (B2\_CD.NAOK == "Y" or B2\_CP.NAOK == "Y" or B2\_MB.NAOK == "Y"))

Please choose **only one** of the following:

- Nothing would encourage me
- Improved reliability
- Extended hours of operation
- More frequent services
- A direct service within easy walking distance of my home
- Discounted travel
- Reduced journey time
- More travel information

**46 [D5]What would encourage you to cycle to University on a regular basis? \***

Only answer this question if the following conditions are met:

° ((B1\_B.NAOK == "Y" or B1\_CD.NAOK == "Y" or B1\_CP.NAOK == "Y" or B1\_MB.NAOK == "Y" or B1\_SB.NAOK == "Y") and (B1A.NAOK == "Y")) or ((B1A.NAOK == "N") and (B2\_B.NAOK == "Y" or B2\_CD.NAOK == "Y" or B2\_CP.NAOK == "Y" or B2\_MB.NAOK == "Y" or B2\_SB.NAOK == "Y"))

Please choose **only one** of the following:

- Nothing would encourage me
- More or better on-road cycle lanes



- More off-road cycle routes
- Availability of secure, sheltered cycle parking at University
- Availability of shower and locker facilities at University
- If I took up the offer of free cycle training already offered by the University
- Other

#### 47 [D6]What would encourage you to walk to the University on a regular basis? \*

Only answer this question if the following conditions are met:

° ((B1\_B.NAOK == "Y" or B1\_CD.NAOK == "Y" or B1\_CP.NAOK == "Y" or B1\_MB.NAOK == "Y" or B1\_SB.NAOK == "Y") and (B1A.NAOK == "Y")) or ((B1A.NAOK == "N") and (B2\_B.NAOK == "Y" or B2\_CD.NAOK == "Y" or B2\_CP.NAOK == "Y" or B2\_MB.NAOK == "Y" or B2\_SB.NAOK == "Y"))

Please choose **only one** of the following:

- Nothing would encourage me
- Improved footway / pavement / footpath surfaces
- Improved lighting on footway / pavement / footpaths and around the University areas
- Availability of shower and locker facilities at University
- Other

## Section E

About you

### 48 [E1]Are you living in University managed accommodation? \*

Please choose **only one** of the following:

- Yes
- No

### 49 [E1A]Which University managed accommodation do you live in? \*

**Only answer this question if the following conditions are met:**

° ((E1.NAOK == "Y"))

Please choose **only one** of the following:

- Ascham Court
- Beaverbank
- Blackfriars Street
- Blackwood Crescent
- Causewayside
- College Wynd
- Darroch Court
- David Horn House
- East Newington Place
- Fraser Court
- Hermit's Croft
- Holland Annexe
- James Craig Court
- John Burnett House
- Kincaid's Court
- Kitchener House
- Lee House
- Meadow Court
- Morgan Court
- Myles Court
- New Arthur Place
- 5 Nicolson Street & 5 South College Street
- Pollock Halls
- Portsburgh Court
- Ratcliffe Terrace
- Richmond Place
- Robertson's Close

- Roxburgh Place
- Sciennes
- South Clerk Street
- Sugarhouse Close
- UNITE - Chalmers Street
- UNITE - McDonald Road
- Warrender Park Crescent
- Warrender Park\Spottiswoode Street
- West Mains Road

**50 [E2]**To help identify gaps the in public transport provision and sustainable transport links for travel to each campus, the University is asking staff and students to provide their home / term-time residence postcode.

**Your postcode will be used strictly for the purposes of identifying how staff and student home location relates to the provision of transport links. It will not be used to identify individuals and will be treated as confidential.**

**What is your home postcode?**

**Only answer this question if the following conditions are met:**

° ((E1.NAOK == "N"))

Please write your answer here:

**51 [E3]**Are there any further measures that the University could put in place that you think would encourage more students to travel on foot, by bicycle or public transport?

Please write your answer here:

**52 [E4]**

**Your transport-related comments are invited.**

**Please use this space for any further comments you wish to make about travel to the University.**

Please write your answer here:

## Appendix C. Survey Findings

### Responses and weightings

#### Staff response rates by location

Location	Total number of responses		Total Number of Staff		% Response	
	Academic	Support	Academic	Support	Academic	Support
Central Area	486	1108	1654	4999	29%	22%
Easter Bush	72	89	286	350	25%	25%
Edinburgh College of Art	32	45	182	401	18%	11%
King's Buildings/Royal Observatory	267	236	893	1507	30%	16%
Other site	12	53	66	137	18%	39%
Other University Accommodation Services site		12	0	225	0%	5%
Pollock Halls of Residence	0	96	0	470	0%	20%
RIE/QMRI, Little France	89	133	406	521	22%	26%
Royal Edinburgh	11	14	18	19	61%	74%
Western General Hospital	94	84	247	321	38%	26%
<b>Grand Total</b>	<b>1065</b>	<b>1868</b>	<b>3752</b>	<b>8950</b>	<b>28%</b>	<b>21%</b>

#### Staff weightings by location

Location	Total number of responses		Total Number of Staff		Weightings	
	Academic	Support	Academic	Support	Academic	Support
Central Area	486	1108	1654	4999	3.40	4.51
Easter Bush	72	89	286	350	3.97	3.93
Edinburgh College of Art	32	45	182	401	5.69	8.91
King's Buildings/Royal Observatory	267	236	893	1507	3.34	6.39
Other site	12	53	66	137	5.50	2.58
Other University Accommodation Services site	0	12	0	225	0.00	18.75
Pollock Halls of Residence	0	96	0	470	0.00	4.90
RIE/QMRI, Little France	89	133	406	521	4.56	3.92
Royal Edinburgh	11	14	18	19	1.64	1.36
Western General Hospital	94	84	247	321	2.63	3.82
<b>Grand Total</b>	<b>1065</b>	<b>1868</b>	<b>3752</b>	<b>8950</b>	<b>3.52</b>	<b>4.79</b>

Student response levels

College	Post-graduate	Under-graduate	Grand total
Humanities & Social Science	814	1472	2286
Medicine & Veterinary Medicine	201	346	547
Science & Engineering	414	968	1382
<b>Grand Total</b>	<b>1429</b>	<b>2786</b>	<b>4215</b>

Weighting factor for undergraduate students

College	Student population	Number of respondents	Weighting factor
Humanities & Social Science	12994	1472	8.83
Medicine & Veterinary Medicine	2450	346	7.08
Science & Engineering	5207	968	5.38
<b>Grand Total</b>	<b>20651</b>	<b>2786</b>	

Weighting factor for postgraduate students

College	Student population	Number of respondents	Weighting factor
Humanities & Social Science	6398	814	7.86
Medicine & Veterinary Medicine	2263	201	11.26
Science & Engineering	2458	414	5.94
<b>Grand Total</b>	<b>11119</b>	<b>1429</b>	

Student weighting factors

Location	Postgraduate			Undergraduate		
	Responses	Weighting factor	Weighted responses	Responses	Weighting factor	Weighted responses
<b>Central Area</b>	<b>886</b>	<b>-</b>	<b>6928</b>	<b>1703</b>	<b>-</b>	<b>14002</b>
Humanities & Social Science	743	7.86	5840	1360	8.83	12005
Medicine & Veterinary Medicine	45	11.26	507	89	7.08	630
Science & Engineering	98	5.94	582	254	5.38	1366
<b>Easter Bush</b>	<b>52</b>	<b>-</b>	<b>550</b>	<b>114</b>	<b>-</b>	<b>807</b>
Humanities & Social Science	1	7.86	8	-	-	-
Medicine & Veterinary Medicine	45	11.26	507	114	7.08	807
Science & Engineering	6	5.94	36	-	-	-
<b>Edinburgh College of Art</b>	<b>41</b>	<b>-</b>	<b>322</b>	<b>95</b>	<b>-</b>	<b>825</b>
Humanities & Social Science	41	7.86	322	91	8.83	803
Science & Engineering	-	-	-	4	5.38	22
<b>King's Buildings/Royal Observatory</b>	<b>306</b>	<b>-</b>	<b>1853</b>	<b>705</b>	<b>-</b>	<b>3825</b>
Humanities & Social Science	5	7.86	39	4	8.83	35
Medicine & Veterinary Medicine	5	11.26	56	11	7.08	78
Science & Engineering	296	5.94	1757	690	5.38	3712
<b>Other</b>	<b>44</b>	<b>-</b>	<b>389</b>	<b>44</b>	<b>-</b>	<b>316</b>
Humanities & Social Science	22	7.86	173	13	8.83	115
Medicine & Veterinary Medicine	16	11.26	180	20	7.08	142
Science & Engineering	6	5.94	36	11	5.38	59
<b>RIE/QMRI, Little France</b>	<b>66</b>	<b>-</b>	<b>702</b>	<b>97</b>	<b>-</b>	<b>675</b>
Humanities & Social Science	1	7.86	8	-	8.83	0
Medicine & Veterinary Medicine	58	11.26	653	90	7.08	637
Science & Engineering	7	5.94	42	7	5.38	38
<b>Royal Edinburgh</b>	<b>10</b>	<b>-</b>	<b>104</b>	<b>13</b>	<b>-</b>	<b>94</b>
Humanities & Social Science	1	7.86	8	1	8.83	9
Medicine & Veterinary Medicine	8	11.26	90	12	7.08	85
Science & Engineering	1	5.94	6	-	5.38	0
<b>Western General Hospital</b>	<b>24</b>	<b>-</b>	<b>270</b>	<b>15</b>	<b>-</b>	<b>108</b>
Humanities & Social Science	-	-	-	3	8.83	26
Medicine & Veterinary Medicine	24	11.26	270	10	7.08	71
Science & Engineering	-	-	-	2	5.38	11
<b>Grand Total</b>	<b>1429</b>	<b>-</b>	<b>11119</b>	<b>2786</b>	<b>-</b>	<b>20651</b>



Student response rates by location

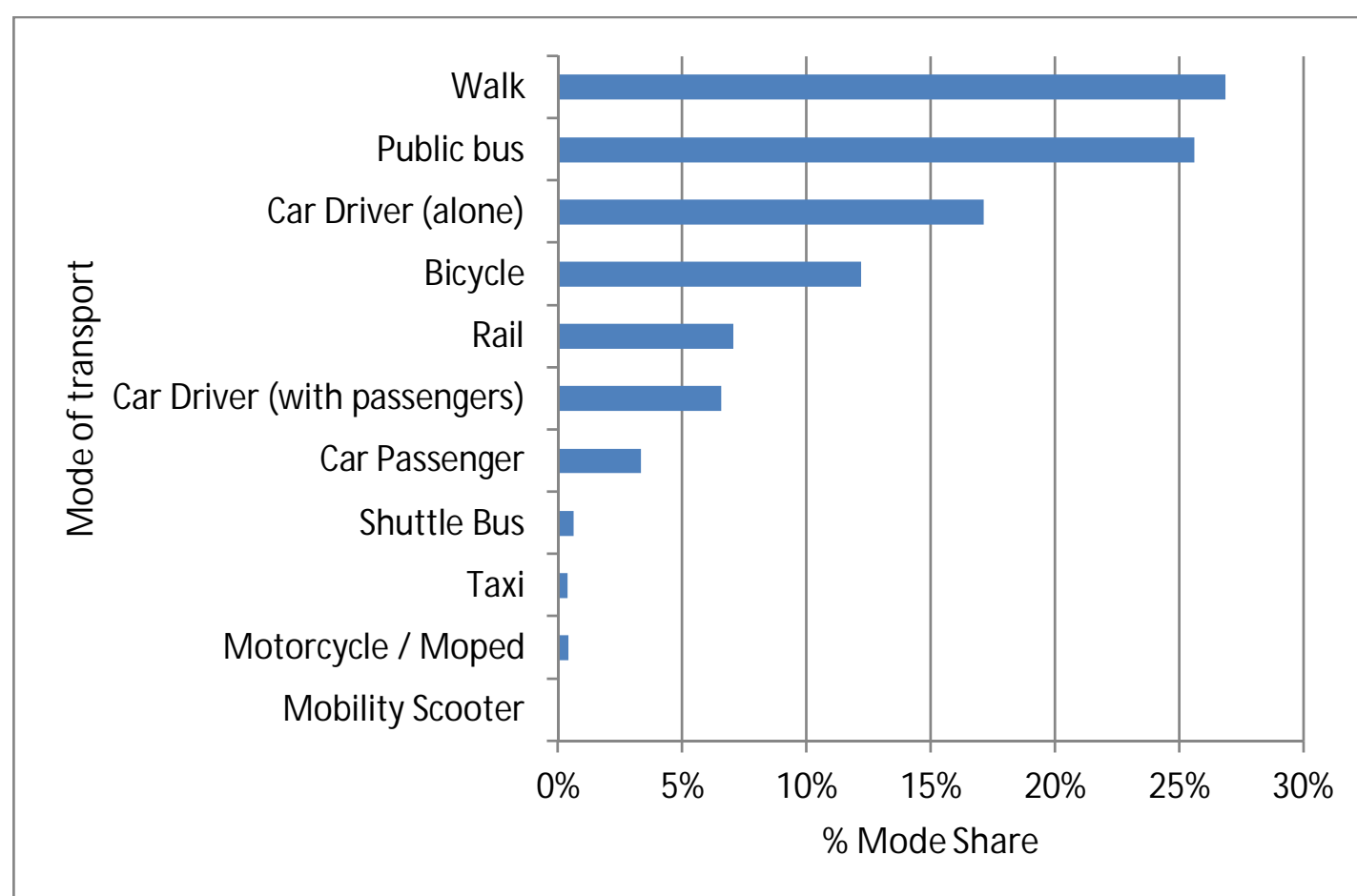
Location	Survey responses	Weighted responses	% of survey responses by weighted responses
Central Area	2589	20930	12%
Easter Bush	166	1357	12%
Edinburgh College of Art	136	1147	12%
King's Buildings/Royal Observatory	1011	5678	18%
Other	88	704	12%
RIE/QMRI, Little France	163	1377	12%
Royal Edinburgh	23	198	12%
Western General Hospital	39	378	10%
<b>Grand Total</b>	<b>4215</b>	<b>31770</b>	<b>13%</b>

Overall University results

Staff main mode of travel (in percentage) to all University sites

Location	Walk	Bicycle	Mobility Scooter	Motorcycle / Moped	Car Driver (alone)	Car Driver (with passengers)	Car Passenger	Public Bus	Shuttle Bus	Rail	Taxi
Central Area	33%	10%	0%	0%	10%	5%	3%	27%	0%	10%	0%
Easter Bush	4%	4%	0%	0%	52%	14%	5%	20%	0%	1%	0%
Edinburgh College of Art	41%	16%	0%	2%	3%	3%	0%	30%	0%	5%	0%
King's Buildings/Royal Observatory	25%	15%	0%	0%	24%	8%	3%	18%	1%	3%	1%
Other	29%	6%	0%	0%	18%	9%	0%	24%	0%	14%	0%
Pollock Halls of residence	16%	4%	0%	0%	34%	9%	3%	30%	0%	3%	0%
Other accommodation services sites	21%	25%	0%	0%	0%	8%	0%	46%	0%	0%	0%
RIE/QMRI, Little France	8%	13%	0%	0%	30%	9%	5%	31%	2%	3%	0%
Royal Edinburgh Hospital	29%	7%	0%	9%	16%	13%	6%	21%	0%	0%	0%
Western General Hospital	13%	29%	0%	1%	23%	7%	2%	19%	0%	6%	0%
<b>Grand Total</b>	<b>22%</b>	<b>13%</b>	<b>0%</b>	<b>1%</b>	<b>21%</b>	<b>8%</b>	<b>3%</b>	<b>27%</b>	<b>0%</b>	<b>5%</b>	<b>0%</b>

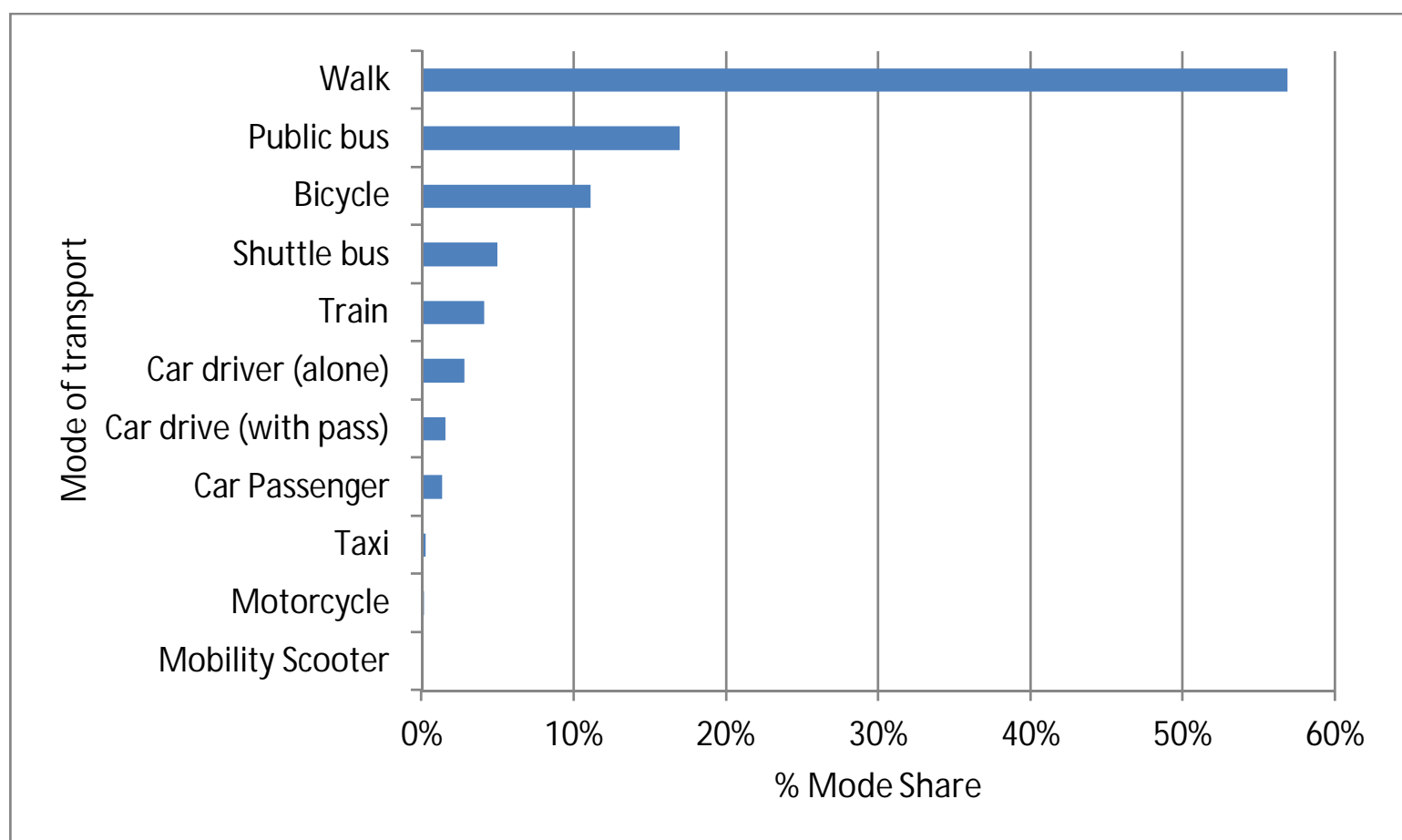
Staff main mode of travel (in percentage) to all University sites



Student main mode of travel (in percentage) to all University sites

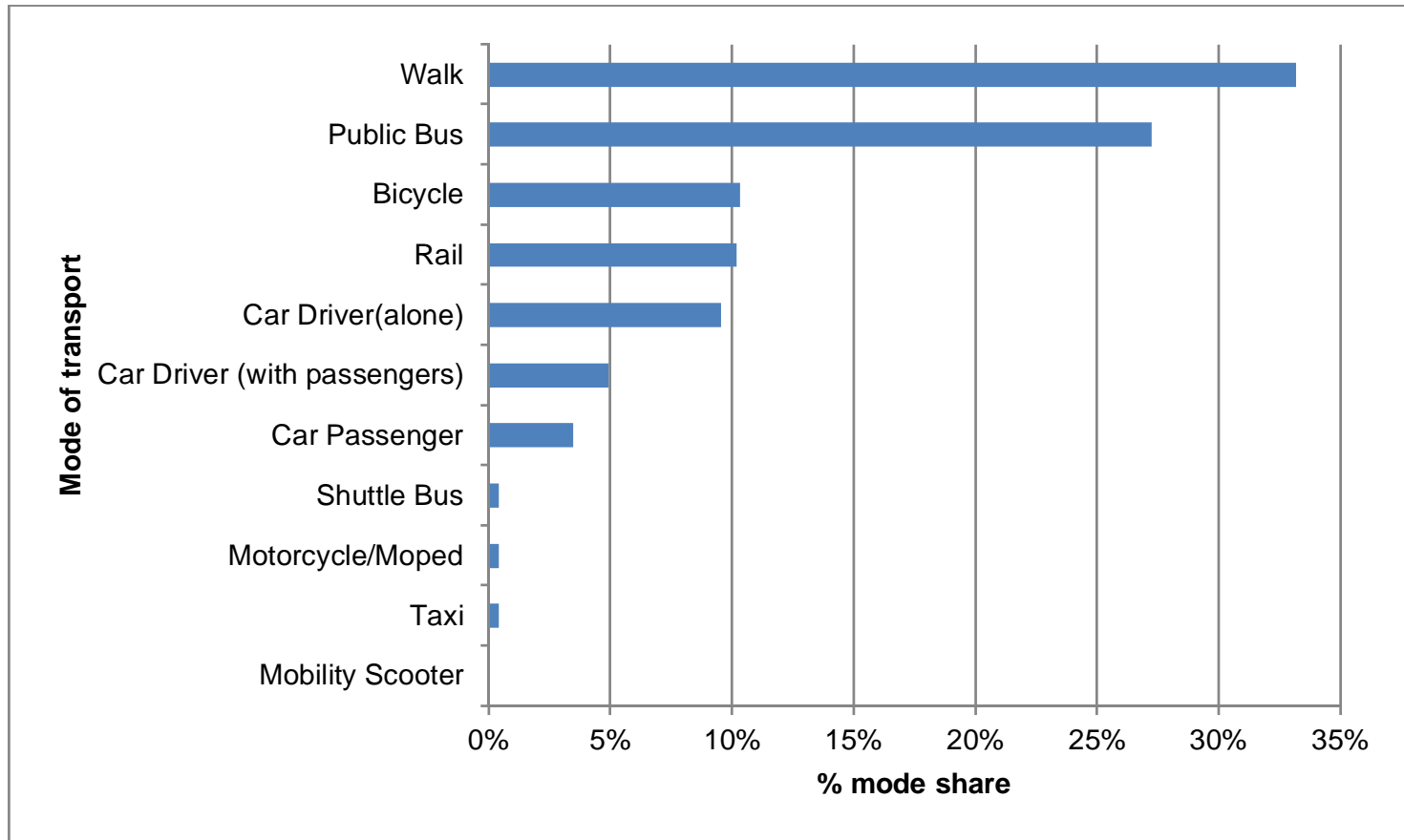
Location	Walk	Bicycle	Mobility Scooter	Motorcycle / Moped	Car Driver (alone)	Car Driver (with passengers)	Car Passenger	Public Bus	Shuttle Bus	Rail	Taxi
Central Area	68%	8%	0%	0%	2%	1%	1%	14%	2%	5%	0%
Easter Bush	1%	4%	0%	1%	14%	16%	11%	52%	0%	1%	0%
Edinburgh College of Art	68%	12%	1%	0%	1%	0%	0%	11%	1%	6%	0%
King's Buildings	43%	21%	0%	0%	3%	1%	1%	10%	18%	2%	0%
Other	37%	9%	0%	0%	5%	7%	2%	23%	6%	10%	0%
RIE/QMRI, Little France	11%	21%	0%	0%	4%	3%	1%	52%	6%	1%	0%
Royal Edinburgh Hospital	34%	21%	0%	0%	0%	0%	7%	34%	4%	0%	0%
Western General Hospital	36%	18%	0%	0%	3%	3%	0%	37%	2%	0%	1%
<b>Grand Total</b>	<b>37%</b>	<b>14%</b>	<b>0%</b>	<b>0%</b>	<b>4%</b>	<b>4%</b>	<b>3%</b>	<b>29%</b>	<b>5%</b>	<b>3%</b>	<b>0%</b>

Student main mode of travel (in percentage) to all University sites

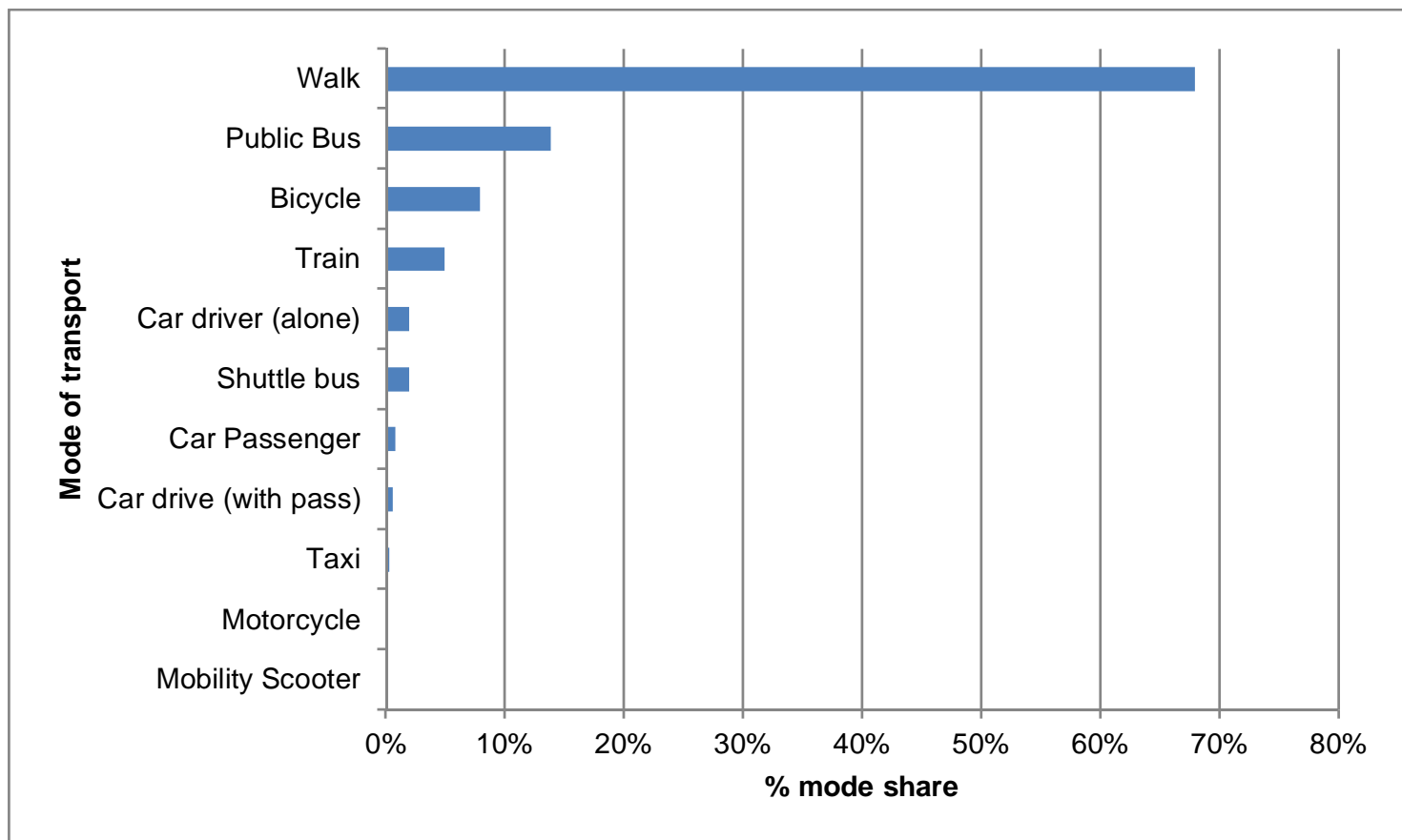


Central Area

Staff main mode of travel (in percentage) to Central Area

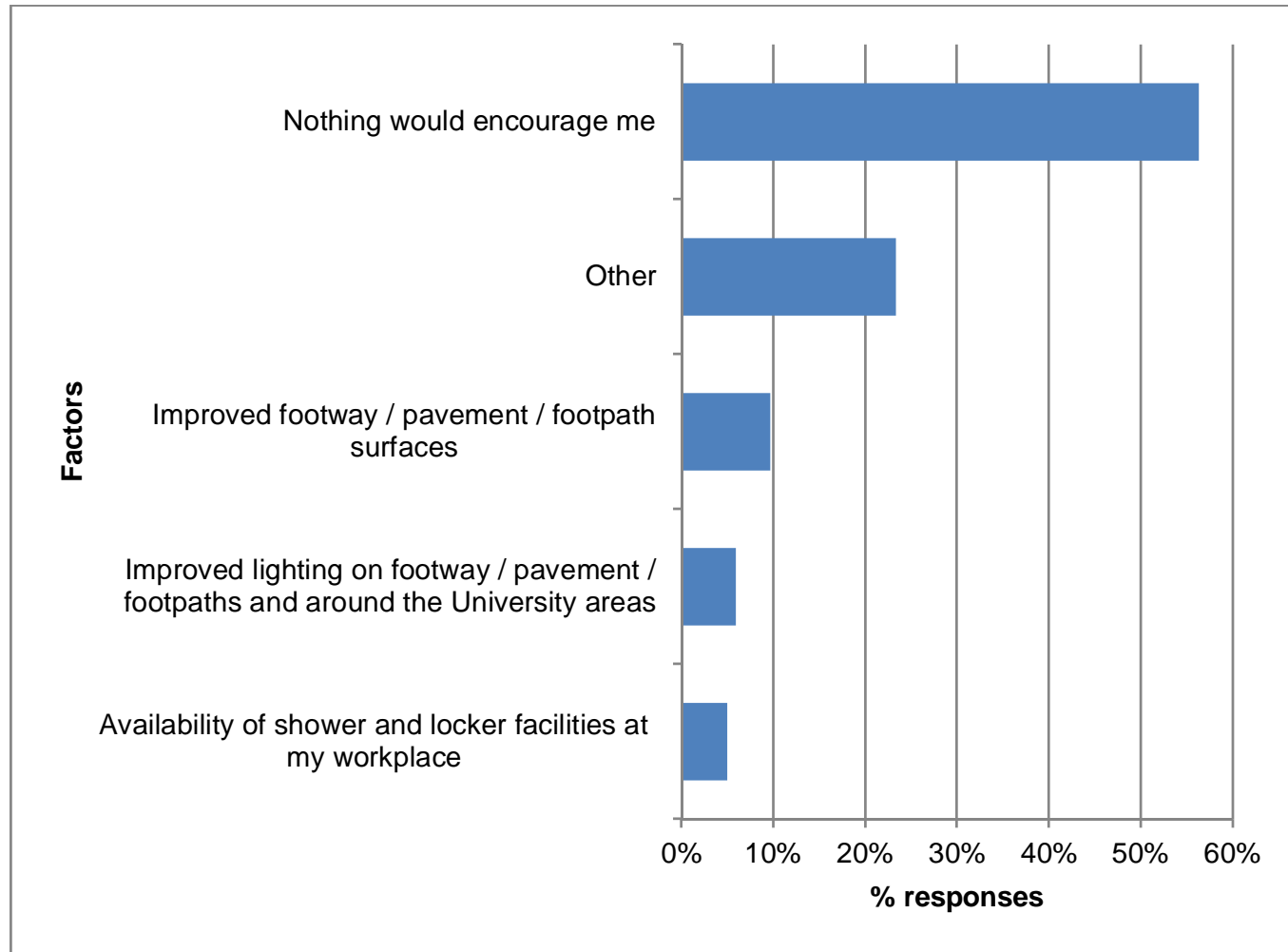


Student main mode of travel (in percentage) to Central Area

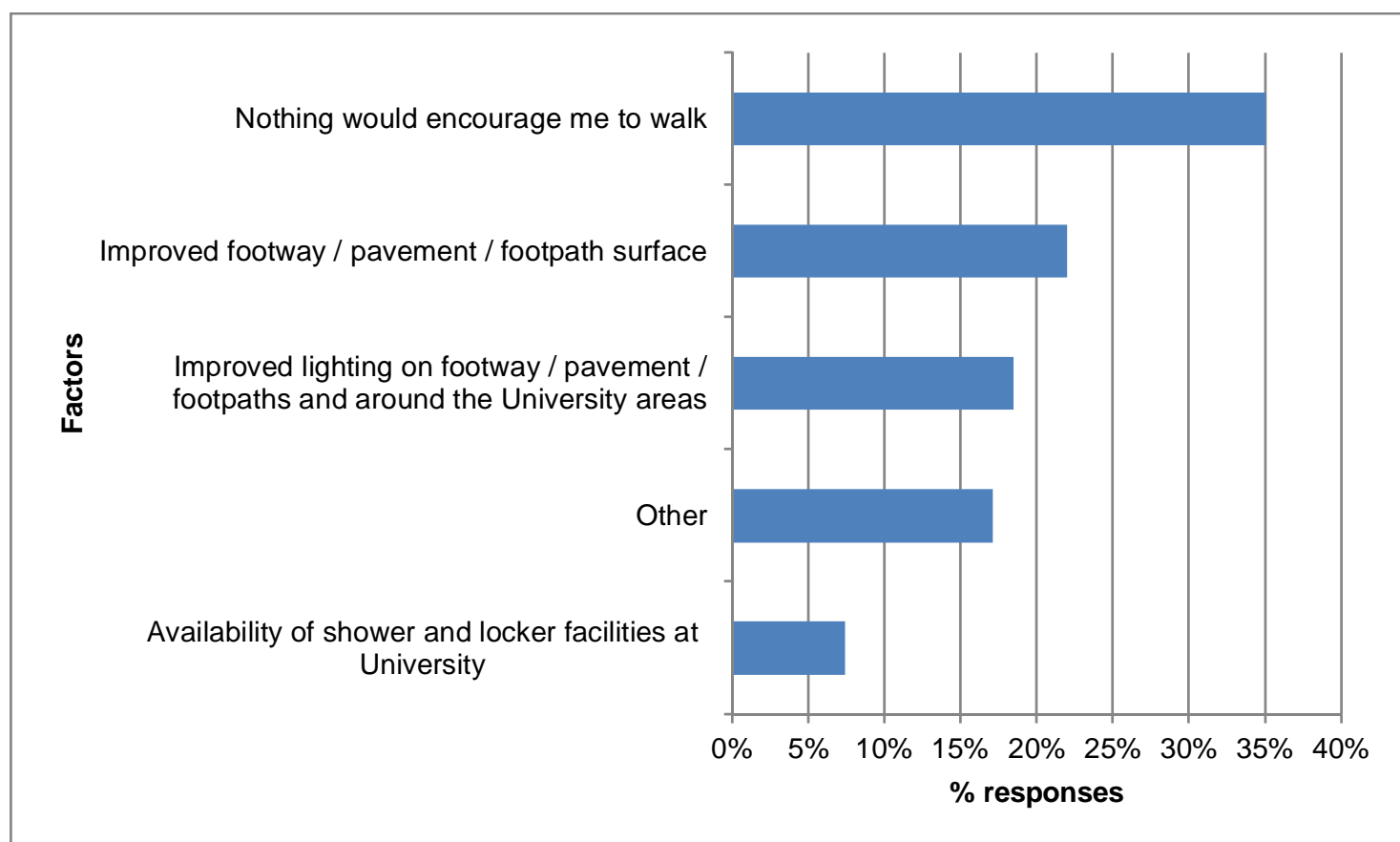


1.1 Measures that encourage walking to University

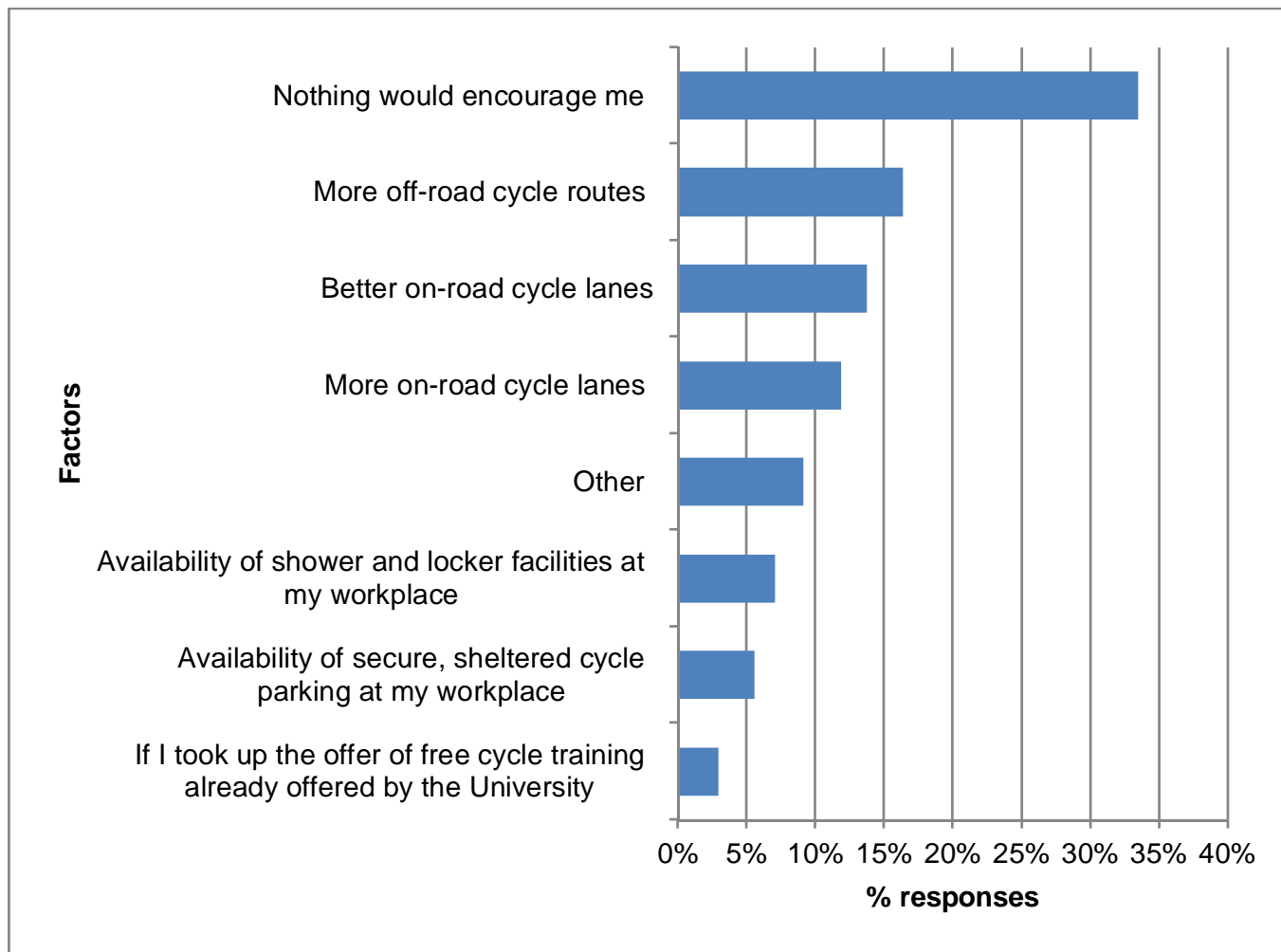
Staff Responses to measures that encourage walking at Central Area



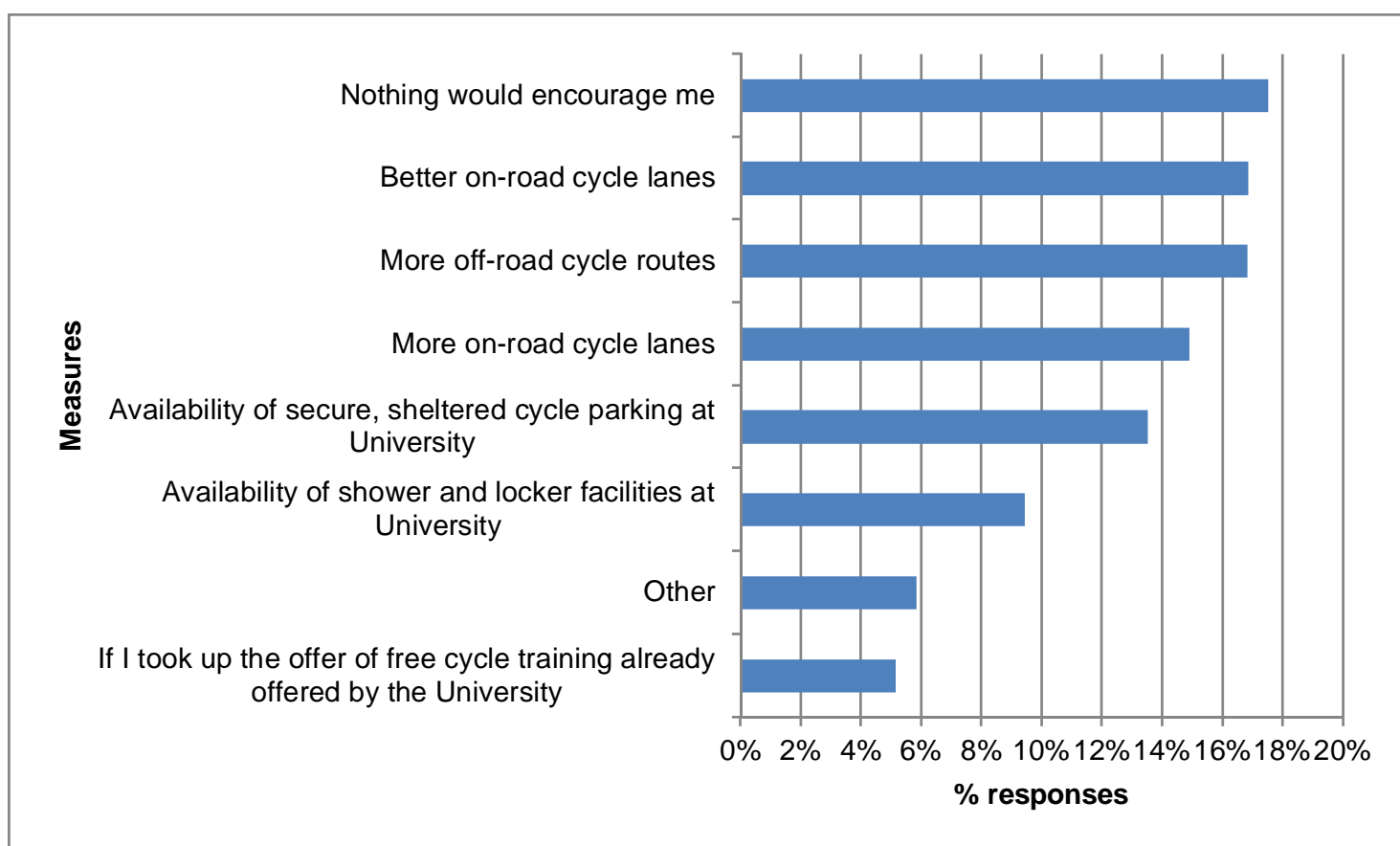
Student Responses to measures that encourage walking at Central Area



Staff Responses to measures that encourage cycling at Central Area

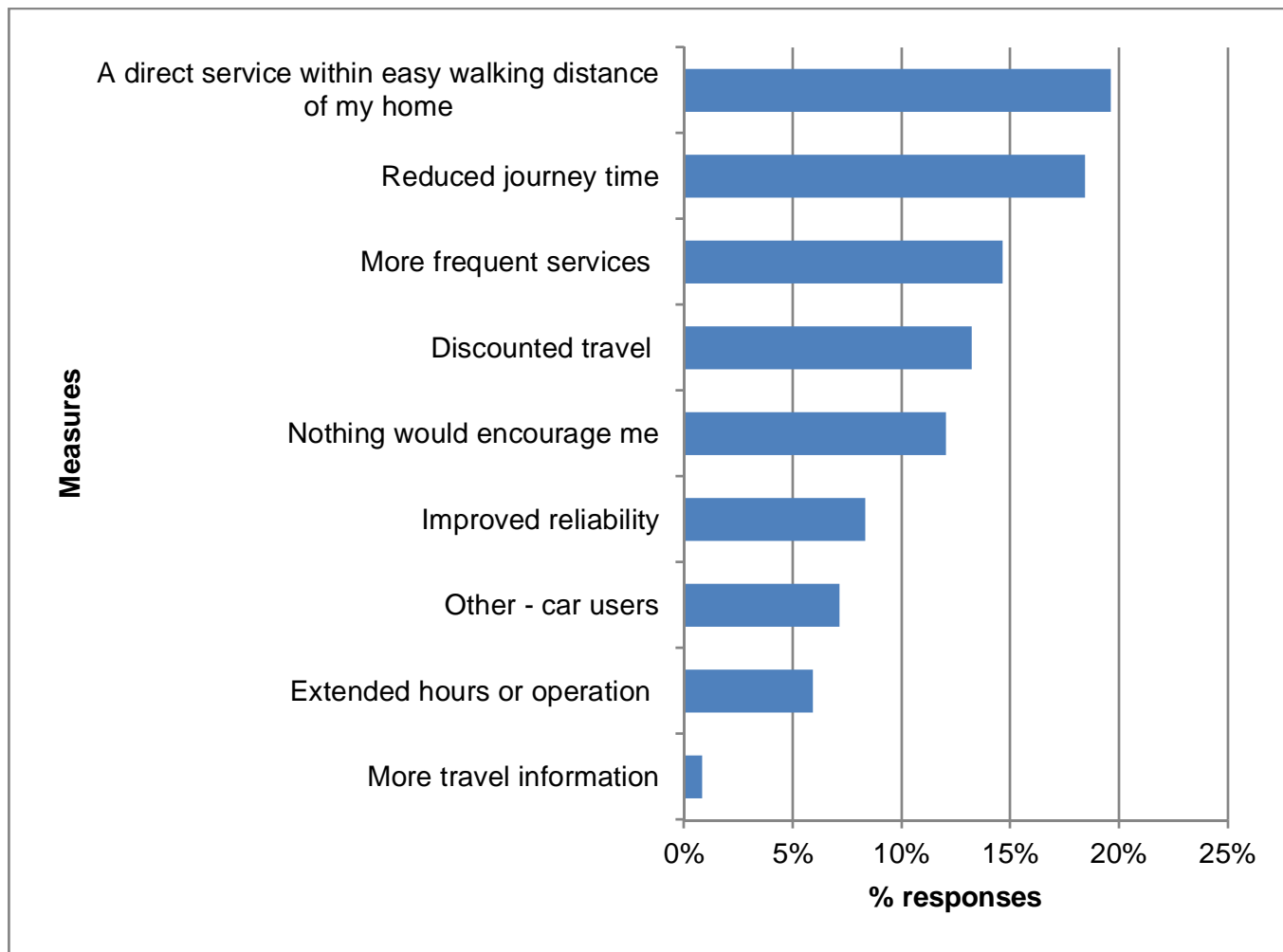


Student Responses to measures that encourage cycling at Central Area

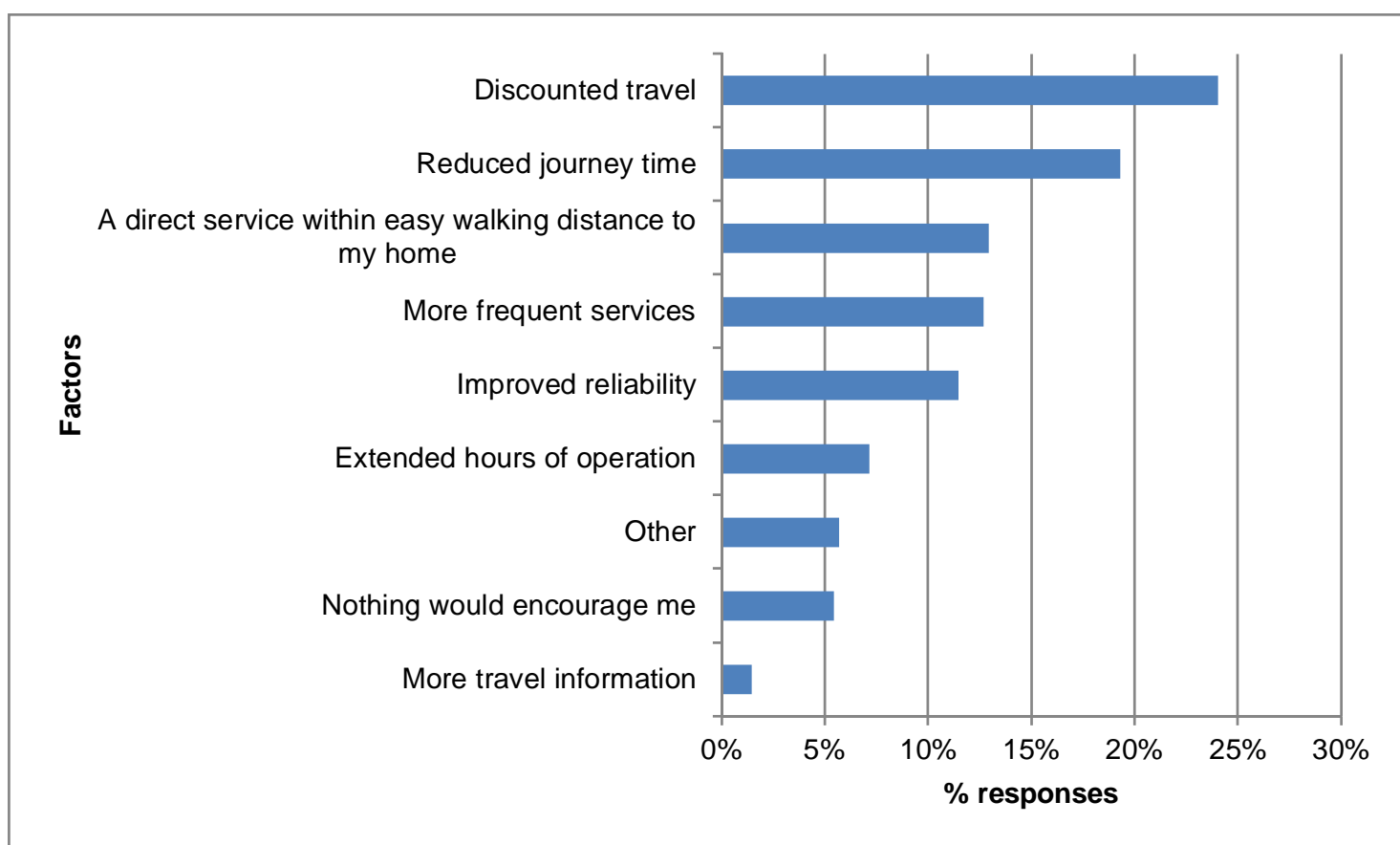




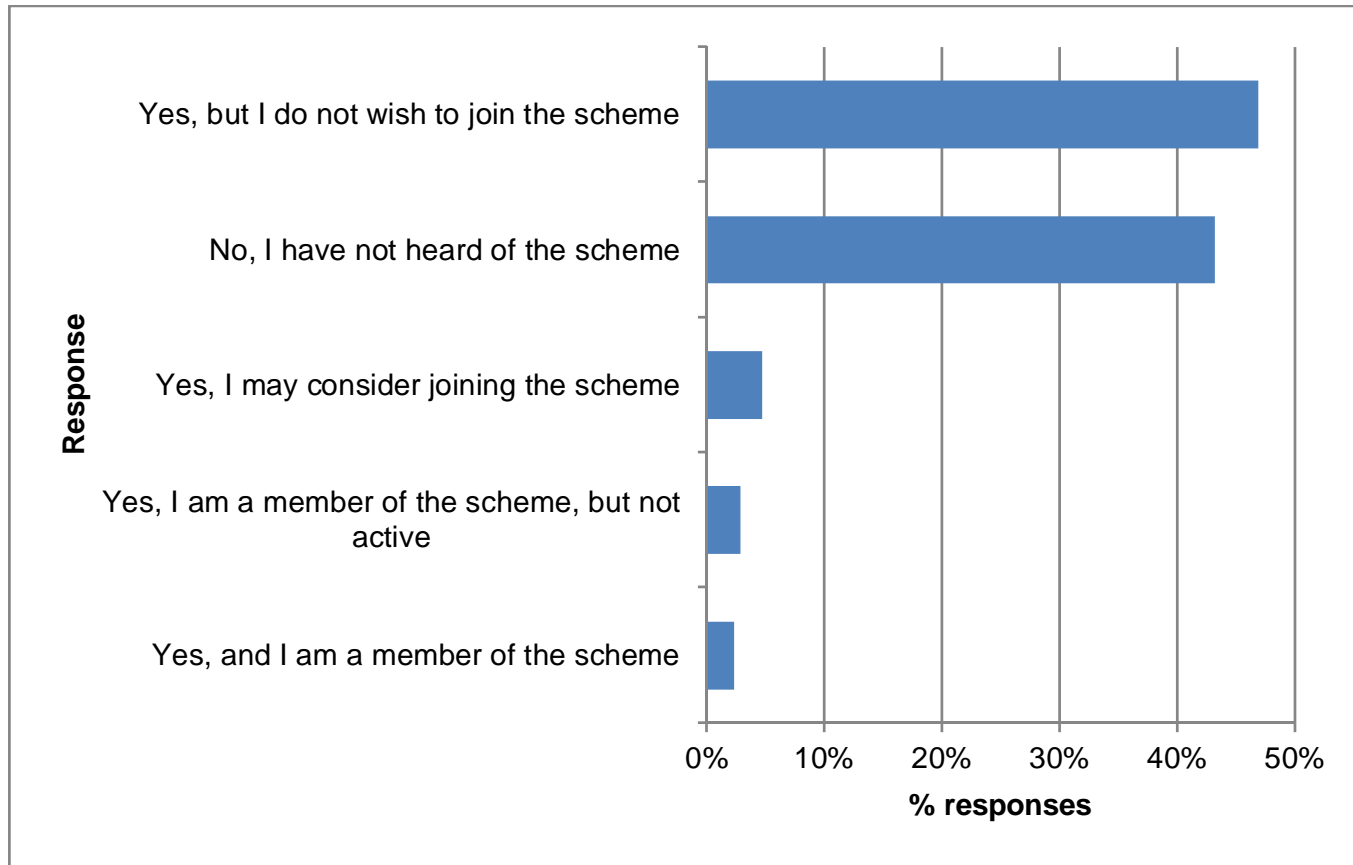
Staff Responses to measures that encourage travel by public transport at Central Area



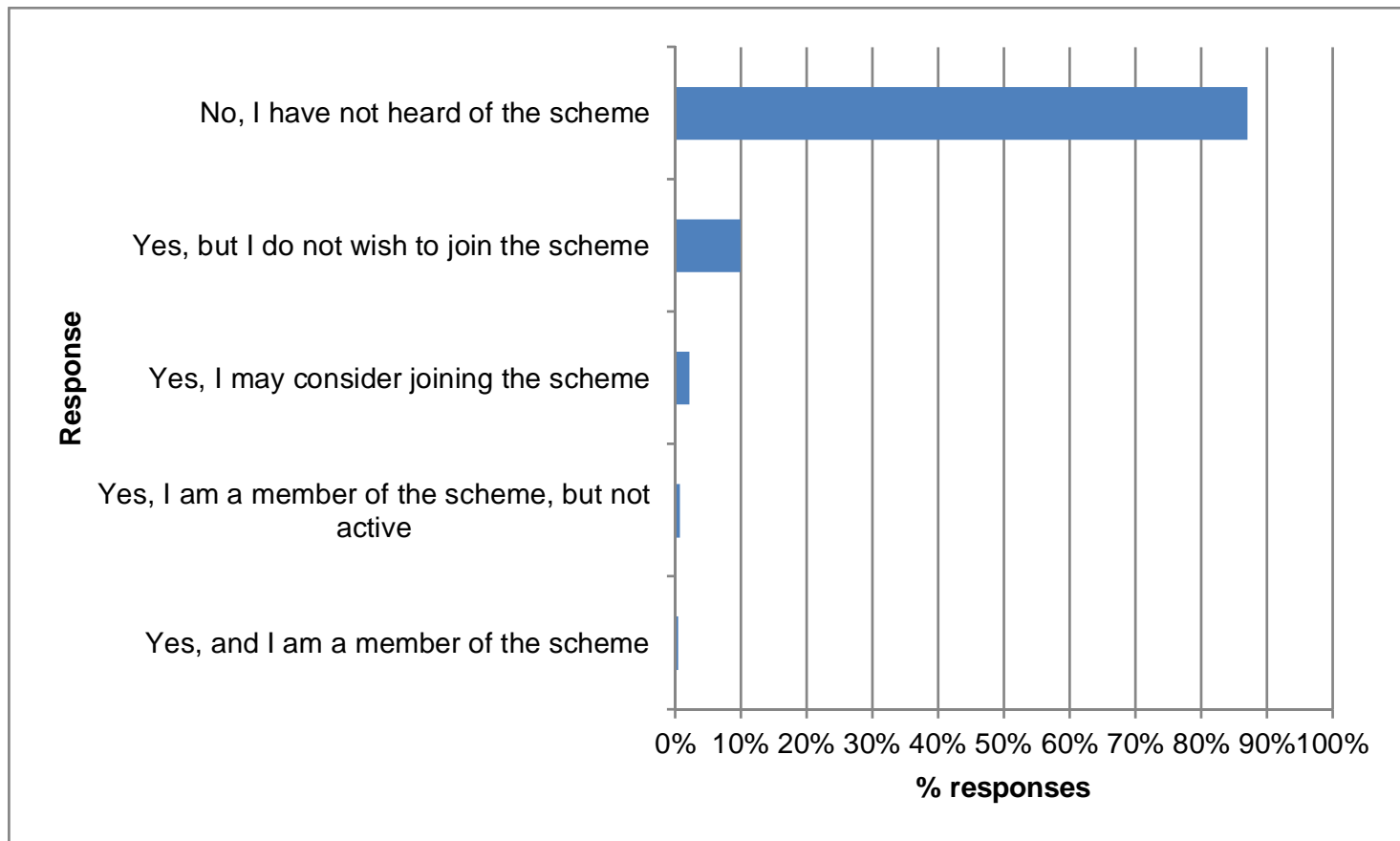
Student Responses to measures that encourage travel by public transport at Central Area



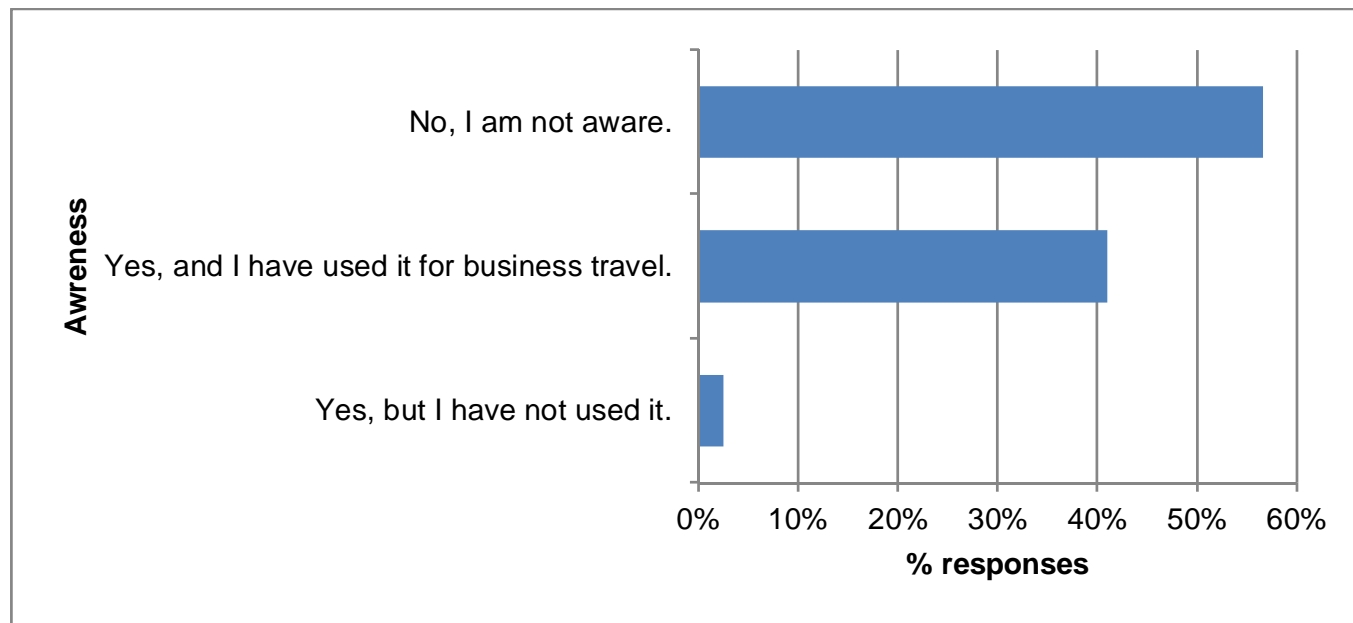
Staff Tripshare awareness at Central Area



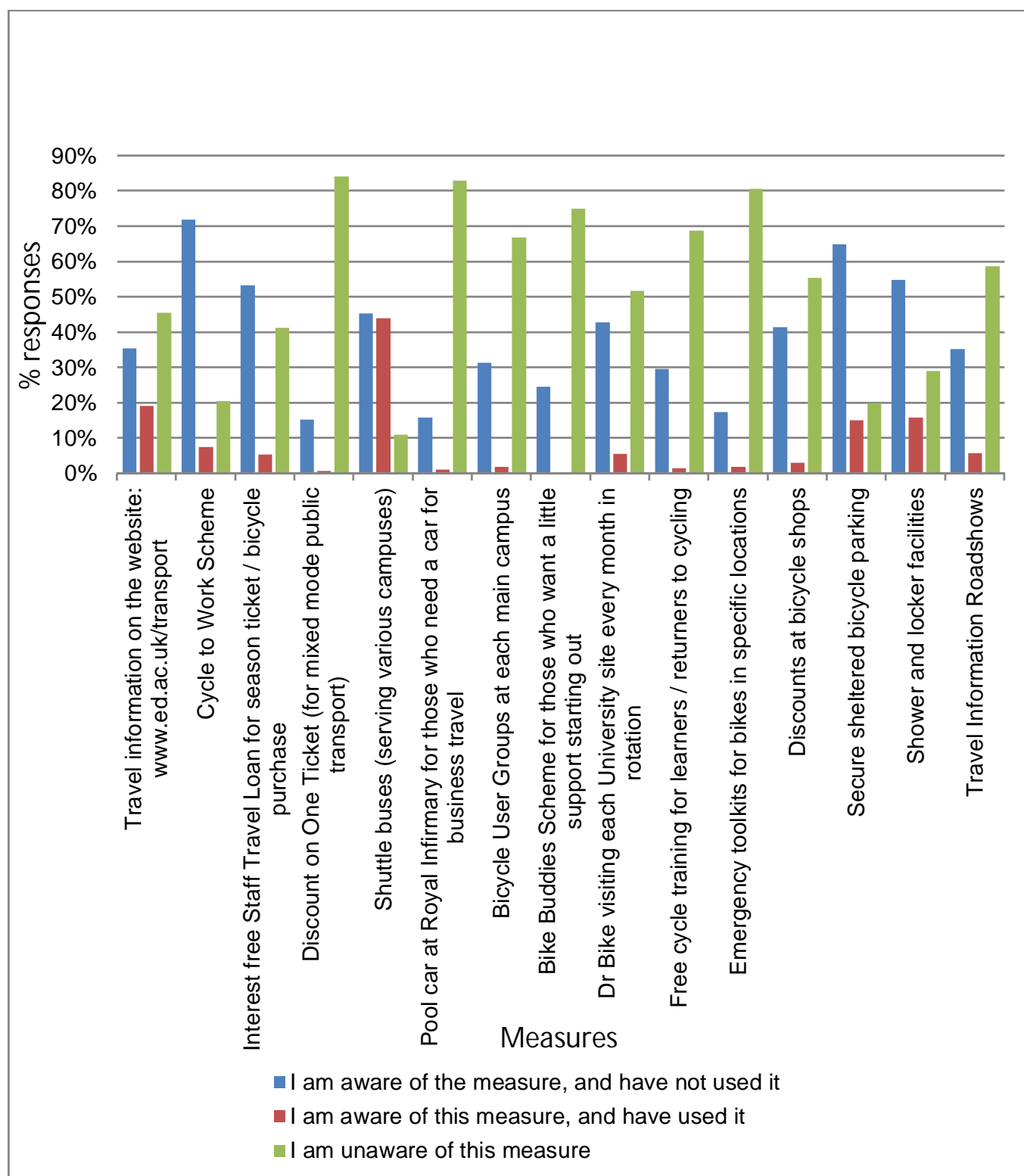
Student Tripshare awareness at Central Area



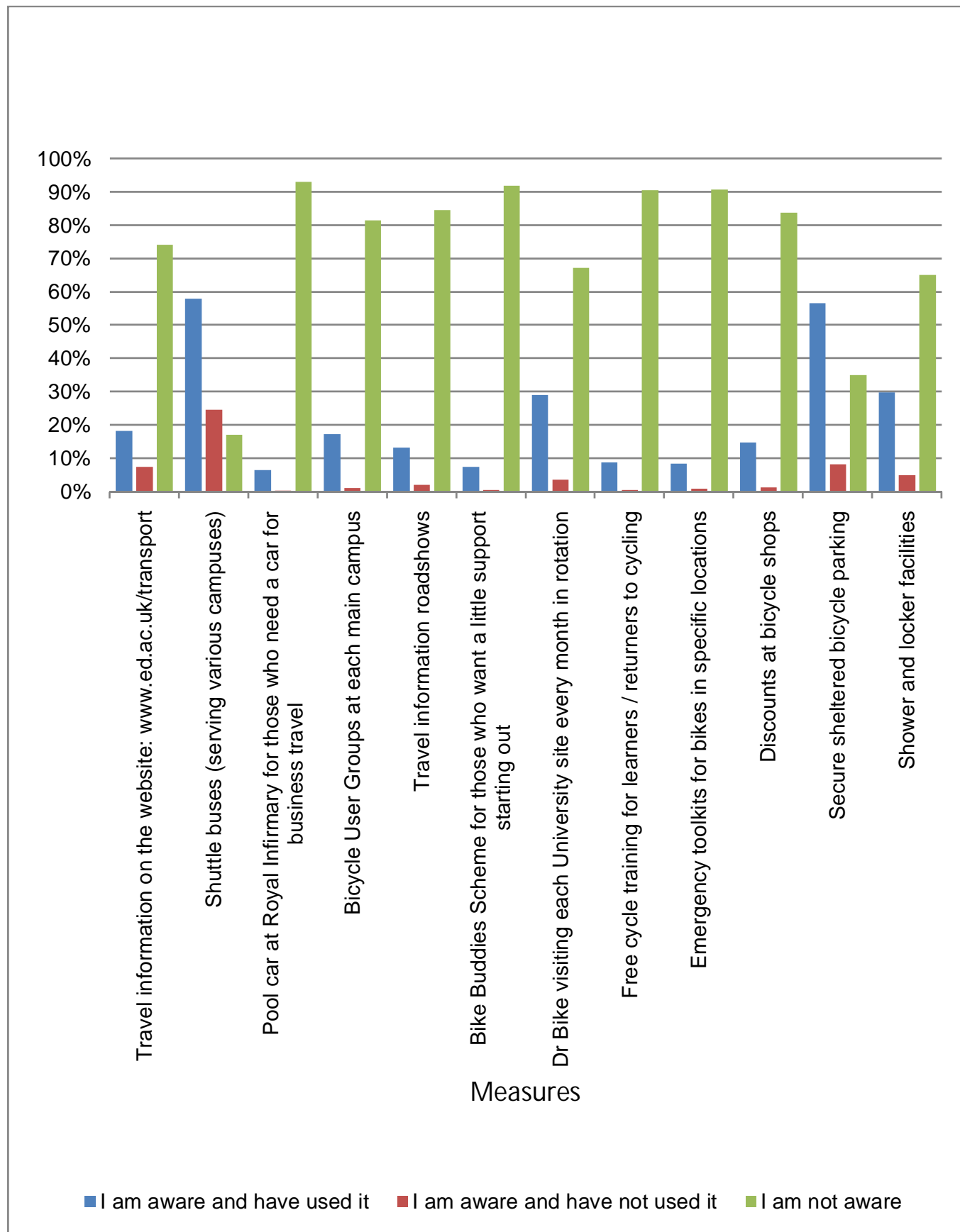
Staff City Car Club awareness at Central Area



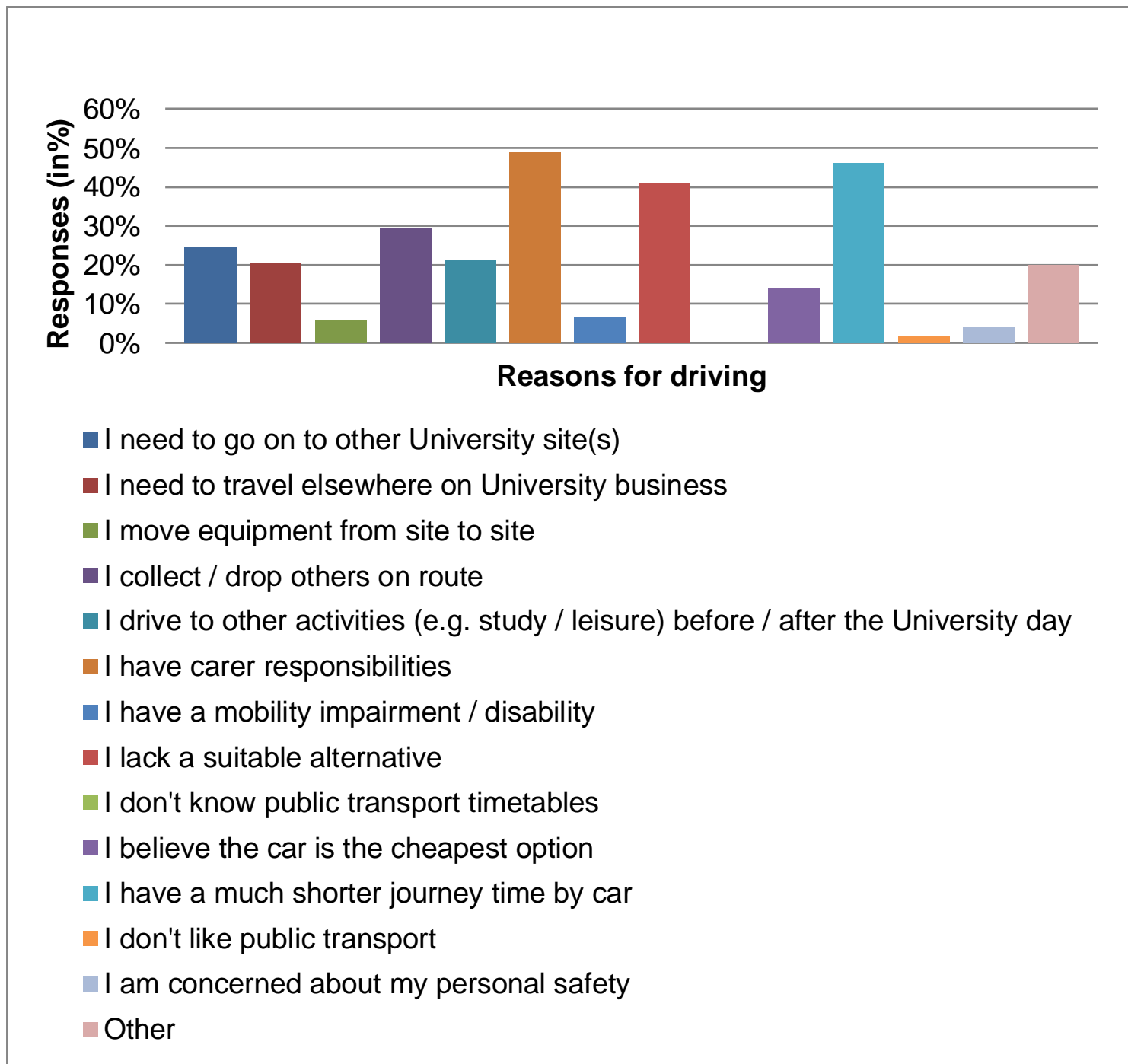
Staff Awareness of measures supported by University to encourage sustainable travel at Central Area



Student Awareness of measures supported by University to encourage sustainable travel at Central Area

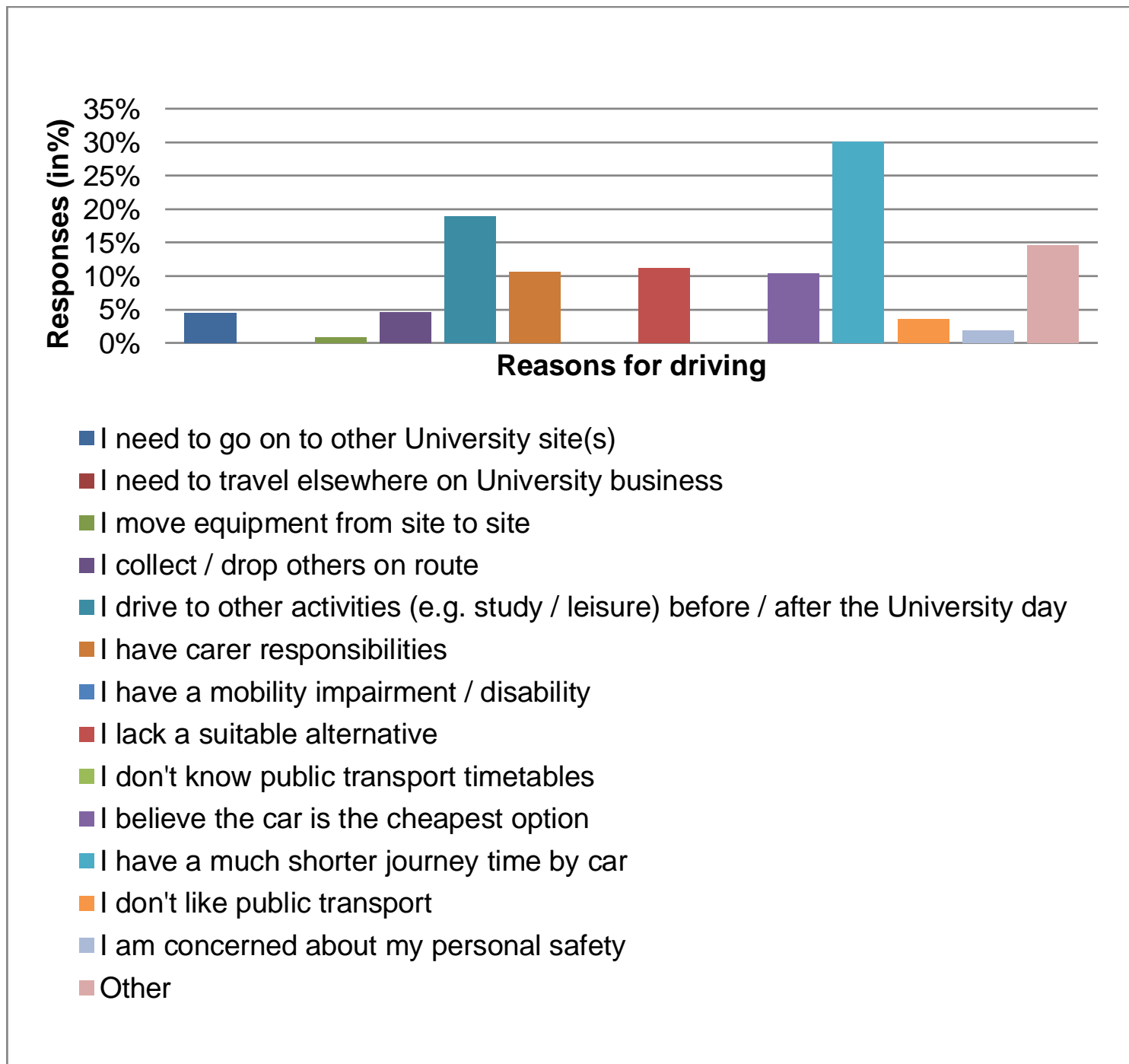


Staff reasons for driving to Central Area



\* Responses were allowed more than one choice of answer

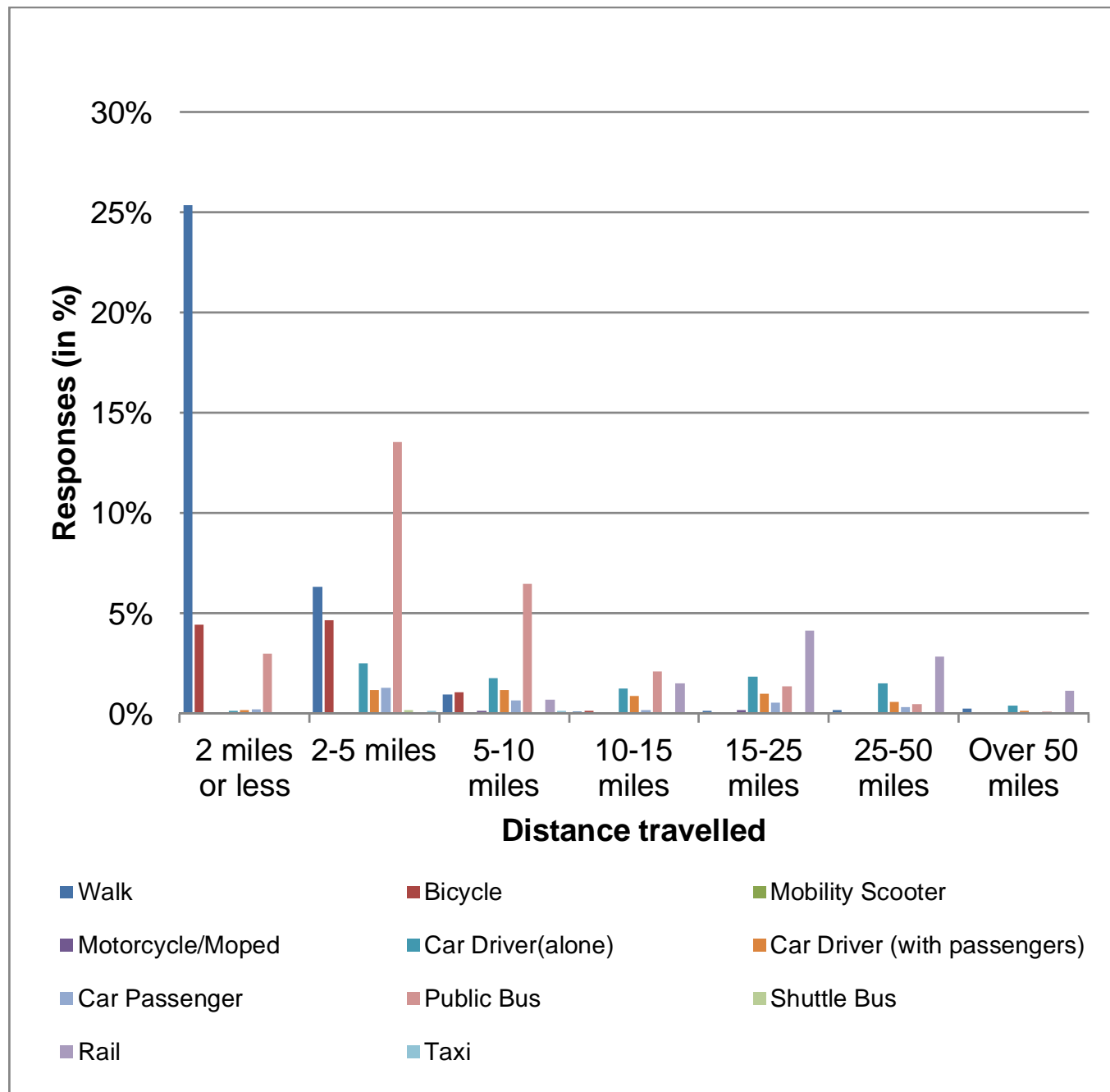
Student reasons for driving to Central Area



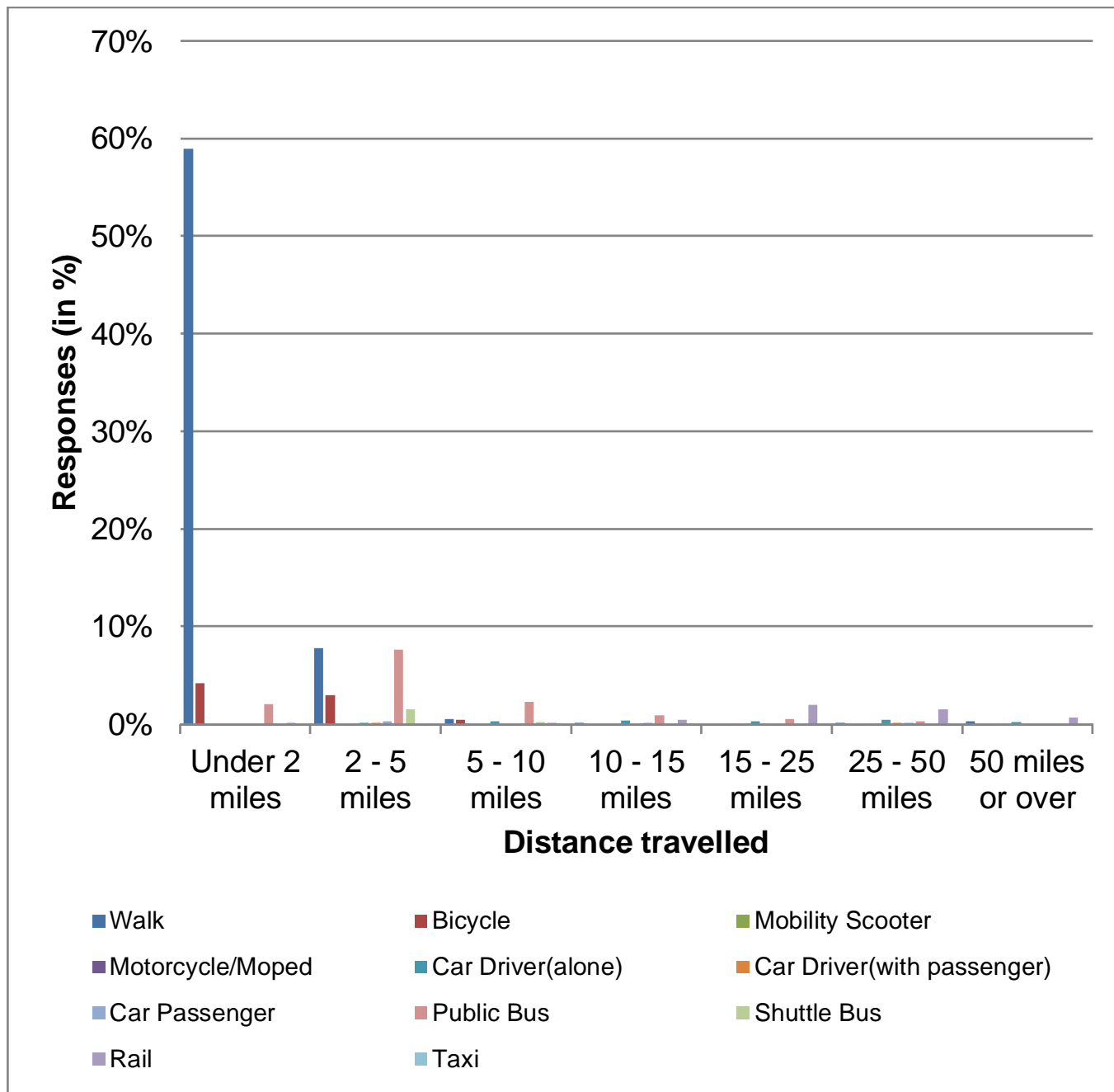
\* Responses were allowed more than one choice of answer. Consideration is given only to affirmative responses.



