

Loughborough University

Travel Planning for Loughborough University

June 2010

Staff and Student Travel Survey Findings

TRANSPORT
TRAFFIC
DEVELOPMENT
PLANNING
URBAN DESIGN
ECONOMICS
MARKET RESEARCH

colinbuchanan.com

Travel Planning for Loughborough University

Staff and Student Travel Survey Findings

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1 Introduction

1.1 Background

1.1.1 Colin Buchanan (CB) have been commissioned by Loughborough University to carry out a comprehensive travel survey amongst staff and students.

1.1.2 The University has an existing over-arching travel plan originally created in 2006. To date, over 50% of the targets outlined in this plan have been met and the new travel surveys provide a foundation on which to build new targets. In addition, the new campus development, SportPark, has travel planning requirements that must be met as part of planning permission for which these surveys will serve as a baseline.

Survey scope, design and dissemination

1.1.3 The surveys covered all staff and student travel to and from the University, with the overall aim of identifying how staff and students currently travel and what barriers prevent them from travelling more sustainably.

1.1.4 The travel surveys were designed by CB in consultation with the University, with a pilot survey carried out through which some of the University's Environmental Champions trialled the survey. While the pilot was conducted primarily with staff, both the student and staff surveys were included. A small number of changes were made to the initial survey design based on feedback received from the pilot.

1.1.5 The staff survey was launched on Monday, 19th April 2010 via an all staff email, a link of the online staff notice board and the distribution of promotional posters to be posted in staff common areas. The survey was web-based with paper copies available to staff without computer access. The survey was hosted using LimeSurvey.

1.1.6 The student survey was launched on Monday, 26th April 2010, following the Easter holidays. The survey was again web-based with CB staff on campus for two days to encourage students to complete paper copies of the survey. A hyperlink to the survey was added to campus computers in the week of the 10th of May.

1.2 Response rate

1.2.1 At the closing of the staff survey, the total number of responses was **2051**. With 3350 total staff, this gives an overall staff response rate of **61.2%**. Of these, 1734 responses were fully completed and 317 were partially completed. 'Partial' responses range from no saved responses to those where all questions have been answered but not fully submitted.

1.2.2 At the closing of the student survey, the total number of responses was **873**. With 13,000 full-time equivalent students, this equates to a student response rate of **6.7%**. Of these, 847 were fully completed and 26 were partially completed.

1.2.3 In the analysis below, all percentages are calculated from the number of responses to each individual question.

1.3 Report structure

1.3.1 Following this introductory statement, the report is structured as follows:

- *Chapter 2* details the findings of the staff travel survey;

- *Chapter 3* discusses the findings of the student travel survey;
- *Chapter 4* provides a summary of individual responses to open questions; and
- *Chapter 5* reviews the survey findings and includes recommendations for future progression of the travel plan.

2 Staff travel survey

2.1 Survey overview

2.1.1 The staff travel survey comprised 33 core questions, an additional 8 questions relating to physical activity and entry for the prize draw. In total, there were 42 questions in 7 survey sections:

- Your journey to work
- Travelling to the University by car
- Travelling to the University by other modes
- About your job
- About you
- Physical activity
- Prize draw

2.1.2 Not all questions were asked to all respondents, with many questions dependent on answers to previously answered questions. For example, only respondents who travel to the University by car were presented with questions from the second survey section.

2.1.3 The survey was primarily completed by respondents online, with one section of questions visible on the screen at a time. The survey can be seen in full, as extracted from LimeSurvey, in Appendix 1. The paper copy of the staff travel survey can be seen in Appendix 2.

2.1.4 The physical activity section was added on to the travel survey to assist with ongoing research at the University, which overlapped with the travel survey in terms of understanding staff barriers to physical activity. While questions relating to physical activity were asked as part of the travel survey, analysis of the responses have not been included within this report with all raw data passed directly to the relevant parties within the University.

2.1.5 As such, the analysis of the survey results herein includes the first five sections of the survey report. The responses to each question are discussed in turn below, with additional cross-analysis shown for certain questions. The results of open questions, where no response categories were given, are shown in Chapter 5 of this report.

2.1.6 Both the student and staff surveys asked for term-time home postcodes of respondents, allowing for GIS analysis of responses. The results of the GIS analysis are discussed throughout this report alongside the question responses. The GIS maps have not been included as appendices of this document because of the size of the files. The GIS maps can instead be found on a supplementary disc.

2.2 Demographics

2.2.1 The demographics of the respondents relates primarily to the 'About you' and the 'About your job' sections of the travel survey. The demographics provide an indication of the background of survey respondents which may in turn influence their travel behaviour.

Gender

2.2.2 Table 2.1, below, shows the gender of survey respondents.

Table 2.1: Gender of staff respondents

	Number of responses	Percentage of responses
Female	988	54.5%
Male	824	45.5%
Total	1812	

2.2.3 A total of 164 more responses were gathered from women than men, resulting in an overall female bias in the survey results. This may accurately reflect the gender mix of University staff or may likewise indicate that women in general were more likely to complete the travel survey.

Age

2.2.4 The age of respondents are shown in Table 2.2.

Table 2.2: Age of staff respondents

	Number of responses	Percentage of responses
Under 18	1	0.1%
18-24	116	6.4%
25-34	483	26.6%
35-44	478	26.3%
45-54	436	24.0%
55-64	291	16.0%
65 or over	10	0.6%
Total	1815	

2.2.5 The majority of staff are between the ages of 25 and 54, with similar numbers in respondents within each of the three categories within this spectrum, indicating a representative spread of responses in terms of age group.

Disability

2.2.6 In total, only 64 respondents stated that they have a disability that affects their travel options, equating to 3.7% of respondents for this question. Of these 64, only 7 stated (or 0.4% of total respondents) that they are Blue Badge members.

Employment type

2.2.7 Respondents were asked about their employment type, with the categories as shown in Table 2.3, below, provided. In total, 26 respondents chose 'other', however, 14 of these responses were found to be compatible with the pre-defined categories, resulting in 12 responses remained classed as 'other'.

Table 2.3: Employment type of staff respondents.

	Number of responses	Percentage of responses
Full time - all year	1451	78.9%
Full time - term time only	20	1.1%
Part time - all year	301	16.4%
Part time - term time only	55	3.0%
Other	12	0.7%
Total	1839	

2.2.8 Nearly 80% of respondents are full-time employees that work year round, with 16% working part time all year. Only 4% of staff work during term time only, either full time or part time.

2.2.9 The types of hours worked by respondents are shown in Table 2.4.

Table 2.4: Types of hours worked by staff respondents

	Number of responses	Percentage of responses
Flexible / irregular hours	751	41.2%
Regular hours	1036	56.9%
Shifts	34	1.9%
Total	1821	

2.2.10 Nearly 57% of all staff stated that they work regular hours, while 41% stated that they work flexible or irregular hours.

2.2.11 Comparison of the employment type to the type of hours worked found that there is little connection between the two, with all types of employees evenly distributed amongst the categories of types of hours worked.

Arrivals and departures

2.2.12 Respondents were asked to list their ‘typical’ start and finish times for their working day. Figure 2.1 shows the number of arrivals and departure per 15 minute period. Figure 2.2 combines the arrival and departure times to show the ‘staff campus population’ over the same time period.

Figure 2.1: Staff arrivals and departures

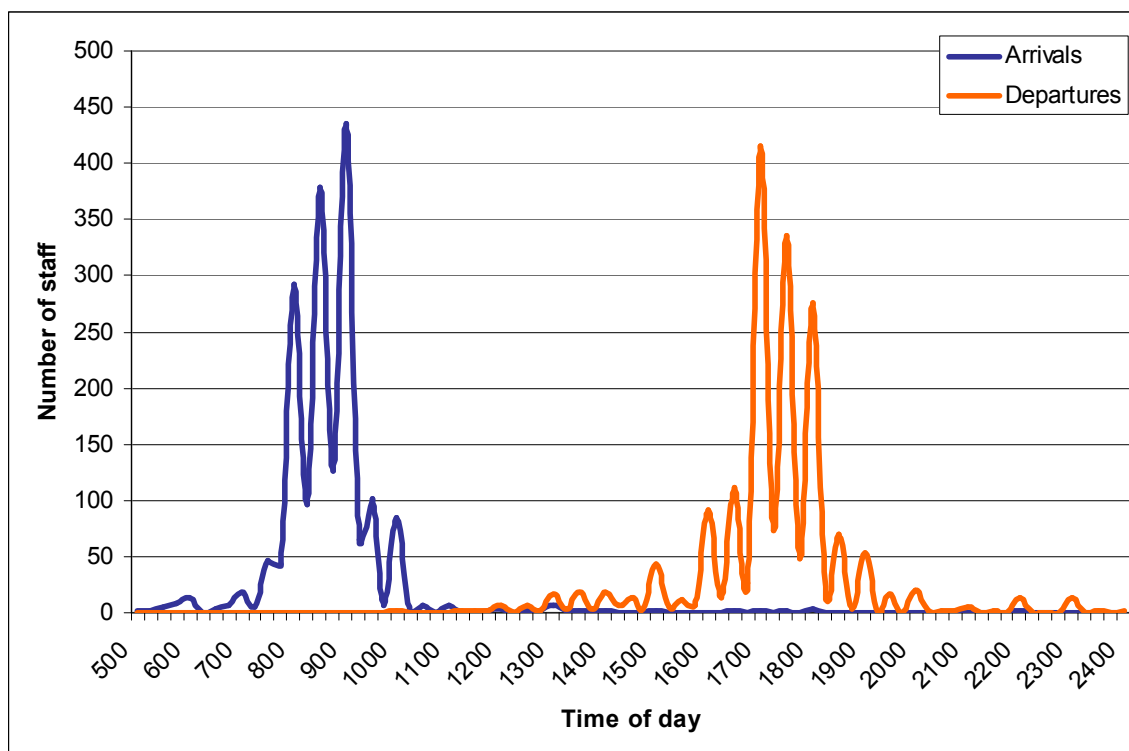
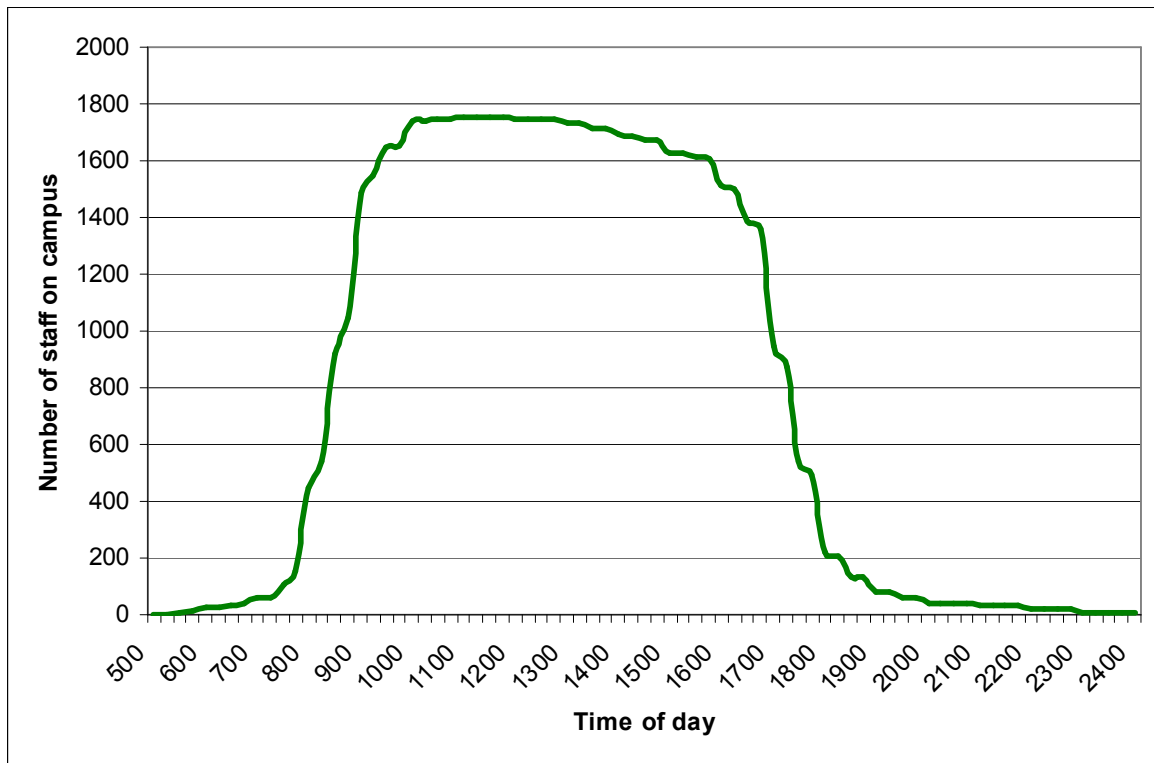


Figure 2.2: Staff population during the day



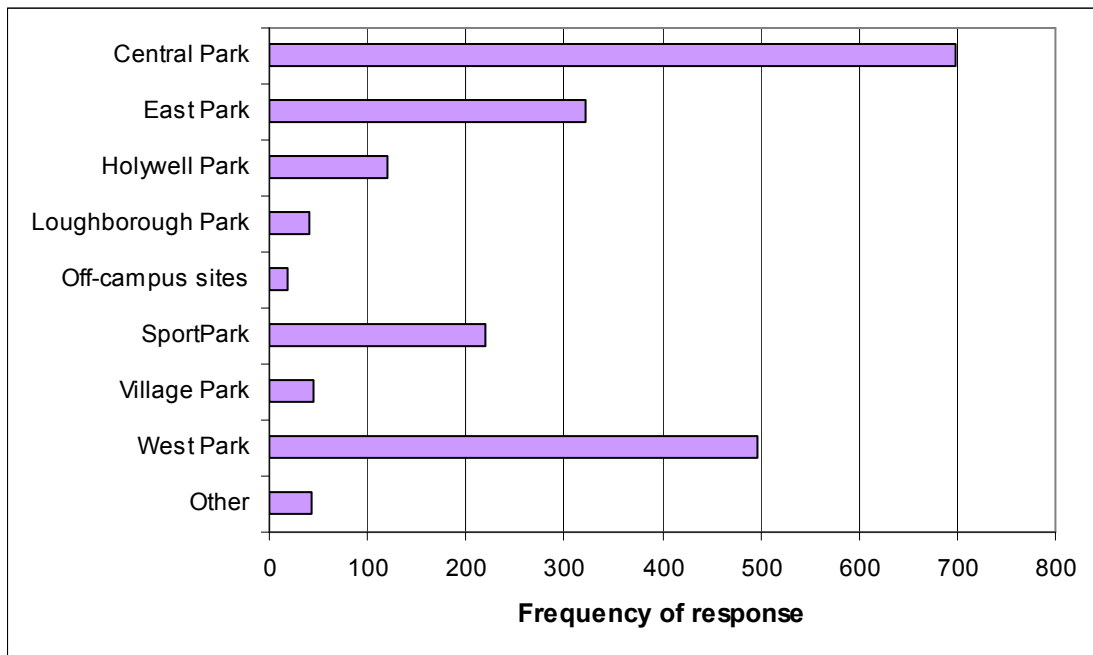
2.2.13 As can be seen, most staff arrive on campus between 8 am and 9 am and leave between 5 pm and 6 pm.

2.2.14 The number of respondents on campus during the day is shown to be greatest at 11 am, when 1754 of 1780 respondents would be on campus. The campus population is over 1600 between 9:30 am and 4 pm.

Place of work

2.2.15 Staff were asked to state at which Park within the University they were based, or if they were not based at any, the one at which they spent the most time. Responses are shown in Figure 2.3.

Figure 2.3: Staff work location



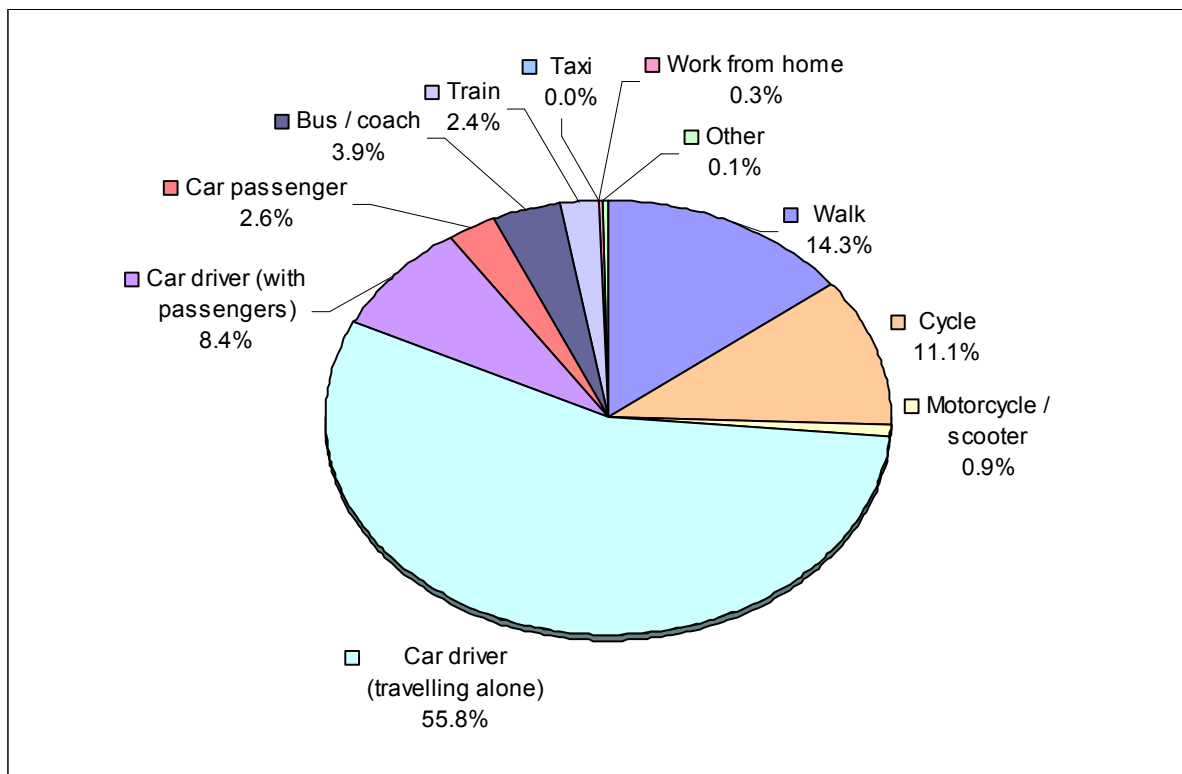
2.2.16 The greatest number of staff are based at Central Park, followed by West Park, then East Park and Sport Park.

2.3 Journey to work

Main mode of travel

2.3.2 The travel survey asked staff to identify their main mode of transport for a typical journey to work during term time. For these purposes, main mode was described as the mode used to travel the furthest distance. Staff responses to this question are shown in Figure 2.4. A total of 2014 responses were received for this question.

Figure 2.4: Staff main mode of travel to work



2.3.3 Over half of staff (56%) currently travel to the University by car, without any passengers. A further 8% drive with passengers and 3% are car passengers, resulting in a total of 67% of staff travelling to the University by car.

2.3.4 A quarter of all staff travel most regularly by active modes, with 14% walking to campus and 11% cycling.

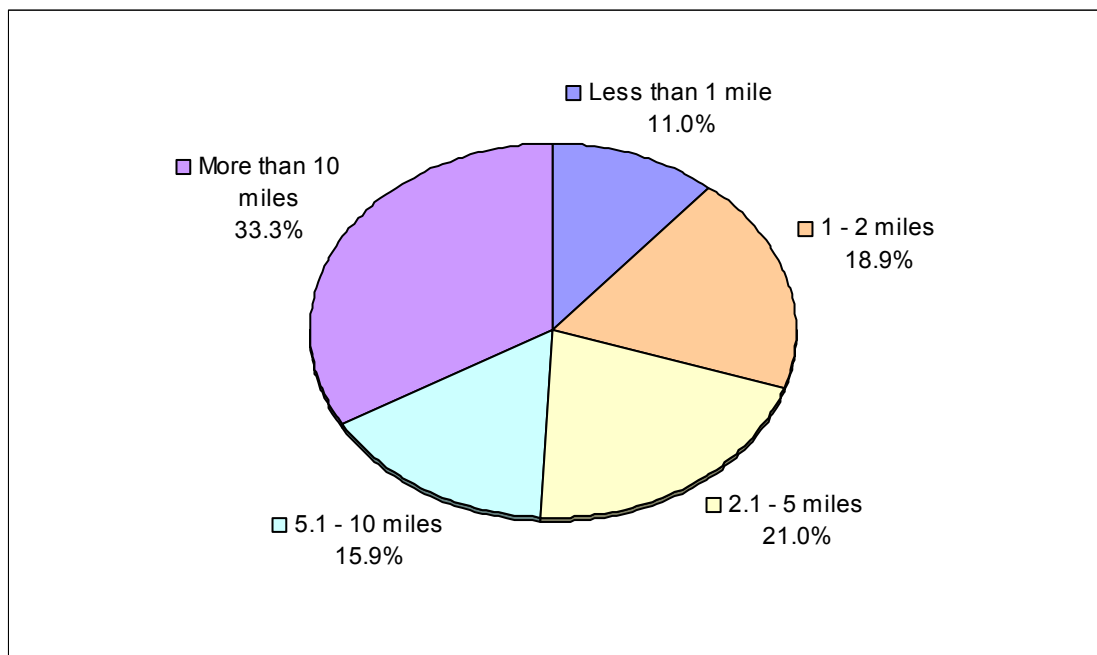
2.3.5 4% of staff currently travel by bus or coach with 2% travelling by train, with a total of 6.3% of staff travelling by public transport.

2.3.6 A handful of staff stated that they regularly work from home and one individual usually travels by taxi.

Journey distance

2.3.7 The distances that staff report travelling to work are shown in Figure 2.5. In total, there were 2012 responses given for this question. While staff were subsequently asked for their home postcode to enable more accurate analysis of their journey to work, the responses to this question provide a general indication of how far staff are travelling and how this relates to other aspects of their journey, particularly their mode and how long their journey takes.

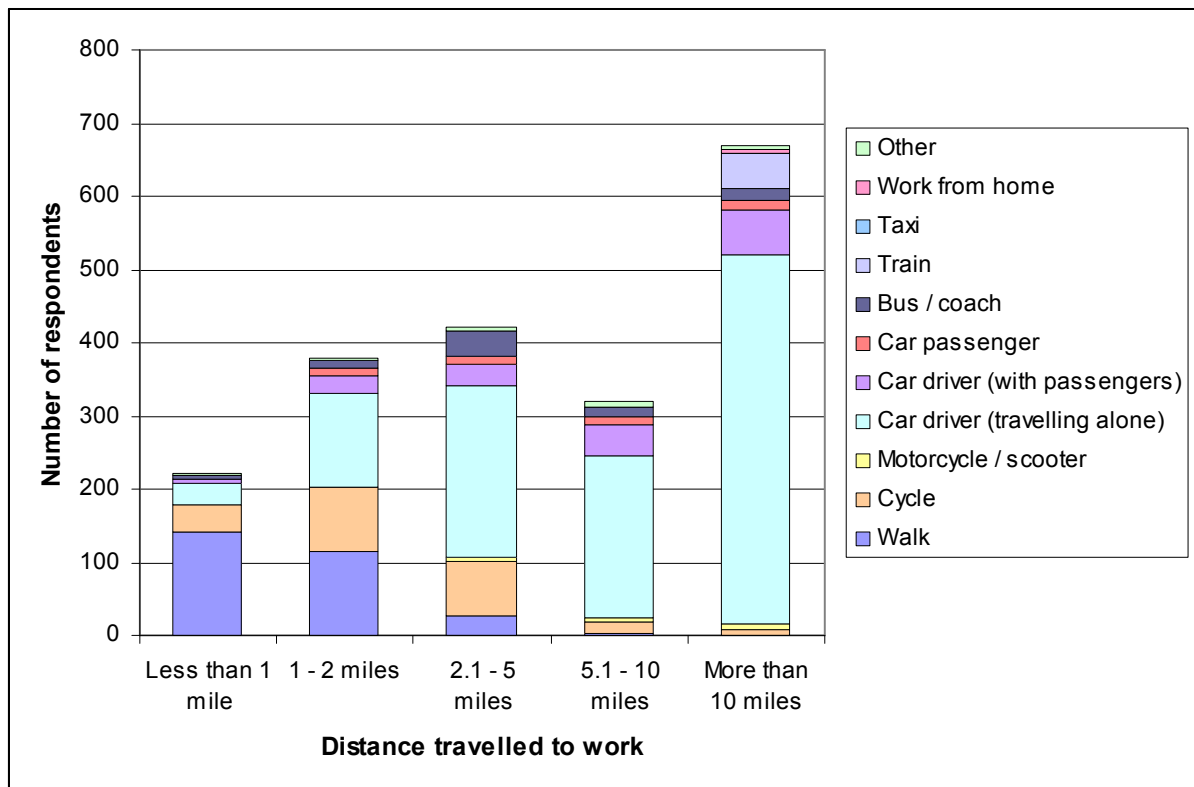
Figure 2.5: Staff distance travelled to work



- 2.3.8 A total of 30% of all staff report living within 2 miles of their place of work, with 11% travelling less than 1 mile and 19% travelling between 1 and 2 miles. A further 21% of staff live between 2 and 5 miles from work, with a total of 51% of staff travelling 5 miles or less.
- 2.3.9 A third of all staff live more than 10 miles from the University, and 16% travel between 5 and 10 miles.
- 2.3.10 GIS analysis results vary slightly to these, with GIS analysis showing that 22% of staff live within a one-mile buffer of campus and a further 19% live between 1 and 2 miles from the University. The GIS analysis indicates that only 24% of staff live more than 10 miles from the University, with 18% living between 5 and 10 miles from campus and 17% living between 2 and 5 miles from campus.
- 2.3.11 However, it should be considered that the GIS buffers relay distance 'as the crow flies' whereas staff responses are more likely to be the actual journey distance. The differences may also indicate that there is some level of over-estimation in the distance staff travel to work.
- 2.3.12 The GIS plots also provide a visual indication of where staff live within these buffers. In addition to a large number of staff that live within Loughborough (generally within 2 miles of the University), there are concentrations of staff in the following local areas:
- Shepshed (2.1 – 5 miles)
 - Quorn (2.1 – 5 miles)
 - Mountsorrel (2.1 – 5 miles, some 5.1 – 10 miles)
 - East Leake (2.1 – 5 miles, some 5.1 – 10 miles)
 - Coalville (5.1 – 10 miles)
- 2.3.13 Further afield, there are large numbers of staff living in and around Leicester, Nottingham, Derby, Long Eaton and Ashby-de-la-Zouch, all of which could be potential car sharing clusters.

2.3.14 The main mode of travel for staff within each of these distance categories is shown in Figure 2.6.

Figure 2.6: Staff main mode per distance travelled



2.3.15 As would be expected, walking is the most commonly used mode amongst those travelling less than 1 mile to work, with a 64% mode share for this distance category. A further 17% mode share of those travelling less than a mile belongs to cyclists, and 16% travel as a car driver (13% alone, 3% with passengers). 2% of staff travelling less than a mile do so by bus.

2.3.16 For all distances above 1 mile, single occupancy car driver is the predominant travel mode.

2.3.17 For travel between 1 and 2 miles, car drivers (travelling alone) accounts for 33% of the total, with walking accounting for 30% and cycling 23%. These high proportions for active travel indicates it is very feasible to travel these distances by walking and cycling.

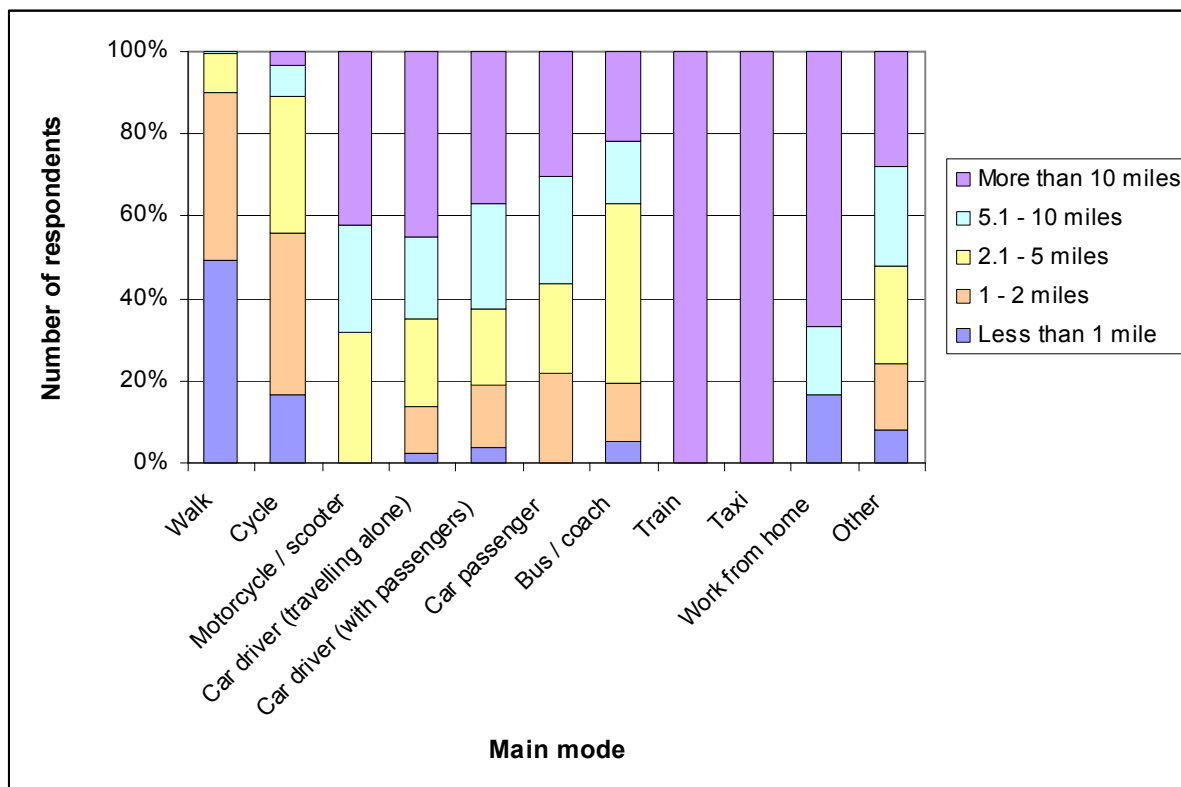
2.3.18 Car drivers (travelling alone) accounts for 56% of all staff travelling between 2 and 5 miles, with cyclists accounting for a further 18%. Bus and coach travel accounts for a further 8%.

2.3.19 Car drivers (travelling alone) has a 70% mode share for travel between 5 and 10 miles, and a 75% mode share for travel over 10 miles. Car drivers with passengers accounts for 13% of travel between 5 and 10 miles and 9% over 10 miles. Train travel has a 7% mode share for travel over 10 miles, with all commuters who travel by train living more than 10 miles from work.

2.3.20 Figure 2.7 shows the same data as Figure 2.6, however instead of showing the main mode per distance category, it shows the distance category per main mode. While the

previous figure indicates how different people travel within each distance category, the figure below indicates how far different people travel by each mode.

Figure 2.7: Staff distance travelled per main mode



- 2.3.21 Just under half of all walkers travel less than 1 mile (49.5%, or 142 walkers), with a further 40% travelling between 1 and 2 miles. Just over 10% of walkers travel more than 2 miles, however it would be expected that they would travel distances closer to 2 miles than 5 miles. Most walkers live within Loughborough.
- 2.3.22 The largest proportion of cyclists travel between 1 and 2 miles, with 40% travelling this distance (equating to 88 cyclists). A further 33% of cyclists travel between 2 and 5 miles, and a total of 24 cyclists (11%) travel more than 5 miles. There are concentrations of cyclists currently travelling to the University from the eastern and southern parts of Loughborough, Shepshed, and East Leake.
- 2.3.23 The greatest proportion of car drivers (both alone and with passengers) travel more than 10 miles to campus (45% and 37%, respectively).
- 2.3.24 There are a total of 196 survey respondents currently travelling to campus by car (as driver or passenger) for journeys of 2 miles or less, including 35 for journeys less than 1 mile. This equates to 9.7% of respondents, and if scaled to account for all University staff¹ this equates to 326 members of staff travelling 2 miles or less by car. These members of staff should be considered the prime targets for the travel plan.
- 2.3.25 Bus users are most likely to travel between 2 and 5 miles from the University, with 44% of all bus users falling within this category. Nearly 22% travel more than 10 miles, 15% between 5 and 10, 14% between 1 and 2 miles and 5% less than 1 mile. In terms of

¹ Assuming 3,350 University staff, based on a sample of 2,012 staff.

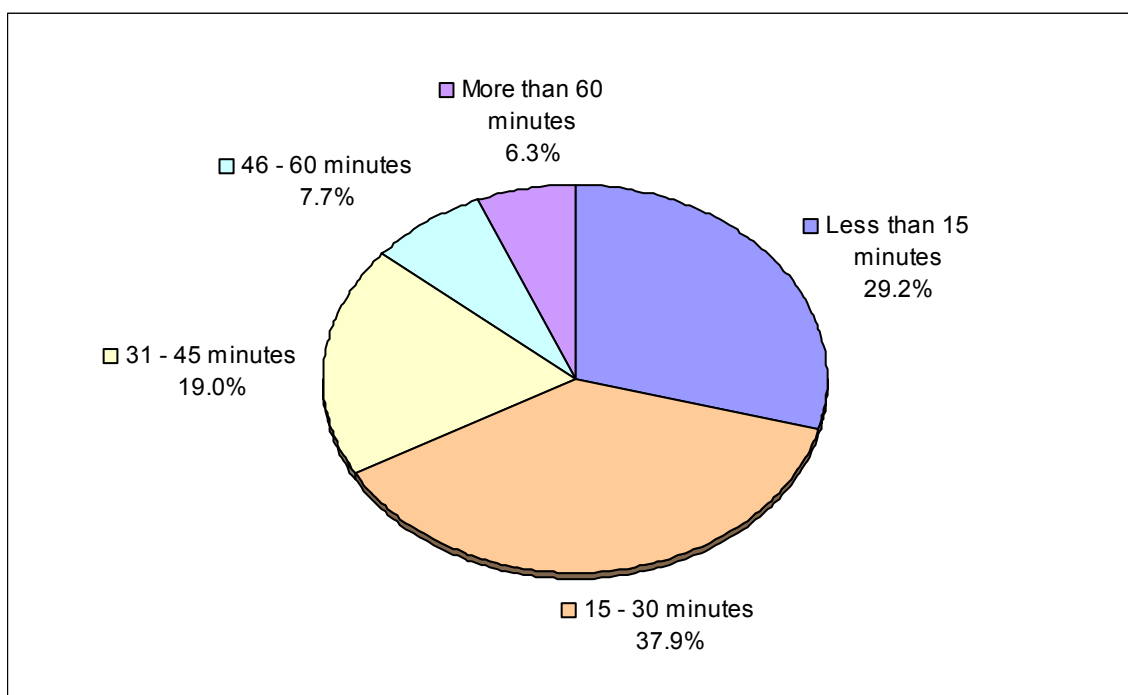
encouraging physical activity, these last two categories are a key target audience for promoting walking and cycling.

2.3.26 While there are no major geographic concentrations of bus users, the GIS plots do show that a few travel from eastern Loughborough, Quorn and Sileby.

Journey time

2.3.27 Staff were asked how long it took them to travel to work, during term time, using the main mode that they had defined. Responses are shown Figure 2.8, below. A total of 2013 responses were received for this question.

Figure 2.8: Staff journey time to work

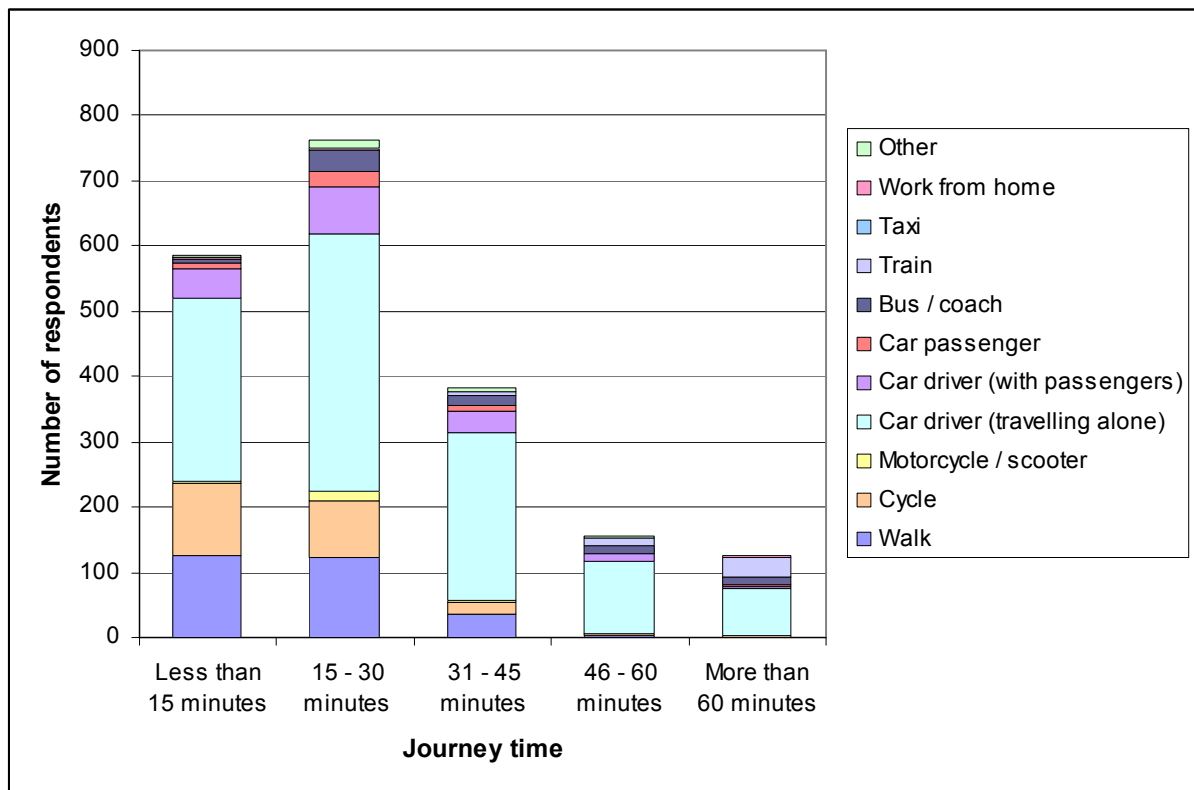


2.3.28 Two-thirds of all staff travel 30 minutes or less to work, with 29% travelling less than 15 minutes and 38% travelling between 15 and 30 minutes. A further 19% travel between 31 and 45 minutes and relatively few travel for longer, with 8% travelling between 46 minutes and an hour and only 6% travelling more than an hour.

2.3.29 As a general guideline, it should take approximately 20 minutes to walk a mile and 30 minutes to cycle 5 miles. Of course, travel times will vary per individual and per the obstacles (e.g. hills or junctions) faced during the journey.