Staff distance travelled to Central Area by main mode

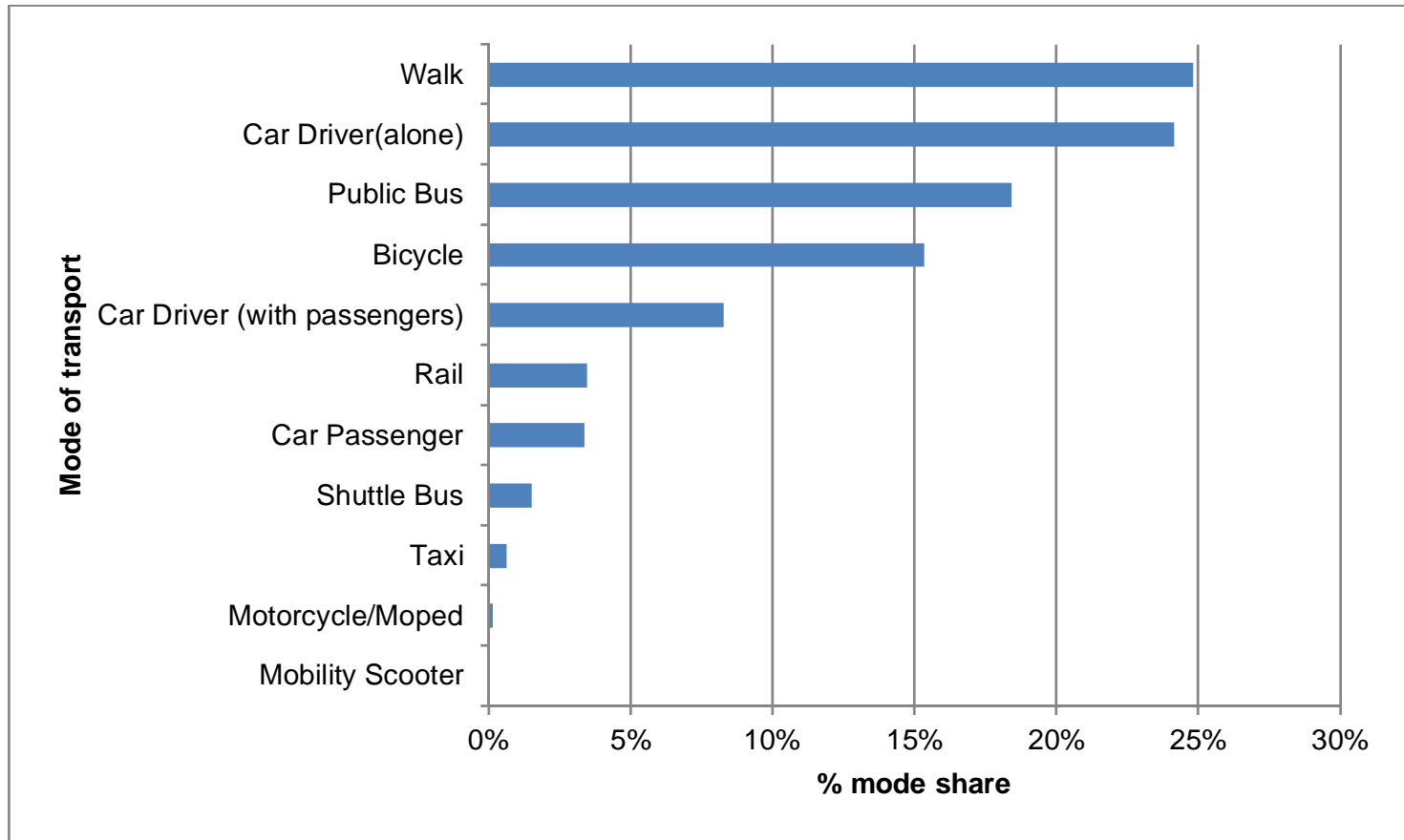


Student distance travelled to Central Area by main mode

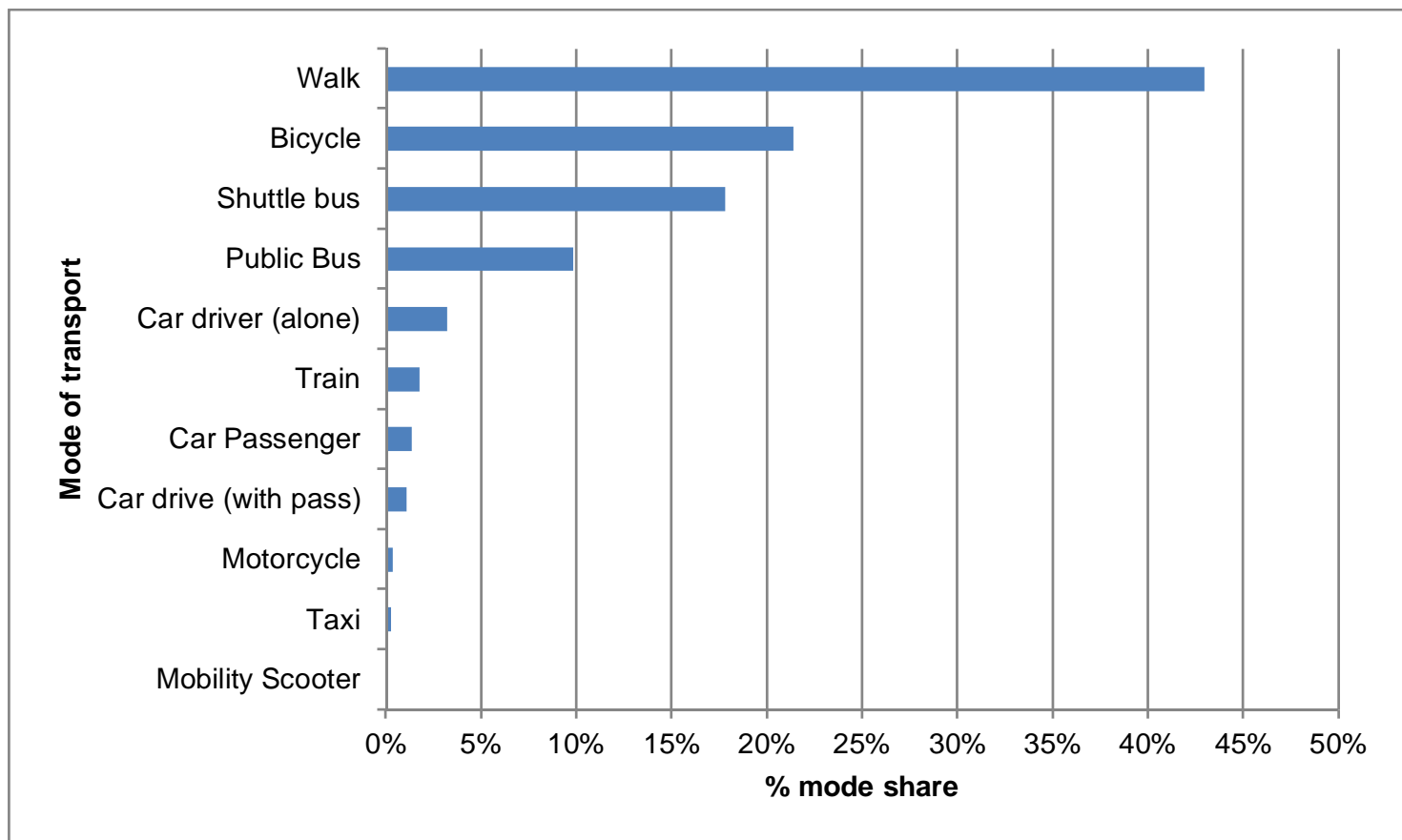


King's Buildings/ Royal Observatory

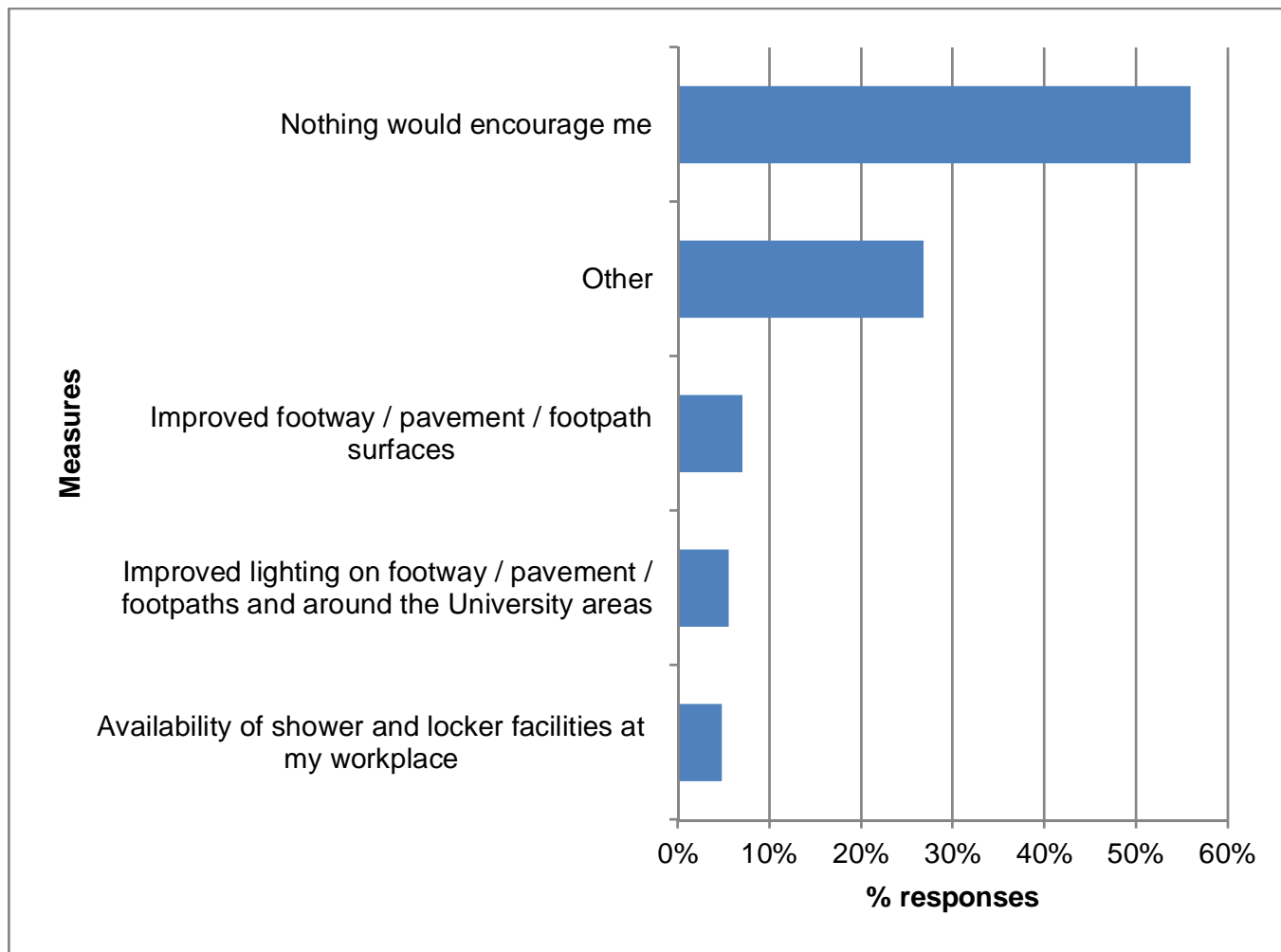
Staff main mode of travel (in percentage) to King's Buildings



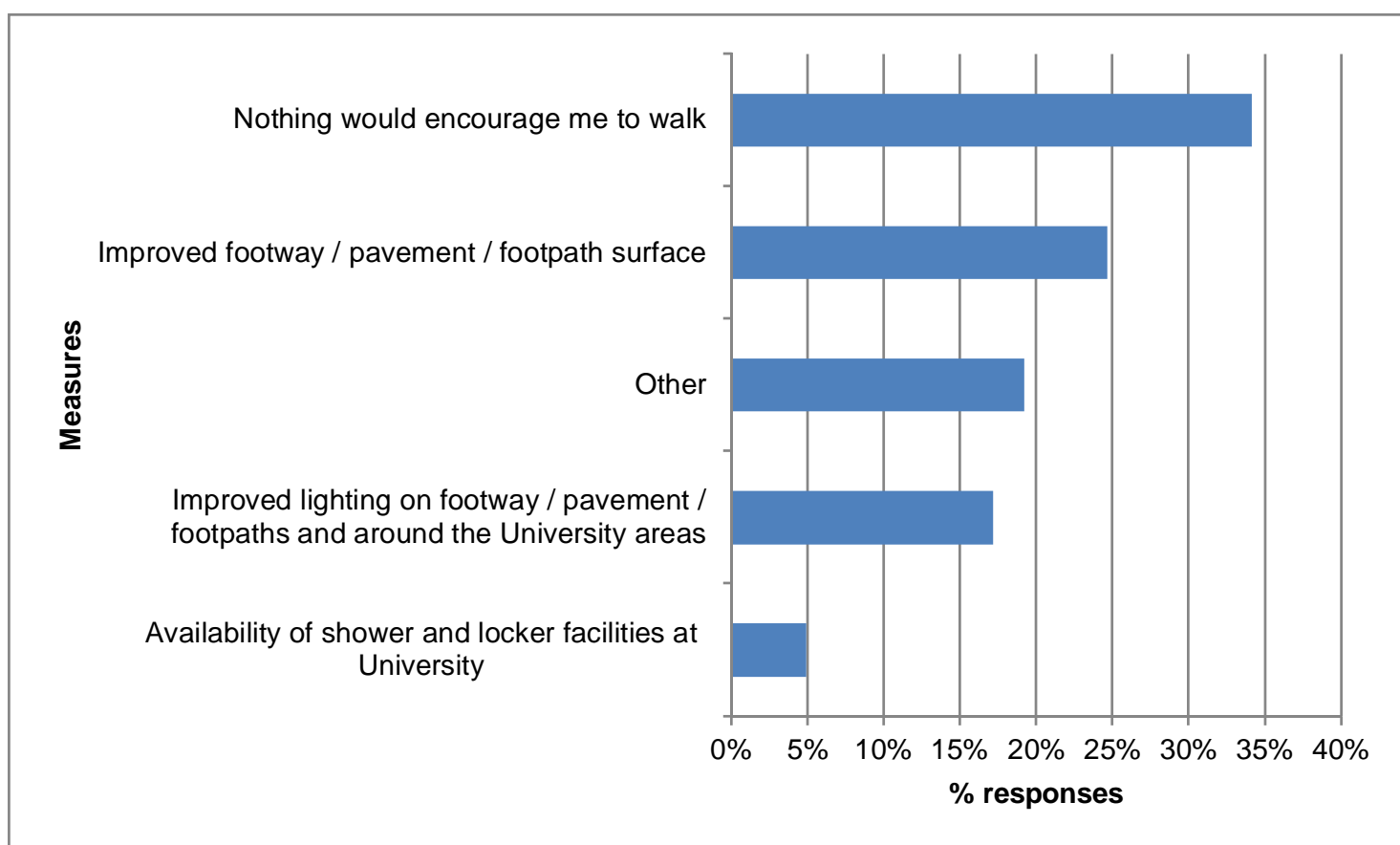
Student main mode of travel (in percentage) to King's Buildings



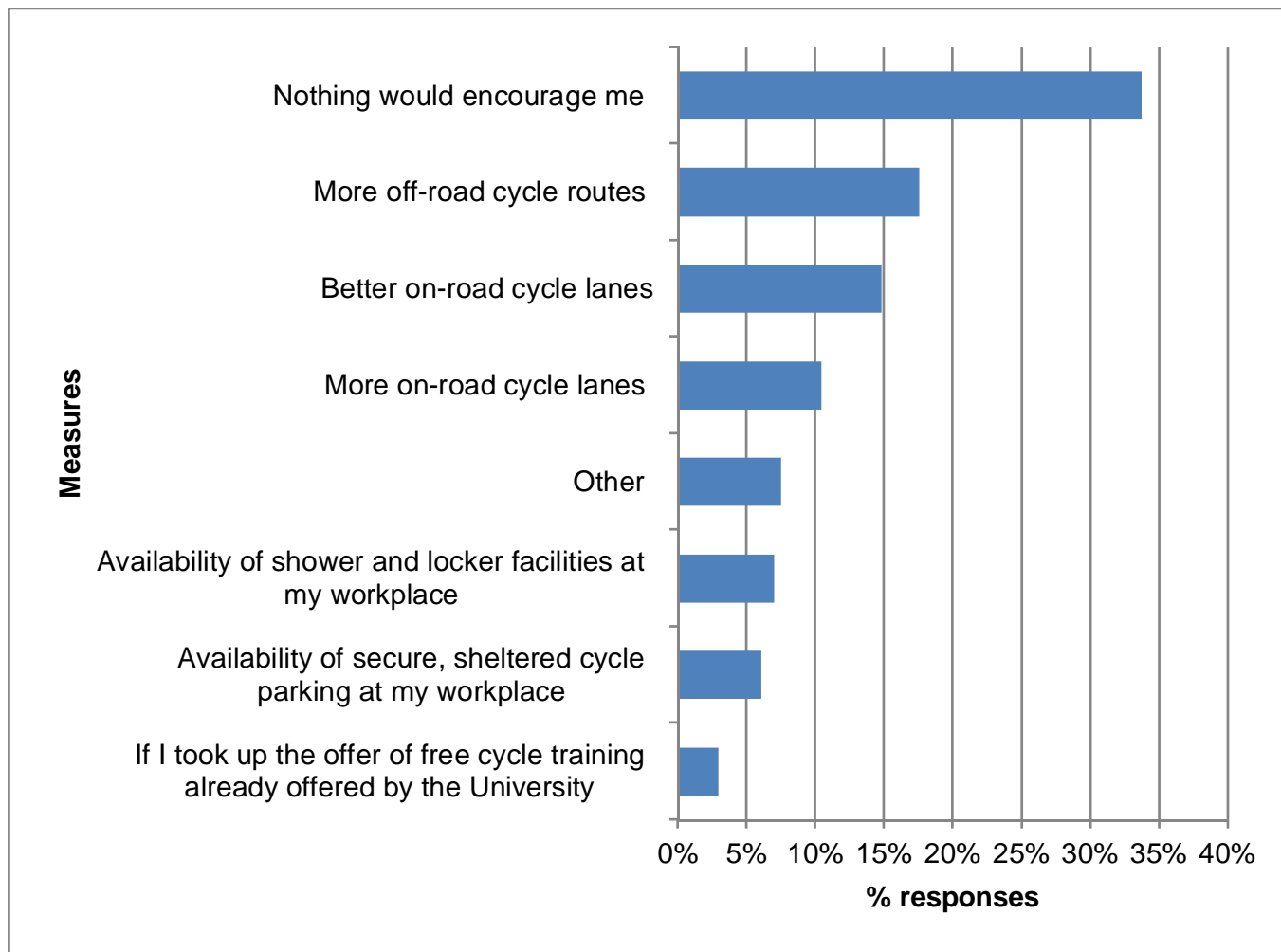
Staff Responses to measures that encourage walking at King's Buildings



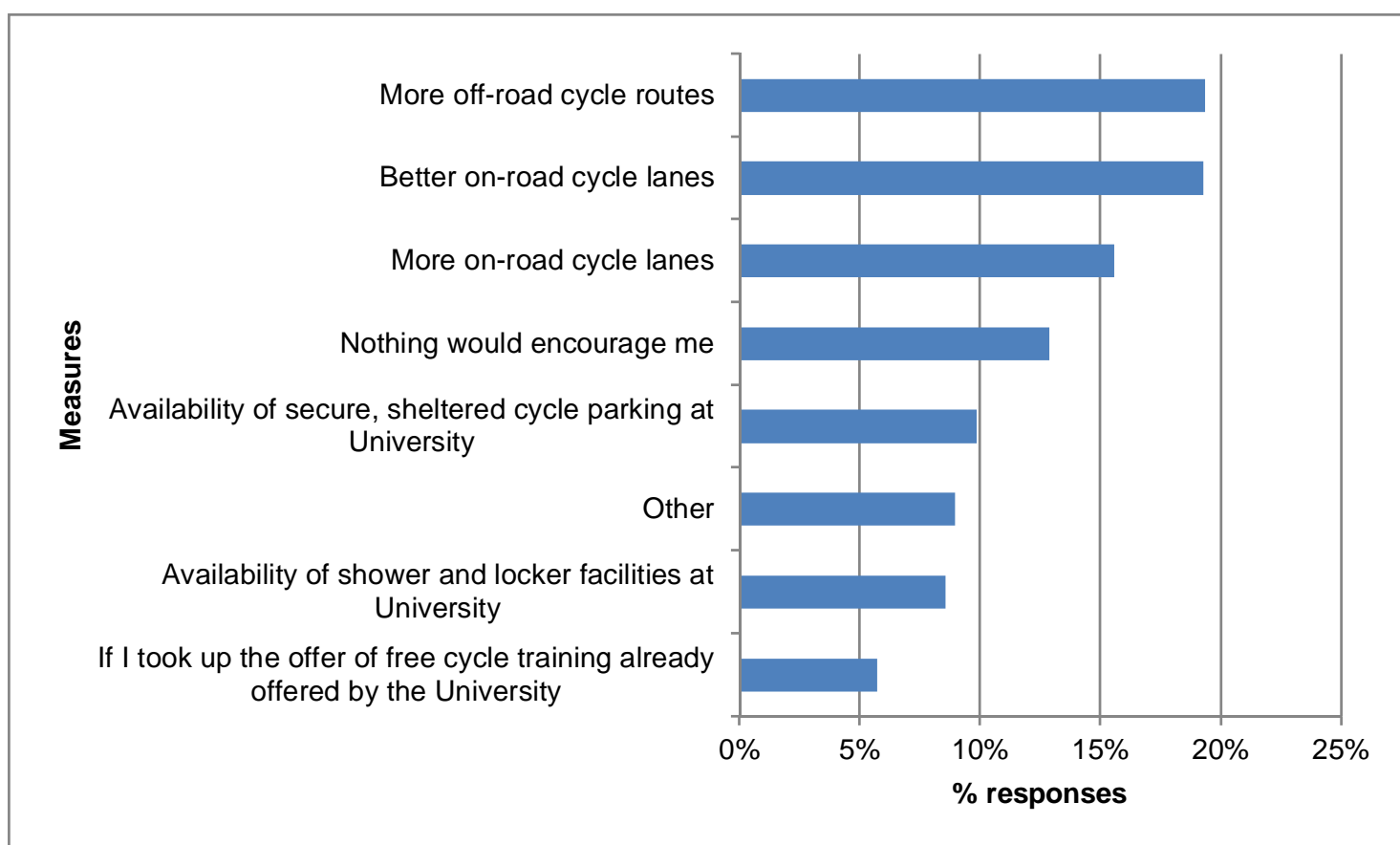
Student Responses to measures that encourage walking at King's Buildings



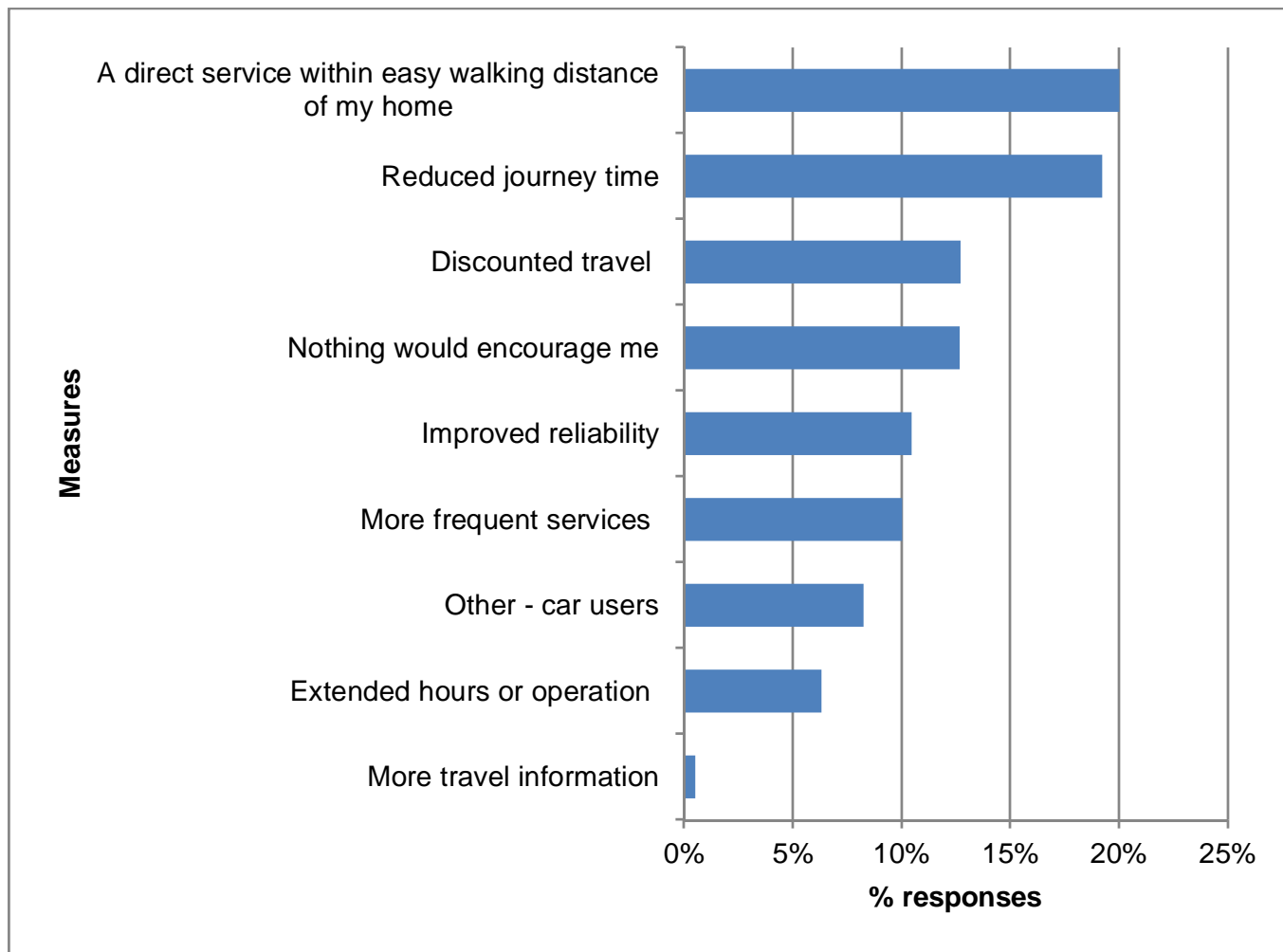
Staff Responses to measures that encourage cycling at King's Buildings



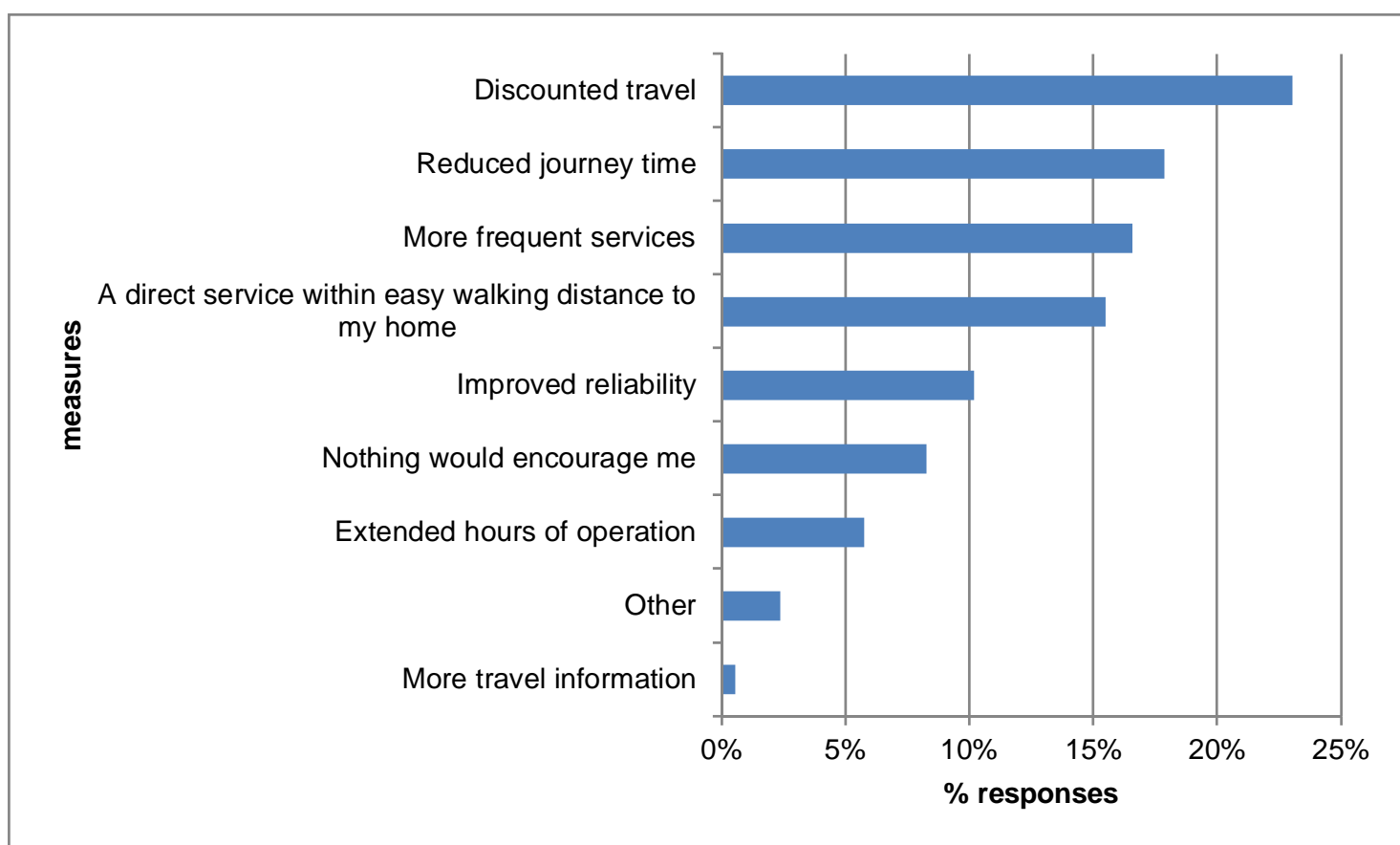
Student Responses to measures that encourage cycling at King's Buildings



Staff Responses to measures that encourage travel by public transport at King's Buildings

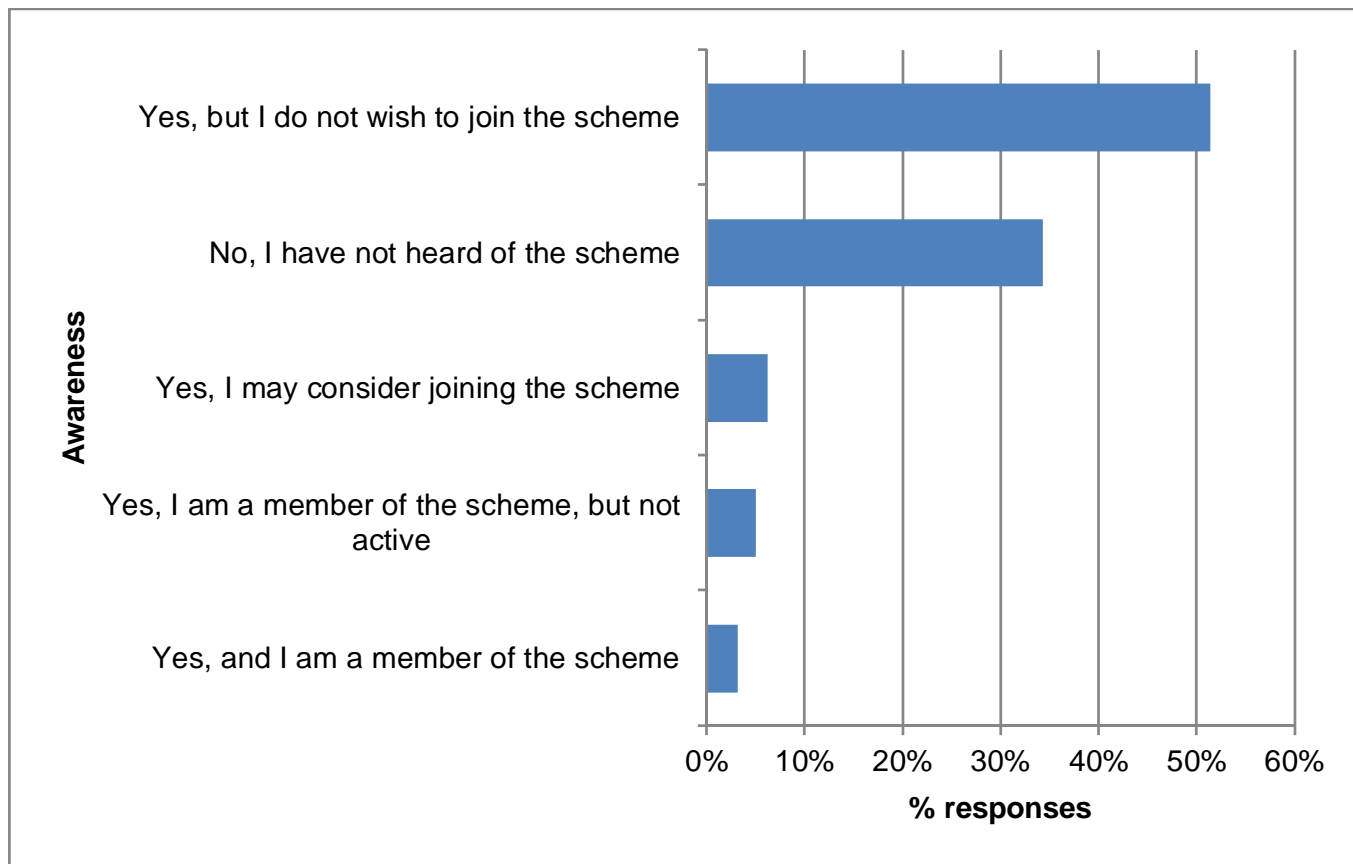


Student Responses to measures that encourage travel by public transport at King's Buildings

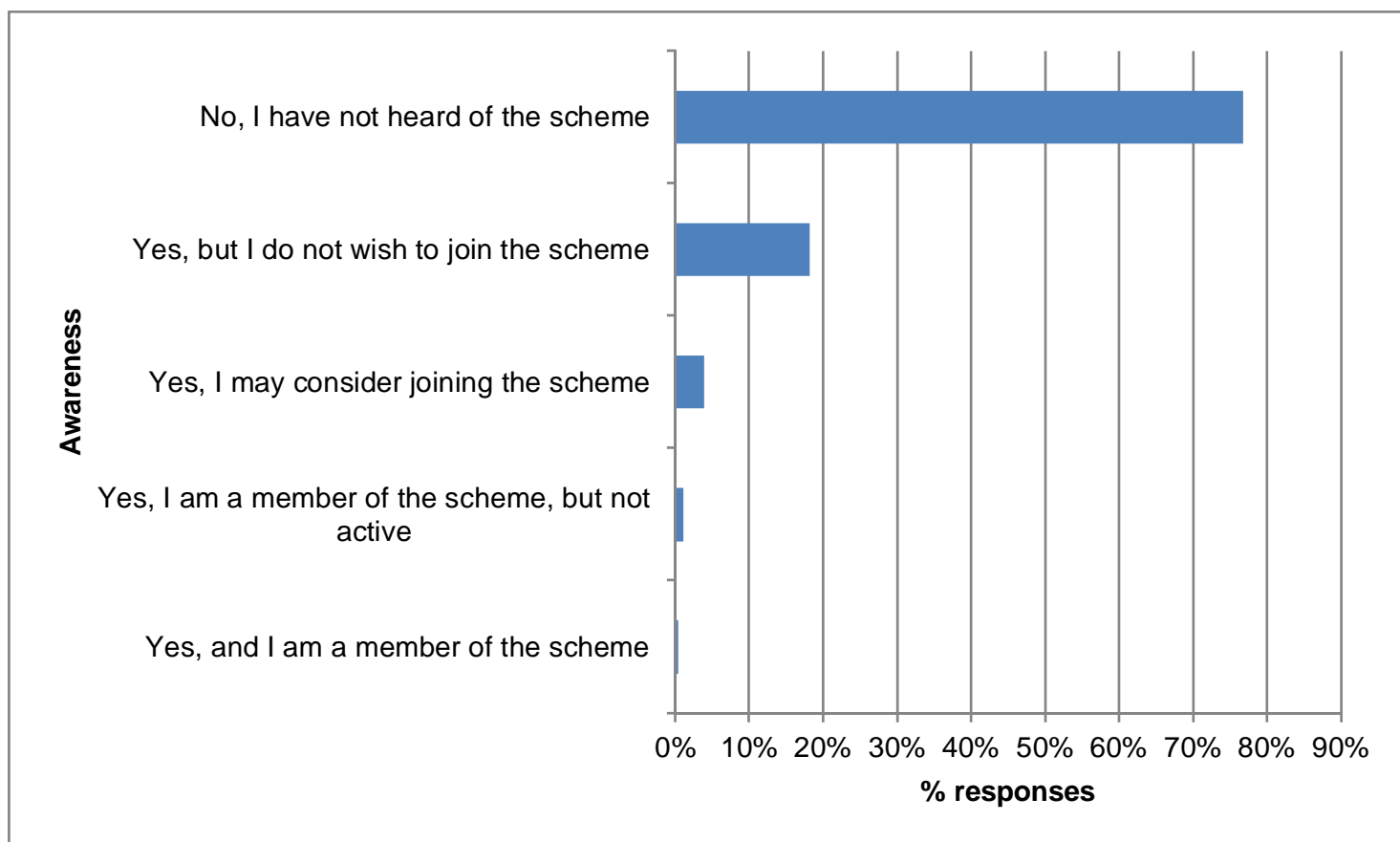




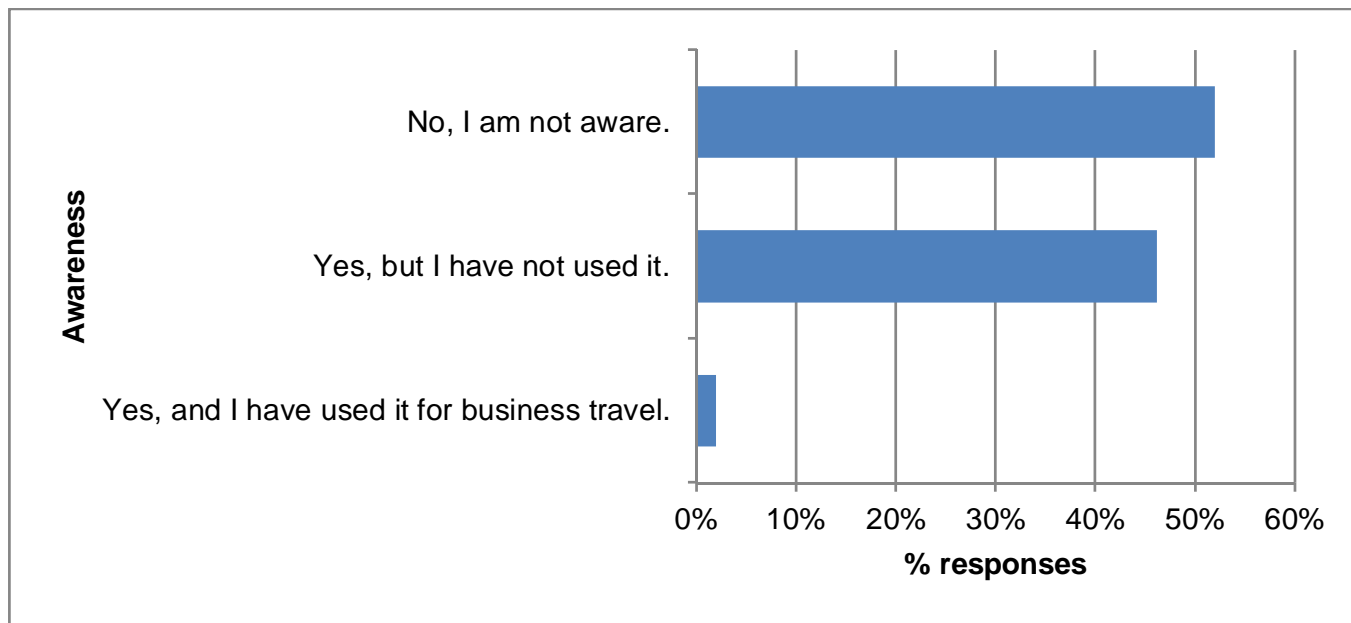
Staff Tripshare awareness at King's Buildings



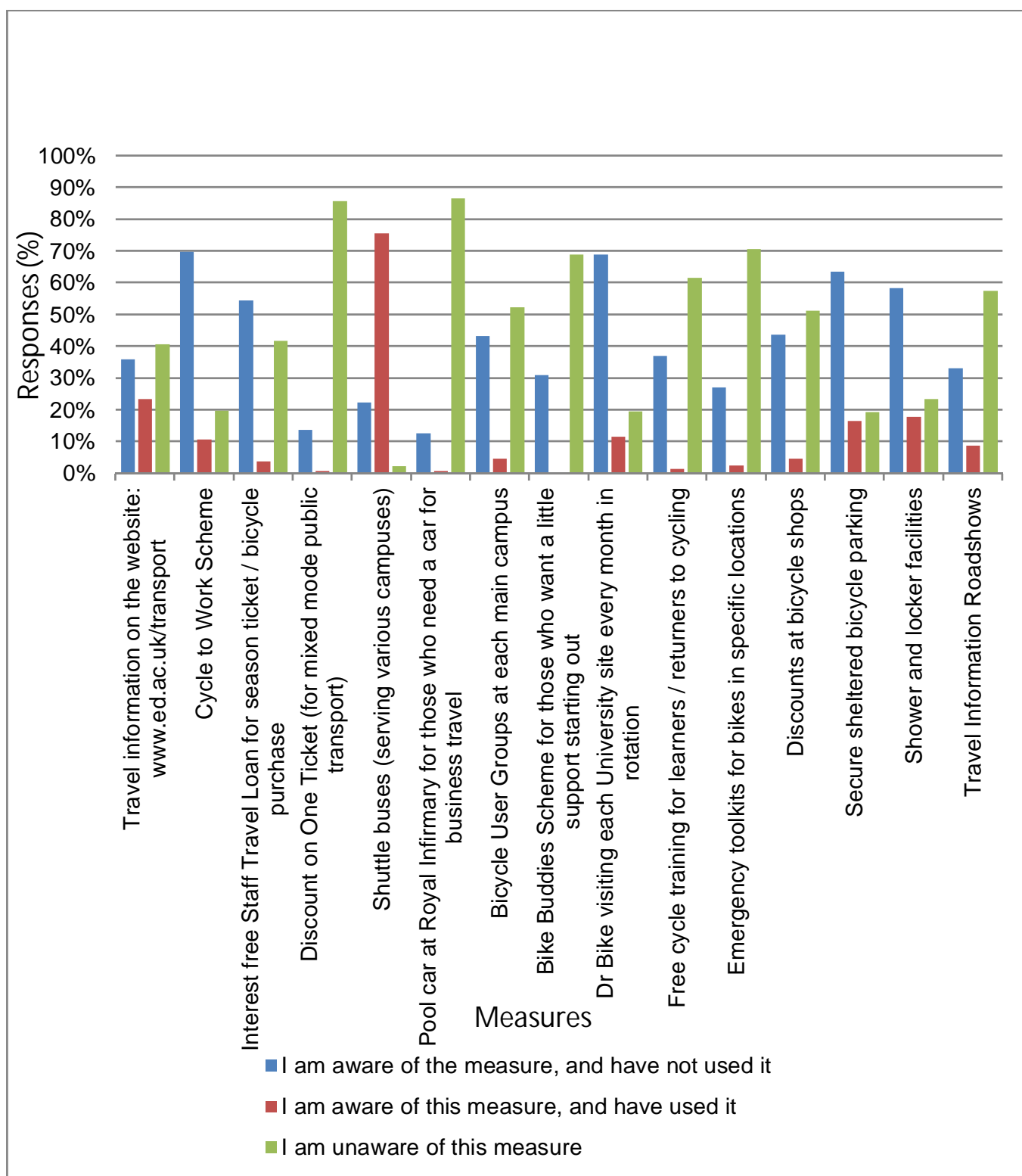
Student Tripshare awareness at King's Buildings



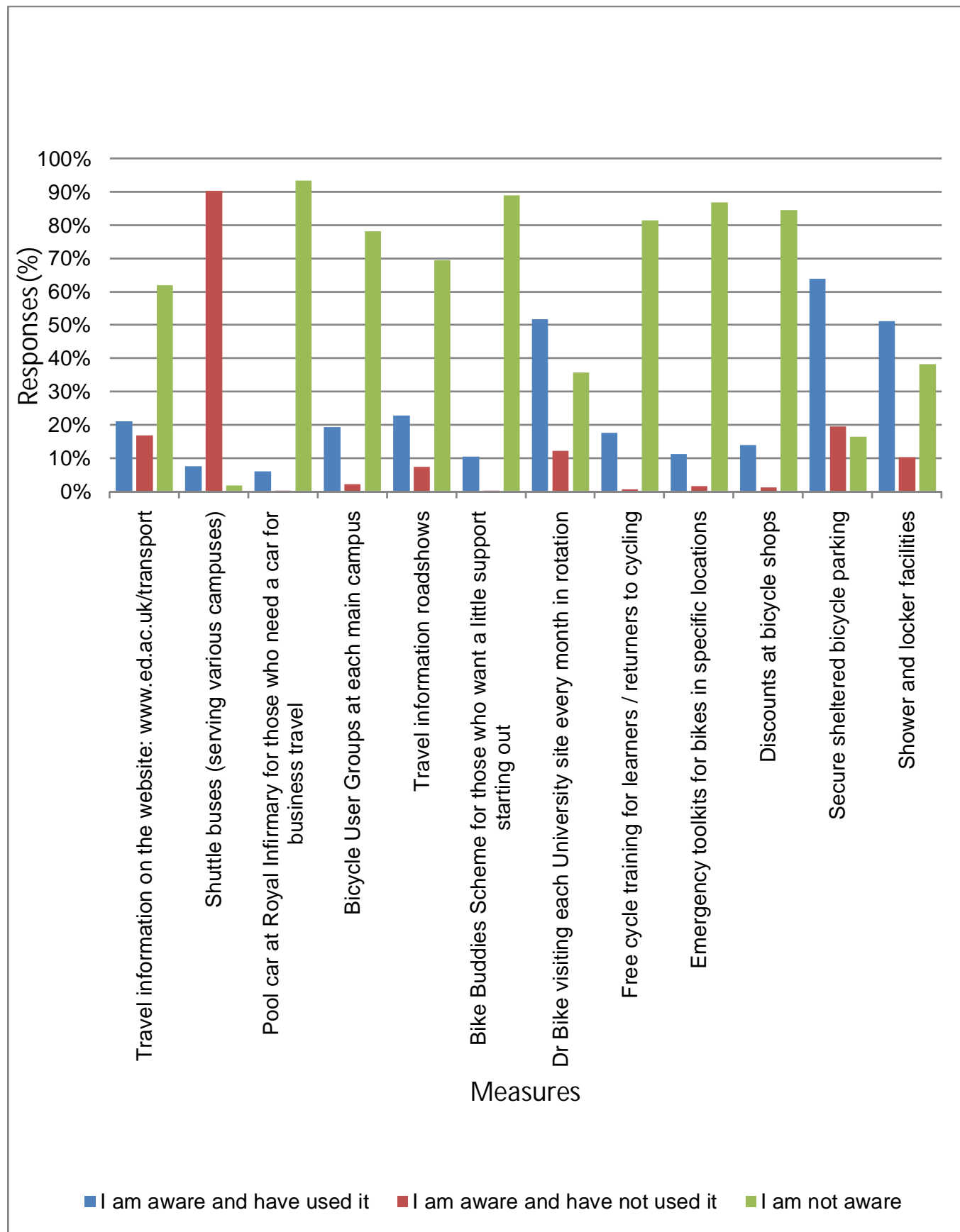
Staff City Car Club awareness at King's Buildings



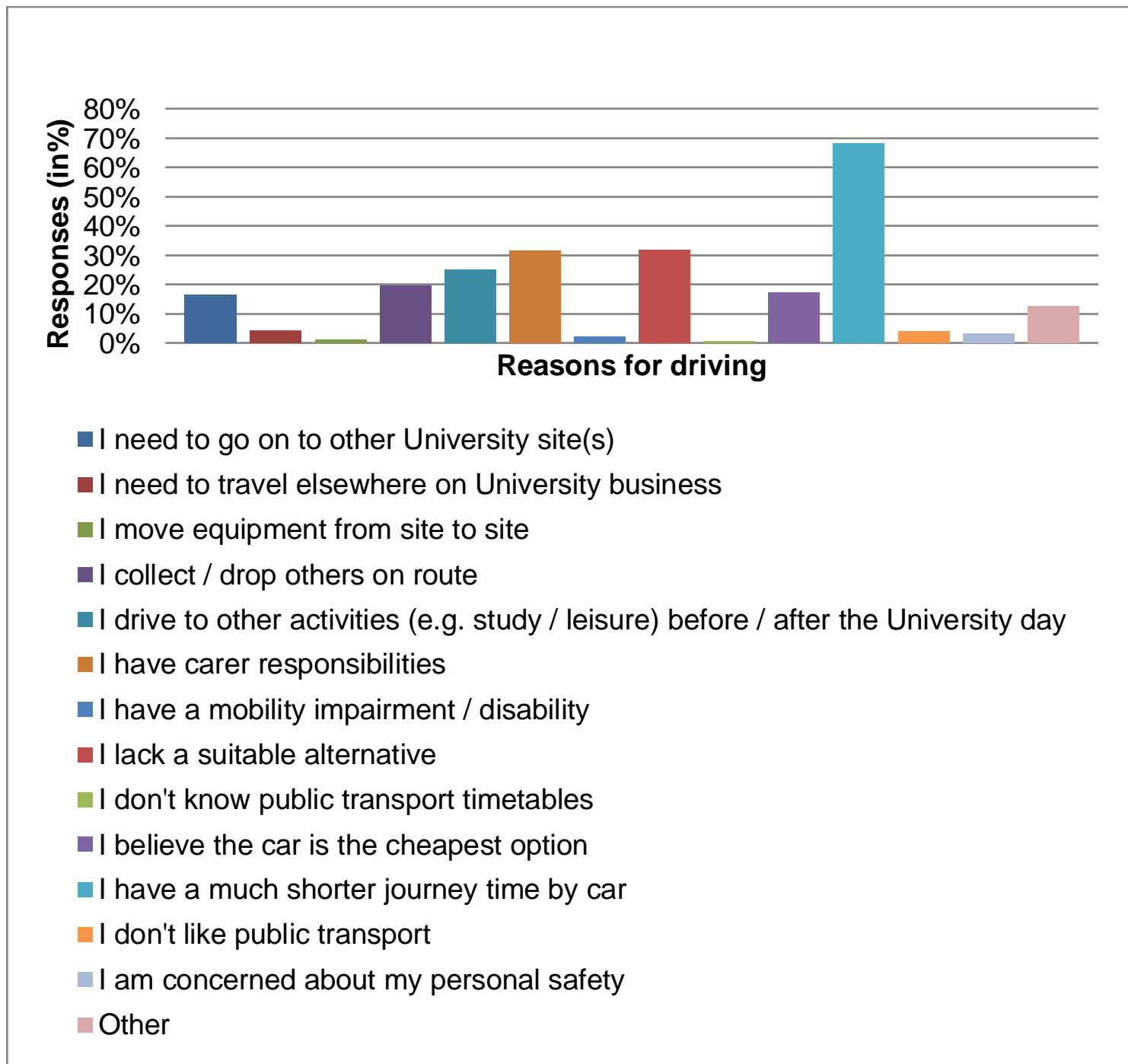
Staff Awareness of measures supported by University to encourage sustainable travel at King's Buildings



Student Awareness of measures supported by University to encourage sustainable travel at King's Buildings

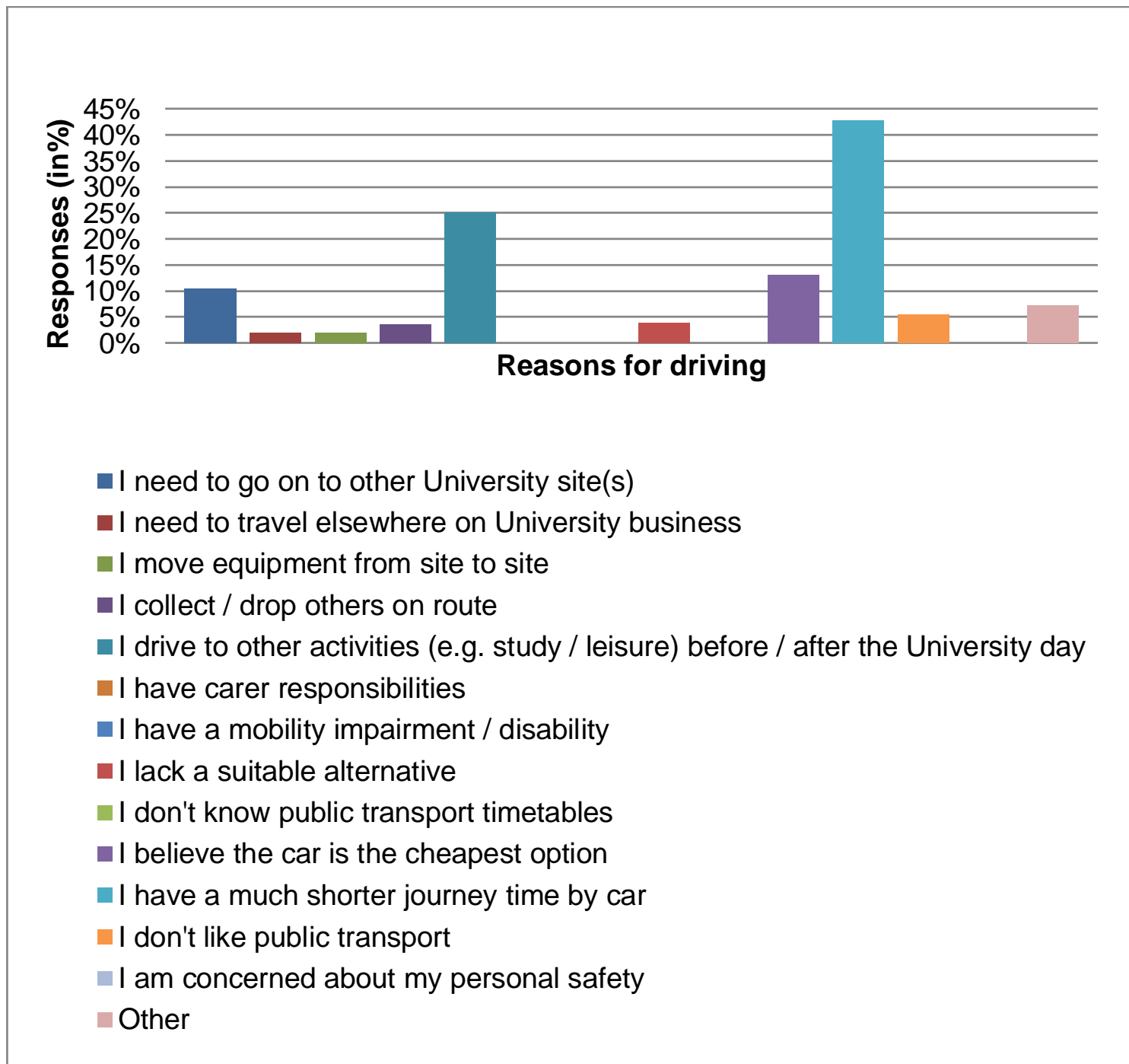


Staff reasons for driving to King's Buildings



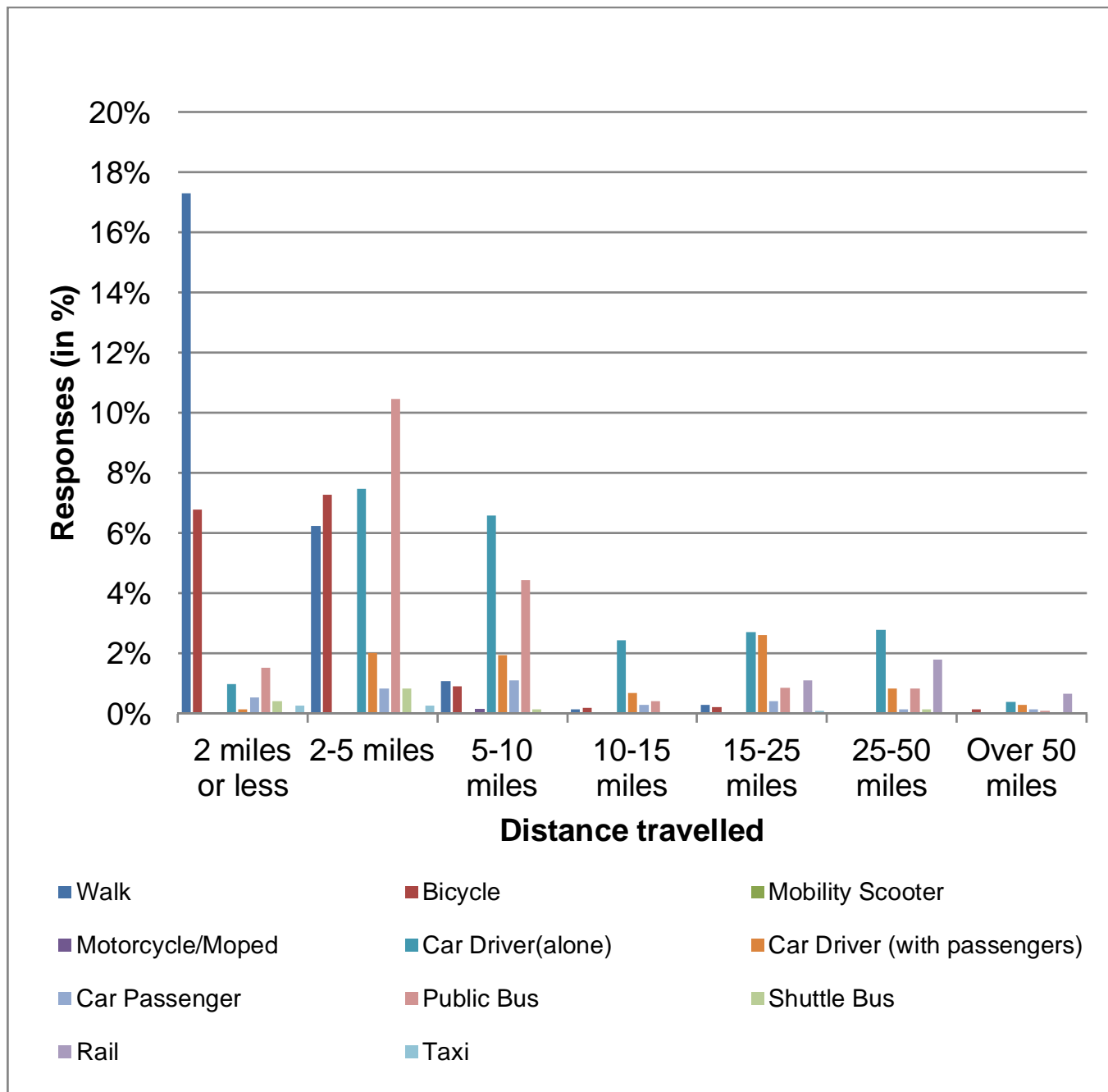
\* Responses were allowed more than one choice of answer.

Student reasons for driving to King's Buildings



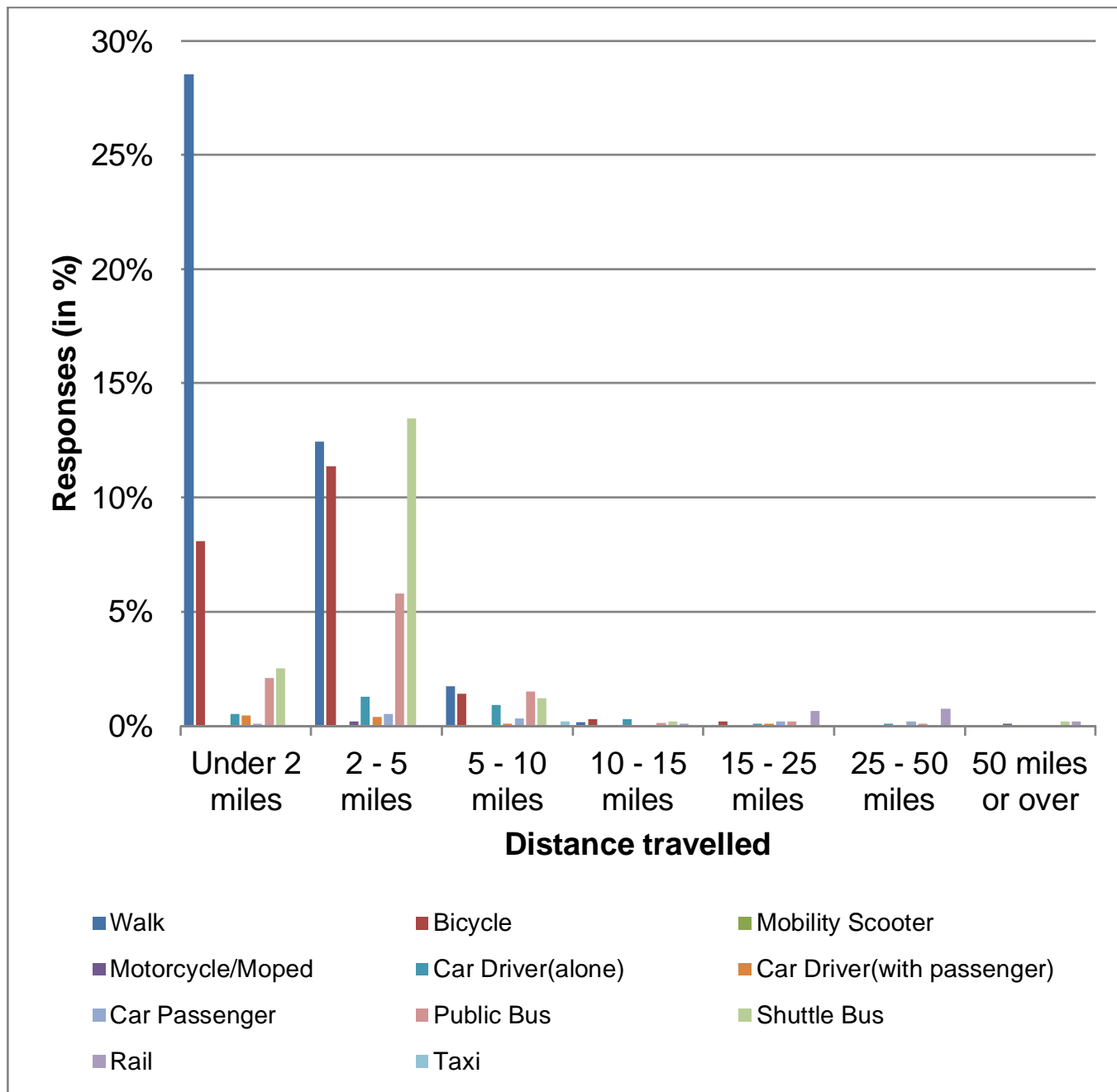
\* Responses were allowed more than one choice of answer.