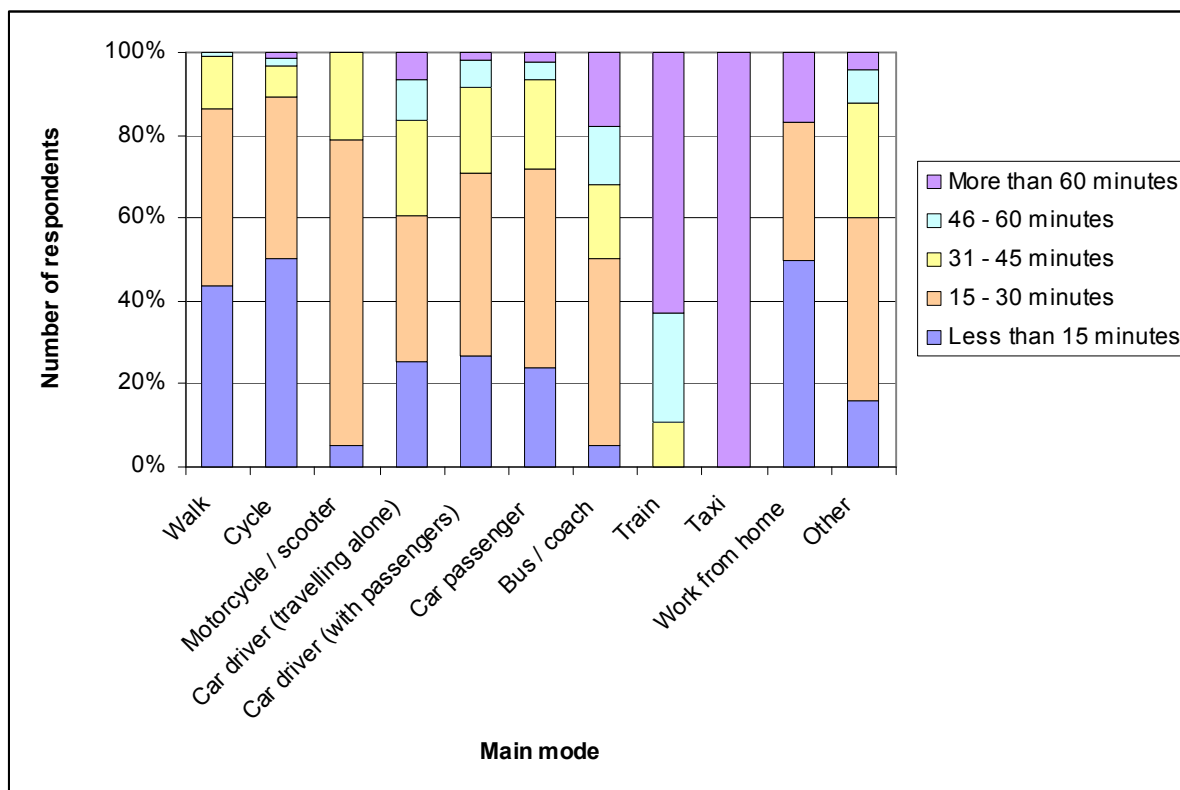
2.3.30 The correlation between main mode and journey time are shown in Figure 2.9 and Figure 2.10, showing both the modal split per category of time and the split of journey times per mode.

Figure 2.9: Staff main mode per journey time



- 2.3.31 Of those with journeys less than 15 minutes, 48% are travelling by car driver (travelling alone), with 21% walking and 19% cycling. Of all journey time categories, travel by car has the smallest share of this time category, implying that staff members are more likely to travel by active modes (walking and cycling) for journeys of this duration.
- 2.3.32 For journeys between 15 and 30 minutes, active modes account for a total of 28% of journeys, with car driver (travelling alone) accounting for 52% and car driver (with passengers) a further 9%.
- 2.3.33 Above 30 minutes, nearly all journeys are by car, with journeys by train accounting for 23% of journeys over an hour. Walking currently accounts for 9% of journeys between 30 and 45 minutes, implying that staff are willing to walk for a considerable amount of time, and cycling accounts for 4% of journeys of this duration.

Figure 2.10: Staff journey time per main mode



2.3.34 The figure above indicates how long members of staff are willing to travel by each mode.

2.3.35 Equal proportions of walkers reported walking for less than 15 minutes and between 15 and 30 minutes, with 125 and 123 in the respective categories. Only 14% of walkers travel for more than 30 minutes to travel to work.

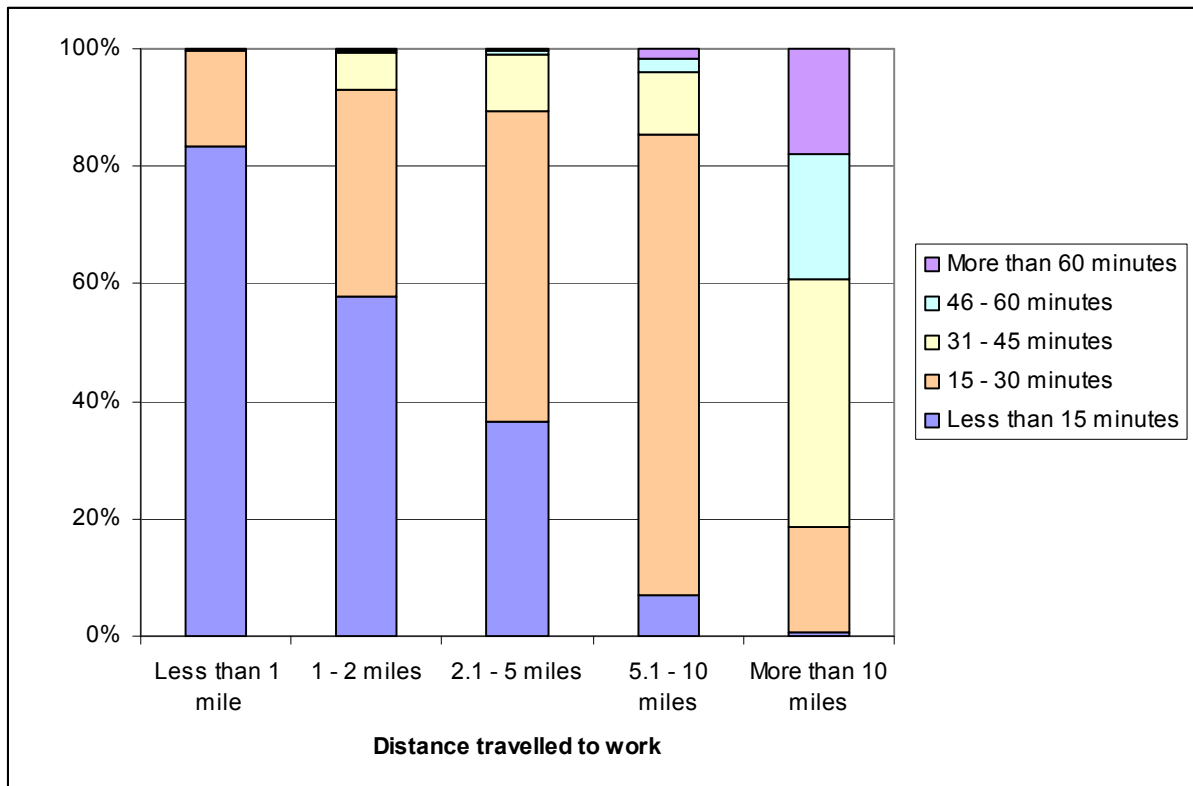
2.3.36 Half of all journeys made by cyclists are less than 15 minutes and a further 40% are between 15 and 30 minutes. Interestingly, the number of cyclists travelling for 30 minutes or less (199 cyclists) corresponds directly to the number that travel for 5 miles or less (199), demonstrating that cycle journeys to the University of up to 5 miles can be completed within 30 minutes.

2.3.37 Across the three categories of car users, around 25% of journeys take less than 15 minutes. A larger proportion of car drivers (travelling alone) do so for longer periods of time, 39% travelling for more than 30 minutes, including 6.5% that travel for more than 60 minutes.

2.3.38 Bus users more commonly travel for between 15 and 30 minutes, however a considerable proportion also travel for much longer, with 32% (or 13 people) travelling for more than 45 minutes.

2.3.39 The correlation between journey distance and journey time is shown in Figure 2.11.

Figure 2.11: Staff journey time per distance travelled



2.3.40 The graph shows the general trend that travel takes longer the larger the distance that is travelled, as would generally be expected. With the exception of those that live more than 10 miles from the University, nearly all staff journeys take 30 minutes or less. By contrast, over 80% of journeys over 10 miles take 30 minutes or more.

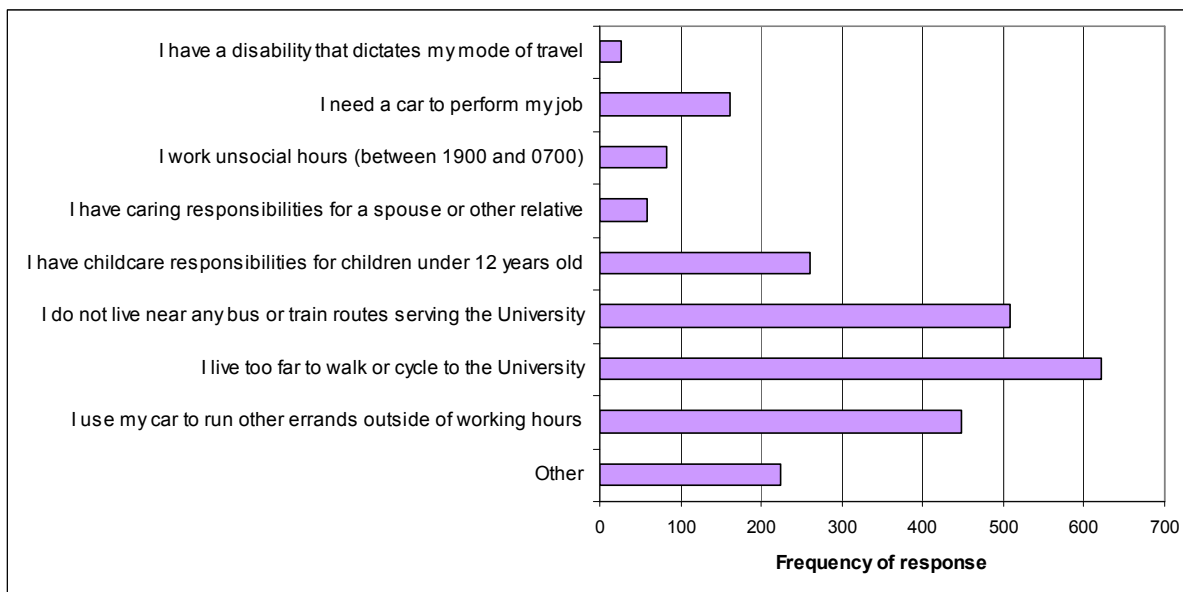
2.4 Car use

2.4.1 Staff that stated that they travel by car for their main mode of travel to work, either as a driver or a passenger, were subsequently asked additional questions relating to car use.

Reasons for car use

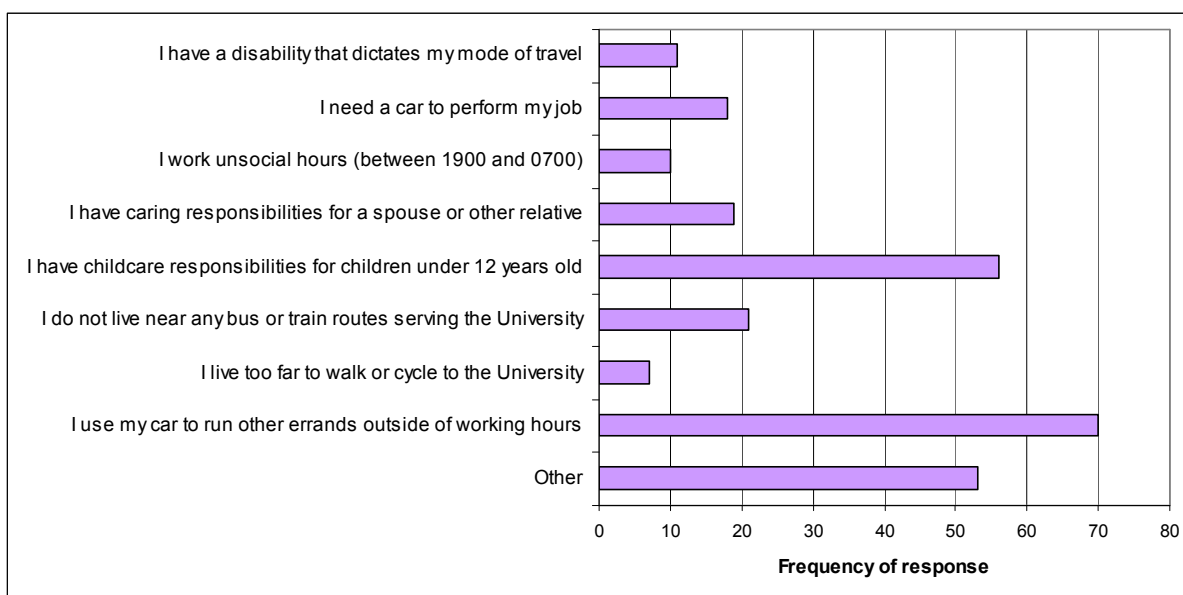
2.4.2 All car users were asked why they chose to travel by car. The responses were structured to identify whether or not staff chose to travel by car because they have a legitimate need for doing so, or if they simply did so out of convenience. The order of the responses generally reflects what could be used as a hierarchy for a car parking permit allocation system. Respondents were allowed to select as many reasons for car use as they felt were applicable.

Figure 2.12: Staff reasons for car use



- 2.4.3 In response to this question, only a small number (27) specified that they have a disability that dictates their mode of travel as a reason for car use. As specified previously, 64 total members of staff (including non-car users) stated that they have a disability that affects their travel options with only 7 being members of a blue badge scheme.
- 2.4.4 161 respondents stated that they needed their car to perform their job, and a further 83 stated that they regularly work unsocial hours.
- 2.4.5 Over 300 respondents stated that they had caring responsibilities either for a spouse or relative or children under 12.
- 2.4.6 The greatest number of respondents stated that they have to travel by car due to a lack of viable alternatives, with over 500 stating they do not live near any bus or train routes serving the University and 621 stating they live too far to walk or cycle.
- 2.4.7 Over 200 'other' responses were received on this question, with the largest proportion of these related to the comparative convenience of car use versus other modes. The comparative price and reliability of car use versus local buses was also frequently cited.
- 2.4.8 A total of 10 respondents stated that they need to drive their car so they can travel home at lunch to let out their dogs, and one respondent needs to be able to tend to livestock.
- 2.4.9 Additional analysis was undertaken to determine the reasons for car use by staff that live within 2 miles, with responses shown below.

Figure 2.13: Staff reasons for car use – living within 2 miles



2.4.10 The two most frequently cited reasons for car use by those that live within 2 miles of the University are that they need their car to run errands outside of working hours or that they have childcare responsibilities. These responses indicate that there is some scope for reducing car use amongst staff living close to the University, as those that simply use their car to run errands are unlikely to need their car for errands everyday. Thankfully only 7 members of staff living within 2 miles stated that they lived too far to walk or cycle.

2.4.11 53 'other' responses were also given, with these responses varying considerably. Some respondents stated that they had temporary or minor medical issues that made it difficult to walk or cycle over even short distances, some simply stated that they were lazy, others that they walk or cycle in the summer months and some cited that it was simply quicker to drive. One member of staff that lives between 1 and 2 miles from the University stated that they needed to drive because they brought their gym and swimming kit with them so they could use the on-campus gym during the day, reasoning which clearly conflicts with the physical activity opportunity they are missing by driving to campus.

Car share partners

2.4.12 Existing car sharers (as drivers or passengers) were asked to classify their car share partners, with their responses shown in Table 2.5.

Table 2.5: Staff car share partners

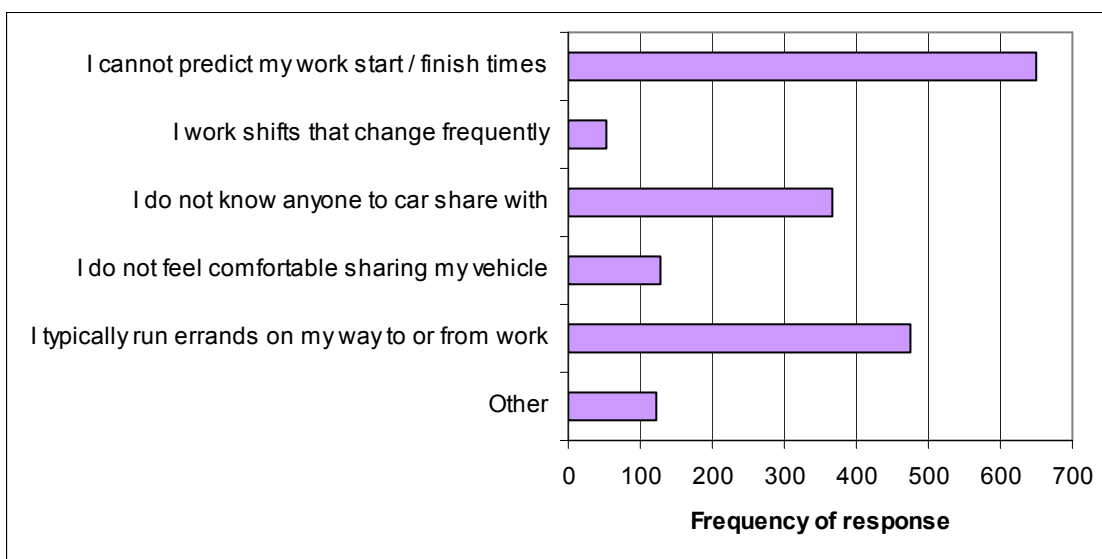
	Number of responses	Percentage of responses
Another University employee	115	64.2%
Children	35	19.6%
Other adult, non-University employee	29	16.2%
Total	179	

2.4.13 Most (64%) existing car sharers travel with other University employees, with a further 16% car sharing with another adult that does not work for the University. 20% of car sharers classify themselves as car sharing as they are transporting children.

Barriers to car sharing

2.4.14 Staff that currently drive alone were asked to state their barriers to doing so, with these responses shown in Figure 2.14. Respondents were able to select more than one answer.

Figure 2.14: Staff barriers to car sharing



2.4.15 The most frequently cited response was that staff could not predict their start or finish times, followed by staff stating that they need their car to run errands when travelling to or from work.

2.4.16 The third most frequently cited response was that staff did not know anyone to car share with. With over 350 staff stating they do not know anyone to car share with this provides potential for increasing car sharing by continuing to promote Loughboroughshare as a way to find potential car share partners.

2.4.17 Of those that responded 'other', 36 stated that they could not car share because of childcare commitments, 33 stated that they worked part-time or only travelled to the University infrequently and 18 stated that they currently car share on occasion.

2.4.18 The GIS plots indicate that many members of staff do live within close proximity to one another, indicating that there may be some scope for increasing levels of car sharing, even if just occasionally. It should also be noted that while many staff may live near one another, they may have very different work patterns and as such may not be compatible as car sharers.

Loughboroughshare awareness

2.4.19 All car users were asked if they were aware of, or are a member of, the University car-sharing database, Loughboroughshare. Responses are shown in Table 2.6 below.

Table 2.6: Staff awareness of Loughboroughshare

	Number of responses	Percentage of responses
Yes, I am aware and I am a member	95	8.2%
Yes, I am aware but am not a member	639	54.9%
No, I am not aware of it	429	36.9%
Total	1163	

2.4.20 Responses indicate a generally high level of awareness, with 63% of respondents aware of the scheme, with 8% stating that they are currently members. However, there is still considerable realm for improving awareness of the scheme amongst car users, with 37% stating they were unaware of it.

2.5 Travel by other modes

2.5.1 All respondents were asked to comment on their current use of ‘other’ modes – walking, cycling and public transport. This section of the survey is designed to gauge how many staff may be encouraged to use these modes, or use them more often, and determine what actions the University may be able to take to support this change.

Attitudes to walking

2.5.2 The survey asked if staff currently walk, or could walk, for all or part of their journey to the University. Responses are shown in Figure 2.15. There were 1,872 responses.

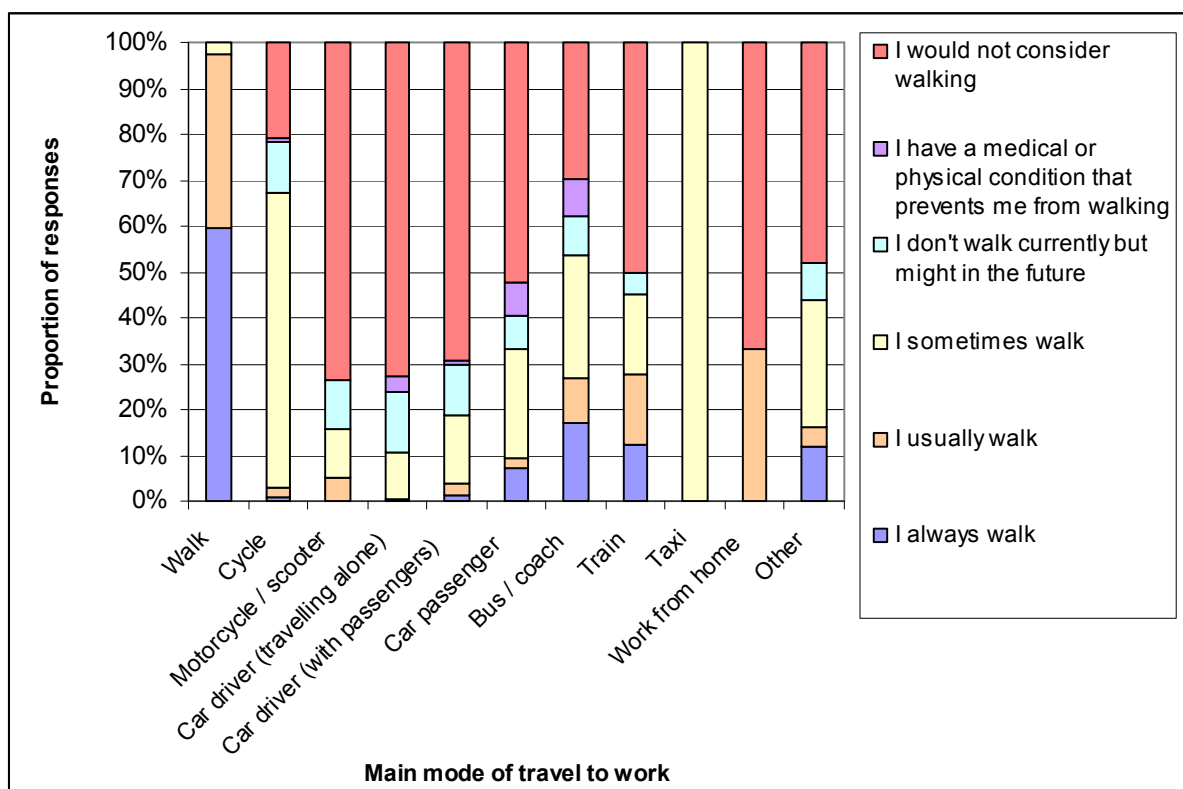
Figure 2.15: Staff attitudes to walking



2.5.3 Over half of respondents (997) stated that they would not consider walking for all or part of their journey to the University. However, 17% of staff stated that they always or usually walk, with an additional 17% walking some of the time and 10% stating that they don't walk currently but might in the future. These latter 27% are potential targets for walking measures and promotions.

2.5.4 The breakdown of responses to this question per current main mode are shown in Figure 2.16.

Figure 2.16: Staff attitudes to walking per main mode



2.5.5 As would be expected, amongst those who indicated that walking was their main mode, 97% stated that they always or usually walk, with 3% stating they sometimes walk.

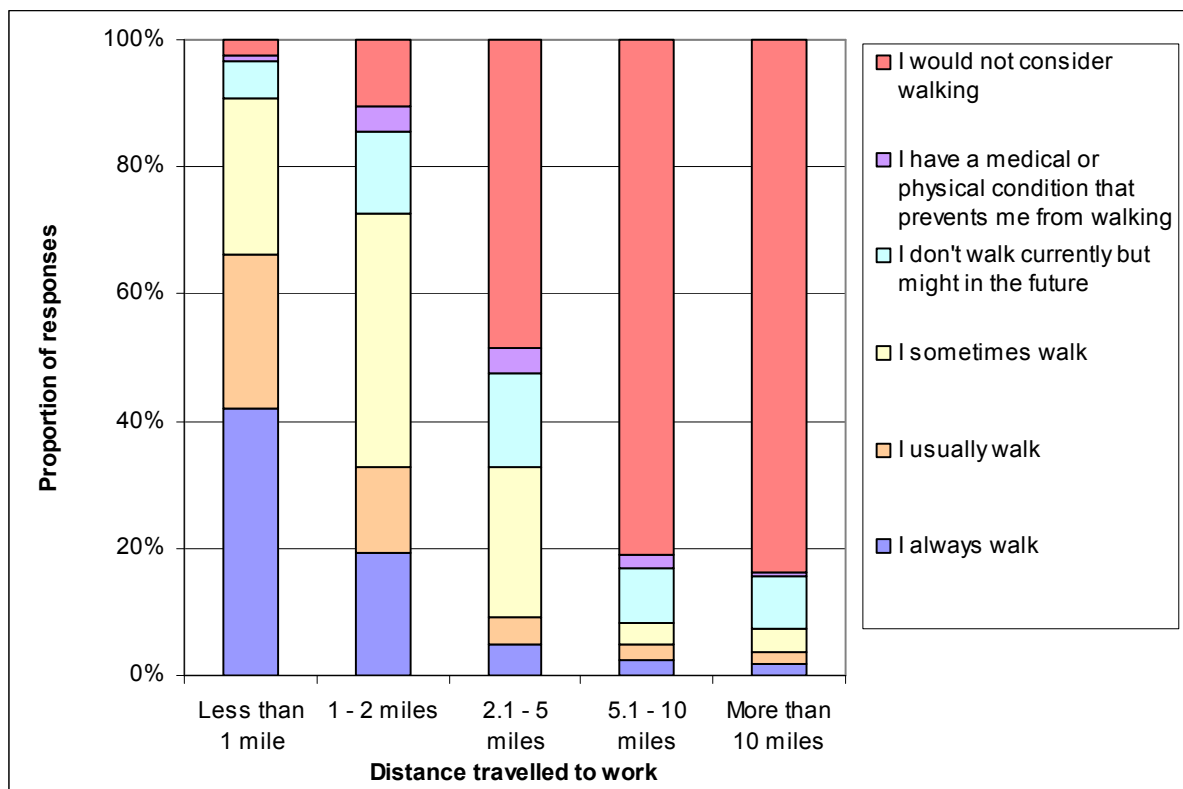
2.5.6 Amongst existing cyclists, 64% (134 individuals) stated that they sometimes walk, with 21% (43 individuals) stating that they would not consider walking. As those who cycle currently are already travelling to the University by active modes, they are not generally considered a target area for encouraging modal shift.

2.5.7 Car drivers (either alone or with passengers) demonstrate a particular averseness to walking, with 73% (753 individuals) of car drivers (travelling alone) stating that they would not consider walking and 70% (107 individuals) of car drivers (with passengers) stating as such. More encouragingly, 13% (137) of car drivers (travelling alone) said that they might walk in the future and 10% (106) sometimes walk already.

2.5.8 Those that currently travel by public transport typically walk for at least some component of their journey (either to or from the station or bus stop), which is reflected with nearly 30% of public transport users stating that they always or usually walk for all or part of their journey.

2.5.9 The breakdown of responses per distance travelled to the University are shown in Figure 2.17 below.

Figure 2.17: Staff attitudes to walking per distance travelled



2.5.10 Refreshingly, 90% of staff living within 1 mile of the University either always, usually or sometimes walk to campus, with a further 6% stating that they don't currently walk but might in the future and only 2.5% stating that they wouldn't consider walking. This shows that those living within a mile of the University walk at least some of the time, with some scope for increasing the frequency that staff walk.

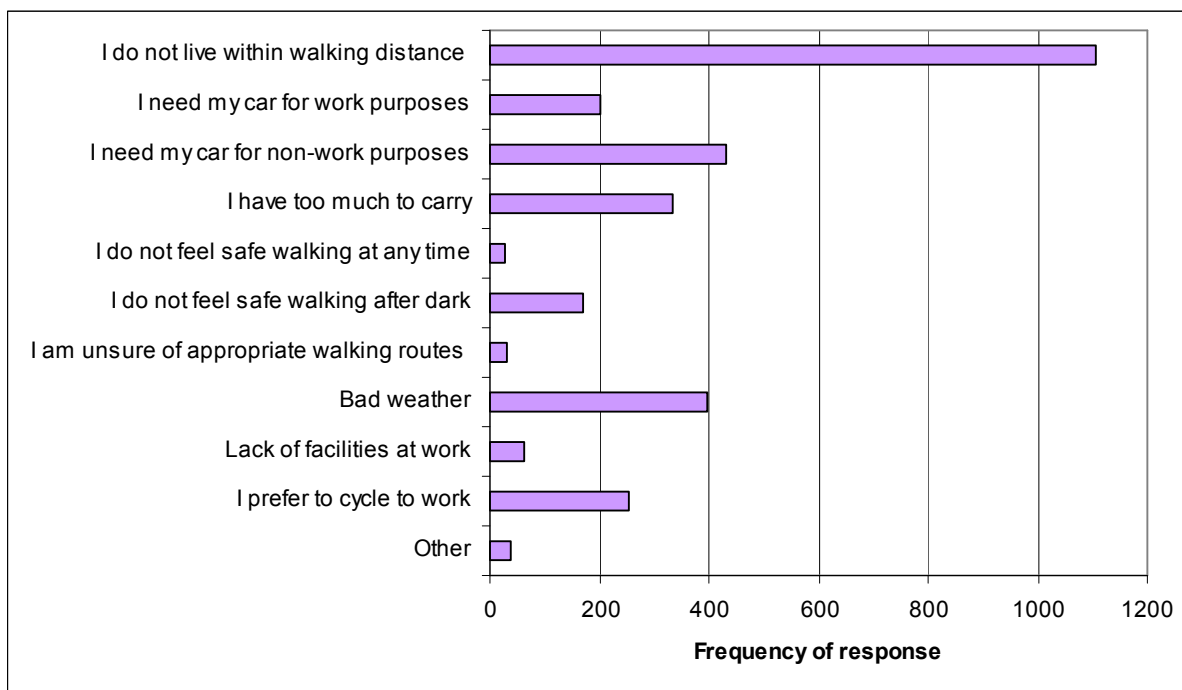
2.5.11 Walking is less frequent amongst those living within 1 and 2 miles but 73% of staff still stated that they currently walk, either always, usually or sometimes. Of staff living between 2 and 5 miles from the University, 33% always, usually or sometimes walk for all or part of their journey.

2.5.12 As would be expected, over 80% of staff living more than 5 miles from the University would not consider walking.

Barriers to walking

2.5.13 Respondents who stated that they sometimes walk, might walk in the future or would not consider walking were subsequently asked what they considered as barriers to walking, or walking more, for all or part of their journey. Respondents were allowed to select as many as they felt were applicable. Responses are shown in Figure 2.18.

Figure 2.18: Staff barriers to walking

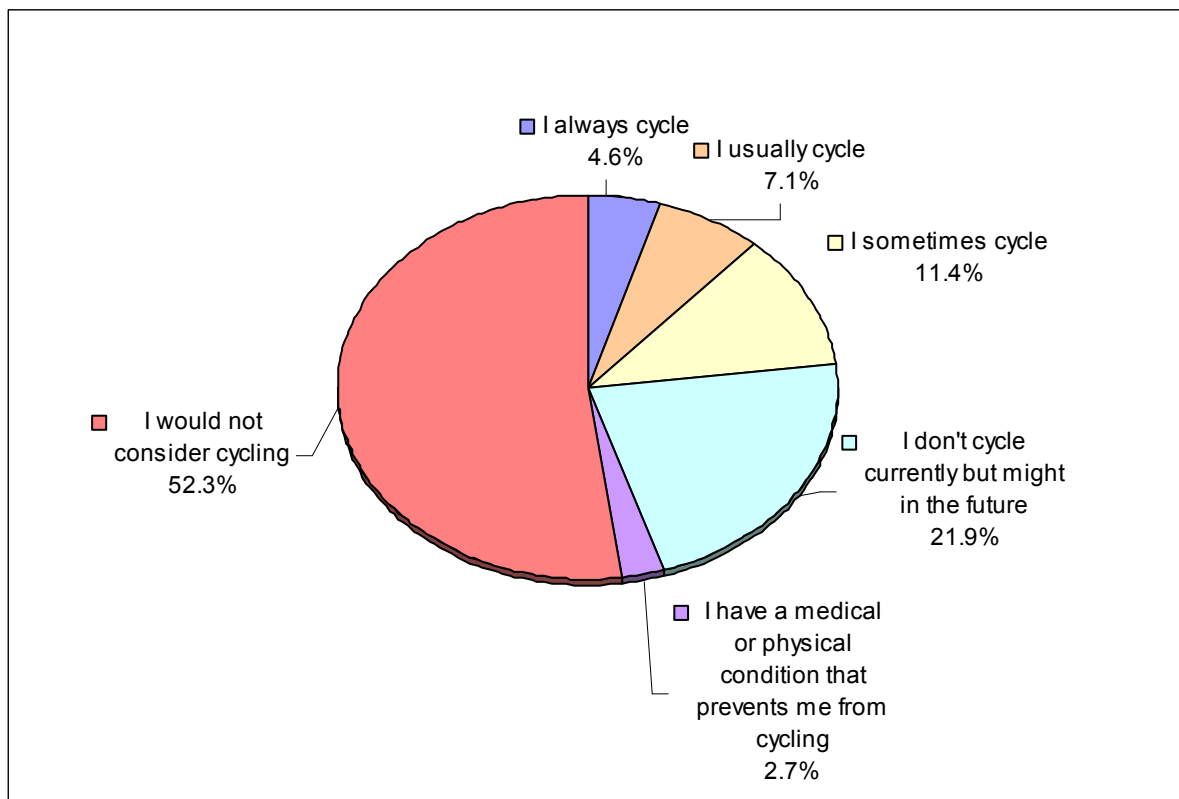


- 2.5.14 The most commonly cited barrier (by 1105 staff) was that staff did not live within walking distance. This is not unreasonable as 1411 staff stated that they travel more than 2 miles to reach work.
- 2.5.15 Bad weather and the need to use cars for non-work purposes was also frequently cited, with around 400 responses each. 332 respondents stated that they had too much to carry and 201 need their car to perform their job.
- 2.5.16 Only 15 respondents stated that they do not feel safe walking at any time, and 171 do not feel safe after dark. 30 stated they were unsure of appropriate walking routes and 60 cited a lack of required facilities at work.

Attitudes to cycling

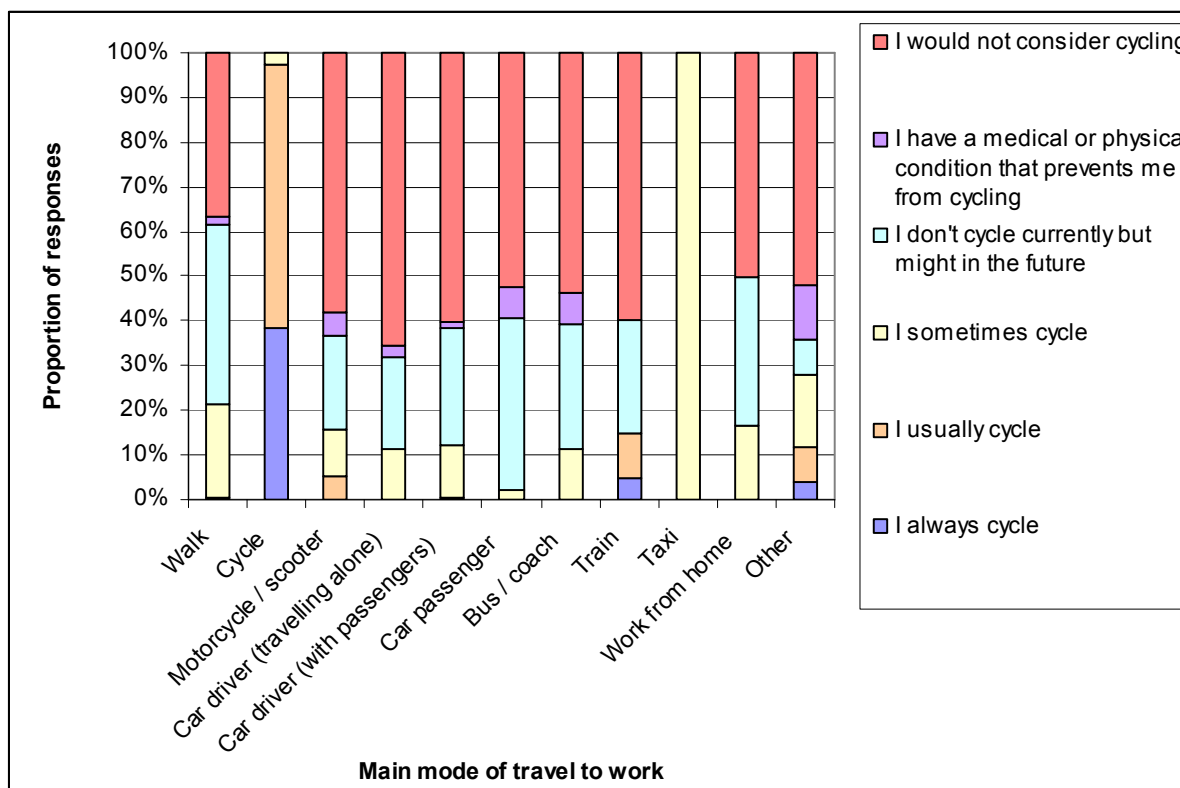
- 2.5.17 All staff were asked if they currently cycle, or could cycle, for all or part of their journey to work. There were 1,869 responses to this question, which are shown in Figure 2.19

Figure 2.19: Staff attitudes to cycling



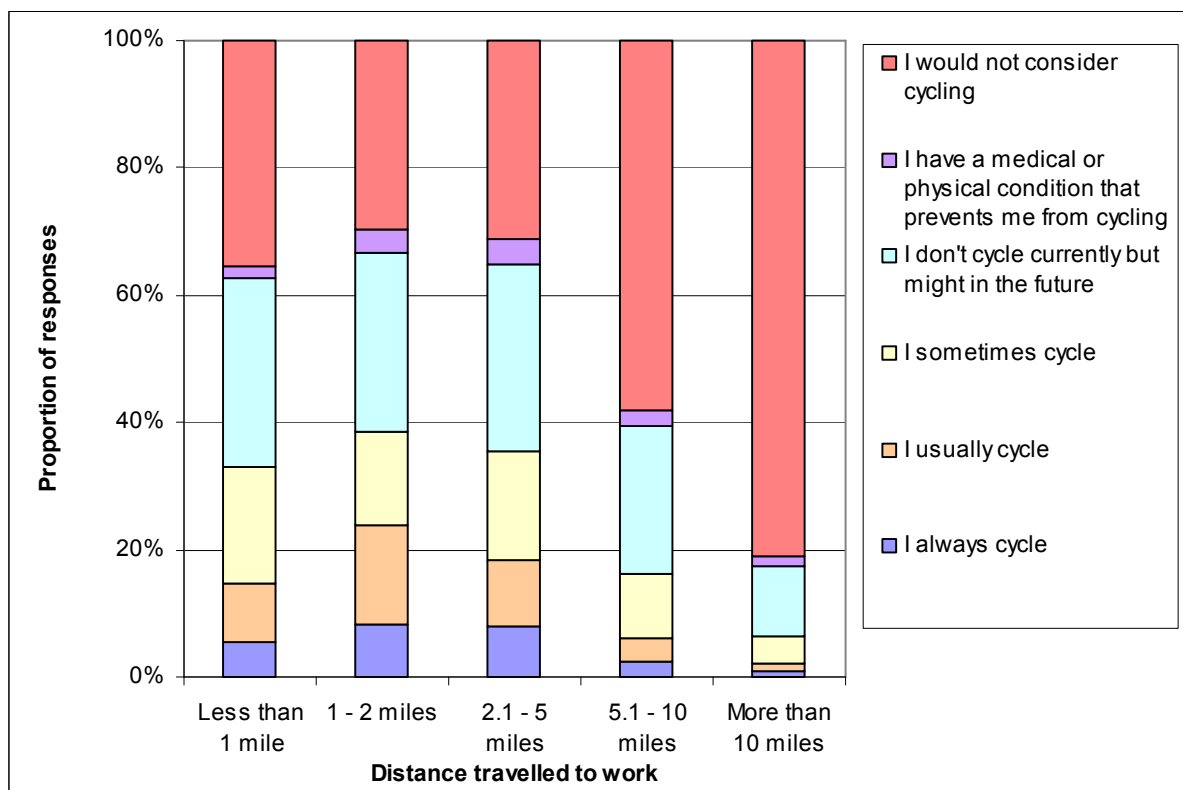
- 2.5.18 Similarly to walking, 52% (977 staff members) stated that they would not consider cycling for all or part of their journey to the University.
- 2.5.19 4.6% of staff stated that they always cycle and 7.1% usually cycle. An encouraging 22% stated that they don't cycle currently but might in the future, and 11% sometimes cycle.
- 2.5.20 The breakdown of responses per main mode of travel is shown below.