Staff distance travelled to King's Building by main mode



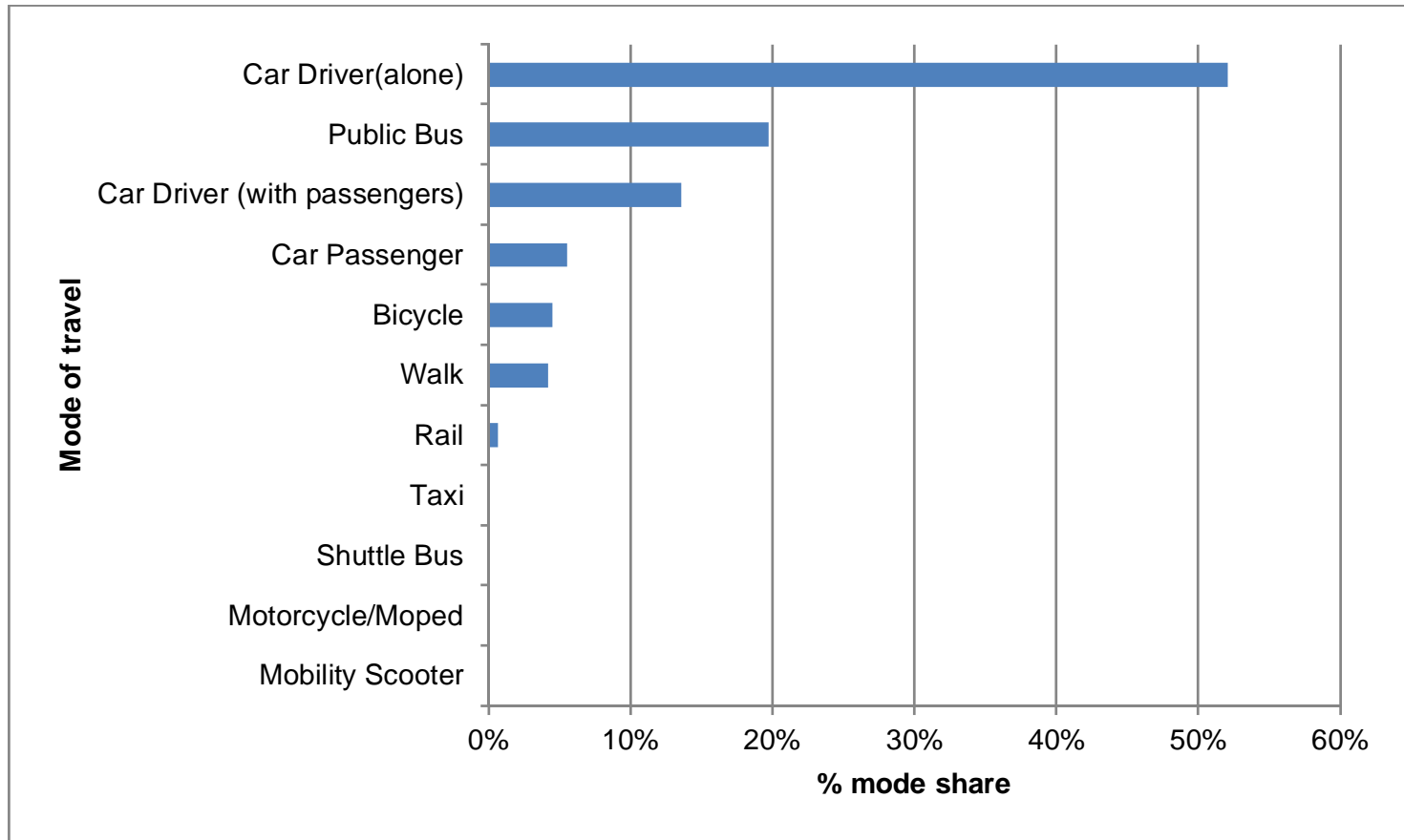


Student distance travelled to King's Buildings by main mode

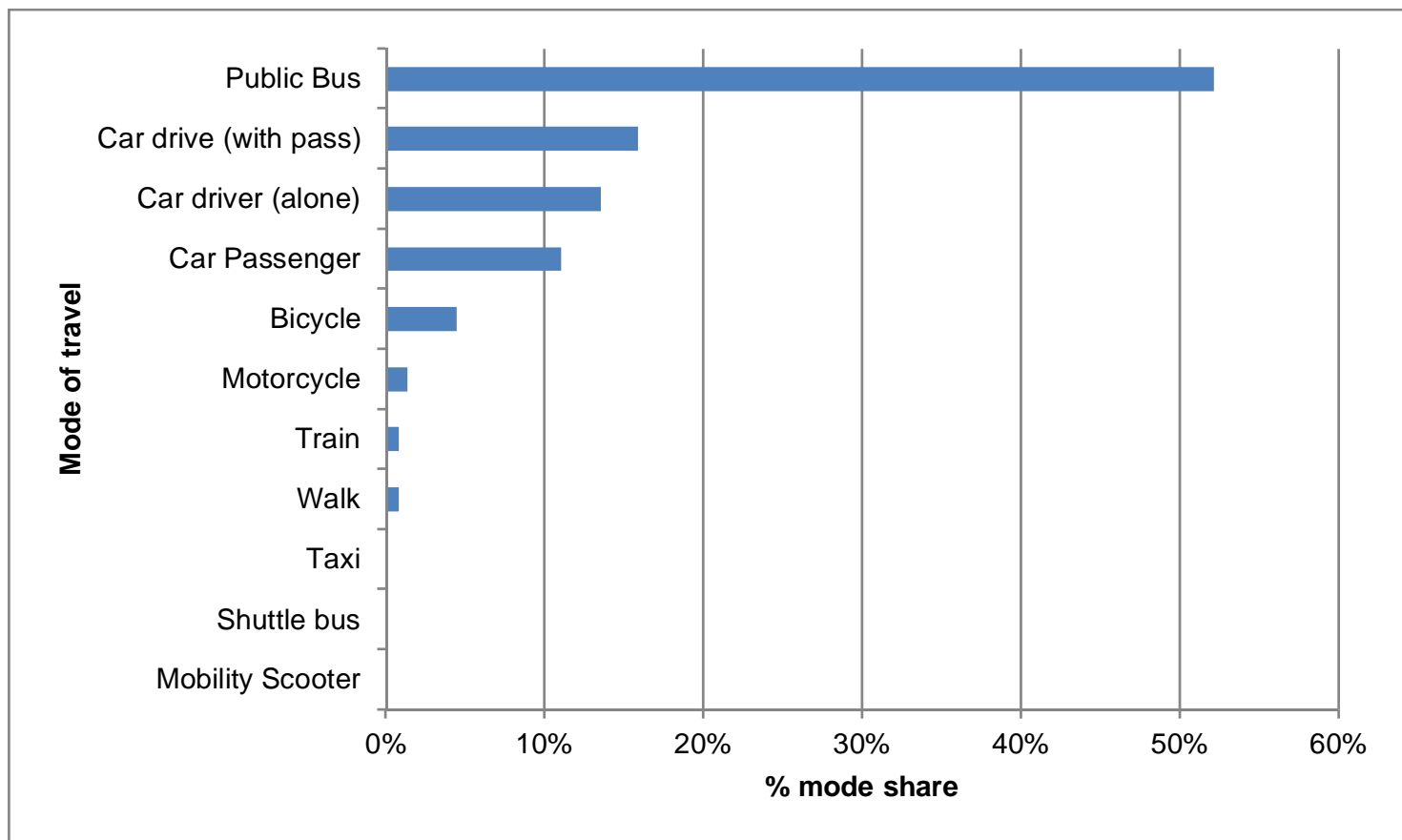


Easter Bush

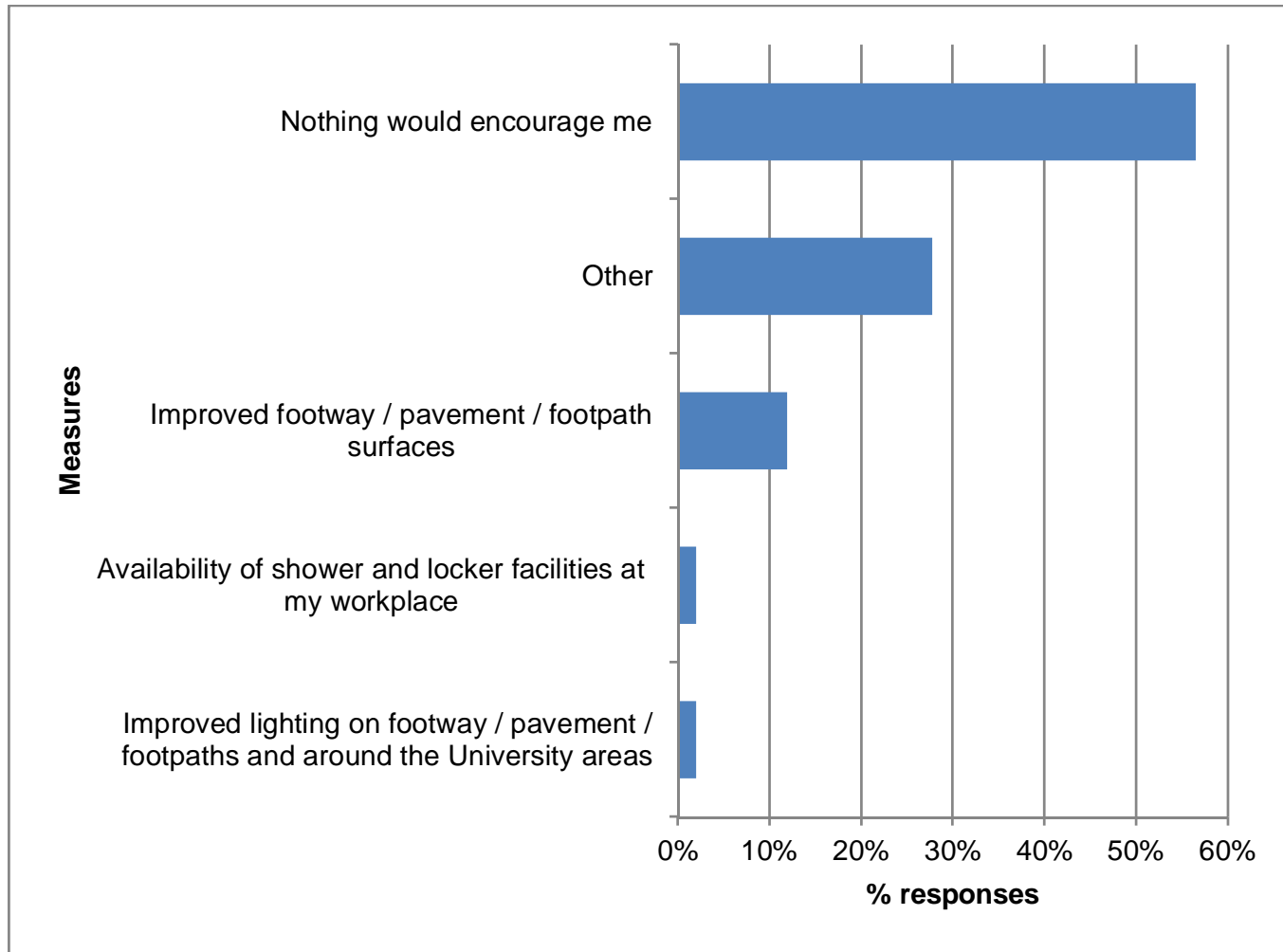
Staff main mode of travel (in percentage) to Easter Bush



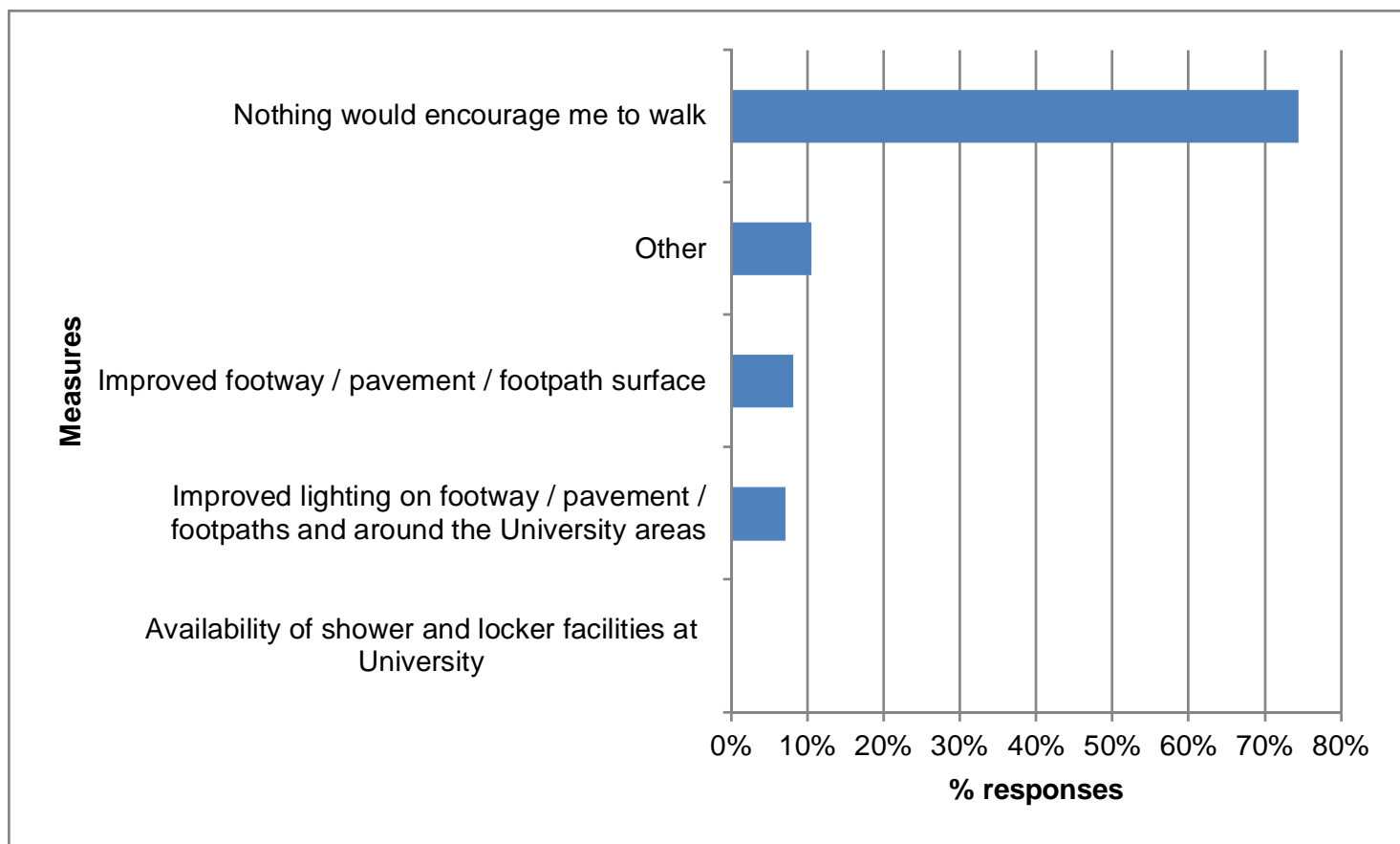
Student main mode of travel (in percentage) to Easter Bush



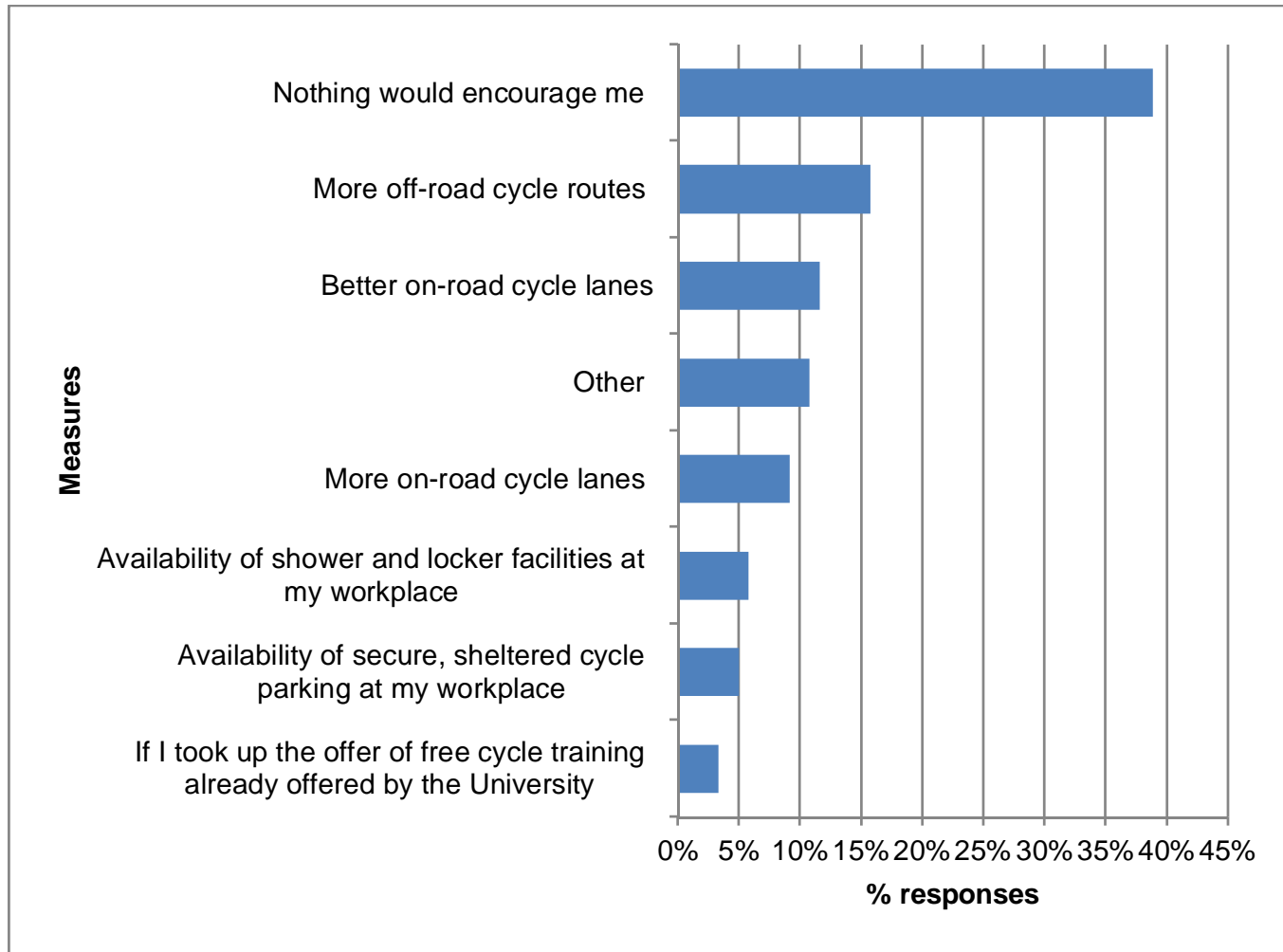
Staff Responses to measures to encourage walking at Easter Bush



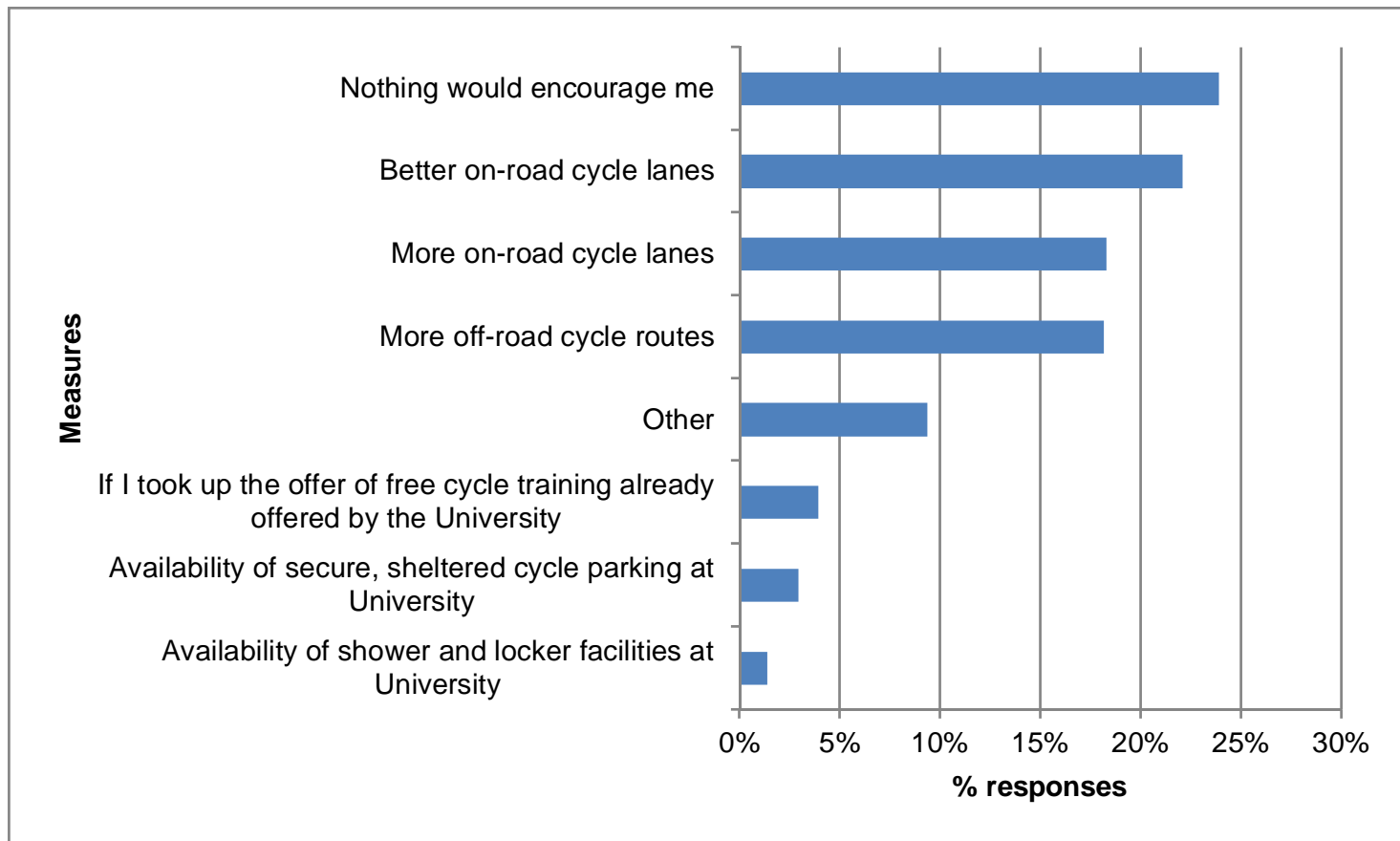
Student Responses to measures that encourage walking at Easter Bush



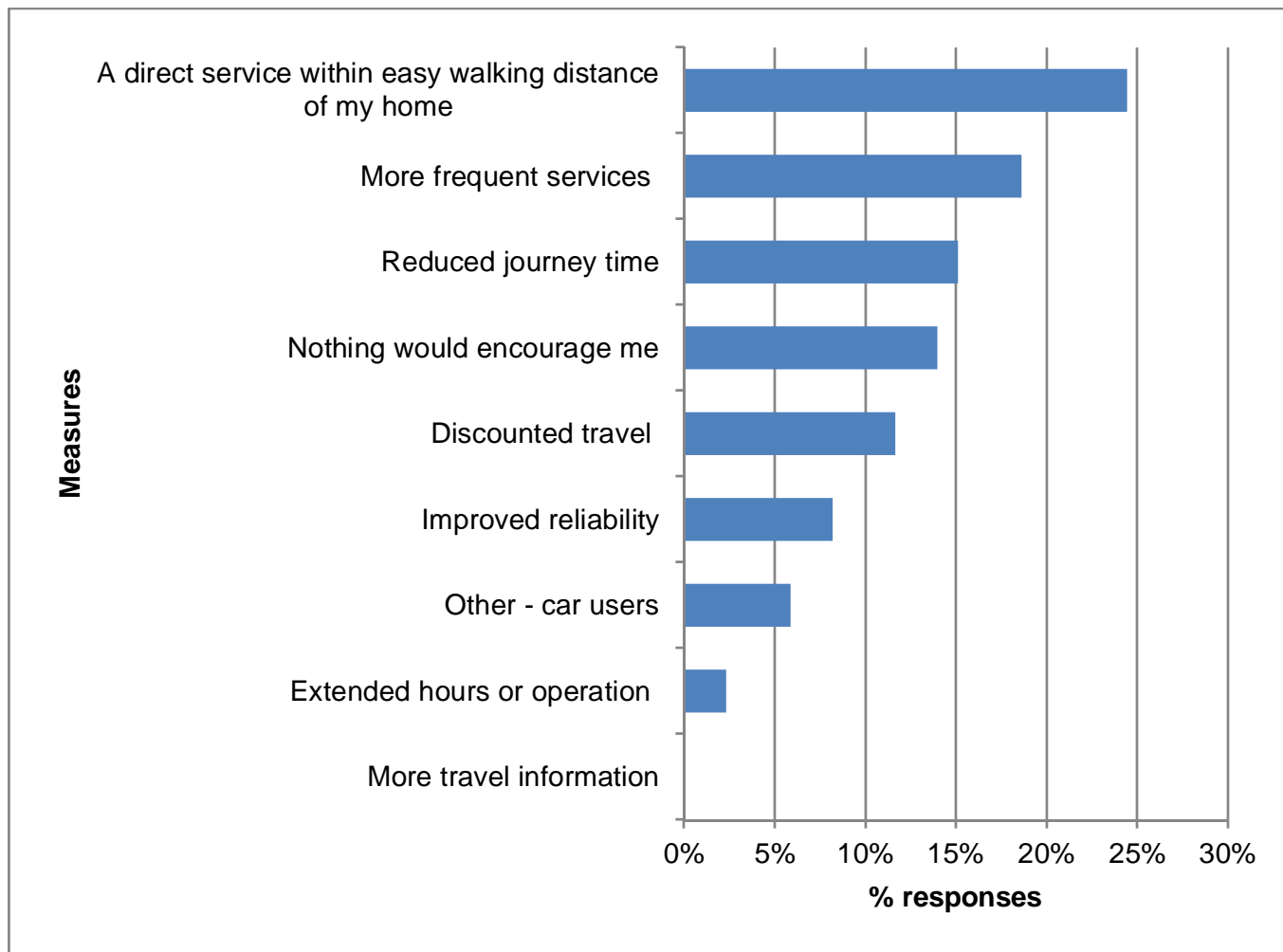
Staff Responses to measures to encourage cycling at Easter Bush



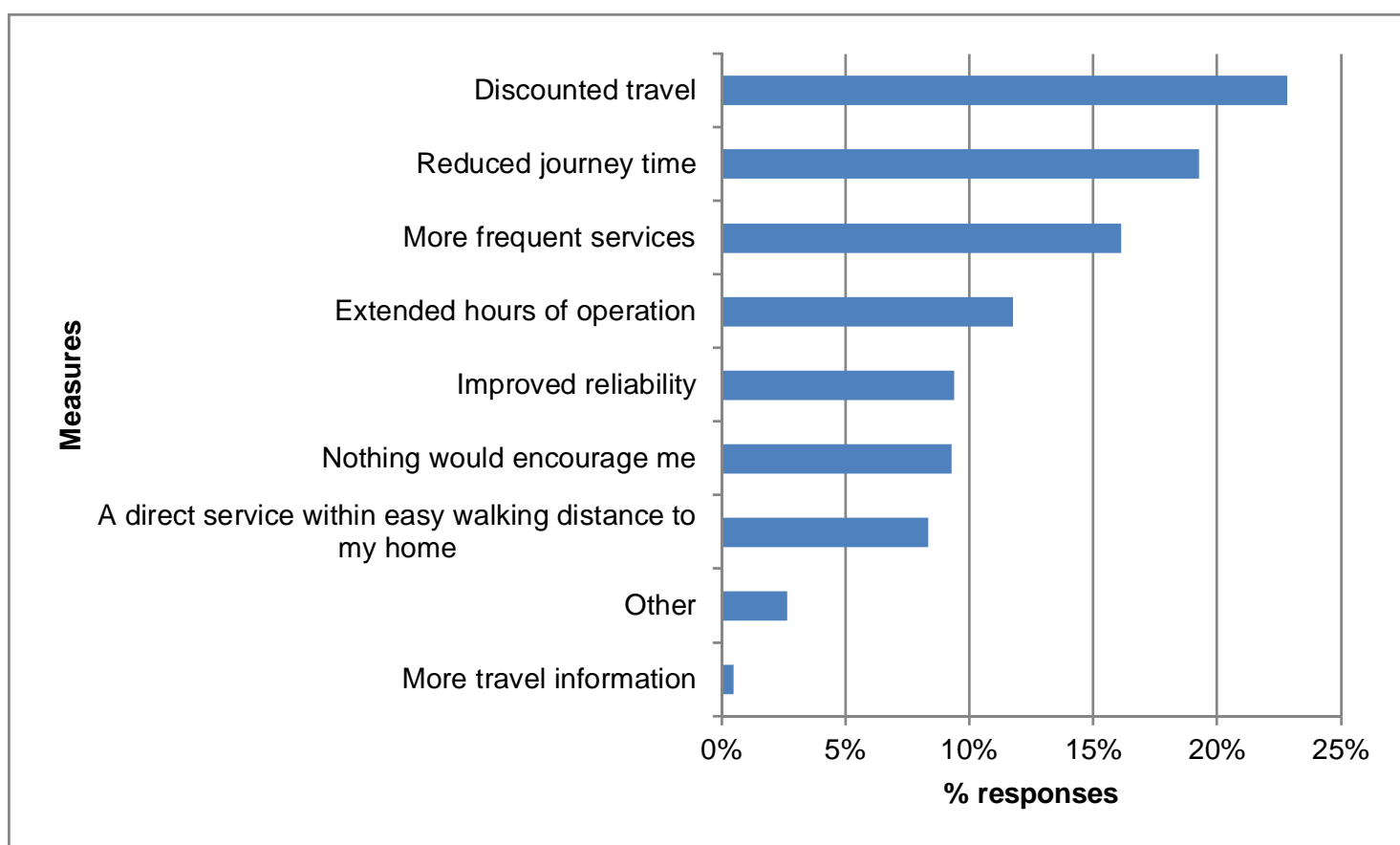
Student Responses to measures to encourage cycling at Easter Bush



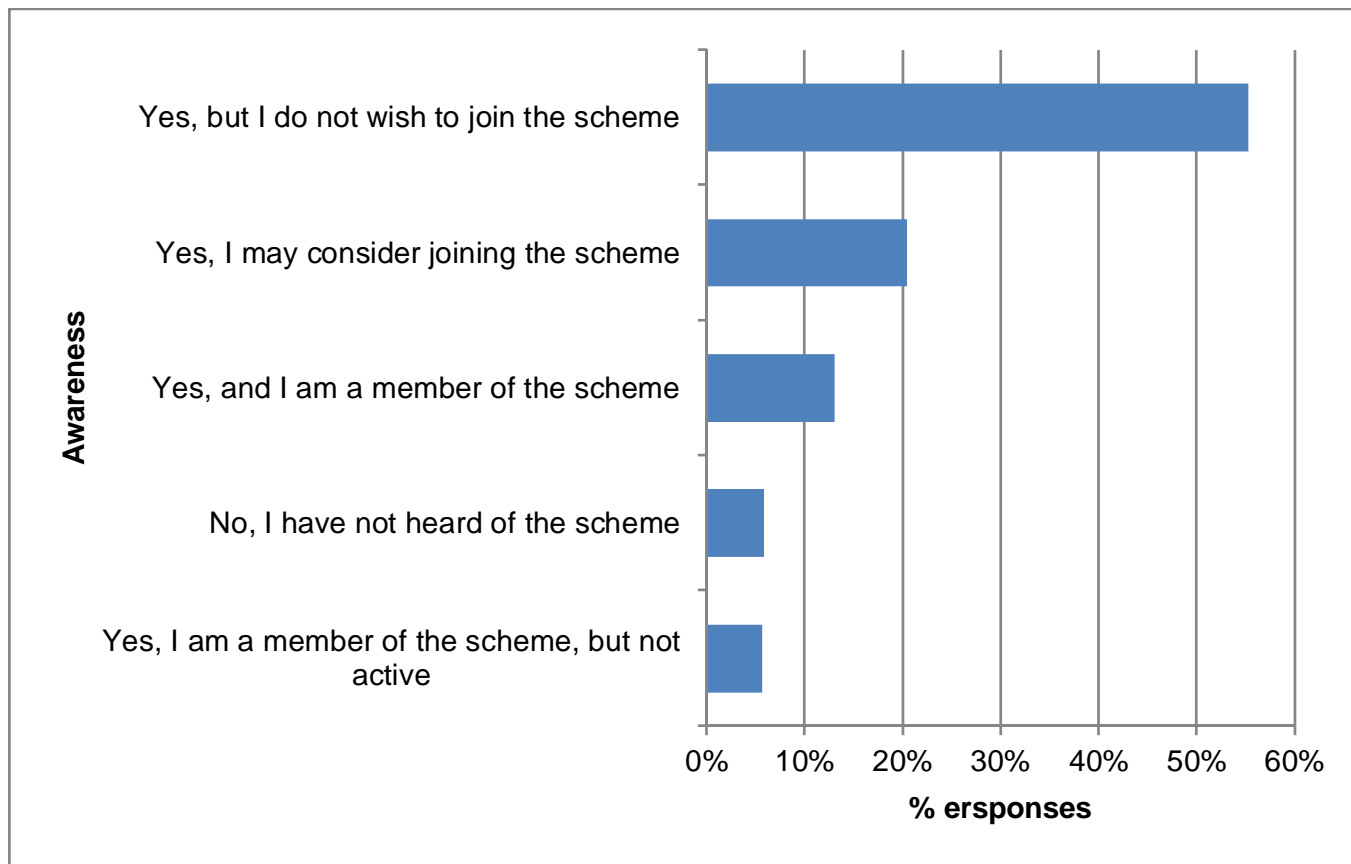
Staff Responses to measures to encourage travel by public transport at Easter Bush



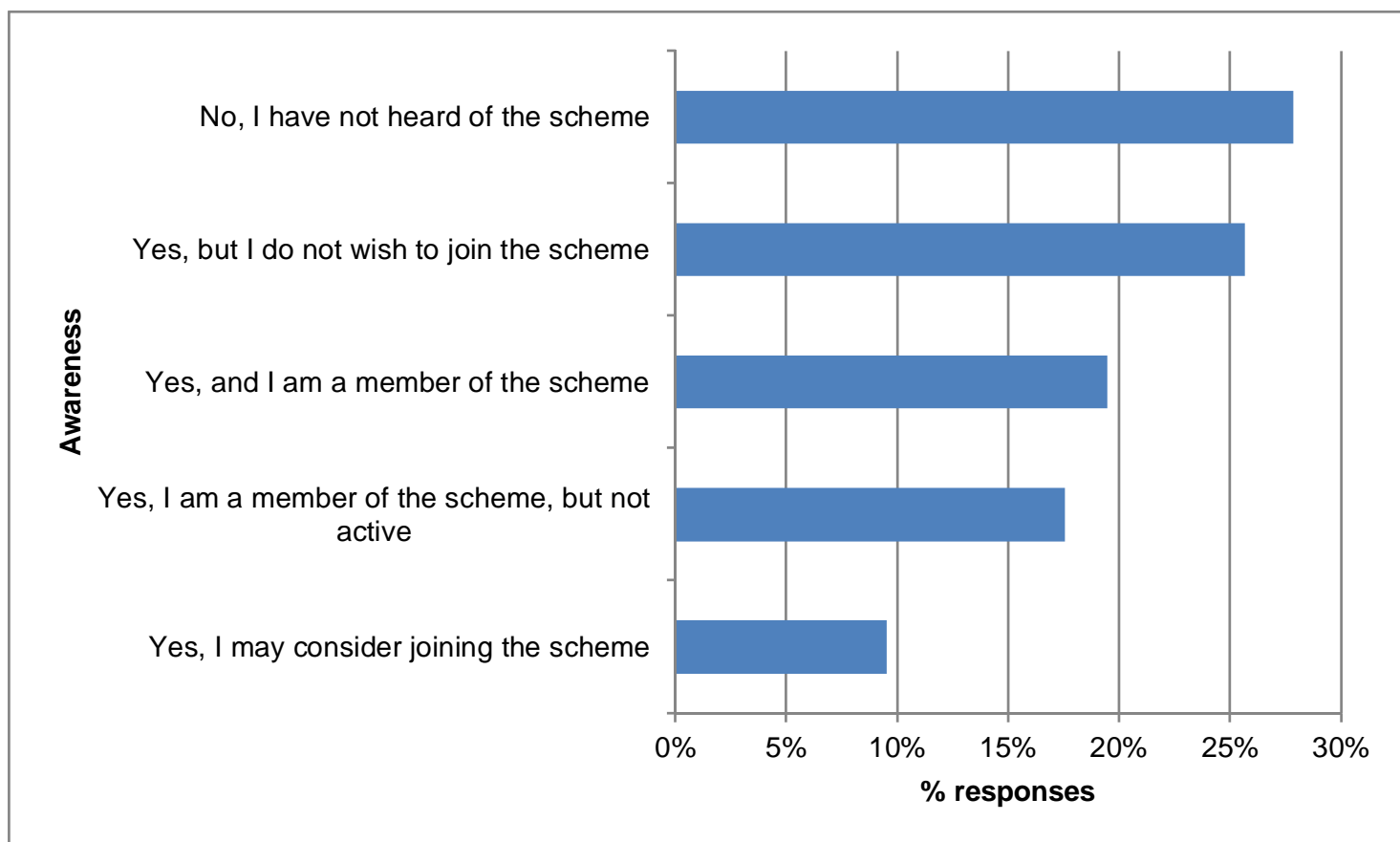
Student Responses to measures to encourage travel by public transport at Easter Bush



Staff Tripshare awareness at Easter Bush

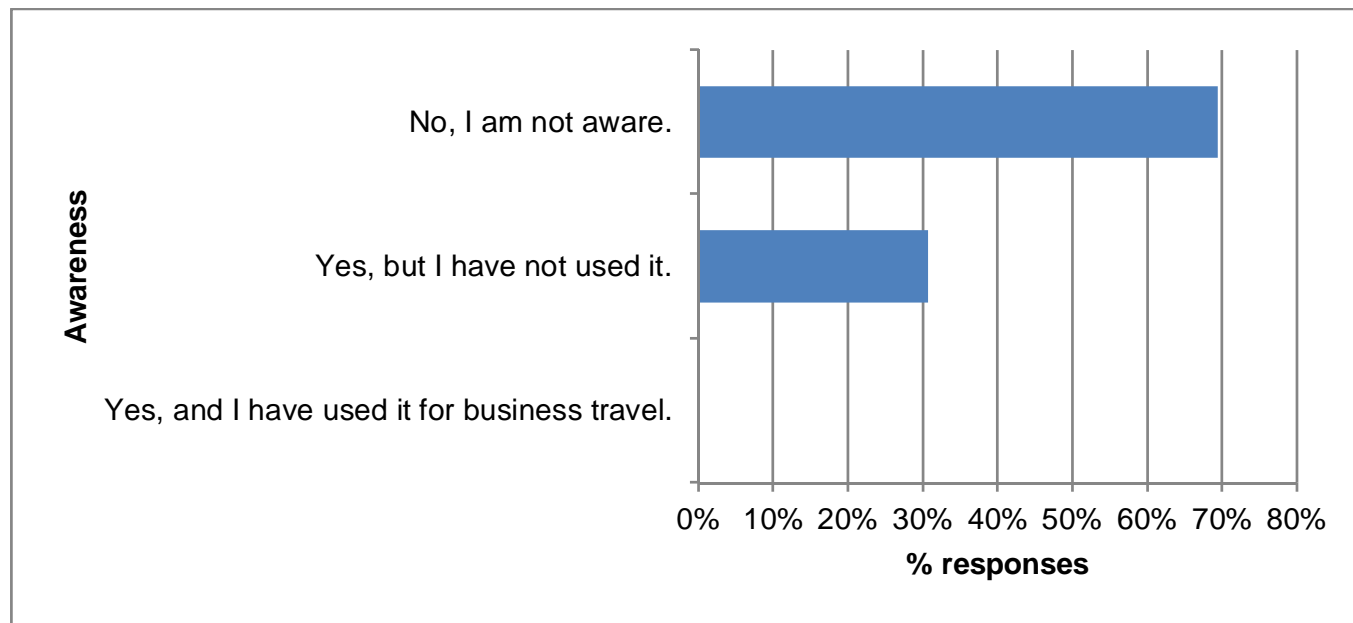


Student Tripshare awareness at Easter Bush

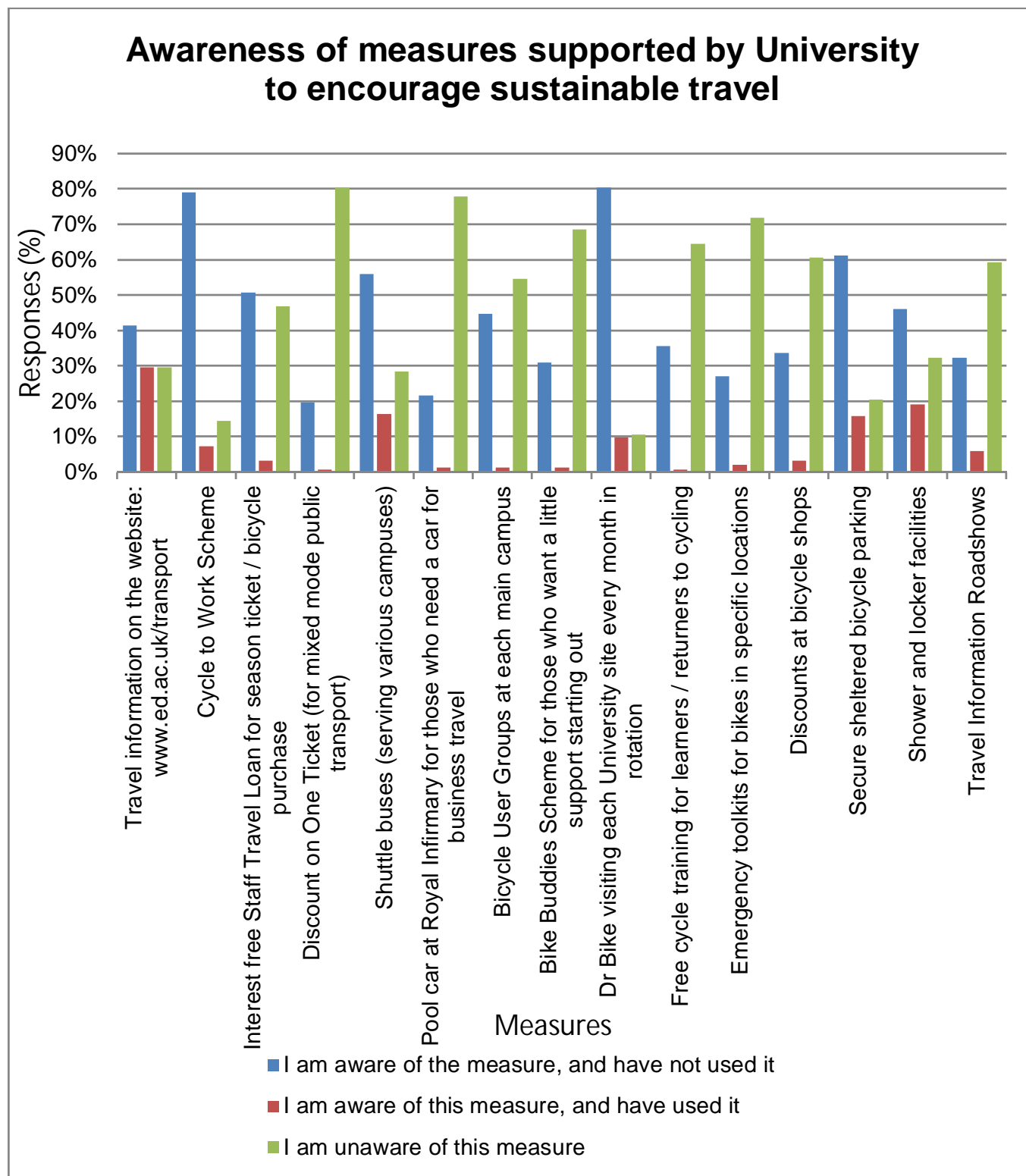




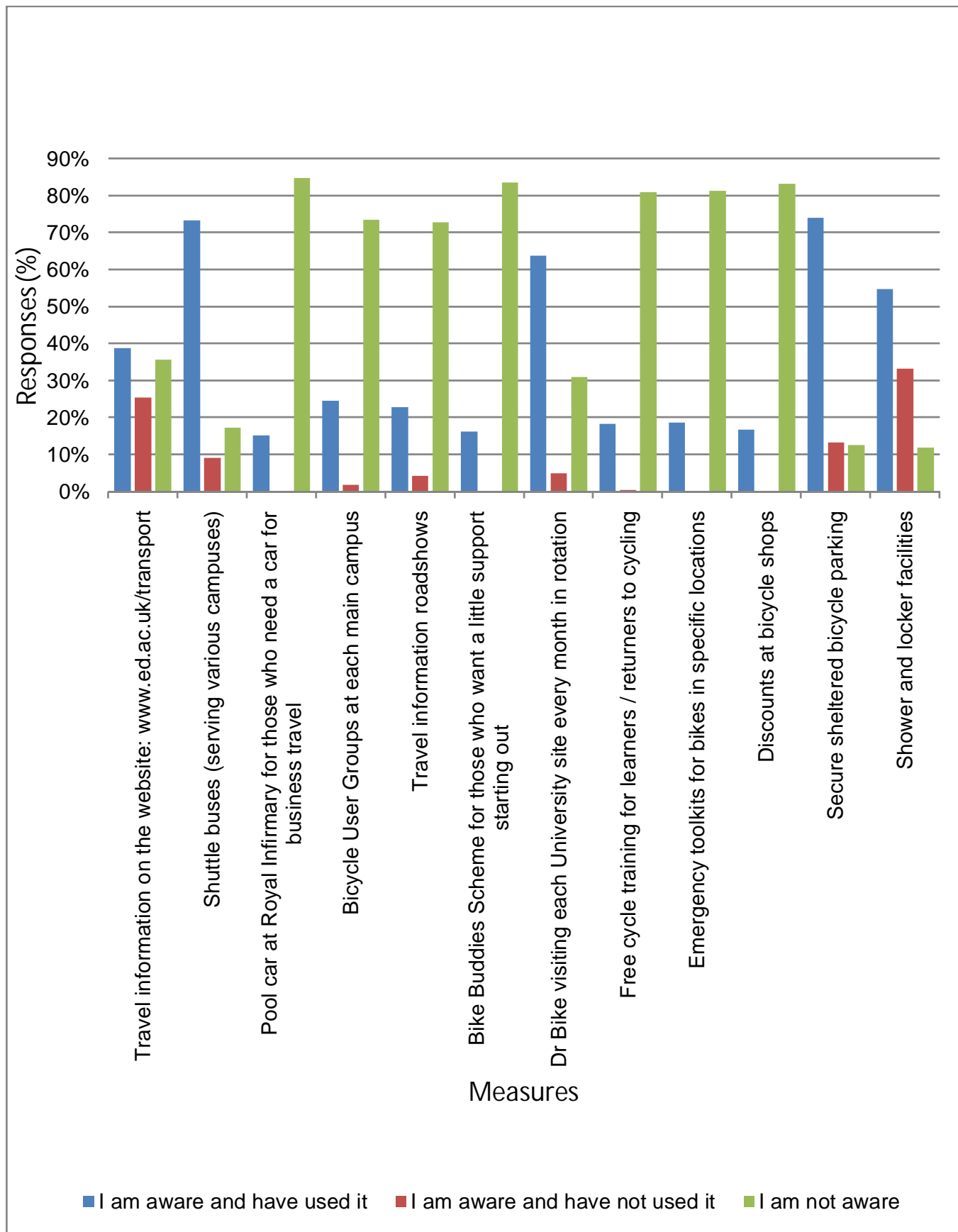
Staff City Car Club awareness at Easter Bush



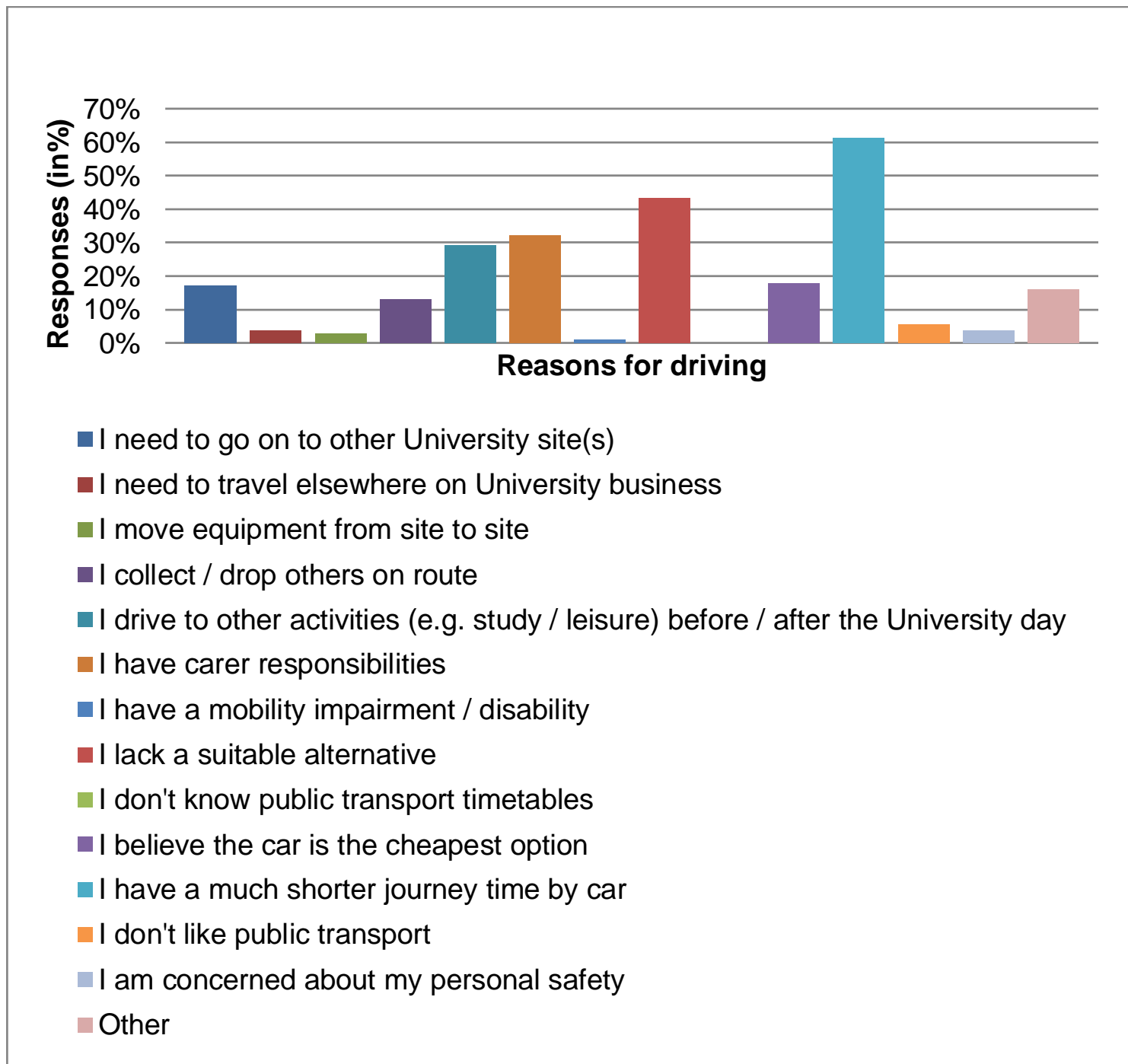
Staff Awareness of measures supported by University to encourage sustainable travel at Easter Bush



Student Awareness of measures supported by University to encourage sustainable travel at Easter Bush

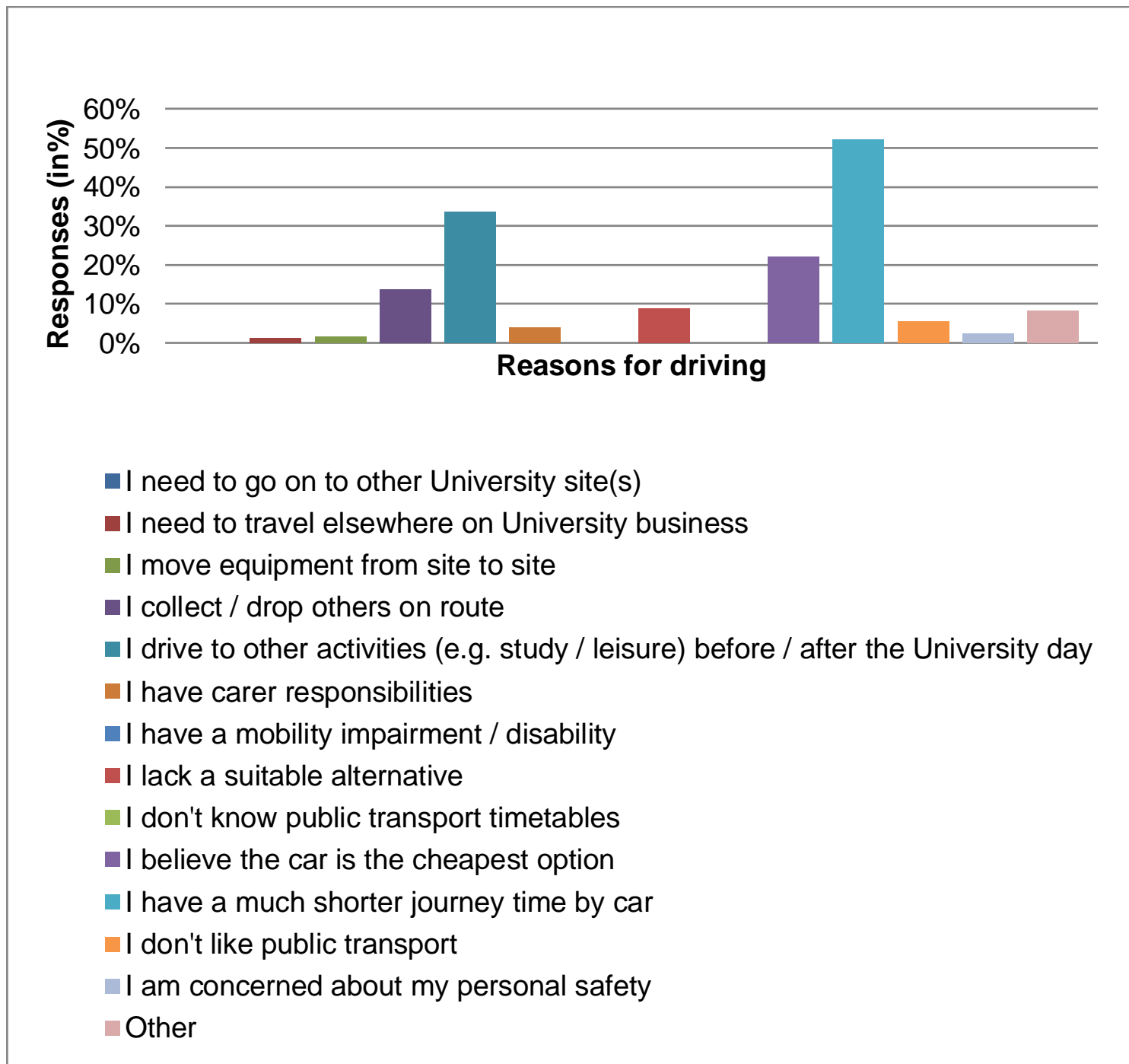


Staff reasons for driving to Easter Bush



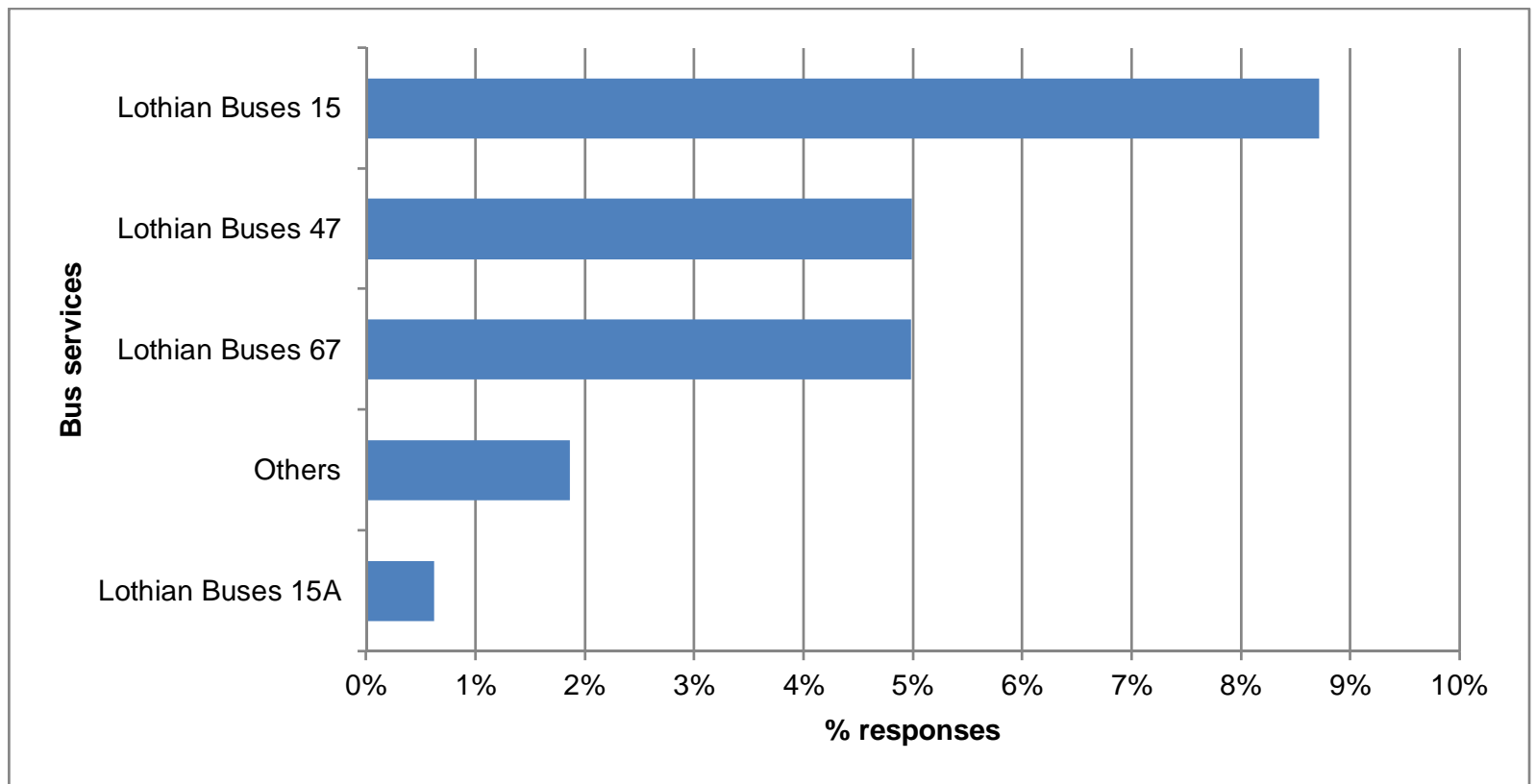
\* Responses were allowed more than one choice of answer.

Student reasons for driving to Easter Bush

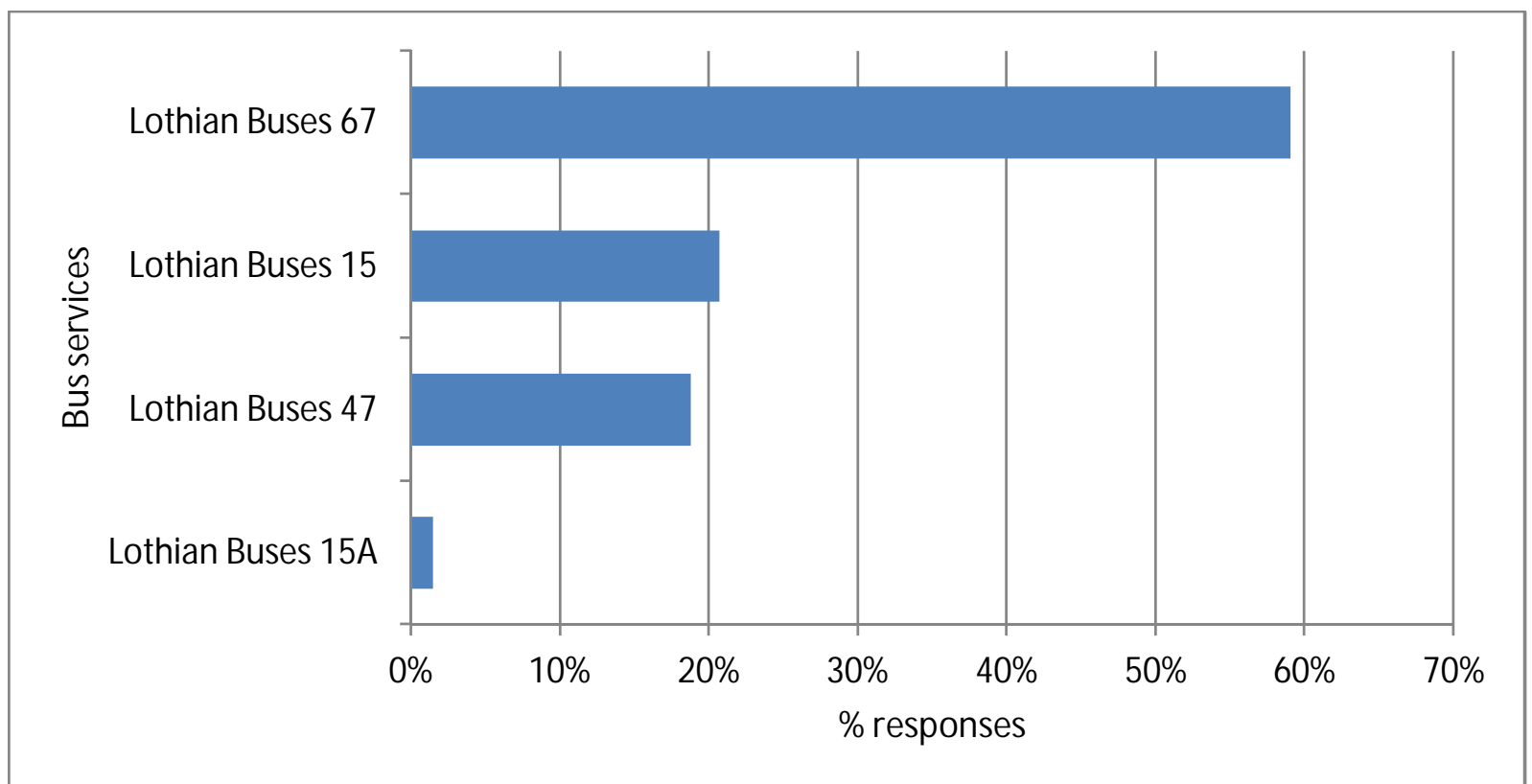


\* Responses were allowed more than one choice of answer.

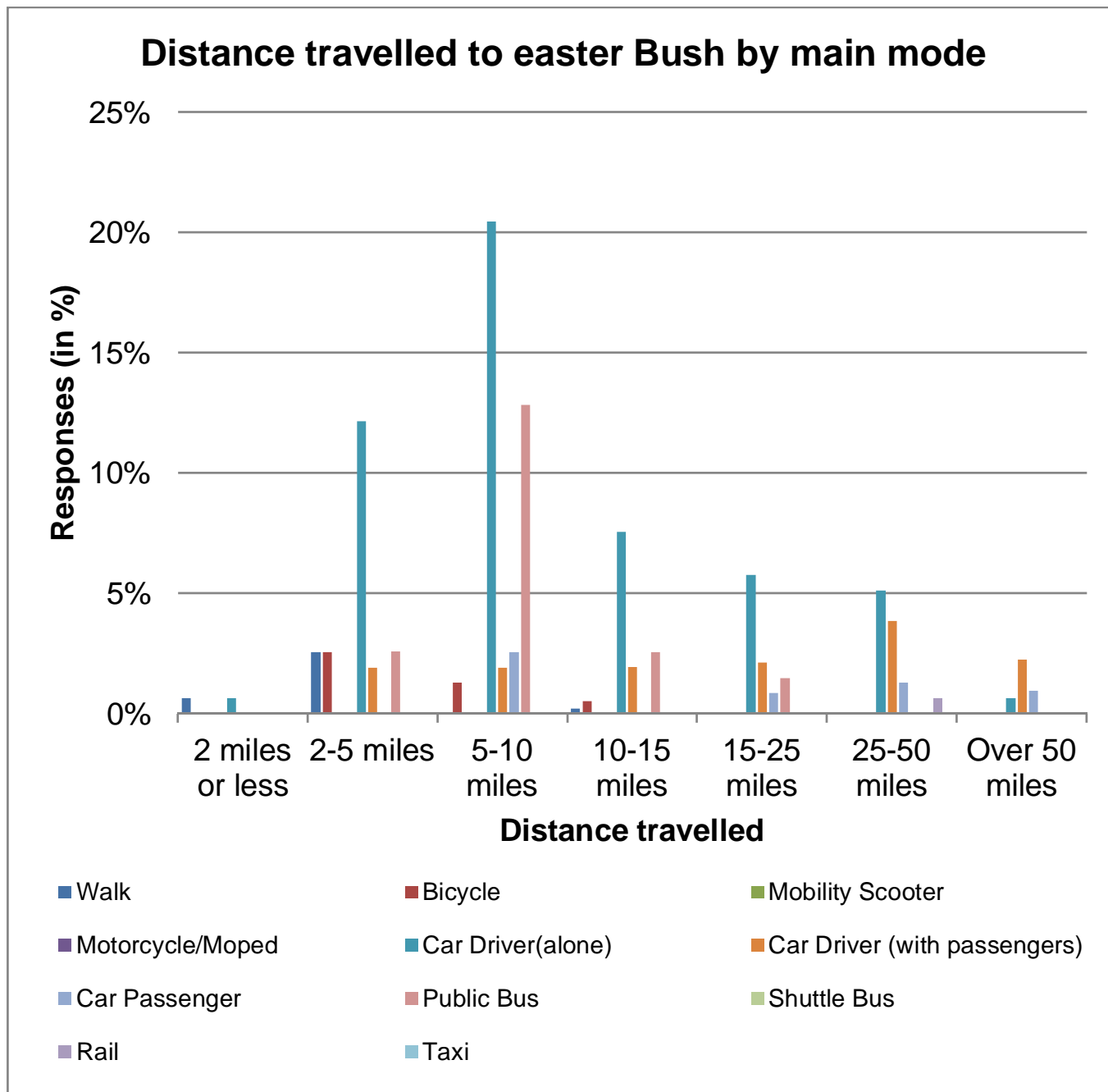
Bus services used by staff at Easter Bush



Bus services used by students at Easter Bush

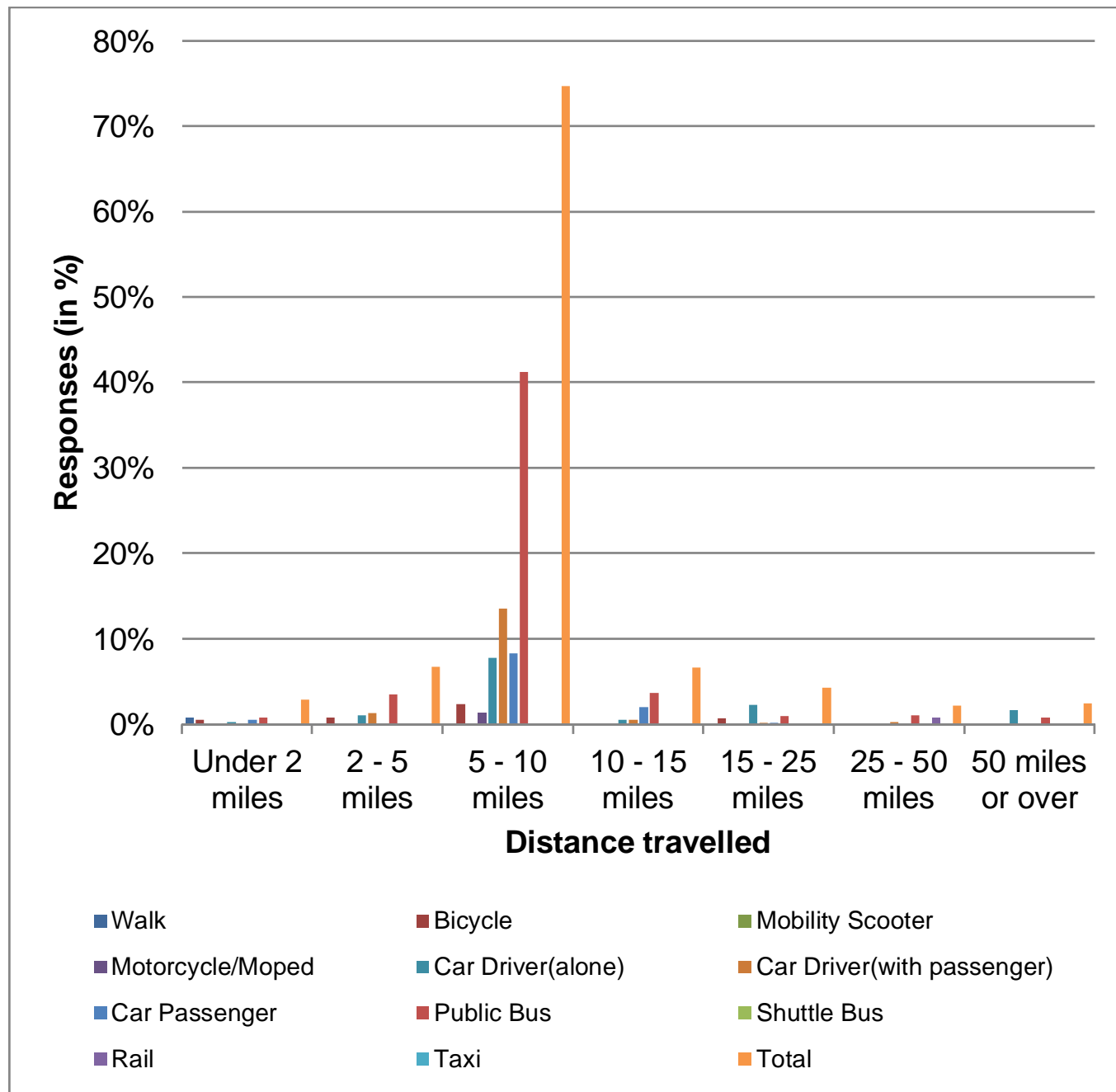


Staff distance travelled to Easter Bush by main mode



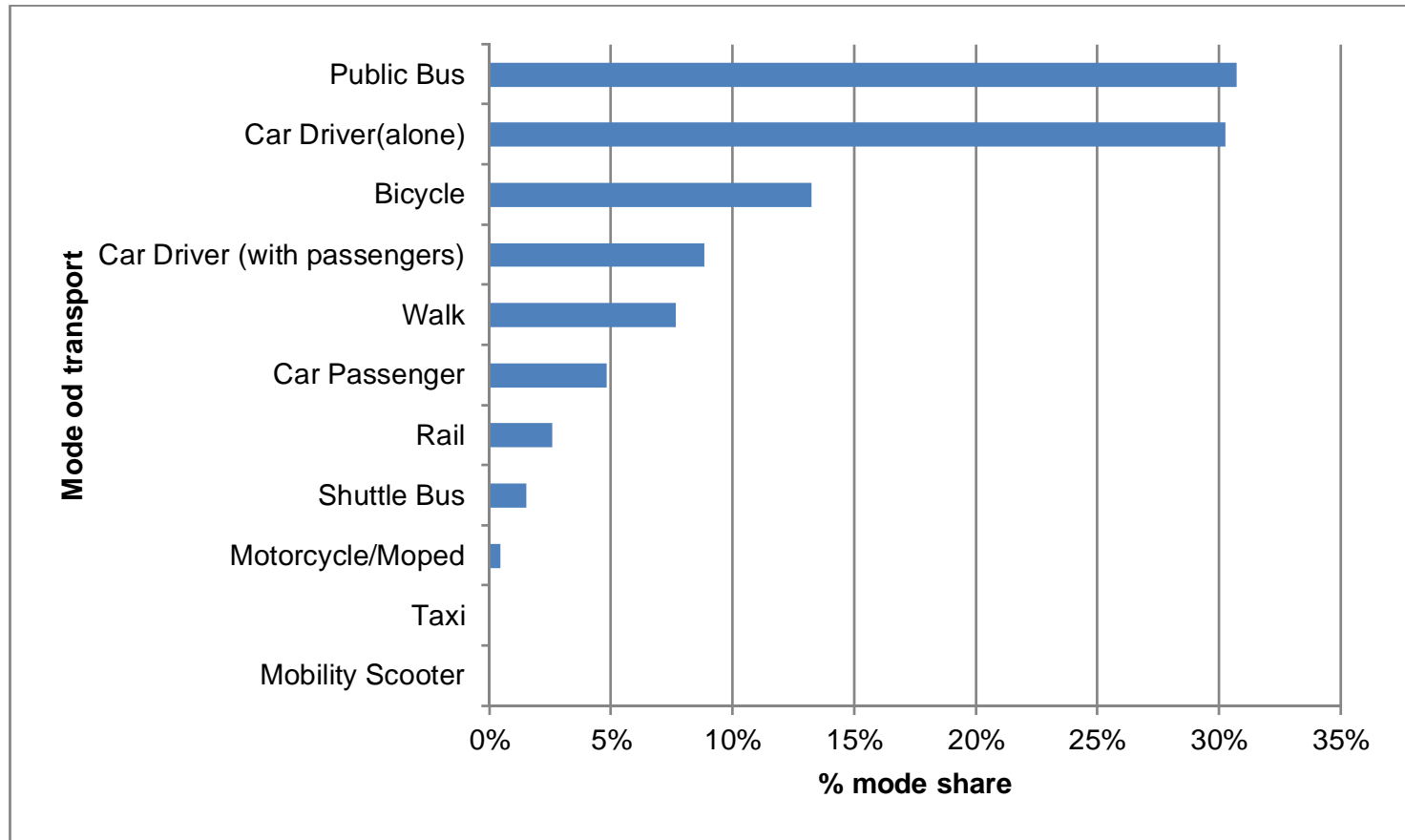


Student distance travelled to Easter Bush by main mode

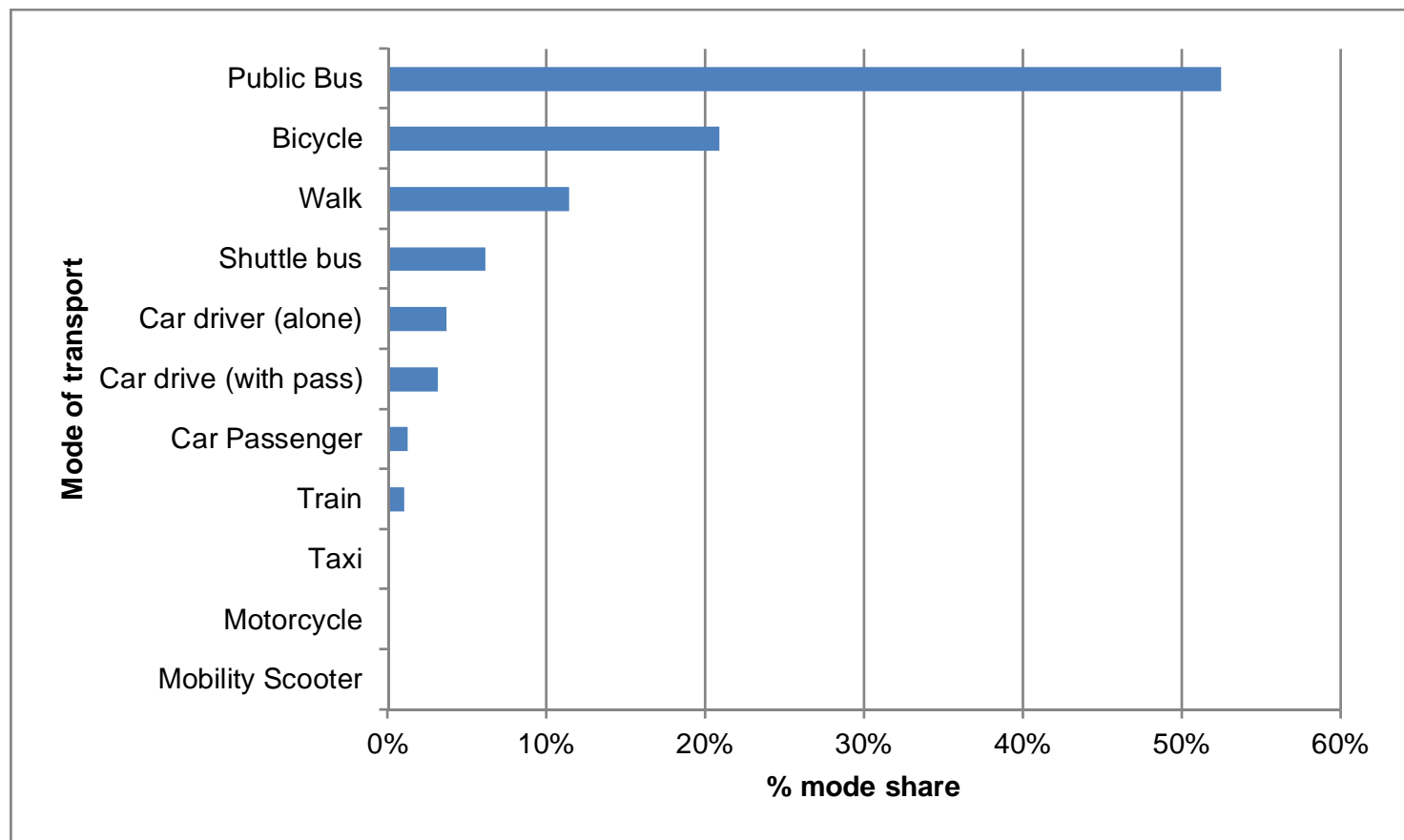


RIE/ QMRI, Little France

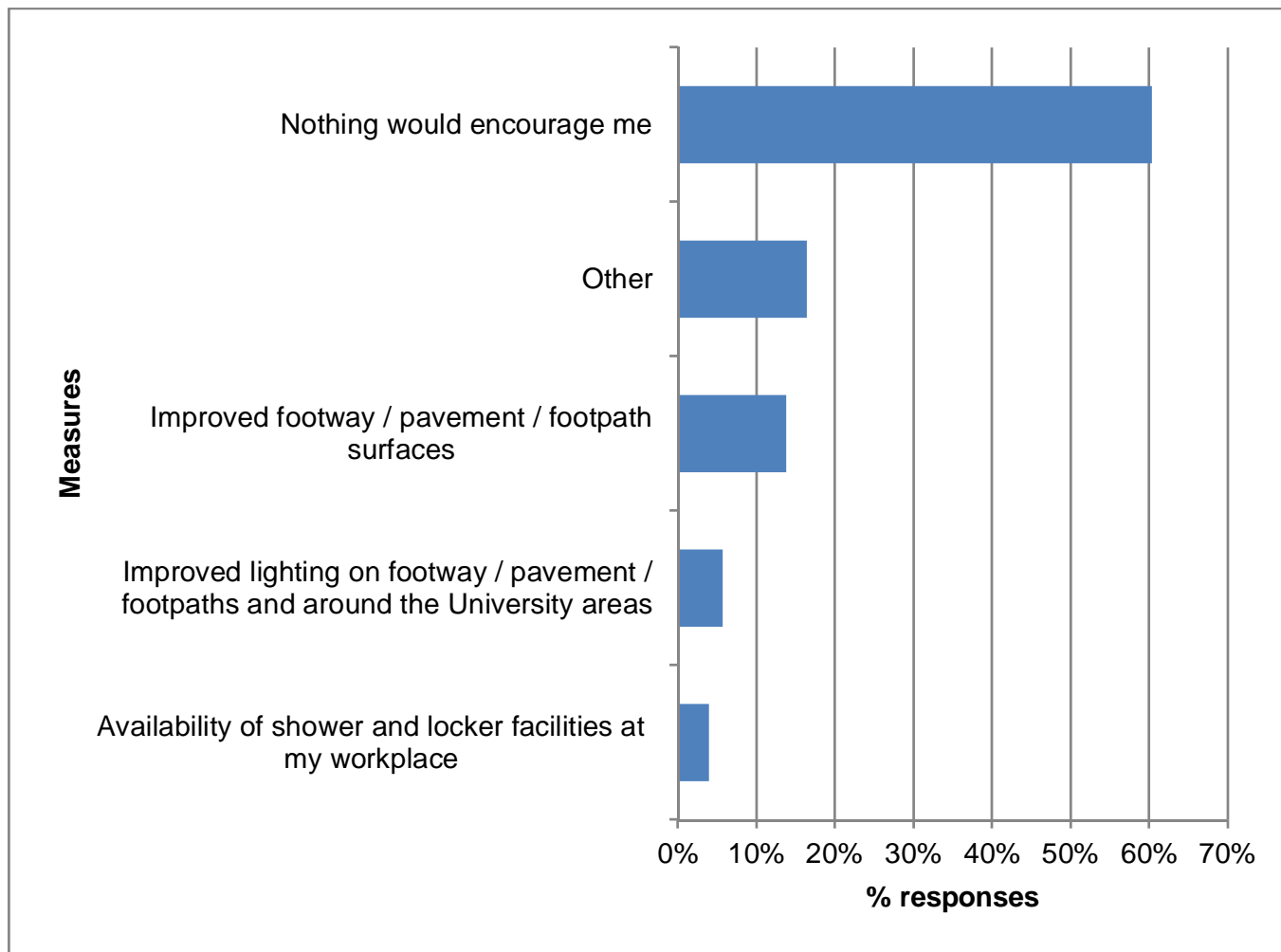
Staff main mode of travel (in percentage) to Little France



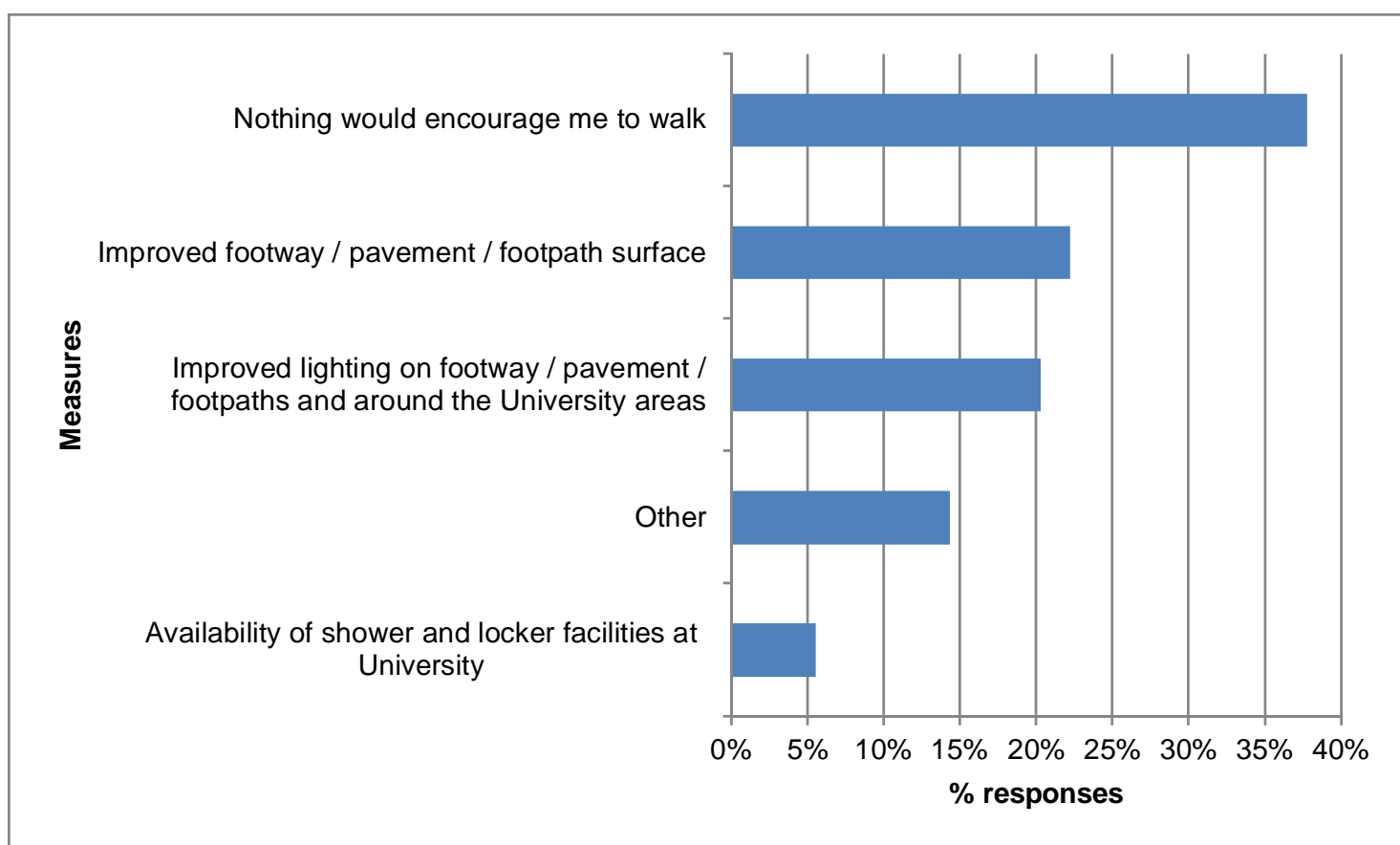
Student main mode of travel (in percentage) to Little France



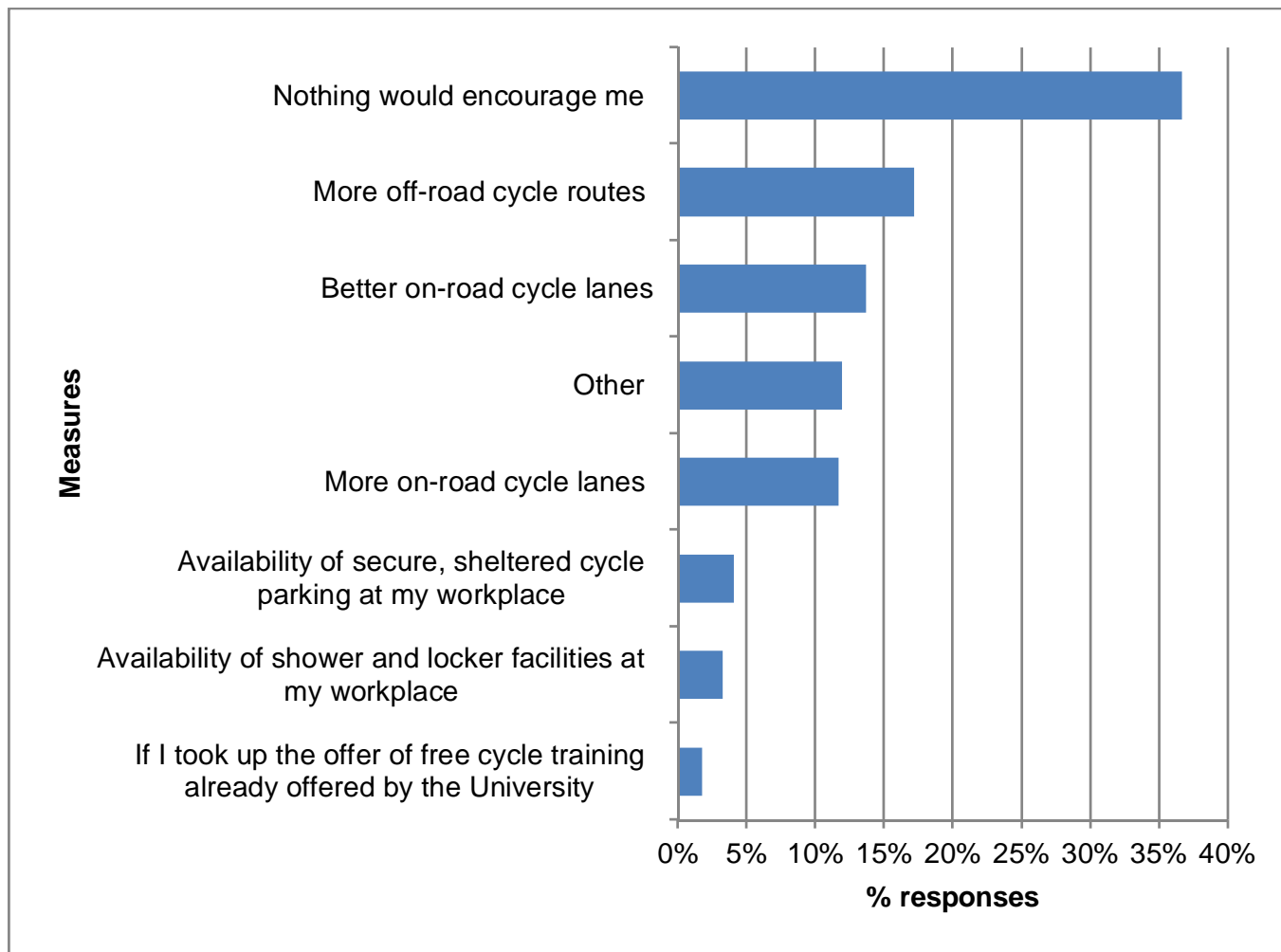
Staff Responses to measures that encourage walking at Little France



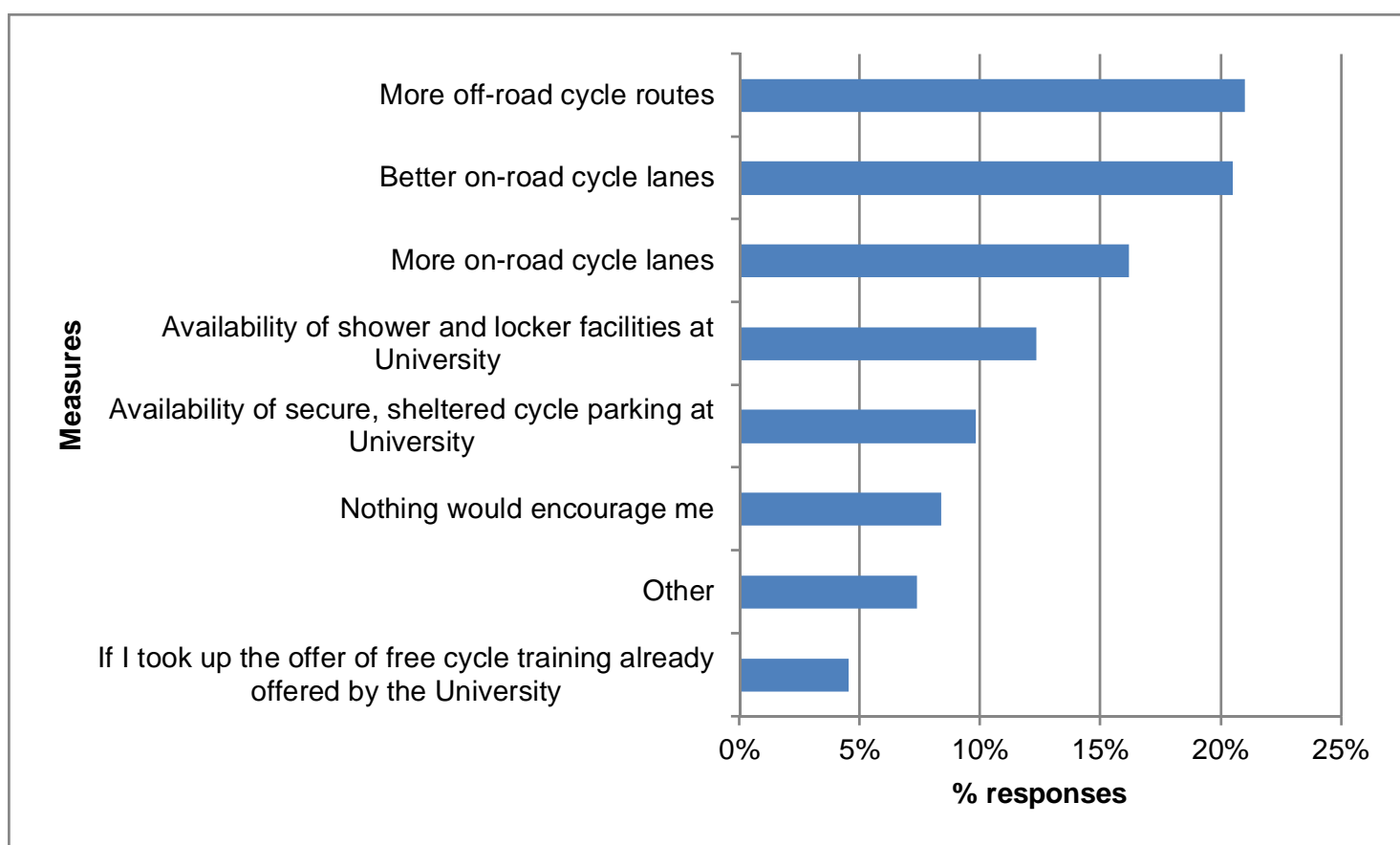
Student Responses to measures that encourage walking at Little France



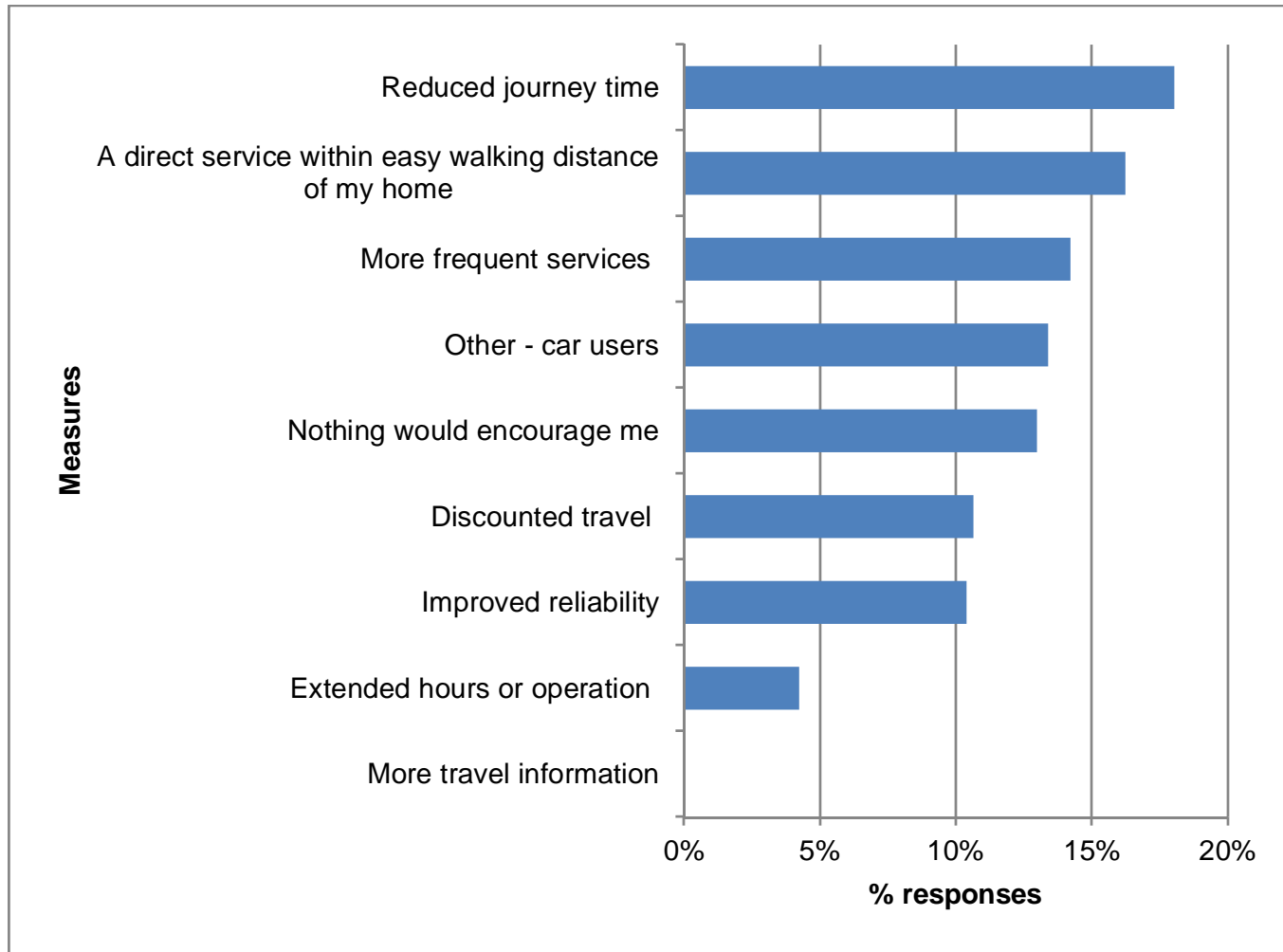
Staff Responses to measures that encourage cycling at Little France



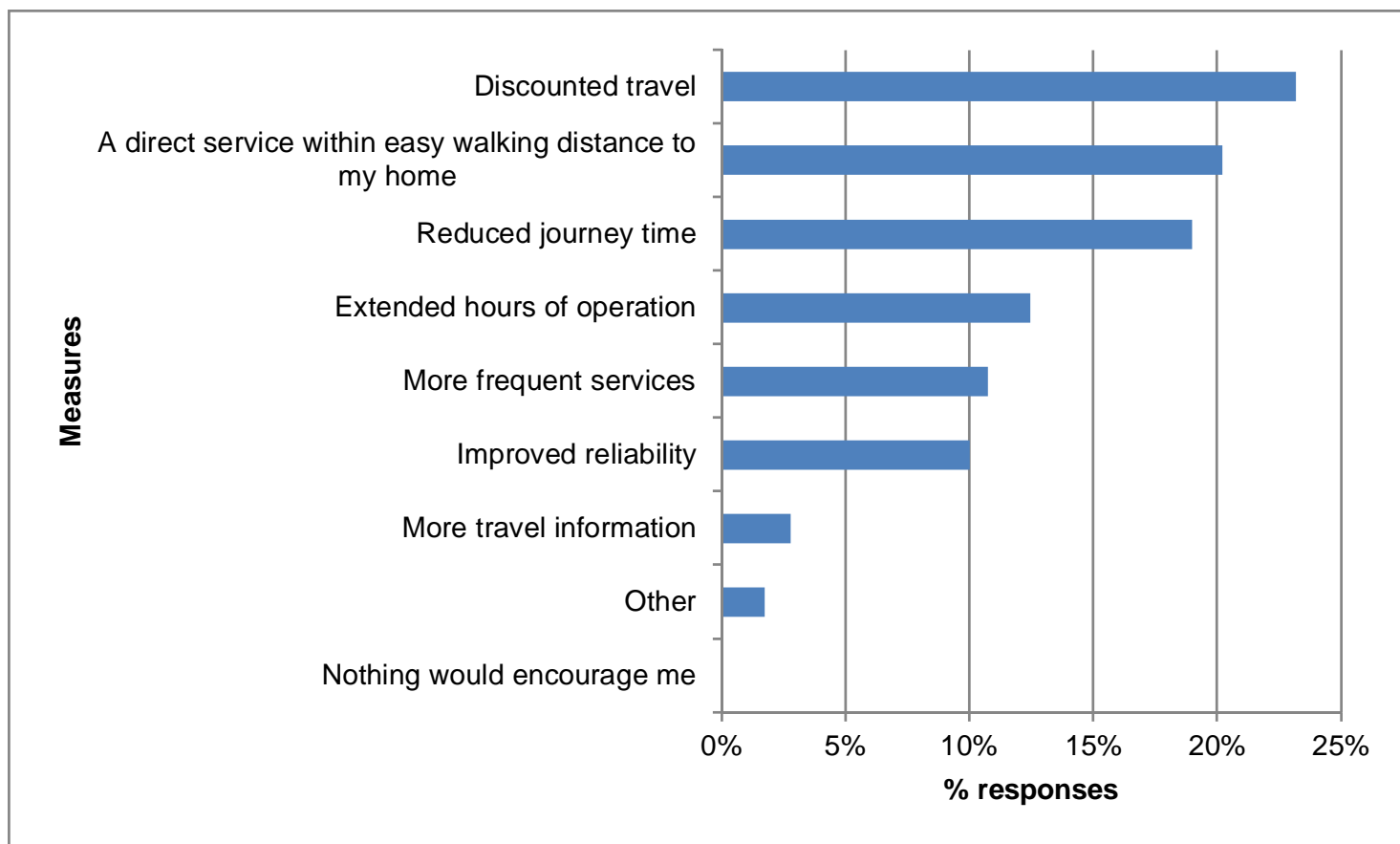
Student Responses to measures that encourage cycling at Little France



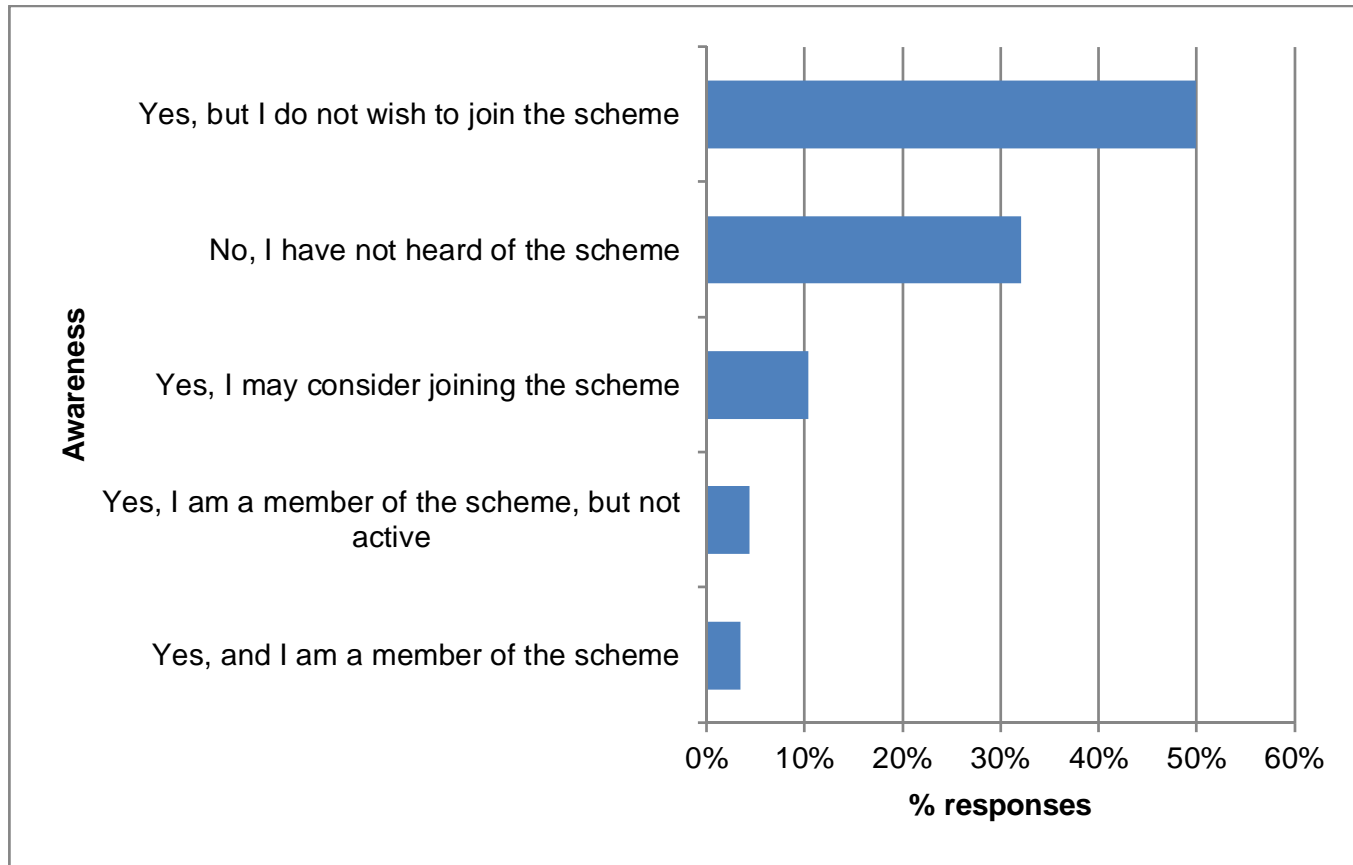
Staff Responses to measures that encourage travel by public transport at Little France



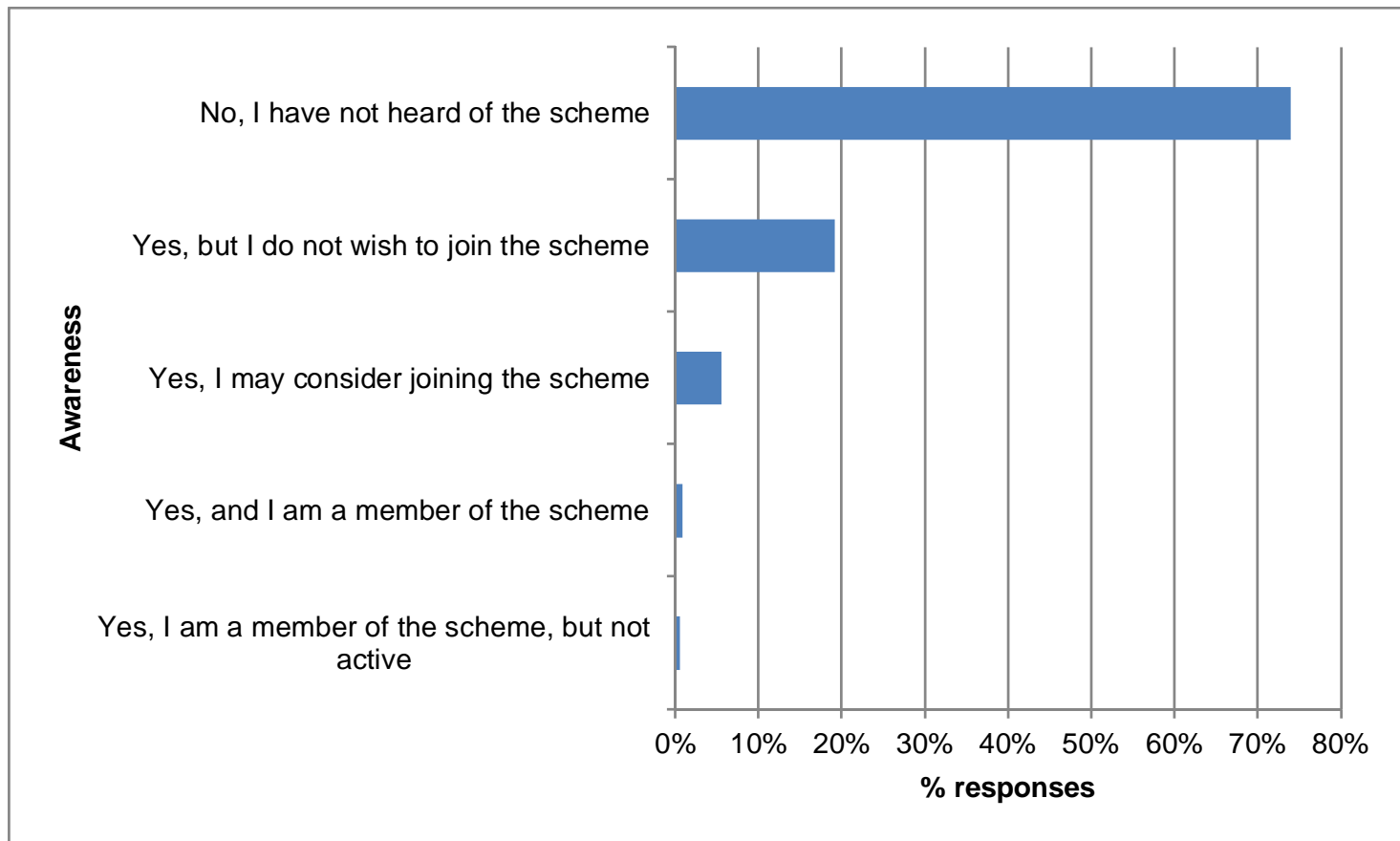
Student Responses to measures that encourage travel by public transport at Little France



Staff Tripshare awareness at Little France

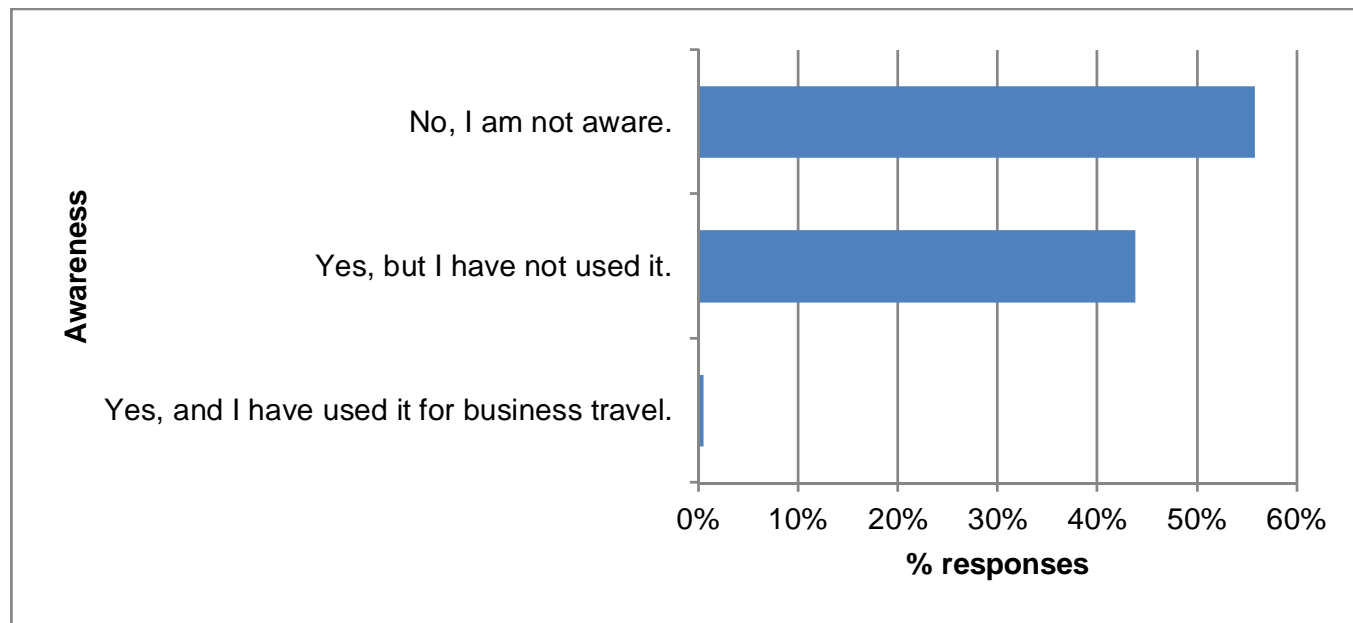


Student Tripshare awareness at Little France

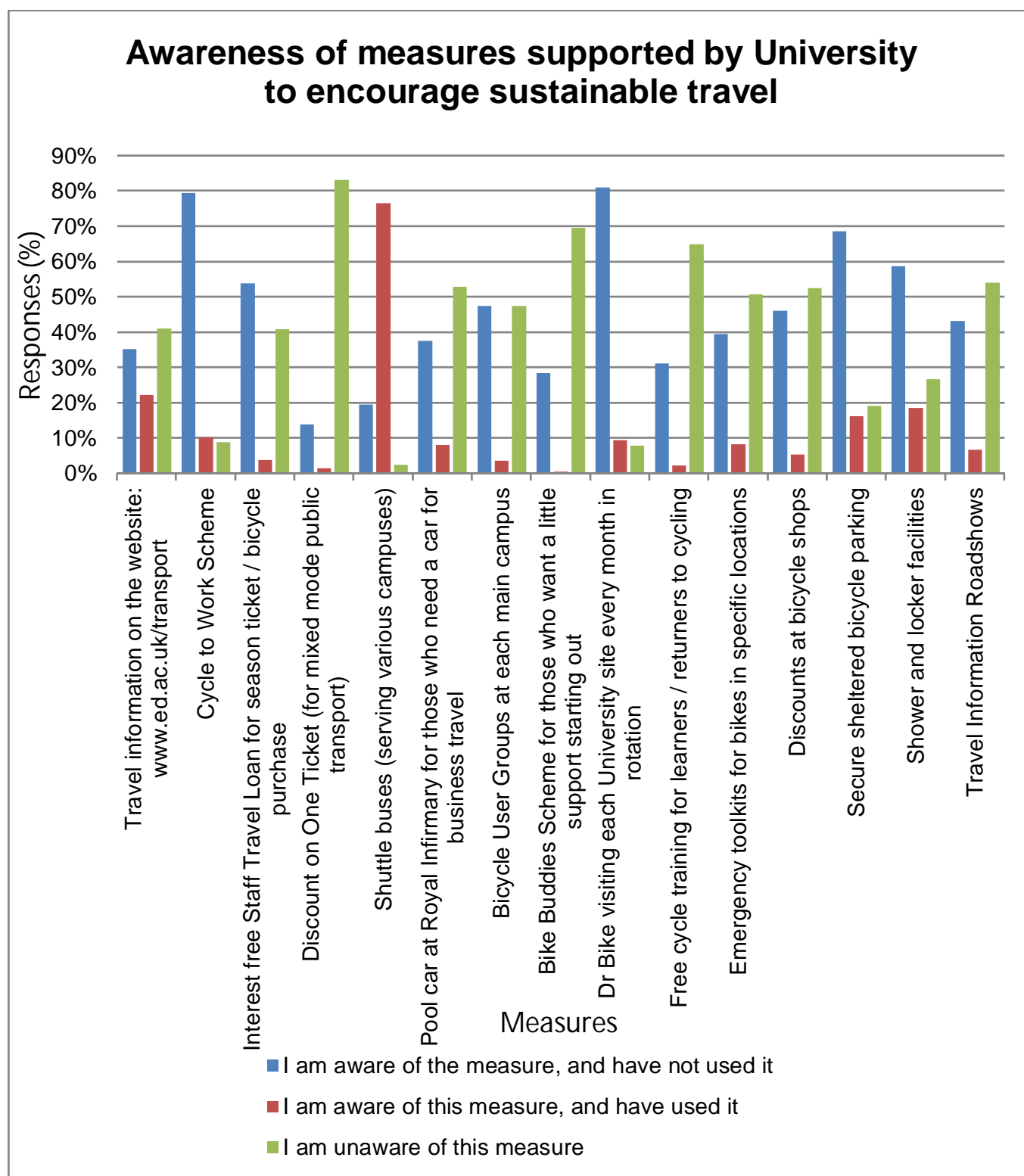




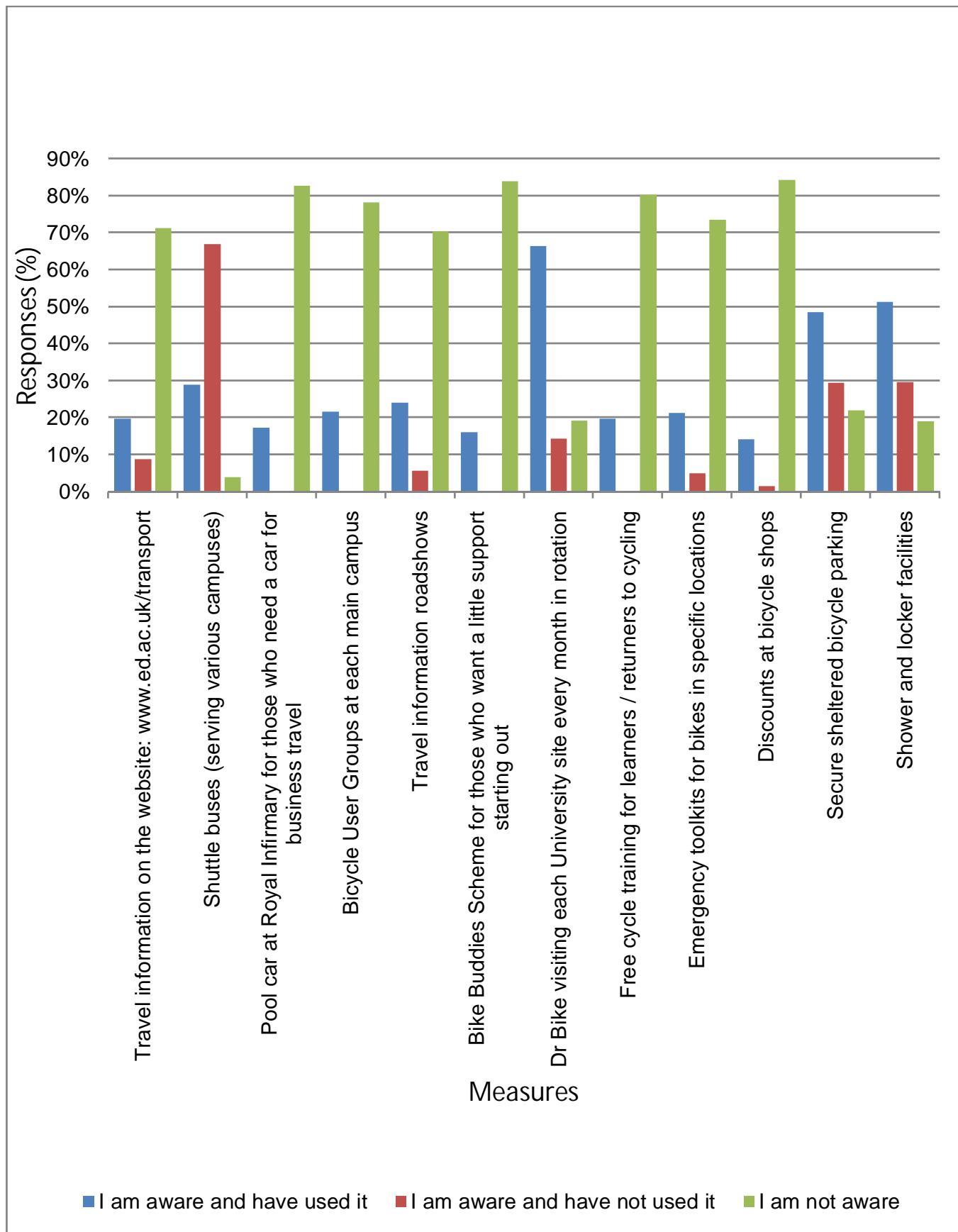
Staff City Car Club awareness at Little France



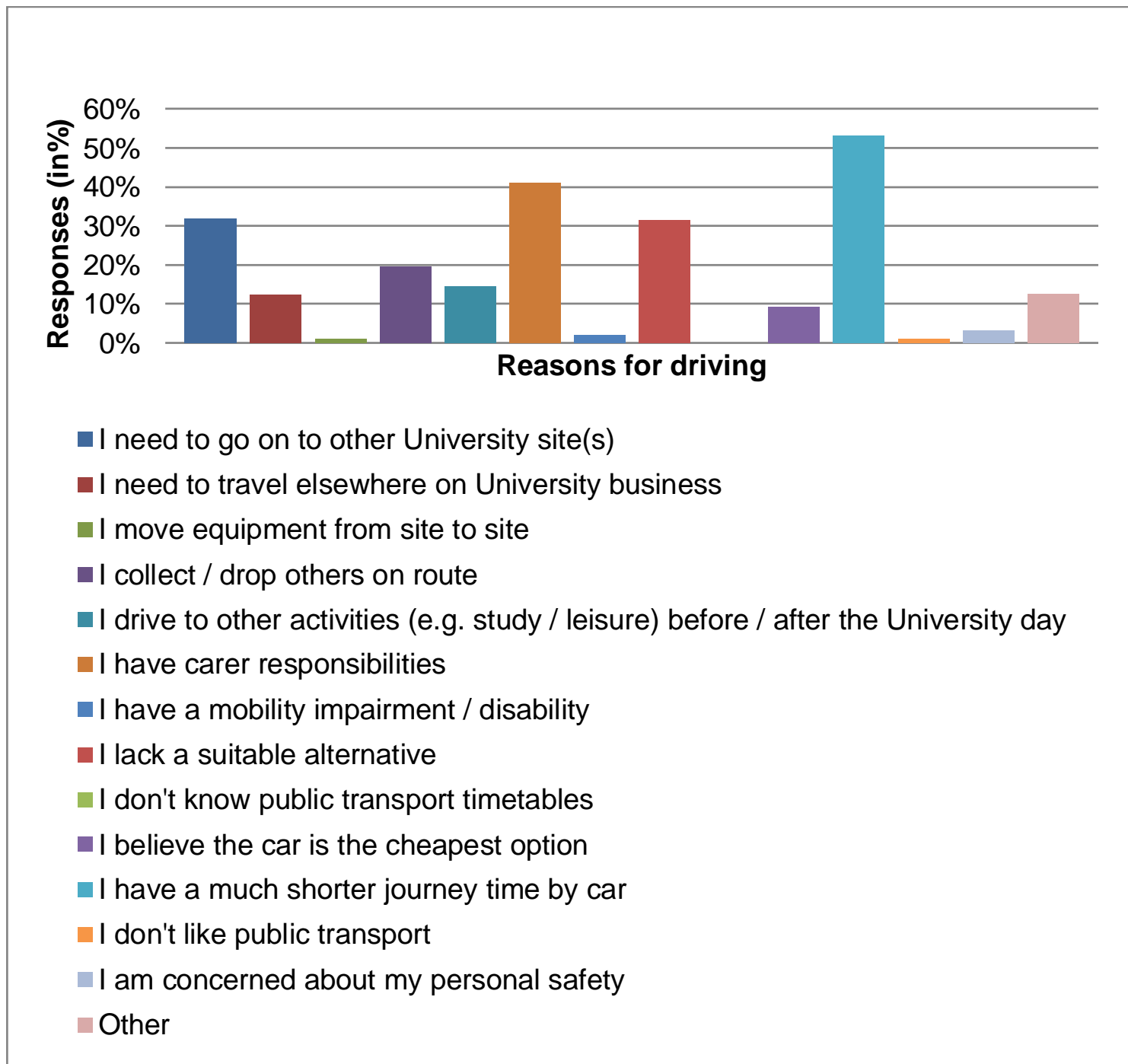
Staff Awareness of measures supported by University to encourage sustainable travel at Little France



Student Awareness of measures supported by University to encourage sustainable travel at Little France

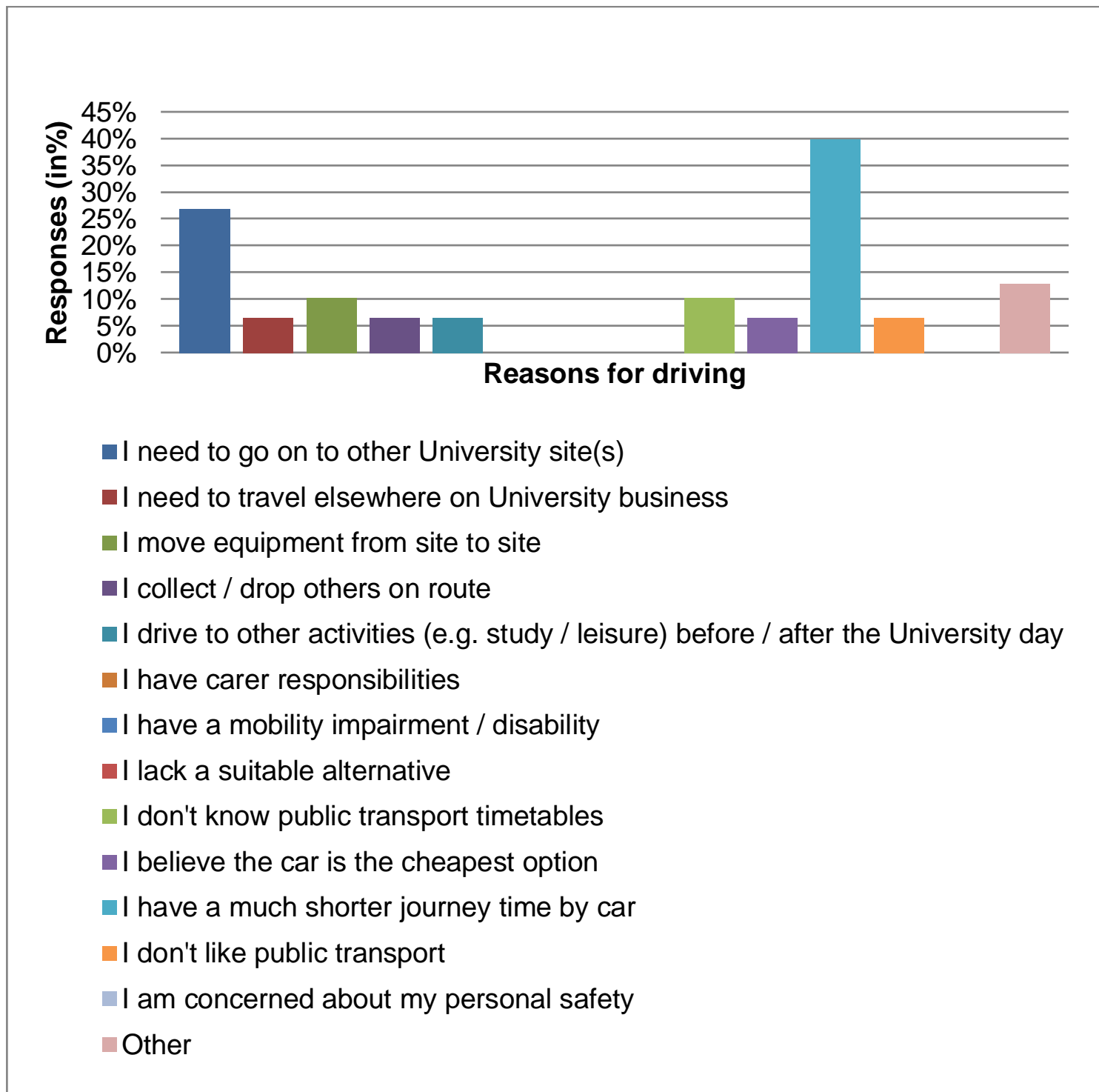


Staff reasons for driving to Little France



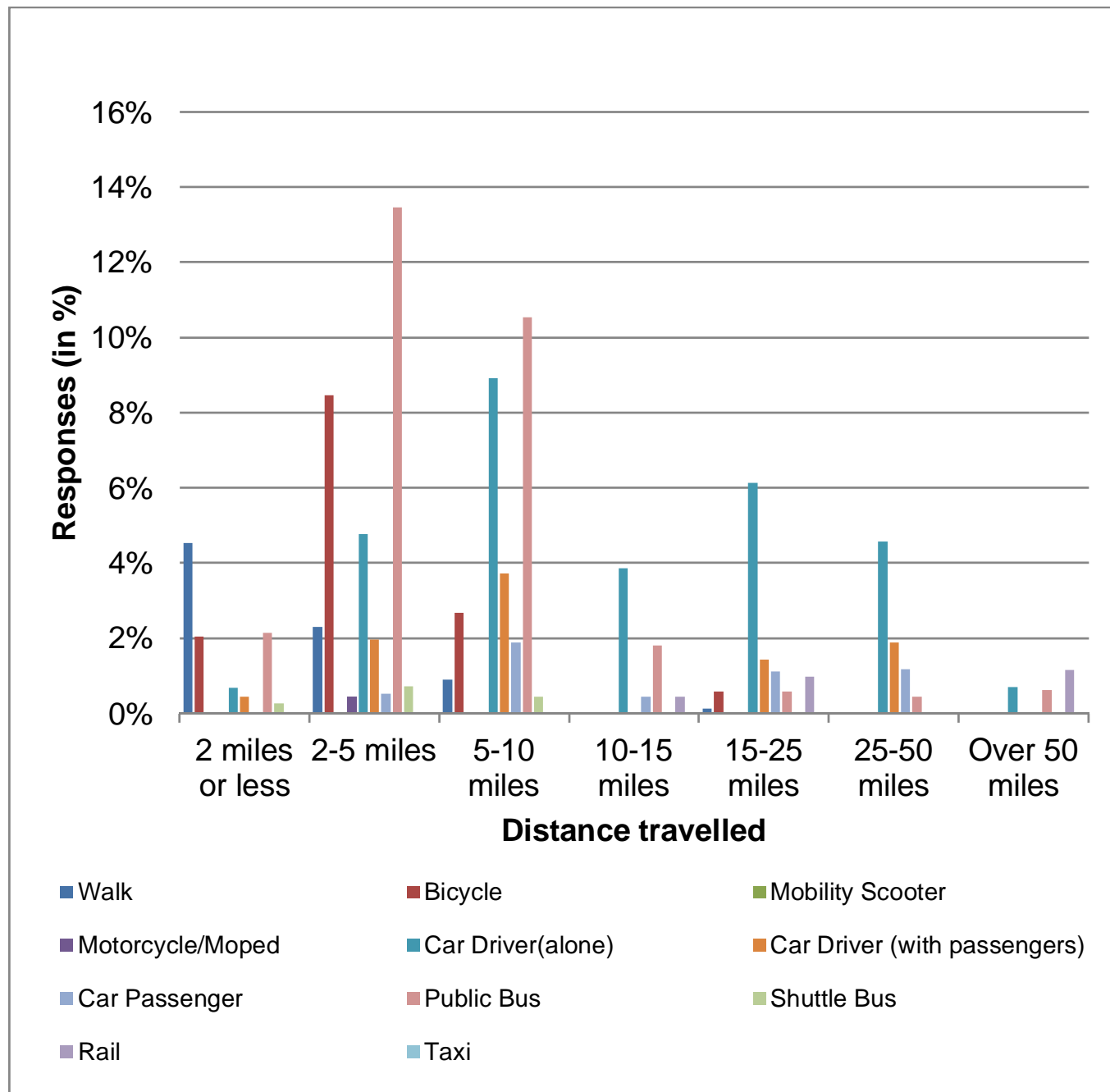
\* Responses were allowed more than one choice of answer.

Student reasons for driving to Little France

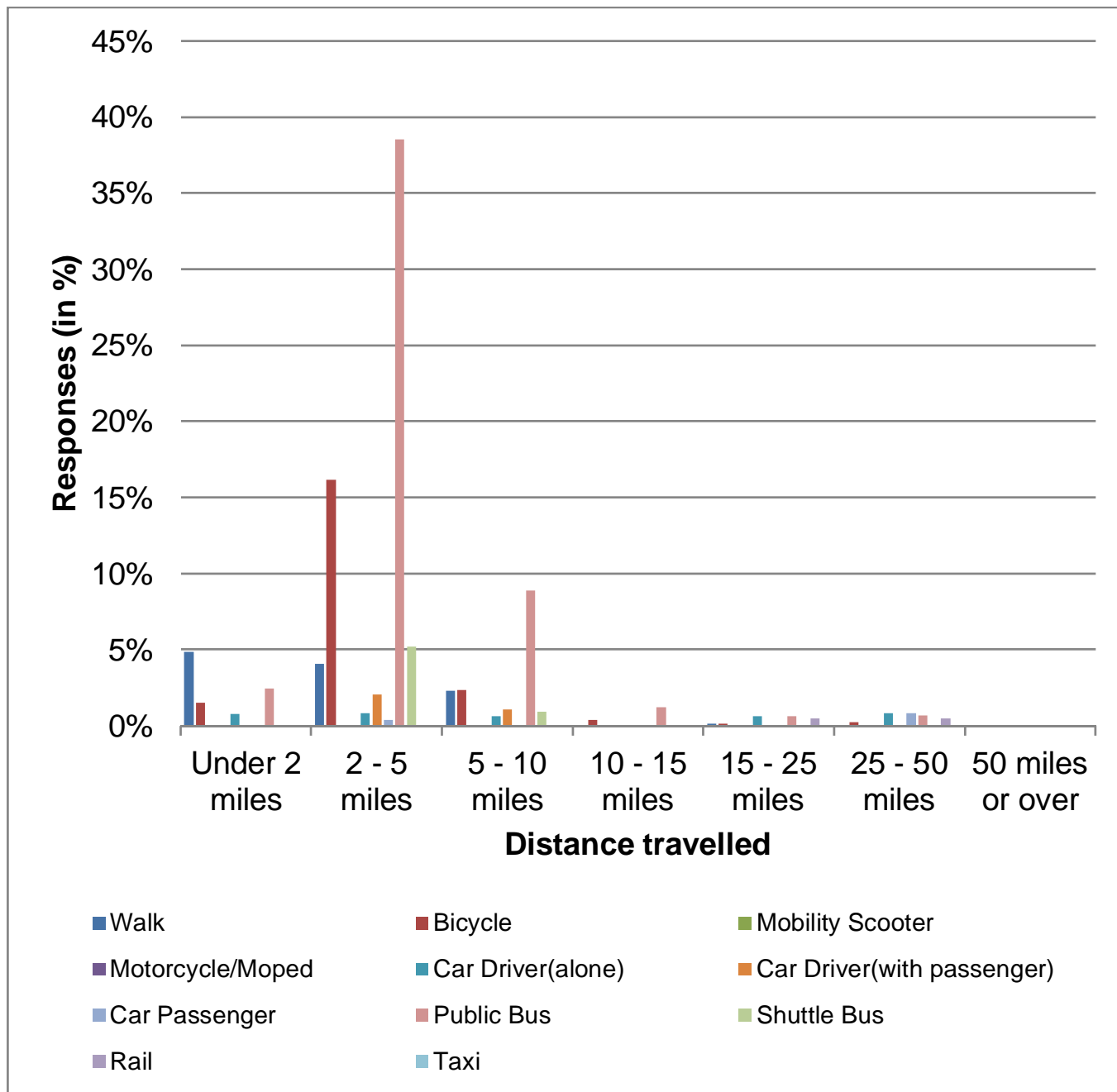


\* Responses were allowed more than one choice of answer.

Staff distance travelled to Little France by main mode



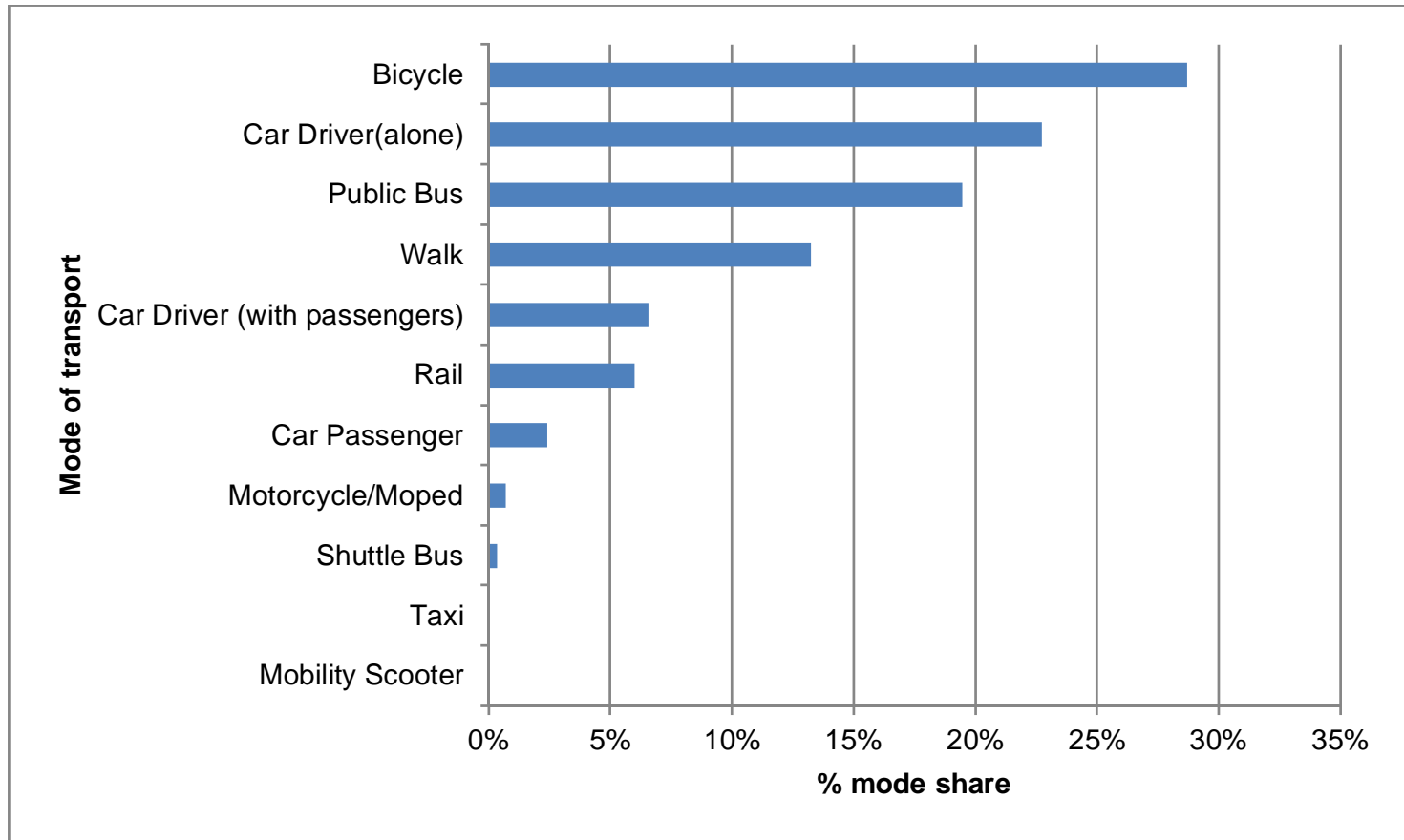
Student distance travelled to Little France by main mode



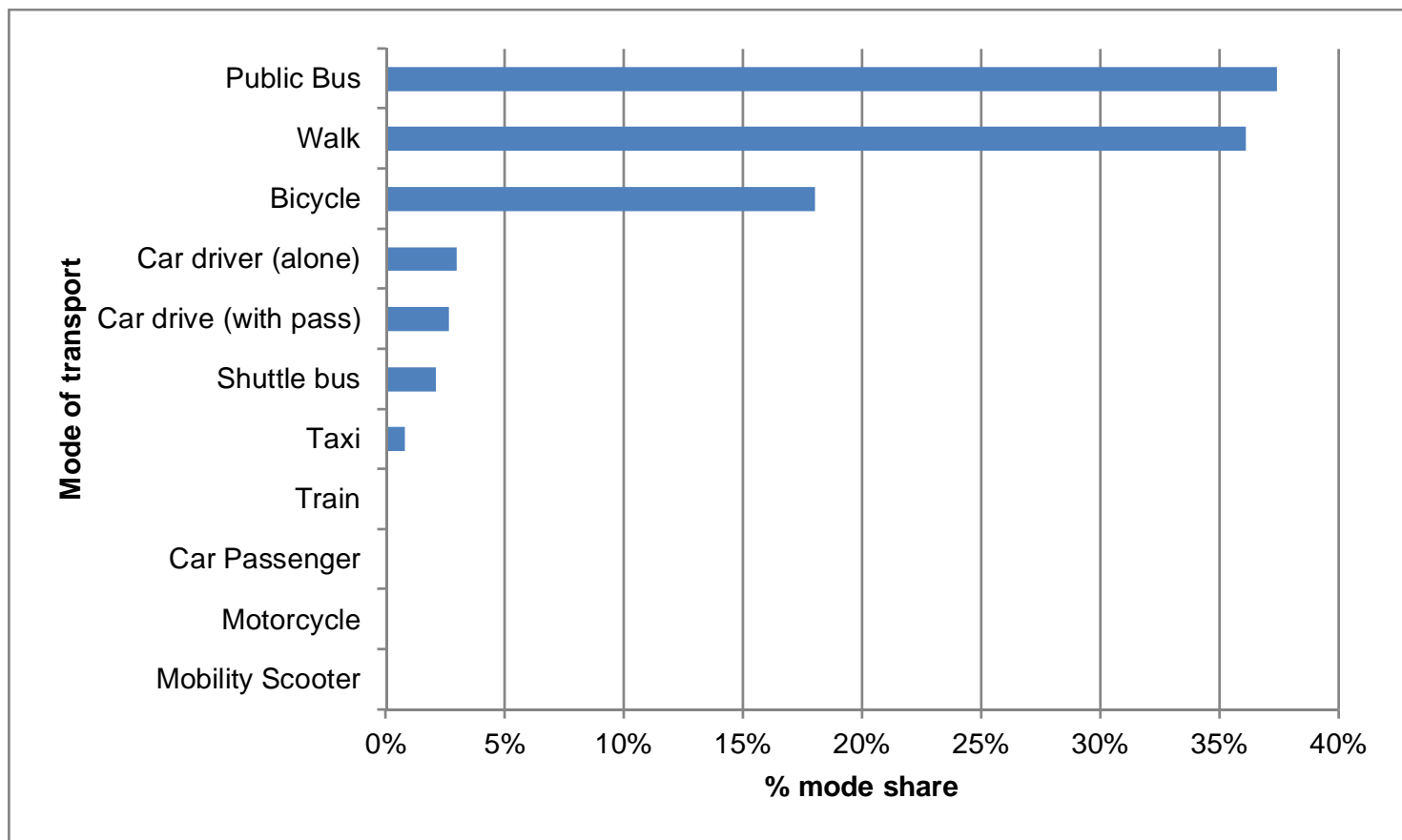


Western General Hospital

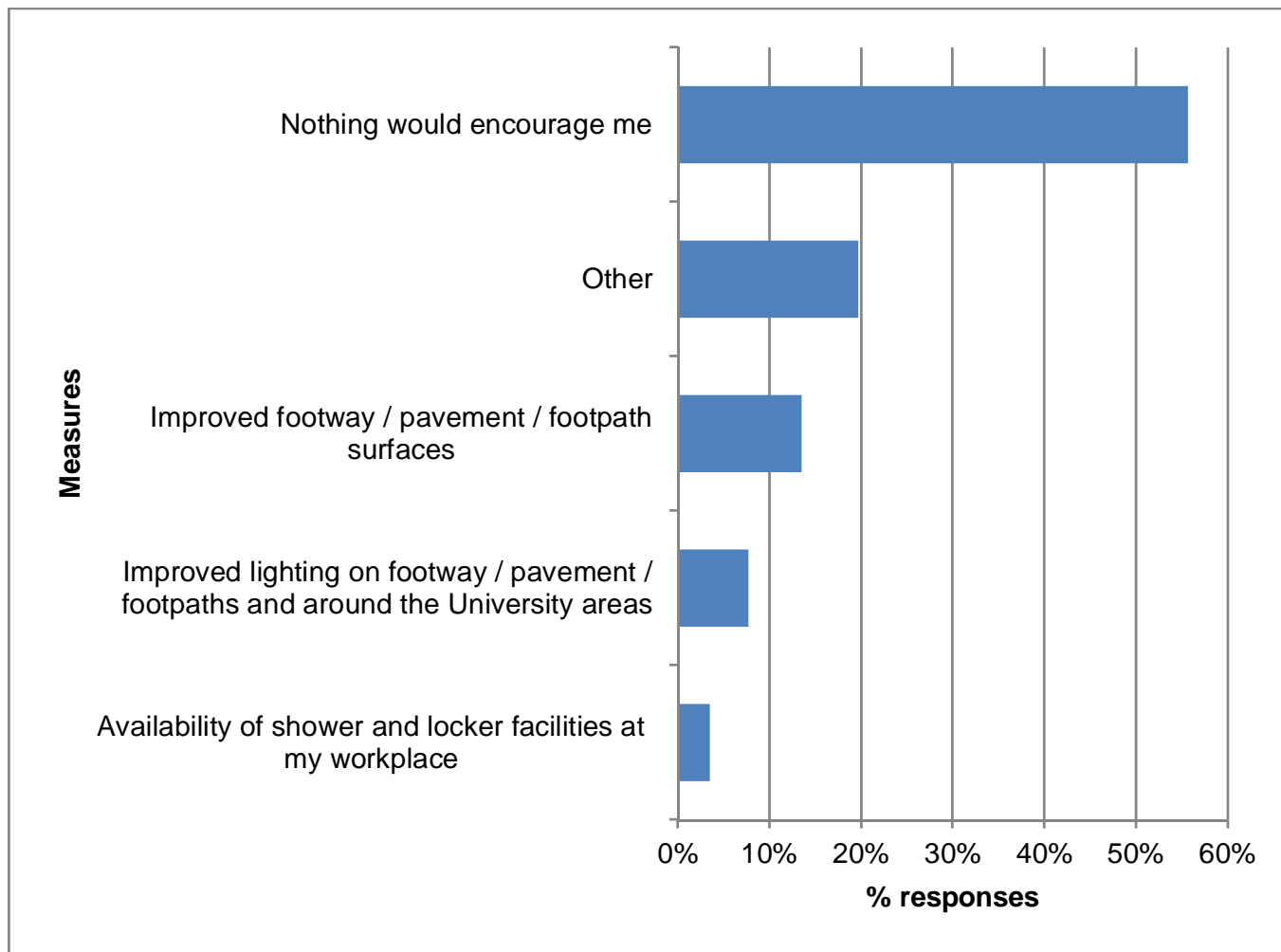
Staff main mode of travel (in percentage) to Western General Hospital



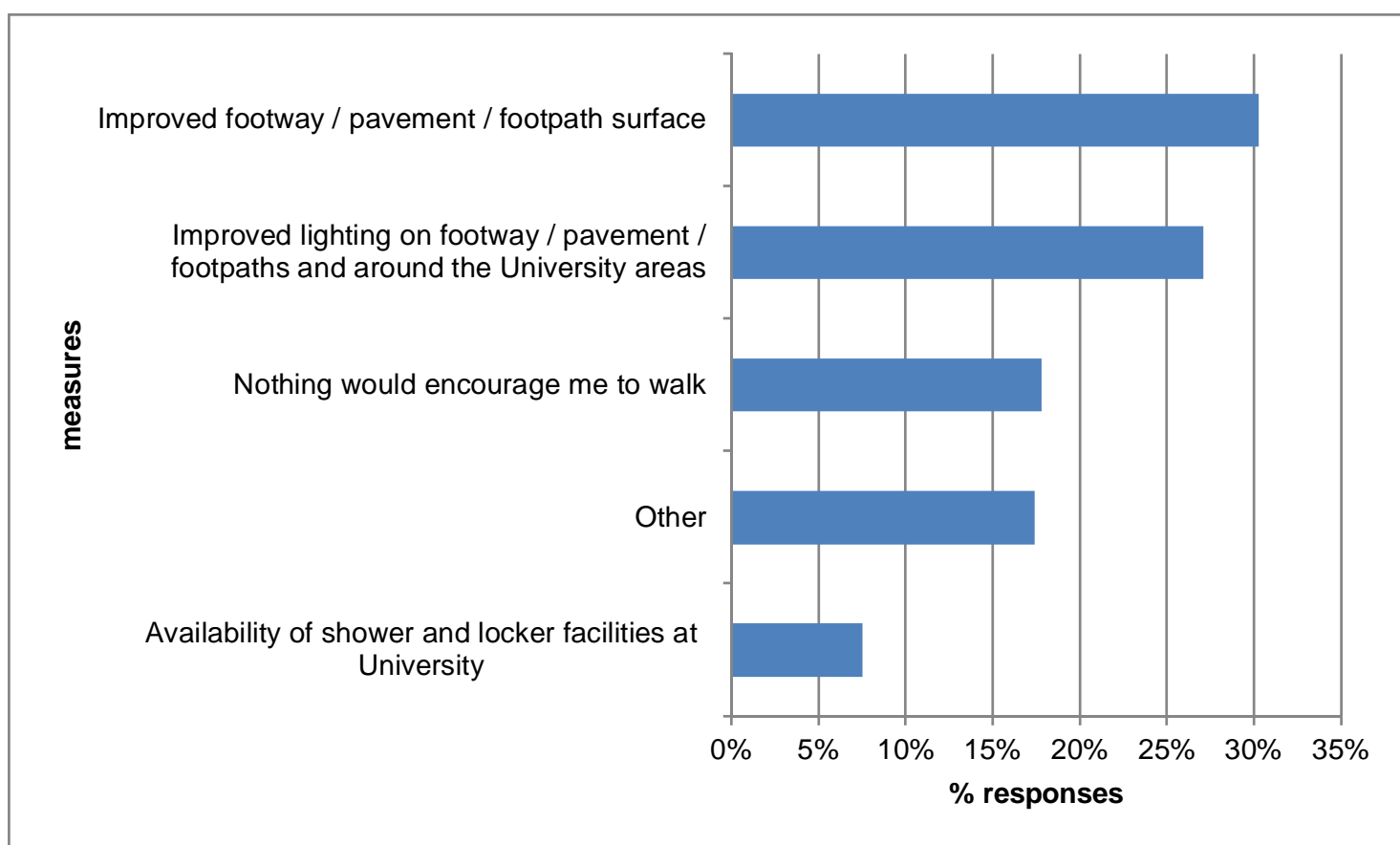
Student main mode of travel (in percentage) to Western General Hospital



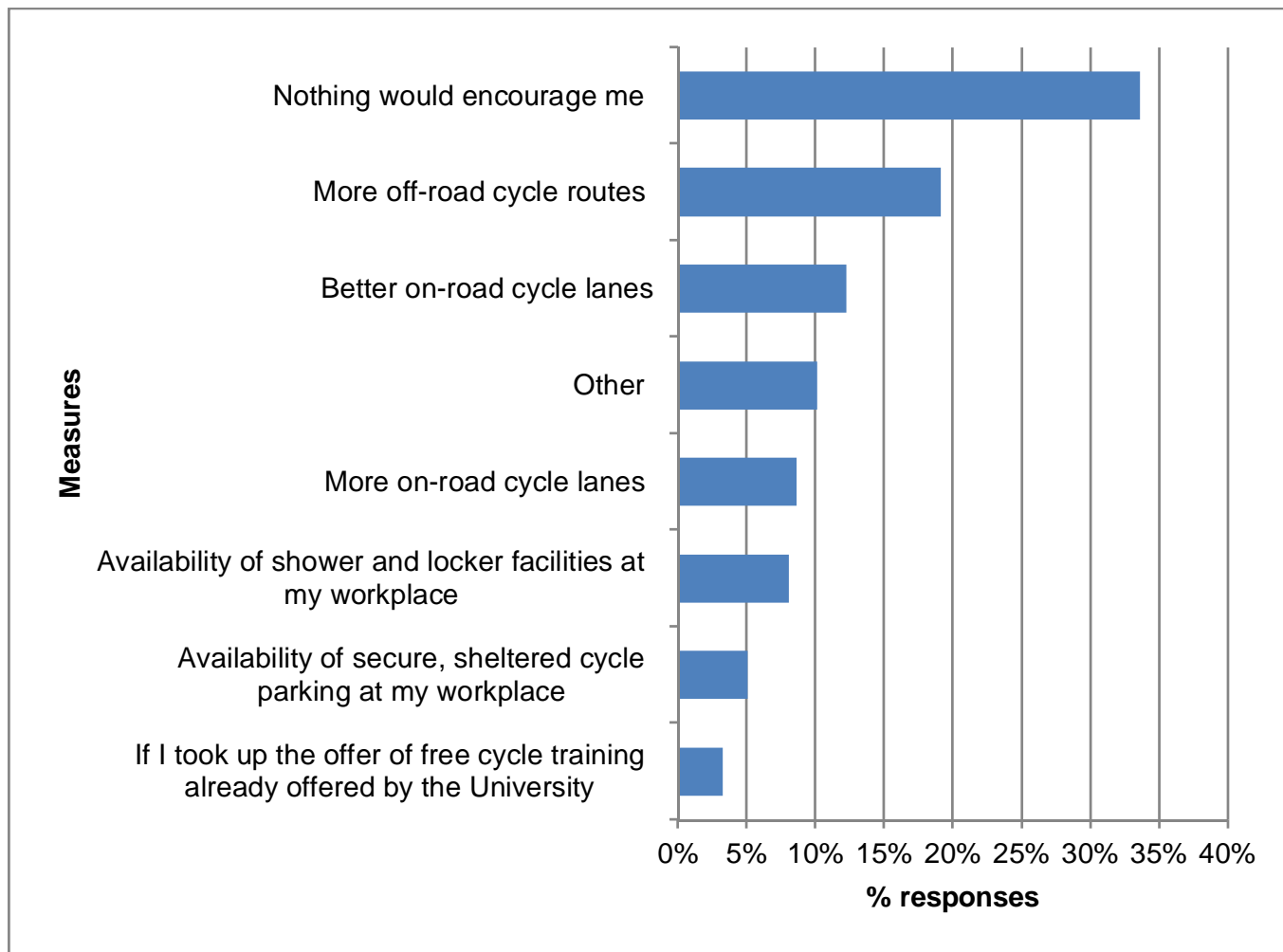
Staff Responses to measures that encourage walking at Western General Hospital