Figure 2.20: Staff attitudes to cycling per main mode



- 2.5.21 In total, 61% of those who walk as their main mode sometimes cycle or might cycle in the future (with 57 and 108 responses, respectively). 37% of walkers (99 individuals) would not consider cycling.
- 2.5.22 Of those that cycle for their main mode, 38% always cycle and 59% usually cycle. This is interesting to note as it implies that most of the cyclists at the University do not cycle in everyday, whereas most of the walkers at the University do so everyday. This could be a key message promoted through the travel plan (that they don't need to cycle every day).
- 2.5.23 The largest number of potential cyclists is amongst existing car drivers, with 20% of those currently travelling alone (or 208 individuals) stating that they don't currently cycle but might in the future and 26% of those that drive with passengers (or 40 individuals) stating the same. 38% of car passengers (16 individuals) would also consider cycling in the future.
- 2.5.24 Staff attitudes to cycling per distance travelled to the University are shown in Figure 2.21

Figure 2.21: Staff attitudes to cycling per distance travelled



2.5.25 Nearly 40% of staff living within 5 miles of the University stated that they cycle in some capacity, with occasional cyclists outnumbering those that always cycle. Just under 30% of staff living within 5 miles are also willing to consider cycling in the future.

2.5.26 These results indicate that there is scope for increasing the number of overall cyclists as well as the frequency of cycling, primarily those living within 5 miles. The results also indicate that there is scope for increasing cycling amongst those living farther away, with 23% of those living between 5 and 10 miles from the University stating that they might cycle in the future.

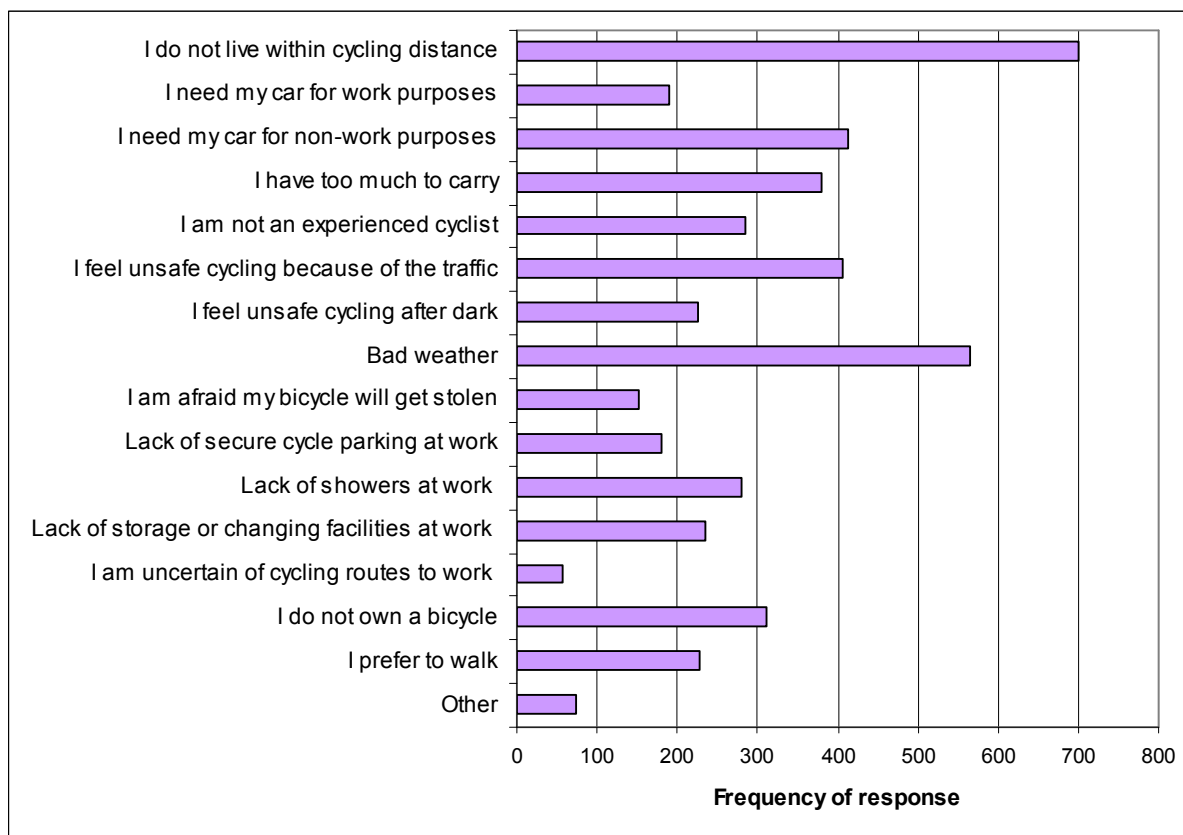
2.5.27 The GIS plots show that there is scope for promoting cycling amongst those living in Shepshed, however, Junction 23 of the M1 is seen as a hurdle to doing so by many living in that area (as seen within the open responses, discussed in additional detail in Chapter 4).

2.5.28 There is also scope for increasing cycling levels from Hathern, Quorn, Mountsorrel and Coalville.

Barriers to cycling

2.5.29 Staff that stated they sometimes cycle, don't currently cycle but might in the future or would not consider cycling, were asked to state what they considered the barriers to cycling to be. Staff were able to choose multiple responses.

Figure 2.22: Staff barriers to cycling

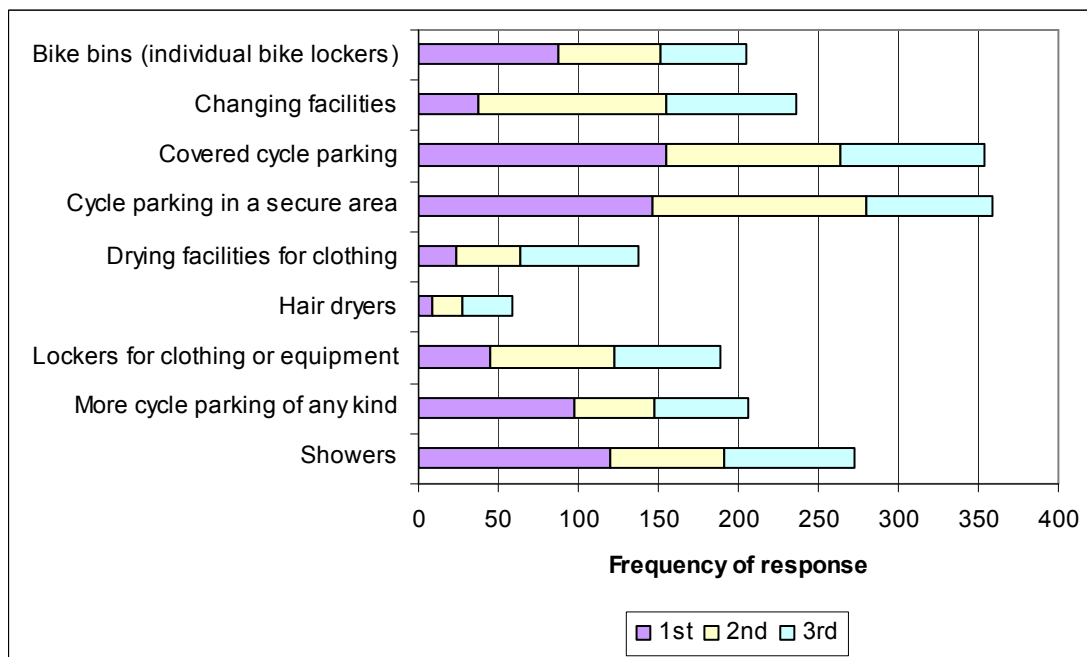


- 2.5.30 As with walking, distance was the most frequently cited barrier, listed by 700 staff. Bad weather was the second most frequently cited barrier with 566 responses.
- 2.5.31 Staff needing their car for work and non-work purposes received a similar number of responses as when asked about barriers to walking, with nearly 200 needing their car for work and just over 400 needing their car for other activities.
- 2.5.32 Staff feeling unsafe cycling is a commonly cited barrier, with 405 stating the traffic makes them feel unsafe and 226 stating they feel unsafe cycling in the dark.
- 2.5.33 Not owning a bicycle was cited as a barrier by 311 staff, and being an inexperienced cyclist was cited by 286 staff. This indicates that further promotion of the 'On yer bike' scheme could
- 2.5.34 The lack of on-site facilities was also cited frequently, with 279 citing a lack of shower facilities, 235 a lack of storage or changing facilities and 180 a lack of secure cycle parking. Similarly, 153 staff fear that their bicycle will be stolen.

Cycling facilities

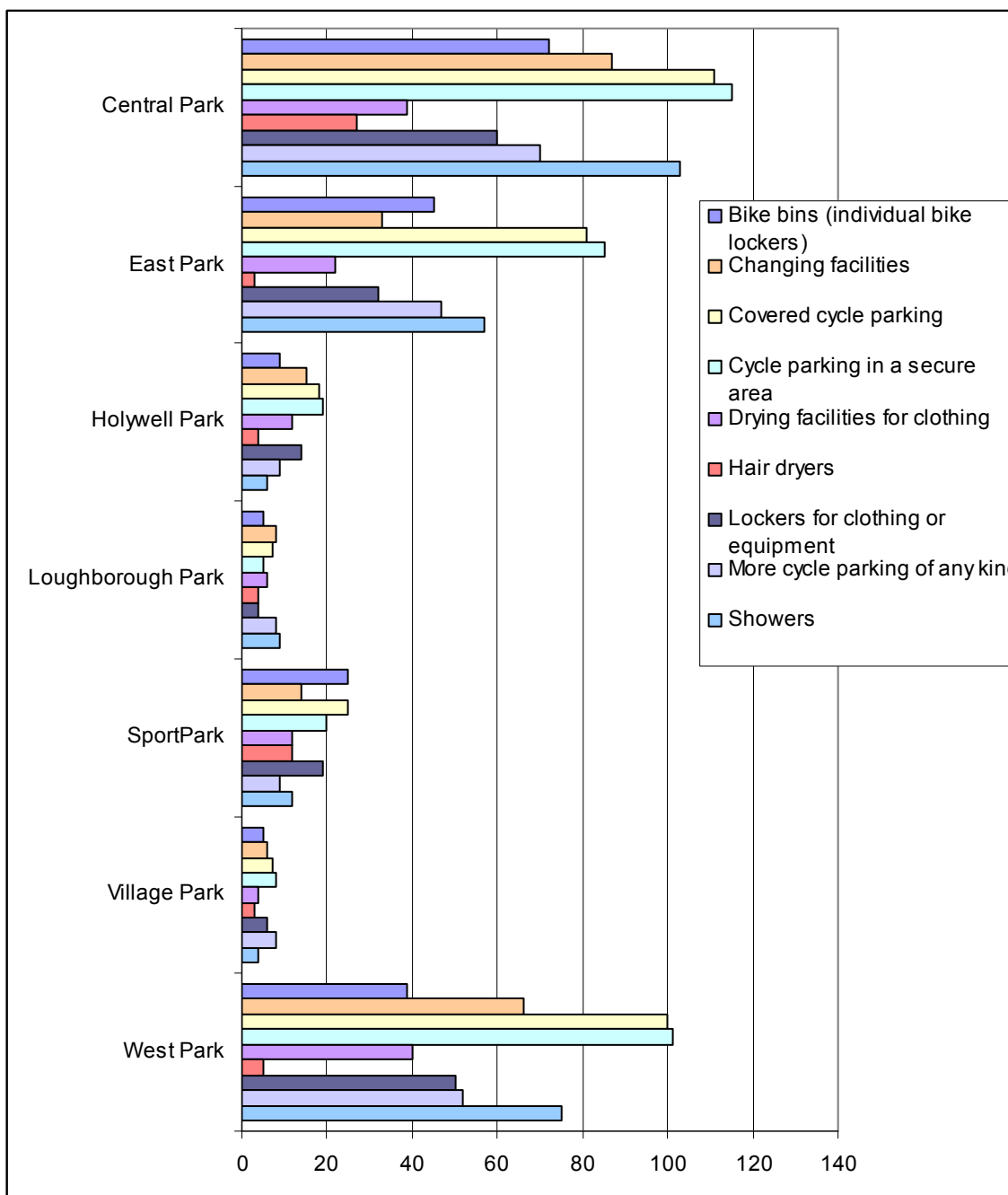
- 2.5.35 Staff that always, usually or sometimes cycle, along with those that might consider cycling in the future, were asked to rank their preferences for improvements they would most like to see for cyclists at their Park.
- 2.5.36 Responses for the University as a whole are shown in Figure 2.23. 723 respondents gave a top choice, 681 a second choice and 614 a third choice.

Figure 2.23: Staff choices for improvements for cyclists



- 2.5.37 Covered cycle and cycle parking in a secure area were the most favoured improvements, both for first choice and overall. More showers was third, followed by changing facilities.
- 2.5.38 Figure 2.24 shows the breakdown of these responses per Park, excluding 'other' responses and off-site locations. The top three ranked choices have been added together to illustrate the overall most popular improvements sought at each Park.
- 2.5.39 While available facilities are likely to vary between individual buildings, and access arrangements to facilities may also vary considerably, this breakdown provides guidance on how best to prioritise different facilities for maximum impact.

Figure 2.24: Staff choices for cyclist improvements per Park



2.5.40 For the largest campus areas, Central Park, East Park and West Park, the top three priorities (in order) are consistently for cycle parking in a secure area, covered cycle parking and showers. Changing facilities were the fourth most popular choice at West Park and Central Park, with more cycle parking of any kind in fourth at East Park.

'Get on yer bike' awareness

2.5.41 All staff were asked if they have used, or were aware of the University's 'Get on yer bike' cycle to work scheme to purchase a discounted bicycle.

Table 2.7: Staff awareness of ‘Get on yer bike’ scheme

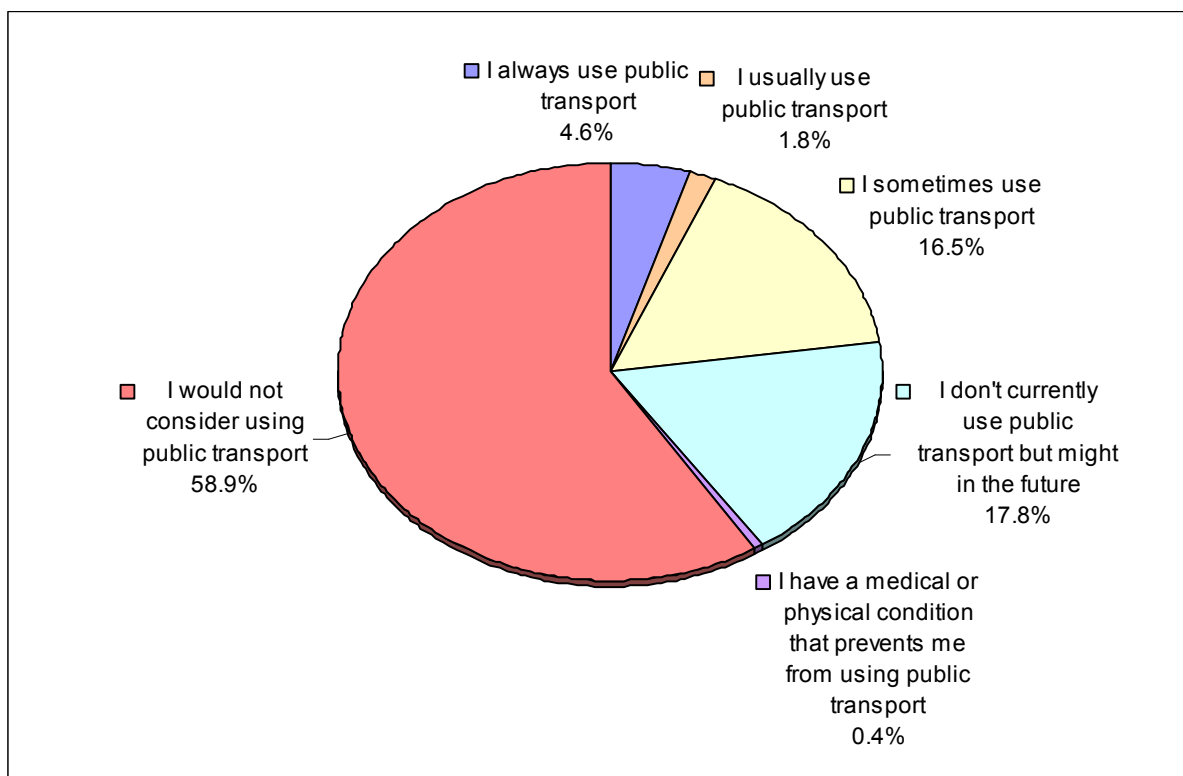
	Number of responses	Percentage of responses
Yes, I am aware and have used the scheme	70	4.2%
Yes, I am aware but have not used the scheme	1023	61.5%
No, I am not aware of the scheme	570	34.3%
Total	1663	

2.5.42 Just over 65% of staff are aware of the scheme, with 70 members of staff (4%) saying they have used the scheme.

Attitudes to public transport

2.5.43 All staff were asked if they currently use, or could use, public transport for all or part of their journey to work. There were 1,866 responses to this question, which are shown in Figure 2.25.

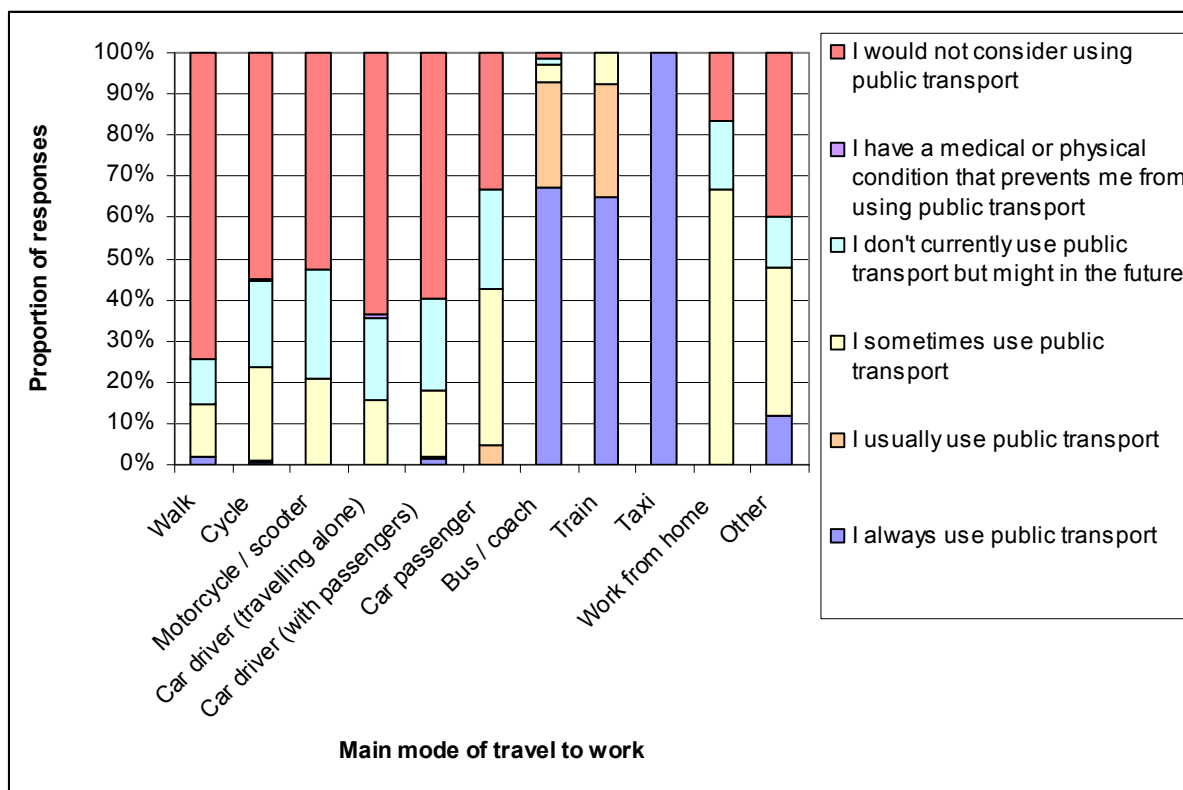
Figure 2.25: Staff attitudes to public transport



2.5.44 Nearly 59% of staff stated that they would not consider using public transport, a higher proportion than those who stated they would not consider walking or cycling. Only 6% of staff stated that they always or usually use public transport, while 16.5% sometimes use public transport and 18% do not currently travel by public transport but might in the future.

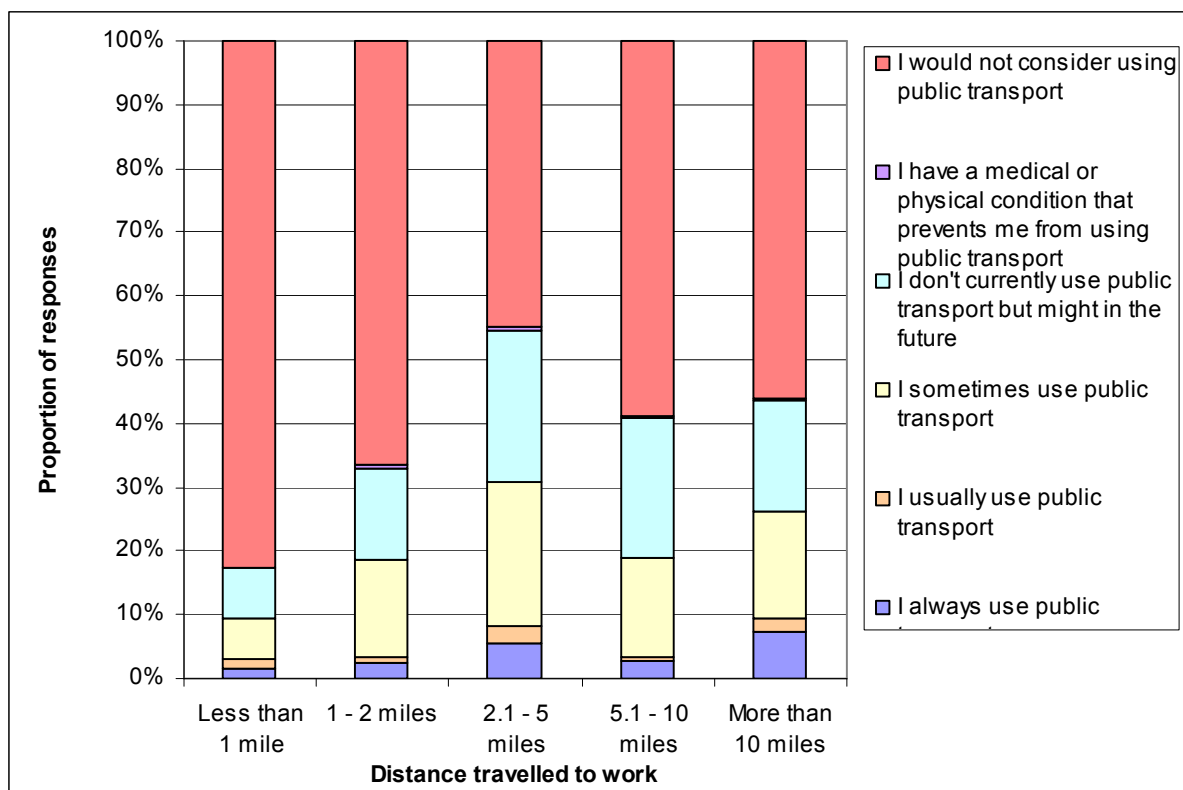
2.5.45 The breakdown of responses to this question per main mode of travel to work are shown in Figure 2.26.

Figure 2.26: Staff attitudes to public transport per main mode



- 2.5.46 74% of walkers (200 individuals) stated that they would not consider using public transport, with 55% of cyclists saying the same (or 44 individuals). As could be expected, 13% of walkers sometimes use public transport, as do 23% of cyclists.
- 2.5.47 16% of car drivers (travelling alone or with passengers) stated that they sometimes use public transport and a further 20% (205 individuals) of single occupancy car drivers and 22% (34 individuals) of drivers with passengers stated that they might use public transport in the future.
- 2.5.48 The breakdown of staff attitudes to public transport use per distance travelled to work is shown below.

Figure 2.27: Staff attitudes to public transport per distance travelled

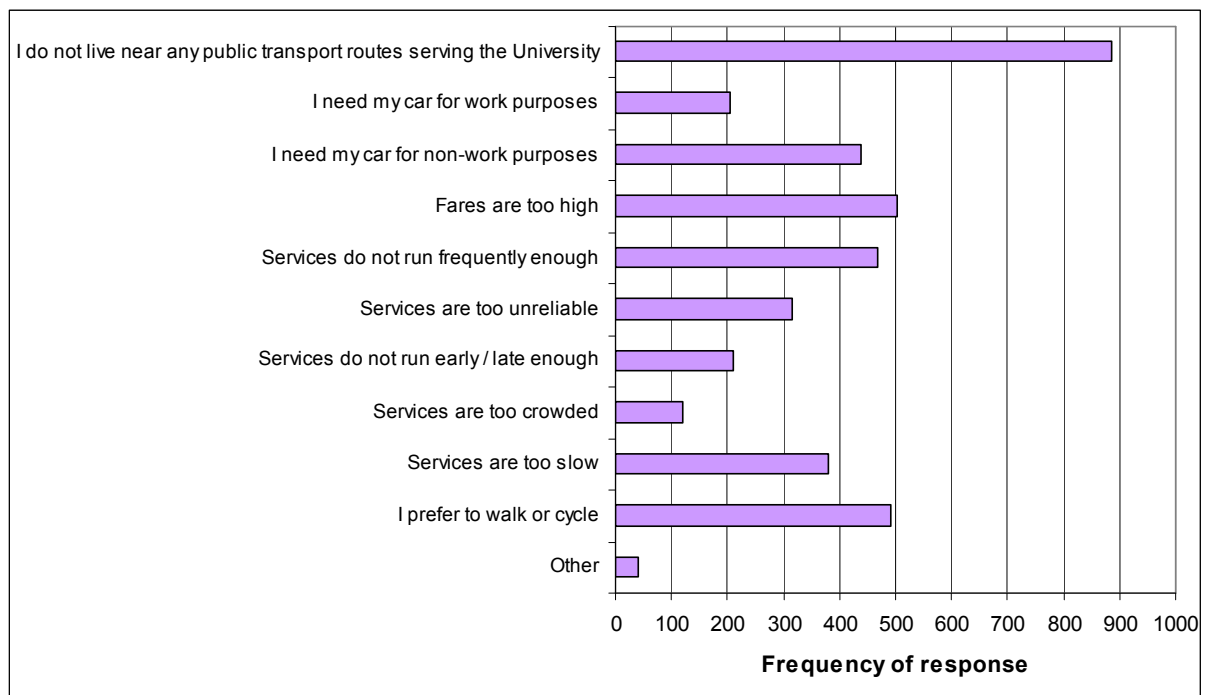


- 2.5.49 Staff living within 1 mile are the most resistant to using public transport, which is understandable considering that most of them currently walk. Public transport use is currently greatest amongst those living between 2 and 5 miles from the University, however, a higher proportion of people living more than 10 miles away ‘always’ use public transport.
- 2.5.50 Amongst those living between 2 and 5 miles from the University, 23% stated that they sometimes use public transport and 24% stated that they don’t currently use public transport but would consider using it in the future.
- 2.5.51 Existing levels of public transport use for those living between 1 and 2 miles from the University are comparable to those living between 5 and 10 miles, however a higher proportion of staff living between 5 and 10 miles would consider using public transport in the future (22% versus 14%).
- 2.5.52 The results indicate that there is some scope for encouraging public transport use amongst those living farther from the University, while there is more scope for encouraging walking and cycling amongst those living closer to campus.

Barriers to public transport

- 2.5.53 Staff that stated they usually or sometimes use public transport, might use public transport in the future or that they would not consider using public transport were asked to identify what they see as barriers to using public transport for all or part of their journey to work. Respondents were able to select multiple barriers.

Figure 2.28: Staff barriers to using public transport



- 2.5.54 The most commonly cited barrier to using public transport was that staff do not live near any public transport routes serving the University, which was selected directly by 725 members of staff and an additional 150 through their 'other' responses². Staff commonly stated within the 'other' responses that not all parts of campus were comparatively as well served by public transport as other parts of campus, and that even if there are bus routes available, the journey would often take twice as long (or more) than driving.
- 2.5.55 That fares are too high was the second most frequently cited barrier (502 responses), followed by staff stating that they prefer to walk or cycle (491 responses).
- 2.5.56 The frequency and reliability of the buses was also commonly cited as a barrier, with respondents stating within the 'other' responses that the buses do not run frequently enough outside of term time or in the evening.
- 2.5.57 GIS analysis has been carried out to determine both the number of staff living within a 5 minute walk (400 metres) of a bus route serving the University and those living within 5 miles of a train station directly serving Loughborough.
- 2.5.58 In total, 7 bus routes were plotted: routes 3, 4, 5, 13, 126/127, Spring and the X9. All of these routes stop within one mile of the University. The GIS analysis found that 50% of staff postcodes fall within the 400 metre buffer of one of these routes (with a 1 mile exclusion zone immediately surrounding the University). While this does not take into account comparative journey times or service frequencies, this does indicate that buses are a viable alternative for a considerable proportion of staff.
- 2.5.59 The plotting of postcodes in relation to train stations found that 22% of staff currently live within 5 miles of a train station with a direct route to Loughborough (excluding those that

² In total, 285 'other' responses were received for this question. Wherever possible these responses were reallocated to the pre-defined categories. 150 of these responses related directly to a lack of direct routes, e.g. staff needing to take two buses, etc.

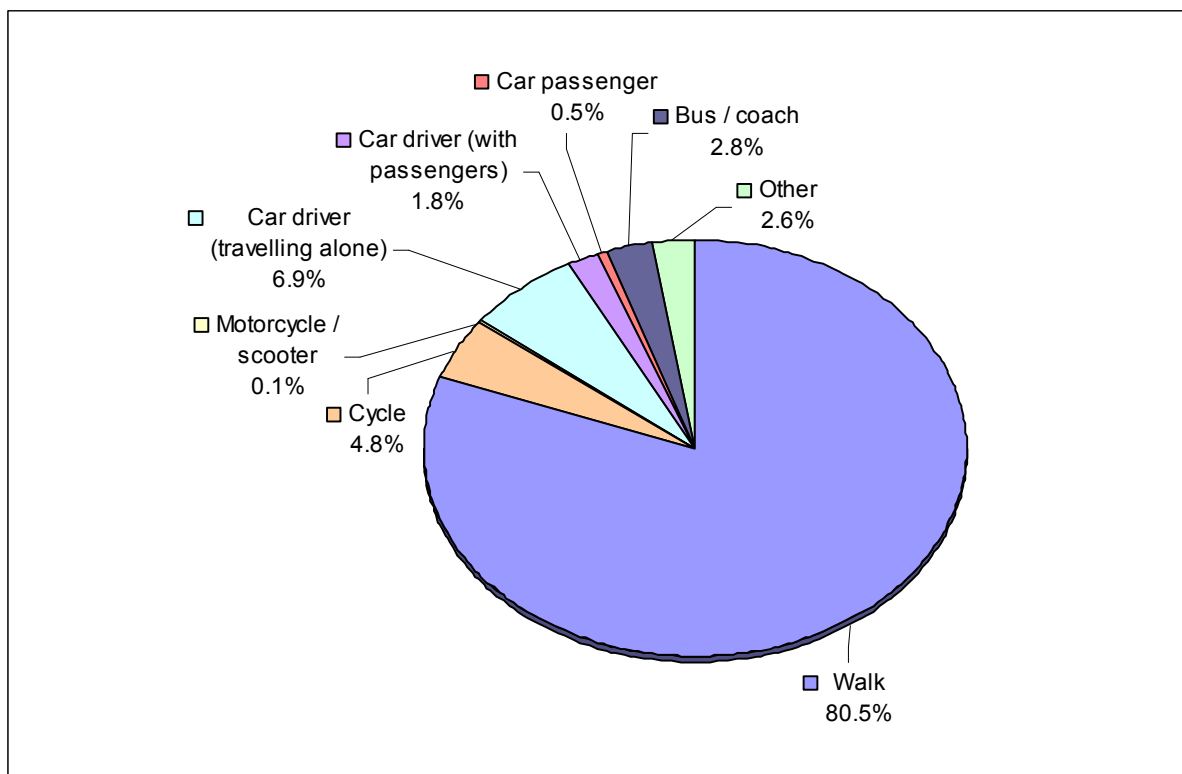
live within 5 miles of Loughborough Station). This includes concentrations of staff living in Nottingham, Beeston, Long Eaton, Derby and Leicester. While such train journeys would for the most part be multi-modal journeys, with staff needing to travel to and from the station at each end, this does show that train travel is viable for a reasonable percentage of University staff.

2.6 Travel on campus

Main mode

2.6.2 All staff were asked which mode of transport they used most frequently when travelling across campus during the course of the day. The responses are shown in Figure 2.29. There were a total of 1,745 responses given for this question.

Figure 2.29: Staff mode of travel across campus



2.6.3 The predominant mode of travel across campus is walking, accounting for 80% of the mode share. Car travel accounts for 9% of travel, with 7% driving a car alone, 2% driving a car with passengers and 0.5% travelling as a car passenger. Nearly 5% cycle and 3% travel by public transport.

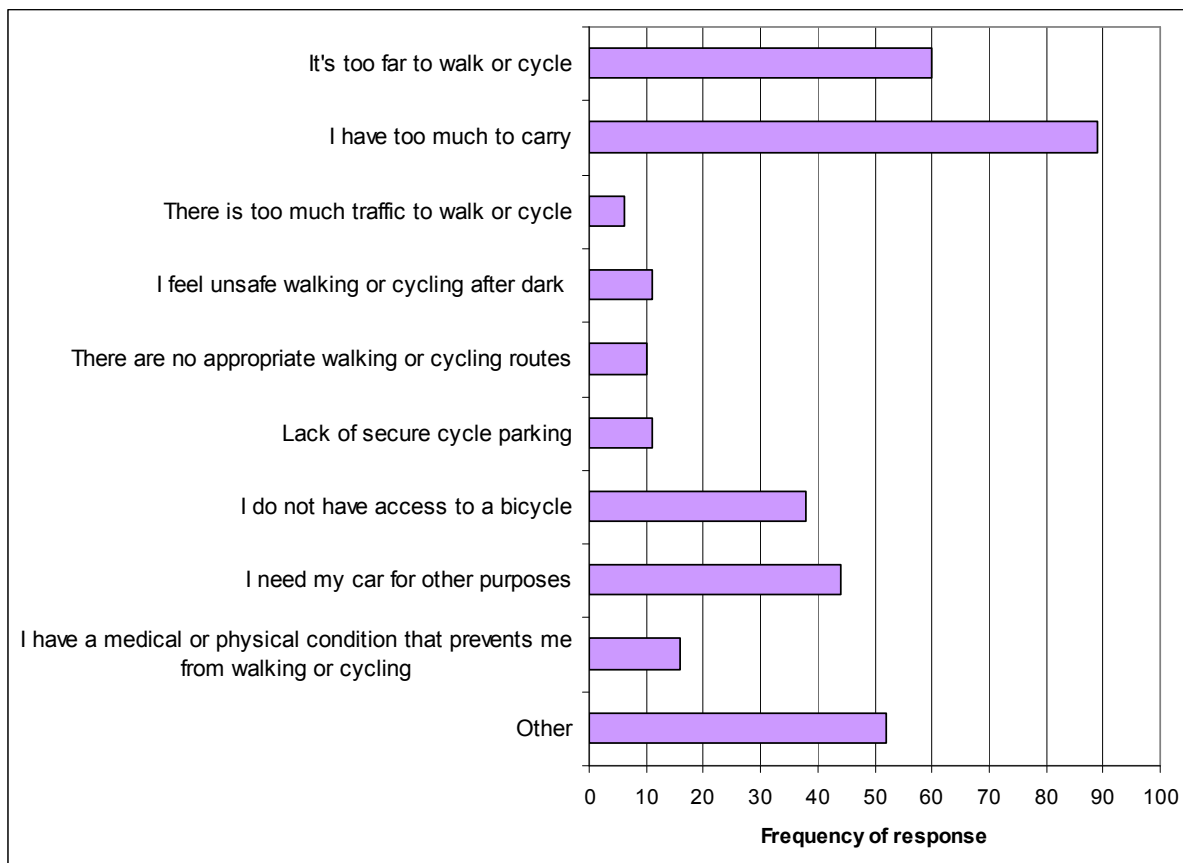
2.6.4 Of those that responded 'other' to this question, most stated that they travel in a University vehicle (23 responses) and a further 14 stating that they never travel across campus.

Barriers to active travel

2.6.5 Staff that do not currently walk or cycle across campus were subsequently asked what they saw as the primary barriers to doing so. This sample equates to 12% of responses

from the above question, or 211 individuals. Staff were able to choose as many barriers as they felt were applicable. Responses are shown in Figure 2.30.

Figure 2.30: Staff barriers to active travel across campus



2.6.6 The most frequently cited barrier was that staff had too much to carry, which was followed in popularity by those saying it was too far to walk or cycle and then those stating 'other'. Of those that stated 'other', the most frequently cited barrier was that it took too much time to walk or cycle across the campus.