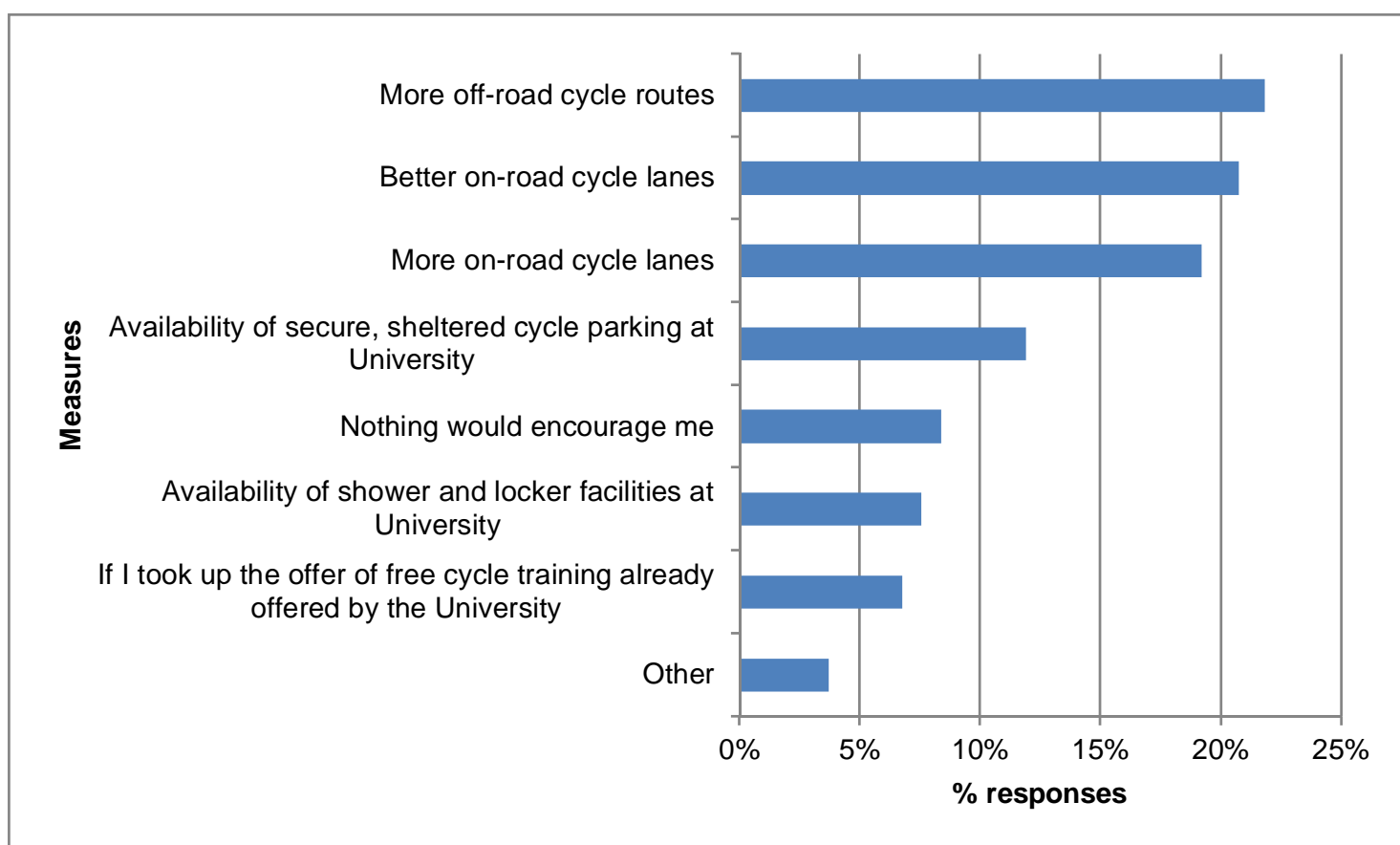
Student Responses to measures that encourage walking at Western General Hospital



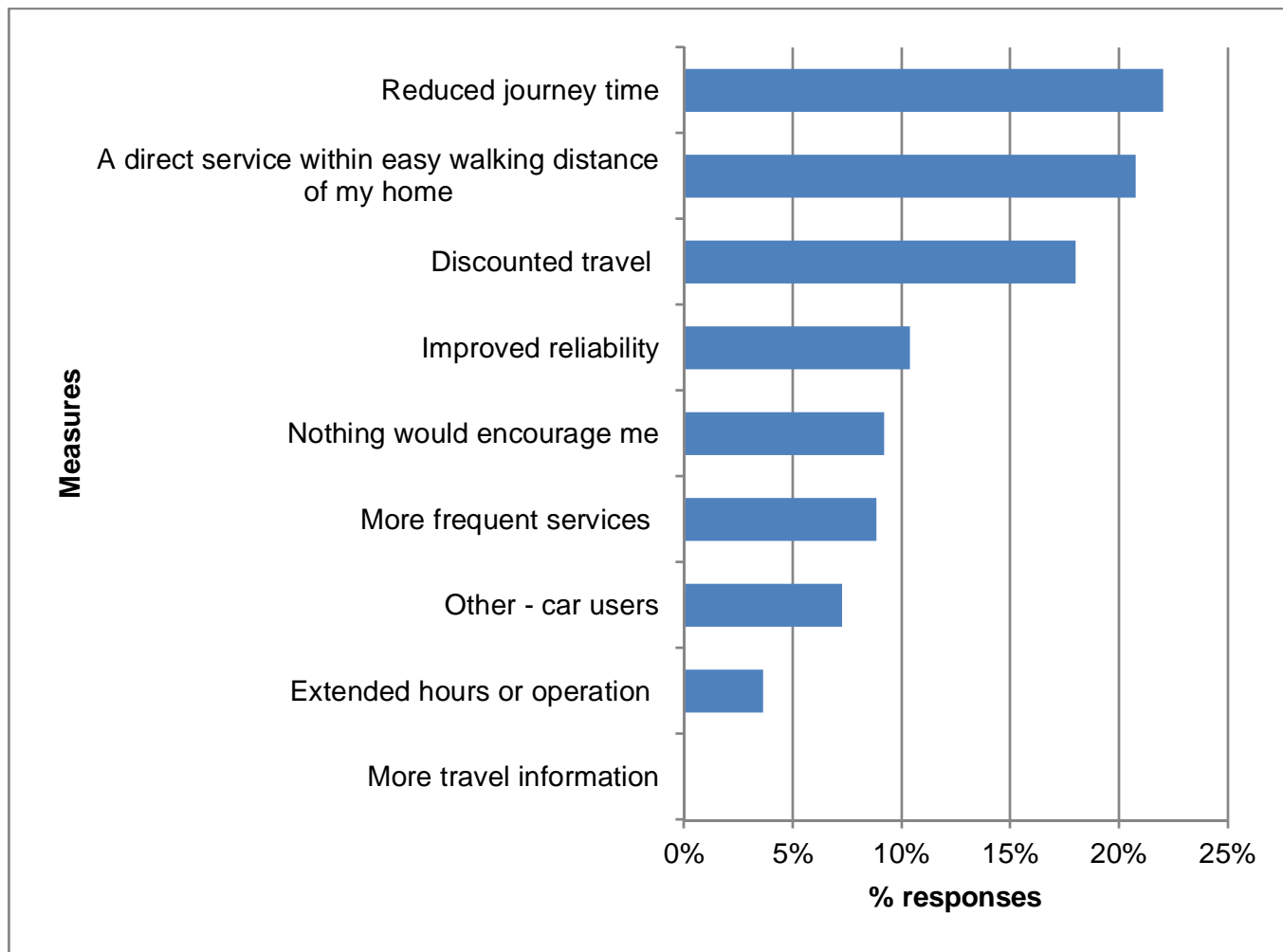
Staff Responses to measures that encourage cycling at Western General Hospital



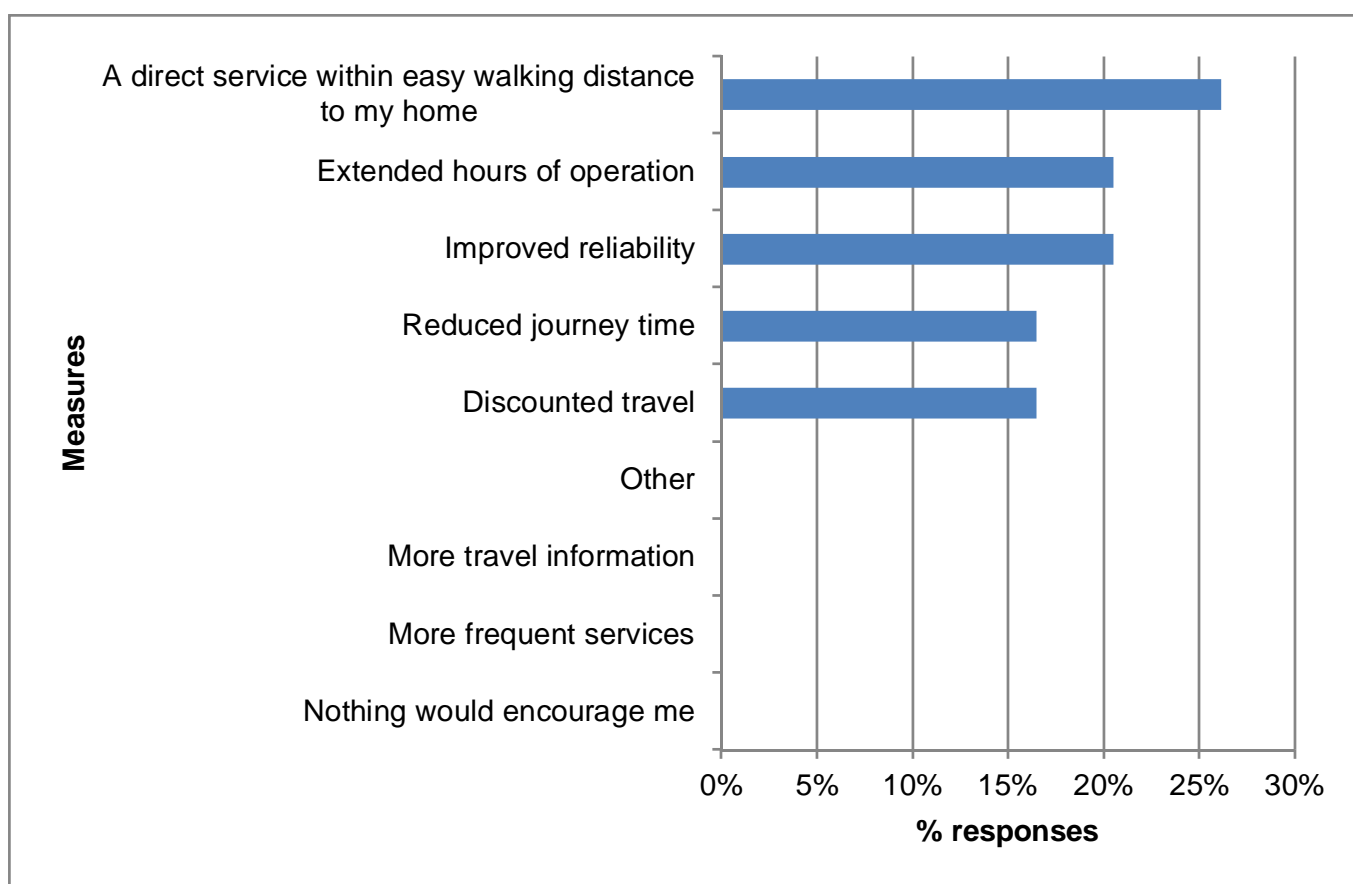
Student Responses to measures that encourage cycling at Western General Hospital



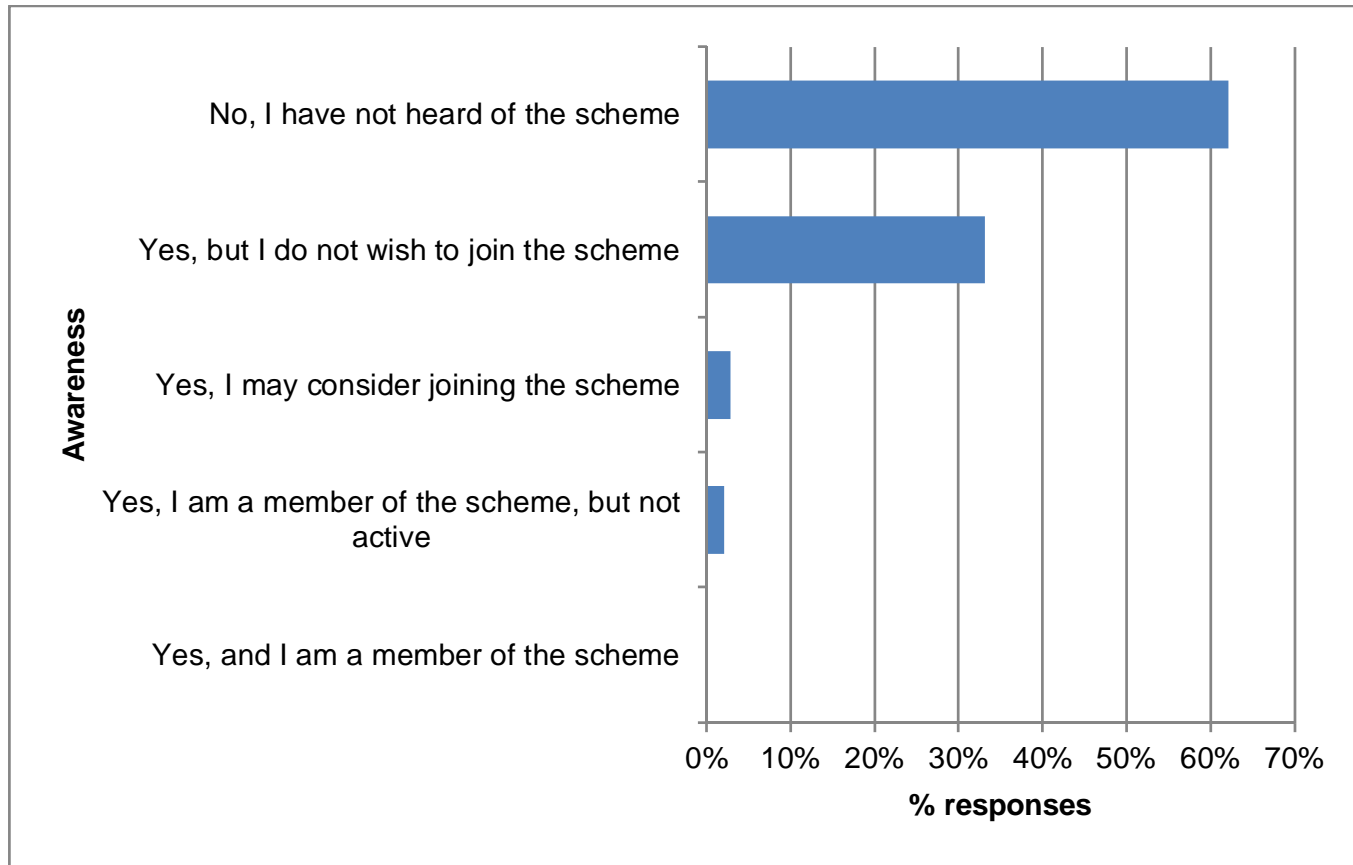
Staff Responses to measures that encourage travel by public transport at Western General Hospital



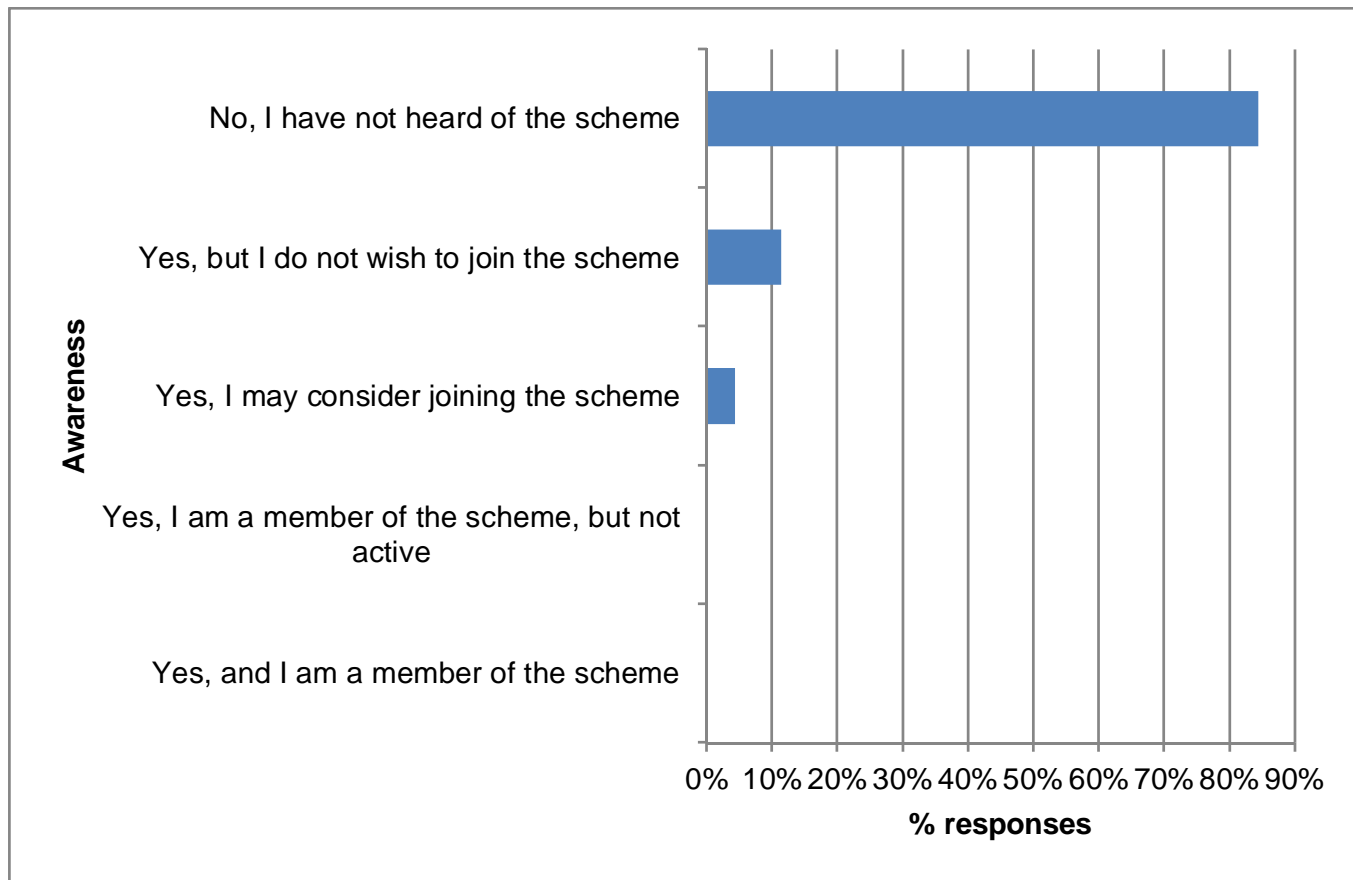
Student Responses to measures that encourage travel by public transport at Western General Hospital



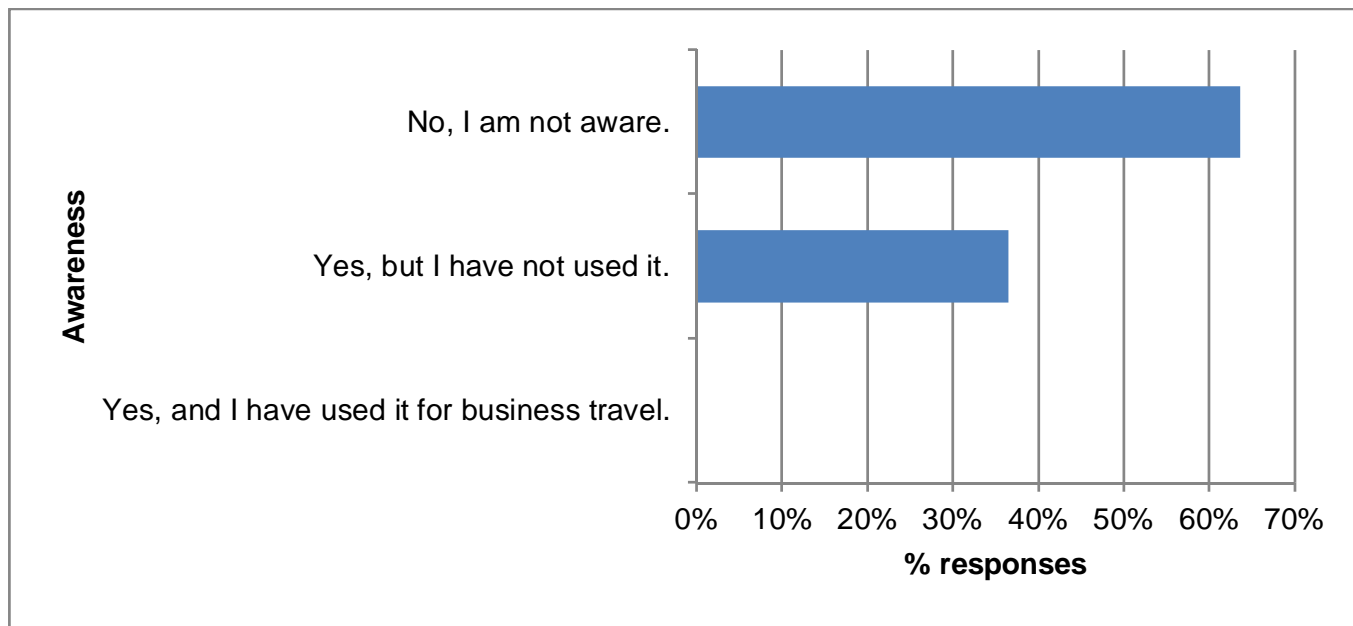
Staff Tripshare awareness at Western General Hospital



Student Tripshare awareness at Western General Hospital

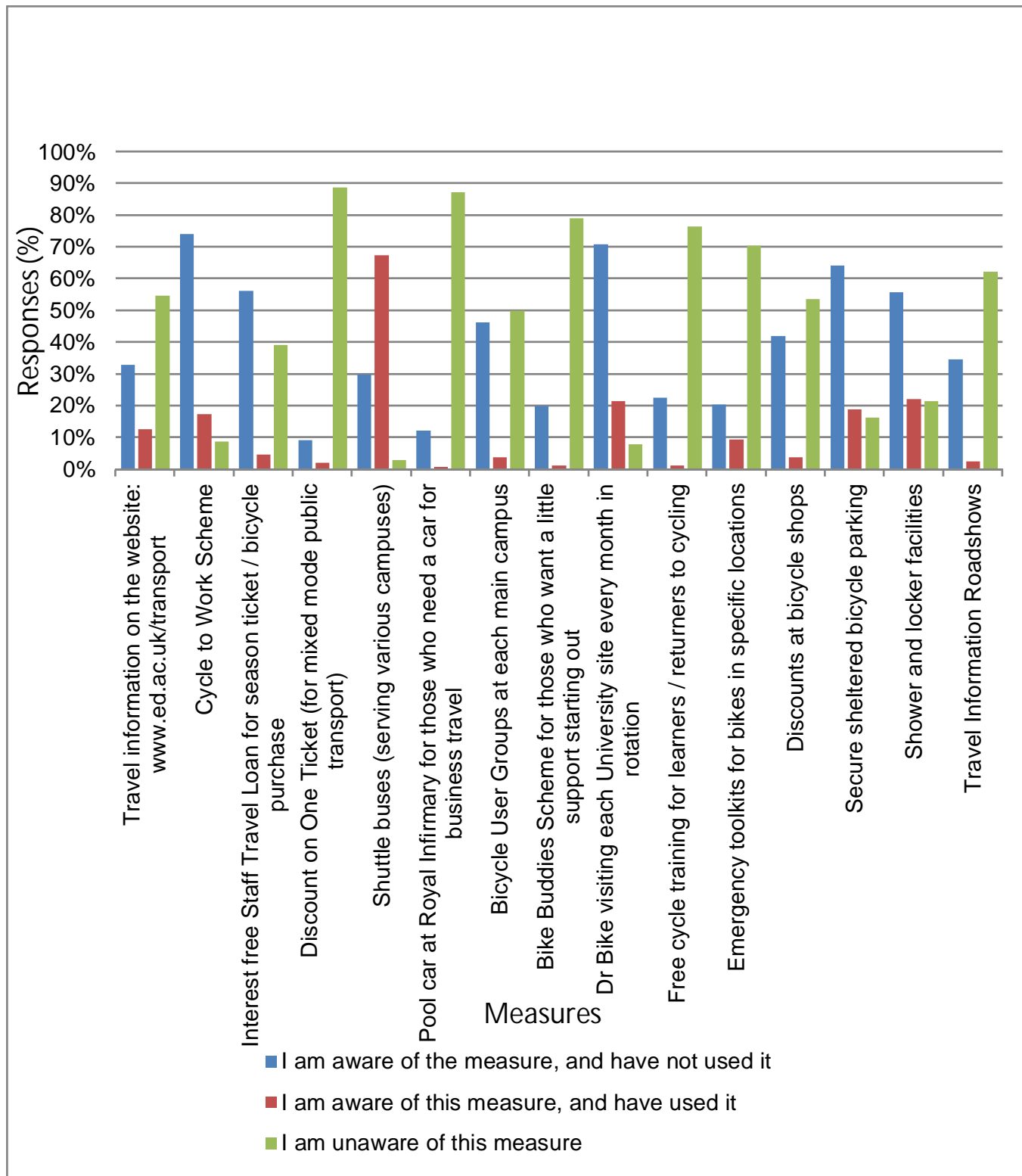


Staff City Car Club awareness at Western General Hospital

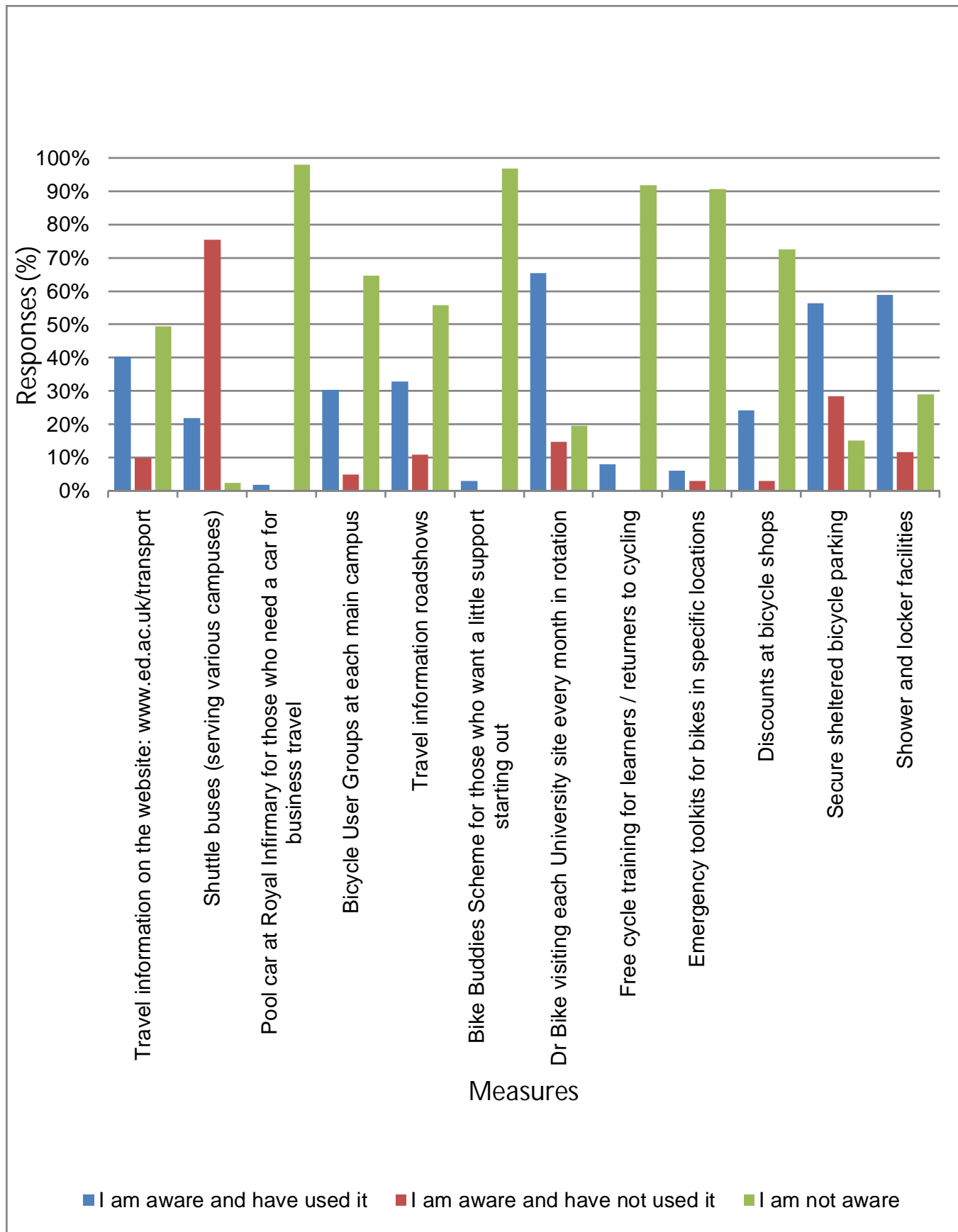




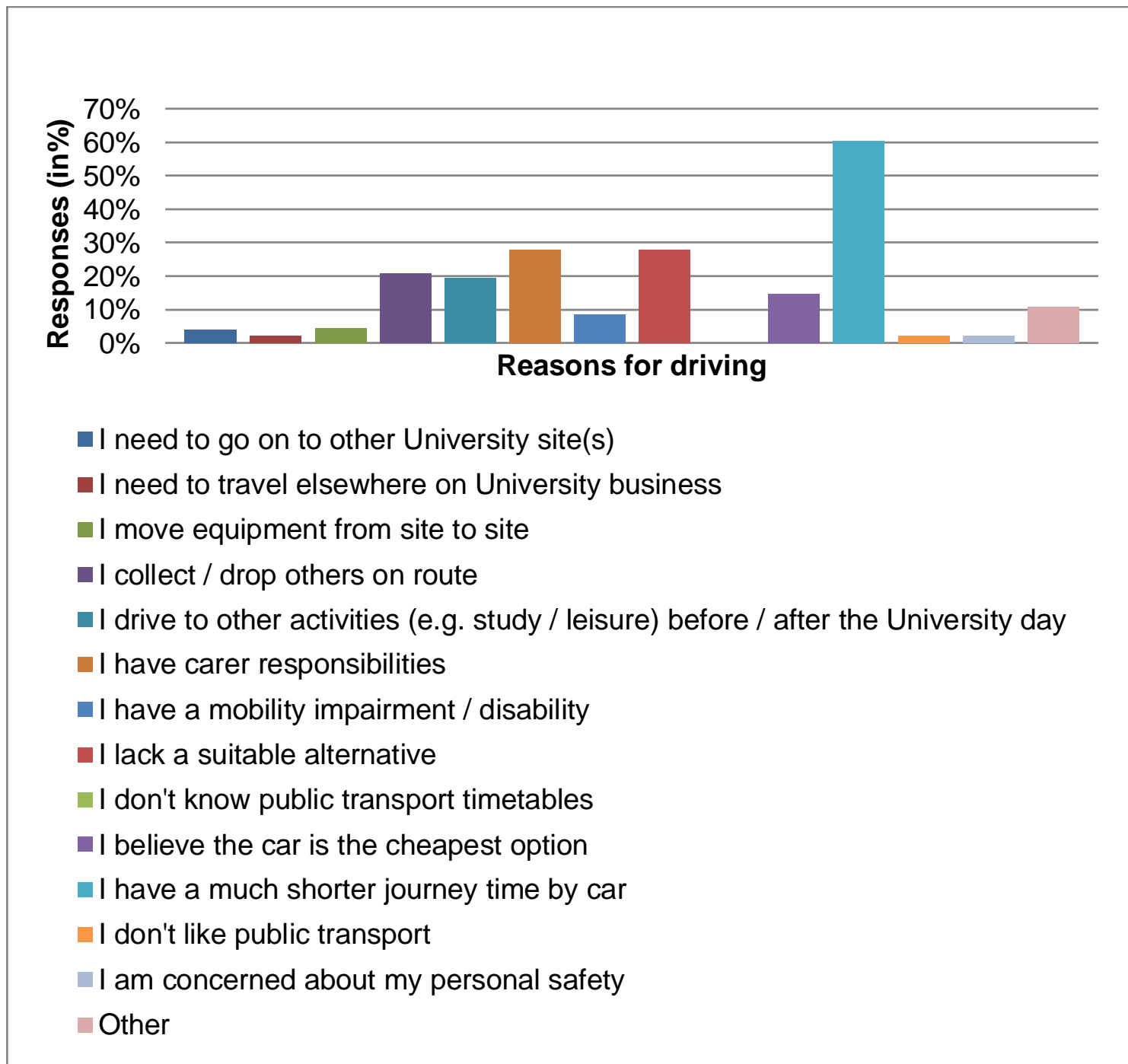
Staff Awareness of measures supported by University to encourage sustainable travel at Western General Hospital



Student Awareness of measures supported by University to encourage sustainable travel at Western General Hospital

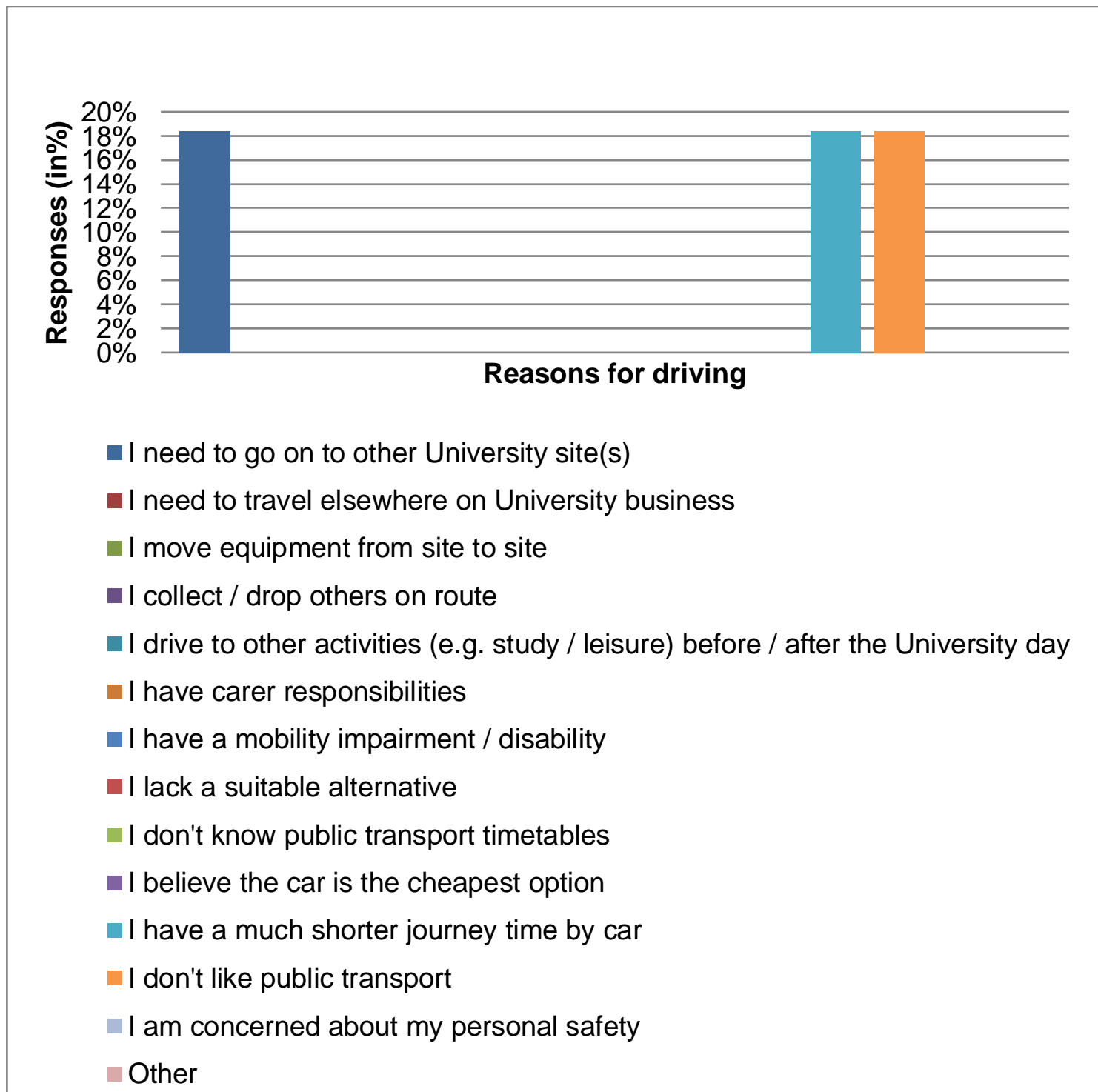


Staff reasons for driving to Western General Hospital



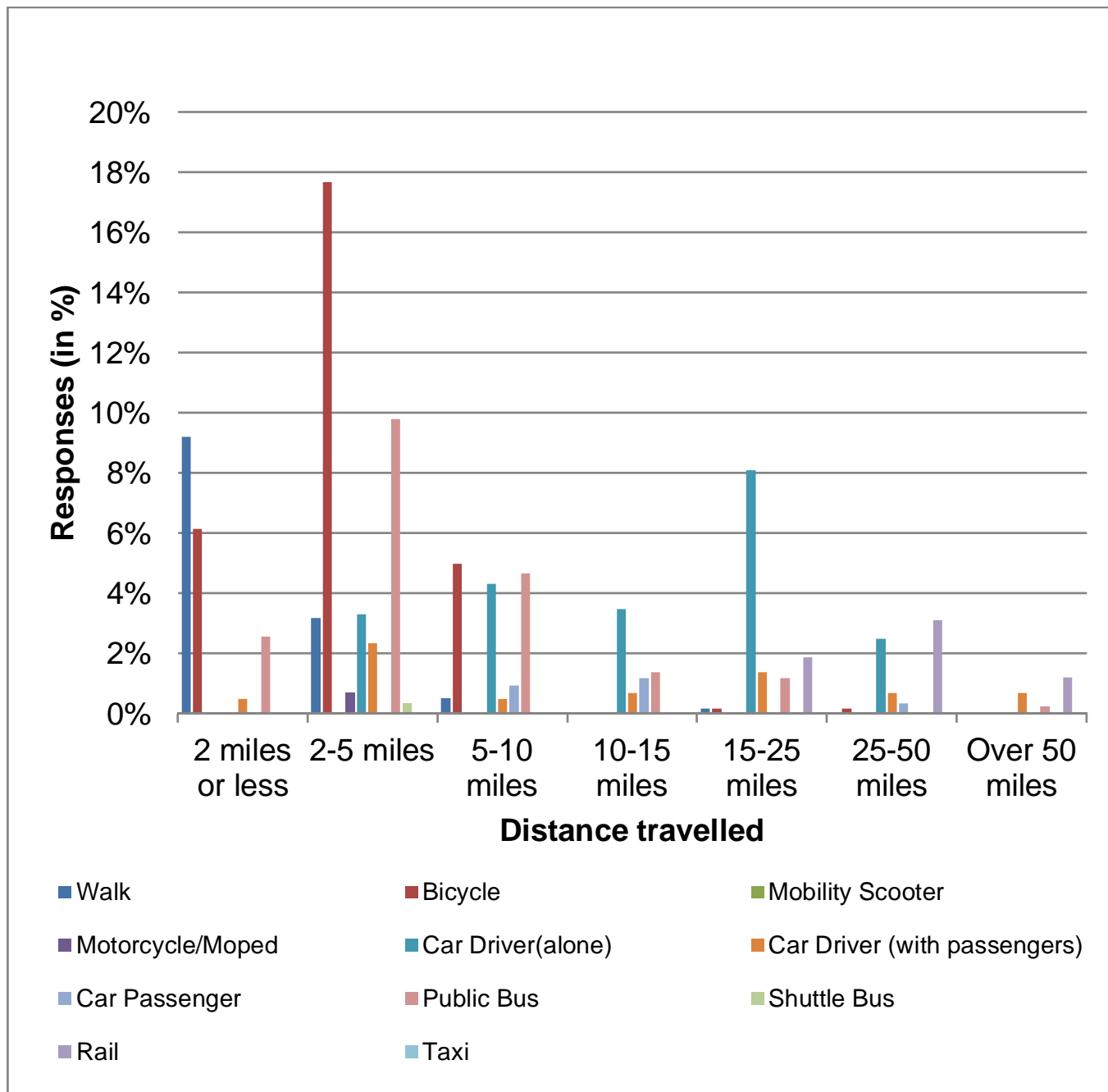
\* Responses were allowed more than one choice of answer.

Student reasons for driving to Western General Hospital

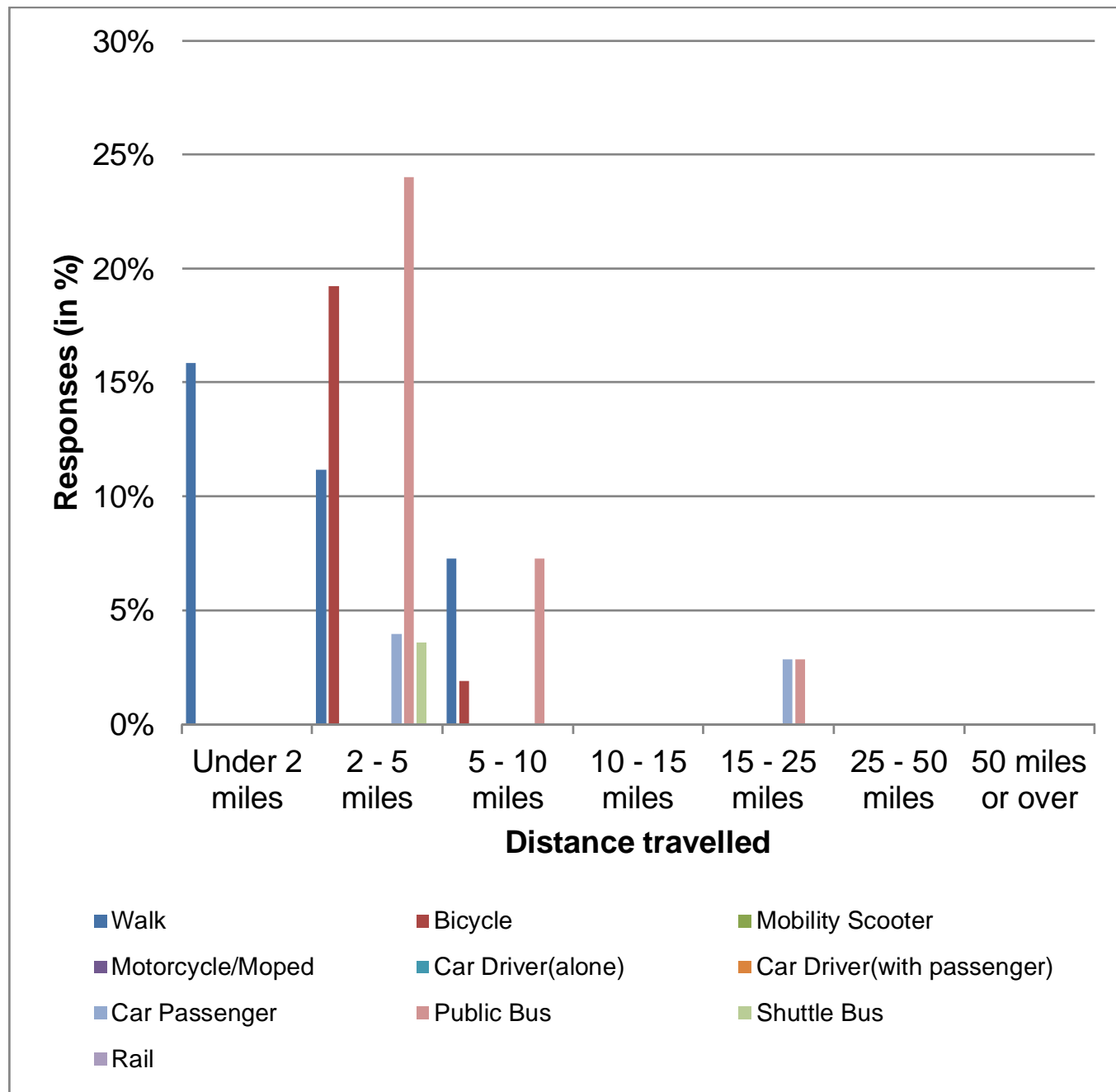


\* Responses were allowed more than one choice of answer.

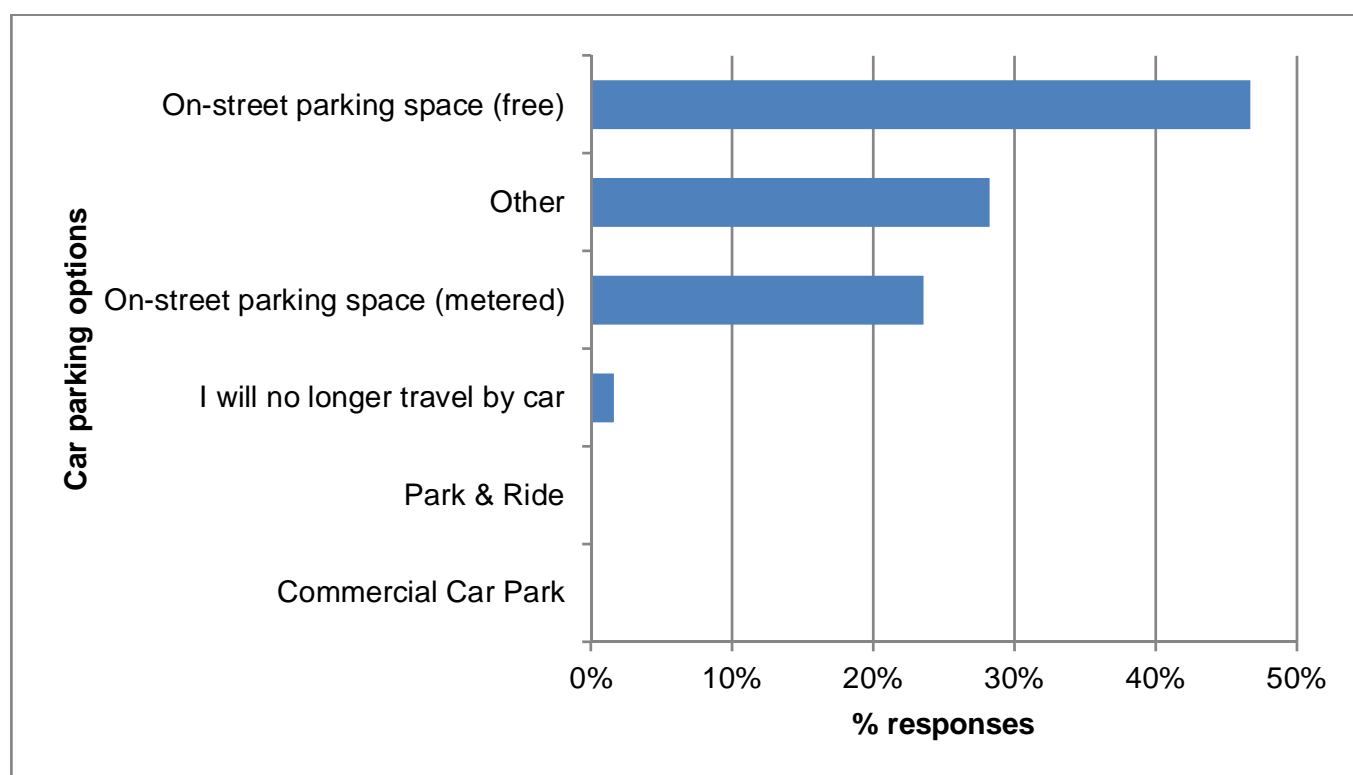
Staff distance travelled to Western General Hospital by main mode



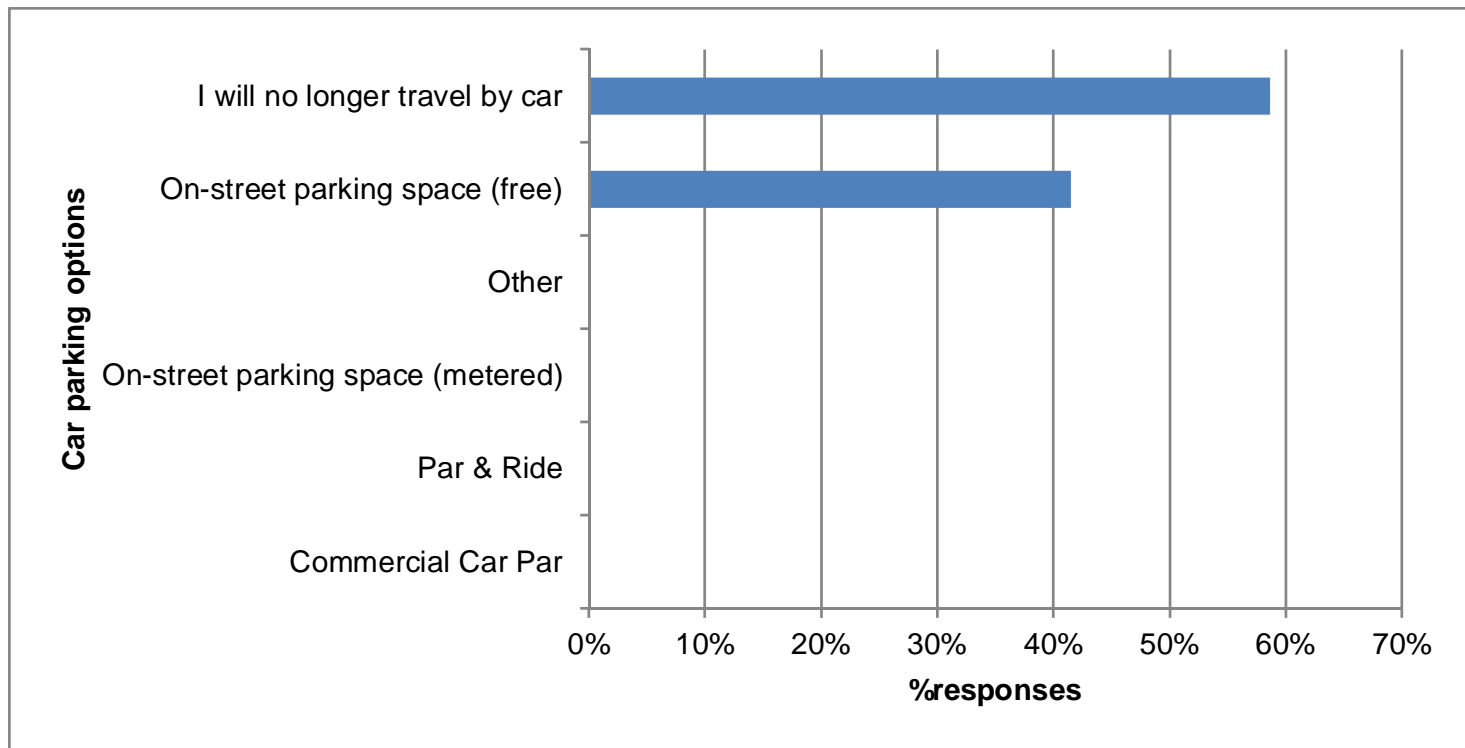
Student distance travelled to Western General Hospital by main mode



Future car parking options considered by drivers (Staff) at Western General Hospital after the on-site car park closes for the construction of Systems Medicine



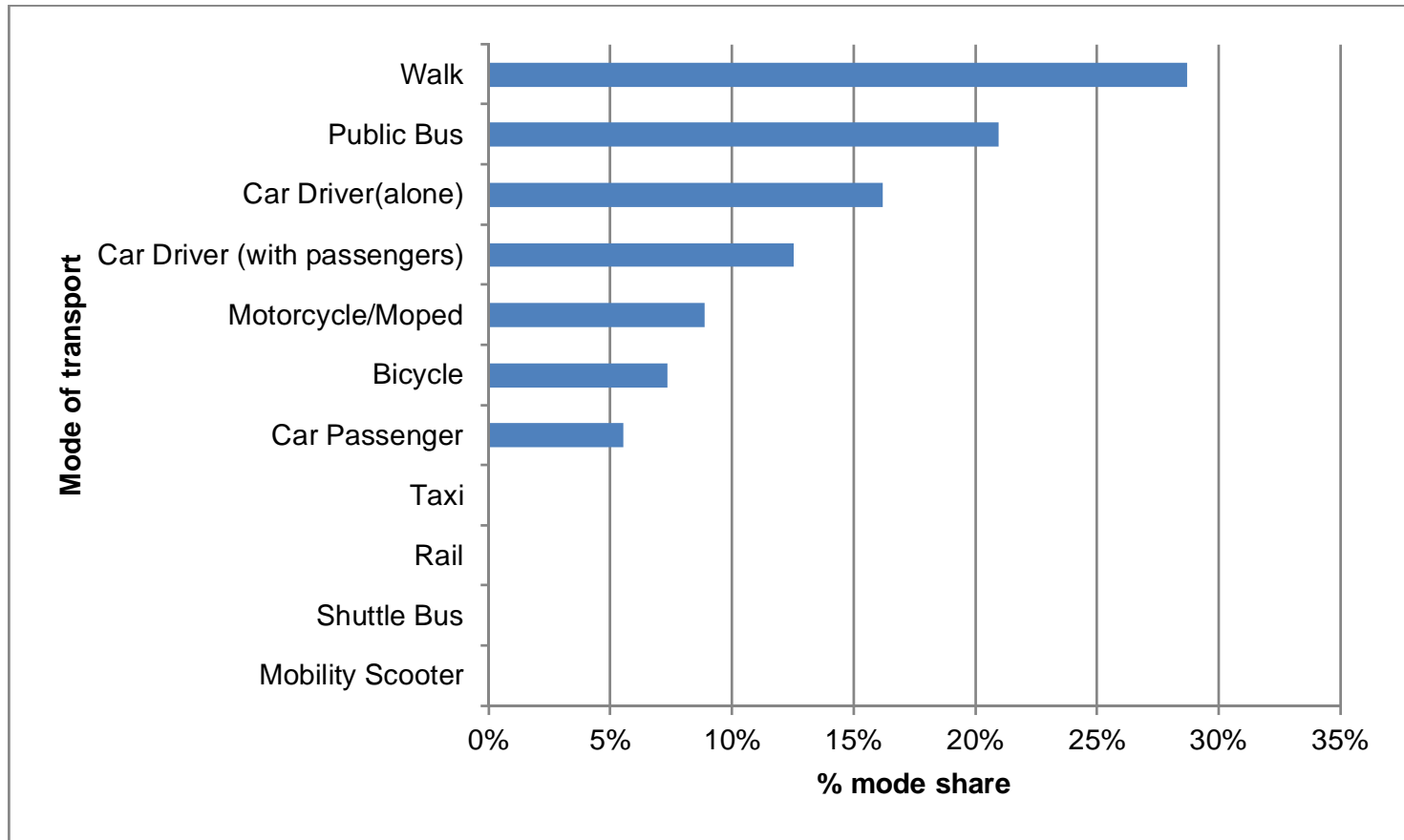
Future car parking options considered by drivers (Students) at Western General Hospital after the on-site car park closes for the construction of Systems Medicine



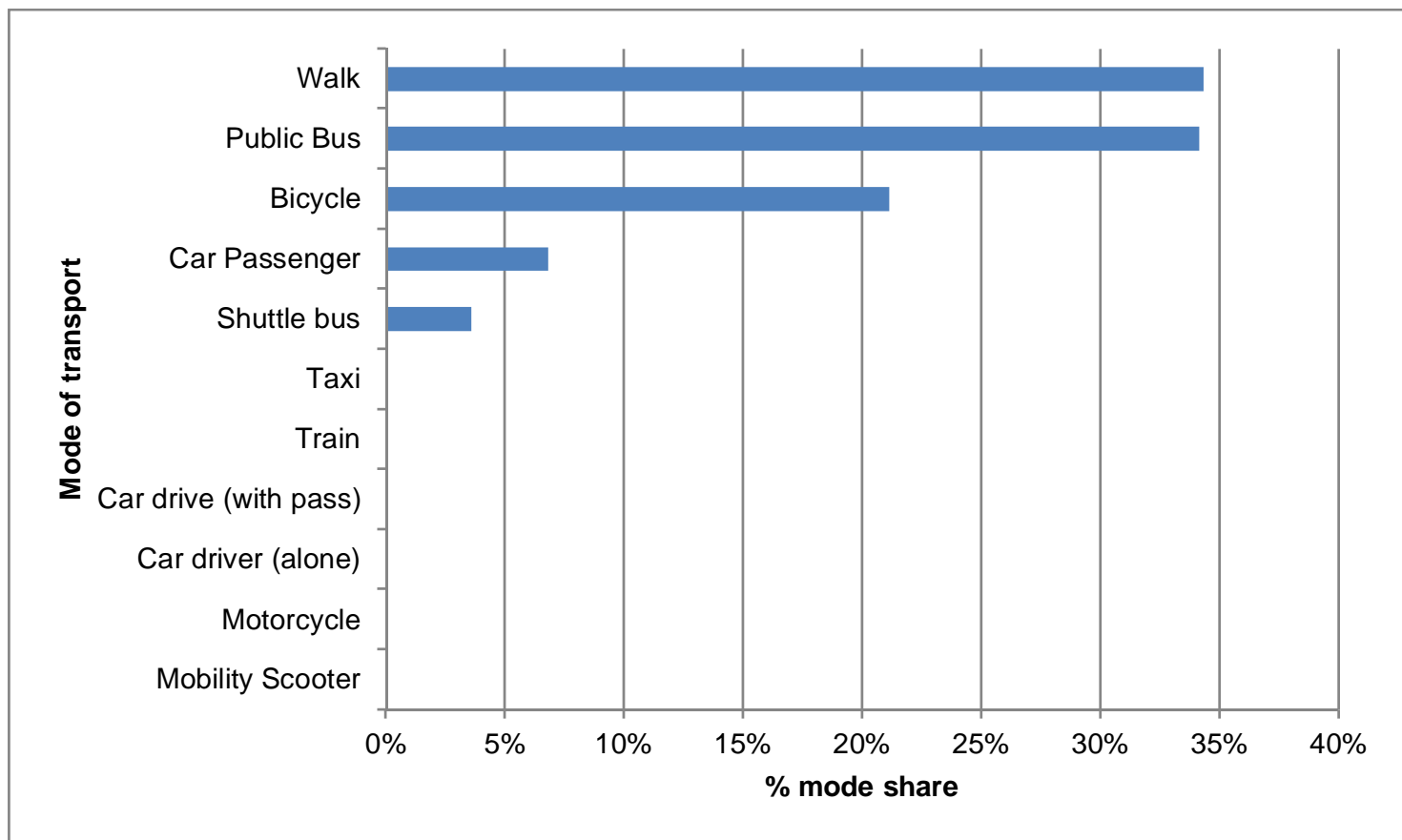


Royal Edinburgh Hospital

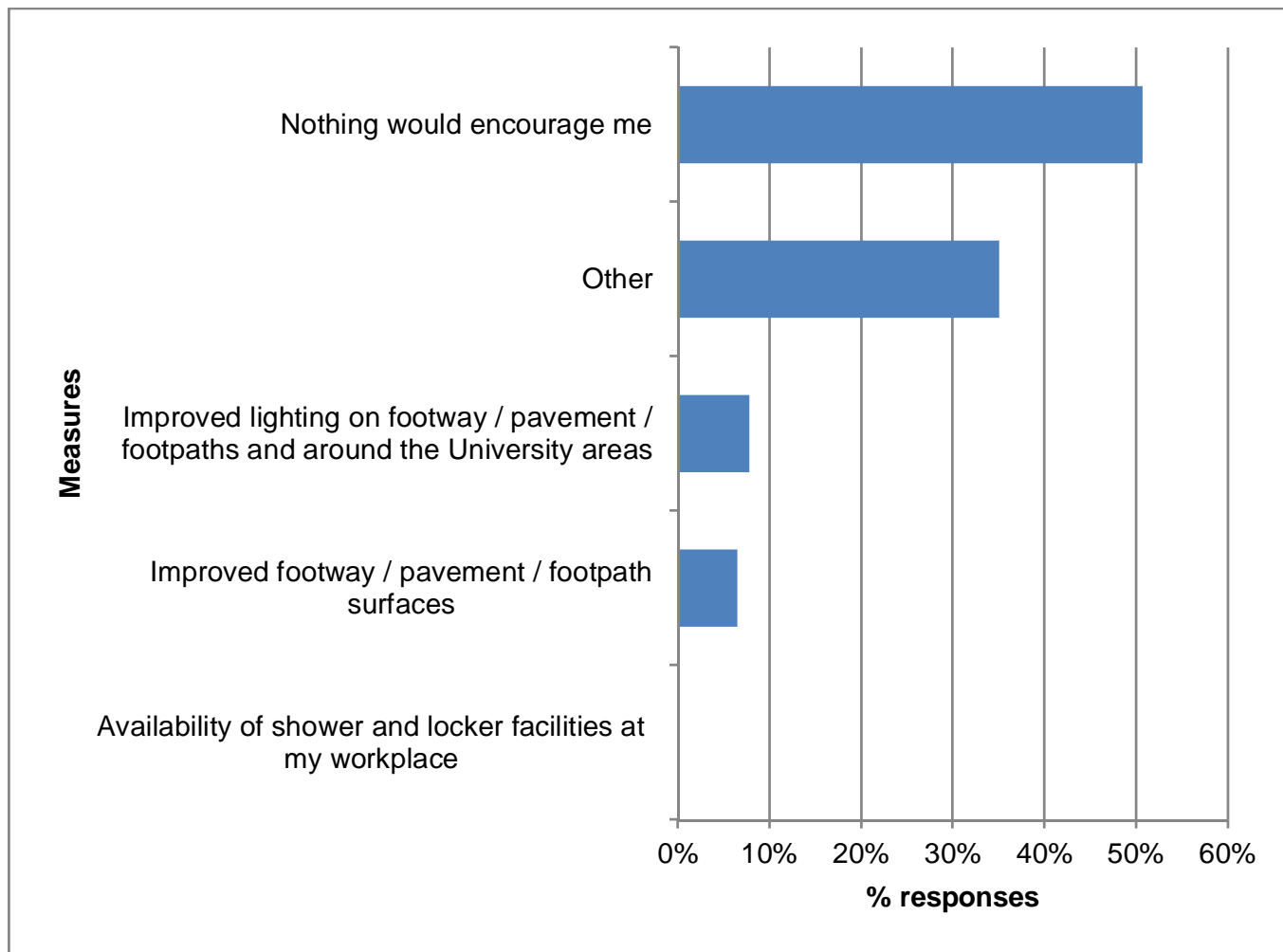
Staff main mode of travel (in percentage) to Royal Edinburgh Hospital



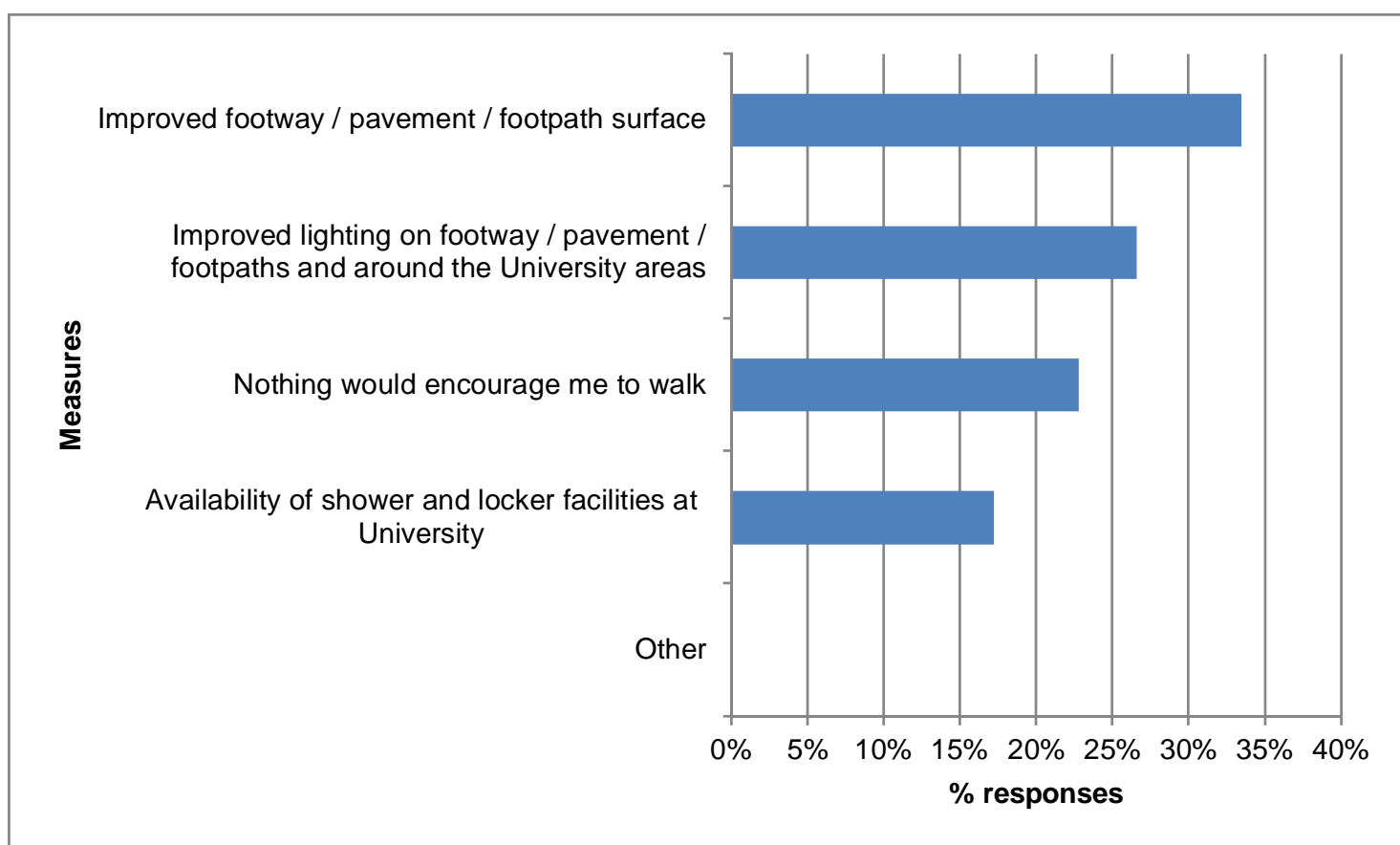
Student main mode of travel (in percentage) to Royal Edinburgh Hospital



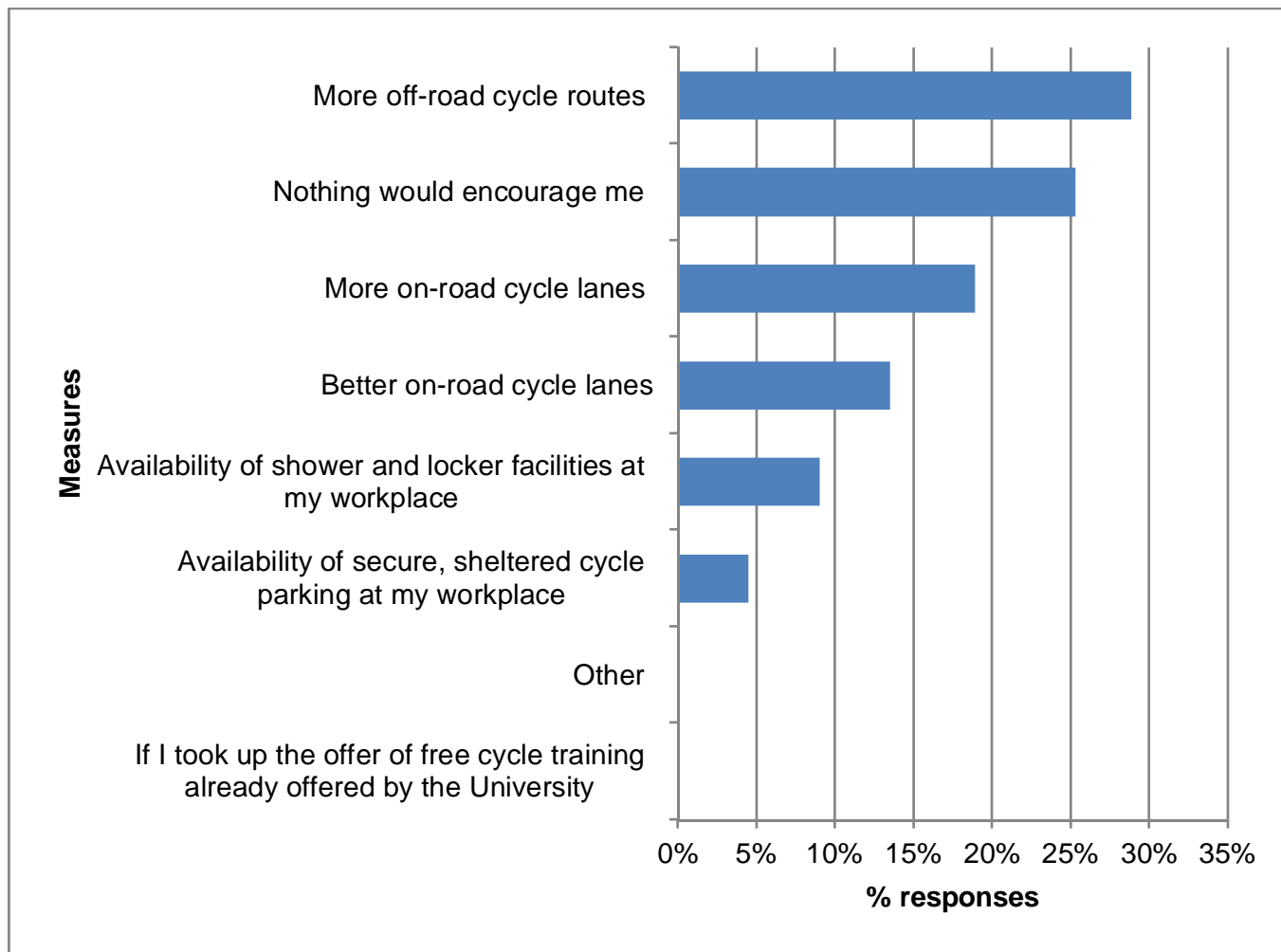
Staff Responses to measures that encourage walking at Royal Edinburgh Hospital



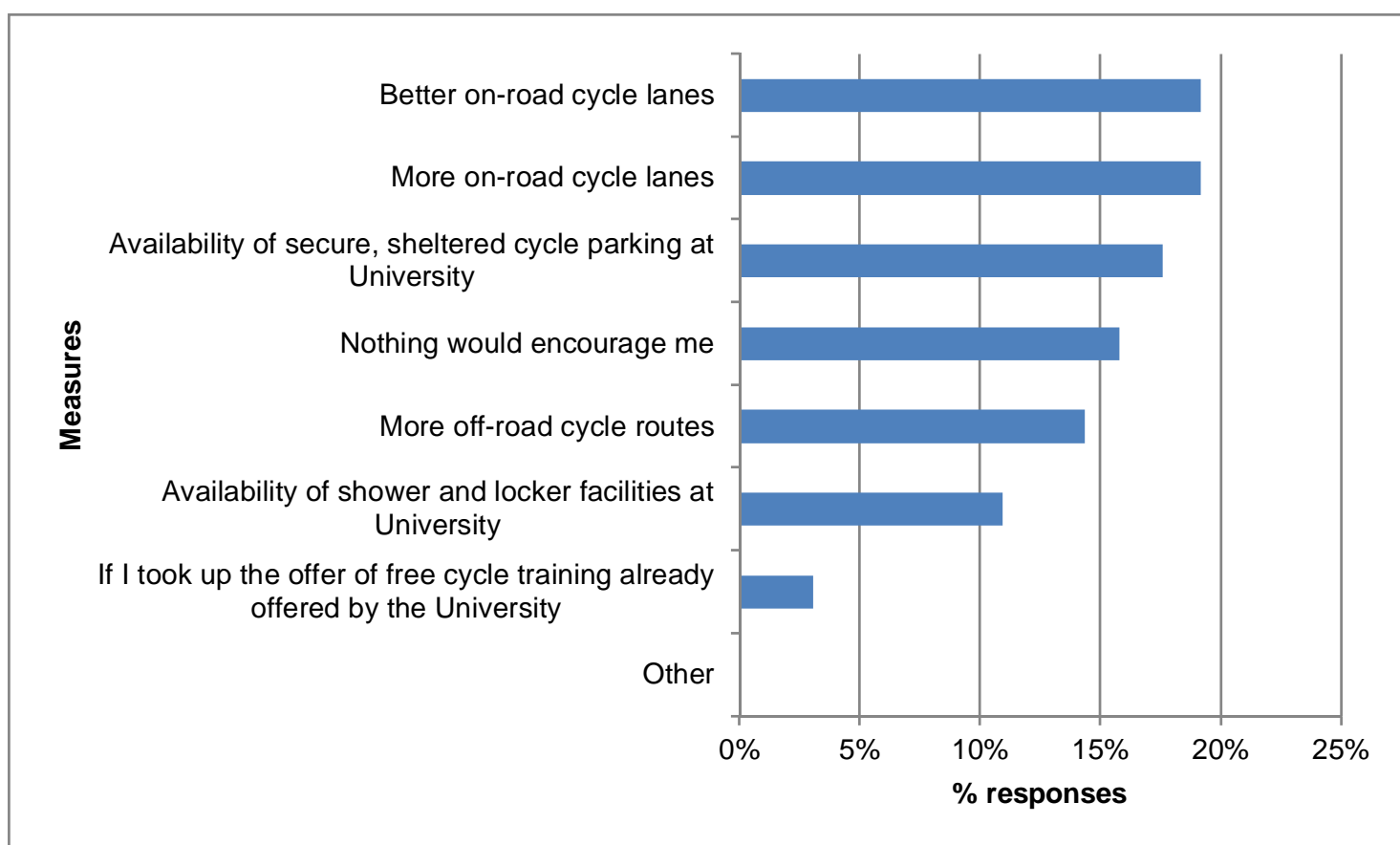
Student Responses to measures that encourage walking at Royal Edinburgh Hospital



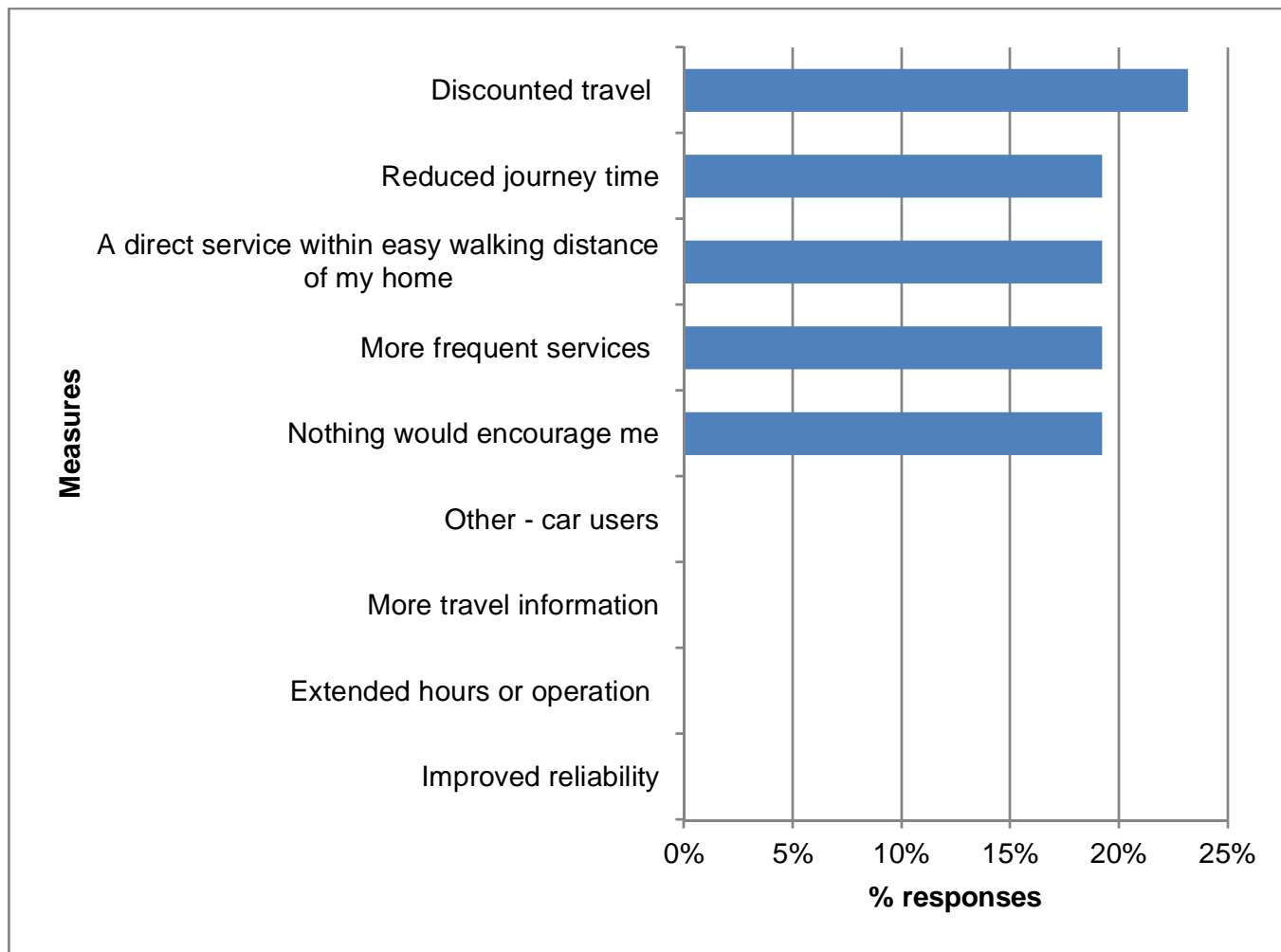
Staff Responses to measures that encourage cycling at Royal Edinburgh Hospital



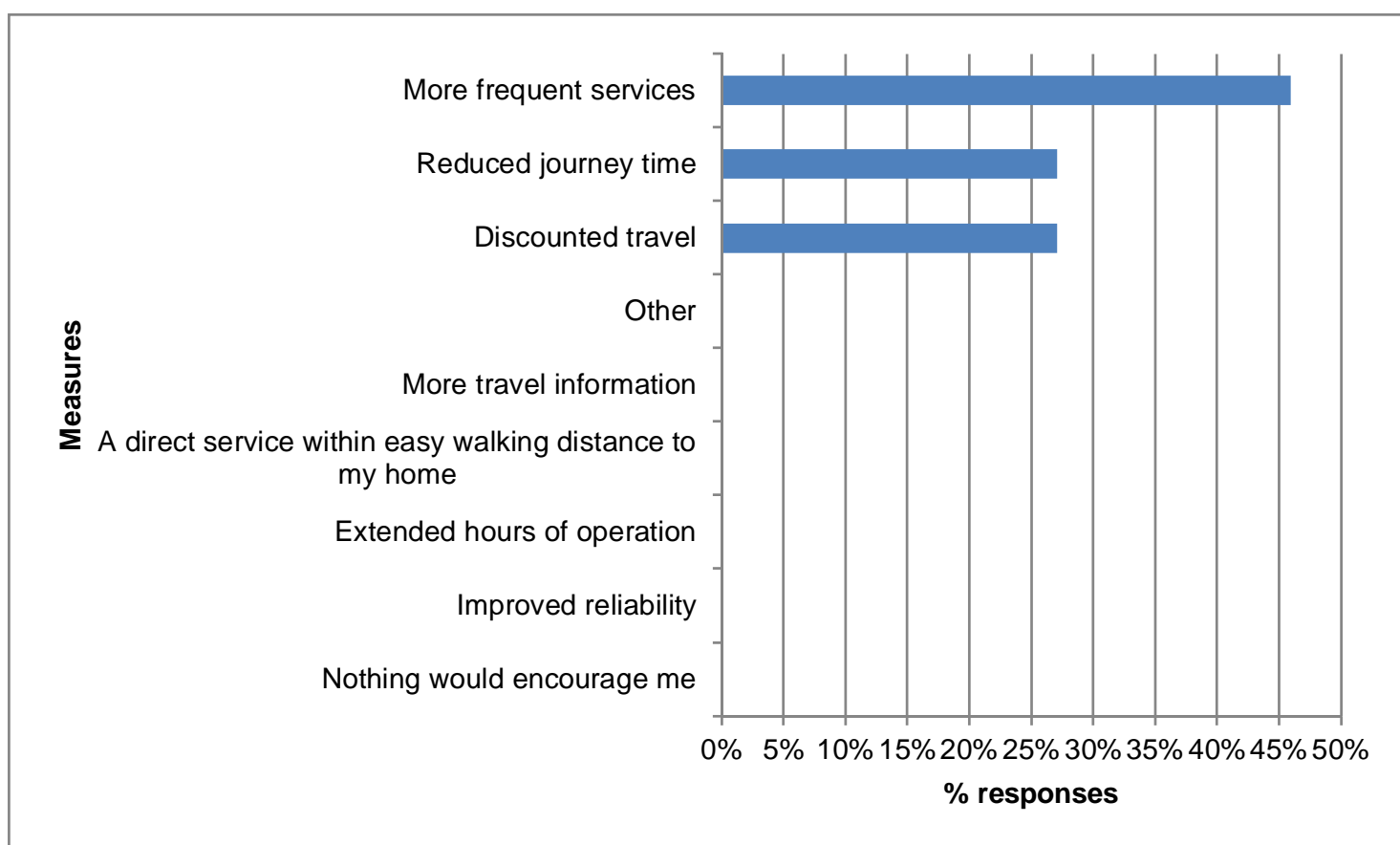
Student Responses to measures that encourage cycling at Royal Edinburgh Hospital



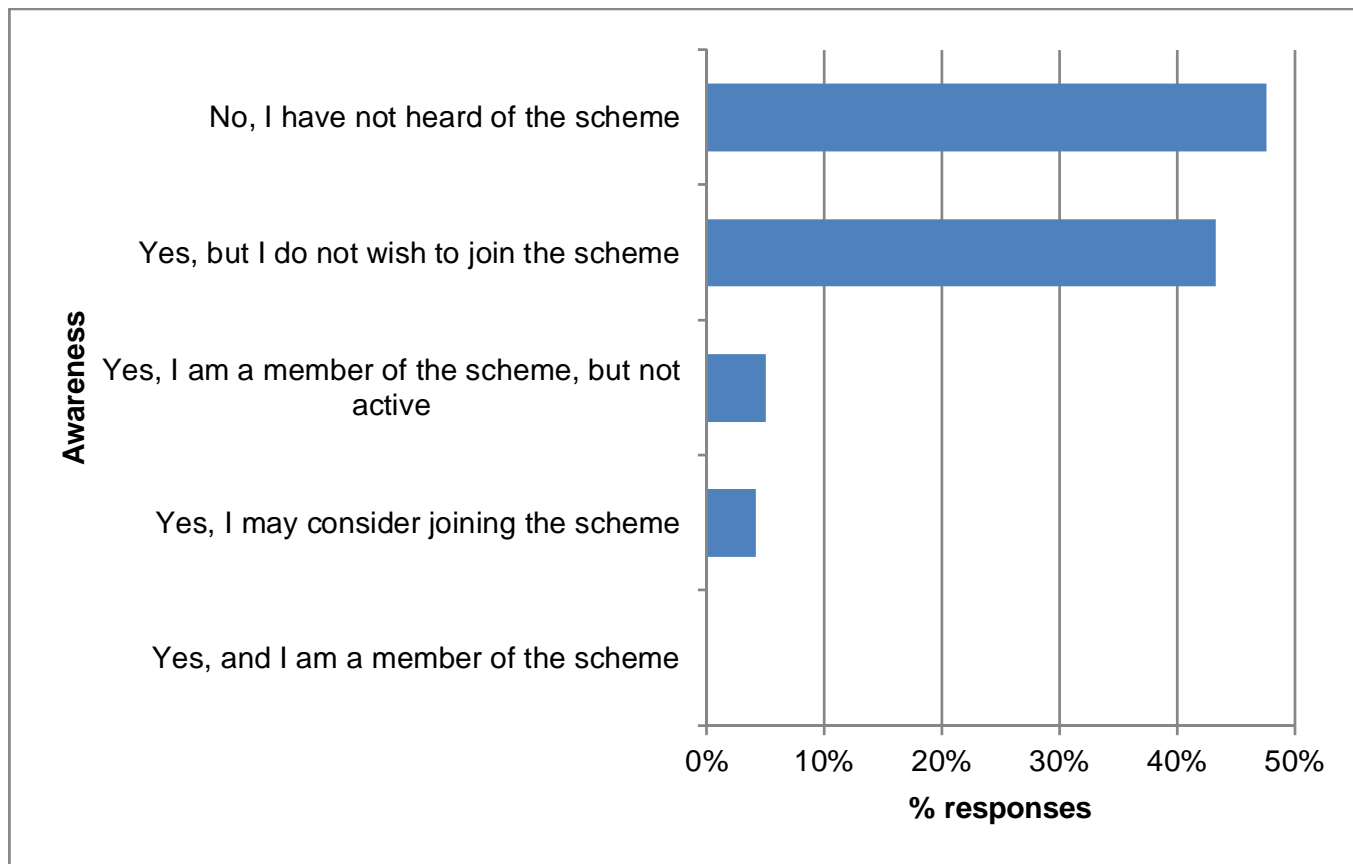
Staff Responses to measures that encourage travel by public transport at Royal Edinburgh Hospital



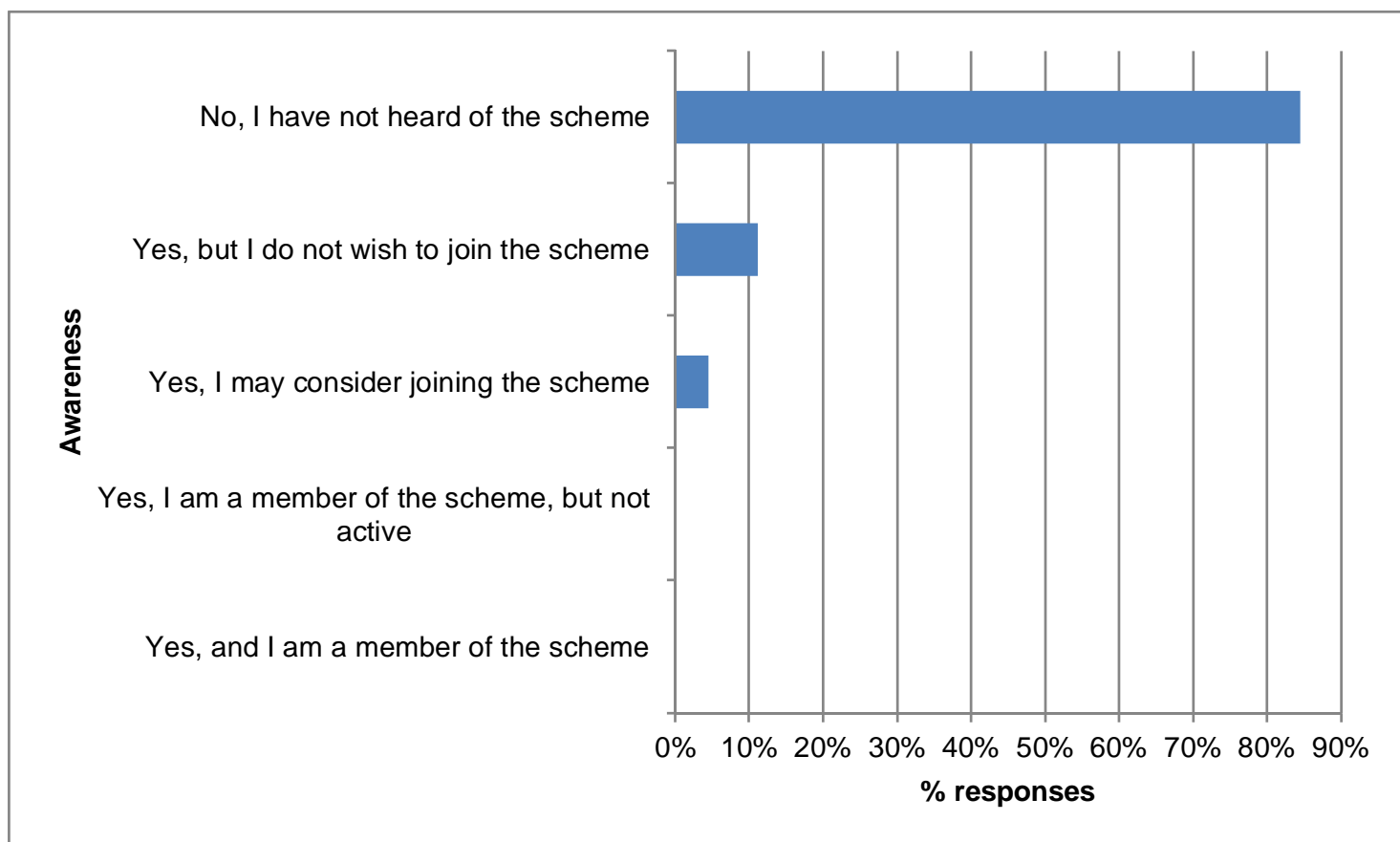
Student Responses to measures that encourage travel by public transport at Royal Edinburgh Hospital



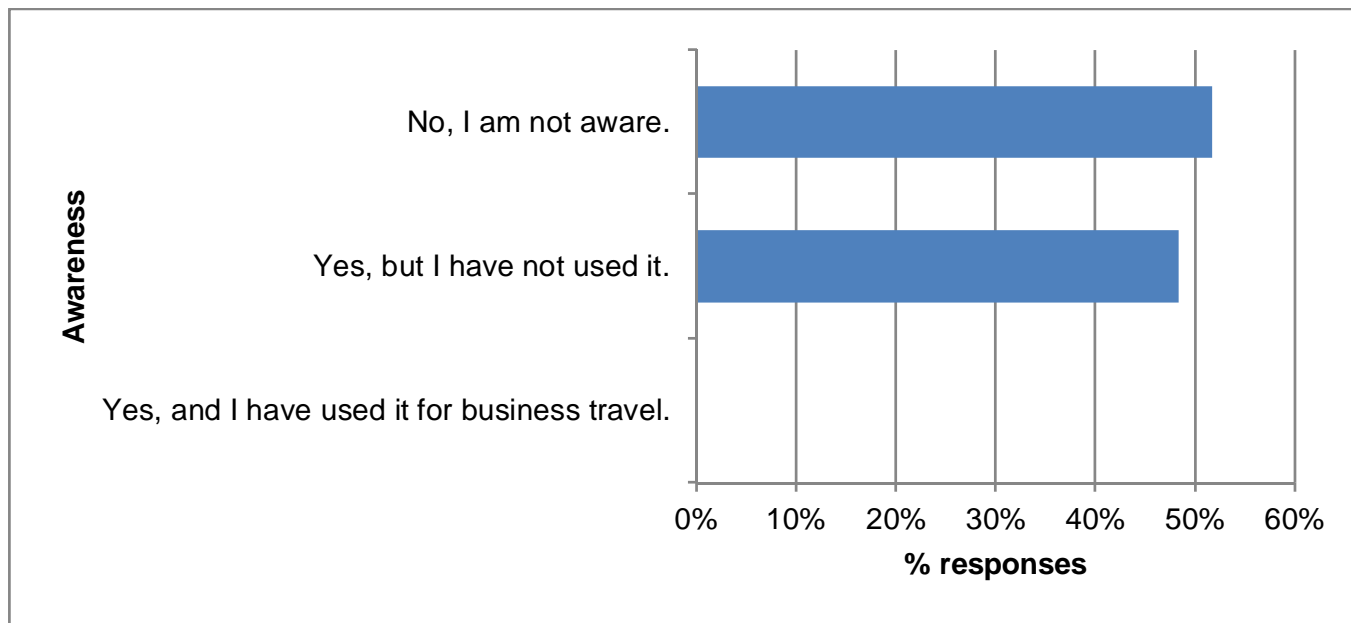
Staff Tripshare awareness at Royal Edinburgh Hospital



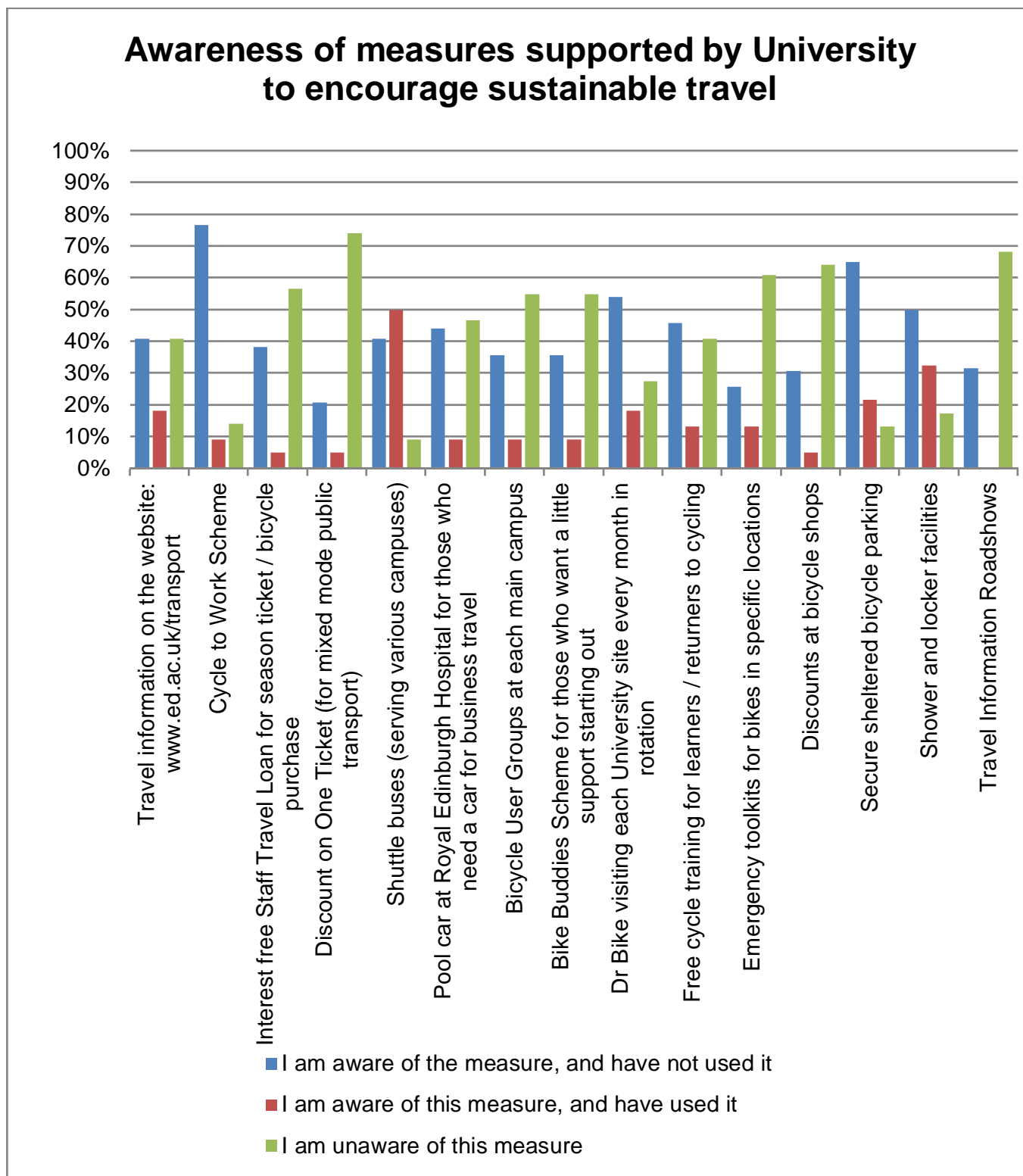
Student Tripshare awareness at Royal Edinburgh Hospital



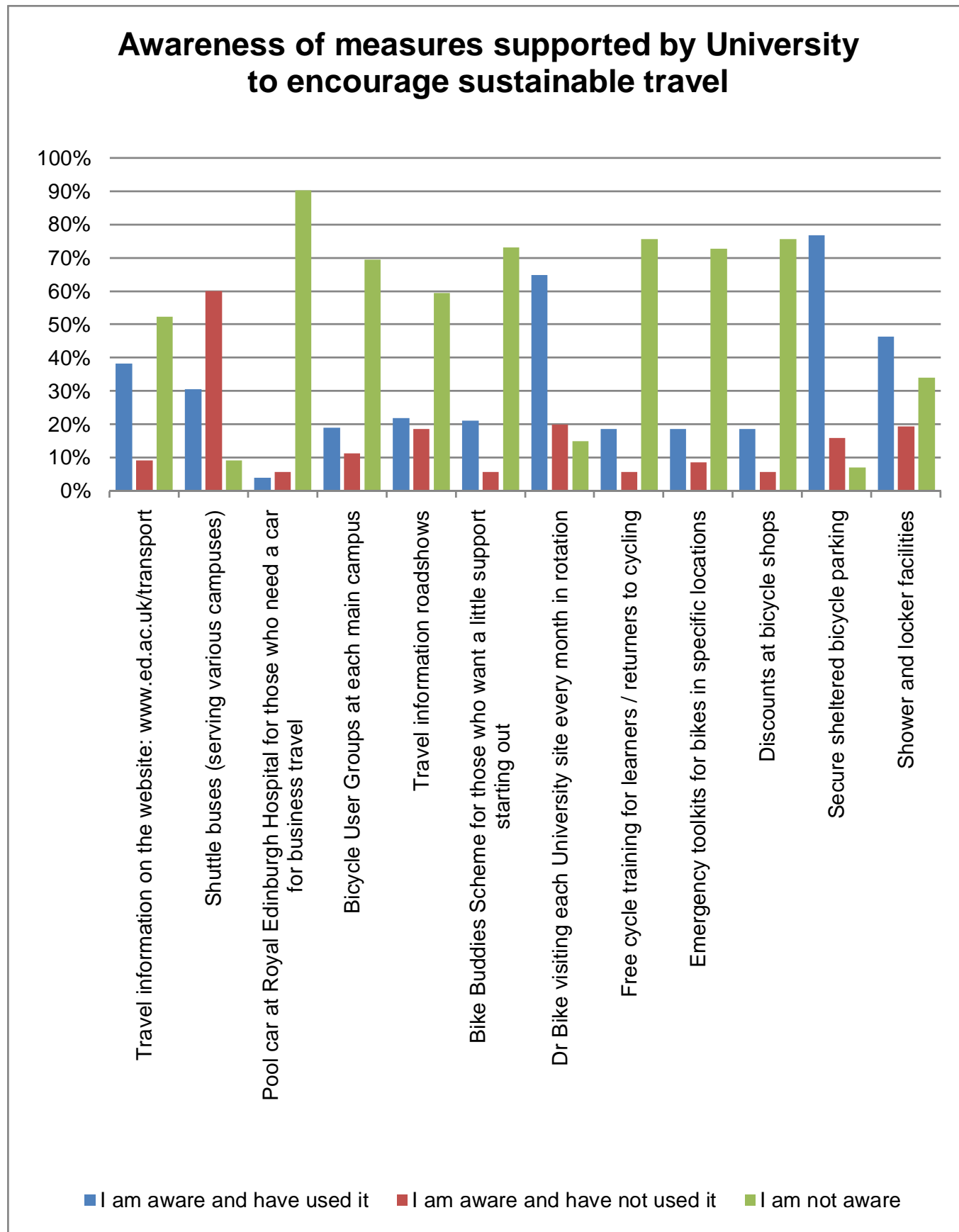
Staff City Car Club awareness at Royal Edinburgh Hospital



Staff Awareness of measures supported by University to encourage sustainable travel at Royal Edinburgh Hospital

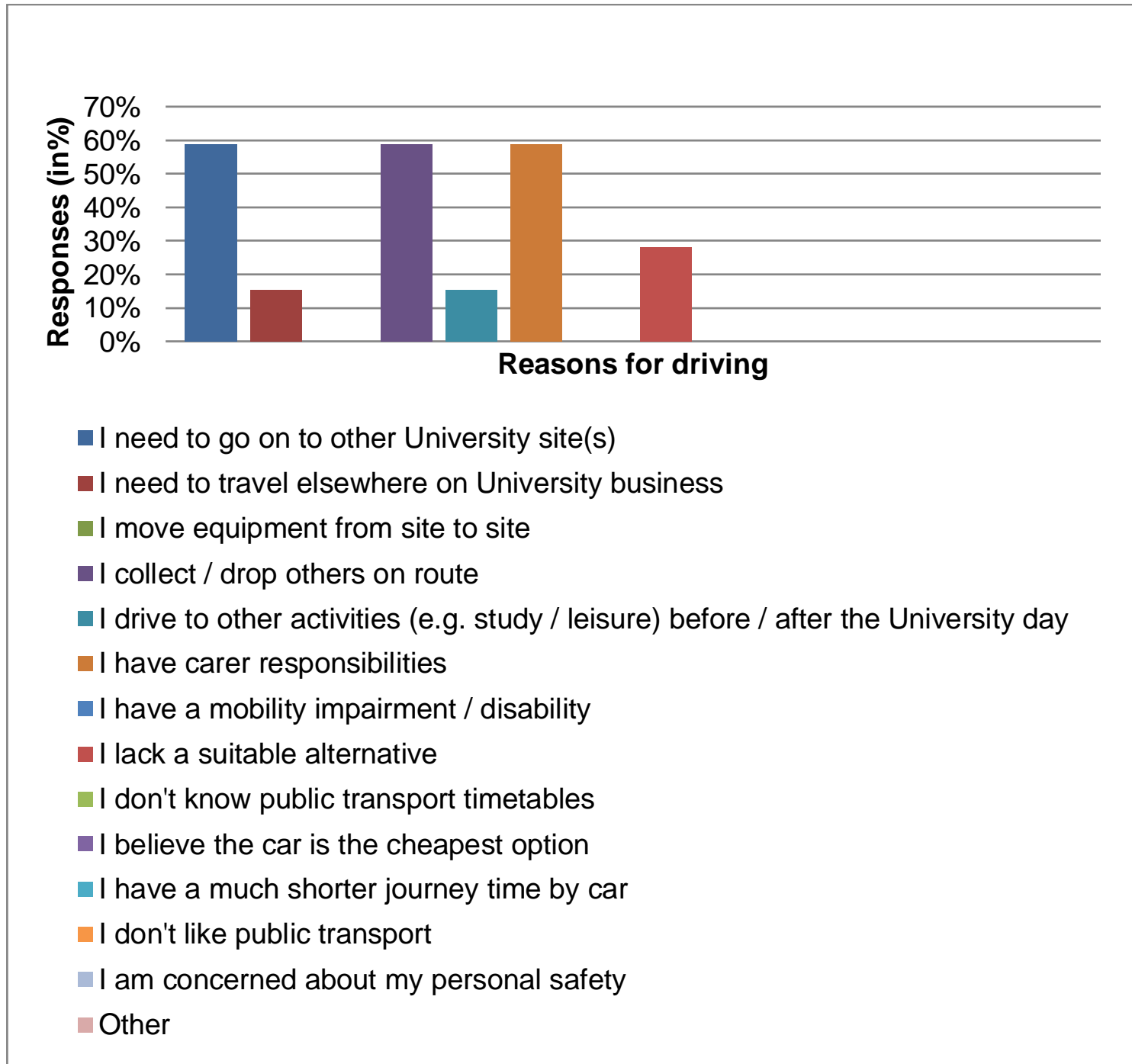


Student Awareness of measures supported by University to encourage sustainable travel at Royal Edinburgh Hospital



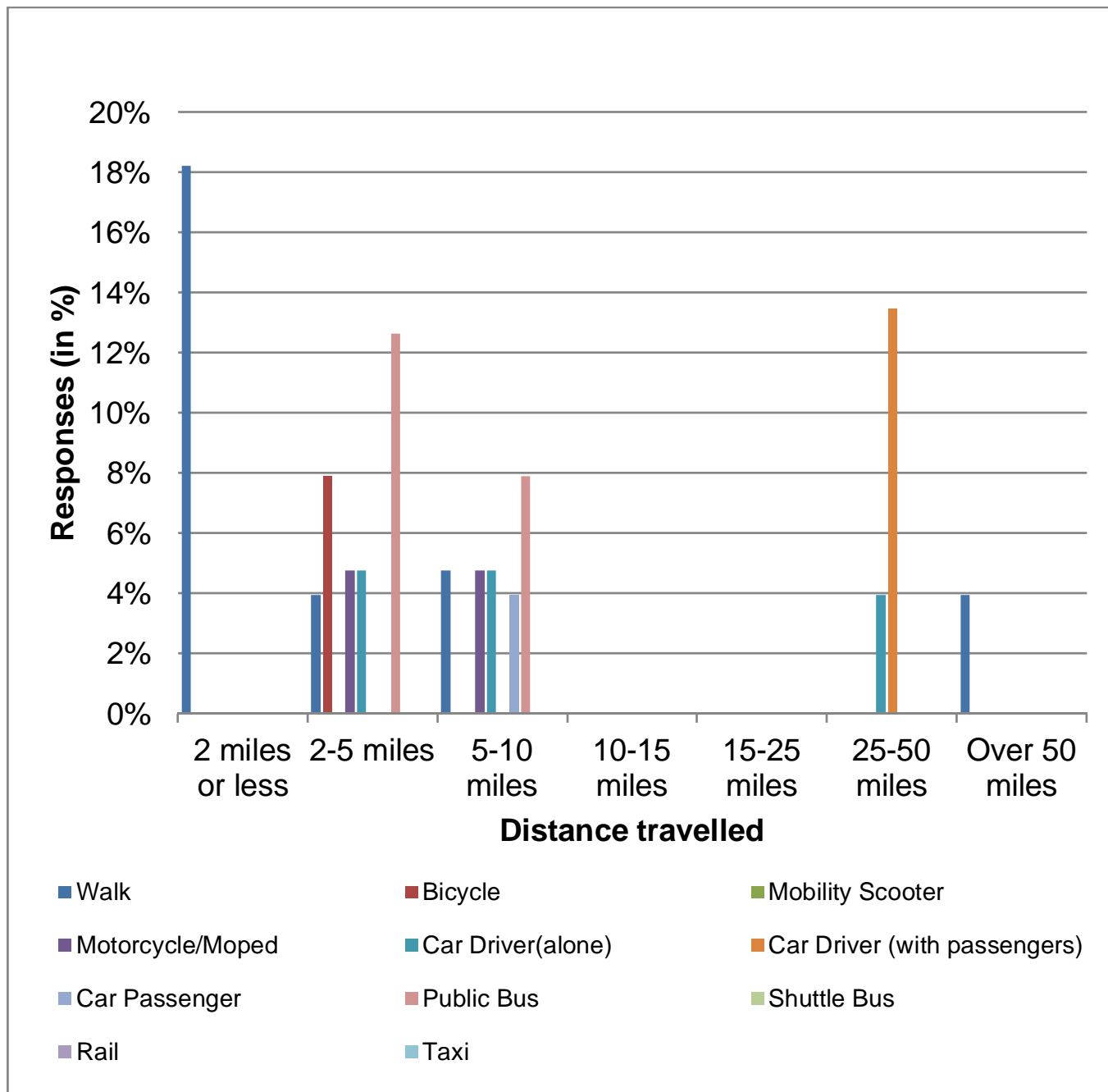


Staff reasons for driving to Royal Edinburgh Hospital

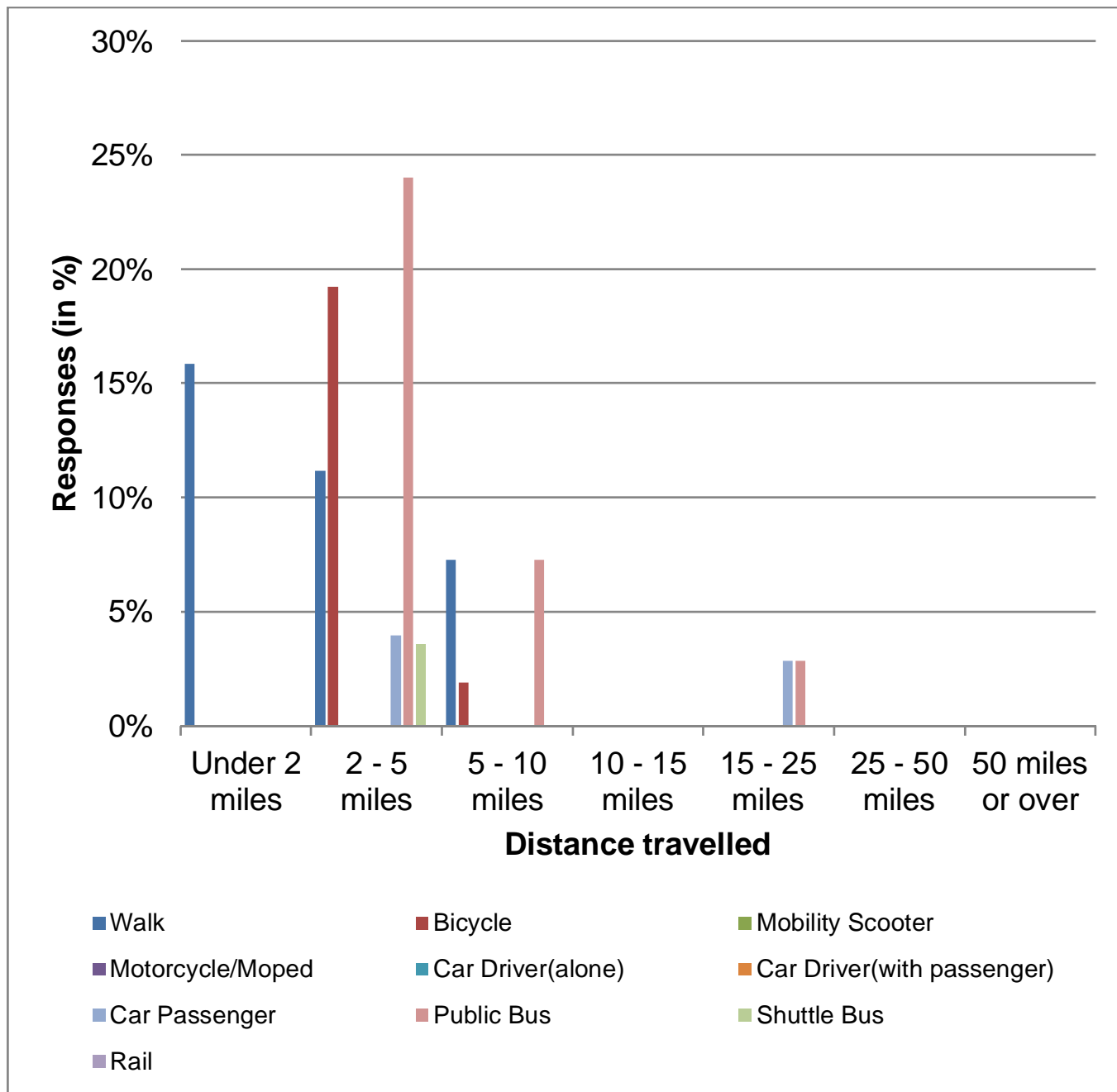


\* Responses were allowed more than one choice of answer.

Staff distance travelled to Royal Edinburgh Hospital by main mode

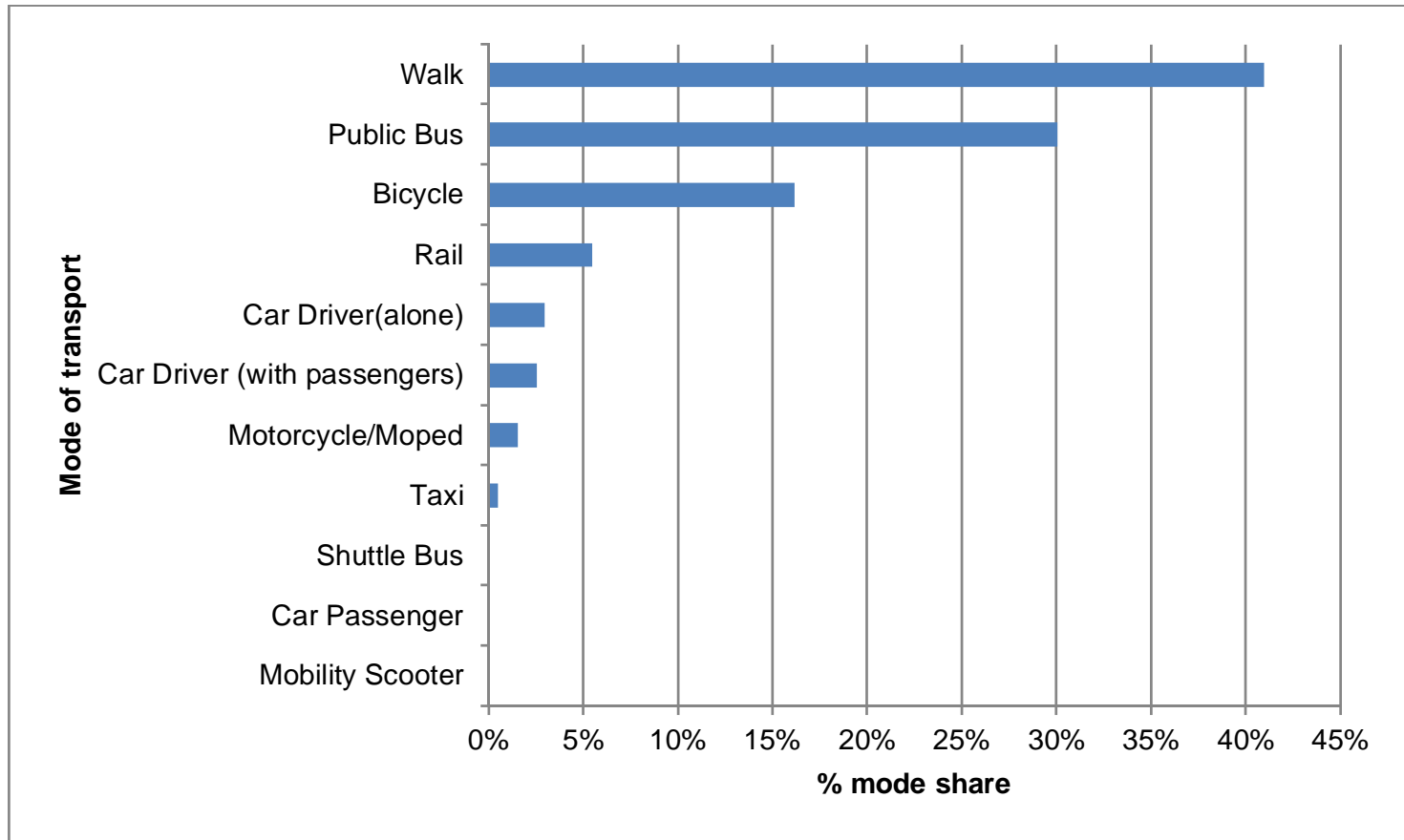


Student distance travelled to Royal Edinburgh Hospital by main mode

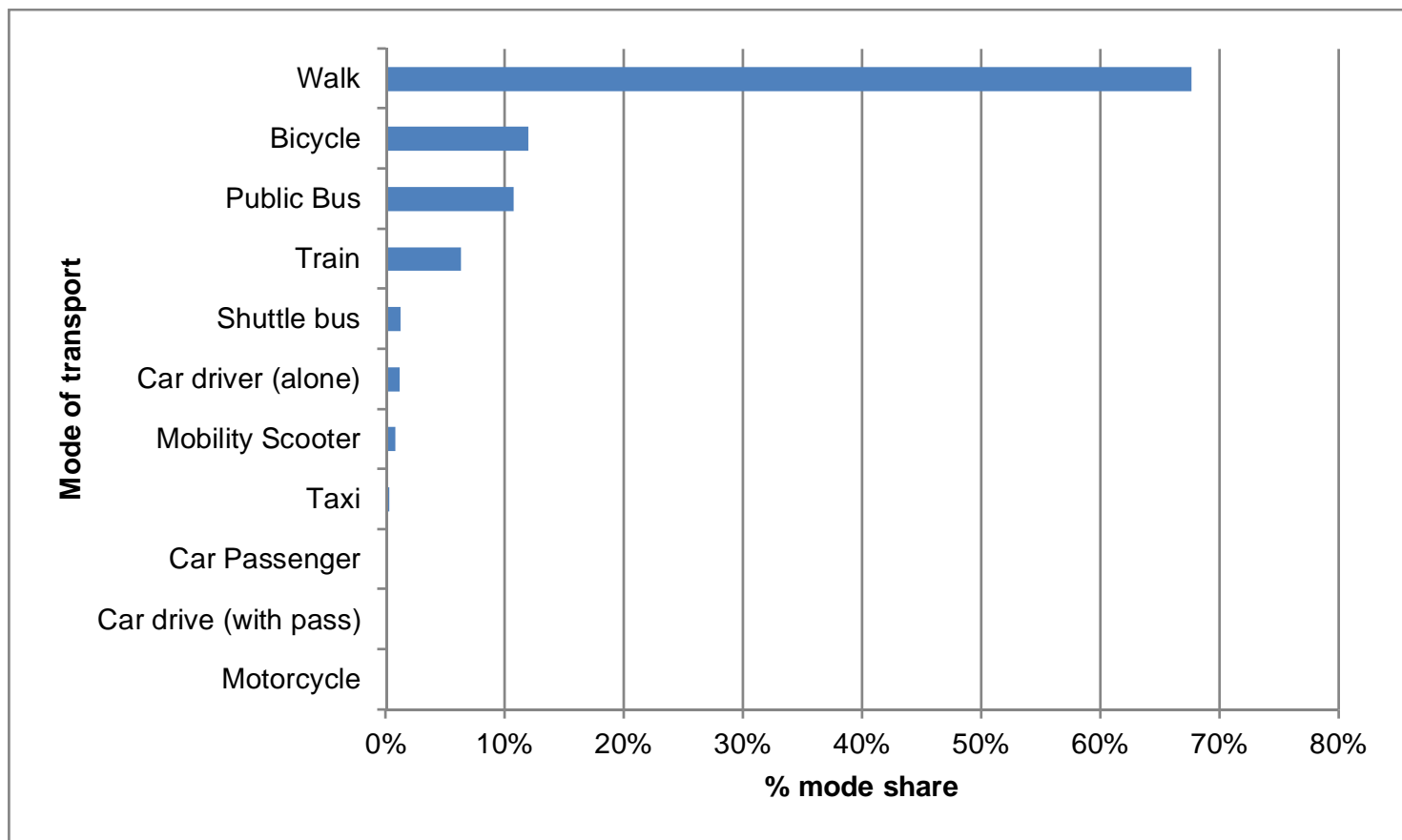


Edinburgh College of Art

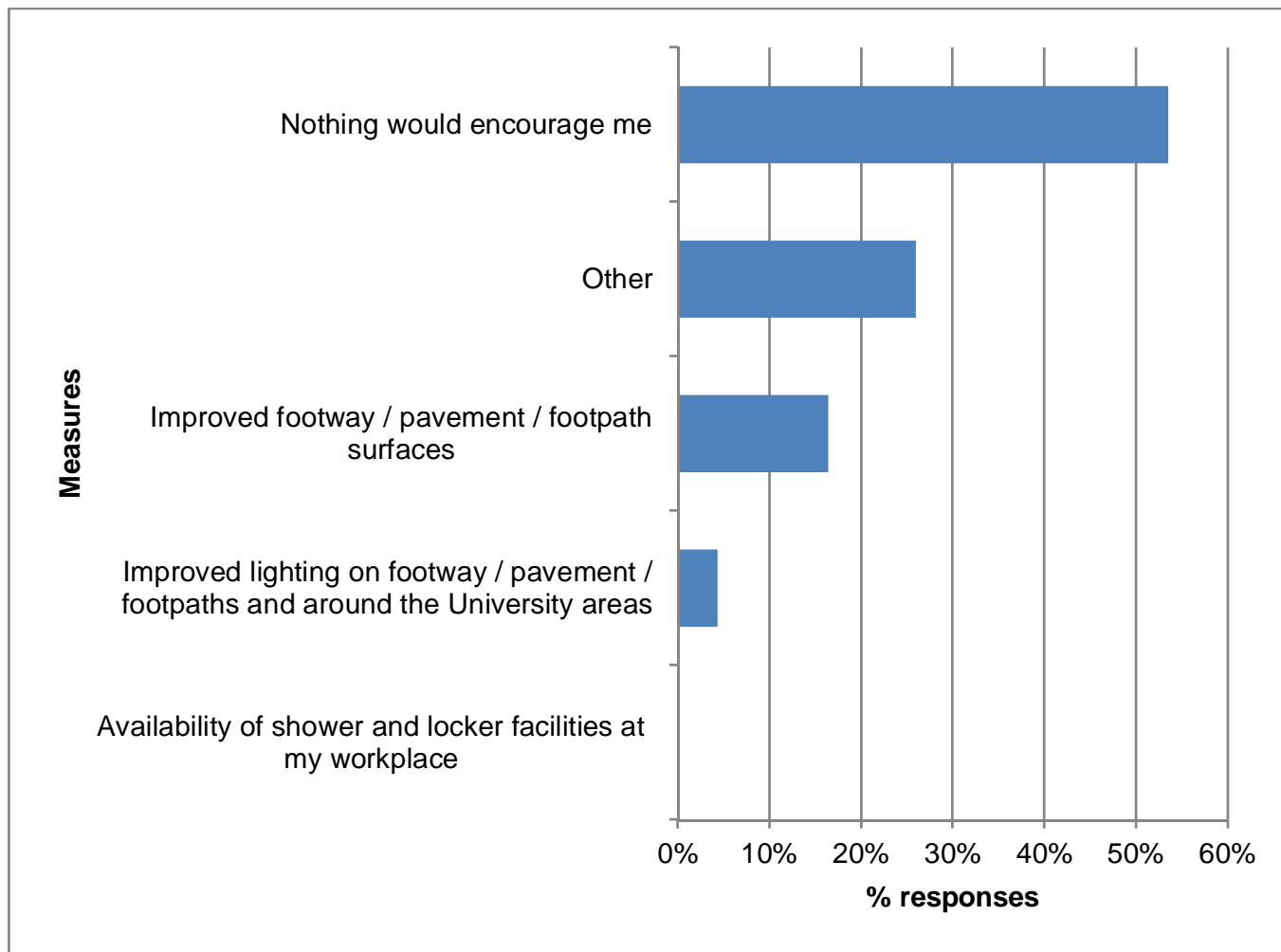
Staff main mode of travel (in percentage) to Edinburgh College of Art



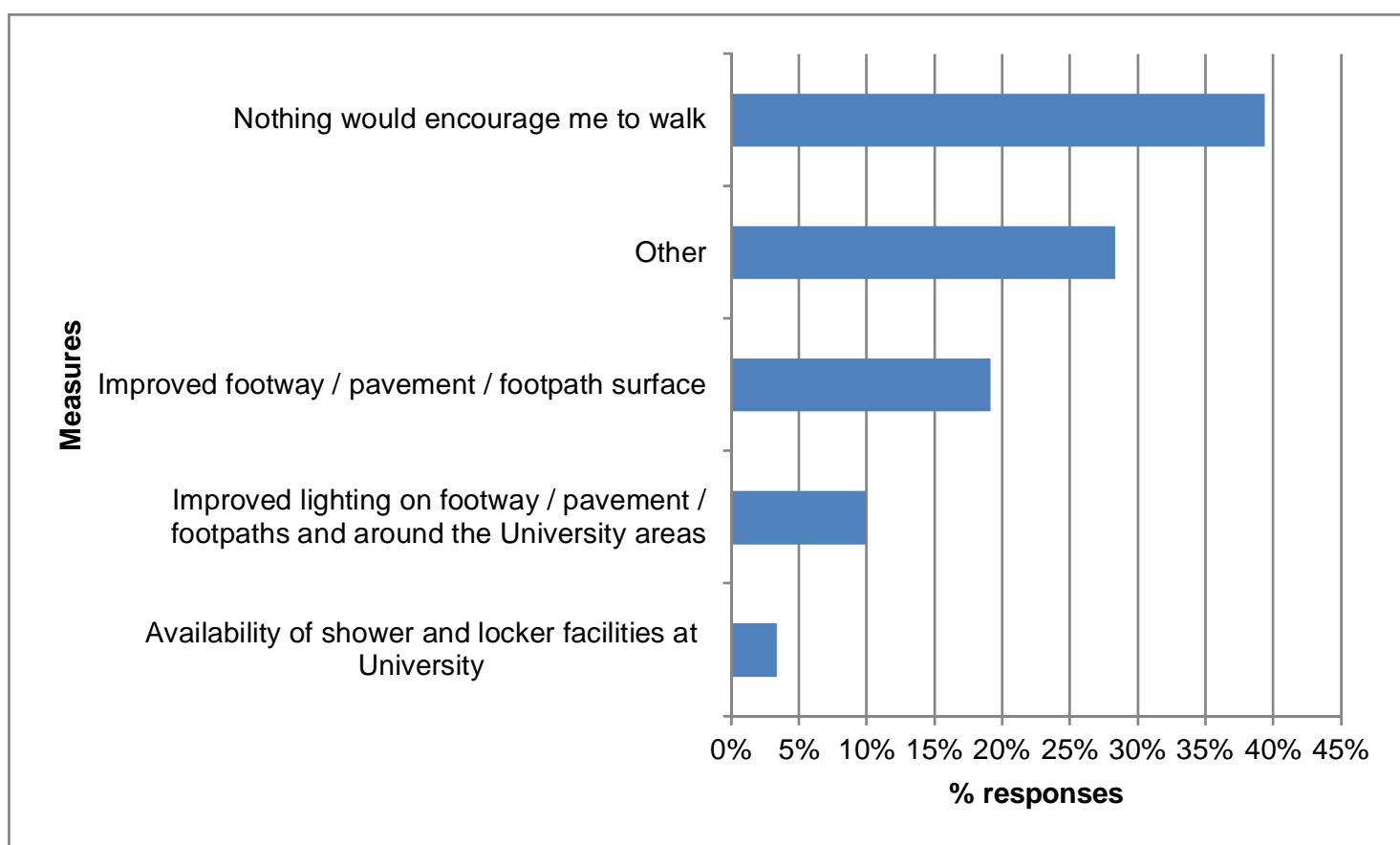
Student main mode of travel (in percentage) to Edinburgh College of Art



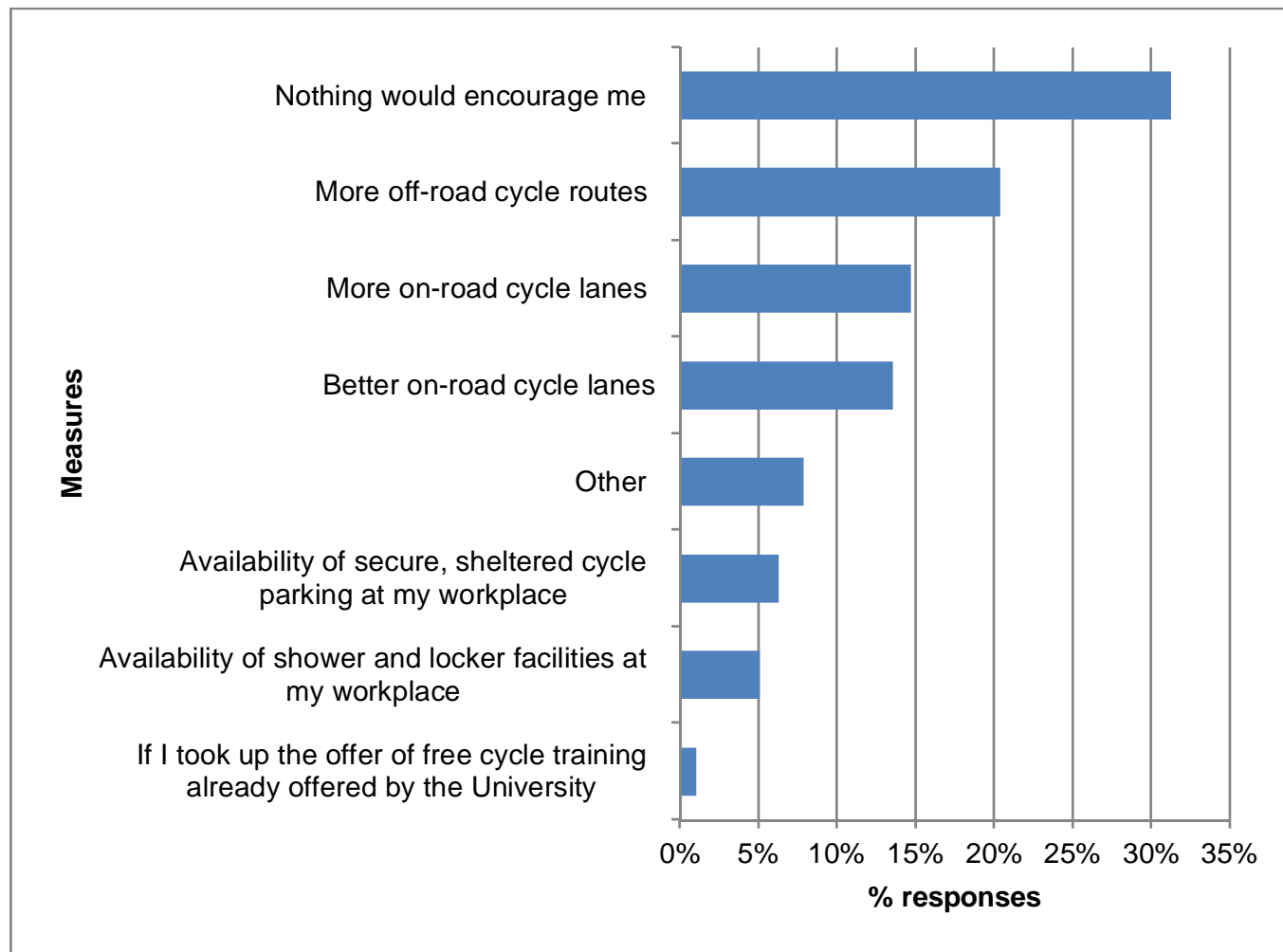
Staff Responses to measures that encourage walking at Edinburgh College of Art



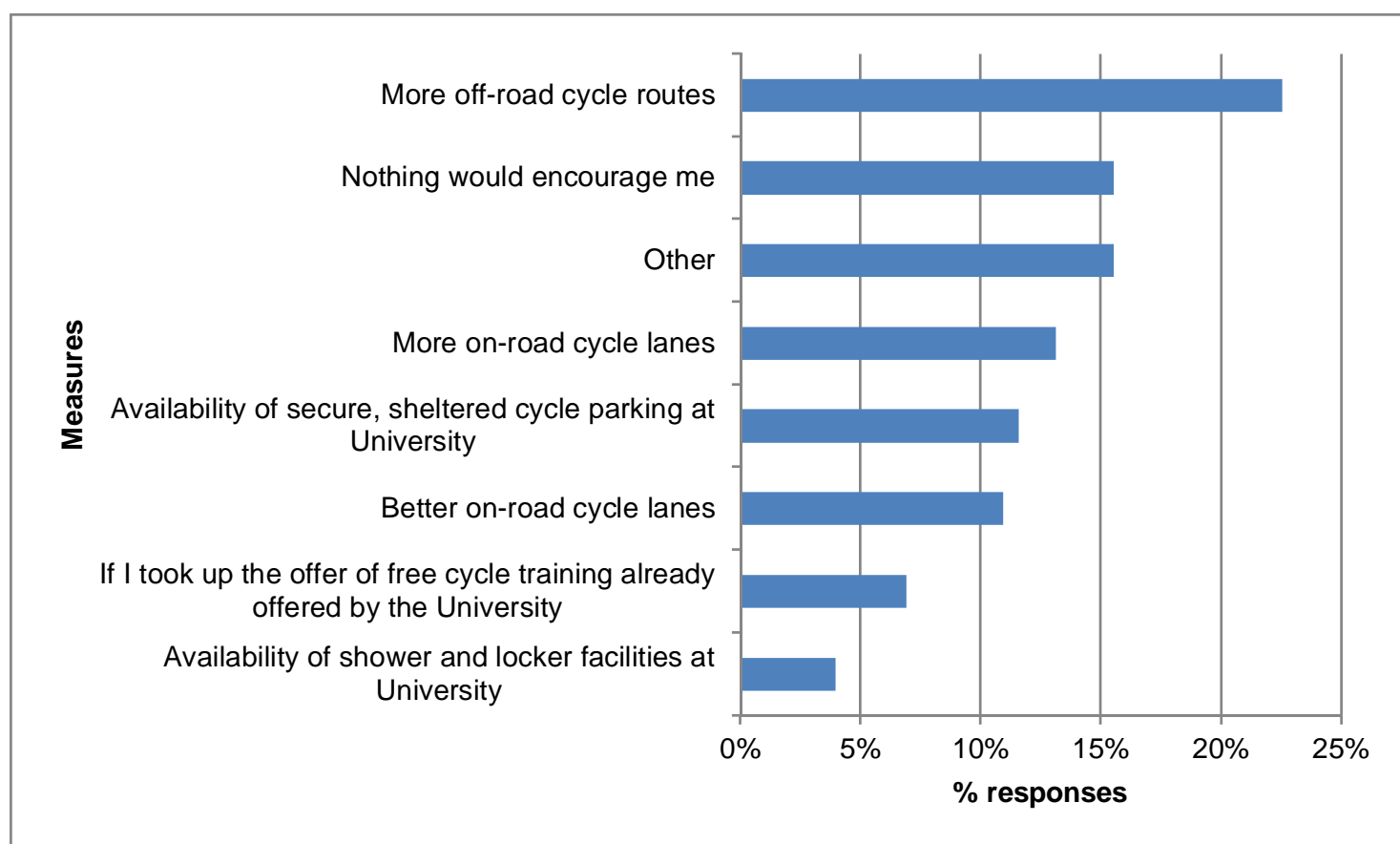
Student Responses to measures that encourage walking at Edinburgh College of Art



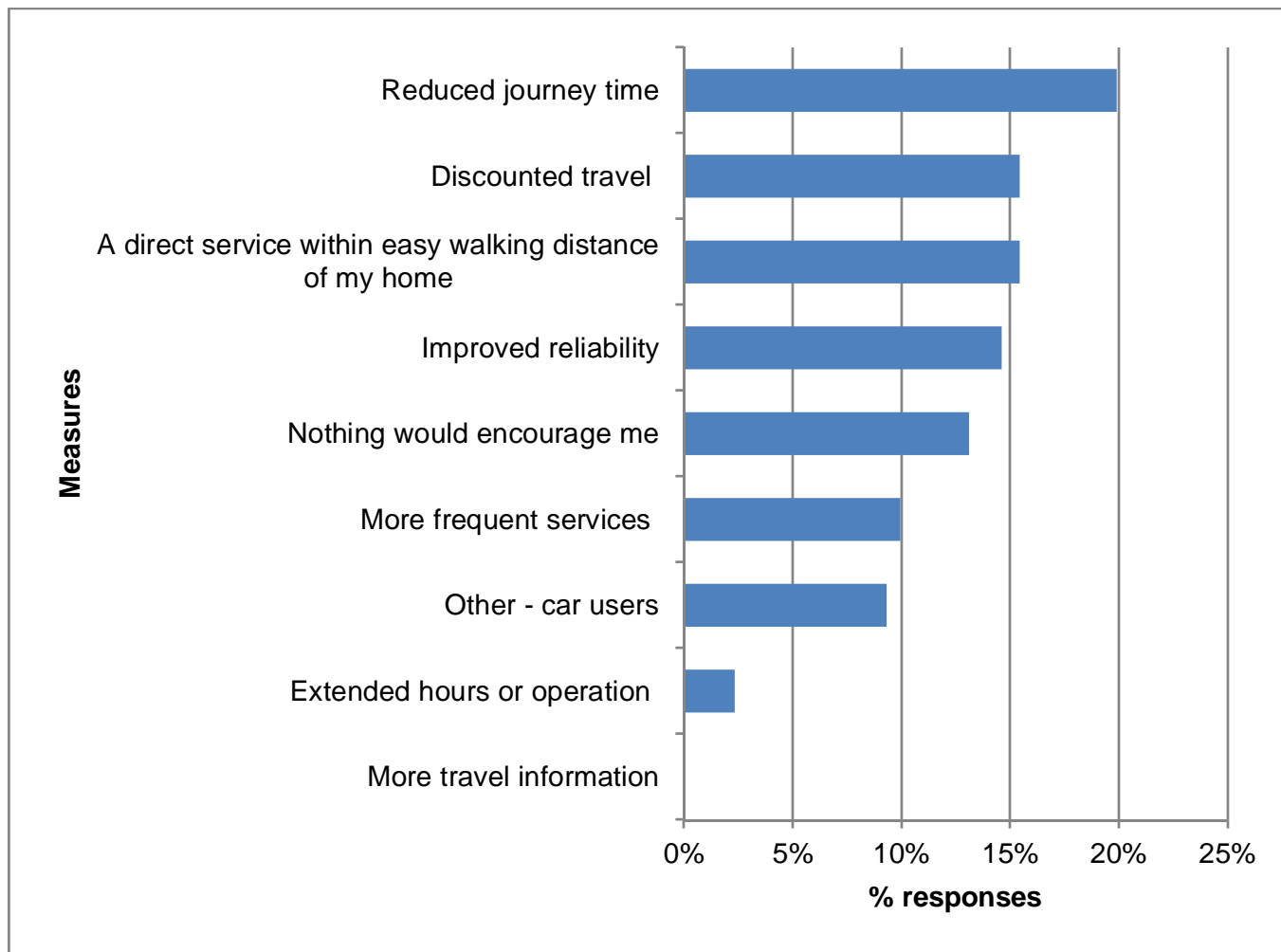
Staff Responses to measures that encourage cycling at Edinburgh College of Art



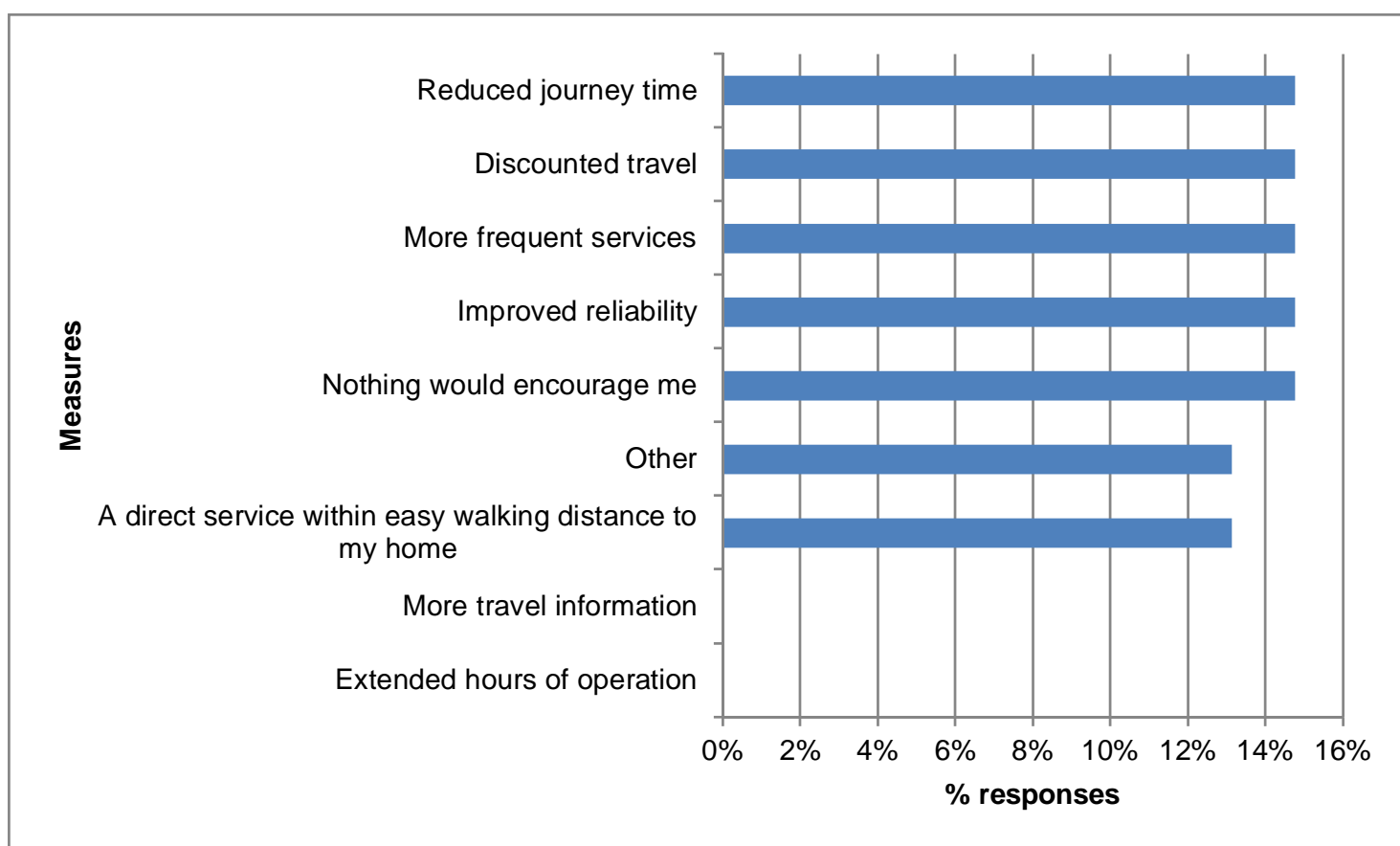
Student Responses to measures that encourage cycling at Edinburgh College of Art



Staff Responses to measures that encourage travel by public transport at Edinburgh College of Art

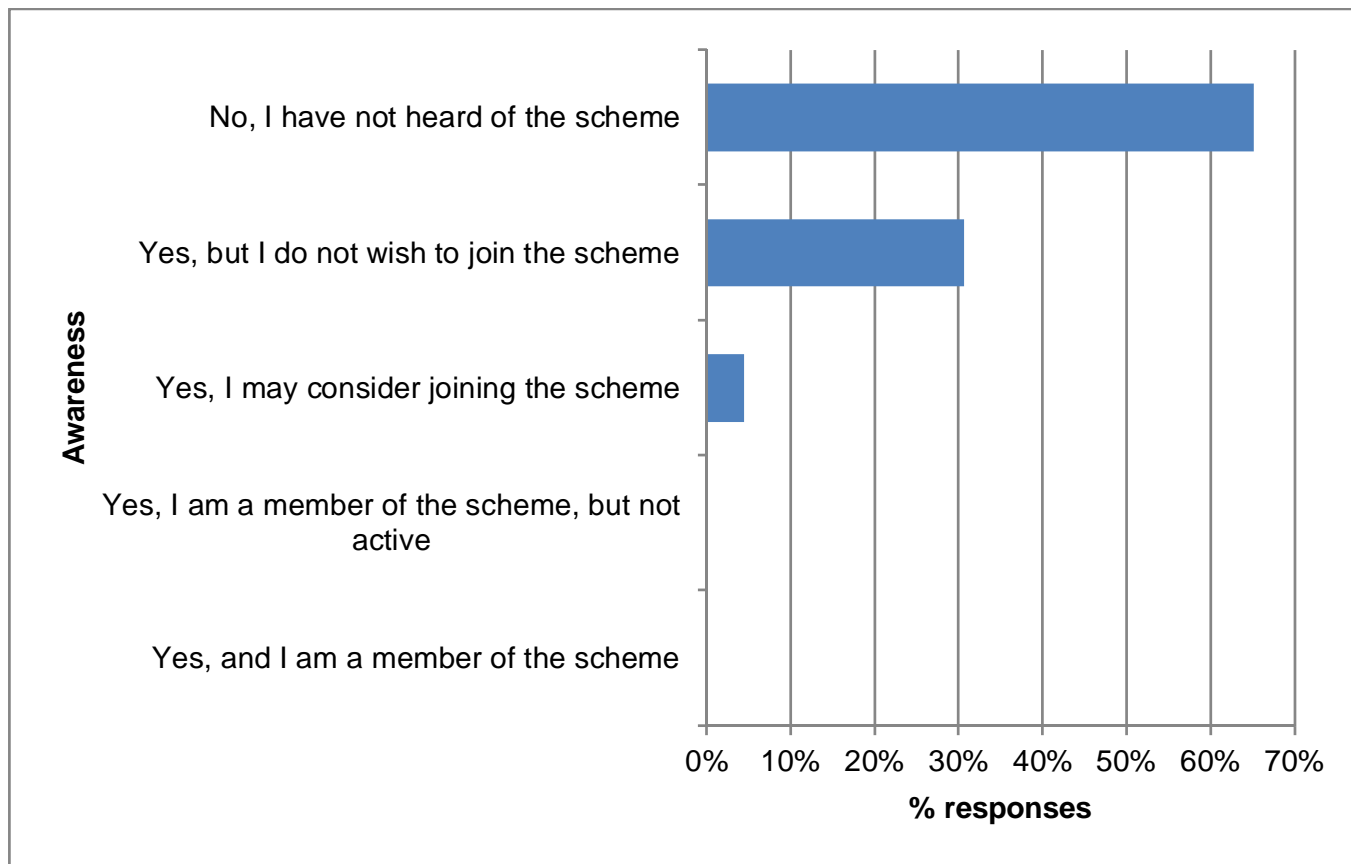


Student Responses to measures that encourage travel by public transport at Edinburgh College of Art

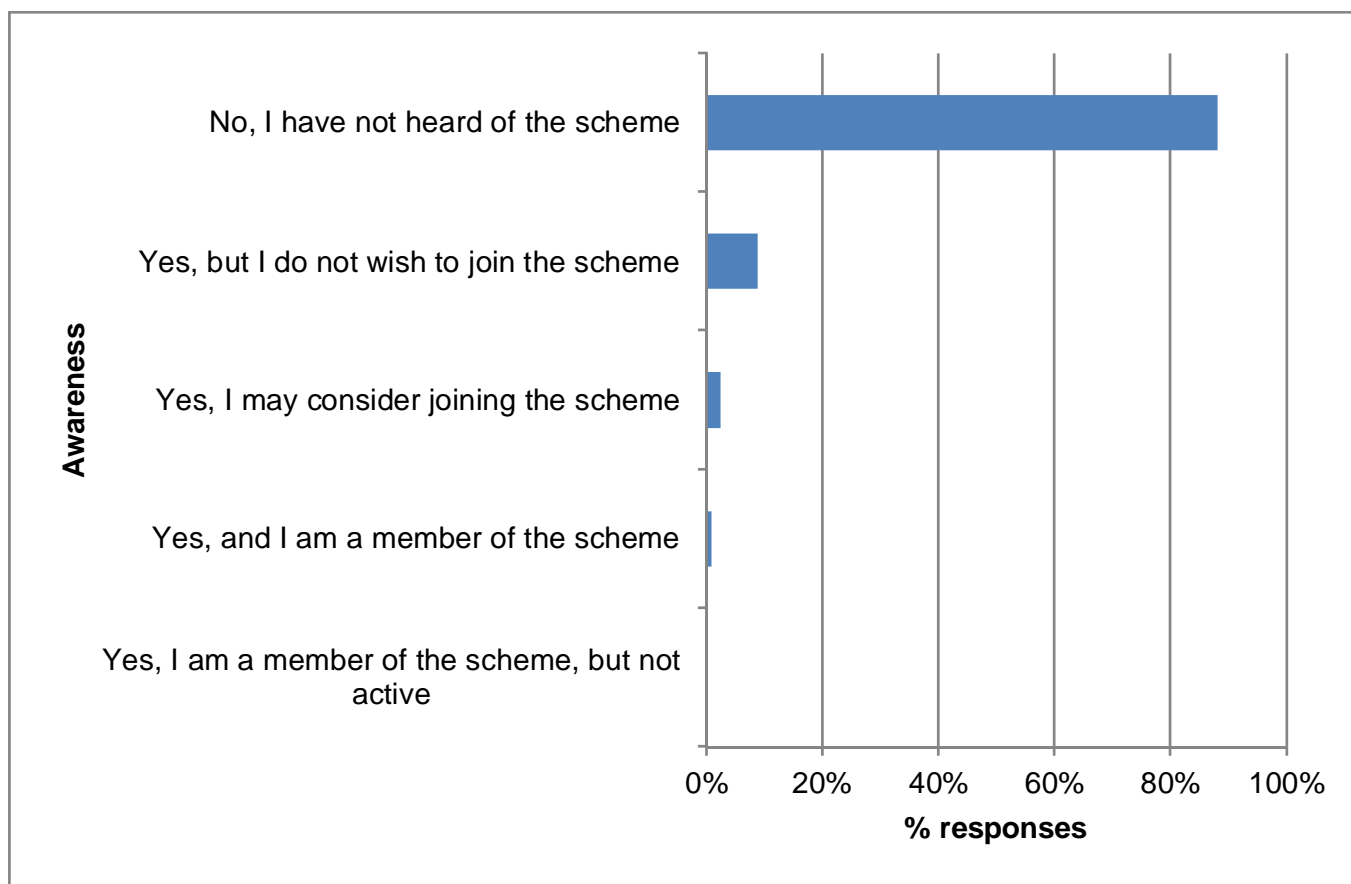




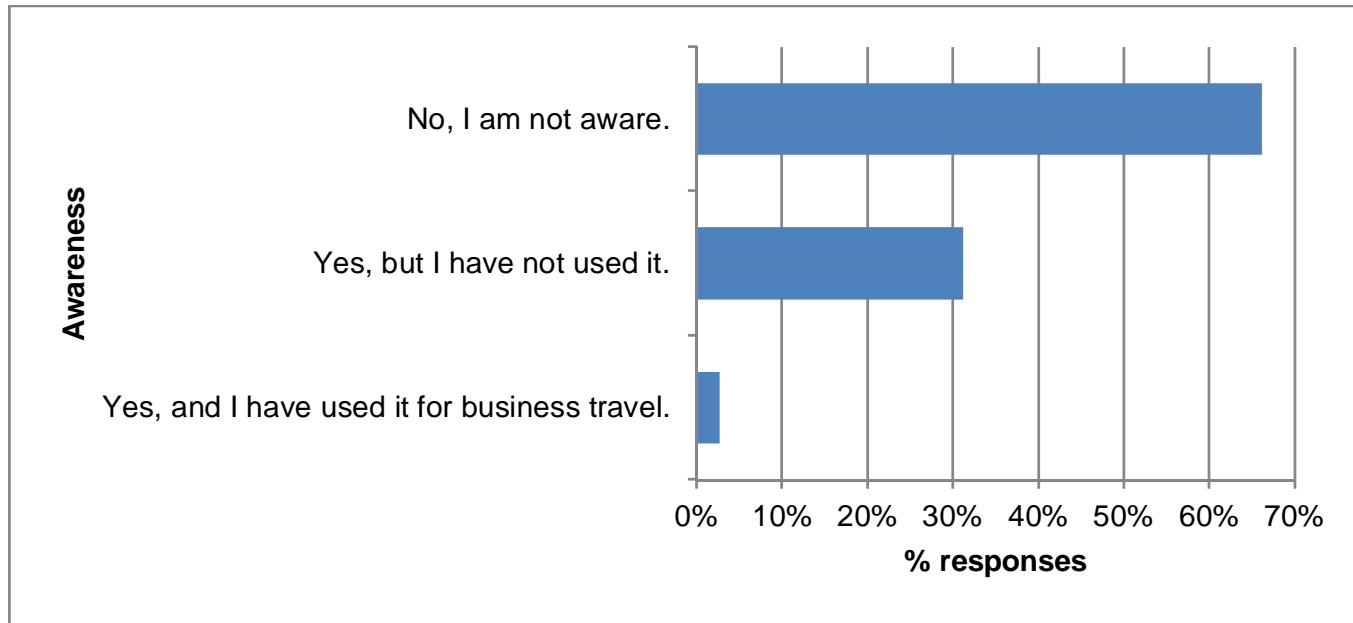
Staff Tripshare awareness at Edinburgh College of Art