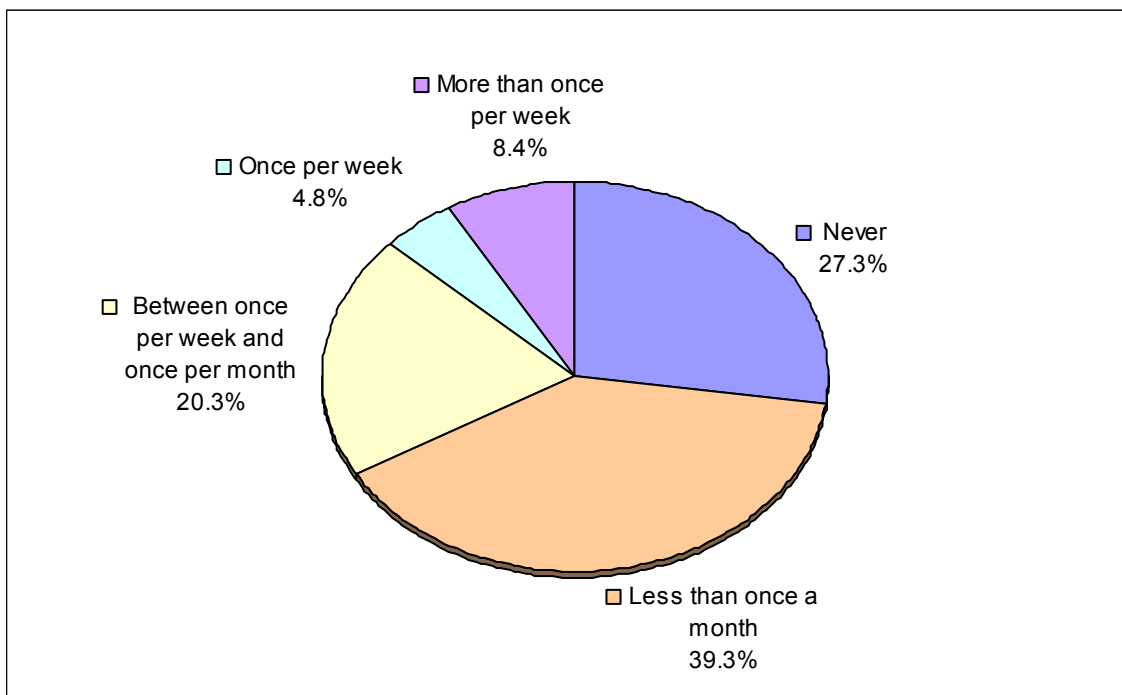
2.6.7 38 said that not having access to a bike prevented them from travelling across campus in this way, suggesting a potential market for pool bikes.

2.7 Business travel

Frequency of off-campus business travel

2.7.2 All staff were asked how often they travelled off-campus on work business. A total of 1,844 responses were given for this question, with results shown in Figure 2.31.

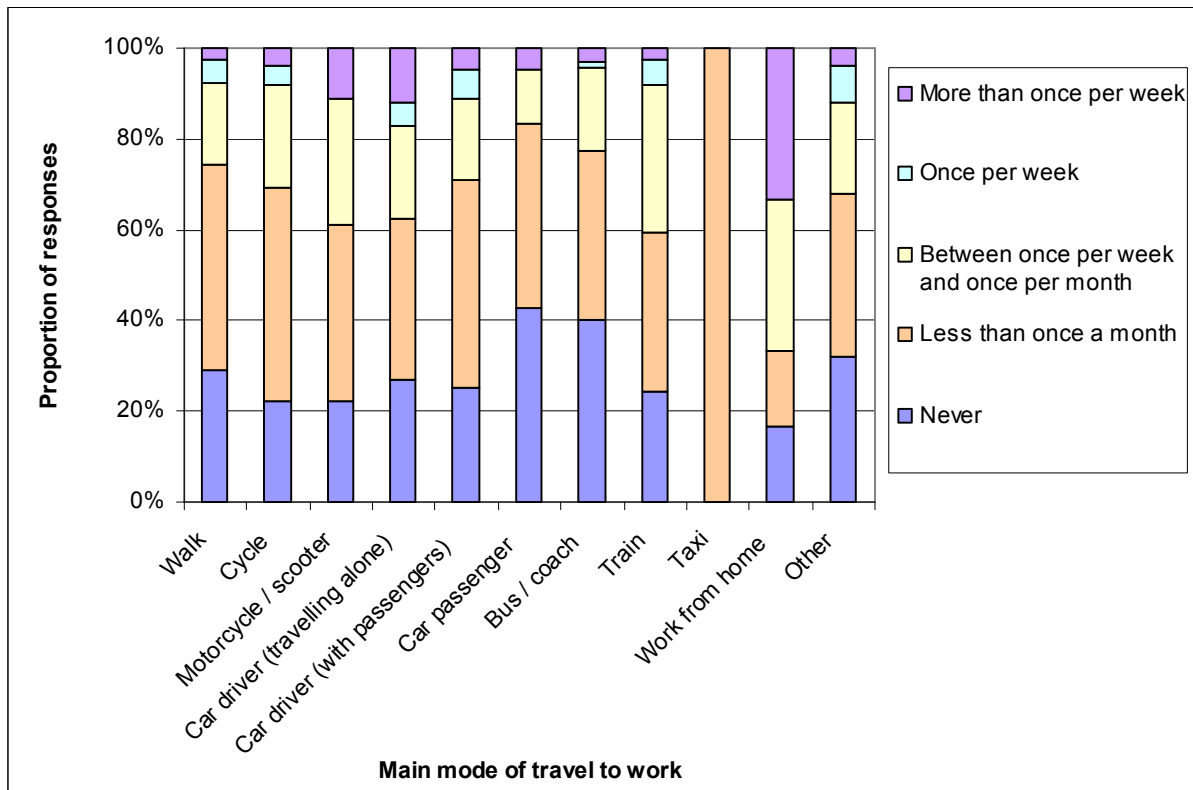
Figure 2.31: Staff frequency of off-campus business travel



2.7.3 Two-thirds of staff either never travel off-campus in the course of business or do so less than once a month. Only 8% of staff stated that they travel on business more than once a week, with 5% travelling on average once per week and 20% travelling between once per week and once per month.

2.7.4 Figure 2.32 shows how the frequency of business travel varies per stated main mode of travel to work. The graph represents a total of 1,844 staff responses, with the number of responses ranging considerably per main mode. The number of staff driving alone is 1,020, with the second largest group being walkers with 265 down to only 1 person who travels by taxi.

Figure 2.32: Staff frequency of business travel per commuter mode



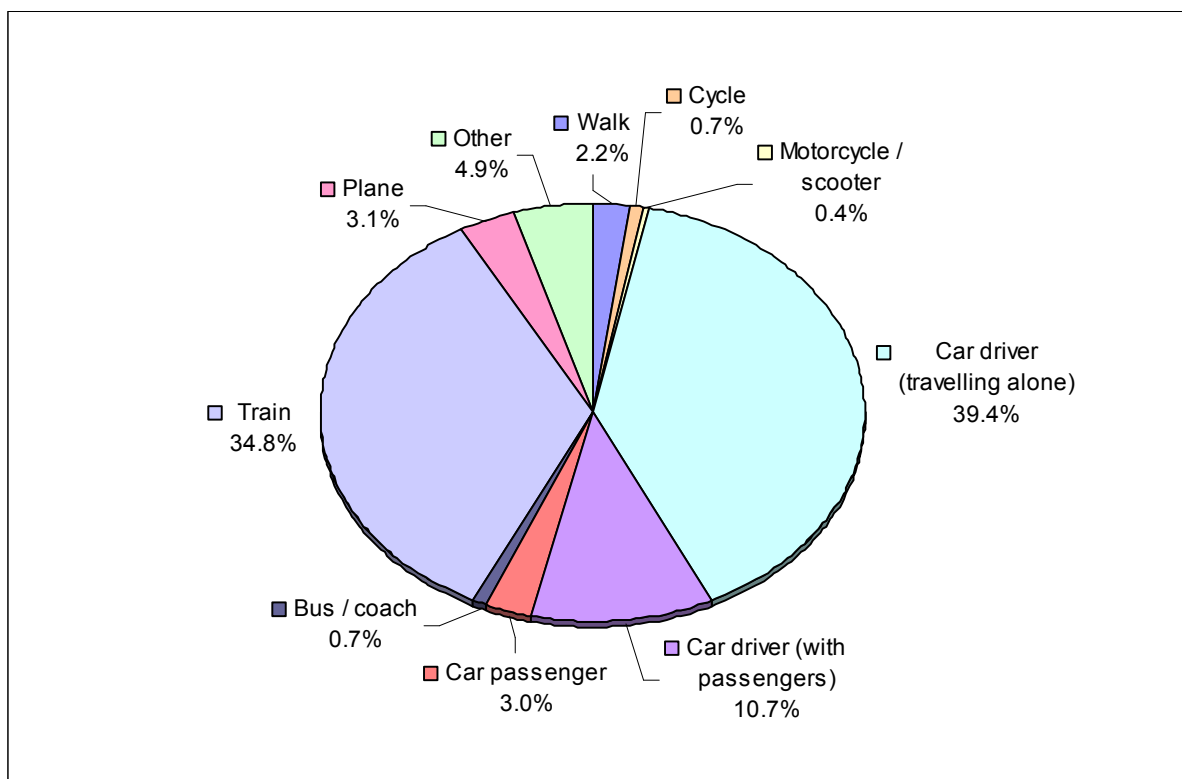
2.7.5 Car drivers (without passengers) are the most likely to travel off-campus for business more than once a week, with 12% doing so (or 123 individuals). A further 5% travel once a week and 20% between once a month and once per week.

2.7.6 Conversely, car passengers and bus users are the least likely to travel for business, with around 40% (equating to 18 car passengers and 28 bus users) of both groups never travelling for business and around the same again doing so less than once a month.

Main mode of off-campus business travel

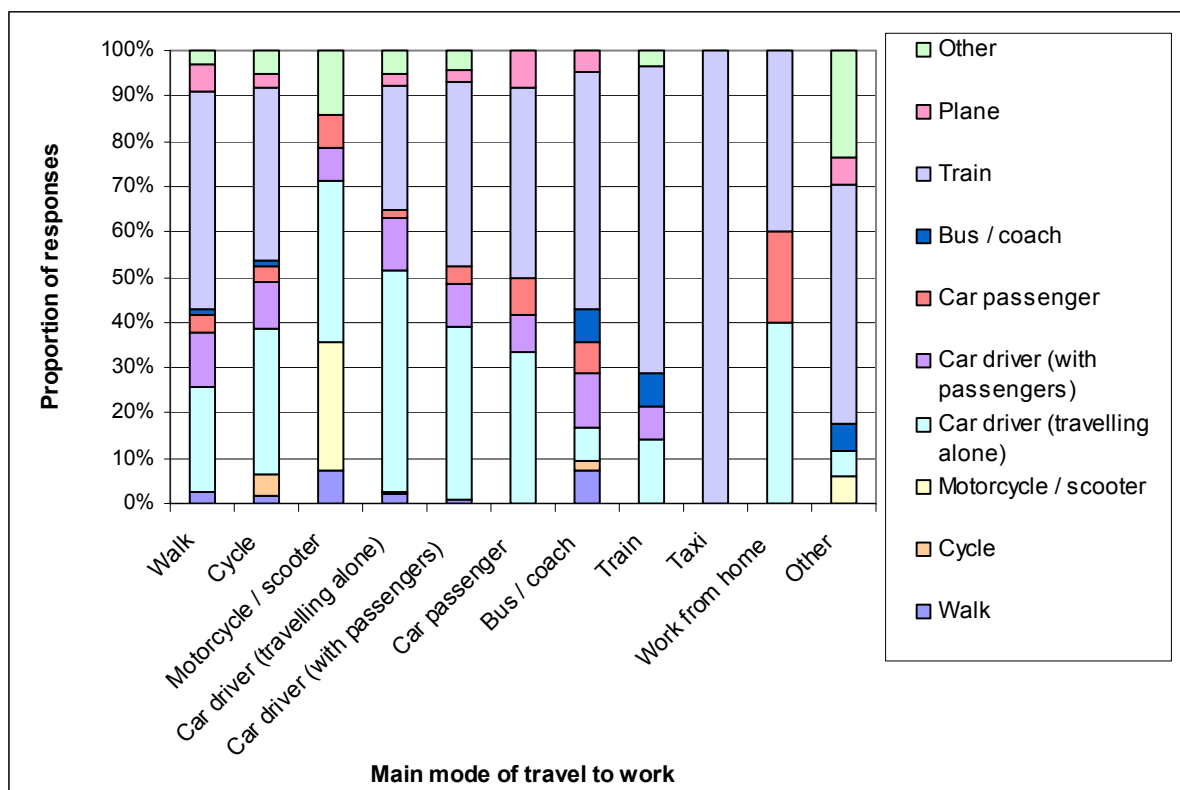
2.7.7 All staff that travel on business travel (including those that travel less than once a month) were asked what their main mode of travel typically is when undertaking this travel. A total of 1,340 responses were given to this question, with results shown in Figure 2.33.

Figure 2.33: Staff main mode of off-campus business travel



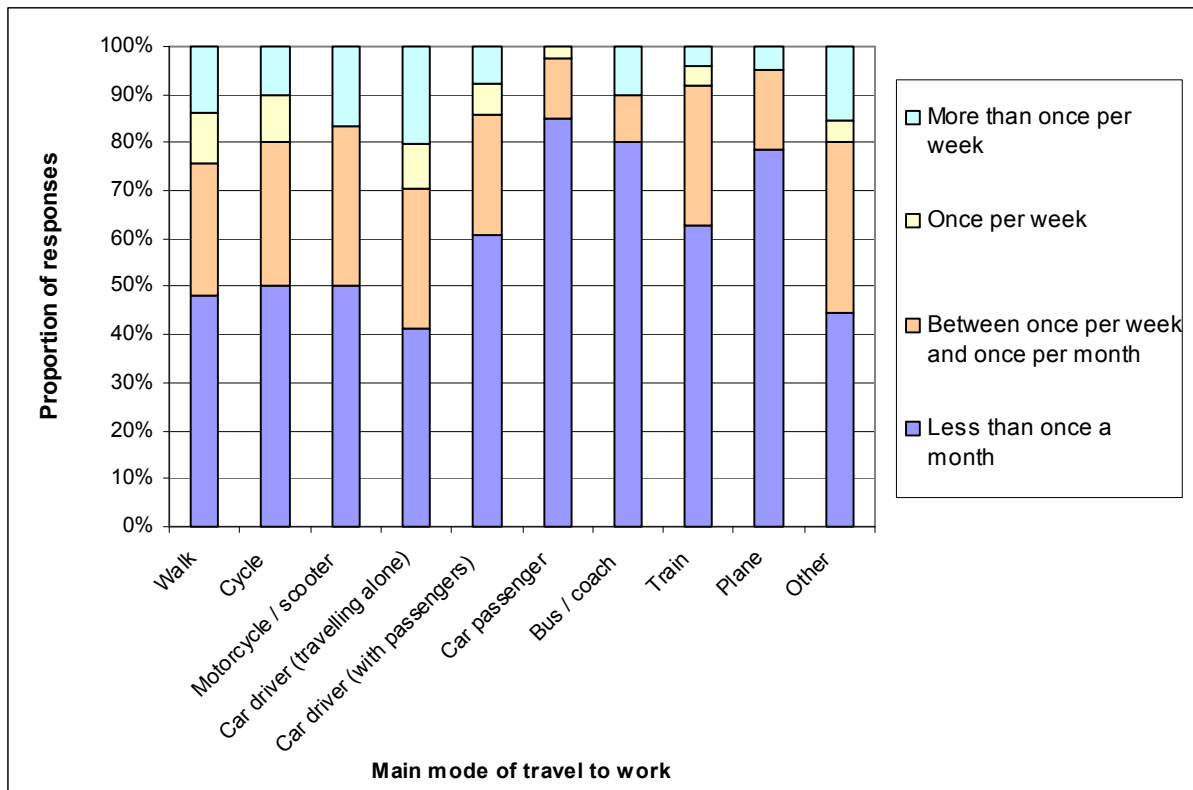
- 2.7.8 Driving a car without passengers is the most commonly stated mode for undertaking off-campus business travel, with 39% of staff citing this as their main mode. A further 11% drive a car with passengers and 3% travel as a car passenger.
- 2.7.9 Public transport is frequently used as well, with 35% of staff travelling by train and 1% by bus. 3% of staff stated that they travel primarily by airplane.
- 2.7.10 5% of staff, or 65 individuals, answered 'other' to this question. Of these responses, 27 stated that their mode of travel regularly varies and 25 stated that they travel using a University vehicle.
- 2.7.11 Figure 2.34 shows the stated main mode for business travel per main mode for travel to work on a proportional basis.

Figure 2.34: Staff main mode of business per travel per commute mode



- 2.7.12 As can be seen, car use for business travel features heavily across all main modes of travel to work. Unsurprisingly, the proportion is highest among those that currently drive to work without passengers, with 49% (representing 365 individuals) undertaking business travel by the same mode and a further 11% (84 individuals) undertaking business travel as a car driver with passengers.
- 2.7.13 However, business travel as a car driver (travelling alone) is also prevalent amongst those who walk (23%, or 44 individuals) and cycle (33%, or 52 individuals). This either indicates that those who normally walk or cycle to campus will drive when they need to travel for business (or travel directly to/from their home) or have access to a pool car.
- 2.7.14 Surprisingly, nearly half of those that undertake business travel by train drive alone to work (204 out of 466), with 27% who drive alone to work using the train for business travel. In addition, 41% (47 individuals) of those that drive to work with passengers use the train when undertaking business travel. Train use is the most prevalent mode for business travel for those that walk (48% of walkers, or 91 individuals) and cycle (38%, or 61 individuals).
- 2.7.15 The relationship between mode of business travel and frequency of business travel is shown in Figure 2.35 and Figure 2.36. The first figure shows how frequently staff travel depending on their cited main mode for undertaking business travel, with the second graph showing how which main modes of business travel are used per frequency.
- 2.7.16 As staff that never undertake business travel were not asked about their main mode, the sample excludes these staff.

Figure 2.35: Staff frequency of business travel per business travel mode

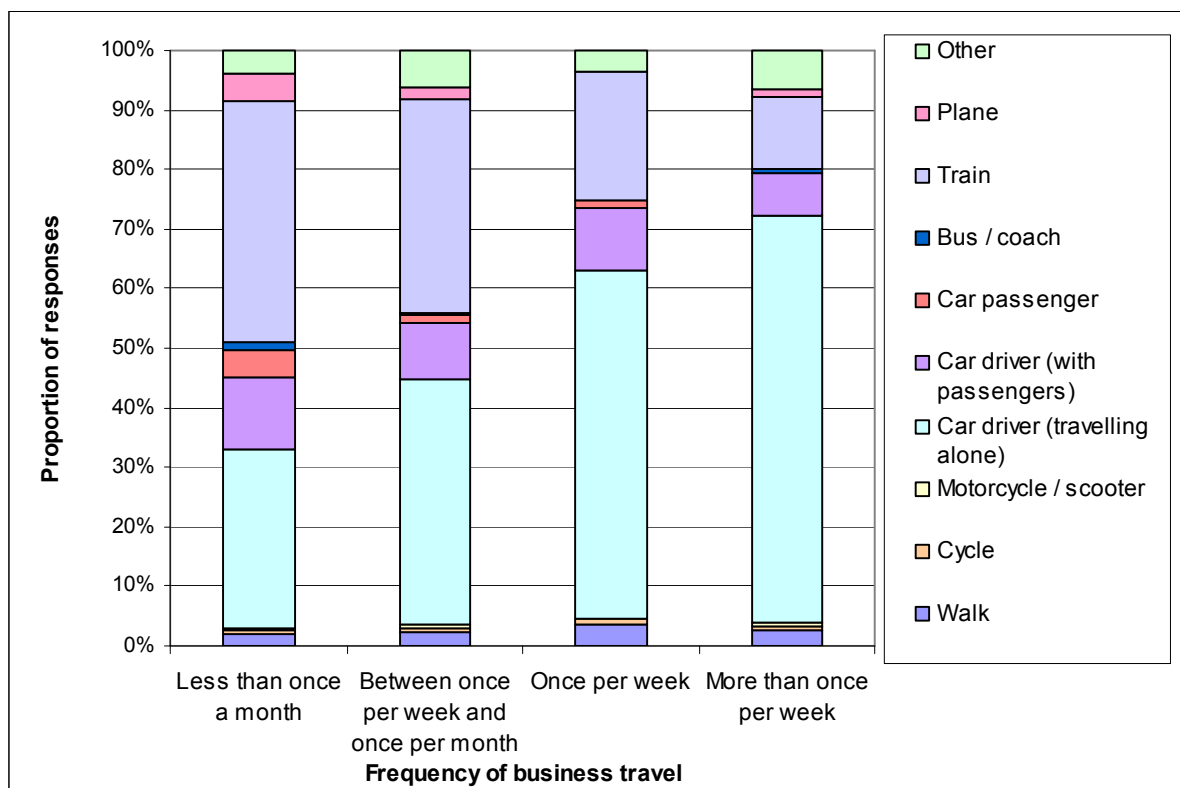


2.7.17 The graph indicates that those who undertake business travel as a car passenger or in an airplane are most likely to travel very infrequently, with approximately 80% travelling less than once a month. There are 40 total staff who stated they travel primarily as a car passenger and 42 that stated they travel primarily by airplane.

2.7.18 By contrast, car drivers (travelling alone) are most likely to travel more than once a week, with 20% travelling more than once a week and a further 10% travelling once per week. There are 528 staff that travel primarily as a car driver without passengers when undertaking off-campus business travel.

2.7.19 While the number of staff who stated they travel by active modes is small (30 walk, 10 cycle), it can be seen that those who undertake business travel via these modes do so at moderate frequency, with 50% travelling once per month or more.

Figure 2.36: Staff business travel mode per frequency of business travel



2.7.20 This graph shows that as the frequency of business travel increases, so does the proportion of staff travelling as a car driver without passengers.

2.7.21 Of staff travelling less than once a month, 41% travel by train with 30% doing so by driving a car alone, while 68% of staff travelling more than once a week do so by driving a car alone and only 12% travel by train. This may reflect the relative nature of infrequent versus highly frequent business travel, with infrequent travel including distances further afield while highly frequent business travel may primarily be to local destinations.

Pool cars and hire cars

2.7.22 All staff that undertake business travel were subsequently asked about the availability of hire cars and pools cars. Staff were asked the following three questions:

- Do they have access to a pool car?
- Do they ever use a hire car?
- Would access to a pool car during the day mean that they could leave their car at home?

2.7.23 The responses to these three questions are shown in Table 2.8, below.

Table 2.8: Staff use of pool cars and hire cars

	Yes	No	Uncertain	Total
Access to a pool car	190 (16.5%)	846 (73.6%)	113 (9.8%)	1149
Use a hire car	297 (30.0%)	624 (63.1%)	68 (6.9%)	989
Leave car at home	180 (18.2%)	673 (68.1%)	134 (13.6%)	987

- 2.7.24 The results indicate that there is some scope for reducing the number of staff travelling by car to the University through the introduction of pool cars for business travel.
- 2.7.25 Of those 180 staff that stated that having access to a pool car would enable them to leave their car at home, 71 are currently car drivers (either alone or with passengers) that do not currently have access to a pool car. A further 43 car drivers are uncertain if access to a pool car would enable them to leave their car at home.

3 Student travel survey

3.1 Survey overview

3.1.1 The student travel survey included a total of 28 questions within 5 sections:

- Existing travel patterns
- Travel by car
- Travel by other modes
- About you
- Prize draw

3.1.2 While the survey was designed as an online survey using LimeSurvey, most student responses were gathered in person on paper copies of the survey. The LimeSurvey version of the survey and the paper copy of the survey can be found in Appendix 3 and Appendix 4, respectively.

3.1.3 All students (including part time and distance learners) were invited to complete the survey, but as the survey was focused on student travel to and from the University, the most desired respondents are those that travel to campus with regular frequency. While collecting paper copies of the survey on campus may result in a slight bias towards this type of student, this is not considered to be a concern for this study.

3.1.4 As with the staff survey, not all questions were asked to all students. Some questions were conditional on student type, others on current travel patterns and some just on car use.

3.2 Demographics

3.2.1 The demographics of the students relate to the 'About you' section of the survey as well as some questions from the 'Existing travel patterns' section.

Gender

3.2.2 The gender of student respondents is shown in Table 3.1 below.

Table 3.1: Gender of student respondents

	Number of responses	Percentage of responses
Female	347	42.2%
Male	476	57.8%
Total	873	

3.2.3 The student survey was completed by more males than females, however, this is believed to be roughly in line with the proportions of male and female students at the University.

Age

3.2.4 The ages of student respondents are shown in Table 3.2.

Table 3.2: Age of student respondents

	Number of responses	Percentage of responses
Under 18	5	0.6%
18-24	752	91.6%
25-34	49	6.0%
35-44	8	1.0%
45-54	3	0.4%
55-64	1	0.1%
65 or over	3	0.4%
Total	821	

3.2.5 As would be expected of student population, the majority of students fall within the 18-24 age group, with those between the ages of 25 and 34 making up the second largest age group.

Disability

3.2.6 In total, 19 students (2.4%) stated that they have a disability that affects their travel options. Of these, one is part of a Blue Badge scheme.

Student type

3.2.7 The student type of respondents are shown in Table 3.3.

Table 3.3: Student status of respondents

	Number of responses	Percentage of responses
A full time student	839	96.4%
A part time student	13	1.5%
Enrolled on a distance learning course	2	0.2%
Other	16	1.8%
Total	870	

3.2.8 The majority of respondents are full-time, with a small number of part-time, 'other' and distance learners taking part.

3.2.9 The results of the survey should therefore be considered to reflect the general travel patterns and opinions of full-time students, who would typically travel to campus with the highest level of regularity.

Accommodation

3.2.10 Full-time students were subsequently asked whether or not they lived in University accommodation during term-time. 41.9% of respondents (366 students) stated that they lived in University accommodation.

3.3 Travel to the University

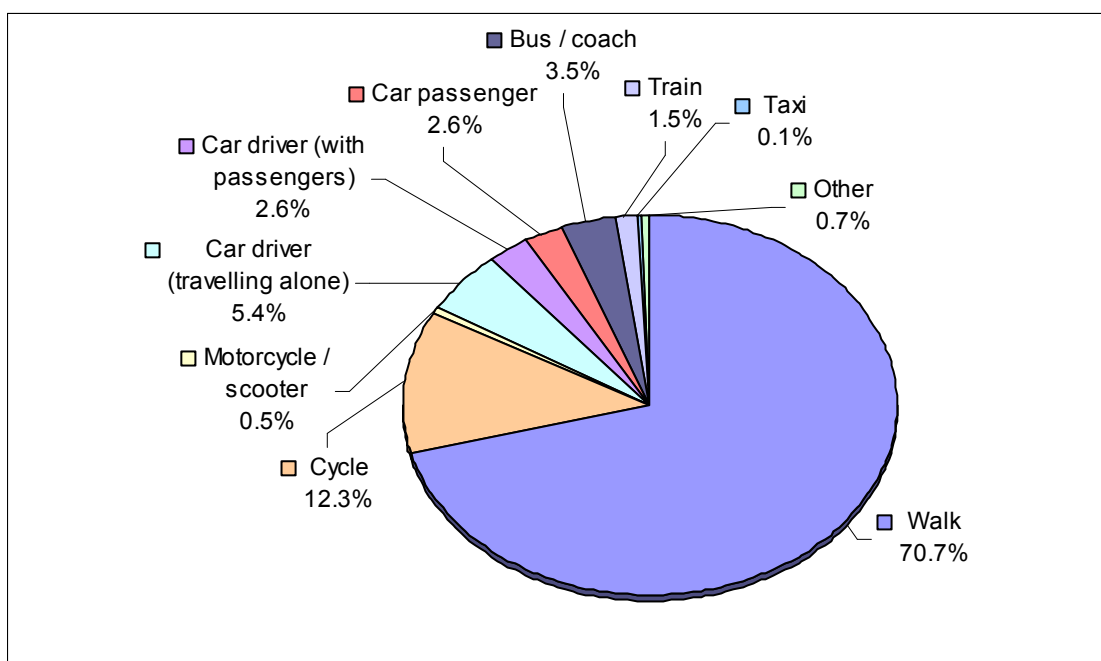
Main mode of travel

3.3.2 All students were asked what their main mode was for travelling to the University. Main mode was for these purposes defined as the mode used to travel the greatest distance.

If students regularly travel by different modes, they were asked to list the mode they use most often.

3.3.3 The responses are shown below. 868 responses were gathered for this question, with a 1% mode share equating to roughly 9 students.

Figure 3.1: Student main mode of travel



3.3.4 Walking is the most frequently used mode, with 71% (614 individuals) of students stating this as their main mode. The second most frequently used mode is cycling, with 12% (107) of students travelling by this mode.

3.3.5 In total, 8% of students drive to campus, 5.4% without passengers and 2.6% with passengers. An additional 2.6% travel to campus as a car passenger.

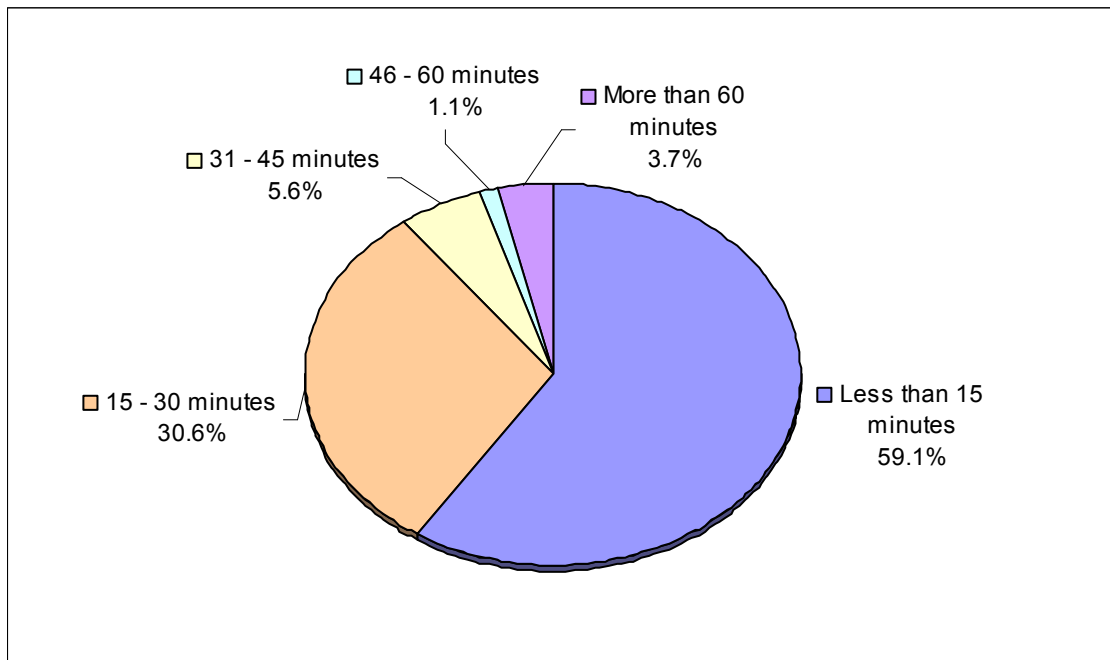
3.3.6 Only 5% of students travel by public transport, with 3.5% travelling by bus and 1.5% by train.

3.3.7 While 6 students listed 'other', the veracity of these responses are somewhat questionable, with one student claiming they travel by horseback and another by dyslexic camel.

Journey time

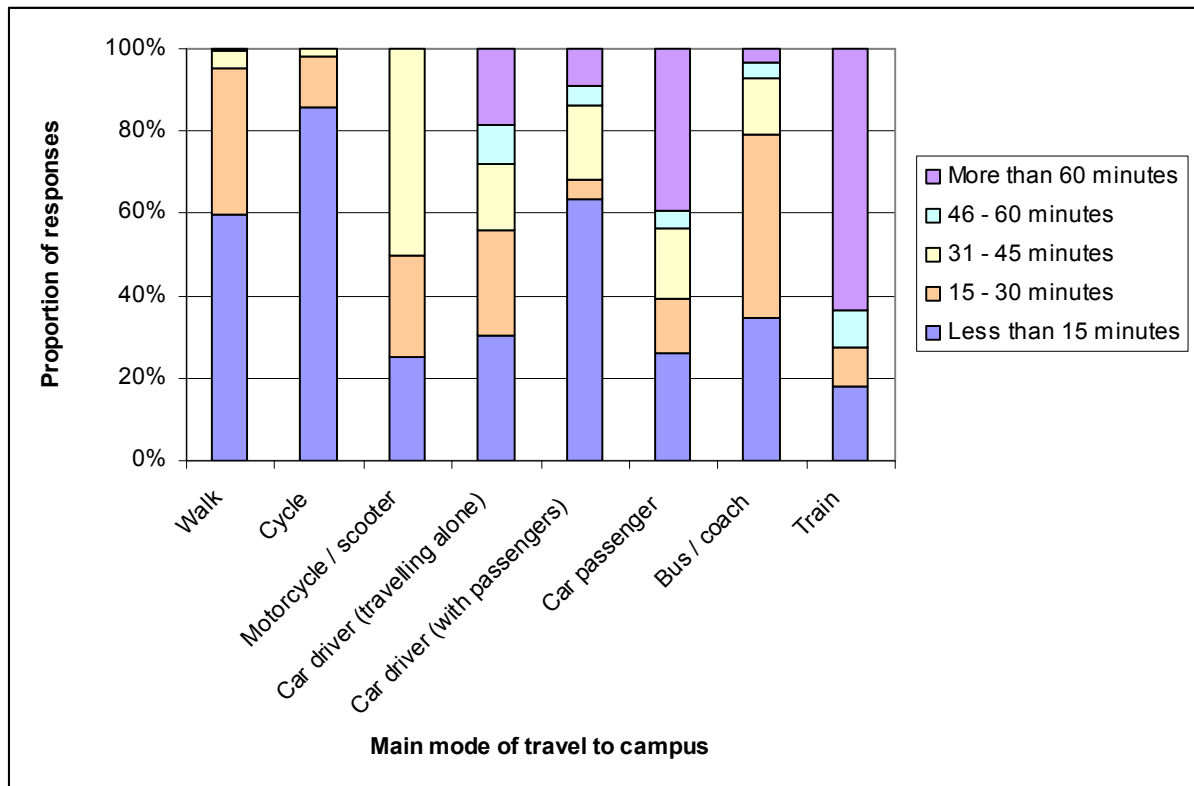
3.3.8 All students were asked how long it takes them to undertake their journey to the University. 841 responses were given and the results are shown in Figure 3.2.

Figure 3.2: Student journey times



- 3.3.9 Most students (59%, 497 individuals) travel for less than 15 minutes to reach the University, and a further 31% (257) travel for between 15 and 30 minutes. Only 10% of students travel for more than 30 minutes, with over half of these journeys taking between 31 and 45 minutes.
- 3.3.10 GIS analysis has been carried out using student's term time postcodes. The results indicate that 77% of students live within a mile of the University and a further 17% live between 1 and miles from the University, with most students living immediately surrounding campus or around the town centre. At a moderate pace, it would take approximately 40 minutes to walk 2 miles, which is supportive of the split of student journey times shown.
- 3.3.11 The relationship between journey time and main mode of travel for students is shown in Figure 3.3 below. 'Other' and taxi journey have been excluded.

Figure 3.3: Student journey time per main mode



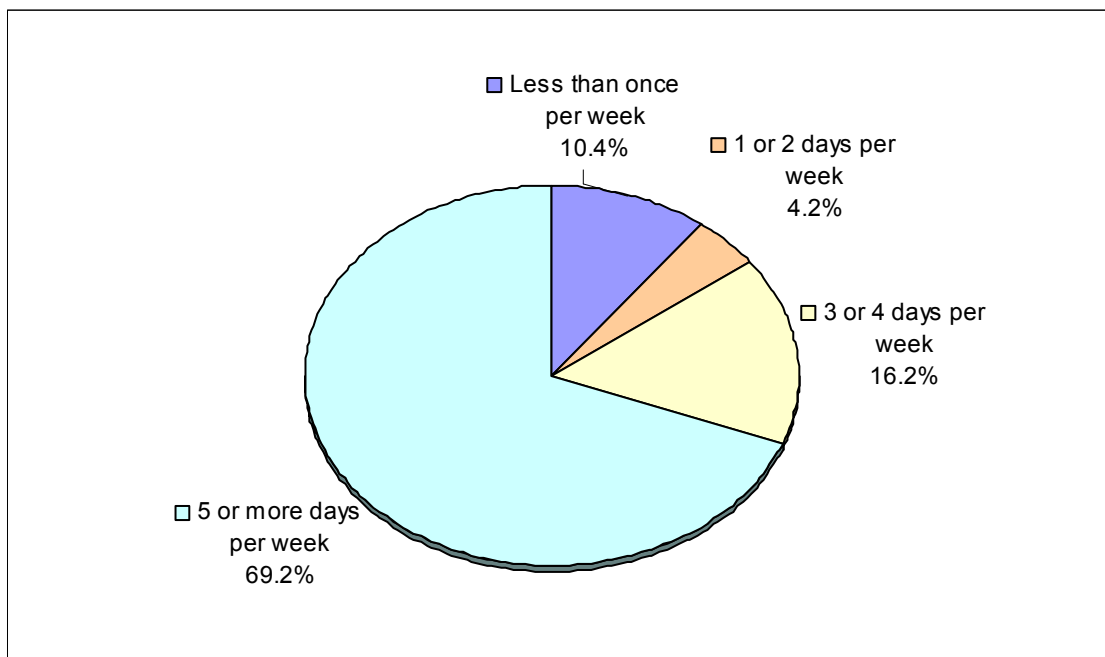
3.3.12 Cyclists are shown to have the quickest journeys, with 86% (89 out of 104) of journeys taking less than 15 minutes. Walking is also seen to be relatively quick, with 60% (358 out of 598) of journeys taking less than 15 minutes.

3.3.13 While the sample for car users is comparatively small, the results indicate that those that drive alone tend to have longer journeys than those that drive with passengers. However, those who travel as car passengers have comparatively long journeys.

Frequency of journey

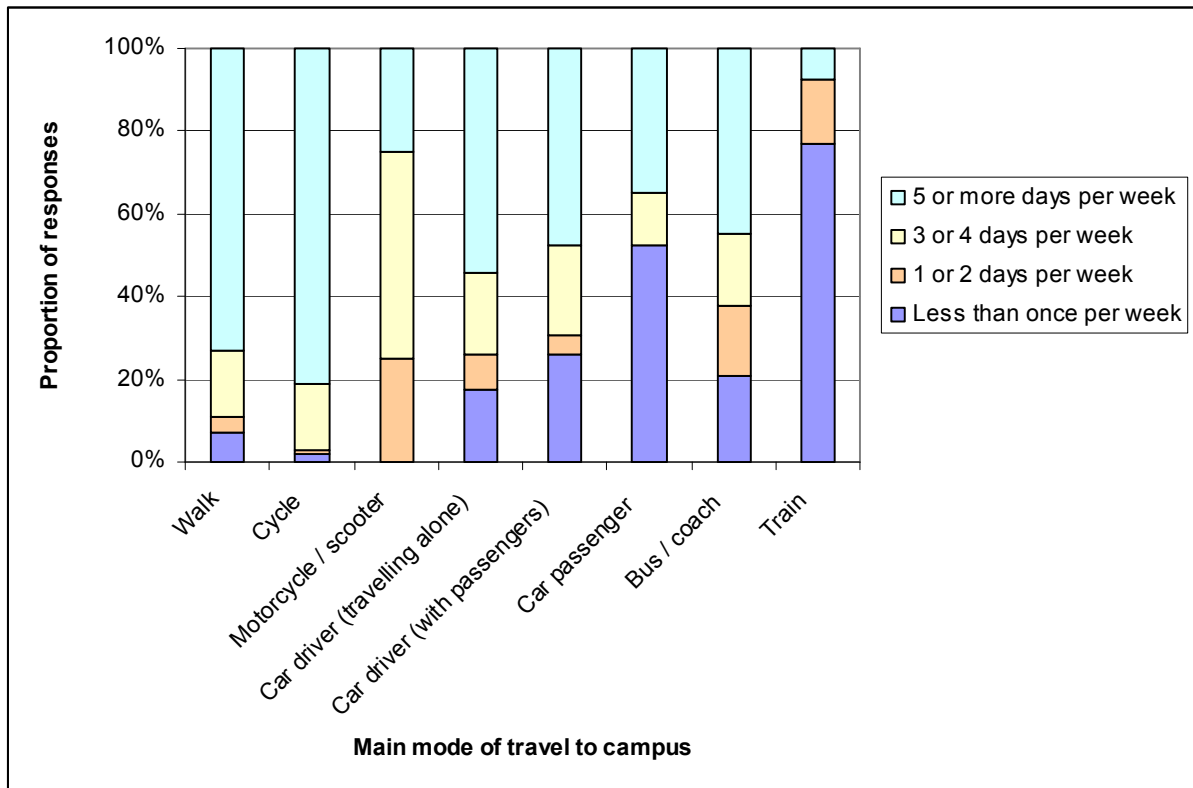
3.3.14 While University staff typically travel to the University 5 days a week, student travel patterns can vary considerably depending on their individual course and timetable. As such, students were asked how often they travel to the University. Responses are shown in Figure 3.4. 856 responses were given on this question.