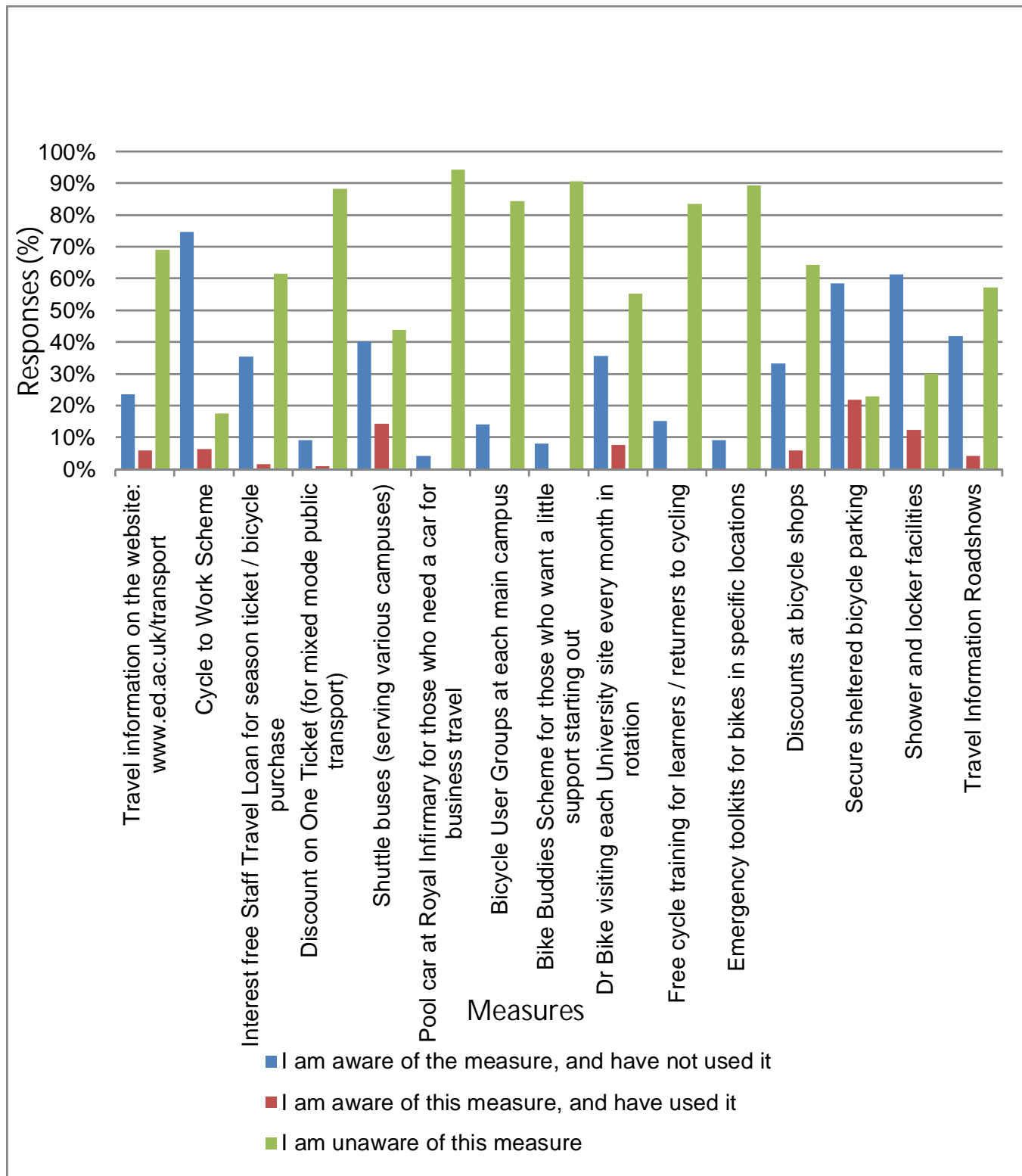
Student Tripshare awareness at Edinburgh College of Art



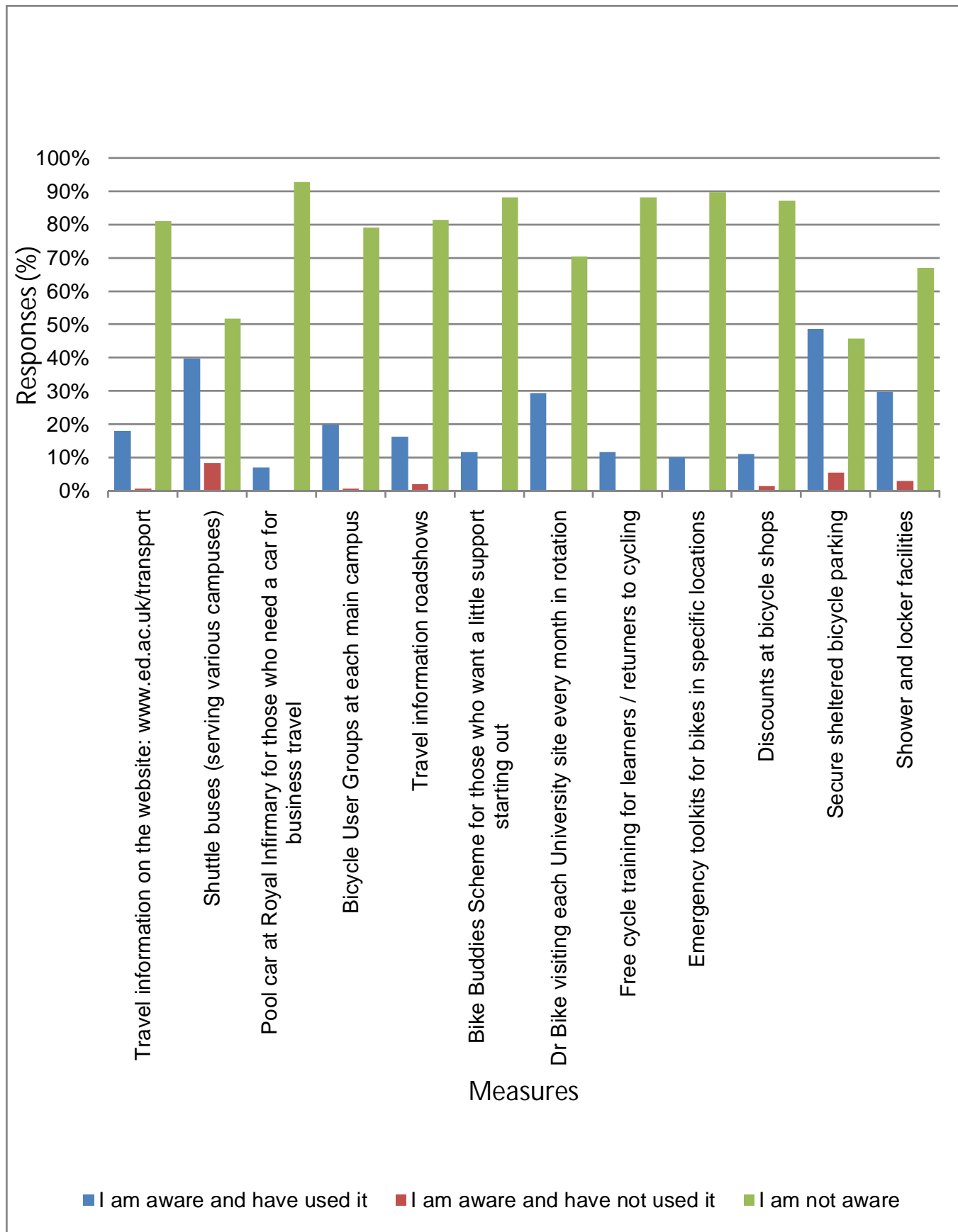
Staff City Car Club awareness at Edinburgh College of Art



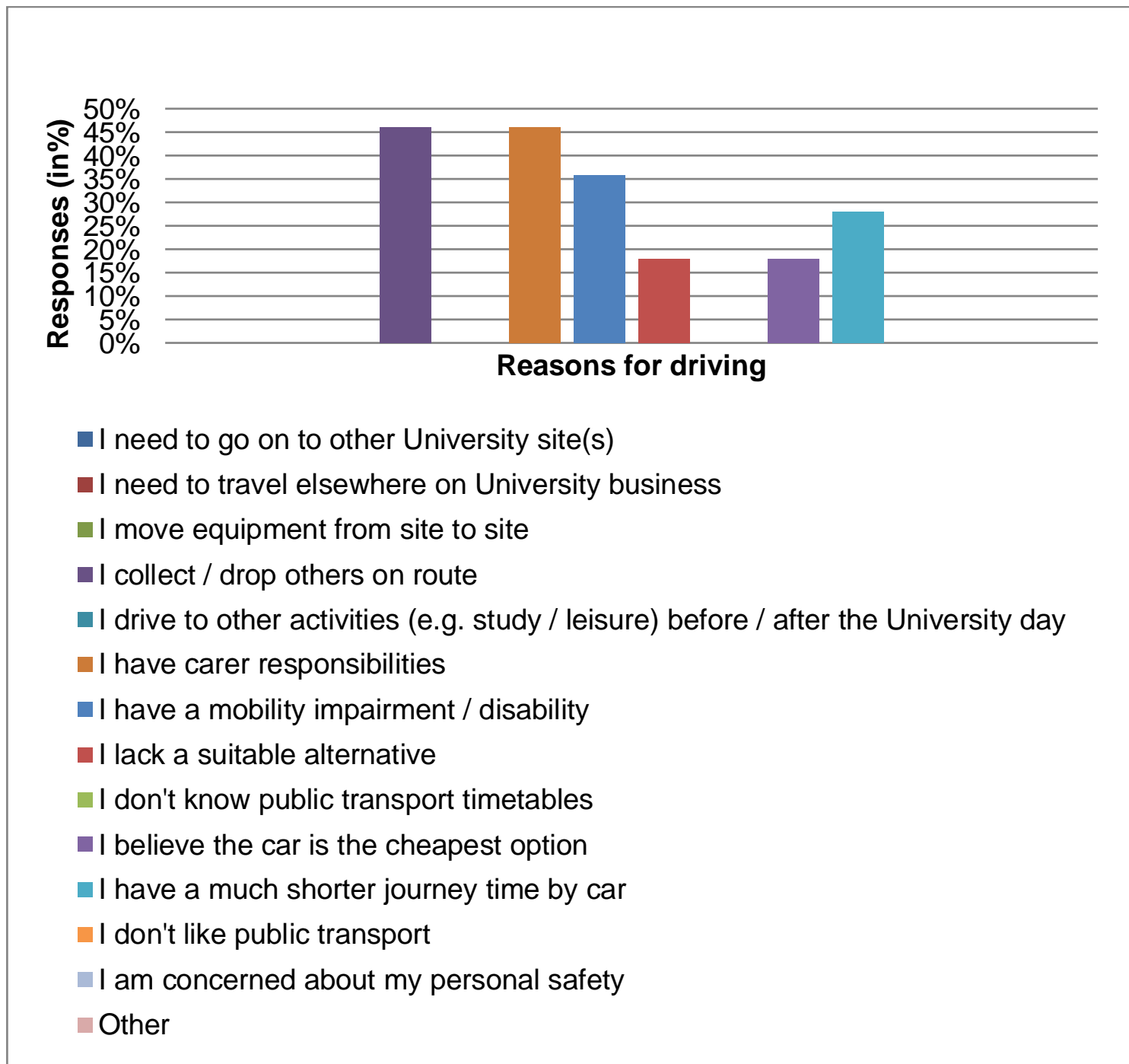
Staff Awareness of measures supported by University to encourage sustainable travel at Edinburgh College of Art



Student Awareness of measures supported by University to encourage sustainable travel at Edinburgh College of Art

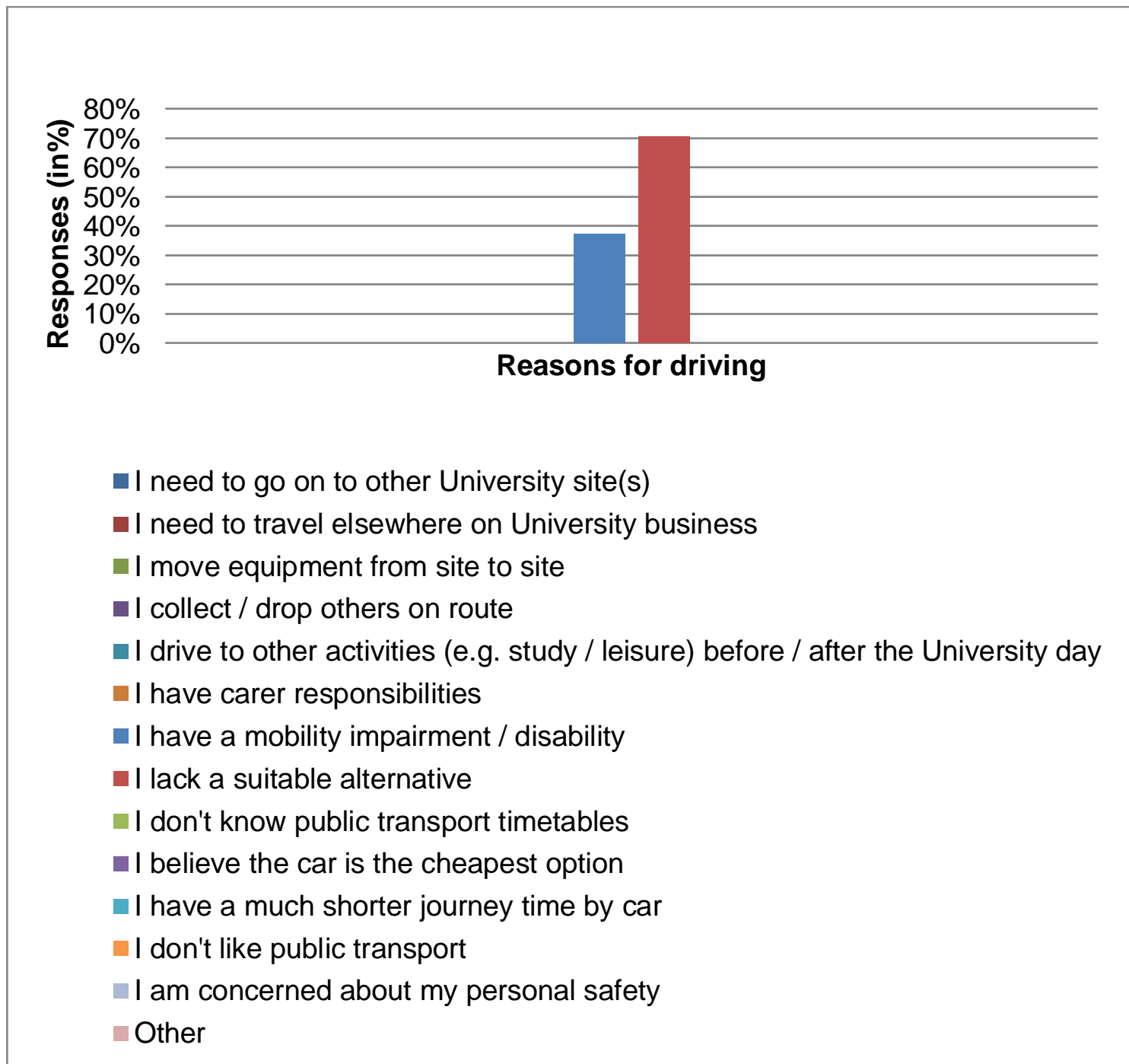


Staff reasons for driving to Edinburgh College of Art



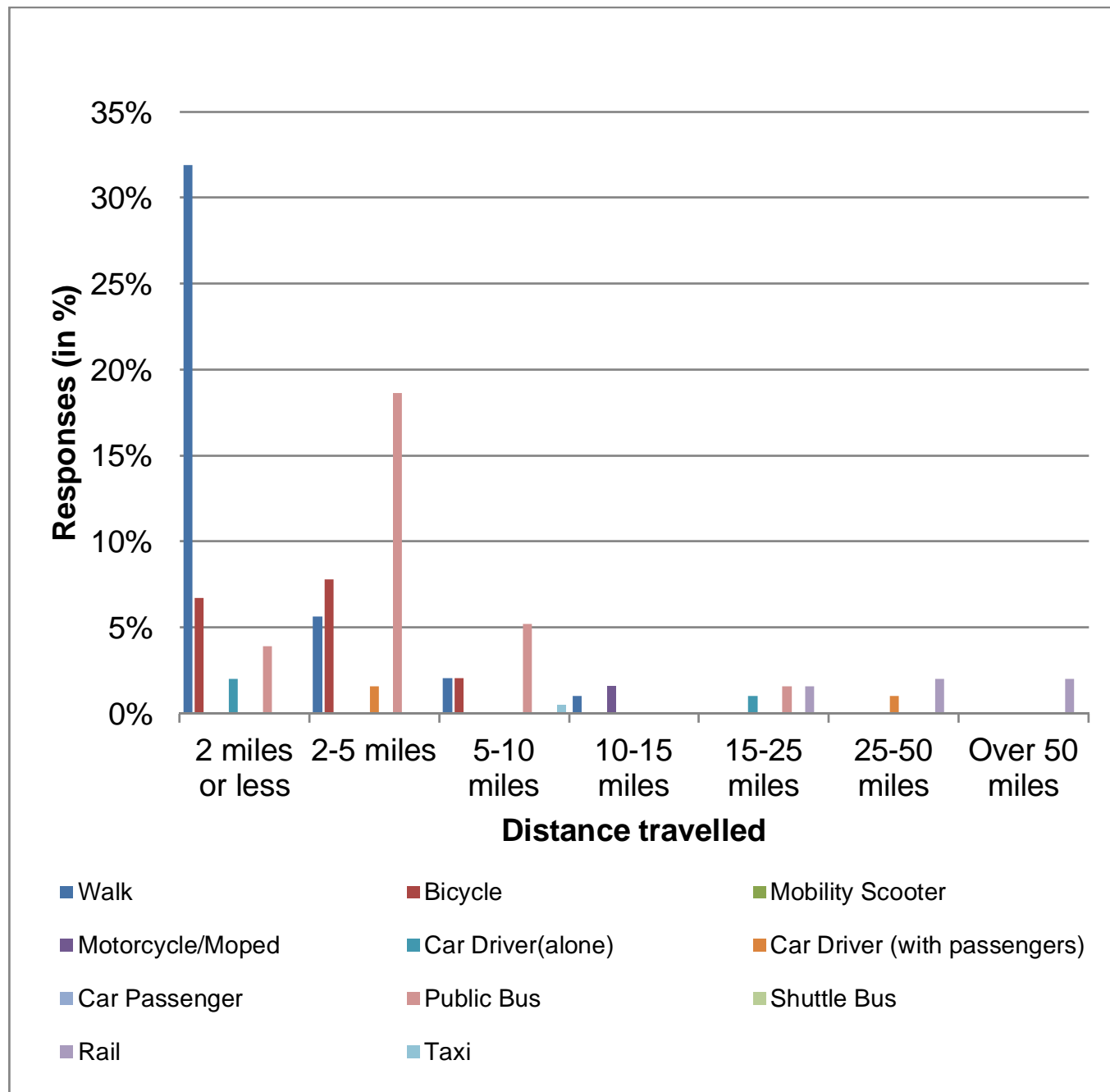
\* Responses were allowed more than one choice of answer.

Student reasons for driving to Edinburgh College of Art



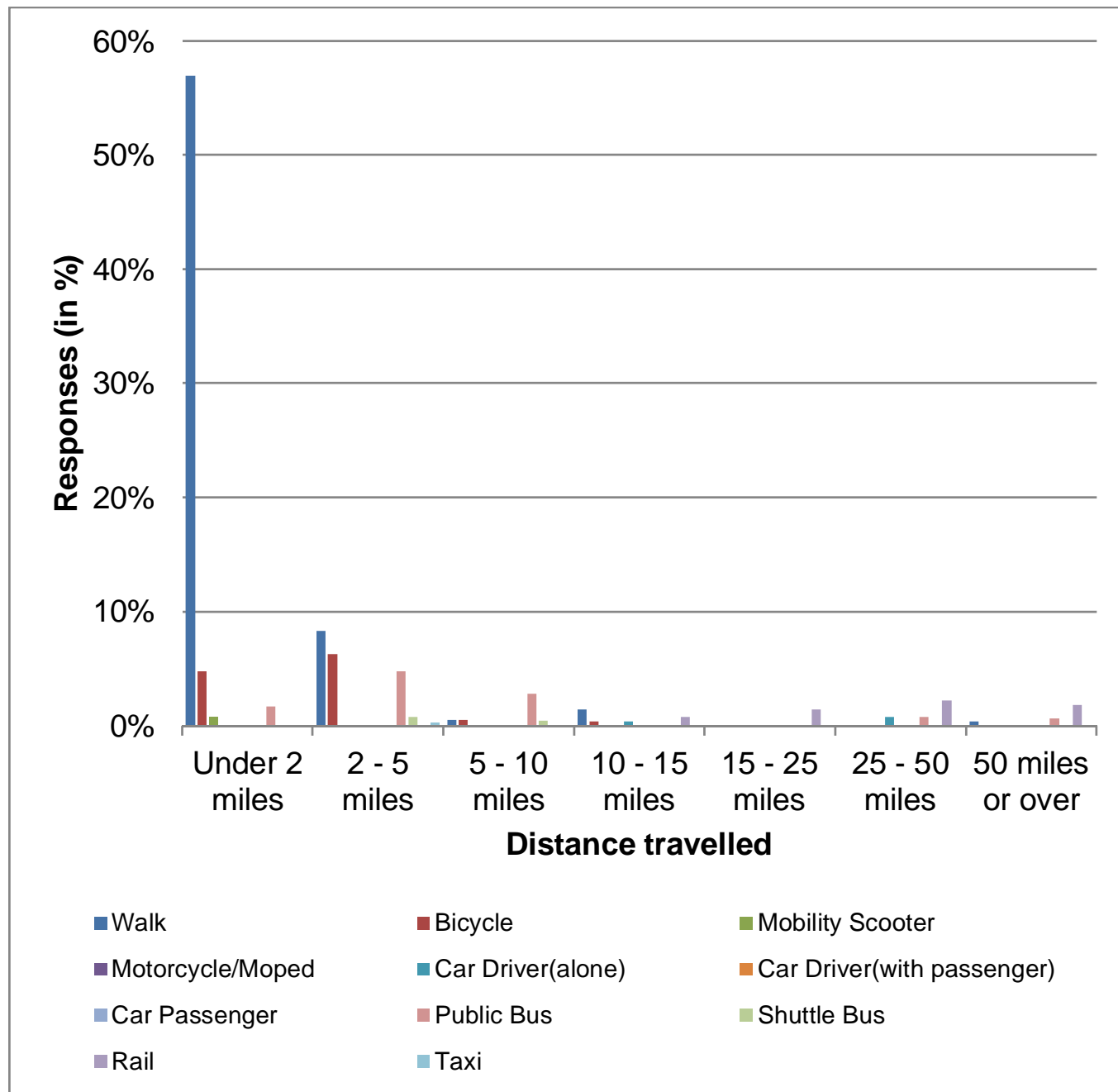
\* Responses were allowed more than one choice of answer. Consideration is given only to affirmative responses.

Staff distance travelled to Edinburgh College of Art by main mode



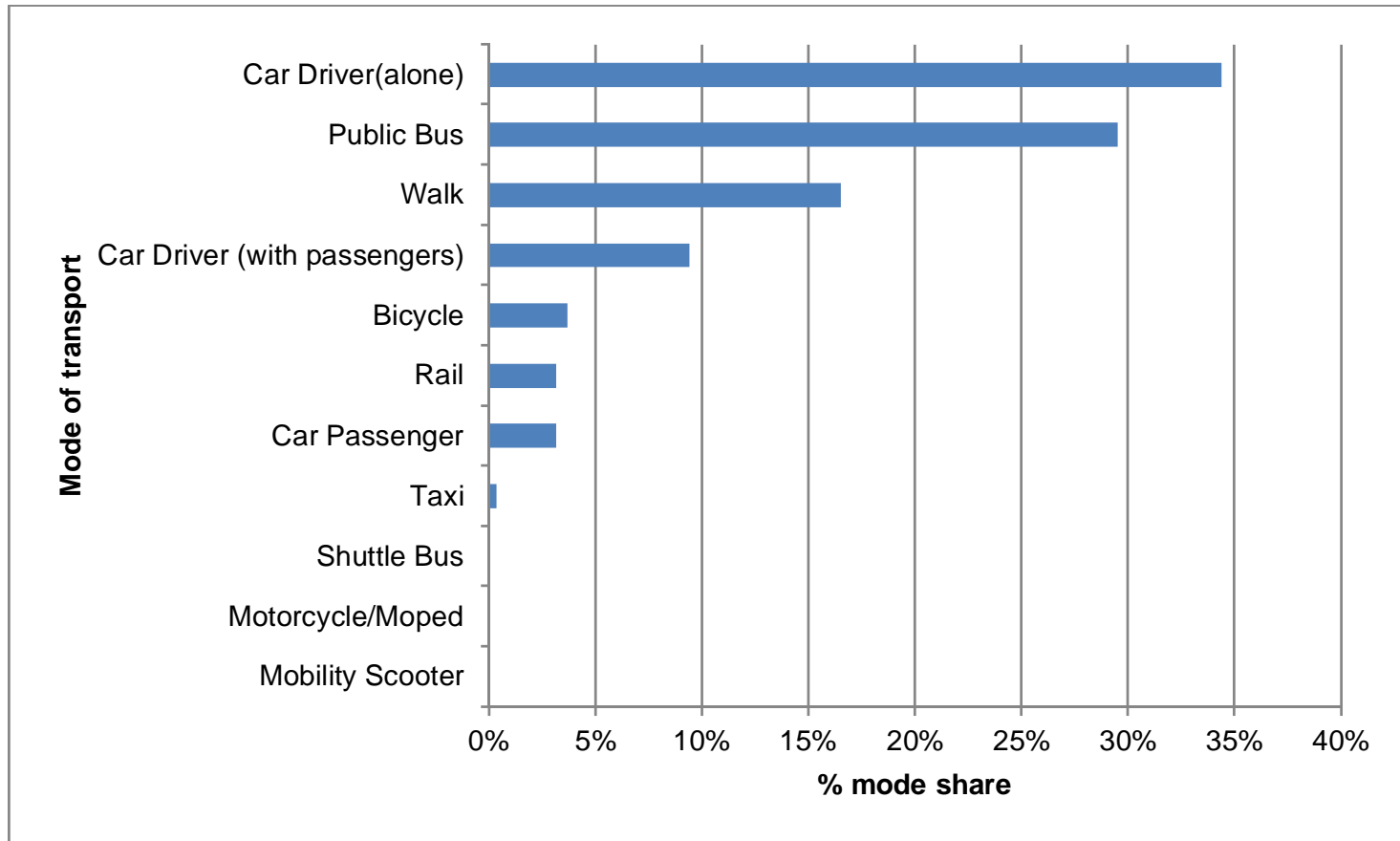


Student distance travelled to Edinburgh College of Art by main mode

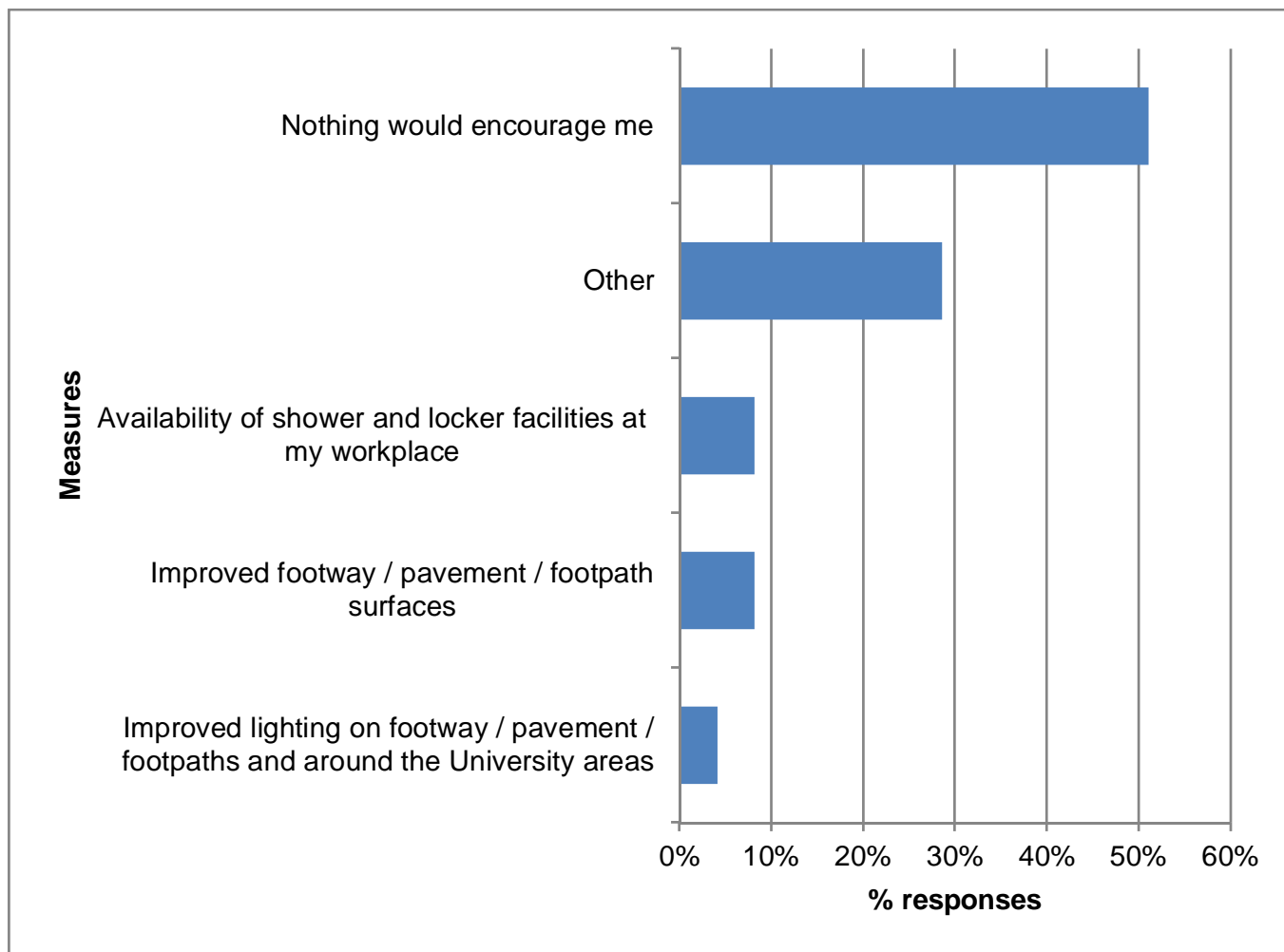


Pollock Halls

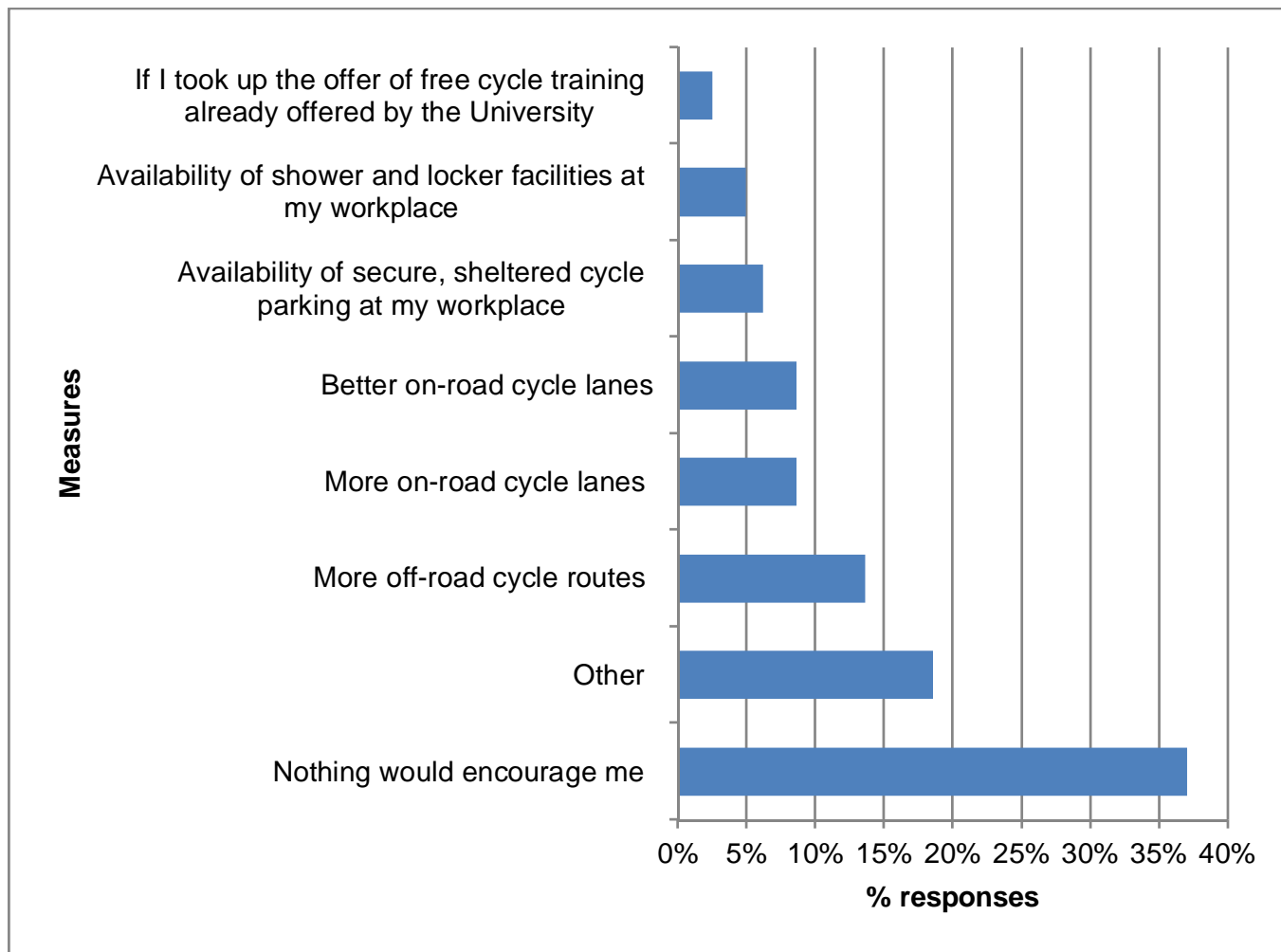
Staff main mode of travel (in percentage) to Pollock Halls



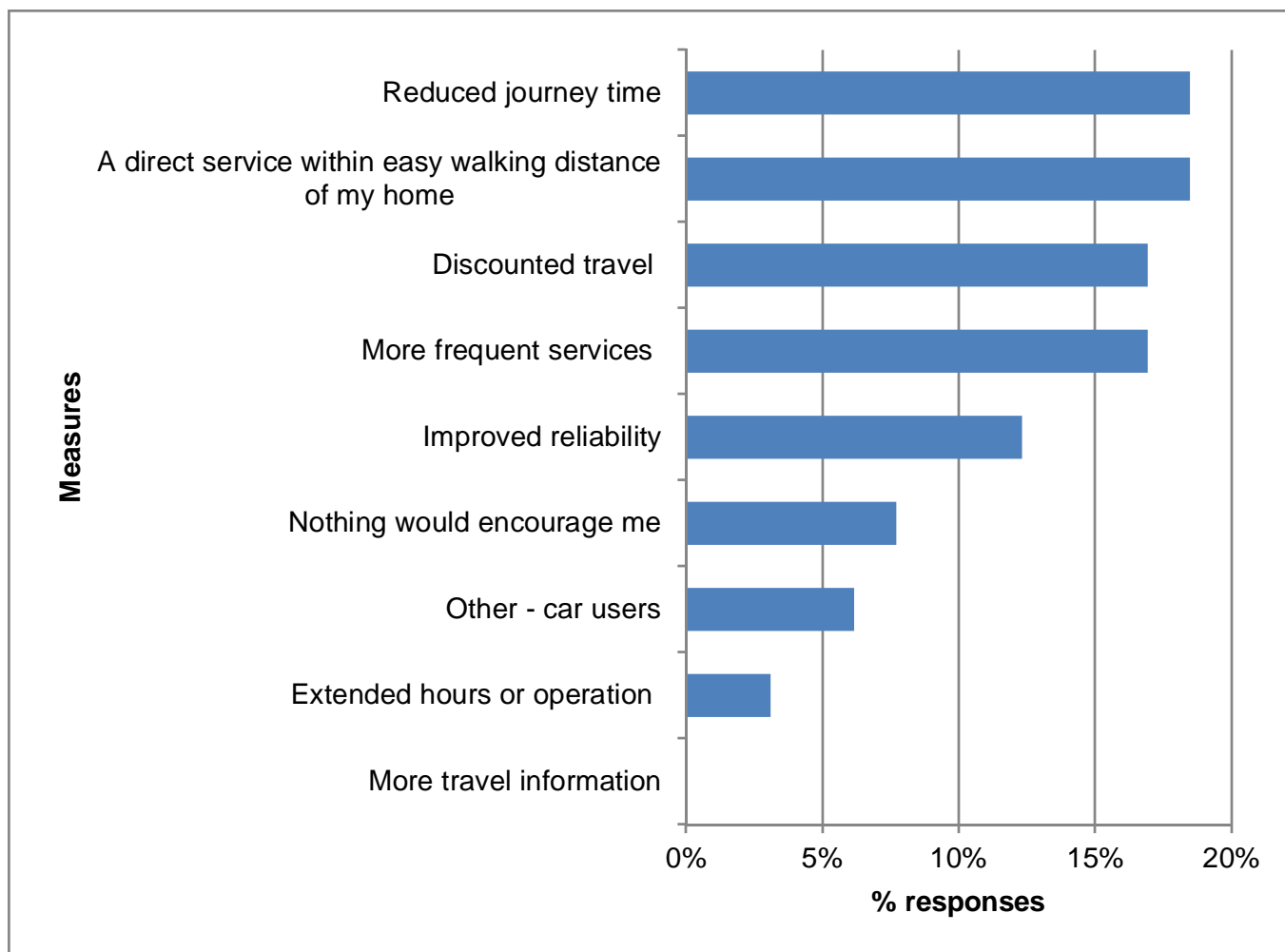
Staff Responses to measures that encourage walking at Pollock Halls of Residence



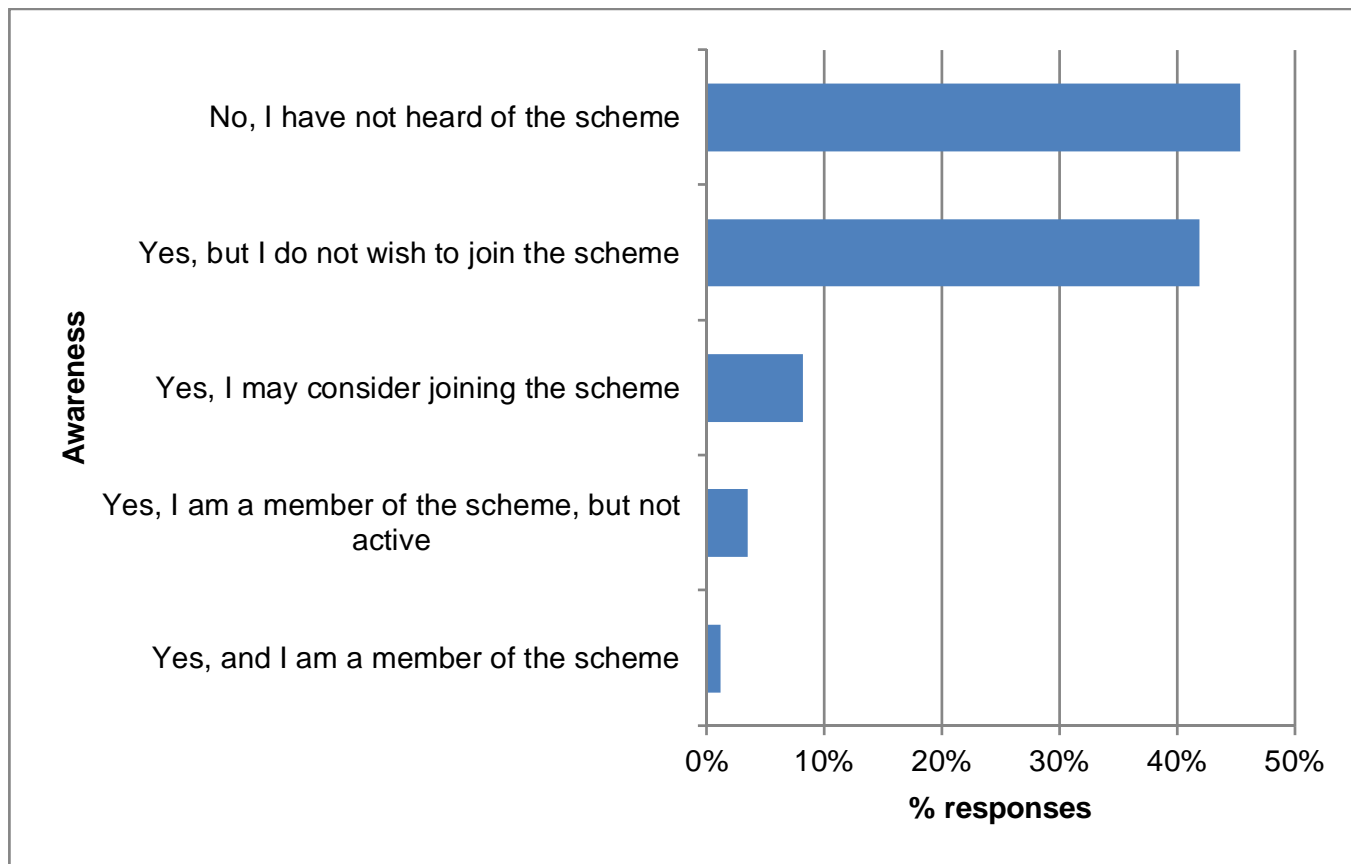
Staff Responses to measures that encourage cycling at Pollock Halls of Residence



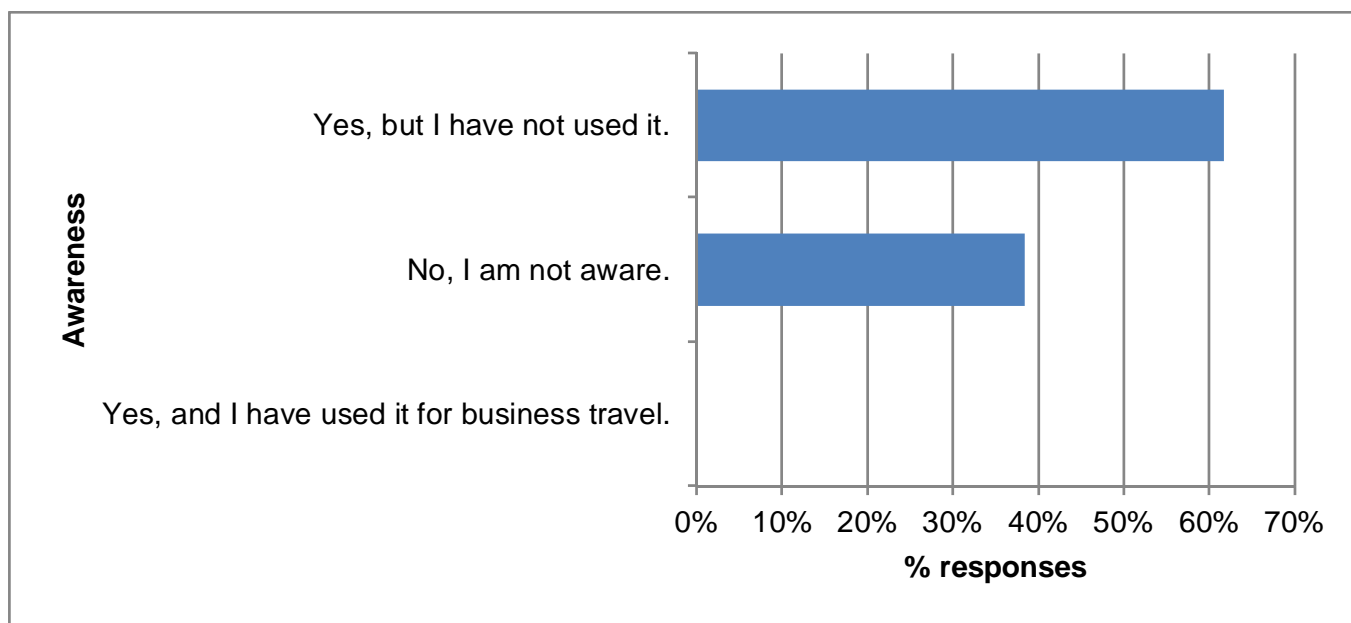
Staff Responses to measures that encourage travel by public transport at Pollock Halls of Residence



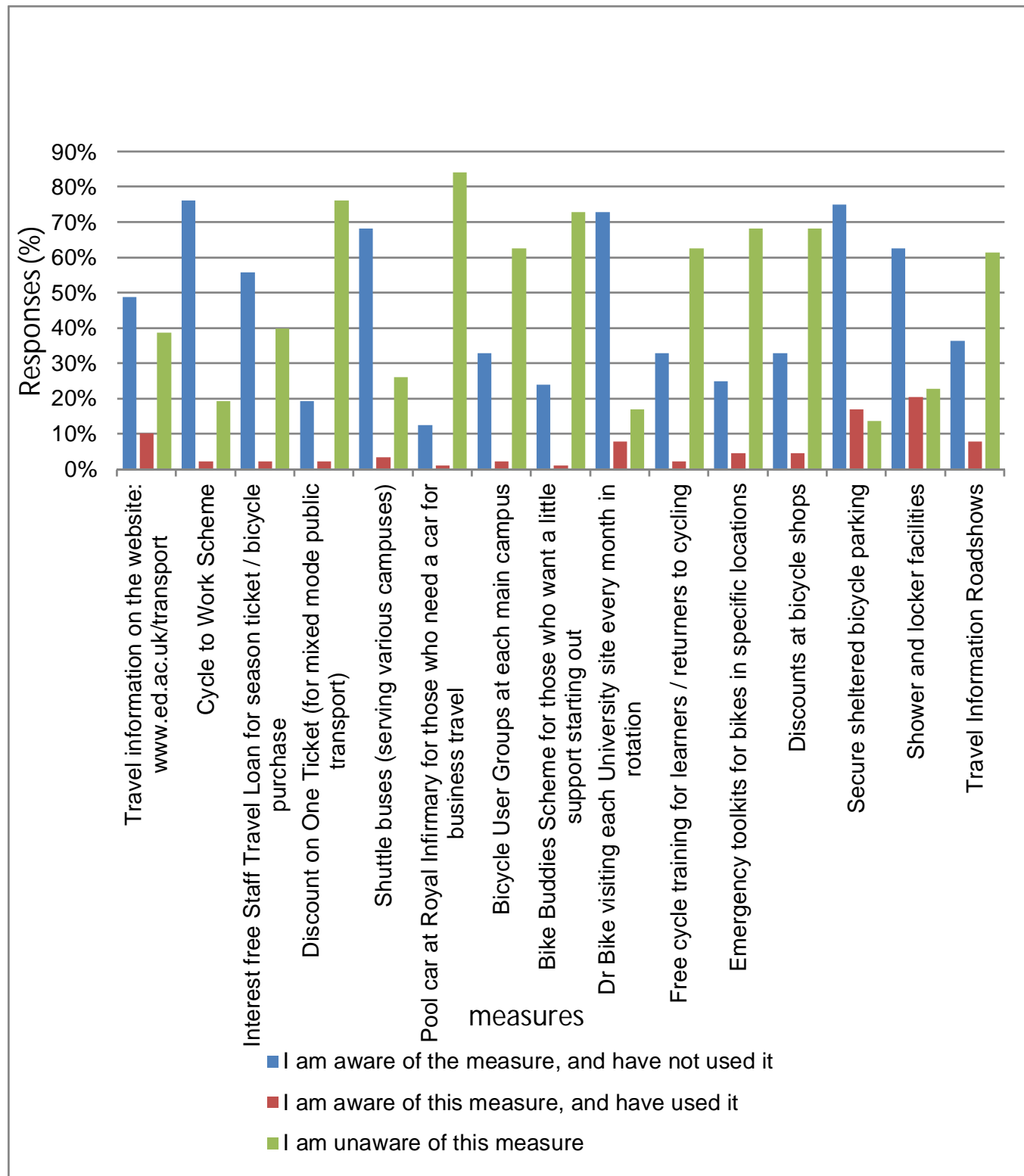
Staff Tripshare awareness at Pollock Halls of residence



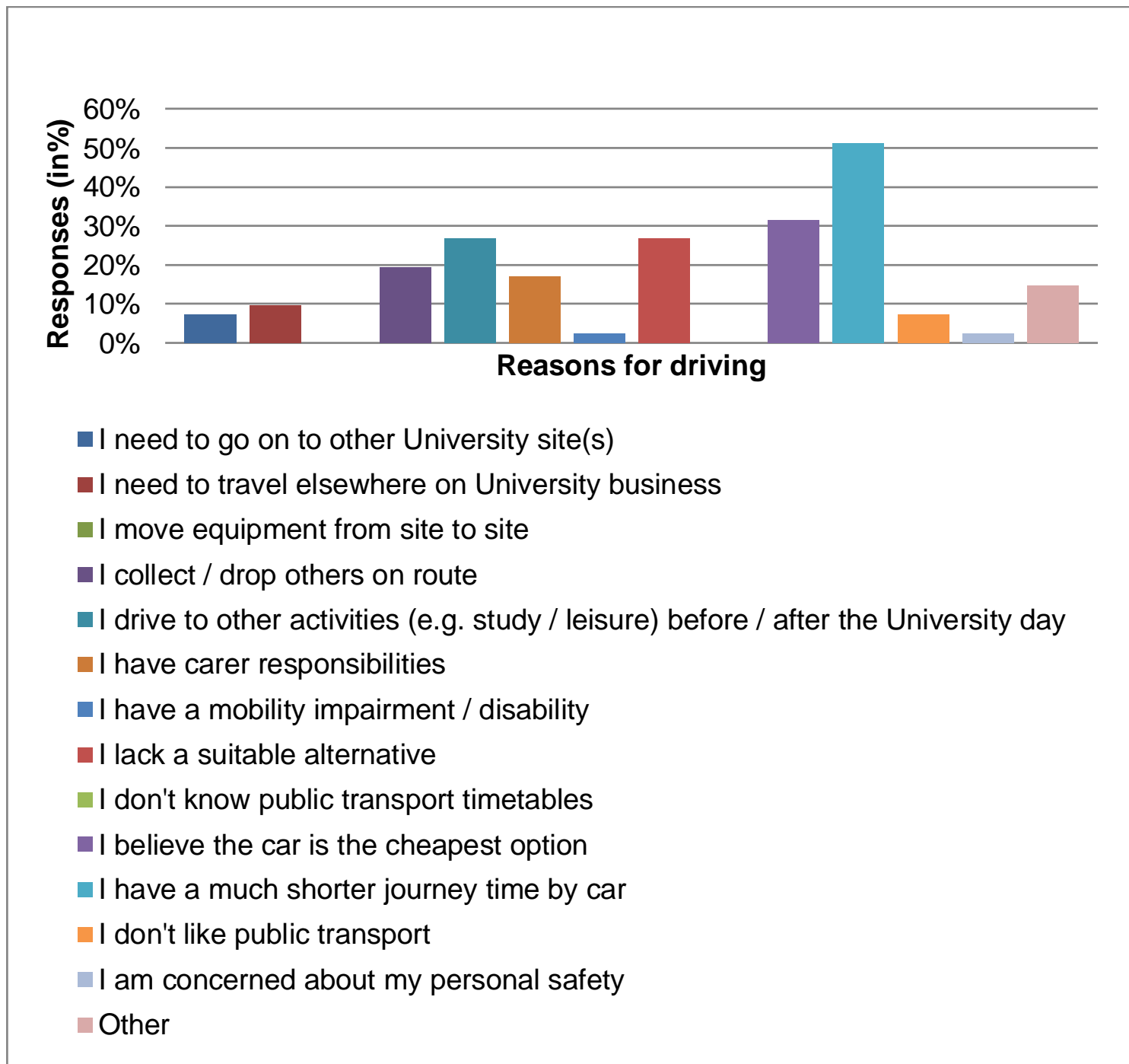
Staff City Car Club awareness at Pollock Halls of Residence



Staff Awareness of measures supported by University to encourage sustainable travel at Pollock Halls of Residence

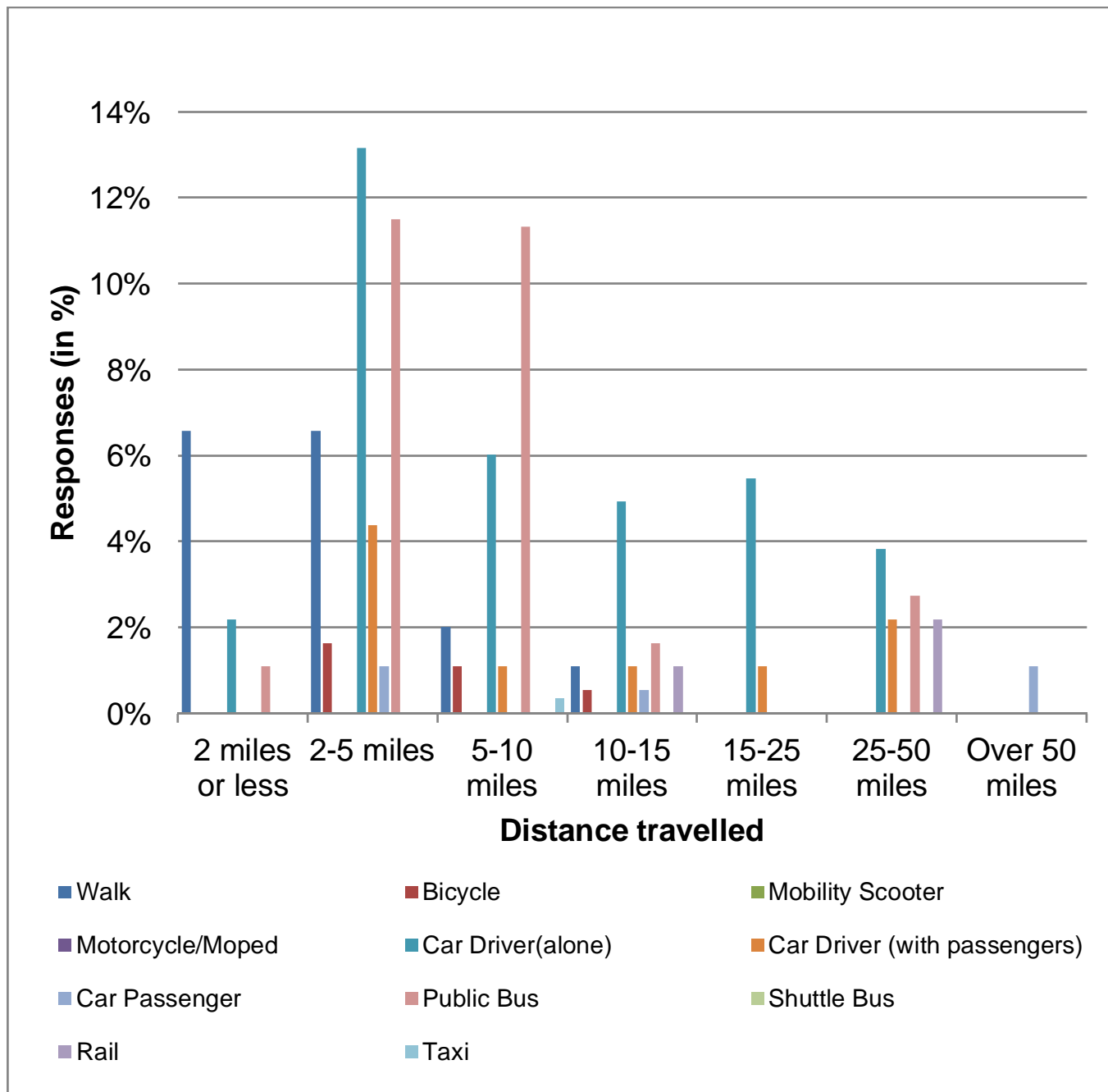


Staff reasons for driving to Pollock Halls of residence



\* Responses were allowed more than one choice of answer.

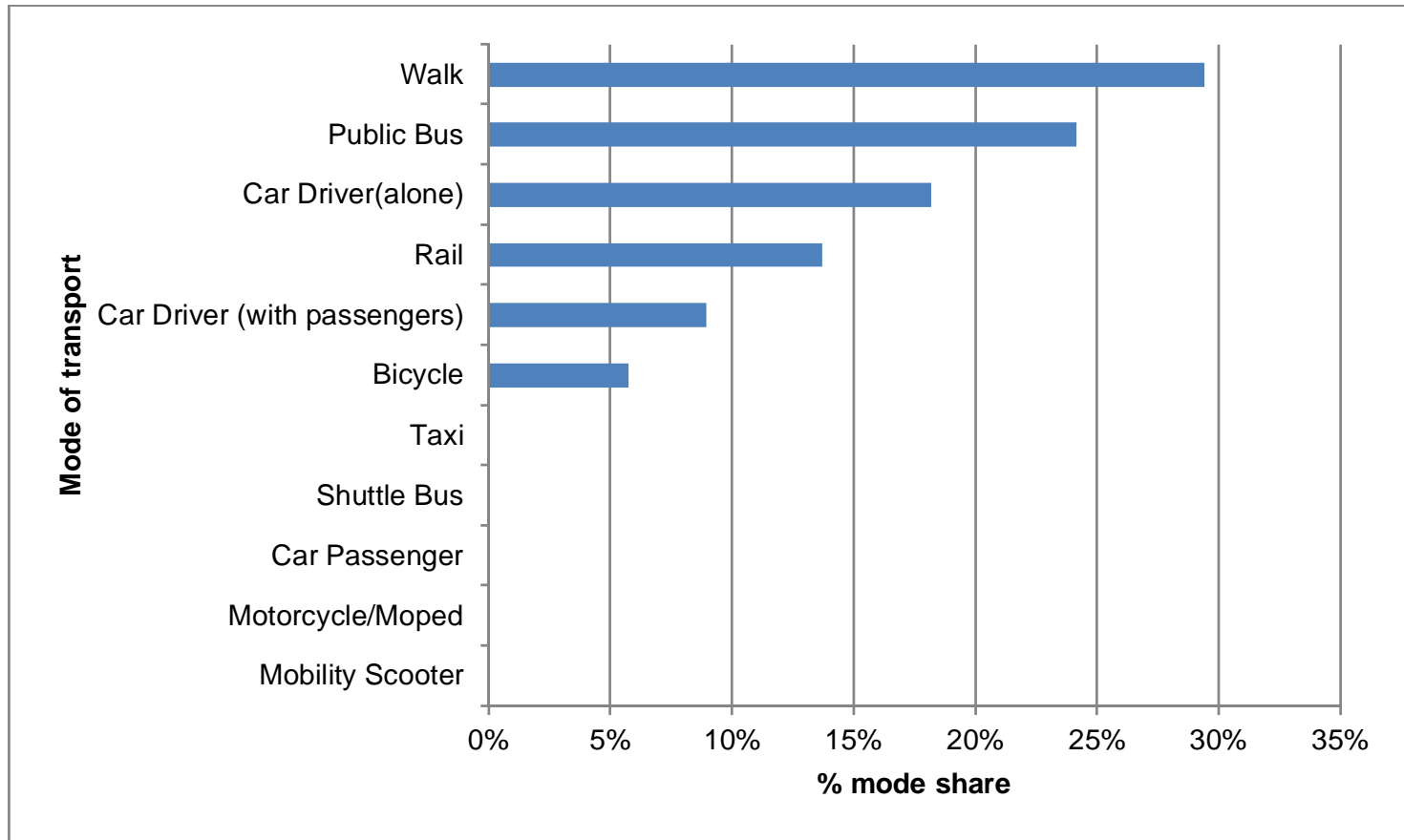
Staff distance travelled to Pollock Halls of Accommodation by main mode



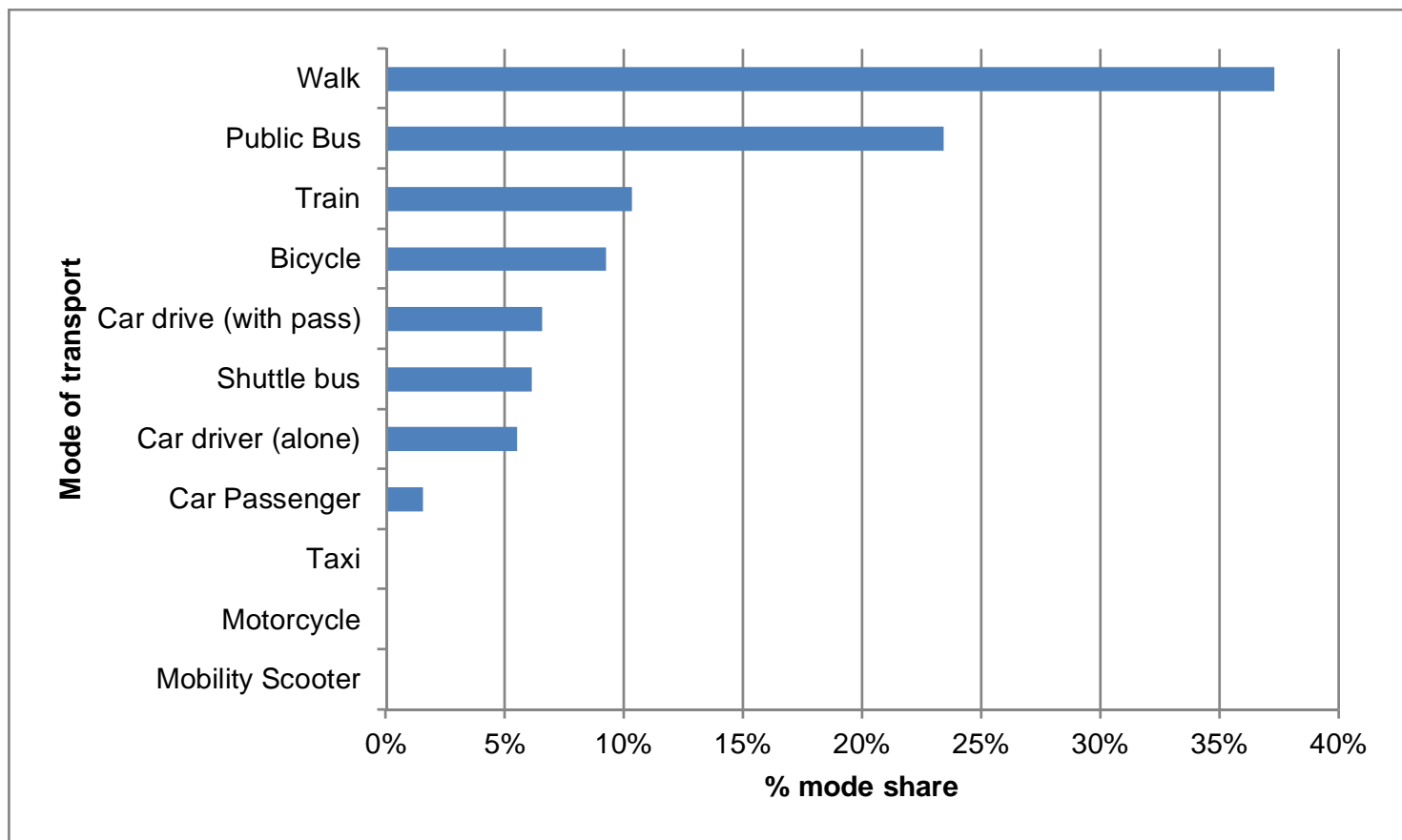


Other sites

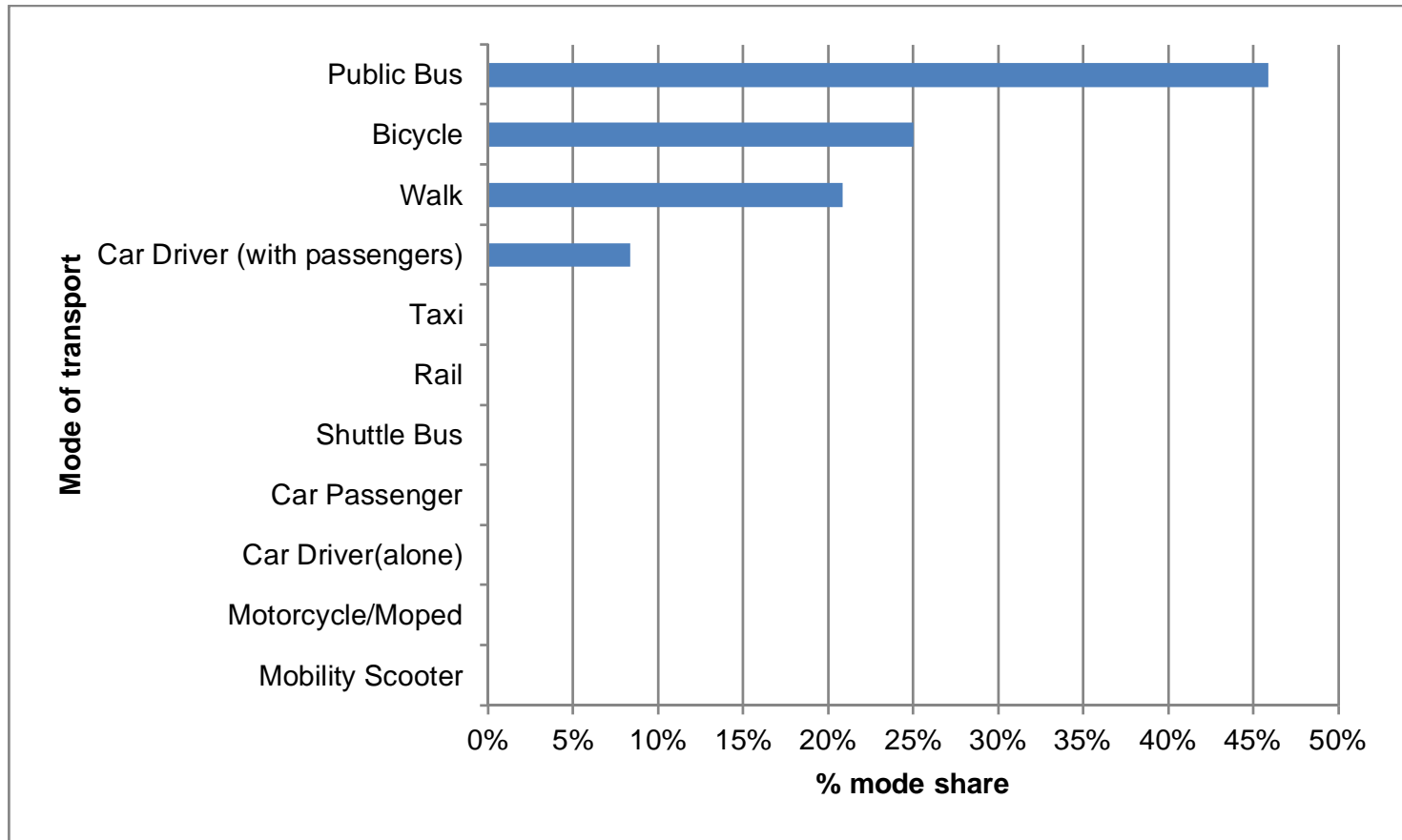
Staff main mode of travel (in percentage) to Other University sites



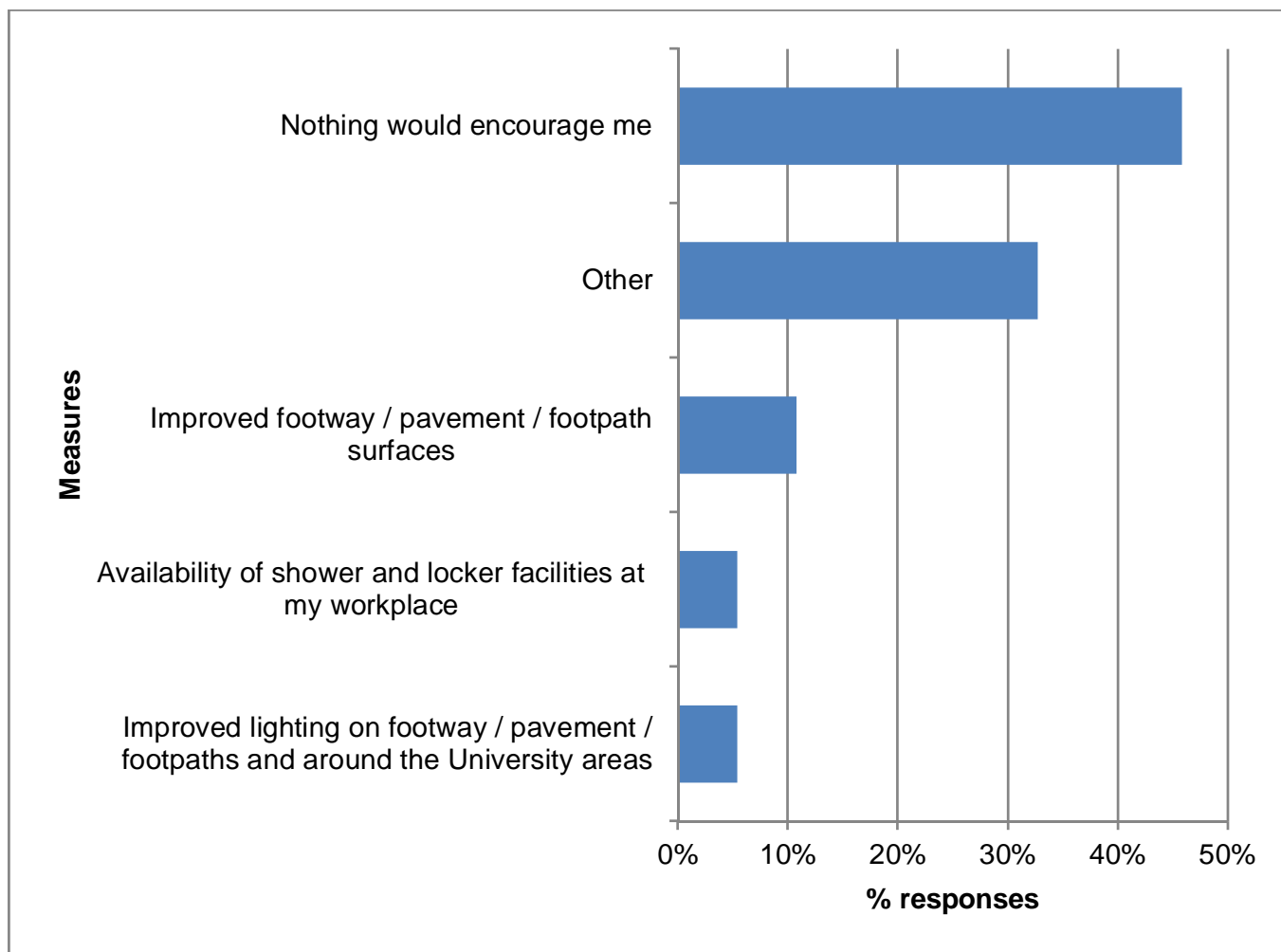
Student main mode of travel (in percentage) to Other University sites



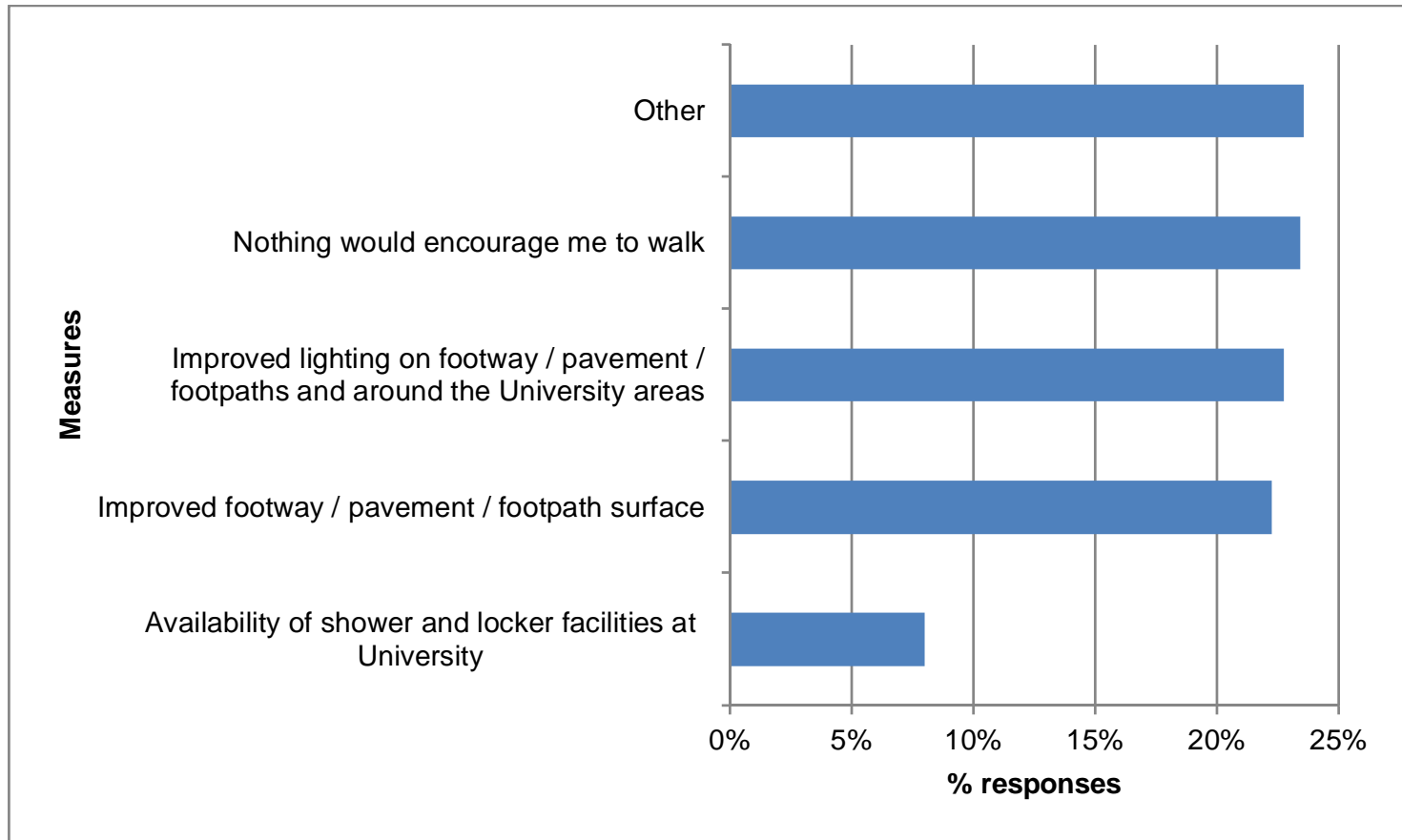
Staff main mode of travel (in percentage) to Other accommodation sites