Figure 3.4: Student frequency of travel to the University



- 3.3.15 The greatest proportion of students stated that they travel to the University 5 days or more per week, accounting for 69% (592 responses) of the total. This was followed by 16% of students that stated they travel to campus 3 or 4 days a week.
- 3.3.16 A considerable proportion of students, at just over 10% (89 responses) stating that they travel to campus less than once per week. Only 4% of students travel 1 or 2 days a week.
- 3.3.17 The relationship between main mode of travel and frequency of travel to campus is shown in Figure 3.5.

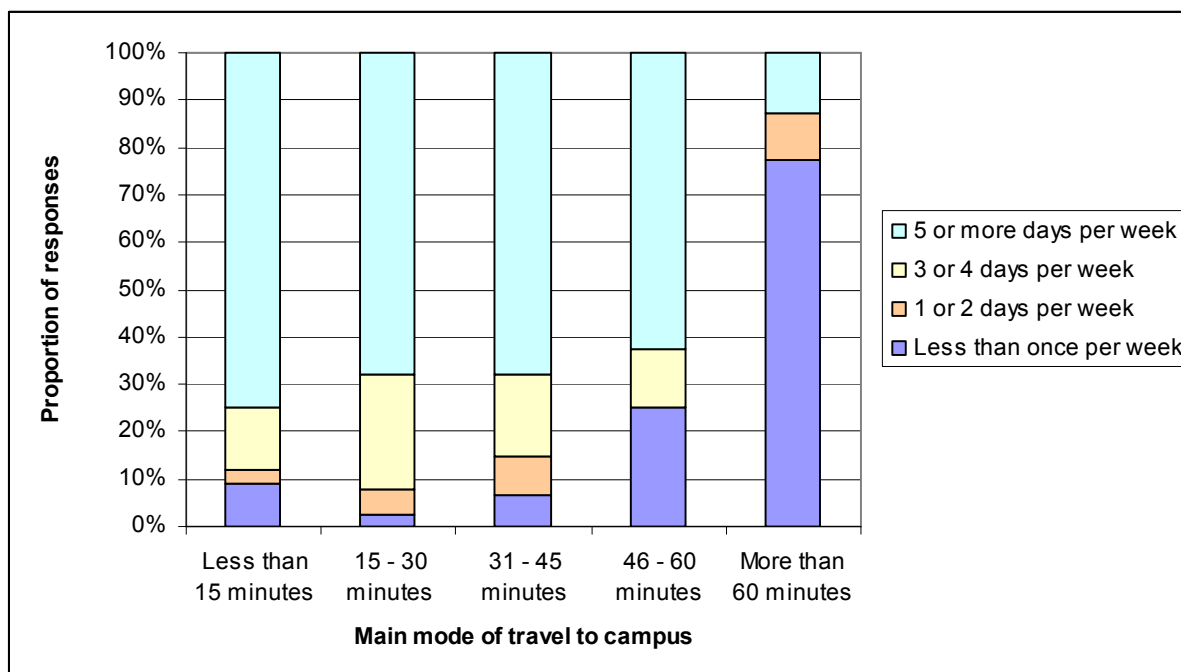
Figure 3.5: Student frequency of travel per main mode



3.3.18 The figure indicates that those who walk and cycle to campus travel to the University more frequently than those who travel by other modes.

3.3.19 The frequency of travel to the University compared to journey time is shown in the figure below.

Figure 3.6: Student frequency of travel per journey time



3.3.20 This figure closely resembles the previous figure, supporting the theory that those who travel most frequently to campus tend to live within relatively close proximity to campus to ensure that the amount of time spent travelling to the University is minimal.

3.4 Car use

Car ownership

3.4.2 All full-time students were asked if they kept a car in Loughborough. 817 responses were given for this question, with 200 (24%) stating that they did.

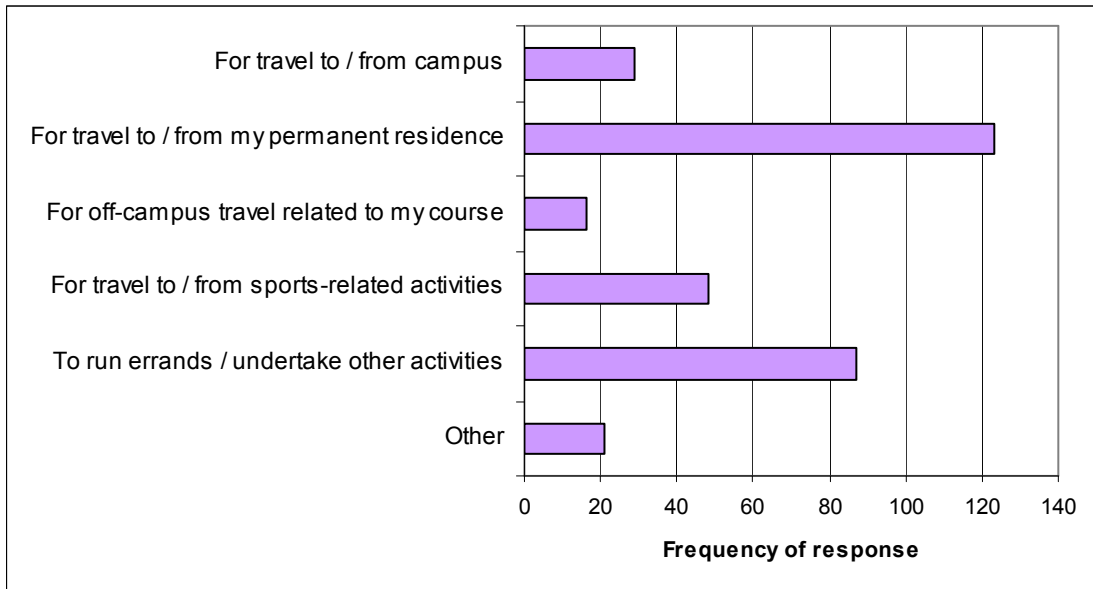
3.4.3 GIS plotting has been undertaken to demonstrate where car owners live in relation to non-car owners in terms of both their term time postcode and home postcodes. There is little pattern seen in relation to where students live during term time, however those living farther from the University are more likely to have a car than those living closest to the University.

3.4.4 There is also little pattern in whether or not students have a car in relation to their home postcodes. There is some general indication that students are less likely to have a car if their home time postcode is in a major urban area but this is not entirely definitive. Such a pattern could indicate that students are more likely to have a car if they are not able to travel home easily by rail. However, students living in seemingly inaccessible areas, such as Cornwall, Southwest Wales and in northern areas of Scotland, do not keep cars in Loughborough.

3.4.5 Distance does not appear to be a major indicator, with many of those living near Loughborough outside of term time keeping a car in Loughborough. Of course, those whose parents live closer to Loughborough may be more likely to travel home frequently, with a car being advantageous in facilitating this travel.

3.4.6 Students who keep a car in Loughborough were subsequently asked about their primary reasons for bringing a car. Students were able to choose multiple responses to this question, with responses shown in Figure 3.7.

Figure 3.7: Student reasons for having a car in Loughborough



3.4.7 The most frequently cited reason for bringing a car to Loughborough was for travel to / from students' permanent residence, with 123 responses. This was followed in popularity by students stating they used their car to run errands or undertake other activities unrelated to the University.

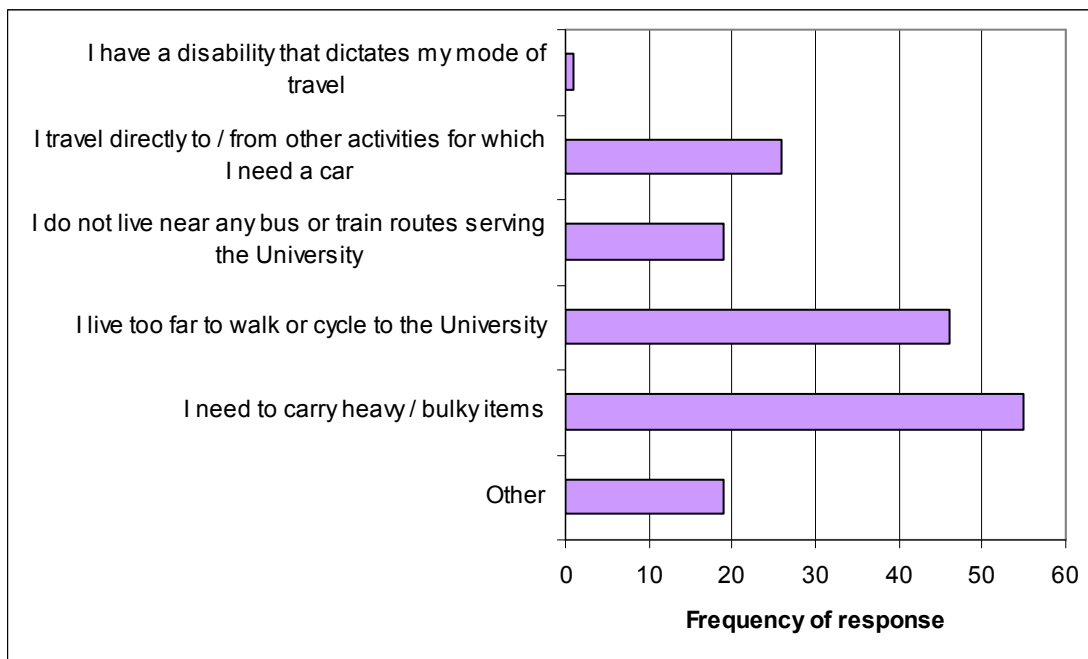
3.4.8 48 students stated they needed their car for travelling to / from sports-related activities, just under 30 for travel to / from the University and 16 for travel related to their course.

3.4.9 Of those that stated 'other', the most popular reason cited was that they used their car to visit friends and family in other cities.

Car travel to the University

3.4.10 Students that stated that they most frequently travel to the University by car were asked for their primary reasons for doing so. Students were allowed to choose more than one reason. Responses are shown in Figure 3.8.

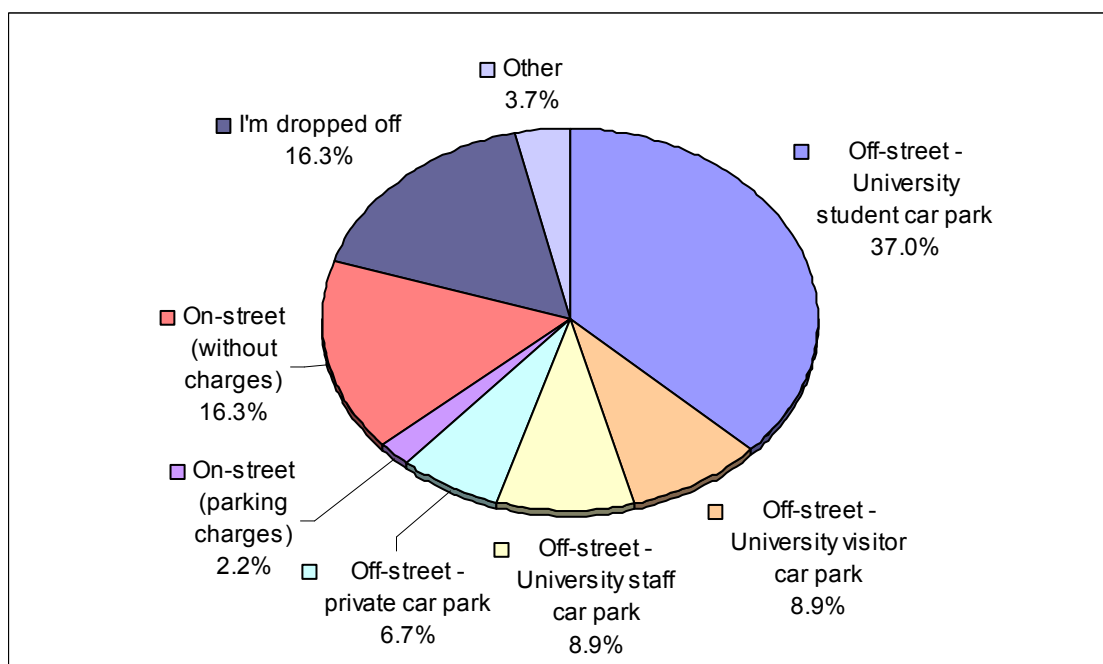
Figure 3.8: Student reasons for travelling to University by car



3.4.11 The most frequently cited reason for travelling by car to the University was the need to carry heavy or bulky items, followed by students stating that they live too far to walk or cycle.

3.4.12 Students that travel by car to the University were also asked where they parked when doing so. 135 responses were given to this question, with responses shown below.

Figure 3.9: Student parking location



- 3.4.13 The most frequently cited parking location was in a student car park at the University (37%, or 50 students), followed by students parking on-street without parking charges (16%, or 22 students) and students stating that they are dropped off (16%, or 22 students).
- 3.4.14 Interestingly, 9% of students stated that they typically park in visitor parking and a further 9% in a staff car park (12 students each).
- 3.4.15 Finally, students that drive to the University were asked if they held a University-issued student car parking permit. Only 60 responses were given, with 60% stating they did hold a permit and 40% stating that they did not.

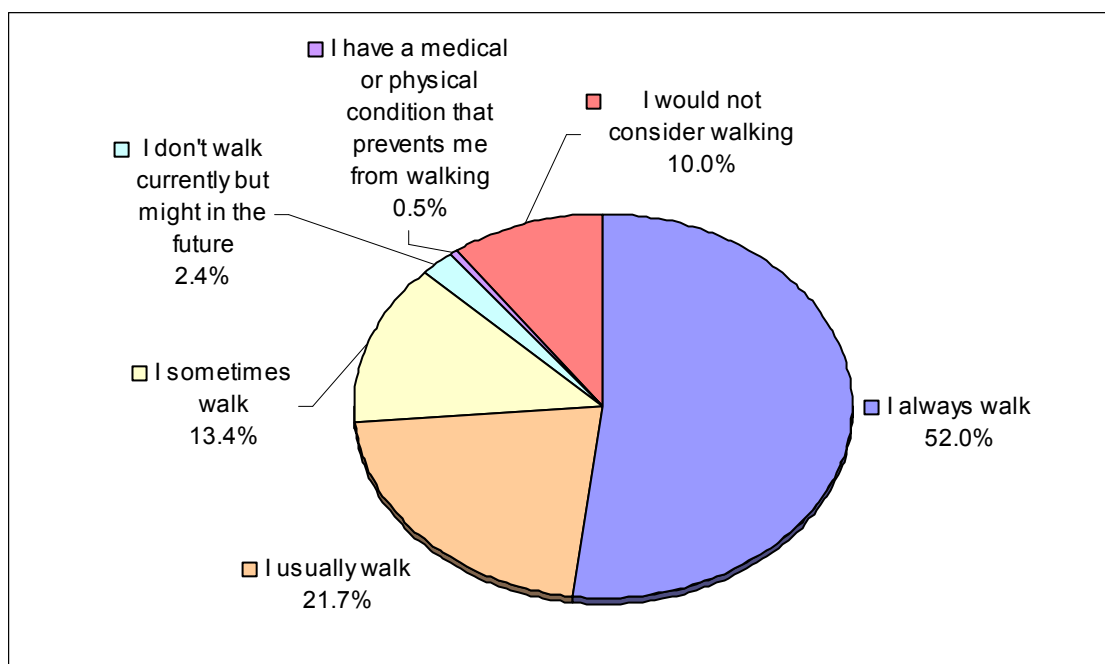
3.5 Travel by other modes

3.5.1 All respondents were asked to comment on their current use of ‘other’ modes – walking, cycling and public transport. As with staff, this section of the survey was designed to determine what the University could do to encourage and support students who already travel by these modes as well as those that might travel by them in the future.

Attitudes to walking

3.5.2 All students were asked if they currently walk, or could walk, for all or part of their journey to the University. A total of 837 responses were given, with responses shown in Figure 3.10, below.

Figure 3.10: Student attitudes to walking



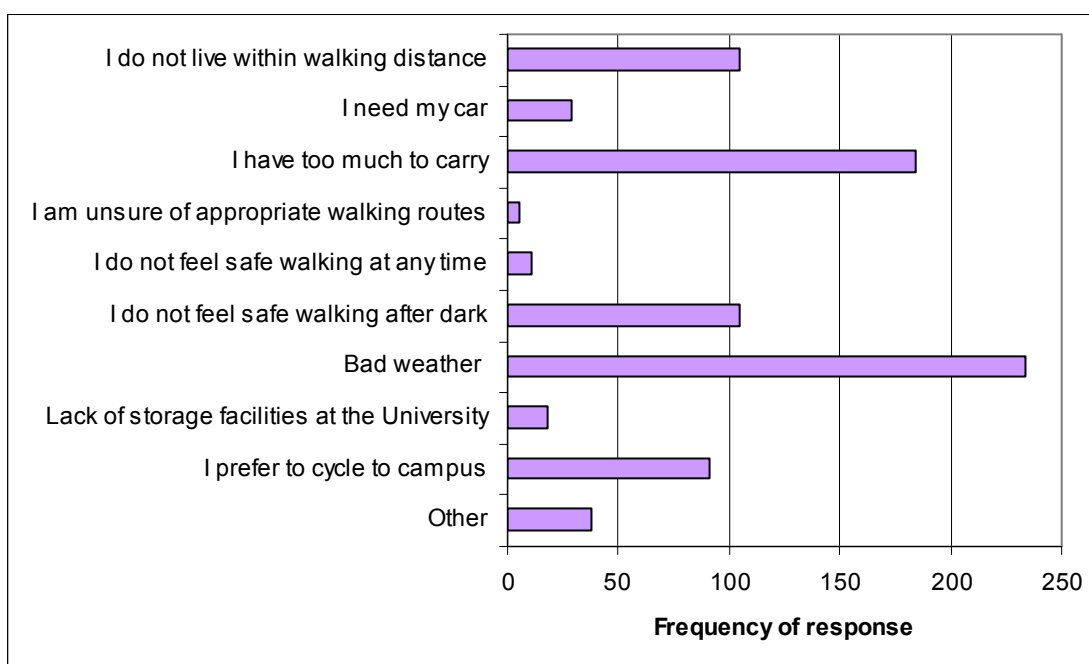
- 3.5.3 As would be expected based on the main modes of students, 74% of students stated that they always or usually walk for all or part of their journey to the University. A further 13% state that they sometimes walk.
- 3.5.4 Only 2% of students, or 20 respondents, stating that they don't currently walk but might in the future and 10% stated that they would not consider walking. These responses

indicate that there may not be considerable scope for encouraging new walkers, but instead it may be better to focus on encouraging occasional walkers to do so more often.

Barriers to walking

3.5.5 All students, with the exception of those that stated they always walk, were asked what they considered to be barriers to walking, or walking more, for all or part of their journey. Students were able to choose all barriers that they felt were applicable to them. Responses are shown below.

Figure 3.11: Student barriers to walking



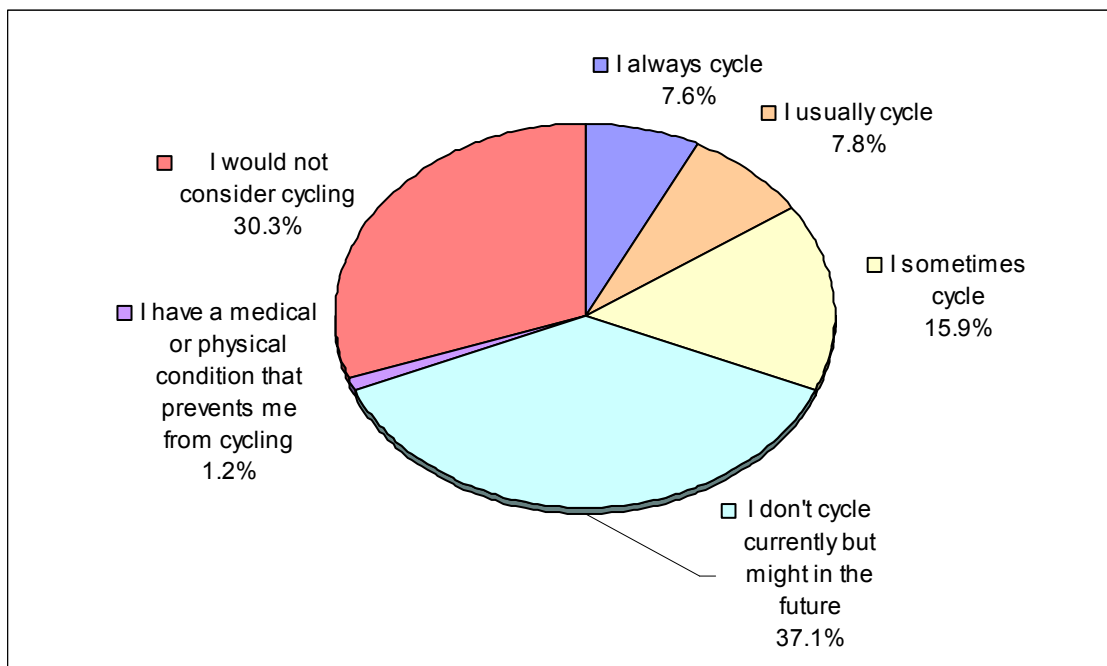
3.5.6 The most frequently cited barrier was bad weather, as cited by 234 students. The second most frequently cited barrier was that students have too much to carry (184 students). Safety was also a major concern amongst students, with 105 stating that they do not feel safe walking after dark.

3.5.7 Compared to staff responses, students were less likely to stated that they needed their car but more likely to stated safety concerns as a barrier. As students tend to live closer to campus than staff, distance was also less of a barrier to students.

Attitudes to cycling

3.5.8 All students were asked if they currently cycle, or could cycle, for all or part of their journey to the University. 816 responses were given to this question, with responses shown in Figure 3.12

Figure 3.12: Student attitudes to cycling

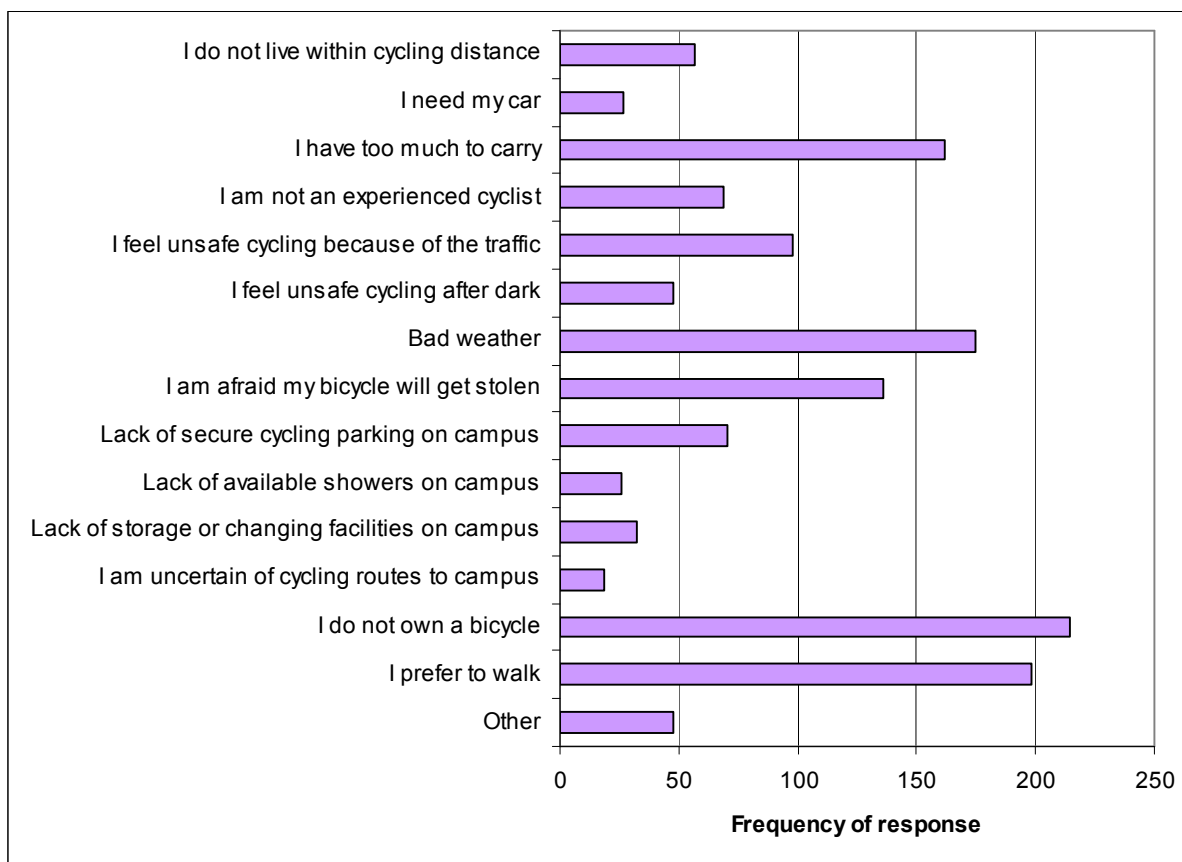


- 3.5.9 Again, roughly consistent with the results from the stated main mode of students, just over 15% (or 126) of students stated that they always or usually cycle for all or part of their journey to the University. A further 16% (130) stated that they sometimes cycle.
- 3.5.10 Over a third of students (37%, or 303) stated that they do not currently cycle but might in the future, and just under a third (30%, or 247) stated that they would not consider cycling.
- 3.5.11 It should be noted that as most students already walk to the University, a considerable proportion of responses to this question are from existing walkers. As such, much of the scope for increasing cycling may be from those already travelling by active modes.

Barriers to cycling

- 3.5.12 Students that do not always cycle were asked what they saw as barriers to cycling, or cycling more, for all or part of their journey to the University. Students were able to choose multiple responses, which are shown below.

Figure 3.13: Student barriers to cycling



3.5.13 Not owning a bicycle was the most frequently cited barrier, cited by 214 students, followed closely by students stating that they preferred to walk to campus (198 responses). As with walking, bad weather and having too much to carry were also frequently cited as barriers.

3.5.14 Safety was also a notable concern for students, with 136 stating that they fear their bicycle will get stolen, with a further 70 citing a lack of secure cycling parking on campus. 98 stated they felt unsafe cycling due to traffic levels and 48 feel unsafe cycling after dark.

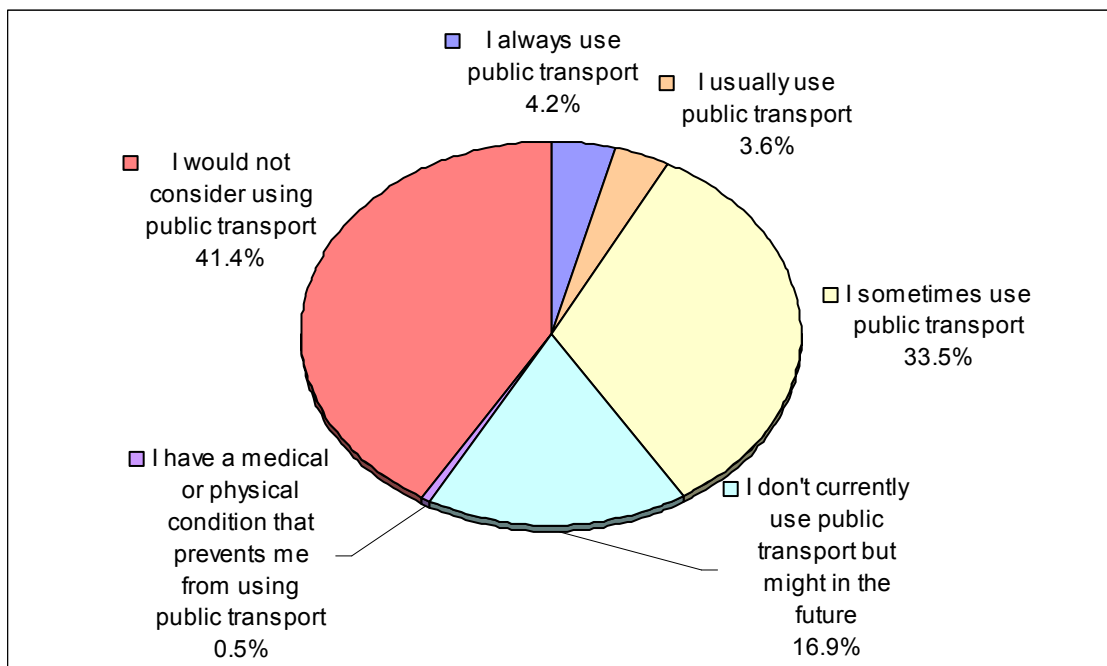
3.5.15 ‘Other’ responses varied considerably, and included one student citing ‘death’ as a barrier. More constructive responses included students stating they did not have anywhere to store their bicycle at their home and others stating that they had a bike but it was currently unusable as it required maintenance for brakes, punctures, etc.

3.5.16 Compared to staff responses, students were more likely to be concerned about their bicycle being stolen, less likely to state that they needed their car for any purpose and more likely to state not owning a bicycle as a barrier.

Attitudes to public transport

3.5.17 All students were asked if they currently use, or could use, public transport for all or part of their journey to the University. 810 responses were given, with responses shown below.

Figure 3.14: Student attitudes to public transport

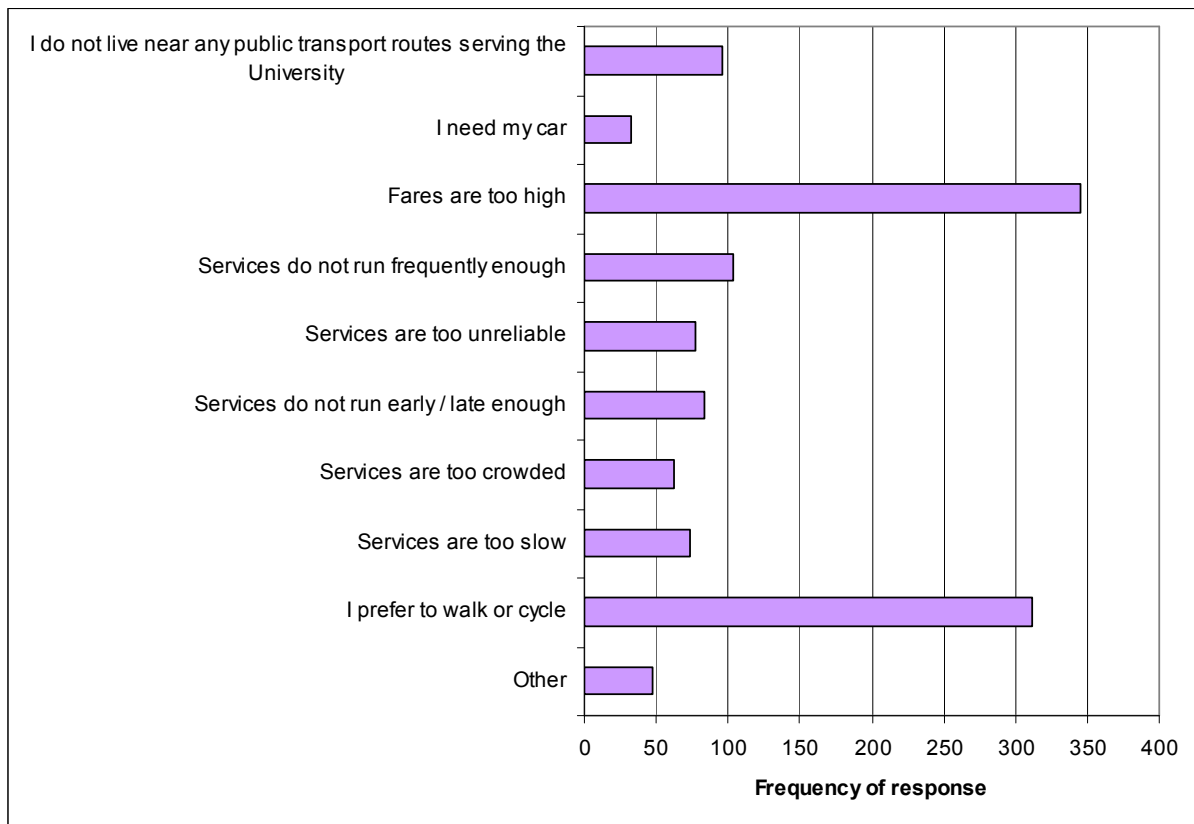


3.5.18 Only 8% of students always or usually use public transport (equating to 63 students), while 33% (271) sometimes use public transport. Just under 17% would consider using public transport in the future, while 41% stated that they would not.

Barriers to public transport

3.5.19 All students, with the exception of those that always use public transport, were asked what they considered to be barriers to using public transport, or using public transport more, for all or part of their journey to the University. Students were able to choose multiple responses, which are shown in Figure 3.15.

Figure 3.15: Student barriers to public transport



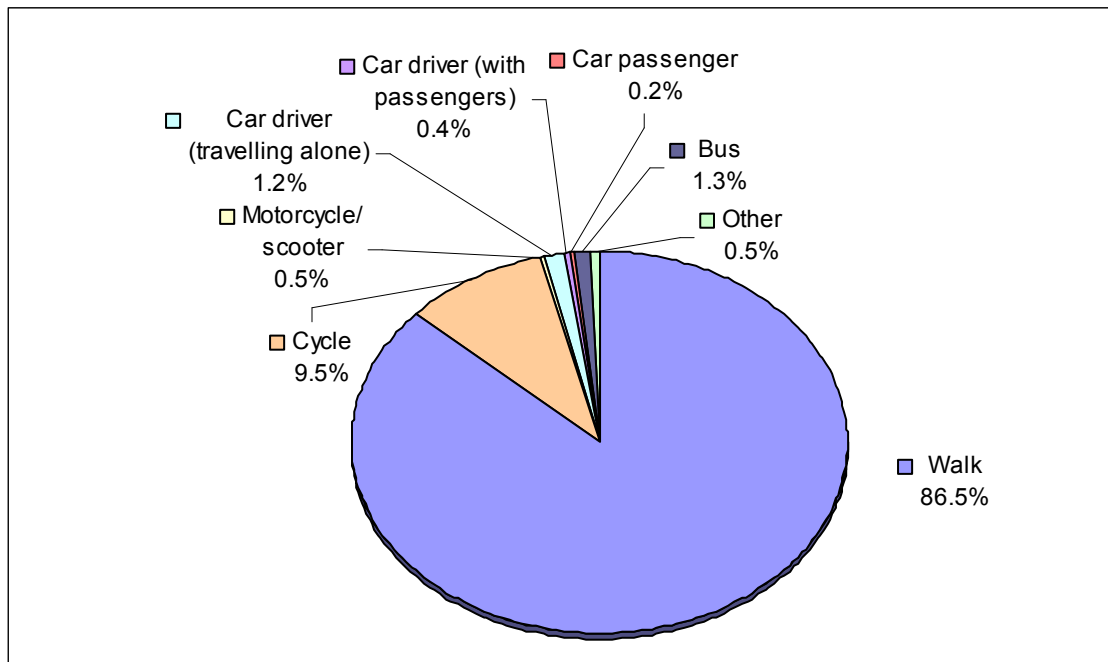
3.5.20 As can be seen, students have two primary barriers to using public transport: that fares are too high (345 responses) and that they prefer to walk or cycle (312 responses).

3.5.21 These same two barriers were also frequently cited by staff, however staff were more likely to cite other barriers in addition to these.

3.6 Travel across campus

3.6.1 All students were asked what mode of transport they most frequently use when travelling across campus during the course of the day. 855 responses were given on this question, with responses shown in Figure 3.16.

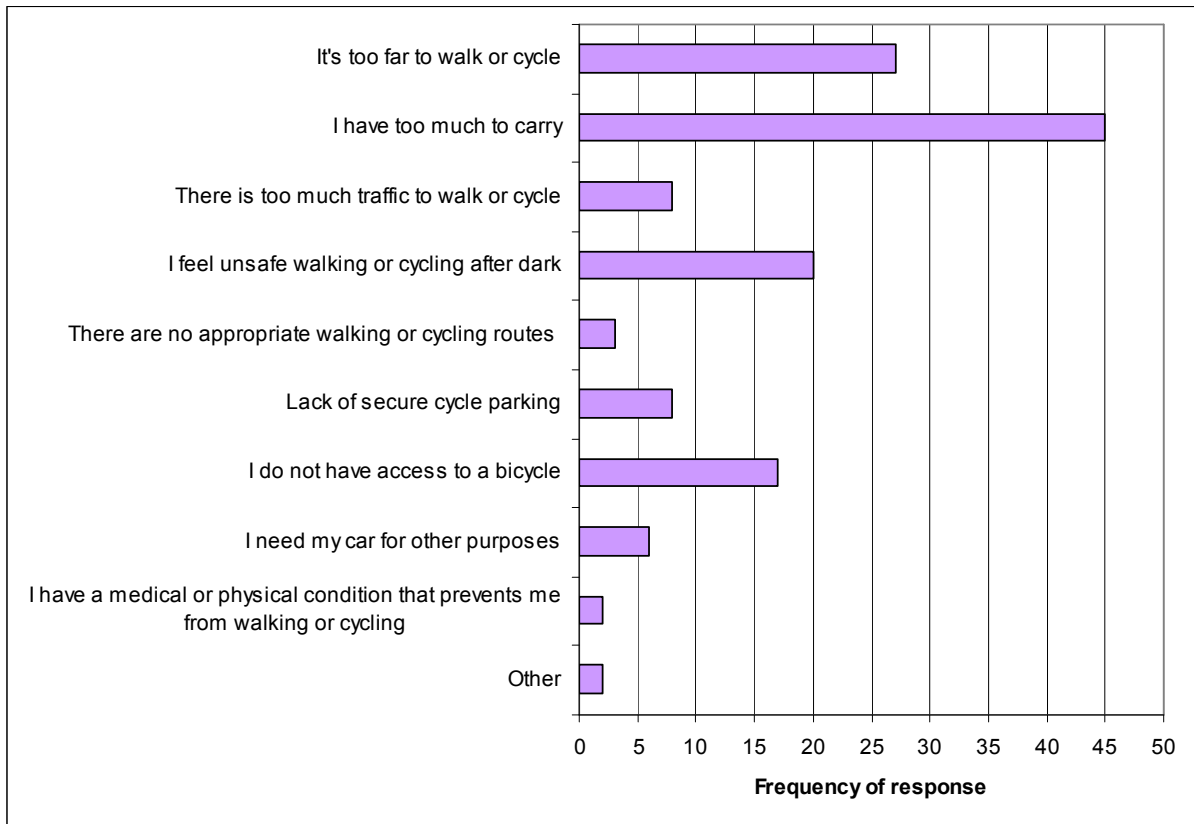
Figure 3.16: Student mode of travel across campus



3.6.2 96% of students currently walk or cycle when travelling across campus, with only 4% travelling by non-active modes.

3.6.3 Students that do not currently walk or cycle to travel across campus were subsequently asked what they saw as the barriers to do so. Students were able to choose multiple responses, which are shown Figure 3.17.

Figure 3.17: Student barriers to active travel across campus



3.6.4 The most frequently cited barriers were that students had too much to carry (45 responses), that it was too far to walk or cycle (27 responses) and that students felt unsafe walking or cycling after dark (20 responses).

4 Open responses

4.1 Introduction

- 4.1.1 The staff and student travel surveys both included three open questions, asking for staff and students to specify any parts of their walking routes or cycling routes that they felt required improvement, as well as asking respondents to provide any comments they had in regard to travel at the University in general.
- 4.1.2 There is considerable overlap between comments, and as such, instead of organising responses on a per question basis, responses are summarised below in terms of mode or geographical area.
- 4.1.3 A selection of open responses have been included in Appendix 5 (staff responses) and Appendix 6 (student responses). As there was considerable overlap between responses and others were vague or not of particular use, not all responses have been appended.

4.2 Staff

Car use

- 4.2.2 Unsurprisingly, staff seem to have strong opinions on car parking.
- 4.2.3 Staff that currently drive were more likely to comment on the perceived lack of car parking at the University, with some stating that they think existing car parking charges are too high and even some saying that they didn't think they should be charged at all.
- 4.2.4 Staff who usually walk, cycle or use public transport were more likely to state that they found it unfair that they were required to pay for parking passes when they only travel to campus occasionally, with those car trips generally based around a business need.
- 4.2.5 A number of comments were also made that there are no existing incentives for car sharers in terms of reduced car parking charges or preferential parking.
- 4.2.6 Overall, some car users made it very clear that they will continue to use their car as they consider it to be their only viable option while others stated simply that driving is currently such an easy option that they have trouble resisting.

Public transport

- 4.2.7 Most comments on public transport related to it being an unviable alternative. While many staff knew of public transport routes between their homes and the University, the comparative cost and travel times meant that these were very unattractive alternatives to the car.
- 4.2.8 A number of specific comments were made about the on-campus Kinch bus service. In general, comments concerned the frequency and reliability of these services, with staff stating they often ran earlier than scheduled, were not well coordinated with train times and were often overcrowded during peak times. In particular, staff stated that they did not run frequently enough outside of term times.
- 4.2.9 Bus service to Holywell Park was also frequently mentioned, with staff wanting the Kinch bus to continue serving the park outside of term time.
- 4.2.10 Staff would also like the Kinch bus to be cheaper, with the 'free' area being extended.

- 4.2.11 A considerable number of staff stated that there are not any viable public transport links between the University and Nottingham. At the same time, others specifically referenced the X9 bus that runs between Nottingham and Loughborough, with many commenting that they think the bus should run more frequently, stop nearer to campus and run later in the evenings. As many members of staff seem to be unaware of the route, it may be worthwhile to promote the route, and to raise these concerns with the bus operator.

Walking and cycling

- 4.2.12 A great number of responses were received from students and staff regarding possible improvements to walking and cycling routes to, from and within the University.
- 4.2.13 The following items were raised consistently by staff:
- Travel along University Road, particularly the pinch point in front of the library, as a dangerous area for cyclists. Many also stated that they think increased priority should be given to walkers and cyclists on campus in general.
 - J23 on the M1, as a concern for both walkers and cyclists.
 - Gates being closed on weekends restricting access to the University by walkers and cyclists.
 - New Ashby Road/Ashby Road, concern over traffic levels and some junctions, including University Roundabout.
 - The need for more separation between cyclists and pedestrians on Forest Road and Epinal Road.
 - Improved lighting is needed at a number of locations within the University.
 - There is general support for additional guidance on a 'best' route from Loughborough Rail Station to the University.
- 4.2.14 The upkeep of paths and cycle routes was also mentioned by both walkers and cyclists, both on and off campus.

4.3 Students

Car use

- 4.3.2 Compared to staff, relatively few students commented on car use. Nonetheless, several students did state that they would like easier access to the library, primarily in the evenings and on weekends.

Public transport

- 4.3.3 Students have two primary issues with the on-campus bus service: cost and running times. Many students would like bus travel to be free on campus or have discounted tickets available, such as monthly or yearly passes.
- 4.3.4 As with staff, many students stated that they would like the buses to run more frequently outside of term times. Students also frequently stated that they would like to see the buses run later into the evenings, particularly during exam periods when students are most likely to be at the library until late.

Walking and cycling

- 4.3.5 The most frequently requested improvement was to have the path over the mound by the swimming pool paved and made into a 'real' path. This recommendation was sought by a large number of students, indicating that the path is widely used by students in its existing form, however, it can apparently be slippery when the ground is wet.

- 4.3.6 Students also requested that a variety of gates be left open to increase accessibility.
- 4.3.7 Cyclists were concerned with cycle racks and security while on campus, as well as cycle routes in the surrounding area, including Ashby Road, Forest Road and Radmoor Road.

5 Recommendations

5.1 Review of survey findings

- 5.1.1 Analysis of the staff survey results found that 56% of all staff currently drive a car alone to work, while 14% walk and 11% cycle.
- 5.1.2 Walking is the predominant mode of travel for those travelling less than a mile to the University. For all distances above 1 mile, car driver (travelling alone) is the predominant travel mode.
- 5.1.3 The lack of a viable alternative was the most frequently cited reason for car use, with staff stating that they either live too far to walk or cycle to the University, that they do not live near any bus or train routes serving the University, or both. Needing their car to run errands outside of work was also cited frequently as a reason for car use, and was also cited as barrier to car sharing, alongside staff stating that they could not car share because they cannot predict their work start and finish times.
- 5.1.4 There are currently quite a few staff living within 5 miles of the University stating that they 'sometimes' walk or 'sometimes' cycle, with a considerable proportion of these staff stating that they don't cycle currently but might in the future. Overall, the responses indicate that there is considerable scope for increasing the number of staff walking and cycling to the University by encouraging those that sometimes travel by these modes to do so more often and encouraging those that have considered using these modes to do so at least on an occasional basis.
- 5.1.5 Staff showed strong support for the introduction of covered cycle parking and secure cycle parking, followed by the installation of additional shower facilities.
- 5.1.6 Public transport is not a commonly used main mode for staff travelling to the University, with the lack of viable routes, high fares and the infrequency of services the most cited barriers. Staff were particularly vocal about the on-campus bus service, and would like to see it running more frequently outside of term time and to serve Holywell Park during these periods as well.
- 5.1.7 Only a small proportion of staff travel off campus very regularly for business travel, with most staff either never travelling on business or doing so less than once a month. 39% of staff stated that they primarily travel by car (alone) when undertaking business travel with 35% travelling by train.
- 5.1.8 The responses from the student survey indicate that most students currently travel to the University by active modes, with 71% walking to campus and 12% cycling. Only 5% travel by car alone and a further 6% car share, as either driver or passenger.
- 5.1.9 In total, 24% of full-time students stated that they currently keep a car in Loughborough. Travel to and from their permanent residence was the most frequently cited reason for having a car in Loughborough, following by using the car to run errands and undertake other activities unrelated to the University.
- 5.1.10 When students do drive to campus, only 18% stated that they park on-street, with most instead parking in a University car park.
- 5.1.11 While most students currently walk or cycle to the University, there is some scope for increasing this figure, with 13% of students stating that they sometimes walk, 16% stating that they sometimes cycle and 37% stating that they might cycle in the future. However, most new student cyclists would be expected to be existing walkers.

- 5.1.12 While not many students travel regularly to the University by public transport, it is used as a 'back-up' mode by a considerably proportion of students, with 34% stating they sometimes use public transport. High fares are the most frequently cited barrier to using public transport.

5.2 Recommendations for further action

- 5.2.1 The University is currently actively encouraging and promoting active travel amongst both staff and students through the University's Travel Plan, the 'It's Better Off' programme and related interventions.
- 5.2.2 The survey findings indicate that there is scope for further increasing the uptake of walking and cycling to campus, particularly for occasional use.
- 5.2.3 The existing car park charging system does not encourage staff or students to use different modes on different days. It is advisable that the University review their current car parking management system, exploring the feasibility of daily charging or similar schemes.
- 5.2.4 Encouraging staff to think about their mode of travel on a daily basis should make them more receptive to travel plan initiatives, including those promoting walking and cycling as well as car sharing.
- 5.2.5 Travel plan awareness schemes should emphasise the benefit of using alternate modes even if only once a week.
- 5.2.6 Both walking and cycling can be supported on campus by reviewing and upgrading parts of the pedestrian and cycling networks, ensuring that the University is a safe place for both staff and students to walk or cycle.
- 5.2.7 The University should investigate producing a cycle map showing recommended routes to the University from surrounding areas. The existing map, produced by Leicestershire County Council, shows existing designated cycle routes but as these are for the most part not continuous routes, they may not be of particular use to many members of staff. Cycle maps should show times as well as distances.
- 5.2.8 The University should also continue its investment in cycling infrastructure on campus by installing covered, secure cycle parking facilities that are in turn advertised to staff and students.
- 5.2.9 While not many students currently drive to the University, the University is under continued pressure to reduce the number of students parking in residential areas surrounding the University. It's not possible to completely ban students from owning a car and driving to the University in absence of controlled parking zones, however the University can continue to discourage students from doing so. Reviewing the current exclusion zone for student permits would be beneficial, as the most commonly cited reason for driving to the University was the need to carry heavy or bulky items and not distance.
- 5.2.10 Both staff and students would like to see services on the Kinch bus improved, with increased frequency during holiday time and services later into the evenings. Extending the service to Holywell Park outside of term time would also be beneficial, primarily to staff.
- 5.2.11 Overall, the University is clearly making strides in supporting sustainable travel to and from the University. The results of this travel survey will be able to support existing schemes and help identify target markets for future campaigns.

Appendix 1

Staff travel survey, LimeSurvey

Loughborough University Staff Travel Survey 2010

Loughborough University is committed to creating a healthy campus accessible to all staff, students and visitors. We are currently in the process of updating the University's Travel Plan as well as reviewing several key University policies. As part of this process, we need to create an accurate picture of how staff currently travel to the University, why they travel in this way and what the University can do to encourage and support healthy, sustainable travel to and from campus.

All responses will be kept anonymous. Entry information for the prize draw is stored separately from survey responses and postcodes are requested to enable mapping of survey responses only.

Your response is important to us and we appreciate you taking the time to complete this survey.

There are 42 questions in this survey

Your journey to work

1 [J1]What is the main mode of transport you use for your journey to work? *

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

- Walk
- Cycle
- Motorcycle / scooter
- Car driver (travelling alone)
- Car driver (with passengers)
- Car passenger
- Bus / coach
- Train
- Taxi
- Work from home
- Other

If you travel by more than one mode, please state the mode that you use to travel the **greatest distance**. If you regularly travel by different modes, please state the mode you use **most often**.

2 [J2]How long does it take you to travel to work? *

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

- Less than 15 minutes
- 15 - 30 minutes

- 31 - 45 minutes
- 46 - 60 minutes
- More than 60 minutes

When undertaking your typical journey, as stated above, **during term time**.

3 [J3]How far do you live from the University? *

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

- Less than 1 mile
- 1 - 2 miles
- 2.1 - 5 miles
- 5.1 - 10 miles
- More than 10 miles

4 [J4]What is your full postcode? (To be used for mapping purposes only)

Please write your answer here:

5 [J5]Where in the University do you work? (If you work at multiple sites, please select the location at which you spend the most time). *

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

- East Park
- Central Park
- Village Park
- West Park
- SportPark
- Holywell Park
- Loughborough Park
- Off-campus sites
- Other

Campus map available [here](#).

6 [J5a] If you are based at SportPark, for which organisation do you work? *

Only answer this question if the following conditions are met:

° Answer was 'SportPark' at question '5 [J5]' (Where in the University do you work? (If you work at multiple sites, please select the location at which you spend the most time).)

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

- Wheelchair Basketball
- Leicestershire & Rutland County Sports Partnership
- ASA
- Youth Sport Trust
- Volleyball England
- UK Talent Team
- ECB
- ISRM
- Other

Travelling to the University by car

7 [C1]What are your primary reasons for using a car for all or part of your journey to the University? *

Only answer this question if the following conditions are met:

° Answer was 'Car driver (travelling alone)' or 'Car driver (with passengers)' or 'Car passenger' at question '1 [J1]' (What is the main mode of transport you use for your journey to work?)

Please choose **all** that apply:

- I have a disability that dictates my mode of travel
- I need a car to perform my job
- I work unsocial hours (between 1900 and 0700)
- I have caring responsibilities for a spouse or other relative
- I have childcare responsibilities for children under 12 years old
- I do not live near any bus or train routes serving the University
- I live too far to walk or cycle to the University
- I use my car to run other errands outside of working hours
- Other:

8 [C2a]If you car share currently, which of the following best describes your primary car share partner?

Only answer this question if the following conditions are met:

° Answer was 'Car driver (with passengers)' or 'Car passenger' at question '1 [J1]' (What is the main mode of transport you use for your journey to work?)

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

- Another University employee
- Other adult, non-University employee
- Children

9 [C2b]If you do not currently car share, which of the following do you consider as barriers to doing so?

Only answer this question if the following conditions are met:

° Answer was 'Car driver (travelling alone)' at question '1 [J1]' (What is the main mode of transport you use for your journey to work?)

Please choose **all** that apply:

- I cannot predict my work start / finish times
- I work shifts that change frequently
- I do not know anyone to car share with
- I do not feel comfortable sharing my vehicle
- I typically run errands on my way to or from work
- Other:

10 [C3]Are you aware of, or are you a member of the University car-sharing database, Loughboroughshare?

Only answer this question if the following conditions are met:

° Answer was 'Car driver (travelling alone)' or 'Car driver (with passengers)' or 'Car passenger' at question '1 [J1]' (What is the main mode of transport you use for your journey to work?)

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

- Yes, I am aware and I am a member
- Yes, I am aware but am not a member
- No, I am not aware of it

Travelling to the University by other modes

11 [O1] Do you, or could you, walk for all or part of your journey to the University? *

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

- I always walk
- I usually walk
- I sometimes walk
- I don't walk currently but might in the future
- I have a medical or physical condition that prevents me from walking
- I would not consider walking

12 [O2] Which of the following do you consider as barriers to walking, or walking more, for all or part of your journey?

Only answer this question if the following conditions are met:

° Answer was 'I sometimes walk' or 'I don't walk currently but might in the future' or 'I would not consider walking' or 'I usually walk' at question '11 [O1]' (Do you, or could you, walk for all or part of your journey to the University?)

Please choose **all** that apply:

- I do not live within walking distance
- I need my car for work purposes
- I need my car for non-work purposes
- I have too much to carry
- I do not feel safe walking at any time
- I do not feel safe walking after dark
- I am unsure of appropriate walking routes
- Bad weather
- Lack of facilities at work
- I prefer to cycle to work
- Other:

13 [O3] Please tell us about any specific parts of your walking route (paths, junctions, etc.) which if improved

would make it shorter, safer or easier for you to walk to the University. Please give as much detail as possible.

Only answer this question if the following conditions are met:

----- Scenario 1 -----

Answer was 'I sometimes walk' or 'I don't walk currently but might in the future' or 'I always walk' or 'I usually walk' at question '11 [O1]' (Do you, or could you, walk for all or part of your journey to the University?)

----- or Scenario 2 -----

Answer was at question '12 [O2]' (Which of the following do you consider as barriers to walking, or walking more, for all or part of your journey?)

----- or Scenario 3 -----

Answer was at question '12 [O2]' (Which of the following do you consider as barriers to walking, or walking more, for all or part of your journey?)

Please write your answer here:

14 [O4]Do you, or could you, cycle for all or part of your journey to the University? *

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

- I always cycle
- I usually cycle
- I sometimes cycle
- I don't cycle currently but might in the future
- I have a medical or physical condition that prevents me from cycling
- I would not consider cycling

15 [O5]Which of the following do you consider as barriers to cycling, or cycling more, for all or part of your journey?

Only answer this question if the following conditions are met:

° Answer was 'I sometimes cycle' or 'I don't cycle currently but might in the future' or 'I would not consider cycling' or 'I usually cycle' at question '14 [O4]' (Do you, or could you, cycle for all or part of your journey to the University?)

Please choose **all** that apply:

- I do not live within cycling distance
- I need my car for work purposes
- I need my car for non-work purposes
- I have too much to carry
- I am not an experienced cyclist
- I feel unsafe cycling because of the traffic
- I feel unsafe cycling after dark
- Bad weather
- I am afraid my bicycle will get stolen
- Lack of secure cycle parking at work
- Lack of showers at work
- Lack of storage or changing facilities at work
- I am uncertain of cycling routes to work
- I do not own a bicycle
- I prefer to walk
- Other:

16 [O5a]

Please rank your choices for the improvements you would like to see for cyclists at your Park (please rank any / all that apply):

Only answer this question if the following conditions are met:

° Answer was 'I usually cycle' or 'I always cycle' or 'I sometimes cycle' or 'I don't cycle currently but might in the future' at question '14 [O4]' (Do you, or could you, cycle for all or part of your journey to the University?)

Please number each box in order of preference from 1 to 9

- More cycle parking of any kind
- Covered cycle parking
- Cycle parking in a secure area
- Bike bins (individual bike lockers)
- Lockers for clothing or equipment
-

Showers

Changing facilities

Drying facilities for clothing

Hair dryers

17 [O6] Please tell us about any specific parts of your route (roads, junctions, etc.) which if improved would make it shorter, safer or easier for you to cycle to the University. Please give as much detail as possible.

Only answer this question if the following conditions are met:

----- Scenario 1 -----

Answer was 'I sometimes cycle' or 'I always cycle' or 'I don't cycle currently but might in the future' or 'I usually cycle' at question '14 [O4]' (Do you, or could you, cycle for all or part of your journey to the University?)

----- or Scenario 2 -----

Answer was at question '15 [O5]' (Which of the following do you consider as barriers to cycling, or cycling more, for all or part of your journey?)

----- or Scenario 3 -----

Answer was at question '15 [O5]' (Which of the following do you consider as barriers to cycling, or cycling more, for all or part of your journey?)

Please write your answer here:

18 [O7] Are you aware of, or have you used the University's 'Get on yer bike!' cycle to work scheme to purchase a discounted bicycle?

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

Yes, I am aware and have used the scheme

- Yes, I am aware but have not used the scheme
- No, I am not aware of the scheme

19 [O8] Do you, or could you, use public transport for all or part of your journey to work? *

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

- I always use public transport
- I usually use public transport
- I sometimes use public transport
- I don't currently use public transport but might in the future
- I have a medical or physical condition that prevents me from using public transport
- I would not consider using public transport

20 [O9] Which of the following do you consider as barriers to using public transport, or using public transport more, for all or part of your journey?

Only answer this question if the following conditions are met:

° Answer was 'I sometimes use public transport' or 'I don't currently use public transport but might in the future' or 'I would not consider using public transport' or 'I usually use public transport' at question '19 [O8]' (Do you, or could you, use public transport for all or part of your journey to work?)

Please choose **all** that apply:

- I do not live near any public transport routes serving the University
- I need my car for work purposes
- I need my car for non-work purposes
- Fares are too high
- Services do not run frequently enough
- Services are too unreliable
- Services do not run early / late enough
- Services are too crowded
- Services are too slow
- I prefer to walk or cycle
- Other:

About your job

21 [W1] Which of the following best describes your working pattern?

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

- Full time - all year
- Full time - term time only
- Part time - all year
- Part time - term time only
- Other

22 [W2] Do you work regular hours, flexible hours or shifts?

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

- Regular hours
- Flexible / irregular hours
- Shifts

23 [W3] What time do you usually arrive and depart from work? If you work shifts, please list typical start and finish times. (Please use 24 hour format, i.e. 0700 or 1800)

Please write your answer(s) here:

Arrive

Depart

24 [W4] What mode of transport do you most frequently use when travelling across campus during the course of the day?

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

- Walk
- Cycle
- Motorcycle / scooter
- Car driver (travelling alone)
- Car driver (with passengers)
- Car passenger
- Bus
- Other

25 [W5]What do you see as the primary barriers to walking or cycling when travelling across campus?

Only answer this question if the following conditions are met:

° Answer was 'Motorcycle / scooter' or 'Car driver (travelling alone)' or 'Car driver (with passengers)' or 'Car passenger' or 'Bus' at question '24 [W4]' (What mode of transport do you most frequently use when travelling across campus during the course of the day?)

Please choose **all** that apply:

- It's too far to walk or cycle
- I have too much to carry
- There is too much traffic to walk or cycle
- I feel unsafe walking or cycling after dark
- There are no appropriate walking or cycling routes
- Lack of secure cycle parking
- I do not have access to a bicycle
- I need my car for other purposes
- I have a medical or physical condition that prevents me from walking or cycling
- Other:

26 [W6]How often do you travel off-campus on work business? *

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

- Never
- Less than once a month

- Between once per week and once per month
- Once per week
- More than once per week

27 [W7]What is the main mode of travel you use when travelling on business? *

Only answer this question if the following conditions are met:

° Answer was NOT 'Never' at question '26 [W6]' (How often do you travel off-campus on work business?)

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

- Walk
- Cycle
- Motorcycle / scooter
- Car driver (travelling alone)
- Car driver (with passengers)
- Car passenger
- Bus / coach
- Train
- Taxi
- Plane
- Other

28 [W8]If you undertake business travel, do you:

Only answer this question if the following conditions are met:

° Answer was NOT 'Never' at question '26 [W6]' (How often do you travel off-campus on work business?)

Please choose the appropriate response for each item:

	Yes	Uncertain	No
Have access to a pool car?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Use a hire car?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Would access to a pool car during the day mean you could leave your car at home?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

About you

29 [A1] Please indicate your gender

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

- Female
- Male

30 [A2] Please indicate your age group.

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

- Under 18
- 18-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65 or over

31 [A3] Do you have a disability that affects your travel options?

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

- Yes
- No

32 [A3a] Are you part of a Blue Badge scheme?

Only answer this question if the following conditions are met:

° Answer was 'Yes' at question '31 [A3]' (Do you have a disability that affects your travel options?)

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

- Yes
- No

33 [A4]Do you have any comments that you would like to make related to travel at Loughborough University? All comments will be kept anonymous.

Please write your answer here:

Physical activity

The following questions relate to your general health and the amount of physical activity you currently undertake during the course of a normal week. This information will be used to contribute to research currently being undertaken by the School of Sport, Exercise and Health Sciences. All questions in this section are optional.

34 [PA1] Would you say that for someone of your age your own health in general is:

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

- Excellent
- Very good
- Good
- Fair
- Poor
- Very poor

35 [PA2] In the past week, on how many days have you done a total of 30 minutes or more of physical activity, which was enough to raise your breathing rate? (*This may include sport, exercise and brisk walking or cycling for recreation or to get to and from places, but should not include housework or physical activity that may be part of your job.*)

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

- 0
- 1
- 2
- 3
- 4
- 5
- 6
- 7

36 [PA3] We would like to know the type and amount of physical activity involved in your work. Please select the

option that best corresponds with your job.

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

- Sedentary - spend most of time sitting
- Standing - spend most of time standing or walking
- Manual work - involves some physical effort
- Heavy manual work - very vigorous physical activity

37 [PA4]How much time do you spend sitting while at work, home, while doing course work and during leisure time on an average weekday? This may include time spent sitting at a desk, visiting friends, sitting in a car/bus/train, reading or sitting or watching television.

Please write your answer(s) here:

Hours

Minutes

38 [PA5]Using the same criteria as above, how much time do you usually spend sitting on a weekend day?

Please write your answer(s) here:

Hours

Minutes

39 [PA6]How much do you weigh in light indoor clothes?

Please write your answer(s) here:

Stones and lbs

Kilograms

40 [PA7]How tall are you without shoes on?

Please write your answer(s) here:

Feet and inches

Metres

Centimetres

41 [PA8]

The University is currently undertaking a number of research projects related to travel to, from and across campus. If you would be interested in participating or would like to receive additional information about these, please tick the box below and you will be contacted via the e-mail address provided in the prize draw section.

Please choose **all** that apply:

I would like more information

Prize draw

42 [P1]To thank you for participating in the survey, the University is offering a prize draw of 3 £100 high street gift cards to staff.

Please note that any personal information provided will be used for purposes of the prize draw only. Your responses to the survey will remain anonymous.

If you would like to be entered into the prize draw, please enter your details below.

Please write your answer(s) here:

Name

Email

Submit your survey.
Thank you for completing this survey.

Appendix 2

Staff travel survey, paper copy

Loughborough University is committed to creating a healthy campus accessible to all staff, students and visitors. We are currently in the process of updating the University's Travel Plan as well as reviewing several key University policies. As part of this process, we need to create an accurate picture of how staff currently travel to the University, why they travel in this way and what the University can do to encourage and support, healthy, sustainable travel to and from campus.

Your response is important to us and we appreciate you taking the time to complete this survey. To say thank you, the University is offering a prize draw of 3 £100 high street vouchers to staff who take part.

All responses will be kept anonymous. Entry information for the prize draw is stored separately from survey responses and postcodes are requested to enable mapping of survey responses only.

Section 1: Your journey to work

1. What is the main mode of transport you use for your journey to work? *(If you travel by more than one mode, please state the mode you use to travel the **greatest distance**. If you regularly travel by different modes, please state the mode you use **most often**.)*

- Walk
- Cycle
- Motorcycle / scooter
- Car driver (travelling alone)
- Car driver (with passengers)
- Car passenger
- Bus / coach
- Train
- Taxi
- Work from home
- Other (Please specify) _____

2. How long does it take you to travel to work? *(When undertaking your typical journey, as stated above, during term time?)*

- Less than 15 minutes
- 15 - 30 minutes
- 31 - 45 minutes
- 46 - 60 minutes
- More than 60 minutes

3. How far do you live from the University?

- Less than 1 mile
- 1 - 2 miles
- 2.1 - 5 miles
- 5.1 - 10 miles
- More than 10 miles

4. What is your full term time home postcode? *(To be used for mapping purposes **only**)*

Term time postcode: _____

Section 1, continued

5. Where in the University do you work? (If you work at multiple sites, please select the location at which you spend the most time.)

- East Park
- Central Park
- Village Park
- West Park
- Sport Park
- Holywell Park
- Loughborough Park
- Off-campus sites
- Other (Please specify) _____

5a. If you are based at Sport Park, for which organisation do you work?

- Wheelchair Basketball
- Leicestershire & Rutland County Sports Partnership
- ASA
- Youth Sport Trust
- Volleyball England
- UK Talent Team
- ECB
- ISRM
- Youth Sport Trust
- Other (Please specify) _____

Section 2: Travelling to the University by car

Section 2 is for staff who stated in question 1 that they travel to work by car (as driver or passenger). If you do not travel by car for any part of your journey, please proceed to Section 3.

1. What are your primary reasons for using a car for all or part of your journey to the University?

- I have a disability that dictates my mode of travel
- I need a car to perform my job
- I work unsocial hours (between 1900 and 0700)
- I have caring responsibilities for a spouse or other relative
- I have caring responsibilities for children under 12 years old
- I do not live near any bus or train routes serving the University
- I live too far to walk or cycle to the University
- I use my car to run other errands outside of working hours
- Other (Please specify) _____

2. If you currently car share, which of the following best describes your primary car share partner?

- Another University employee
- Other adult, non-University employee
- Children

Section 2, continued

3. If you do not currently car share, which of the following do you consider as barriers to doing so?

- I cannot predict my work start / finish times
- I work shifts that change frequently
- I do not know anyone to car share with
- I do not feel comfortable sharing my vehicle
- I typically run errands on my way to or from work
- Other (Please specify) _____

4. Are you aware of, or are you a member of the University car-sharing database, Loughboroughshare?

- Yes, I am aware and I am a member
- Yes, I am aware but am not a member
- No, I am not aware of it

Section 3: Travelling to the University by other modes

1. Do you, or could you, walk for all or part of your journey to the University?

- I always walk
- I usually walk
- I sometimes walk
- I don't walk currently but might in the future
- I have a medical or physical condition that prevents me from walking
- I would not consider walking

2. Which of the following do you consider as barriers to walking, or walking more, for all or part of your journey?

- I do not live within walking distance
- I need my car for work purposes
- I need my car for non-work purposes
- I have too much to carry
- I do not feel safe walking at any time
- I do not feel safe walking after dark
- I am unsure of appropriate walking routes
- Bad weather
- Lack of facilities at work
- I prefer to cycle to work
- Other (Please specify) _____

3. Please tell us about any specific parts of your walking route (paths, junctions, etc.) which if improved would make it shorter, safer or easier for you to walk to the University.

Section 3, continued

4. Do you, or could you, cycle for all or part of your journey to the University?

- I always cycle
- I usually cycle
- I sometimes cycle
- I don't cycle currently but might in the future
- I have a medical or physical condition that prevents me from cycling
- I would not consider cycling

5. Which of the following do you consider as barriers to cycling, or cycling more, for all or part of your journey?

- I do not live within cycling distance
- I need my car for work purposes
- I need my car for non-work purposes
- I have too much to carry
- I am not an experienced cyclist
- I feel unsafe cycling because of the traffic
- I feel unsafe cycling after dark
- Bad weather
- I am afraid my bicycle will get stolen
- Lack of secure cycle parking at work
- Lack of showers at work
- Lack of storage or changing facilities at work
- I am uncertain of cycling routes to work
- I do not own a bicycle
- I prefer to walk
- Other (Please specify) _____

6. Please rank your choices for the improvements you would like to see for cyclists at your Park. *(Please rank any / all that apply)*

- _____ More cycle parking of any kind
- _____ Covered cycle parking
- _____ Cycle parking in a secure area
- _____ Bike bins (individual bike lockers)
- _____ Lockers for clothing or equipment
- _____ Showers
- _____ Changing facilities
- _____ Drying facilities for clothes
- _____ Hair dryers

7. Please tell us about any specific parts of your cycling route (roads, junctions, etc.) which if improved would make it shorter, safer or easier for you to cycle to the University.

Section 3, continued

8. Are you aware of, or have you used the University's 'Get on yer bike!' cycle to work scheme to purchase a discounted bicycle?

- Yes, I am aware and have used the scheme
- Yes, I am aware but have not used the scheme
- No, I am not aware of the scheme

9. Do you, or could you, use public transport for all or part of your journey to the work?

- I always use public transport
- I usually use public transport
- I sometimes use public transport
- I don't currently use public transport but might in the future
- I have a medical or physical condition that prevents me from using public transport
- I would not consider using public transport

10. Which of the following do you consider as barriers to using public transport, or using public transport more, for all or part of your journey?

- I do not live near any public transport routes serving the University
- I need my car for work purposes
- I need my car for non-work purposes
- Fares are too high
- Services do not run frequently enough
- Services are too unreliable
- Services do not run early / late enough
- Services are too crowded
- Services are too slow
- I prefer to walk or cycle
- Other (Please specify) _____

Section 4: About your job

1. Which of the following best describes your working pattern?

- Full time - all year
- Full time - term time only
- Part-time - all year
- Part-time - term time only
- Other (Please specify) _____

2. Do you work regular hours, flexible hours or shifts?

- Regular hours
- Flexible / irregular hours
- Shifts

3. What time do you usually arrive and depart from work? If you work shifts or irregular hours, please list typical start and finish times. (Please use 24 hour format, i.e. 0700)

Arrival time: _____

Departure time: _____

Section 4, continued

4. What mode of transport do you most frequently use when travelling across campus during the course of the day?

- Walk
- Cycle
- Motorcycle / scooter
- Car driver (travelling alone)
- Car driver (with passengers)
- Car passenger
- Bus
- Other (Please specify) _____

5. If you do not currently walk or cycle across campus, what do you see as the primary barriers to doing so?

- It's too far to walk or cycle
- I have too much to carry
- There is too much traffic to walk or cycle
- I feel unsafe walking or cycling after dark
- There are no appropriate walking or cycling routes
- Lack of secure cycle parking
- I do not have access to a bicycle
- I need my car for other purposes
- I have a medical or physical condition that prevents me from cycling
- Other (Please specify) _____

6. How often do you travel off-campus on work business?

- Never
- Less than once a month
- Between once per week and once per month
- Once per week
- More than once per week

7. If you travel off-campus on work business, what is the main mode of transport you use when doing so?

- Walk
- Cycle
- Motorcycle / scooter
- Car driver (travelling alone)
- Car driver (with passengers)
- Car passenger
- Bus / coach
- Train
- Taxi
- Plane
- Other (Please specify) _____

8. If you undertake business travel, do you: *(Please circle your answer)*

Have access to a pool car?	YES	UNCERTAIN	NO
Use a hire car?	YES	UNCERTAIN	NO
Would access to a pool car during the day mean you could leave your car at home?	YES	UNCERTAIN	NO

Section 5: About you

1. Please indicate your gender.

- Female
 Male

2. Please indicate your age group.

- Under 18
 18 - 24
 25 - 34
 35 - 44
 45 - 54
 55 - 64
 65 or over

3. Do you have a disability that affects your travel options?

- Yes
 No

3a. If you stated in question 3 that you have a disability that affects your travel, are you a part of a Blue Badge scheme?

- Yes
 No

4. Do you have any comments that you would like to make related to travel to Loughborough University? All comments will be kept anonymous.

Section 6: About you

The following questions relate to your general health and the amount of physical activity you currently undertake during the course of a normal week. This information will be used to contribute to research currently being undertaken by the University.

1. Would you say that for someone of your age, your own health in general is:

- Excellent
 Very good
 Good
 Fair
 Poor
 Very poor

Section 6, continued

2. In the past week, on how many days have you done a total of 30 minutes or more of physical activity, which was enough to raise your breathing rate? (*This may include sport, exercise and brisk walking or cycling for recreation or to get to and from places, but should not include housework or physical activity that may be part of your job.*)

- 0
- 1
- 2
- 3
- 4
- 5
- 6
- 7

3. We would like to know the type and amount of physical activity involved in your work. Please select the option that best corresponds with your job.

- Sedentary - spend most of time sitting
- Standing - spend most of time standing or walking
- Manual work - involves some physical effort
- Heavy manual work - very vigorous physical activity

4. How much time do you spend sitting while at work, home, while doing course work and during leisure time on an average weekday? This may include time spent sitting at a desk, visiting friends, sitting in a car/bus/train, reading or sitting or watching television.

Hours: _____ Minutes: _____

5. Using the same criteria as above, how much time do you usually spend sitting on a weekend day?

Hours: _____ Minutes: _____

6. How much do you weigh in light indoor clothes?

Stones & lbs: _____ Kilograms: _____

7. How tall are you without shoes on?

Feet & inches: _____ Metres & centimetres: _____

8. The University is currently undertaking a number of research projects related to travel to, from and across campus. If you would be interested in participating or would like to receive additional information about these, please tick the box below and you will be contacted via the e-mail address provided in the prize draw section.

- I would like more information



Loughborough
University

Staff Travel Survey 2010

Prize Draw

To thank you for participating in this survey, the University is offering a prize draw of 3 £100 high street gift cards to staff.

Please note that any personal information provided will be used for purposes of the prize draw only. Your response to the survey will remain anonymous.

If you would like to be entered into the prize draw, please enter your details below.

Name: _____

Email: _____

Day-time phone number: _____

Appendix 3

Student travel survey, LimeSurvey

Loughborough University Student Travel Survey 2010

Loughborough University is committed to creating a healthy campus accessible to all staff, students and visitors. We are currently in the process of updating the University's Travel Plan as well as reviewing several key University policies. As part of this process, we need to create an accurate picture of how students currently travel to the University, why they travel in this way and what the University can do to encourage and support healthy, sustainable travel to and from campus.

All responses will be kept anonymous. Entry information for the prize draw is stored separately from survey responses and postcodes are requested to enable mapping of survey responses only.

Your response is important to us and we appreciate you taking the time to complete this survey.

There are 28 questions in this survey

Existing travel patterns

1 [J1]Are you? *

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

- A full time student
- A part time student
- Enrolled on a distance learning course
- Other

2 [J2]Do you live in University accommodation during term-time?

Only answer this question if the following conditions are met:

° Answer was 'A full time student' at question '1 [J1]' (Are you?)

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

- Yes
- No

3 [J3]How frequently do you travel to the University? *

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

- 5 or more days per week
- 3 or 4 days per week
- 1 or 2 days per week
- Less than once per week

4 [J4]What is the main mode of transport you use when travelling to the University? *

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

- Walk
- Cycle
- Motorcycle / scooter
- Car driver (travelling alone)
- Car driver (with passengers)
- Car passenger
- Bus / coach
- Train
- Taxi
- Other

If you travel by more than one mode, please state the mode that you use to travel the **greatest distance**. If you regularly travel by different modes, please state the mode you use **most often**.

5 [J5]How long does it take you to travel to the University?

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

- Less than 15 minutes
- 15 - 30 minutes
- 31 - 45 minutes
- 46 - 60 minutes
- More than 60 minutes

6 [J6]What mode of transport do you most frequently use when travelling across campus during the course of the day?

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

- Walk
- Cycle
- Motorcycle/ scooter
- Car driver (travelling alone)
- Car driver (with passengers)
- Car passenger
- Bus
- Other

7 [J7]What is the full postcode of your term-time residence? (To be used for mapping purposes only) *

Please write your answer here:

8 [J8]What is the full postcode of your permanent residence? (Where you live outside of term time) (To be used for mapping purposes only)

Please write your answer here:

If your term time residence is the same as your permanent residence, please still list full postcode.

Travel by car

9 [C1]Do you keep a car in Loughborough? *

Only answer this question if the following conditions are met:

° Answer was 'A full time student' at question '1 [J1]' (Are you?)

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

- Yes
 No

10 [C2]What are your primary reasons for bringing a car to Loughborough? *

Only answer this question if the following conditions are met:

° Answer was 'Yes' at question '9 [C1]' (Do you keep a car in Loughborough?)

Please choose **all** that apply:

- For travel to / from campus
 For travel to / from my permanent residence
 For off-campus travel related to my course
 For travel to / from sports-related activities
 To run errands / undertake other activities
 Other:

11 [C3]What are your primary reasons for using a car for all or part of your journey to campus?

Only answer this question if the following conditions are met:

° Answer was 'Car driver (travelling alone)' or 'Car driver (with passengers)' or 'Car passenger' at question '4 [J4]' (What is the main mode of transport you use when travelling to the University?)

Please choose **all** that apply:

- I have a disability that dictates my mode of travel
 I travel directly to / from other activities for which I need a car
 I do not live near any bus or train routes serving the University
 I live too far to walk or cycle to the University

I need to carry heavy / bulky items

Other:

12 [C4]When you travel to campus by car, where do you park?

Only answer this question if the following conditions are met:

° Answer was 'Car passenger' or 'Car driver (with passengers)' or 'Car driver (travelling alone)' at question '4 [J4]' (What is the main mode of transport you use when travelling to the University?)

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

Off-street - University student car park

Off-street - University visitor car park

Off-street - University staff car park

Off-street - private car park

On-street (parking charges)

On-street (without charges)

I'm dropped off

Other

13 [C5]Do you hold a University-issued student car parking permit?