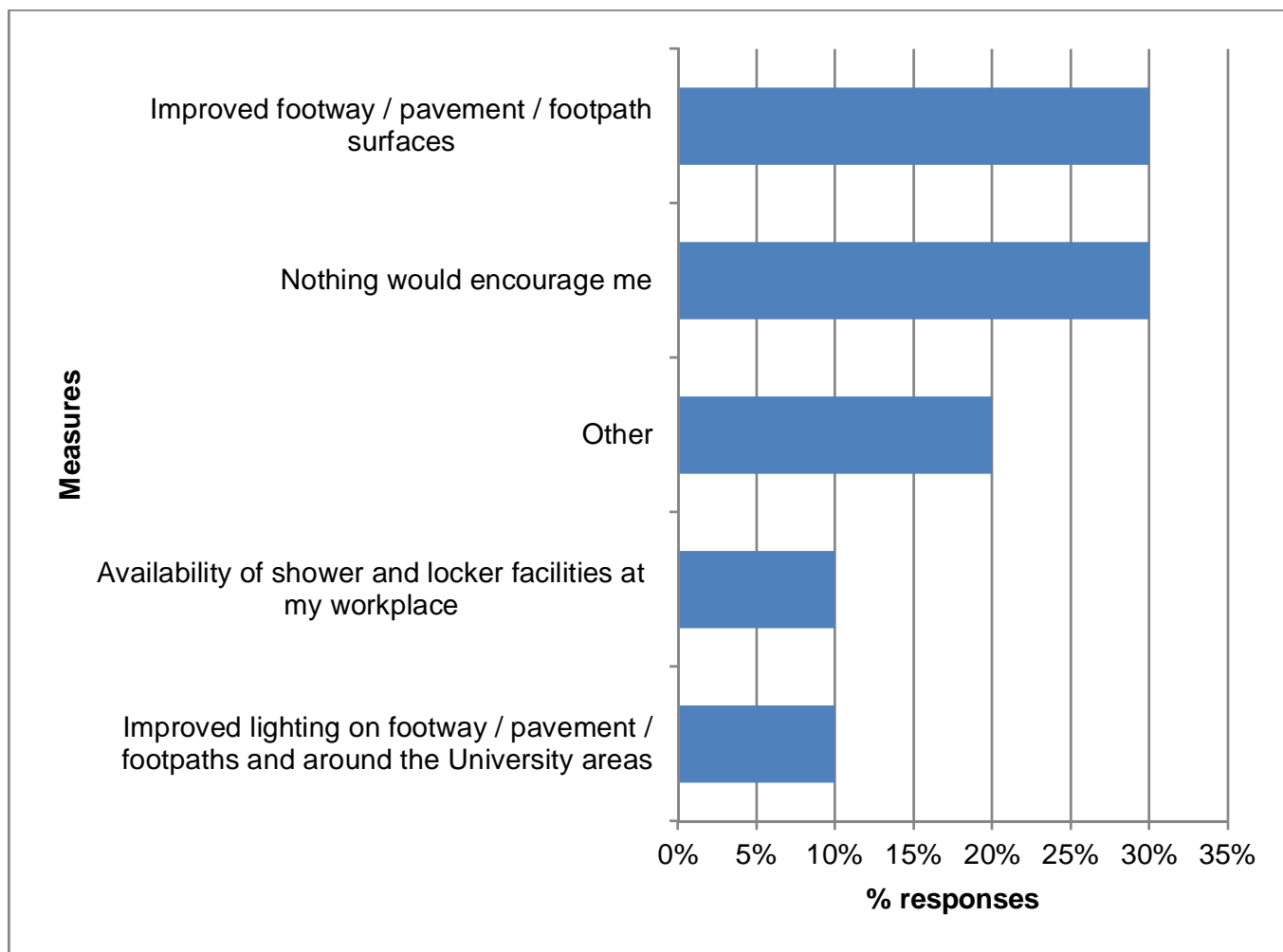
Staff Responses to measures that encourage walking at Other University sites



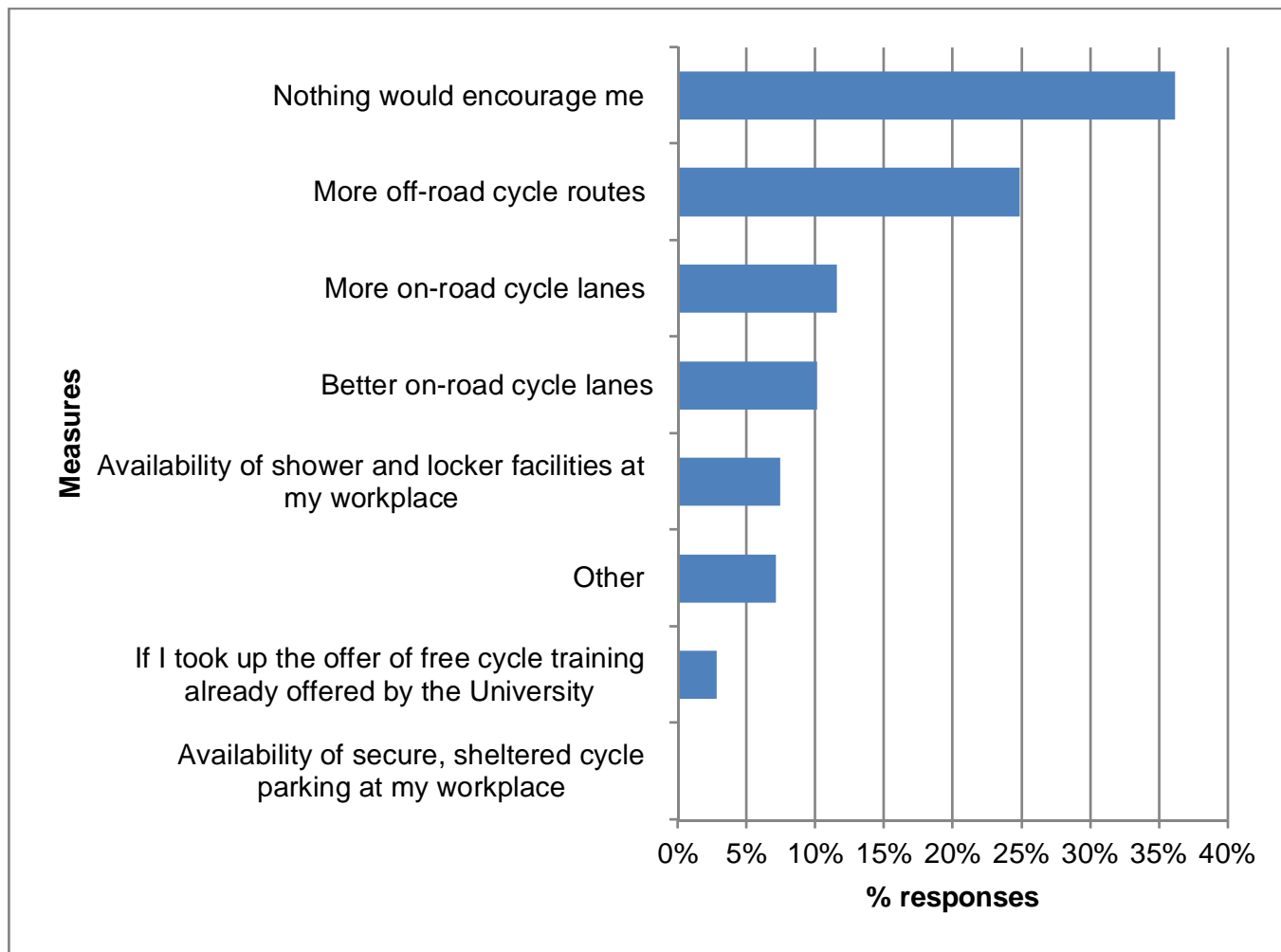
Student Responses to measures that encourage walking at Other University sites



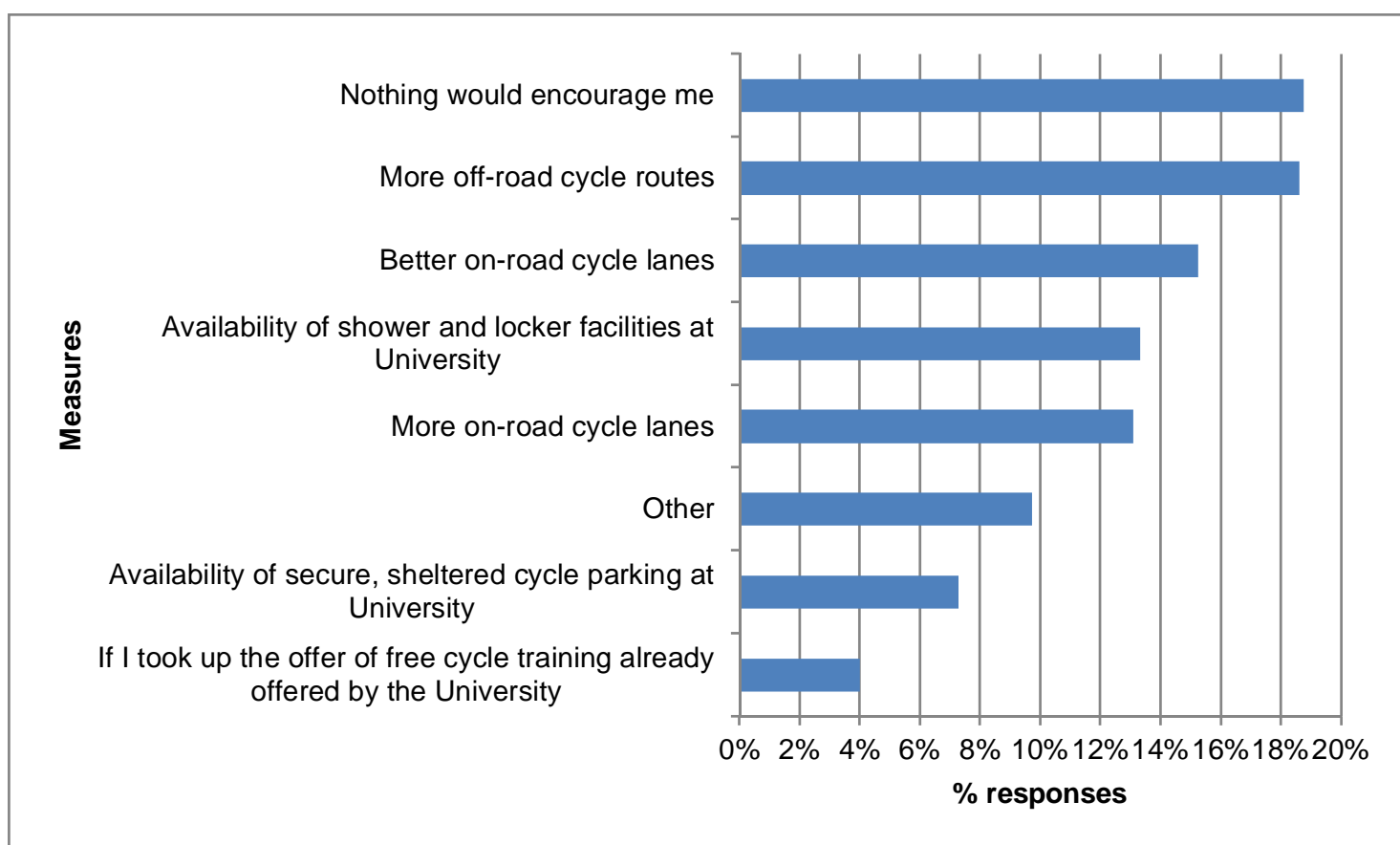
Staff Responses to measures that encourage walking at Other University Accommodation service sites



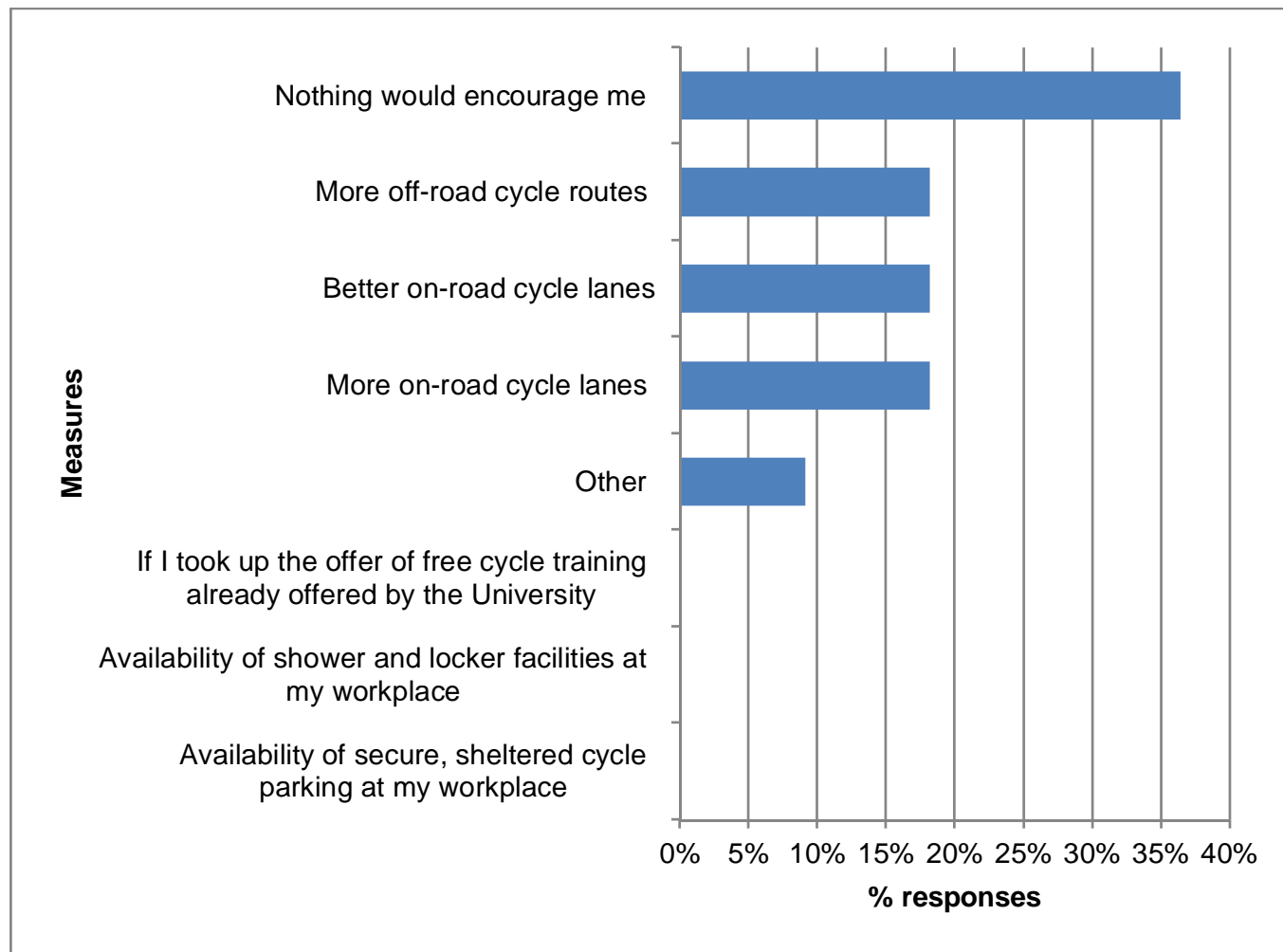
Staff Responses to measures that encourage cycling at Other University sites



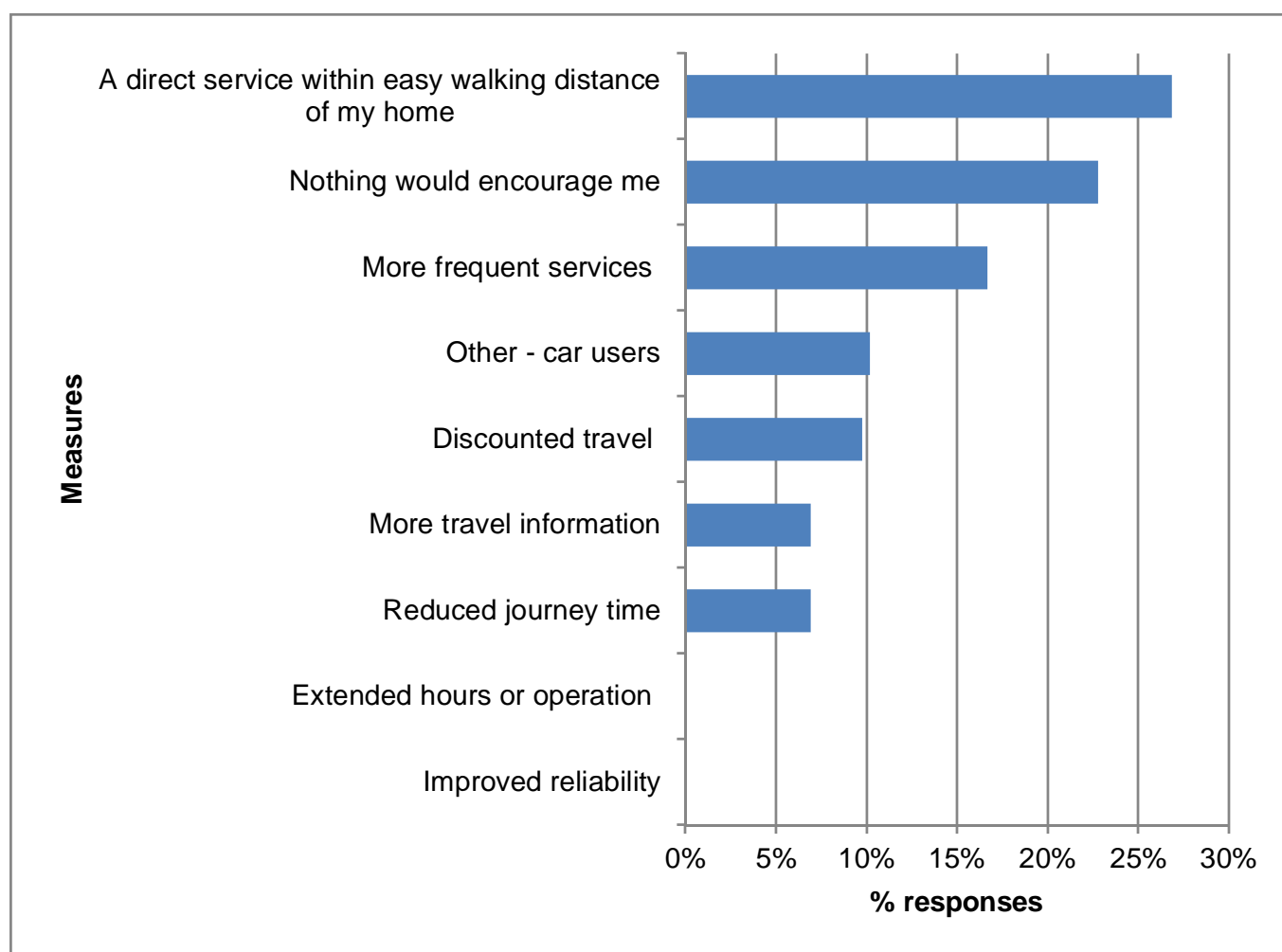
Student Responses to measures that encourage cycling at Other University sites



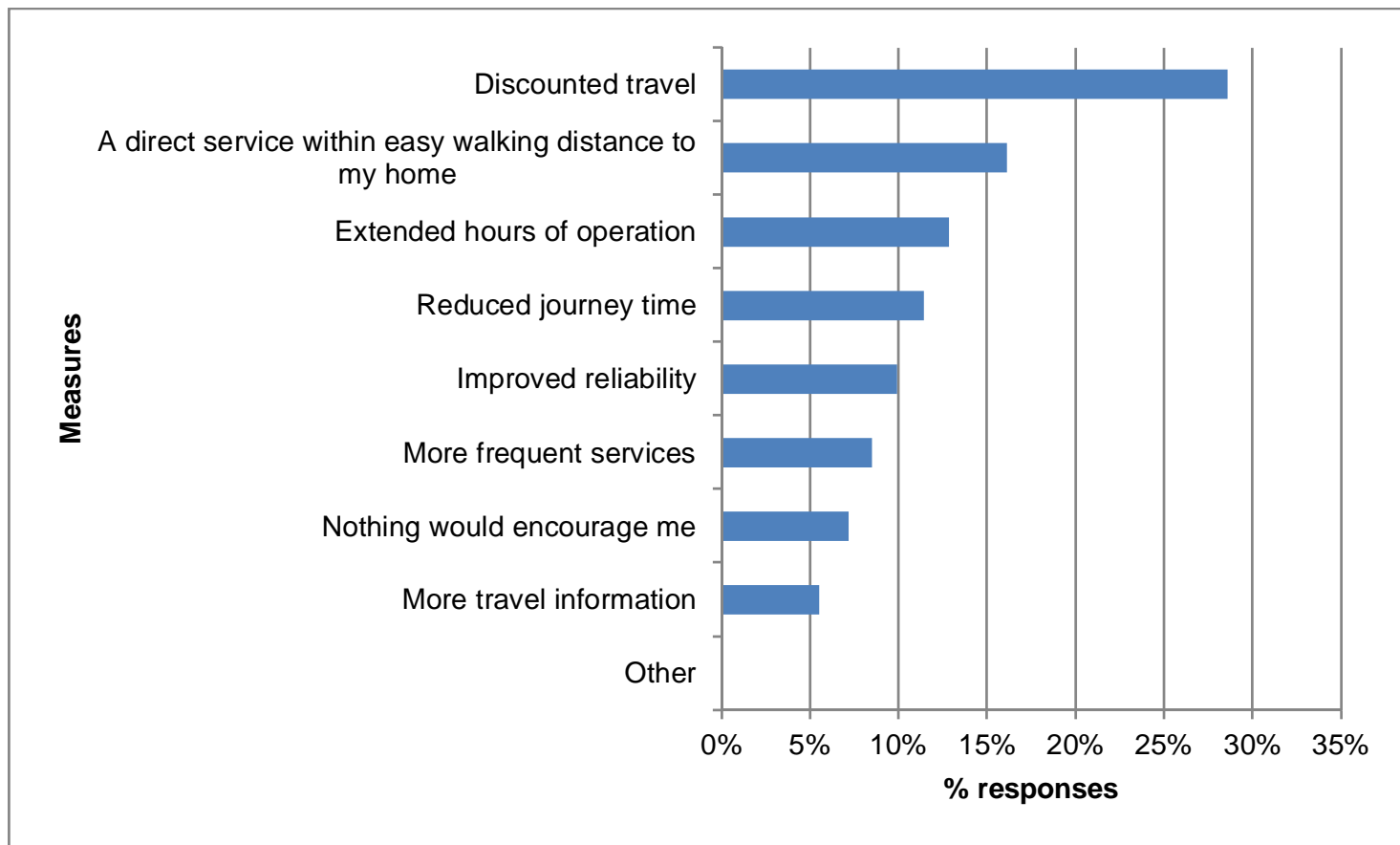
Staff Responses to measures that encourage cycling at Other University Accommodation service sites



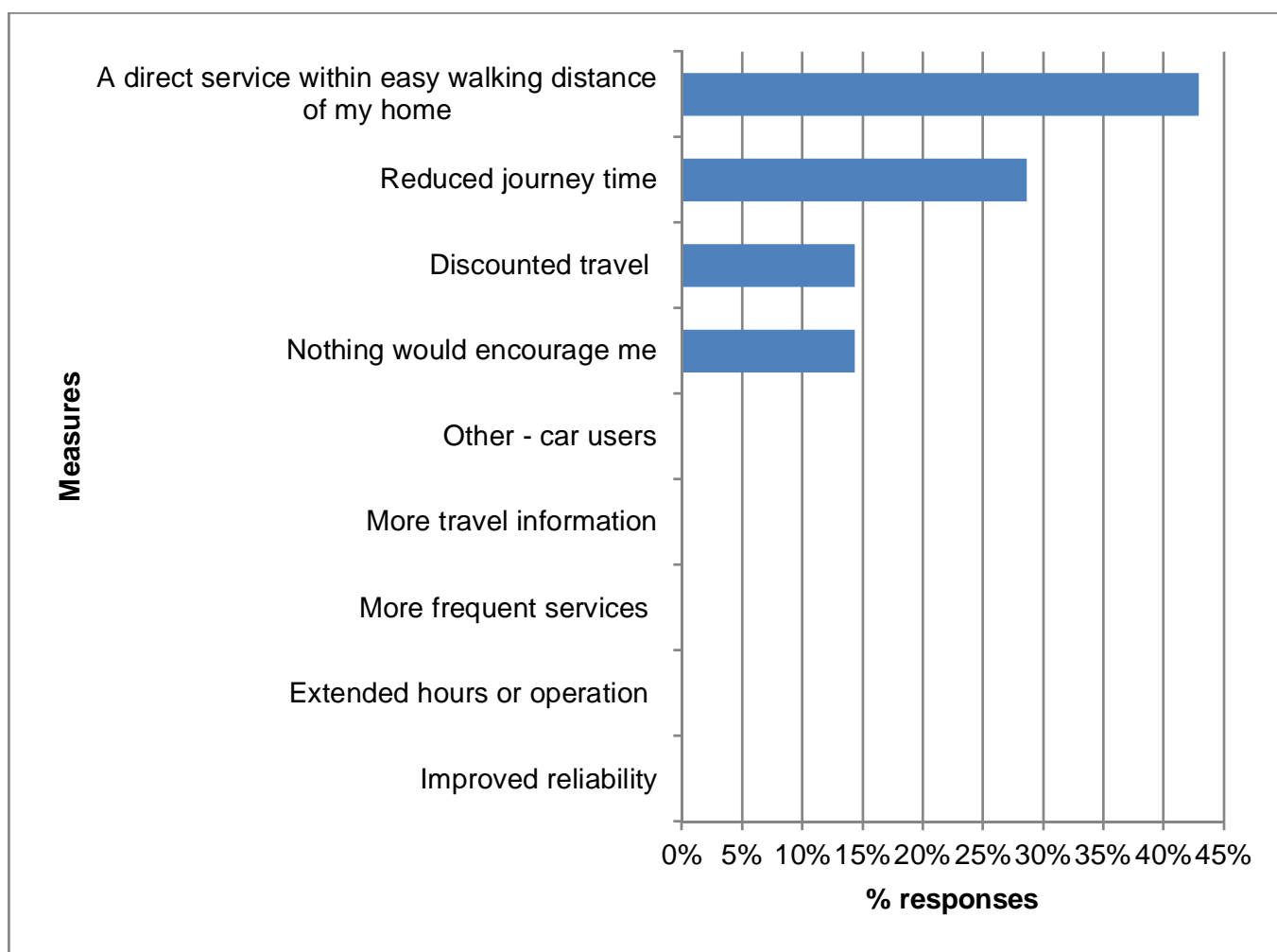
Staff Responses to measures that encourage travel by public transport at Other University sites



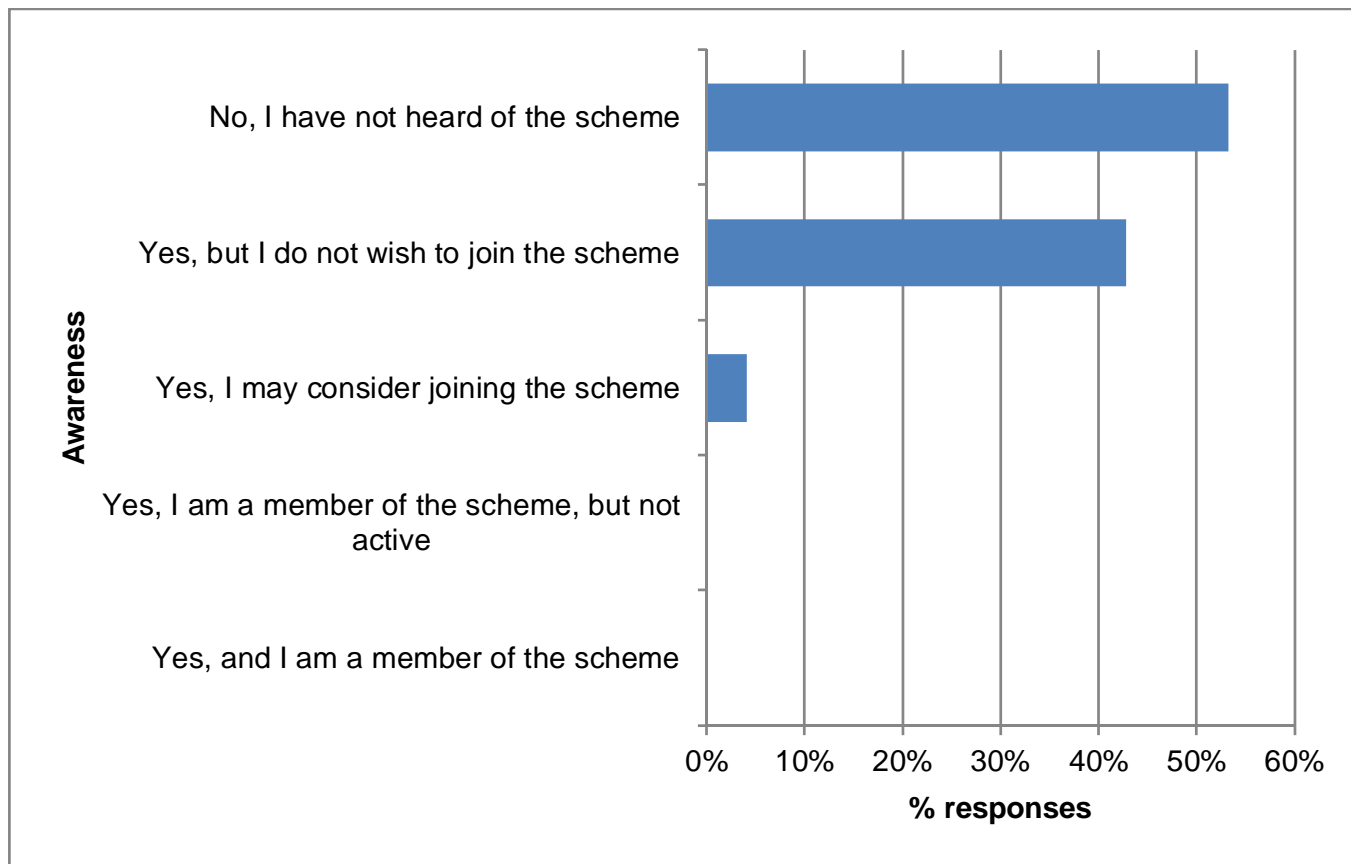
Student Responses to measures that encourage travel by public transport at Other University sites



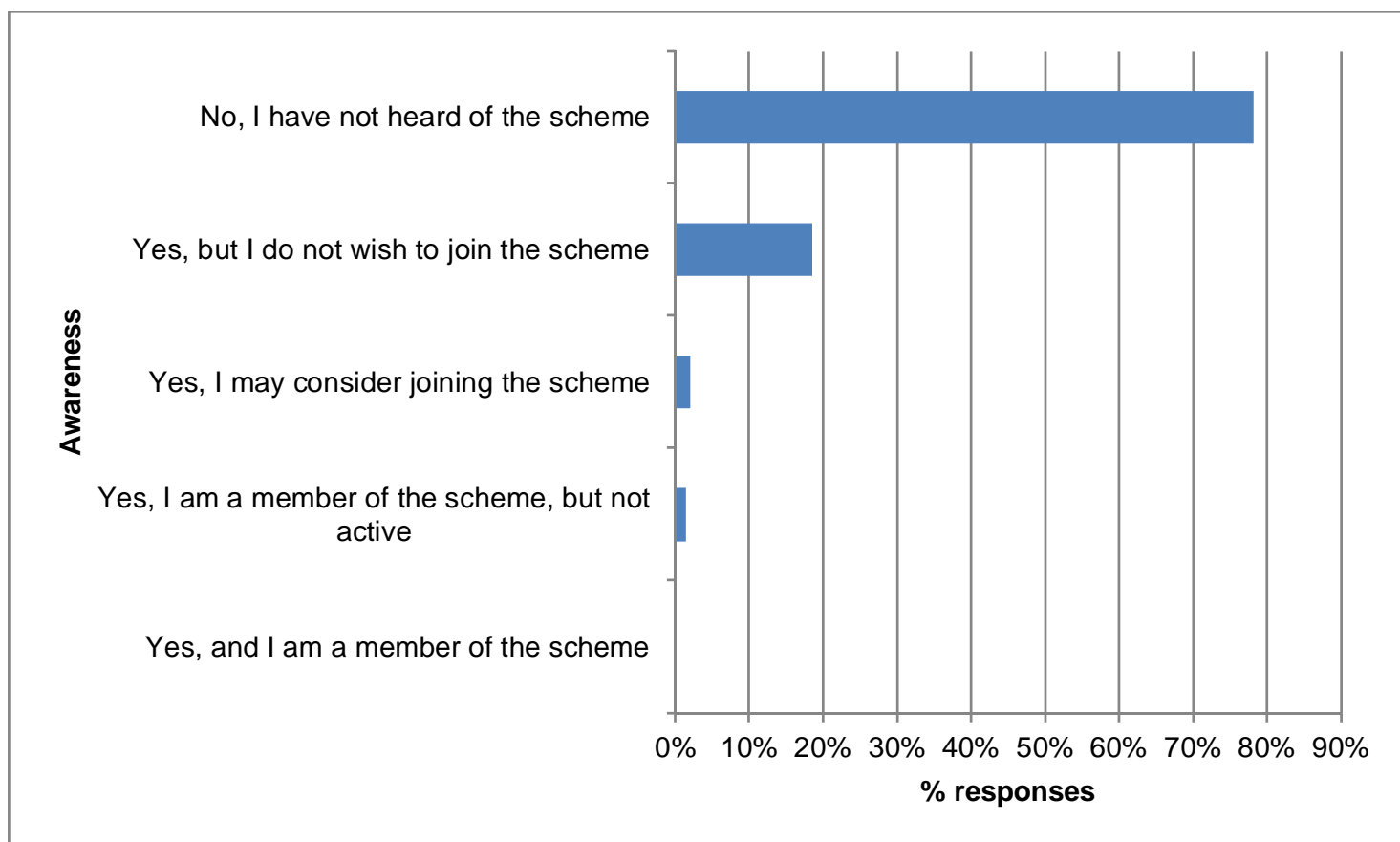
Staff Responses to measures that encourage travel by public transport at Other Accommodation sites



Staff Tripshare awareness at Other sites

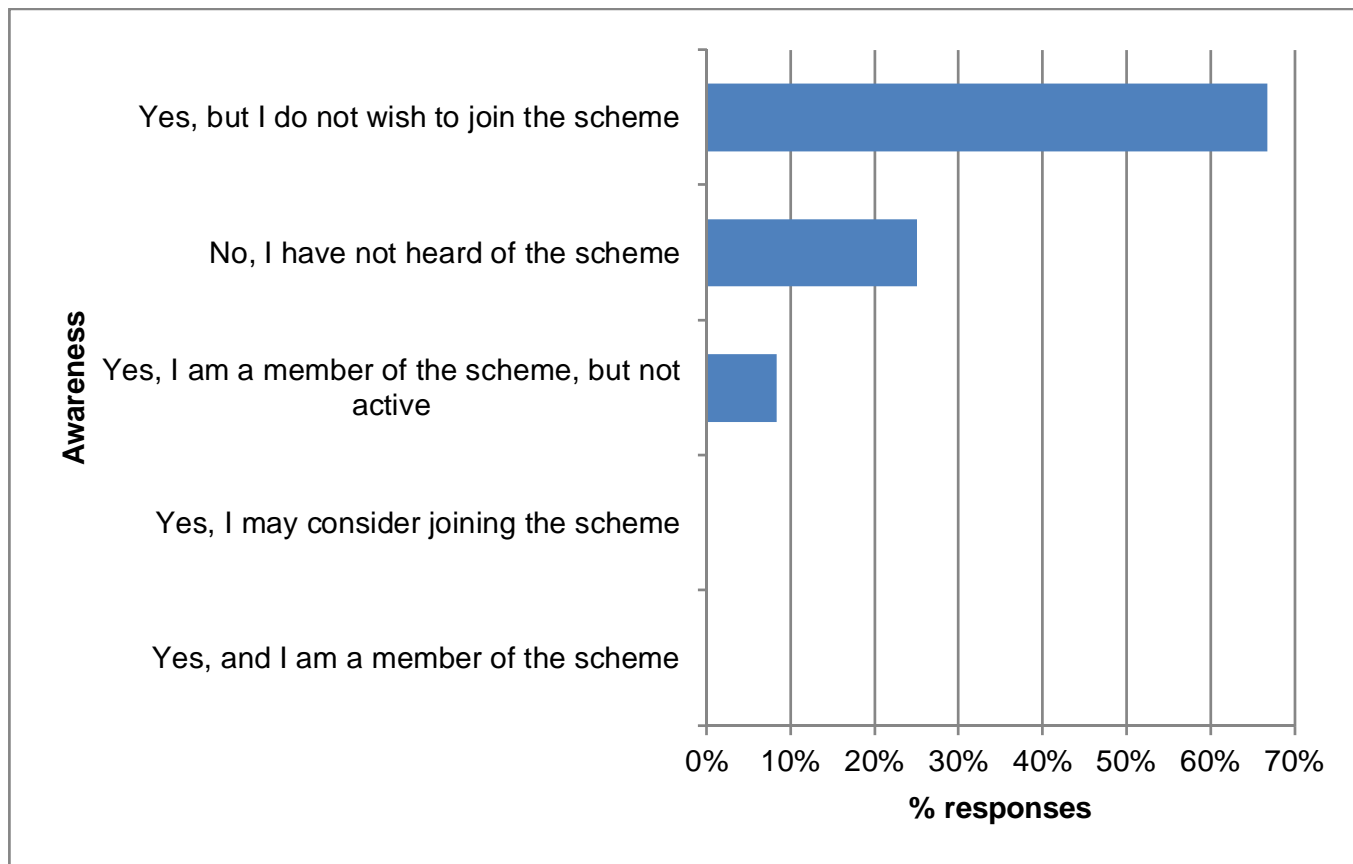


Student Tripshare awareness at Other University sites

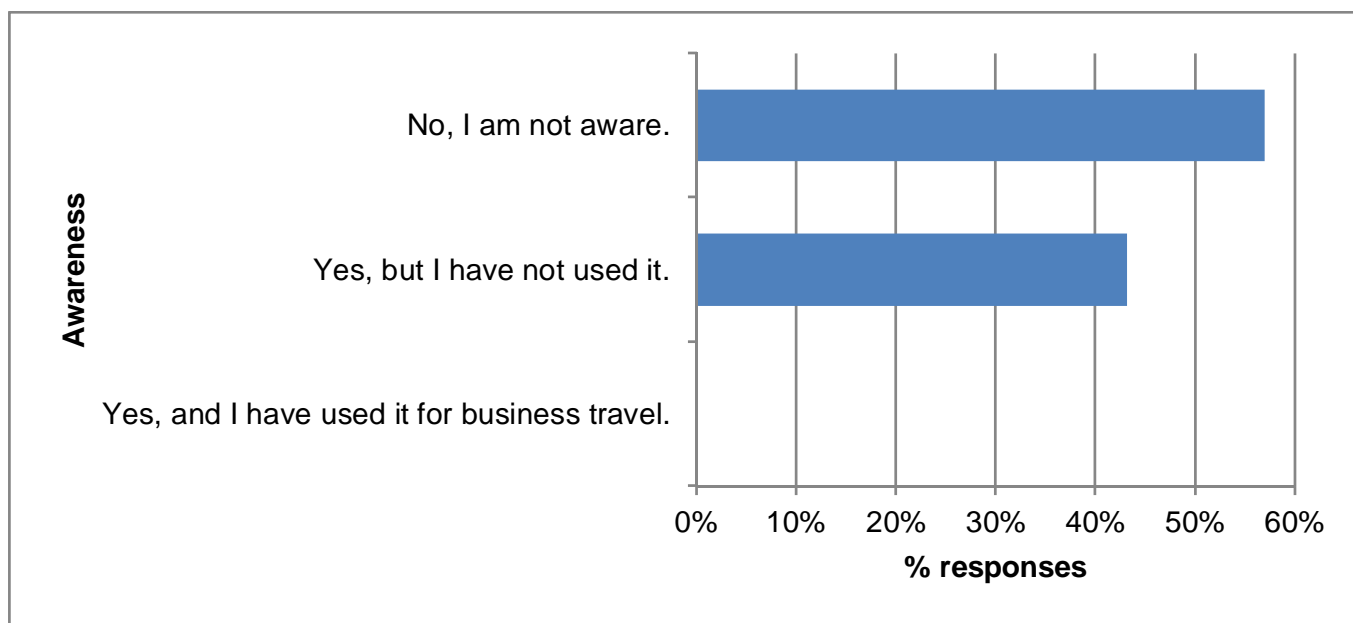




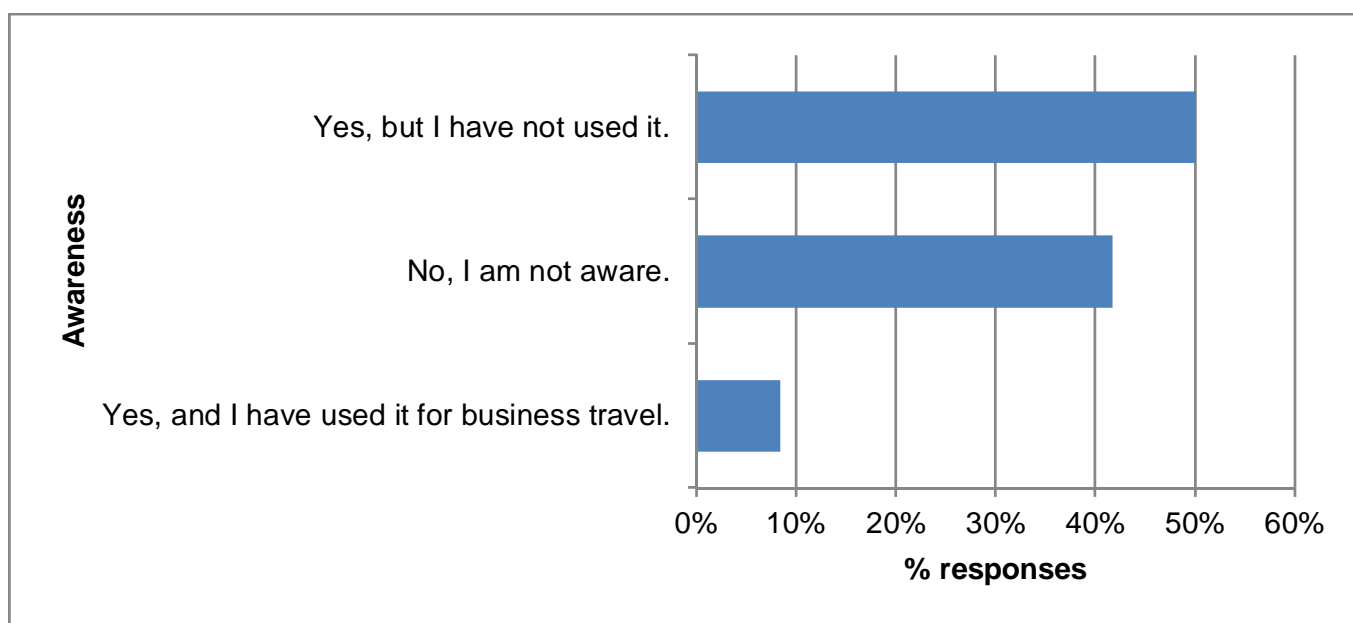
Staff Tripshare awareness at Other accommodation service sites



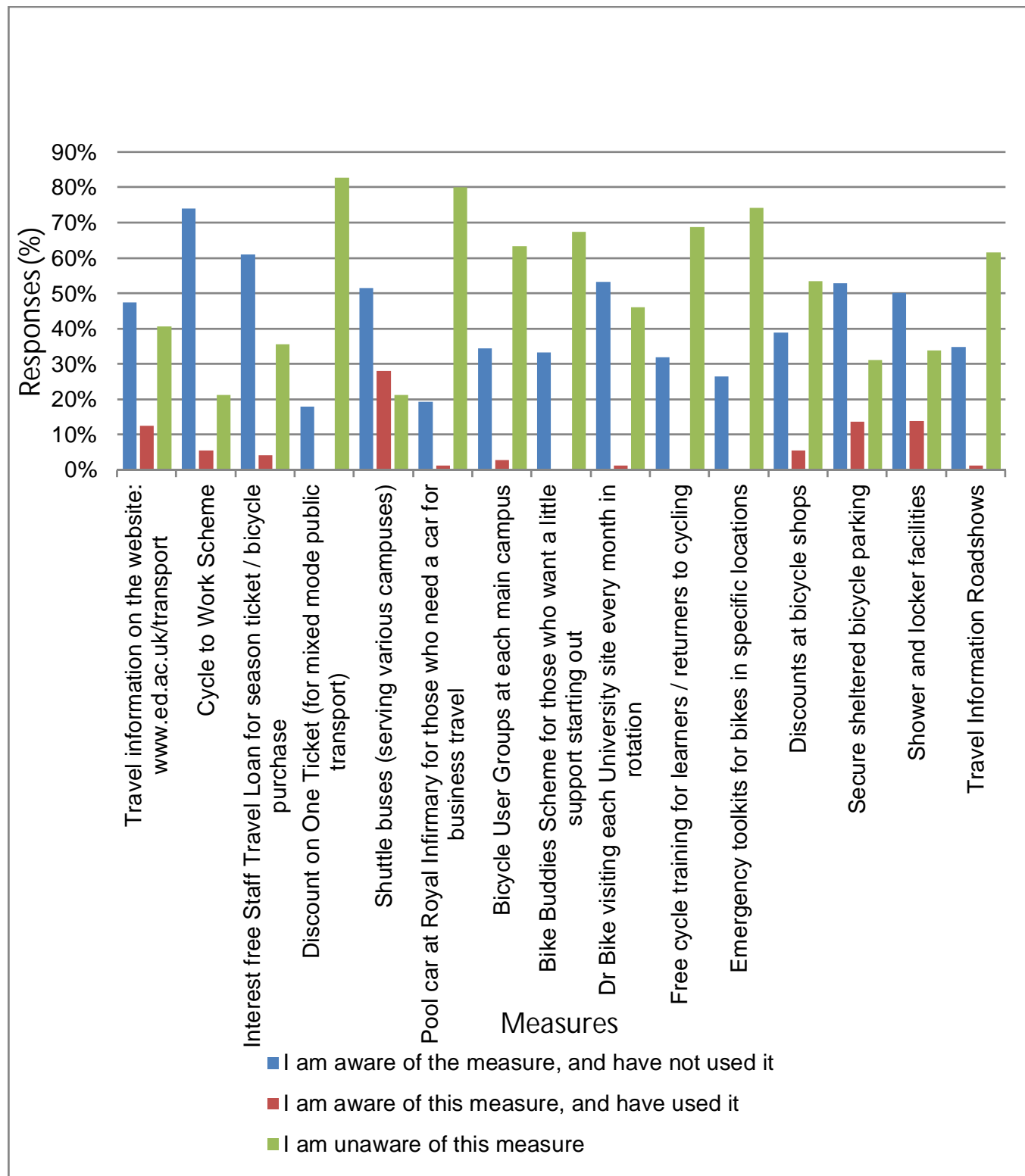
Staff City Car Club awareness at Other sites



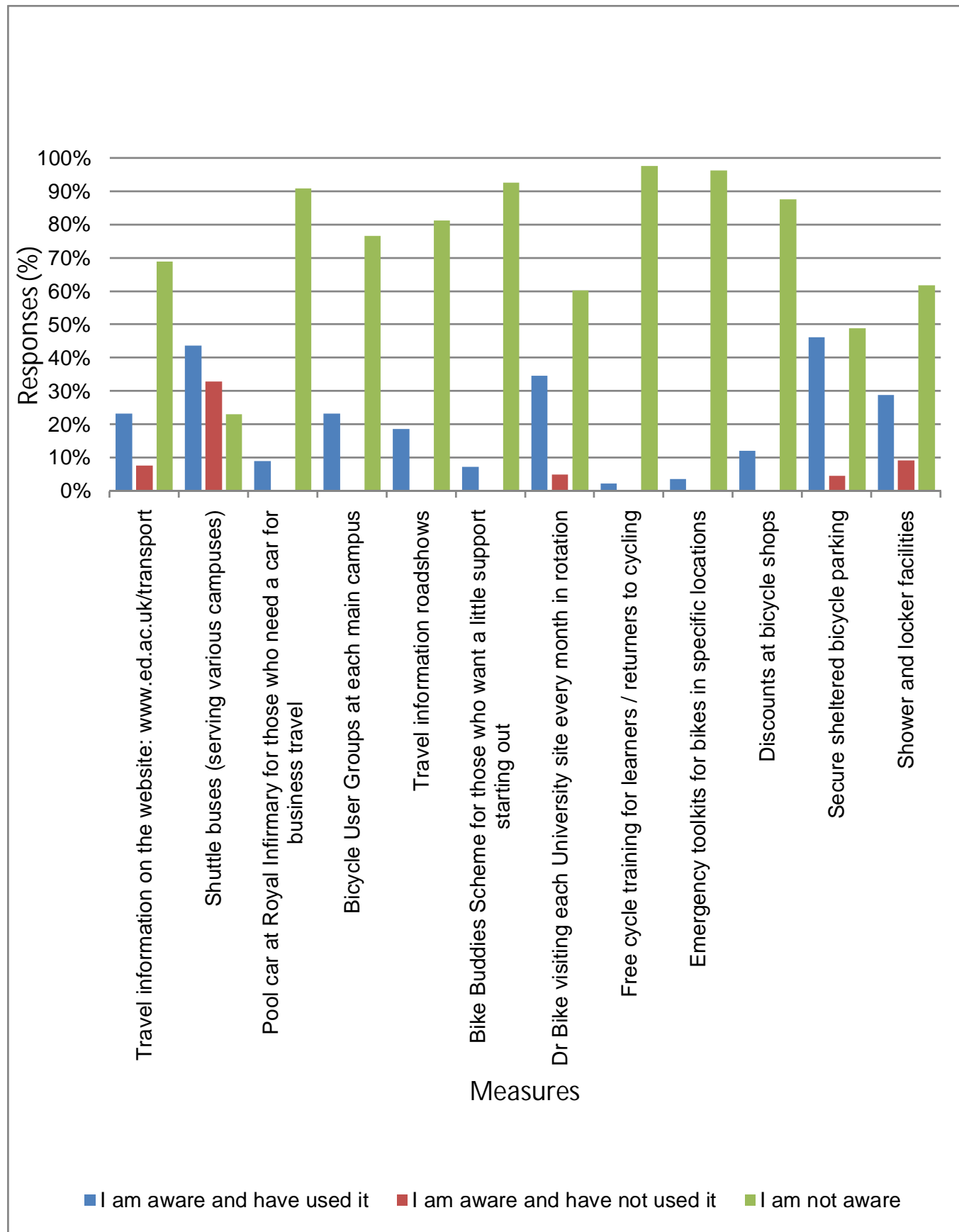
Staff City Car Club awareness at Other University Accommodation Service sites



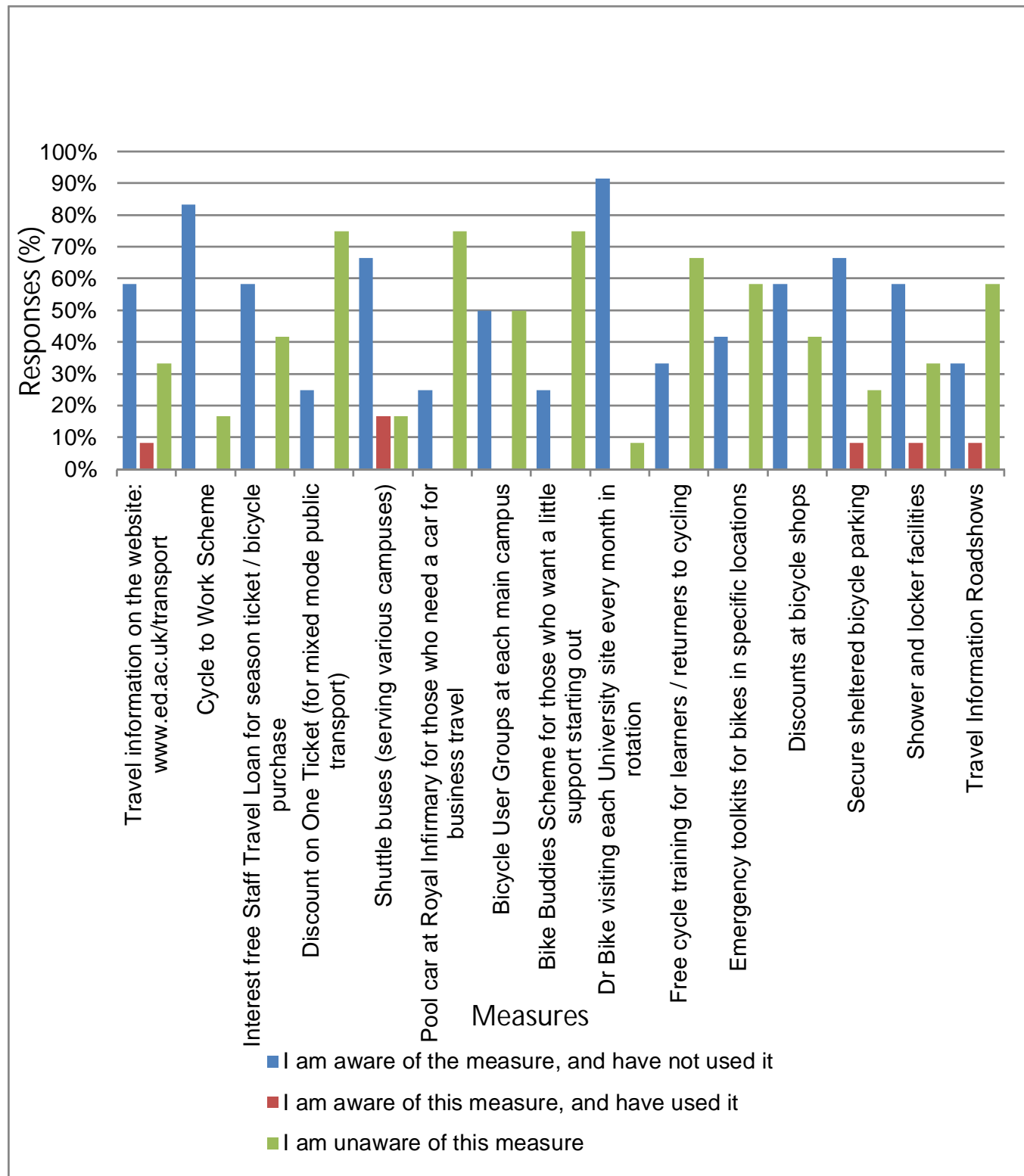
Staff Awareness of measures supported by University to encourage sustainable travel at Other Sites



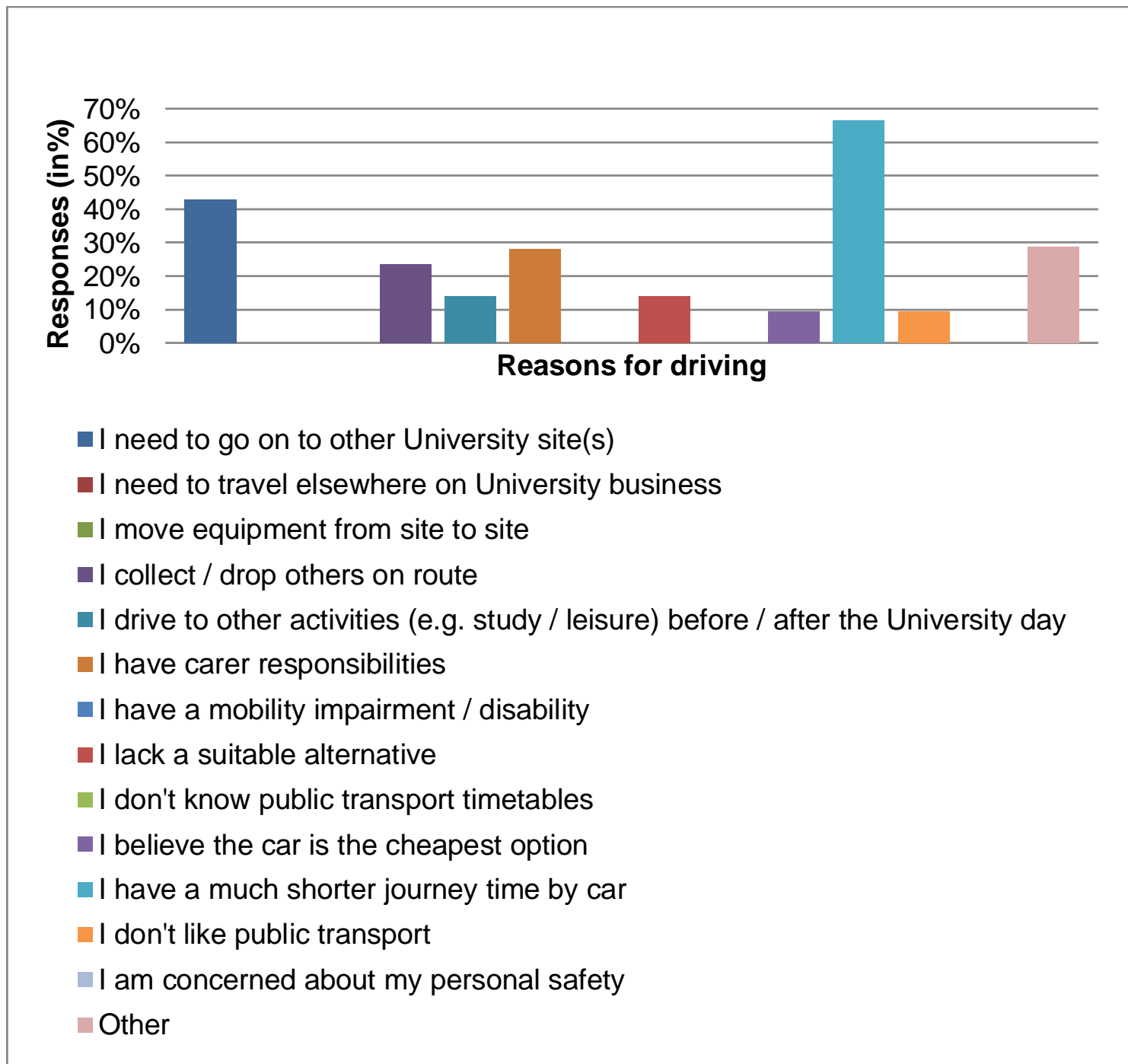
Student Awareness of measures supported by University to encourage sustainable travel at Other University sites



Staff Awareness of measures supported by University to encourage sustainable travel at Other University Accommodation Service sites

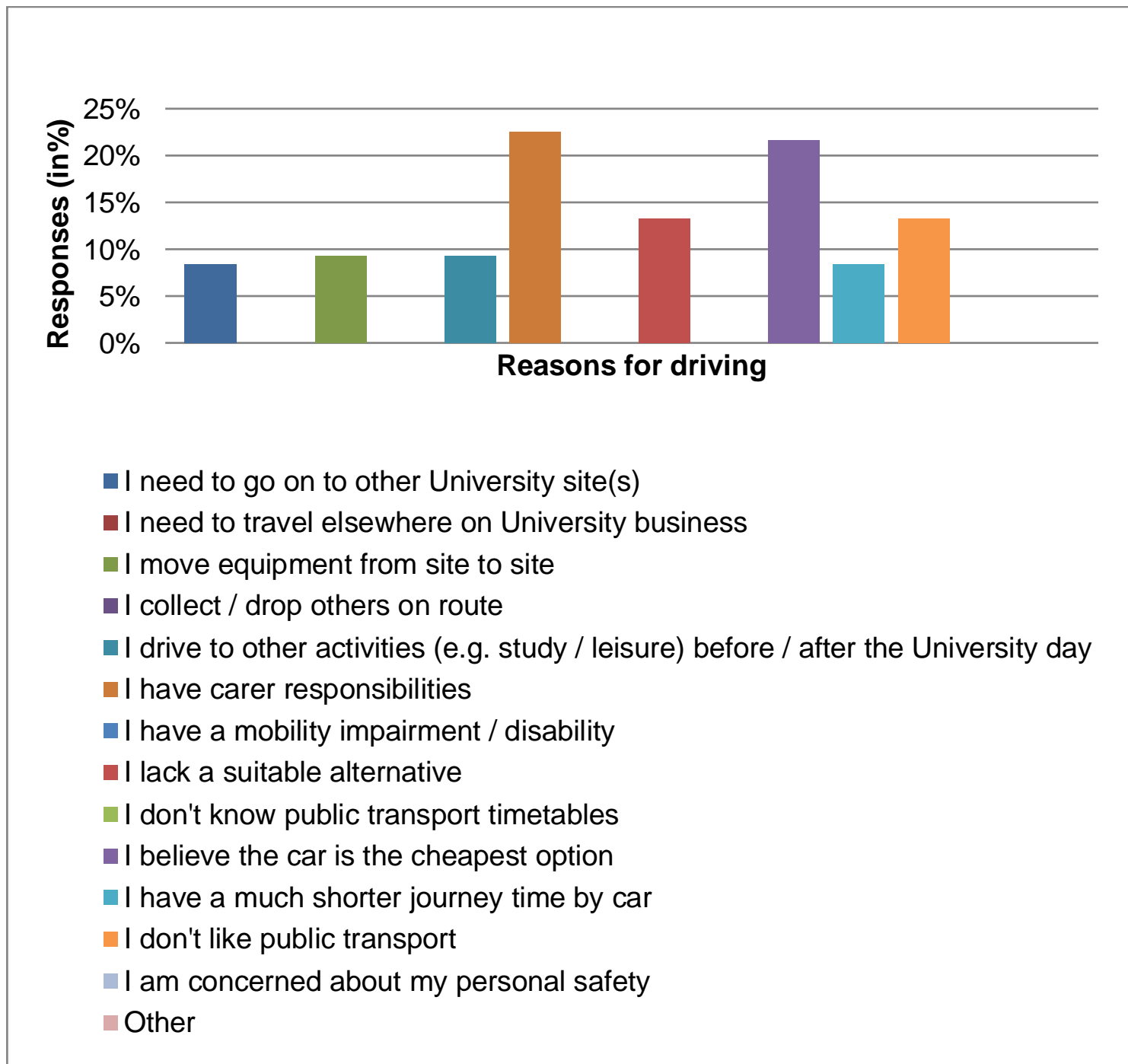


Staff reasons for driving to Other University sites



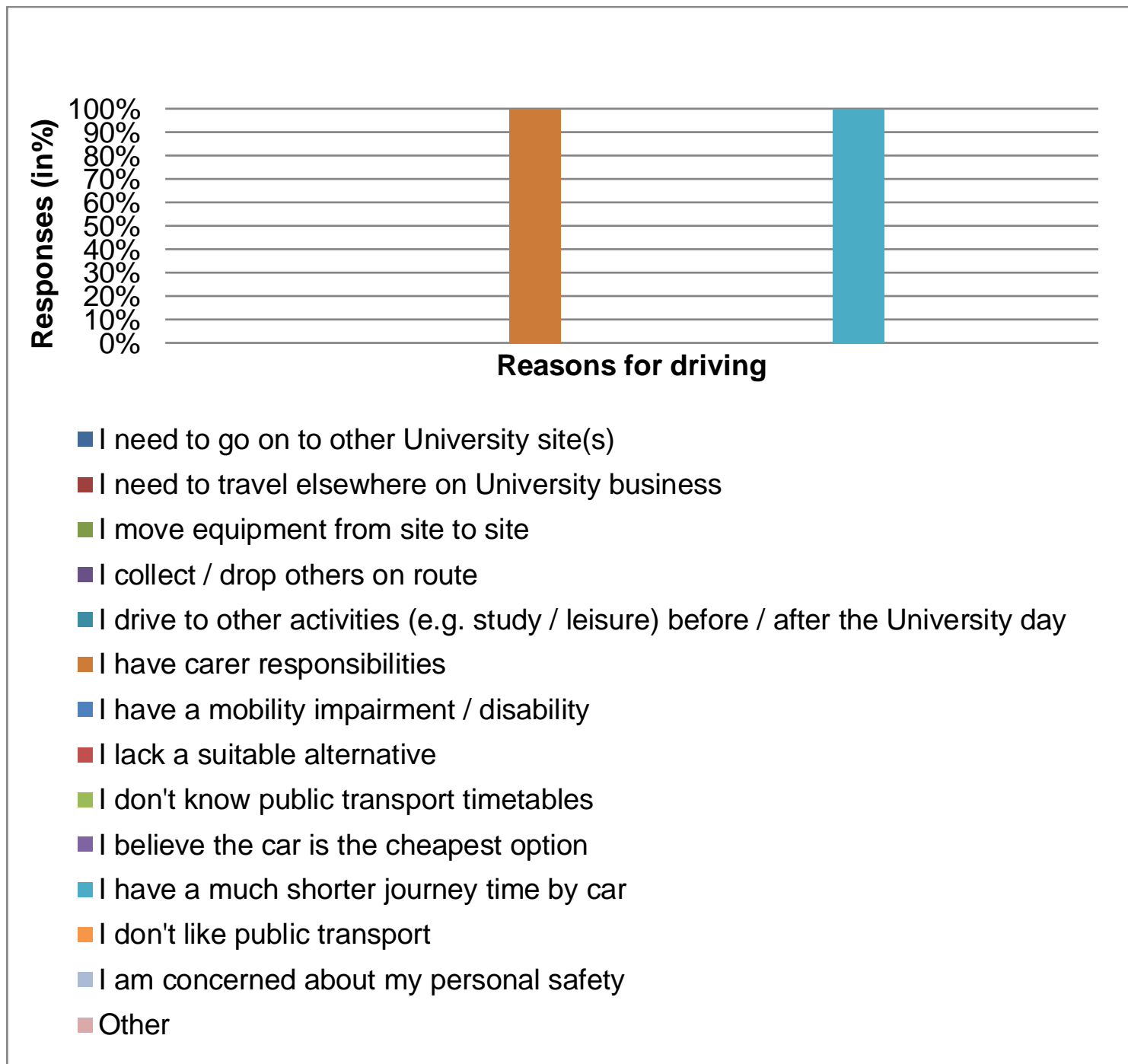
\* Responses were allowed more than one choice of answer.

Student reasons for driving to Other University sites



\* Responses were allowed more than one choice of answer.

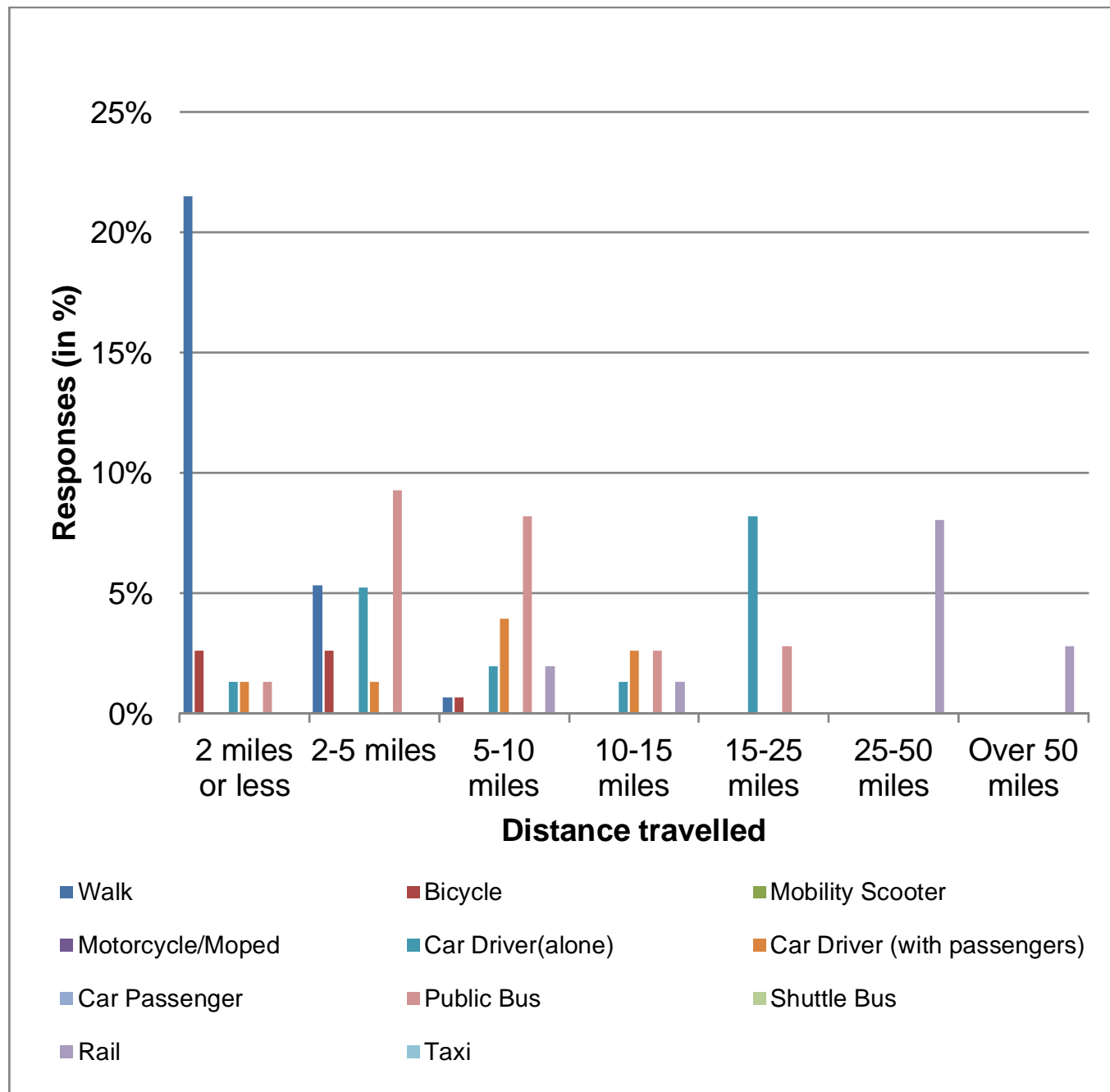
Staff reasons for driving to Other University accommodation service sites



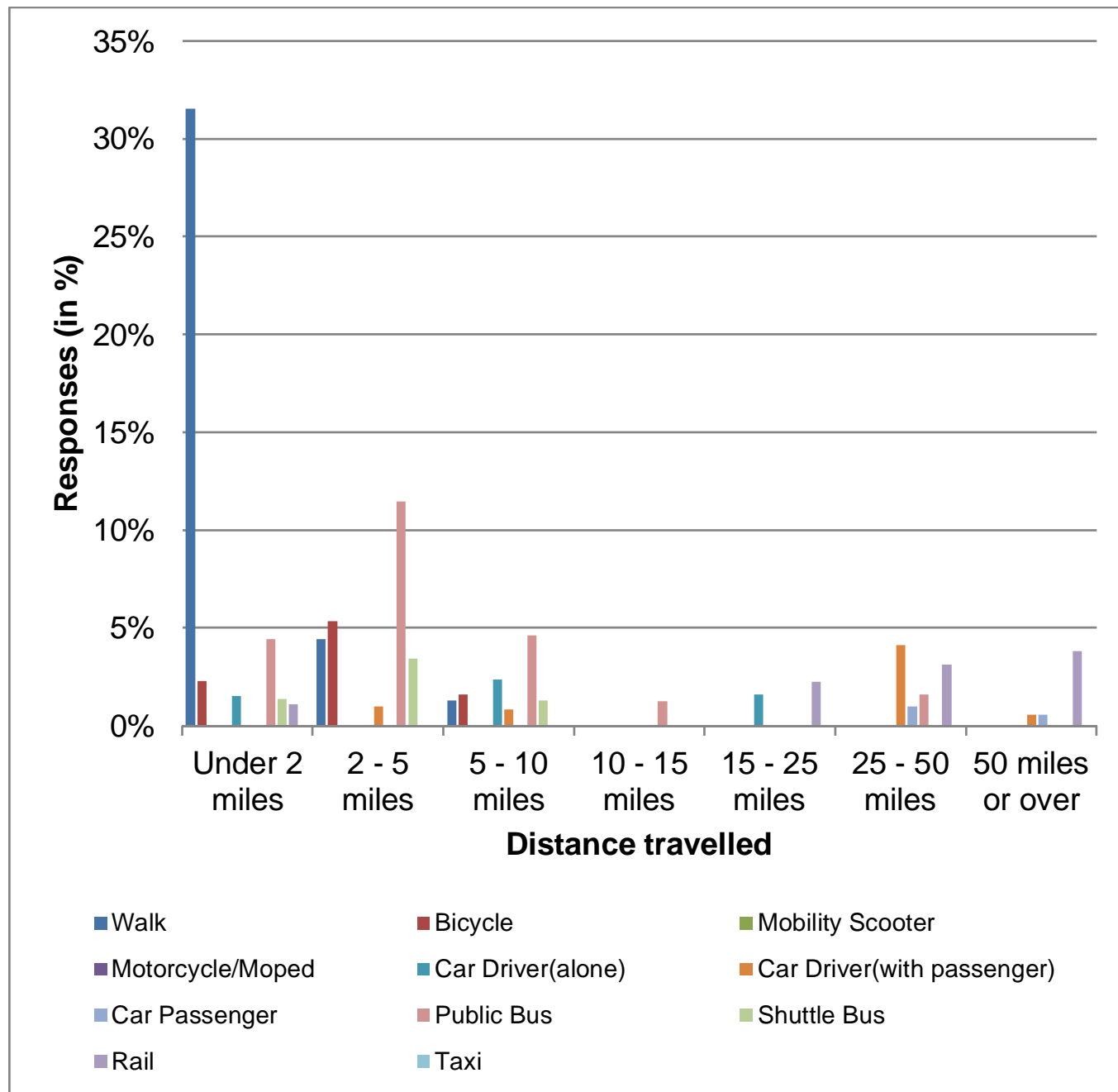
\* Responses were allowed more than one choice of answer.



Staff distance travelled to Other sites by main mode



Student distance travelled to Other University sites by main mode



Staff distance travelled to Other accommodation service sites by main mode