Only answer this question if the following conditions are met:

° Answer was 'Car driver (travelling alone)' or 'Car driver (with passengers)' or 'Car passenger' at question '4 [J4]' (What is the main mode of transport you use when travelling to the University?)

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

Yes

No

Travel by other modes

14 [O1] Do you, or could you, walk for all or part of your journey to the University? *

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

- I always walk
- I usually walk
- I sometimes walk
- I don't walk currently but might in the future
- I have a medical or physical condition that prevents me from walking
- I would not consider walking

15 [O2] Which of the following do you consider as barriers to walking, or walking more, for all or part of your journey?

Only answer this question if the following conditions are met:

° Answer was 'I sometimes walk' or 'I don't walk currently but might in the future' or 'I would not consider walking' or 'I usually walk' at question '14 [O1]' (Do you, or could you, walk for all or part of your journey to the University?)

Please choose **all** that apply:

- I do not live within walking distance
- I need my car
- I have too much to carry
- I am unsure of appropriate walking routes
- I do not feel safe walking at any time
- I do not feel safe walking after dark
- Bad weather
- Lack of storage facilities at the University
- I prefer to cycle to campus
- Other:

16 [O3] Please tell us about any specific parts of your route (paths, junctions, etc.) which if improved would make it shorter, safer or easier for you to walk to the University.

Please give as much detail as possible.

Only answer this question if the following conditions are met:

----- Scenario 1 -----

Answer was 'I always walk' or 'I sometimes walk' or 'I don't walk currently but might in the future' or 'I usually walk' at question '14 [O1]' (Do you, or could you, walk for all or part of your journey to the University?)

----- or Scenario 2 -----

Answer was at question '15 [O2]' (Which of the following do you consider as barriers to walking, or walking more, for all or part of your journey?)

----- or Scenario 3 -----

Answer was at question '15 [O2]' (Which of the following do you consider as barriers to walking, or walking more, for all or part of your journey?)

Please write your answer here:

17 [O4]Do you, or could you, cycle for all or part of your journey to the University? *

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

- I always cycle
- I usually cycle
- I sometimes cycle
- I don't cycle currently but might in the future
- I have a medical or physical condition that prevents me from cycling
- I would not consider cycling

18 [O5]Which of the following do you consider as barriers to cycling, or cycling more, for all or part of your journey to the University?

Only answer this question if the following conditions are met:

° Answer was 'I sometimes cycle' or 'I don't cycle currently but might in the future' or 'I would not consider cycling' or 'I usually cycle' at question '17 [O4]' (Do you, or could you, cycle for all or part of your journey to the University?)

Please choose **all** that apply:

- I do not live within cycling distance
- I need my car
- I have too much to carry
- I am not an experienced cyclist
- I feel unsafe cycling because of the traffic
- I feel unsafe cycling after dark
- Bad weather
- I am afraid my bicycle will get stolen
- Lack of secure cycling parking on campus
- Lack of available showers on campus
- Lack of storage or changing facilities on campus
- I am uncertain of cycling routes to campus
- I do not own a bicycle
- I prefer to walk
- Other:

19 [O6] Please tell us about any specific parts of your route (roads, junctions, etc.) which if improved would make it shorter, safer or easier for you to cycle to the University. Please give as much detail as possible.

Only answer this question if the following conditions are met:

°

----- Scenario 1 -----

Answer was 'I always cycle' or 'I sometimes cycle' or 'I don't cycle currently but might in the future' or 'I usually cycle' at question '17 [O4]' (Do you, or could you, cycle for all or part of your journey to the University?)

----- or Scenario 2 -----

Answer was at question '18 [O5]' (Which of the following do you consider as barriers to cycling, or cycling more, for all or part of your journey to the University?)

----- or Scenario 3 -----

Answer was at question '18 [O5]' (Which of the following do you consider as barriers to cycling, or cycling more, for all or part of your journey to the University?)

Please write your answer here:

20 [O6] Do you, or could you, use public transport for all or part of your journey to the University? *

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

- I always use public transport
- I usually use public transport
- I sometimes use public transport
- I don't currently use public transport but might in the future
- I have a medical or physical condition that prevents me from using public transport
- I would not consider using public transport

21 [O7] Which of the following do you consider as barriers to using public transport, or using public transport more, for all or part of your journey?

Only answer this question if the following conditions are met:

° Answer was 'I sometimes use public transport' or 'I don't currently use public transport but might in the future' or 'I would not consider using public transport' or 'I usually use public transport' at question '20 [O6]' (Do you, or could you, use public transport for all or part of your journey to the University?)

Please choose **all** that apply:

- I do not live near any public transport routes serving the University
- I need my car
- Fares are too high
- Services do not run frequently enough
- Services are too unreliable
- Services do not run early / late enough
- Services are too crowded
- Services are too slow
- I prefer to walk or cycle

Other:

22 [O8]What do you see as the primary barriers to walking or cycling when travelling across campus?

Only answer this question if the following conditions are met:

° Answer was 'Motorcycle/ scooter' or 'Car driver (travelling alone)' or 'Car driver (with passengers)' or 'Car passenger' or 'Bus' at question '6 [J6]' (What mode of transport do you most frequently use when travelling across campus during the course of the day?)

Please choose **all** that apply:

- It's too far to walk or cycle
- I have too much to carry
- There is too much traffic to walk or cycle
- I feel unsafe walking or cycling after dark
- There are no appropriate walking or cycling routes
- Lack of secure cycle parking
- I do not have access to a bicycle
- I need my car for other purposes
- I have a medical or physical condition that prevents me from walking or cycling
- Other:

About you

23 [A1] Please indicate your gender

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

- Female
- Male

24 [A2] Please indicate your age group

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

- Under 18
- 18-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65 or over

25 [A3] Do you have a disability that affects your travel options?

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

- Yes
- No

26 [A3a] Are you part of a Blue Badge scheme?

Only answer this question if the following conditions are met:

° Answer was 'Yes' at question '25 [A3]' (Do you have a disability that affects your travel options?)

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

- Yes
- No

27 [A4]Do you have any comments that you would like to make related to travel at Loughborough University? All comments will be kept anonymous.

Please write your answer here:

Prize draw

28 [P1]To thank you for participating in the survey, the University is offering a prize draw of 3 £50 high street gift cards to students.

Please note that any personal informatio provided will be used for purposes of the prize draw only. Your response to the survey will remain anonymous.

If you would like to be entered into the prize draw, please enter your details below.

Please write your answer(s) here:

Name

Email

Submit your survey.
Thank you for completing this survey.

Appendix 4

Student travel survey, paper copy

Loughborough University is committed to creating a healthy campus accessible to all staff, students and visitors. We are currently in the process of updating the University's Travel Plan as well as reviewing several key University policies. As part of this process, we need to create an accurate picture of how students currently travel to the University, why they travel in this way and what the University can do to encourage and support healthy, sustainable travel to and from campus.

Your response is important to us and we appreciate you taking the time to complete this survey. To say thank you, the University is offering a prize draw of 3 £50 high street vouchers to students who take part.

All responses will be kept anonymous. Entry information for the prize draw is stored separately from survey responses and postcodes are requested to enable mapping of survey responses only.

Section 1: Existing travel patterns

1. Are you?

- A full time student
- A part time student
- Enrolled on a distance learning course
- Other

2. Do you live in University accommodation during term-time?

- Yes
- No

3. How frequently do you travel to the University?

- 5 or more days per week
- 3 or 4 days per week
- 1 or 2 days per week
- Less than once per week

4. What is the main mode of transport you use for your journey to the University? *(If you travel by more than one mode, please state the mode you use to travel the **greatest distance**. If you regularly travel by different modes, please state the mode you use **most often**.)*

- Walk
- Cycle
- Motorcycle / scooter
- Car driver (travelling alone)
- Car driver (with passengers)
- Car passenger
- Bus / coach
- Train
- Taxi
- Other (Please specify) _____

Section 1, continued

5. How long does it take you to travel to the University? (*When undertaking your typical journey, as stated above, during term time.*)

- Less than 15 minutes
- 15 - 30 minutes
- 31 - 45 minutes
- 46 - 60 minutes
- More than 60 minutes

6. How far do you live from the University?

- Less than 1 mile
- 1 - 2 miles
- 2.1 - 5 miles
- 5.1 - 10 miles
- More than 10 miles

7. What mode of transport do you most frequently use when travelling across campus during the course of the day?

- Walk
- Cycle
- Motorcycle / scooter
- Car driver (travelling alone)
- Car driver (with passengers)
- Car passenger
- Bus
- Other (Please specify) _____

8. What is the full postcode of your **term-time** residence? (*To be used for mapping purposes **only***)

Term time postcode: _____

9. What is the full postcode of your **permanent** residence? (Where you live outside of term time) (*To be used for mapping purposes **only***)

Permanent postcode: _____

Section 2: Travel by car

1. *For full-time students only:* Do you keep a car in Loughborough?

- Yes
- No

2. If you answered 'yes' to the question above, what are your primary reasons for bringing a car to Loughborough?

- For travel to / from campus
- For travel to / from my permanent residence
- For off-campus travel related to my course
- From travel to / from sports-related activities
- To run errands / undertake other activities
- Other (Please specify) _____

Section 2, continued

3. If you use a car for all or part of your journey to the University, what are your primary reasons for doing so?

- I have a disability that dictates my mode of travel
- I travel directly to / from other activities for which I need a car
- I do not live near any bus or train routes serving the University
- I live too far to walk or cycle to the University
- I need to carry heavy / bulky items
- Other (Please specify) _____

4. When you travel to campus by car, where do you park?

- Off-street - University student car park
- Off-street - University visitor car park
- Off-street - University staff car park
- Off-street - private car park
- On-street (parking charges)
- On-street (without charges)
- I'm dropped off
- Other (Please specify) _____

5. Do you hold a University-issued student car parking permit?

- Yes
- No

Section 3: Travel by other modes

1. Do you, or could you, walk for all or part of your journey to the University?

- I always walk
- I usually walk
- I sometimes walk
- I don't walk currently but might in the future
- I have a medical or physical condition that prevents me from walking
- I would not consider walking

2. Which of the following do you consider as barriers to walking, or walking more, for all or part of your journey?

- I do not live within walking distance
- I need my car
- I have too much to carry
- I am unsure of appropriate walking routes
- I do not feel safe walking at any time
- I do not feel safe walking after dark
- Bad weather
- Lack of storage facilities at the University
- I prefer to cycle to campus
- Other (Please specify) _____

Section 3, continued

3. Please tell us about any specific parts of your walking route (paths, junctions, etc.) which if improved would make it shorter, safer or easier for you to walk to the University.

4. Do you, or could you, cycle for all or part of your journey to the University?

- I always cycle
- I usually cycle
- I sometimes cycle
- I don't cycle currently but might in the future
- I have a medical or physical condition that prevents me from cycling
- I would not consider cycling

5. Which of the following do you consider as barriers to cycling, or cycling more, for all or part of your journey?

- I do not live within cycling distance
- I need my car
- I have too much to carry
- I am not an experienced cyclist
- I feel unsafe cycling because of the traffic
- I feel unsafe cycling after dark
- Bad weather
- I am afraid my bicycle will get stolen
- Lack of secure cycle parking on campus
- Lack of available showers on campus
- Lack of storage or changing facilities on campus
- I am uncertain of cycling routes to campus
- I do not own a bicycle
- I prefer to walk
- Other (Please specify) _____

6. Please tell us about any specific parts of your cycling route (roads, junctions, etc.) which if improved would make it shorter, safer or easier for you to cycle to the University.

Section 3, continued

7. Do you, or could you, use public transport for all or part of your journey?

- I always use public transport
- I usually use public transport
- I sometimes use public transport
- I don't currently use public transport but might in the future
- I have a medical or physical condition that prevents me from using public transport
- I would not consider using public transport

8. Which of the following do you consider as barriers to using public transport, or using public transport more, for all or part of your journey?

- I do not live near any public transport routes serving the University
- I need my car
- Fares are too high
- Services do not run frequently enough
- Services are too unreliable
- Services do not run early / late enough
- Services are too crowded
- Services are too slow
- I prefer to walk or cycle
- Other (Please specify) _____

9. If you do not currently walk or cycle across campus, what do you see as the primary barriers to doing so?

- It's too far to walk or cycle
- I have too much to carry
- There is too much traffic to walk or cycle
- I feel unsafe walking or cycling after dark
- There are no appropriate walking or cycling routes
- Lack of secure cycle parking
- I do not have access to a bicycle
- I need my car for other purposes
- I have a medical or physical condition that prevents me from walking or cycling
- Other (Please specify) _____

Section 4: About you

1. Please indicate your gender.

- Female
- Male

2. Please indicate your age group.

- Under 18
- 18 - 24
- 25 - 34
- 35 - 44
- 45 - 54
- 55 - 64
- 65 or over

Section 4, continued

3. Do you have a disability that affects your travel options?

- Yes
 No

3a. If you stated in question 3 that you have a disability that affects your travel, are you a part of a Blue Badge scheme?

- Yes
 No

4. Do you have any comments that you would like to make related to travel to Loughborough University? All comments will be kept anonymous.

Prize Draw

To thank you for participating in this survey, the University is offering a prize draw of 3 £50 high street gift cards to students.

Please note that any personal information provided will be used for purposes of the prize draw only. Your response to the survey will remain anonymous.

If you would like to be entered into the prize draw, please enter your details below.

Name: _____

Email: _____

Day-time phone number: _____

Appendix 5

Staff survey open responses

Table A 1: Staff survey open responses

Respondent main mode	Distance travelled to work	Comment
<i>O3 – Walking route improvements</i>		
Cycle	1 - 2 miles	Access from recreation ground at end of Kirkstone drive to path up back of houses in Coniston Cres.
Cycle	2.1 - 5 miles	A safe crossing across Ashby Road somewhere near the Sport Park / Holywell Park roundabout would be useful.
Walk	Less than 1 mile	Many footpaths on campus are appalling, i.e., they are much too narrow and tend to suddenly end in the middle of a car park (e.g., at the back of James France or on the way from the EHB to the Business School) or force pedestrians to cross the road (e.g., at the Wolfson School). This affects my way to the office mainly on the route Ashleigh Drive -> James France -> Haslegrave. I need to cross two car parks on this way, which can be an utter nuisance at times.
Motorcycle / scooter	2.1 - 5 miles	Walking/cycling from Shepshed means crossing the M1 junctions, quite dangerous.
Car driver (travelling alone)	2.1 - 5 miles	Crossing the M1 island is difficult for both bicycles and pedestrians.
Cycle	1 - 2 miles	I walk along Outwoods Drive, then cross Forest Road and enter campus via Ashleigh Drive. Forest Road gets very busy during peak times and you can wait a long time to cross this road. While there is a pedestrian crossing nearer the junction between Forest Road and Epinal Way, this would be a large detour on my route. I feel that a pedestrian crossing further up Forest Road (near the junctions with Outwoods Drive and Ashleigh Drive) would be very helpful for both pedestrians and cyclists. This part of the route that I take is a very popular route in to campus, and you often see lots of people trying to cross Forest Road to reach Ashleigh Drive.
Walk	Less than 1 mile	Cars do not always stop at the crossings on campus (cyclists are particularly bad!)
Walk	1 - 2 miles	An all weather footpath from Burleigh Court to Holywell Park would be an asset
Walk	1 - 2 miles	The path which runs alongside the University on New Ashby Road can be unsafe because it is shared with cyclists & has a very busy, fast dual carriageway. I think barriers should be put up because one of these days some poor soul is going to trip & fall into the road & be killed (or be pushed by a cyclist).
Car driver (travelling alone)	2.1 - 5 miles	Grassy verge along Ashby Road not ideal for walking.
Walk	Less than 1 mile	Round EHB and Chemistry the pavement routes are not very clear. I walk across car parks.
Walk	1 - 2 miles	I access campus via the foot/ cycle path by the Student's Union, or through the Bastard Gates. Both of these are prone to flooding which can make access very difficult. Safety on campus is generally poor in my view. This is

Respondent main mode	Distance travelled to work	Comment
		mainly due to inadequate lighting (number of lights, their position and strength of light), and the practice of banking up of earth and prevalence of hedges and shrubs alongside walkways.
Walk	2.1 - 5 miles	When entering the university on Margaret Key Road, to get to University Road you have to loop up by the Medical Centre to get to James France, a little path alongside the hockey pitch to the cricket centre would save lots of muddy shoes!
Cycle	1 - 2 miles	Some form of crossing over Forest Road near Ashleigh Drive/Outwoods Drive would be cool, but it'll never happen as there's one, very inconveniently located a few hundred metres up the road outside Mountfields School.
Walk	2.1 - 5 miles	It is difficult to cross the road on the Forest Road to enter campus at the entrance near James France Administration Building.
Cycle	Less than 1 mile	1/ It would be nice, and safer, to have proper pavements on all university roads (eg. Towers Way by Epinal Way). 2/ Motorists should stop parking on pavements. This should be enforced by security.
Car driver (travelling alone)	2.1 - 5 miles	Better access between Nanpanton and Holywell Park. especially for cycles
Car driver (travelling alone)	Less than 1 mile	Considerable improvements to the lighting behind the walled garden area and around Spinney Hill Drive exit
Cycle	2.1 - 5 miles	In the past I have used Ashleigh Drive but sometimes it is shut for pedestrians at times when it should be open. This is then a big detour. Before then the entrance at the back of Oakland Avenue was blocked off without discussion. Thus obstacles are put in the way of pedestrian access
Walk	Less than 1 mile	Not locking the Ashley Drive gates would be a bonus as if these are locked the nearest pedestrian entrance is via Falk-Egg (which by the way I do not think is wheelchair accessible).
Walk	2.1 - 5 miles	Derby Road/Belton Road junction has no traffic lights for pedestrians on the side where I usually cross Derby Road.
Car driver (travelling alone)	2.1 - 5 miles	Poor lighting on a short cut from Beacon Road that brings me out not far from Hazel Road. So have to walk up to Pytcherly Drive in winter.
Walk	Less than 1 mile	A proper path at the top of Derwent/Coniston as it turns to the left down to sports pitches and behind Burleigh Court
Walk	Less than 1 mile	A cemented walking path that runs beside the road opposite to the library (from the pedestrian entrance to the university from Coniston Crescent) right down to Margaret Key Rd so that I don't have to cross the road at the library and then cross back again at Margaret Key Rd so that I can use the path.
Cycle	1 - 2 miles	Would be slightly quicker if there was an additional entrance between Student Accommodation Ashby Road entrance and the Bastard Gates

Respondent main mode	Distance travelled to work	Comment
Walk	Less than 1 mile	Path from road crossing on Epinal Way through to Kingfisher housing estate is not very well lit
Car driver (with passengers)	Less than 1 mile	A path/pavement past the old Rigg - Rutt towards the nursery would make things better for people pushing pushchairs
Walk	Less than 1 mile	I could walk from the Business School to the SEIC as I often have meetings there -but the path from the Burleigh Court turn off for the rest of the way is terrible. So I drive to work on those days
Walk	Less than 1 mile	More lighting on the main university road leading up to the old Elvyn richards hall as there is alot of trees that shadow the light.
Walk	1 - 2 miles	The path in between Epinal Way roundabout and the swimming pool.
Cycle	1 - 2 miles	On Ashby Road, by the centre of the university, there is a very narrow section of pavement with the road on one side and a stream on the other. Widening this would improve access for walking and cycling
Walk	Less than 1 mile	The footpath from nicolson road, along back of holywell school/burleigh wood should be improved. It's a nice walk route but always too muddy especially in the winter. On the top of the footpath (also top of kirkstone drive), the access to the university is blocked, but heard it was open before. If there is access to the university, it would be a nice walk and make me get to the university sooner, although i quite enjoy the current route i am going to work.
Cycle	Less than 1 mile	University Hill - bit dangerous a cyclepath would be good. Esp if you want to turn right at the bottom towards Elvyn.
Walk	Less than 1 mile	Widening of the path between David Collett and Burleigh Court so that it is safe for pedestrians and cyclists. However I realise this is asked for every year and is ignored as it is too expensive, even this year when the path was re-surfaced.
Cycle	1 - 2 miles	It might encourage more to walk if there were a direct access along the Ashby Road between Cayley gate and the West Park gate. It adds up to half a mile if you work centrally.
Cycle	Less than 1 mile	- Crossing the university road when entering from top of Ashleigh Drive. Not much pavement to move away from busy junction to aid a safe crossing. -Accessing the foot path that terminates at a busy tee-junction in front of the innovation centre and goes up to admin 1&2. -Walking along road through the student village with traffic and no pavement. Generally many walk routes through campus are dis-jointed and terminate next to roads. Not a problem when it is quite but the traffic volume though campus is very high particularly at commute times.
Car driver (with passengers)	1 - 2 miles	I have mentioned this before but a pedestrian crossing by the Forest Gate pub would be helpful, a lot of students haphazardly cross this road as do students from De Lisle and I think it would be a good safety feature. Traffic dodging is sometimes quite an art!

Respondent main mode	Distance travelled to work	Comment
Walk	1 - 2 miles	I walk out of John Cooper and alongside the Bridgeman centre and then past John Hardy to leave campus. The lighting on this route could be improved. Additionally, the lighting along Radmoor road is poor and leaves me feeling unsafe and so could also be improved. During winter it is annoying and frustrating that the roads are gritted and the footpaths aren't. If greener forms of transport are being promoted it is difficult to understand how cars take precedent over pedestrians as the snow and ice left the pavements nothing short of treacherous. It was very difficult to get around. Finally, the hill that people take a short cut over in the college should have a path put on it. Attempts have been made to prevent people from using this shortcut but I feel that it is impossible to prevent this and so the addition of a path here will make it safer and easier for people to use.
Walk	1 - 2 miles	I walk over the fields into the back of Holywell car park. It is always muddy on the flat helicopter section and a path would be appreciated, it is used by a number of people.
Walk	1 - 2 miles	<ol style="list-style-type: none"> 1. Improve and enlarge pedestrian areas - many become scrums at peak periods. 2. More pedestrian crossing zones at particular areas, particularly outside Imago and the Business School. 3. Tighter security monitoring of drivers who speed and/or ignore pedestrian crossings and obstruct pavements. 4. Tighter security control over cyclists riding on pavements and in pedestrian areas, most especially those who ride at speed at night with no lights. 5. Improved lighting in certain areas, particularly around the Student Union.
Walk	1 - 2 miles	Access through Ashleigh drive should be 24 hours for pedestrians
Walk	1 - 2 miles	Two areas where it can be made more safe: a) crossing the A512 to the west of the roundabout is highly unsafe - crossing the feeder lane as well as the dual carriageway. There is also a safety hazard that is likely to be illegal - an open metal grate on the crossing; b) pedestrian access to the west end of campus is also unsafe - no pavement!
Walk	1 - 2 miles	Ask garendon and burleigh school to leave the gates open during school holidays its saves me 7 mins by walking through here.
Walk	Less than 1 mile	Formal path from Epinal way roundabout down to the swimming pool. Formal path from the Ashby Road path (from Epinal Way roundabout) across the grass to the Union. Proper path from the zebra outside the Business School leading to Schofield. Designated pedestrian paths in all car parks. Enforcement of no-parking in existing designated zones to allow pedestrian access (e.g. back of Schofield).
Cycle	1 - 2 miles	More crossing points on forest road which make access to the other university entrances safer and easier.
Walk	Less than 1 mile	The junction in front of the Innovation Centre isn't pedestrian friendly! As you cross over the road from the Innovation Centre towards Graham Oldham there isn't a footpath there, you have to walk along the road into oncoming traffic, before you reach the footpath leading up to the Graham Oldham building/EHB. As many motorists

Respondent main mode	Distance travelled to work	Comment
		do not indicate which way they are turning, it can be quite dangerous, especially in Semester when there are a lot more vehicles/pedestrians about.
Car driver (travelling alone)	2.1 - 5 miles	An entrance to campus at the end of Kirkstone Drive to give direct access to Holywell Park.
Walk	1 - 2 miles	Separate cyclists from pedestrians on Epinal Way
Walk	2.1 - 5 miles	There are no lockers where I can hang stuff and therefore walk without having to carry masses!
Walk	Less than 1 mile	I find it frustrating walking to work as I have to keep crossing the road to be on a path, especially outside the mechanical engineering block down to the SportPark - I cross over 3 times. Plus the main road by the Holywell Park roundabout is really dodgy to cross and I can be stood there 5 minutes waiting to cross.
Walk	1 - 2 miles	A path from the entrance of Holywell Drive to SportPark as I have to go all the way round. Would shorten my trip by a couple of minutes.
Walk	1 - 2 miles	I used to walk through Burleigh College. But recently they have locked the gates which means I have to take a detour.
Cycle	Less than 1 mile	Access to Holywell Park from the Holywell School area is very difficult and could be much shorter
Walk	1 - 2 miles	<ol style="list-style-type: none"> 1. Improved pedestrian facilities in roads around universities- more pedestrian crossings on busy roads in town and close to entrances (most importantly Forest Road near Ashleigh Drive/Falk Egg entrances; also across Park Road (town end). 2. Keeping cycles off pavements (e.g. corner of Forest Road/Epinal Way by Mountfields Lodge school- narrow footpath used by the kids/Mums is also a cyclepath!) 3. More pedestrian entrances to campus e.g. near Forest Rd/Epinal Way roundabout. 4. Improved pedestrian access around campus. Pedestrians often have to walk around three sides of a building (e.g. Chemistry, James France) or squeeze between cars in a car park e.g. to get to Ashleigh Drive entrance). Some universities have a central pedestrian walkway (covered at Bath) which offers the shortest route between buildings, which are planned around this. Here, pedestrians seem to have to walk unnecessarily far. 5. Better signposting, logical naming/numbering of buildings (with just one code) and campus map would also make it easier to get around.
Car driver (travelling alone)	1 - 2 miles	A footpath from the end of Kirkstone Drive direct to Holywell park would shorten the journey making it quicker
Walk	1 - 2 miles	The crossing at the junction at Admin 2 on university road near Imago feels unsafe, Cars usually stop but its very near the junction. The roads near chemistry and Falk egg need to be well lit in the winter time

Respondent main mode	Distance travelled to work	Comment
Car driver (travelling alone)	2.1 - 5 miles	The most direct route to the university is to walk down Breakback Lane, which has no footpath for almost its entire length and vehicles travel at too high speed to make walking feel safe. I would only consider walking in summer months even if there was a path as I would not want to walk that distance in the dark as I would not feel safe to do that.
Train	More than 10 miles	Junction of Nottingham Road and Clarence Street is difficult and dangerous to cross. I don't like walking down Nottingham Road and over canal at night.
Walk	2.1 - 5 miles	Hazlerigg Walk is too dark if you come back from work late in the evening so I try to avoid it when work late sometime lights are not even turned on! That is the shortest way to the dep and back home so I prefer to use it.
Walk	1 - 2 miles	More lighting across the park off Radmoor Road that joins to Radmoor Jitty
Walk	Less than 1 mile	Walking from Conniston Cressent path to Wolfson School, I need to use the pedestrian crossing on the slope down to Wolfson School outside David Collett Hall. Hardly any vehicles stop at this pedestrian crossing. The position of this crossing should be reconsidered. The pedestrian crossing at the bottom of the slope (at the corner of Wolfson School) is not one of the safest crossings due to its position and length.
Walk	Less than 1 mile	Better lighting along footpath between car park 3 and Burleigh Court. And in the grassed area that leads to Coniston Crescent.

O6 – Cycle route improvements

Car driver (travelling alone)	5.1 - 10 miles	I live in East Leake. The road I travel on is narrow, windy and hilly. It is very difficult to overtake a cyclist safely. Sometime you drive round a bend and find a cyclist immediately in front of you. A cycle route between East Leake and Loughborough would be much safer for everyone.
Walk	2.1 - 5 miles	No.1 black spot on my route: leaving campus by the West Entrance because of the Ford College and the relative positioning of its entrance and the security booth. Totally blind and those Ford boys are not the most careful.
Motorcycle / scooter	5.1 - 10 miles	I use to cycle, but it was too dangerous. Epinal way, is difficult to navigate because of multiple road crossings. Areas of combined cycle paths and footpaths do not work and are dangerous for both parties. I've also broken bones, through coming off on ice on the cycle ways. Routes through Quorn and Mountsorrel are poor. But the leg from Mountsorrel to Sileby is by far the most dangerous. The road crosses underneath the A6 and drivers do not look as they come down off the main road. From then on the road is narrow with a 60MPH speed limit. No amount of Hi-Vis clothing or lights, seemed to make any difference.
Cycle	2.1 - 5 miles	My journey from Shepshed to Campus is nearly all on cycle route so it is mostly good. the pavement surface could be better and keeping hedges / tree branches clipped back would give more room on the pavement. Designated

Respondent main mode	Distance travelled to work	Comment
		cycle paths (i.e. traffic and pedestrian free) that cross the campus would help a great deal.
Walk	1 - 2 miles	I feel very unsafe cycling to work. University road is the main road for vehicles and cyclists, yet it is very narrow, with insufficient space to accommodate both modes of transport. Poor enforcement of speed regulations and bad driving is also a problem, with vehicles (especially contractors and some university vehicles in my experience) having little regard for cyclists or other motorists obeying the speed limits.
Train	More than 10 miles	Cycle route from the station should be improved - particularly near the station. The "best" route from the station should be identified and advertised.
Car driver (travelling alone)	2.1 - 5 miles	Roads on campus that are suitable for cycling - a separate cycle lane so that you are not cut up by cars and buses.
Cycle	2.1 - 5 miles	University road past the library badly needs a cycle path, currently not safe, plus main route past cricket centre, computer centre etc
Car driver (travelling alone)	2.1 - 5 miles	It is difficult to get onto and off the cycle path on Leicester road at the top of Shepshed. Cycle path up to motorway junction could be better cleaned - removal of debris etc.. as it can be difficult cycling on there on a road bike. When I coming into the back entrance (next to Ford college) its difficult to filter from the cycle path onto the road.
Cycle	1 - 2 miles	Junction of Forest Road with Kirkstone Drive and Valley Road: should be signalised, as it can take ages to make the right turn from Valley Road or Kirkstone drive onto Forest Road.
Cycle	2.1 - 5 miles	A lot of my route is on the Epinal Way cycleway. Crossing by the roundabouts is very difficult and dangerous as the design is such to favour the fast moving motorist at the expense of cyclists and pedestrians. This often means a long wait until no motor traffic is on the roundabout before cycling across safely. Crossing side roads is also dangerous, as one is required to check 3 directions for giving way to motor vehicles. Also, being next to a very busy road, the atmosphere is often very polluted with exhaust emissions, which will no doubt have a detrimental effect on non-motorists whose breathing is more exerted. The other problem with shared use cycleways is that the cyclist's journey is often impeded and interrupted by pedestrians, especially those exercising dogs. This leads to increased journey times and more wear and tear on the bicycle (I get through a lot of brake pads and wheel rims using cycleways). If I use the road instead of the cycleways, I can reduce my journey time by about a third. However, I am far safer on the cycleway, particularly at night, as no amount of lights and high visibility clothing seems to guarantee sufficient safety. I believe that the real problem is due to the fact that, in the UK, motoring is given all the priority at the expense of other modes of transport. The cycleways *always* give way to the road user. Finally, cycling is more dangerous than motoring - a reason often cited by potential cyclists who drive for safety reasons.
Car driver (travelling	2.1 - 5 miles	From belvoir drive junction to the nanpantan road. It's hard to get across that junction.

Respondent main mode	Distance travelled to work	Comment
alone)		
Car driver (travelling alone)	1 - 2 miles	Student cyclists are a trouble for me - I had a cycle crash at the blind corner near the Bridgeman Centre with a male student who was tearing round the corner on his bike. this has put me off cycling.
Car driver (travelling alone)	2.1 - 5 miles	Better more continuous cycle track from Epinal way roundabout along Ashby Road up to Holywell Park. Better way to cross road coming out of Holywell Park than cycling round the roundabout.
Car driver (travelling alone)	2.1 - 5 miles	I usually drive up A46 and then A6 to work, I wouldn't want to cycle that way, but am unsure of safest way to get to the university.
Train	More than 10 miles	The route I cycle is probably a key cycling route in Loughborough: between Loughborough University and the station. However, the cycle lane provision is terrible. What is required is a clear dedicated continuous cycle lane, preferable off the road.
Car driver (travelling alone)	2.1 - 5 miles	The roundabout by McDonalds is inconvenient for cyclists, there should be a toucan crossing as the traffic is busy and it can be hard to cross. The cycle path on epinal way is very busy with pedestrians.
Cycle	1 - 2 miles	Crossing Forest Road to access/leave at the Ashleigh Drive entrance can be a lottery, due to density and speed of traffic.
Cycle	5.1 - 10 miles	Cycle path on the A512 through Shepshed crosses numerous entrances where conflicts often occur. The cycle route across the M1 junction 23 is dangerous eastbound (crossing slip road) and ridiculous westbound (ludicrous short segregated area leading to conflict at the roundabout exit).
Car driver (travelling alone)	2.1 - 5 miles	I would be happy to use the Garendon route from Shepshed, there are no cycle paths from Coe Avenue to the University though.
Cycle	2.1 - 5 miles	Wider roads on campus as vehicles tend to squeeze past rather than overtaking properly. Security gates on campus blocking/obscuring view of road ahead particularly holywell and west entrance.
Car passenger	2.1 - 5 miles	I would have to cross the Ashby Road roundabout over the M1 which does intimidate me slightly. I would also then need to cross Ashby Road nearer the university. I think at the moment the only place to cross is at a pedestrian crossing near the old petrol station.
Cycle	1 - 2 miles	Parking spilling over into the road from the car parks outside Scholfield/Brockington is really dangerous. Only a matter of time before someone gets injured.
Cycle	Less than 1 mile	A dropped kerb on the corner of Towers Way by the Netball Centre to make it easier to enter campus from the Epinal Way cycle track there. (And possibly a slightly wider entrance.)
Cycle	1 - 2 miles	The stretch of yard between the Estates Yard and Pilkington Library is particularly hazardous as drivers cannot see to overtake safely (this does not stop them), the speed pillows are dangerously placed, there are potholes, and

Respondent main mode	Distance travelled to work	Comment
		pedestrians step into the road without looking due to congestion on the footpaths.
Cycle	2.1 - 5 miles	Hathern to Sutton Bonington - needs a cycle path
Bus / coach	More than 10 miles	I have to cycle along the A60, which is a narrow, busy road. A cycle path would be wonderful!
Cycle	Less than 1 mile	Forest Road is always very busy and there are no pedestrian/ cycling crossings on my route. I don't feel safe cycling on the road as a lot of the cars are breaking the speed limit. Traffic calming measures would be a good idea as this is a long, straight road which makes it easy for people to go fast, but there are no speed bumps or anything.
Walk	Less than 1 mile	Approaching university road from Coniston/Derwent always makes me go cold as traffic sometimes pulls out unexpectedly from the delivery slip road to Burleigh Court.
Car driver (travelling alone)	5.1 - 10 miles	Junction 24 is difficult and unsafe to cross on foot or by bike. There is no other route.
Car passenger	5.1 - 10 miles	B676 Burton to Loughborough is narrow and dangerous.
Car driver (travelling alone)	More than 10 miles	I would be cycling from Keyworth. I would not feel safe cycling along the A60 and so need to take a much longer route down narrow country lanes. I would not feel safe in the dark as these lanes are VERY DARK in winter. I estimate the route I will have to take is around 14 miles each way. I am planning on starting to park up and get my bike out of the car, thus reducing the distance to 8 miles each way which is more within my limit. I really would be very frightened of cycling in the dark because of traffic. I was once knocked off my bike in perfect light on a wide road in a 30 mph limit. The car didn't stop. Luckily I wasn't badly injured, but I was lucky. I am not a nervous cyclist, but cars in this country are not "bike aware". Please introduce some Holland biking where you are "kind of the road". Bikes have priority, there are special bike lanes, not just at the side of the road as the majority are here, but completely separate. They have bike traffic lights and drivers there are very bike aware. Tall order - sorry!
Walk	Less than 1 mile	I could easily cycle if there was somewhere secure to leave my bike both at the Business School, the Library and at the SEIC
Car driver (travelling alone)	1 - 2 miles	A cycle route joining Thorpe hill and Schofield to new Ashby road would be a massive improvement. A colleague of mine who used to travel the same route as me was knocked off her bike on Schofield road one winter.
Cycle	2.1 - 5 miles	A drop curb into the east park at the small entrance next to the badminton centre from the cycle lane would be nice. Stop Look Listen campaign for staff/student not to just walk out in front of me without looking!
Cycle	1 - 2 miles	Putting a cycle lane between the union and the High Performance Athletics Centre behind Rutland Hall to allow bikes to navigate this section of road without disturbing walkers on the pavement or having to detour around the Rutland Building to not break the one way system.
Cycle	1 - 2 miles	It might encourage more to cycle if there were a direct access along the Ashby Road between Cayley gate and the

Respondent main mode	Distance travelled to work	Comment
		West Park gate. It adds up to half a mile if you work centrally. The removal of the hill at the top of campus by an alternative route might also help.
Cycle	2.1 - 5 miles	Crossing the main entrance to the University (by the swimming pool). Should be clear whether this is priority for cars or pedestrians / cyclists. At the moment it's discretionary - and a real hazard.
Cycle	5.1 - 10 miles	Access to cycle parking rear of Schofield is only possible on footpaths.
Cycle	1 - 2 miles	Bike lanes down Ashby Road (a picture of a bike without a lane does not count) and the A6. An easy way to connect between the A6 and Ashby Road at the Town centre.
Car driver (with passengers)	1 - 2 miles	Pedestrian crossing by the Forest Gate pub, not only will it help access to the University for cyclists but also importantly for pedestrians from the Holt and also school pupils from De Lisle often seen dodging the traffic to cross. An accident waiting to happen.
Cycle	5.1 - 10 miles	Most of my route to work is now on cycle paths but two areas could be improved. a cycle way on the A6 through Hathern and off road cycling along the A6006 from Hathern to Sutton Bonington. this road is particularly narrow, unlit and carries heavy traffic.
Cycle	2.1 - 5 miles	I time my journey to avoid kids cycling to Rawlins along the cycle path on Epinal Way - they cycle or walk in a large swathe across the whole of the cycle path since winter the potholes and debris along the edges of roads are bad - not noticeable as a driver, but it means cyclists have to position themselves further into the road.
Cycle	2.1 - 5 miles	Cycle parking could be improved - more space between stands, and hoop to tie bike to with D-lock, not just wheel forks. Maxwell Drive is difficult and a bit dangerous to cross by bike.
Cycle	Less than 1 mile	<ol style="list-style-type: none"> 1. Improving the road condition on the library hill. 2. Levelling the library hill (only joking). 3. At the top of the library hill, it can be dangerous going straight on (onto the footpath/cycle path). Cycling up hill makes it difficult to take one hand off the handlebars to signal. Similarly, at the bottom of the library hill, turning right is hazardous, because cyclists cannot easily see what is coming from the left. 4. During the icy weather, some 'smooth' surfaces became treacherous, particularly at the east end of the Civil Engineering labs.
Cycle	1 - 2 miles	Would welcome safer way of crossing Forest Road safely by Falk Egg Hall. Paint junction markings at bottom of Stewart Mason steps. Pedestrians believe they have right of way and cross Margaret Keay Road without looking.
Cycle	1 - 2 miles	Lorries parked and unloading opposite wolfson around 8.30am make it unsafe along that road.
Car driver (with passengers)	5.1 - 10 miles	Track from Beaumanor hall to Woodthorpe very rough.

Respondent main mode	Distance travelled to work	Comment
Walk	1 - 2 miles	The cycle route from the student village to the students union goes into a 1 way system so you can only legally cycle in one direction. On the university road it is very dangerous to cycle
Cycle	2.1 - 5 miles	A route through from the A6 near Dishley Grange to the Braddon Road area would shorten my journey considerably. Cycle path along Epinal Way should have priority over most of the side roads (with a speed table so that the cycle route is maintained at the same level).
Cycle	1 - 2 miles	The main University Road is too narrow around the library. Plus there are a lot of potholes. The best way to improve cycling would be to take motor vehicles off the main part of the campus.
Walk	Less than 1 mile	The gate I would bike through is locked on weekends
Cycle	Less than 1 mile	Traffic lights to cross Forest Road near Ashleigh Drive would be great - I think a lot of people dice with death on a regular basis crossing that bit of the road. Ditto the mooted but not actually instituted path from Burleigh Court down to Denis Rooke. Some kind of dedicated cycle track across campus would be nice as an alternative to University Drive, which can get a bit dangerous for cyclists at peak times. That said I think the University's provision for cyclists is great, and getting even better as new cycle racks are put in, e.g. behind Schofield.
Cycle	5.1 - 10 miles	I cycle from Barrow On Soar. The road from the one lane bridge in Barrow to the fly-over of the A6 is very dangerous. It is too narrow.
Cycle	2.1 - 5 miles	Better cycle facilities through Hathern.
Car driver (travelling alone)	Less than 1 mile	Some T-Junctions on campus have counter-intuitive priorities. I see at least 1 near miss a week, often involving cyclists. Examples are the car-park 5 turn-in and the busy junction near Haslegrave/Brockington
Cycle	2.1 - 5 miles	Being able to use the path which goes from the A512 up into the Garendon estate (opposite the BP Garage). Currently it is for private use only. Apart from that, the cycle routes around Loughborough are excellent.
Car driver (travelling alone)	5.1 - 10 miles	Abbey Road - I live in Coalville and would love to cycle but there is not cycle path over the forest and the road is very dangerous
Car driver (with passengers)	More than 10 miles	A46 Leicester ByPass needs a cycle lane - connectivity with the A6 would then be relatively straight forward.
Cycle	1 - 2 miles	Entering the Wolfson school car park when coming down the hill can be hazardous if drivers heading East on University road are going too fast because of poor lines of sight. A speed bump to force drivers heading east to slow down when approaching the bend may help.
Cycle	2.1 - 5 miles	The junction to the main University entrance from epinal way is deadly. Cars stop to give way and other cars nearly drive up the back of them. Also the path is split into walking and cycling but not clearly enough so people walk on both. I cycle across garendon park to avoid traffic but it's too dark in winter and can be filthy. Road routes into

Respondent main mode	Distance travelled to work	Comment
		Shepshed - Leicester Road, Charnwood road are horrendous and frightening to cycle on because of the traffic and silly little cycle lanes.
Cycle	2.1 - 5 miles	Forest Road is really badly surfaced and is particularly harsh as I have a road bike. Smooth and complete road surfaces would make the journey a lot more pleasant.
Car driver (with passengers)	1 - 2 miles	Clearer cycle paths around campus
Car driver (travelling alone)	2.1 - 5 miles	An entrance to campus at the end of Kirkstone Drive to give direct access to Holywell Park. OR a paved path behind Burleigh Court (well-worn already!). Cycle friendly barrier on Burleigh Court exit. Paved path across from Burleigh Court to Holywell park.
Cycle	1 - 2 miles	There is no cycle path on Forest road but as the traffic is very busy there a lot of people choose to cycle on the pavement which is wide. A proper designated cycle route would make it safer for cyclists and pedestrians. The road from the Pilkington library is narrow and not in a good condition (pot holes). There is no cycle path and the close proximity of cyclists and cars/buses (sometimes going too fast), particularly when it gets dark is quite dangerous.
Car driver (travelling alone)	More than 10 miles	Changes to Loughborough station ie a lift so I do not have to use the bridge and secure cycle parking.
Car driver (travelling alone)	2.1 - 5 miles	I feel the main areas of danger are joining the A512 at Leicester Road, Shepshed, crossing the entrance to the Lorry Park and also crossing the M1 Junction 23.
Car driver (travelling alone)	5.1 - 10 miles	Cycle path through Hathern should be finished so one doesn't have to take to the road at the busiest part.
Car driver (travelling alone)	5.1 - 10 miles	Travelling from East Leake on country roads there are two danger points for me. They are both S bends on Meadow Lane / Leake Lane. Traffic tends to want to overtake on the blind corners. One of these S bends is on a hill, which compounds the problem. In the winter, it is unlit.
Car driver (travelling alone)	1 - 2 miles	A cycle path along Thorpe Hill - it get's really busy with cars and schools buses during the morning.
Cycle	2.1 - 5 miles	The entrance to the J23 truckstop is not well-lit and is busy, this is the most dangerous part.
Cycle	2.1 - 5 miles	Stop parking the burger van at weekends and evenings, blocking the cycle route through the Bastard Gates at the Students Union. Very dangerous for pedestrians and cyclist.
Cycle	2.1 - 5 miles	Leicester Road in Shepshed is very busy in the morning and the cycle path is virtually nonexistent. With all of the school children and people driving to work at the same time it can be very scary!
Cycle	1 - 2 miles	cycle path near too William Morris is a bit dark with shrubs and trees . I don't feel safe going through there so I use

Respondent main mode	Distance travelled to work	Comment
		footpath until I get to the roundabout
Walk	2.1 - 5 miles	Path into campus behind Student Union (just off Old Asby/Epinal Junction) is very narrow and busy with pedestrians.
Cycle	2.1 - 5 miles	My route from Shepshed to the University is convenient and more or less safe, but I have to cycle along A512 which is quite polluted. I would prefer to cycle through the fields. Actually there is an alternative nice path from Shepshed. But unfortunately, it goes to the north of Loughborough which is quite far from the West part. I would be very happy to have a kind of shortcut form this path to the Uni, but I could not find one.
Cycle	1 - 2 miles	I cycle straight down Asby Road from the Epinal Way roundabout to SportPark. Next to the running track there is a small section of pavement / cycle track that is extremely narrow, and the rest is fine. When I get to SportPark, it could do with a proper crossing somewhere, and pavements on both sides of the road on Oakwood Drive.
Cycle	2.1 - 5 miles	Hedge overhangs a junction in the public pavement/cycleway by 1m(!), near where John Phillips Close (William Morris Hall) meets Epinal Way pavement/cycleway. A lamp post makes this an even more dangerous bottleneck, and a bend in the path means it is also blind - accident waiting to happen!
Work from home	More than 10 miles	Not strictly in answer to this question, but I would consider cycling from the train station to SportPark but find Loughborough street system very confusing in general - so a cycle map to campus would be good, especially to highlight cycle paths.
Car driver (travelling alone)	1 - 2 miles	Southfield Road turning into Forest Road. As a cyclist I need to change into the middle lane early, or I will be stuck on the left and have to dismount. I don't think the problem is the junction, though, the problem is that car drivers think that cyclists were not a normal part of the traffic and should get out of their way. That needs to be changed. Research about this has been published by the ADFC (a sort of AA for cyclists) in Germany.
Car driver (travelling alone)	More than 10 miles	I am a very experienced cyclist and would be happy to ride in if Loughborough and it's surrounding areas were more traffic free. More practical and specific cycle lanes and road widening in key areas would have to be created rather than the 'token gestures' that that are provided at present.
Car driver (travelling alone)	1 - 2 miles	A footpath from the end of Kirkstone Drive direct to Holywell park would shorten the journey making it quicker. I wrote to Estates suggesting this and was told that it would not be possible.
Train	More than 10 miles	Elvyn Way is a defacto mixed walking cycling route since its hardly used by vehicles, but there are blind corners & whilst its heavily used by cyclists, there are often 'near-misses' I can see no reason not to restrict vehicle access further and paint a white line down the middle to create clearly defined pedestrian & cycle zones, this would form a good traffic free route along this axis. It's often not clear which are pedestrian / cycle zones on cycle paths on routes just outside the university, so the large number of pedestrians on the cycle paths makes them undesirable for

Respondent main mode	Distance travelled to work	Comment
		longer distances. Where space constraints make on street lanes + advance stop zones the only option, these are poorly marked & therefore ill-understood by motorists, pressure needs to put on highways to review all the cycle lanes & improve signage
Cycle	1 - 2 miles	Educating walkers (mostly students) that it is not appropriate to just walk out onto the campus road (especially at the junction by Stuart Mason Building - Margaret Key and East Link Roads) without any regard to cyclists. You could also widen the path and road along East Link Road as between lectures students are spread across the whole of the road, causing problems from all - drivers, cyclists and the pedestrians) There will be an accident very soon.
Train	More than 10 miles	The cycle path near the train station (going over the canal) is particularly poor - badly maintained, narrow, and often ignored by parked cars.
Cycle	5.1 - 10 miles	The cross roads by 300 spartans on the ring road is lethal. The recent road modification means that a bike and car lane on one side of the cross roads merge into a single narrow car lane on the opposite side with a jutting kerb. This new kerb forces bikes into the path of cars.
Cycle	1 - 2 miles	For me the routes are fine I think, but it would definitely be a big improvement if showers and changing facilities were available close to where I work (Sir David Davis Building). It does happen that I don't take the bike because I don't want to arrive sweaty at work or because the clothes I would like to wear at work are not suitable for cycling (for example in bad weather).
Walk	Less than 1 mile	Open up the section next to the Ashby road to cyclists (the section which is closed and used as a dump)
Car driver (travelling alone)	More than 10 miles	Open up the old railway line from Ruddington to Loughborough - comes in via Stanford & the Brush Works as a walkway, cycleway like the Tissington Trail
Cycle	More than 10 miles	Proper cycle paths through Hathern and Kegworth, particularly the bend leaving Kegworth towards Hathern

A4 – Miscellaneous comments

Car driver (travelling alone)	More than 10 miles	It is becoming essential that the Sprint Bus service is extended to Holywell Park all day. I've two staff who are moving to Holywell within five weeks as part of a team of 13 and they cannot drive, therefore will have to walk everywhere which is not a good use of business time. This will also mean increased car usage by my other team members as they will be unable to use the free staff bus service on the sprint.
Train	More than 10 miles	more frequent buses from the train station to the University during University holidays. There appears to be an assumption that the campus 'shuts down' in the holidays when in fact several post-grads and staff still need to travel on to campus. The limited service means I have to leave work earlier to ensure I catch my train which, by the way, is only one an hour!!

Respondent main mode	Distance travelled to work	Comment
Bus / coach	More than 10 miles	Nottingham-Lboro bus X9 to stop at campus after 9am
Car driver (with passengers)	More than 10 miles	I would use a bus but my journey home I leave my building at 5 pm it is 6 45 pm when I get home which in a car I can do in 35 minutes
Bus / coach	2.1 - 5 miles	Currently the Sprint bus does not stop at Holywell during the day during "holidays." This is most unhelpful for people that have to walk, because the Holywell site is extremely pedestrian-unfriendly. Further, there are a number of disabled staff/students at Holywell and a large number of undergrad students come to visit staff at Holywell (and staff at Holywell go to campus to give lectures). It would be most helpful to make the area around Holywell safer to pedestrians, but I have been campaigning for this to my departmental HSC for years to no avail. An alternative, therefore, would be to ensure the bus always comes to Holywell even out of term-time. Thanks for anything you can do to improve this.
Bus / coach	2.1 - 5 miles	The bus routes from Leicester to Loughborough are very good - Nottingham less so. I do think staff could be reminded more often, or at least in fuller detail, about the cycle and any bus or train loan schemes - the information seems to come in bits and when I have looked into the cycle scheme, for example, it's been difficult to really establish how it works.
Car driver (travelling alone)	More than 10 miles	Creating barriers to car travel is not particularly fair for those like me who live too far from university to travel by any other means, and who need to car because of equipment transport and personal issues at the beginning and end of the working day.
Motorcycle / scooter	5.1 - 10 miles	There are few if any places to securely park a motorcycle. The Campus speed humps, that are placed on bends are dangerous to two wheel users. More so in the wet. For example the speed humps on the corner of the Innovation centre guide bikes in to the middle of the road. No one on two wheels would cross a humps while turning a corner.
Car driver (travelling alone)	1 - 2 miles	Much emphasis is put on work/life balance at the university, and working flexi-time is a key component of this. Taking away the option to use a car regularly would be counter to that policy, as it removes flexibility and convenience - to shop at lunchtime, to go to the gym after work, to take children to sports clubs, etc..
Car driver (travelling alone)	5.1 - 10 miles	If we are going to try and move to having more use of public transport or car sharing there has to be a decision re ensuring meetings finish to enable this.
Train	More than 10 miles	Perhaps Loughborough University could work with Kinch buses to increase the frequency of buses to campus. In peak times you sometimes cannot even get on the bus if it is already full before reaching your stop. I have often missed my train and had to wait almost an hour for the next because of this. Also, it is most inconvenient that in the holiday period the bus does not run to Holywell Park.

Respondent main mode	Distance travelled to work	Comment
Car driver (travelling alone)	5.1 - 10 miles	I appreciate the movement to make the University less of a contributor to global warming gasses, but I fear the impact it may have on my own circumstances. I cannot care for my livestock without using my car and, since the barn is in Cotes -- quite close to Loughborough and on my way to work -- it would not be sensible to drive there and back twice a day so that I could use public transport from home to work. I do work at making those journeys my only use of the car.
Car driver (with passengers)	More than 10 miles	For those using a carshare scheme, it would be an added incentive to have a reduction in the monthly car parking fee the University imposes.
Cycle	Less than 1 mile	I would have liked to use the cycle to work scheme to get a new bike, after mine was stolen on campus, but it was too restrictive to get one from Cogz. They didn't have the type of bike I wanted/needed which was disappointing. This didn't stop me going elsewhere for the bike I wanted but might have put some people off cycling. Also the provision of secure, covered lockups for bikes is inadequate.
Car driver (with passengers)	More than 10 miles	I would like to see reduced parking permit costs and guaranteed parking spaces for people that liftshare. Buying two permits when you liftshare seems unfair.
Car driver (travelling alone)	2.1 - 5 miles	Monetary benefits for cyclists i.e. we pay a lot of park full time but we may not use it most of the time. More secure cycling across campus, i.e. my bike is expensive and I'm ok locking it up at the back of Wolfson, however, I'd like to nip down to the pool at lunch time but wouldn't feel that my bike was secure locked up outside the pool. The cycle to work scheme should be across a wider range of bikes and prices. I wasn't able to use it as I wanted a specific bike that wasn't covered. Also clearly state what will happen to the bikes once we have paid for them as thinking that we might have to pay a lot of money after the payment period is a major off put. Finally, cycling through town in rush hour is a nightmare and probably puts a lot of people off as the main road from Sains to campus is very busy and there's not much space to feel comfortable. Perhaps the pavements should be made into cycling / walking paths.
Cycle	2.1 - 5 miles	There should be a complete ban on traffic through the heart of the campus. Instead, locate all parking provision on the perimeter of the campus, alongside all entrance points. Staff can then enter the campus and park in the parking area nearest to their workplace. Apart from the bus and delivery/work vehicles, the heart of the campus would be pedestrian and cyclist only, leading to a quieter, cleaner and safer place to spend one's working week. Also, the car park charging system should be altered to encourage more people to leave their cars at home. I suggest a daily charge, managed by the computerised swipe card system, which currently only operated the barriers. I suggest £1 per day - but free for those who have a disability requiring them to drive to work.
Car driver (travelling	More than 10 miles	I work in I.T. I could do the vast majority of my work from home, but there is no option to work remotely even 1 day a

Respondent main mode	Distance travelled to work	Comment
alone)		week so I have to commute 36 miles a day instead. Remote working should be an option.
Train	More than 10 miles	I have been here for over two years yet because I am on one-year contracts that have been renewed I am unable to use the Bike to Work scheme. It would be good if it could be extended to those of us on shorter contracts.
Walk	1 - 2 miles	Why if I travel into town by bus from Holywell Pk during the day does it cost more than from the main campus? Also if I do this during Uni holidays I have to walk onto campus to get bus in first place!
Car driver (travelling alone)	5.1 - 10 miles	I would like to see a 'courier-service' on campus. We spend a lot of time walking up and down (and driving through) campus to take and collect paperwork which cannot go in the internal mail. A 'courier' would collect and deliver the same day.
Car driver (travelling alone)	2.1 - 5 miles	Things that would be useful to do more bus travel: <ul style="list-style-type: none"> - Online University bus timetable (it might there but could not find it). - Text service where you could send a text to find out when next bus due. - Bus service going on to Holywell park in summer (currently stops at Engineering blocks) - Bus service from Dishley or Thorpe Acre that goes up past Holywell Park. - Online stories/advice from travellers about how they adapted their mode of travel. Perhaps even advice on the cycle commuting from cyclists.
Car driver (travelling alone)	More than 10 miles	It would be good to know the plans for electric vehicle charging and these will become an option over the next few years when staff consider purchasing a vehicle.
Car driver (travelling alone)	More than 10 miles	The bus service to / from the train station is unreliable and expensive. When I started at the University I used to come on the train & bus but I would frequently miss my train in the evening due to buses being late / cancelled which would mean I would not arrive home until around 8pm. Getting to the University before 9am was also a challenge. The entire journey from door to door would take approx 90 minutes, in the car it takes me 30 and costs are roughly the same. I strongly believe that car use should be discouraged wherever possible, however, unless huge improvements are made to public transport, efforts should be concentrated on those staff living near to the campus who bring cars to work. I know of numerous people who live within walking distance yet still bring cars, which I would not do if I lived close by. I also believe that the current system of charging part time staff less for car parking is unfair and cannot be justified. Someone working 0.8FTE could well be in every day, parking on campus in the busiest times of the day (between 8am & 3pm for example). I do not believe there is any reasonable justification for charging this person less than me for parking, when I park from 8am to 6pm each day - bearing in mind that car parks are noticeably quieter after 2pm. Car parking charges should be increased substantially to deter car use if, and only if, public transport is improved.

Respondent main mode	Distance travelled to work	Comment
Walk	1 - 2 miles	The survey appears to have a strong bias towards the reduction of staff cars on campus. I think if people want or need to use their car to get to work then the University should fully support this option. In addition, people should not have to pay for the privilege. There should be no question that people who start work early, work evenings/ weekends, or finish work late be allowed to come and go freely in their vehicles. Public transport is not the best and is not always a viable option for those who live away from a main public transport route, or who's work begins or ends at times when there are little, or no, public services available.
Car driver (travelling alone)	2.1 - 5 miles	I would really like to use a bus, but although the route from Quorn is very well served in the morning, the connection with the campus bus often entails a longish wait, meaning my journey takes up to 45 minutes, rather than 10 by car. The services after 1800 reduce in frequency considerably, so that the return journey has taken over an hour to cover 3 miles.
Car driver (travelling alone)	5.1 - 10 miles	Living in a rural area with little in the way of public transport I have limited travel options - especially as I also need to transport my son to and from childcare in Shepshed, offer care to my mother in Rothley and fit supermarket visits in on the way home! It is essential that I can use my car for work and that I can work as flexibly as I need to.
Car driver (travelling alone)	2.1 - 5 miles	Some time ago it was proposed to look at work bus schemes, I have heard nothing about this. I would like to cycle to work but have physical health problems that often do not enable this, I would be happy to support any scheme encouraging and enabling people to use public transport and cycling but would be against any draconian measures such as higher car parking fees to stop those who need to use their cars. It would be far better to ban student cars on campus.
Bus / coach	More than 10 miles	get more frequent buses to/from campus from around area. get a campus bike scheme (like the Dutch yellow bike) - allowing people to borrow from pool of bikes for cross campus travel. fit major buildings with segway charging stations and get segways for departmental use. create covered walkway routes for cross campus walking - so bad weather isn't an issue.
Walk	Less than 1 mile	My only issue, living so close to work. Is that even though I walk 99% of time to campus, having the flexibility to drive if I have to move a lot of project assessment work, or know I am going on to another location is extremely useful. However, I still have to pay the same car parking fee as someone who drives every day. I appreciate a tiered system would be very difficult to monitor, but the current cost for my useage does seem a bit excessive.
Cycle	Less than 1 mile	I think students should be forbidden from bringing cars onto campus or parking near campus. There is no need for it and other universities have similar restrictive policies. I live locally and am constantly shocked at the unnecessary use of cars by many students living near campus, and by the amount of traffic increase during university term-time. Perhaps more subsidised bus routes would help discourage them from driving?

Respondent main mode	Distance travelled to work	Comment
Car driver (with passengers)	5.1 - 10 miles	I have run to work and back and would happily considering doing this much more but it's essential to have showers, changing facilities lockers etc. Current provision is far from ideal. Might the refurbishments of Hazlerigg Rutland take this into consideration?
Bus / coach	More than 10 miles	I take the bus from Nottingham to the university - the Premier-run bus no longer comes to the university in the day, stopping in Loughborough city centre. This makes my journey much more inconvenient as I need to now change buses etc. If the direct bus could be reinstated at least once an hour, I suspect alot of travellers from Nottingham would be very grateful!
Car driver (travelling alone)	Less than 1 mile	If the University wishes to discourage car use on campus, flexible work times will need to addressed particularly the avoidance of meetings at the start and end of the day, which put staff under pressure at peak travel times, and make reliance on public transport and walking unattractive.
Car driver (travelling alone)	More than 10 miles	Have tried public transport for this journey, in my case this involves a train (sometimes two) and then a bus. Almost every time there have been problems and I've ended up late for work.
Car driver (travelling alone)	More than 10 miles	Given that we pay quite a lot for the ability to park on campus, car parking facilities are woefully inadequate in certain parts of campus, but obviously those who plan these things have reserved spaces so nothing will change.
Walk	Less than 1 mile	Travel from the library end or even admin buildings to East Park is difficult with a pushchair/wheelchair or for people with impairments due to all the stairs on the shorter pedestrian routes (past EHB, along James France walk, past James France and Stuart Mason buildings). One has to take the longer route (uphill depending on direction of travel) which uses the path alongside university road. There is no direct accessible (for wheelchairs/pushchairs etc) route from James France walk to the EHB
Car driver (travelling alone)	More than 10 miles	I would use the 'on your bike' scheme as I prefer to cycle when I can i.e. school run from home, local shopping but it is not available to those who do not live in cycling distance. Could a scheme be extended so those wishing to buy a cycle can also get the benefits.
Car passenger	More than 10 miles	It would be useful if the University bus timetable fitted with the train timetable. When I first worked at Loughborough (3 years ago), I commuted from Leicester to Loughborough using the train and bus at the Loughborough end. I consistently saw a bus leaving the train station without passengers as the train pulled into the station a couple of minutes late, or sometimes on time! This meant waiting for the next bus, which then was loaded with passengers, doing more stops and added another 10-20mins to my journey time. Hence the change to using the car.
Cycle	1 - 2 miles	Cycle to work scheme could be improved by allowing the purchase of bikes other than the limited Raleigh range. Staff in the shop weren't particularly helpful on the 3 occasions I went in to inquire about the scheme. I mainly cycle to work but retain a car park permit as I drive to work approximately once per month. It would be nice if there was a

Respondent main mode	Distance travelled to work	Comment
		cheaper rate for occasional users.
Car driver (travelling alone)	2.1 - 5 miles	One of the reason I travel by car is, I pay for car park for the year. Again if I take public transport which is expensive, my expense increase, so why pay twice? Public transport is too expensive.
Walk	Less than 1 mile	Parking Permits are unfairly expensive. £60 a year for someone travelling TO WORK is ridiculous. I do not have a permit, I am fortunate enough to live close enough to campus to walk. The times I do need my car for business purposes, security staff make it next to impossible to get onto campus. I explain I'm travelling for work purposes and I need to pick up materials, and they still reluctantly let me onto campus stating "I need to buy a permit". I don't need a permit, I hardly use my car. My main gripe is with full time security staff. They should be less concerned with filling their coffers, and more with securing campus. I have heard of instances where they refuse female undergraduates going to the library after hours in the dark, thereby putting them at unnecessary risk (recent attacks on campus??). No common sense.
Car driver (travelling alone)	More than 10 miles	Better access for scooter/motorbikes which shouldn't require a fee since they are not ticketed on public highways; they are also much greener than driving a car. Consider a more extensive moving and travel expense package for new employees and review on a case by case rather than single rule applies.
Car driver (with passengers)	5.1 - 10 miles	It would seem sensible to stop the amount of lorries and coaches on campus. Could there not be central drop off point for deliveries and then transfer to depts via electric truck or some other mode. Probably yet to be developed by Auto Eng.
Walk	1 - 2 miles	My suggestion for reducing those driving to work would be to charge for each day that a vehicle visits campus, rather than a flat rate parking permit. This way there is an incentive each time one chooses to leave the car at home.
Car driver (travelling alone)	5.1 - 10 miles	I would like to make more use of the X9 bus but it does not come out to the university between 0900 and 1600 hours The cost of using this service is about double the cost of using my car.
Car driver (travelling alone)	1 - 2 miles	Many organisations are using the 'green' excuse to cut costs and achieve their desired goals, such as moving up league tables, rather than looking out for the needs of their staff and quality of staff working life.
Car driver (travelling alone)	More than 10 miles	I could spend some day working from home which would save a 52 mile round trip for me which takes approx 1.5 hours.
Car driver (with passengers)	More than 10 miles	I use the X9 service between Nottingham and Loughborough about once a week. I would use this service more if there was a bus stop opposite the Student Union entrance to the university. When travelling to the university the bus stops right outside campus near the union but there is no corresponding stop on the other side of the road and it at least 5 more minutes walk to the nearest stop (making it a 15 minute walk in total). I have been disappointed in

Respondent main mode	Distance travelled to work	Comment
		the lack of response from the university and the bus company when I have raised this issue before. I also think the X9 could be promoted much more widely within the university as it is the cheapest and quickest way of travelling between campus and Nottingham. If the university supported the service they might also be able to encourage the service to run more punctually and invest more money in better buses.
Walk	Less than 1 mile	We have previously been asked about daily charges for car parking with no follow up. I think this is an excellent option for reducing cars on campus.
Car driver (travelling alone)	Less than 1 mile	Not using the car is fine but time is another factor with how long it takes to reach and return from the location. If your part time time it is against you continually.
Walk	Less than 1 mile	slightly begrudge paying to be able to park on campus when there is no guarantee of a space anywhere near workplace (especially during conferences or on open days, graduation days etc), plus checks are no longer made on vehicles LEAVING campus by the main exit, so anyone could steal a vehicle and drive off campus with no problem (was told 10 years ago when I joined that the charge for parking was made to cover costs of barriers, which were in place to stop thefts....not convinced on that reasoning since the main exit started opening automatically!)
Car driver (travelling alone)	1 - 2 miles	I would like to see more bike bins. Are these reviewed for regular usage? Would a small payment assist in funding these/ensuring regular use?
Cycle	1 - 2 miles	Don't penalise those who need or have to drive to work in a rural area of Leicestershire. I may cycle 80% of the time, but for the other 20%, car access without financial penalty (crazy car parking charges) helps me to do my job well. Increasing car parking charges will penalise us when there is no other public parking options outside LU campus.
Car driver (travelling alone)	More than 10 miles	The university needs to be realistic and see that there are people who live outside of Loughborough and the surrounding villages who will always need to travel by car. A journey from where I live would run as follows - walk to bus stop, catch bus into city centre, walk across city centre as the bus stops and the station are opposite ends, catch train (for all of 7 mins) then catch another bus - the trip in either direction can be more than 2 hours (having done it once), costs over £15 pounds a day. Whereas the car takes 20-30 minutes dependant on the traffic and costs a fraction of using public transport. We are not in London so travel with out a car although not impossible is definitely impractical and costly.
Car driver (travelling alone)	More than 10 miles	Ensure visitors and guests to Burleigh Court, Holywell Park and the Link are considered when reviewing the travel plan.
Car driver (with passengers)	5.1 - 10 miles	Parking is a total nightmare and means i have to leave earlier and earlier for work meaning longer hours. Usually parking far from office means I'm delayed getting to the office

Respondent main mode	Distance travelled to work	Comment
Car driver (travelling alone)	More than 10 miles	There are insufficient car parking spaces for those where this method of transport is the only viable option - too many spaces are in fact occupied by visitors who seem to 'visit' everyday.
Car driver (travelling alone)	1 - 2 miles	Attempt to get people to use public transport is laudable but in many cases will increase Co2 emmision (by forcing multiple bus use and added distances). It also will usually greatly increase the journey times and cost. Encouragement of small efficient car use by differentiated car park charges would actually achieve the required aims.
Walk	Less than 1 mile	I really feel that car parking should be more expensive, particularly to discourage people who live very near and still drive onto campus every day. A daily parking rate would be good... and then use extra money to make the bus from the railway station cheaper or free, and make it so that it does not stop in town and is therefore much quicker at the main commuting times of the day.
Bus / coach	2.1 - 5 miles	I think there is a general 'small town' mentality when it comes to using public transport amongst uni staff. Coming from London, people use public transport as the norm but if you suggest it to staff in my dept their answer is 'I don't do buses'. They seem to associate public transport with being poor. I find this a very blinkered attitude.
Walk	2.1 - 5 miles	There seems to be a focus for bikes or car-pooling here at lboro, what would be appreciated by those of us who walk would be possible contributions for decent walking shoes - is this possible?
Motorcycle / scooter	2.1 - 5 miles	Improved motorcycle parking. Possibly including ground anchors to improve security.
Car driver (travelling alone)	2.1 - 5 miles	Why should I be forced to avoid using a car - this is supposed to be one of the benefits of a rural life outside the cities. Charnwood council could do much to reduce traffic congestion by reallocating the ring road to vehicle priority, increasing speed limits on it and removing traffic lights and endless crossings and obstacles every 10 metres.
Car driver (travelling alone)	More than 10 miles	A subsidised travel package may assist the numbers of people who would take up the car sharing or cycling or walking or public transport option. Also shower / changing facilities within office environments are not adequate.
Bus / coach	2.1 - 5 miles	Negotiate cheaper monthly pass with Kinch Buss for staff. Get later buses from campus to town during teaching free time (currently 18.25 last bus). Secure & covered cycle storage.
Walk	Less than 1 mile	I bring in a car once or twice a week - almost always on weekends. Why do I pay the same as if I drove every day?
Car driver (travelling alone)	1 - 2 miles	I find it ridiculous that we have to pay for parking at our working places. This is outrageous.
Cycle	Less than 1 mile	I think it would be a huge incentive to staff to use public transport if the University shuttle route was made free for staff to use for journeys off campus, and the route extended to cover a wider swathe of town during the morning and evening commute periods - informed by postcodes on these survey returns and in the Trent system. Differential charging for parking permits should apply to encourage walking, cycling and public transport.

Respondent main mode	Distance travelled to work	Comment
Walk	Less than 1 mile	We will soon be moving to Holywell Park. The fact that the Bus only runs to Holywell Park at the start and end of the day will mean that I will have to start bringing my car onto campus every day in order to get back to the main site in a timely fashion to attend meetings which is a real shame but is currently unavoidable. As more support departments are placed in Holywell Park, it will be important for the bus to run to there all day as many of us have to attend frequent meetings on other parts of campus. Walking for this would take far too long and would waste too much staff time, and cycling means turning up for meetings hot and sweaty and with an uncertainty as to where you can leave your bike. Ensuring that the bus always runs to Holywell Park throughout the day, and that the frequency does not drop off so much out of term time would make this much more practical. It would also be useful if we could get free travel with our staff cards to the LUSAD site as currently in order to get free travel you have to get off the bus before leaving the main campus and walk the remainder of the way to meetings in LUSAD.
Car driver (travelling alone)	1 - 2 miles	Cycle bins please that can fit a bike trailer, - don't mind paying a rental fee - and maybe a lockers for kit. Thanks!
Walk	Less than 1 mile	The new requirement for rail travel to be booked in advance through the University makes rail travel much less convenient, particularly if detailed travel plans are not known a week in advance. In such cases purchase at the station on the day of travel, as had been the case previously, is an easier option.
Car driver (travelling alone)	More than 10 miles	I would love to be able to leave my car at home (petrol costs are killing me) , but when I looked into travelling from Nottingham, it would take 1 hr 20 each way (if connections made, trains running), compared to 1.5 hrs in total in a car. This is an extra 5hrs 50 mins per week travelling, but I could be saving £500 per 6 months. Then there's the British weather.... it's not an easy calculation to make.
Car driver (travelling alone)	Less than 1 mile	The fact that the University currently supports my choice to drive by making parking convenient and good value results in a lot of goodwill on my part. If this were to be taken away or reduced, I would certainly stop working additional hours and probably stop my voluntary activities - both of which support the University's Experience and Community agendas.
Car driver (travelling alone)	5.1 - 10 miles	I will consider a car share scheme, but not every day of the week.
Cycle	Less than 1 mile	Thanks for more places to park bikes.
Car driver (travelling alone)	2.1 - 5 miles	I am happy to pay for the privilege of parking. I live in an area that is not that well served by a bus route - I would need to change buses in Loughborough or walk from Loughborough - this would be inconvenient. Car sharing is not really an option as I frequently work at home - I would not wish to be tied to other people's timetables.
Car driver (travelling alone)	2.1 - 5 miles	I do feel conscious that I use the car for a relatively short journey to work but , given my present domestic

Respondent main mode	Distance travelled to work	Comment
alone)		circumstances and the need to work late at least twice a week, I consider it the best option at the moment. Once my children leave home, I may consider using the local bus service on occasion but need to be convinced that it will fully meet my needs.
Cycle	1 - 2 miles	Perhaps more bus services to enable staff from out of town to get to work instead of relying on their own cars - Possible creation of small bus terminal?
Car driver (travelling alone)	5.1 - 10 miles	My work hours are somewhat irregular - depends on lab timetable. Also, I am on my feet perhaps 8 hours a day so walking home, catching buses etc would cause a lot more discomfort after a long day on ones feet. My route to and from work is extremely hilly along busy roads with no footpaths, so travelling by car is the best option.
Cycle	2.1 - 5 miles	A shower and changing facilities at the Wolfson School would make cycling more appealing to more people. At present I change in the toilets before I start work, but I still smell and could do with a shower! Please help!
Cycle	2.1 - 5 miles	Too many people travel in cars on their own The previous practice of having 'out of hours' car access through the automatic gates was very helpful - as it is now I need to come in as a 'visitor'
Car passenger	1 - 2 miles	I work at a gym on campus where we are obviously encouraging people to exercise but have no bike parks at all.
Car driver (travelling alone)	More than 10 miles	If the need was there would it be possible to supply a shuttle bus to Leicester? Possibly at the park and ride Enderby! I am aware that there are a number of staff at the university that travel in from Leicester.
Car driver (travelling alone)	More than 10 miles	I bought a car on starting my job with the Youth Sport Trust as it would not have been realistic to rely public transport. While I am supportive of attempts to reduce the number of journeys by car because of the distance I travel and commitments either en route home or to business travel makes car sharing and pubic transport difficult.
Car driver (travelling alone)	More than 10 miles	You shouldn't penalise those who live far away from the university with no sensible public travel options with such high car parking fees
Car driver (travelling alone)	2.1 - 5 miles	It's impractical to cycle as I live too close. If employer was flexible on a smart appearance would reconsider one day a week.
Car driver (travelling alone)	More than 10 miles	Whilst wanting to support environmental initiatives, the modern employment culture requires a mobile workforce, therefore it is obvious that some of us will have to travel a distance that makes using a car the most efficient way to get to work.
Car driver (travelling alone)	1 - 2 miles	I would love to walk or cycle to work but my son's nursery is at the other end of the campus. I could travel between my workplace and the nursery by bus but none of the locations are well served by a bus/public transport route that connects my home. I could walk for the remainder of my journey but the walking routes within the University are not particularly suitable if you have an infant and/or a toddler whom hasn't learn the rules of the road. A parent would, therefore, want to use a car for transport even if the journey is less than a mile.

Respondent main mode	Distance travelled to work	Comment
Car driver (travelling alone)	More than 10 miles	The X9 bus from Nottingham to Loughborough is very useful but almost empty in the evenings. I try to use this at least once a week and would do so more often if it ran more frequently - but only one or two people from the university are ever on it. It needs to be better publicised.
Car driver (with passengers)	5.1 - 10 miles	Is it possible to make SportPark staff's cards available to gain access to campus, would cut time off my journey. SportPark parking is extremely difficult at times, not enough spaces and I have seen cars parking over white lines where they are painted and taking up 2 spaces, and too much distance between cars in the gravel area where white lines aren't painted. I have had to park at Holywell Park on numerous occasions as I don't reach the office until 9.15am due to taking my daughter to school, and then I'm not getting to the office until about 9.30am which means I'm 15 minutes late! Thank you.
Car driver (with passengers)	1 - 2 miles	Ease of Travel to and from work is a major factor in my employment here.
Car driver (travelling alone)	5.1 - 10 miles	I think that it is important to have the option of using your car for work although if public transport was quicker/more reliable and less expensive I would consider other options
Walk	Less than 1 mile	Why do some staff live more than 20 miles away, when this limit is given in the Conditions of Service?
Car driver (travelling alone)	More than 10 miles	I work two days a week in Loughborough two days in Leicester and one day wherever I am needed. I live in Corby it is impossible to get public transport from where I live without at least doubling my journey time. It is already an hour. I do drive a smart car probably the most efficient car there is. If that is your ethos behind the questionnaire.
Bus / coach	More than 10 miles	I have taken part in the travel plan scheme as I have to get two buses to work. 8 weeks ago I submitted an expenses claim for part of my travel and am still waiting for this to be credited to my bank account. If expenses are slow or not paid in a reasonable amount of time people will be discouraged from using the system which is there to benefit them. I have chased my claim up once and am still waiting for a reply. It also took me three attempts to get the correct forms from the University.
Car driver (travelling alone)	2.1 - 5 miles	I think when imposing parking restrictions you need to take into account people's life outside work when using a car. It is not always convenient to car share or use public transport - sometimes it is but you need to allow for the times when people still need to park. When we have worked for an organisation where we have had no issues in parking at work until now it is unfair to enforce measures which mean people can't bring a car. I think most people are happy to compromise but there are times when this just won't be possible.
Car driver (travelling alone)	5.1 - 10 miles	I think you spend way too much time worrying about travel needs, more time should be spent on more pressing issues and people will usually use their own initiative and get to work how they see fit.
Car driver (travelling	More than 10 miles	Whoever thought that the number of parking spaces available at the SportPark would be adequate for the number of

Respondent main mode	Distance travelled to work	Comment
alone)		people working there may wish to consider the job he/she does. Concerns were raised about this issue at the early design stages and yet nothing material appears to have been done to redress the problem.
Car driver (travelling alone)	More than 10 miles	I think encouraging green travel is a great idea but should be limited to staff within a certain distance (e.g. 10 miles).
Car driver (travelling alone)	1 - 2 miles	I tend to cycle during the warmer months when the weather is better, and drive during the winter. I do go out at lunch sometimes, however this can be part of a car-share, no problem. I am considering running to work in the future (as my bike needs a service) and also roller-skating, once I have got some new wheels. Routes through campus would be really useful, as would specific information on bus routes for Loughborough. I was informed last week that as we are due to move to the new SportPark, we can get free bus passes, which I have no further detail on...
Car driver (travelling alone)	More than 10 miles	Think you are doing a good job to try and make people car share etc.
Car driver (with passengers)	More than 10 miles	Childcare arrangements need to be considered when applying any travel/car parking policy
Car driver (travelling alone)	2.1 - 5 miles	Although the University says they want to improve access to greener transport, this does not appear to be the case. No showers in our building, no changing rooms, cycle racks at the bottom of some very steep stairs, not covered, etc. Buses pay little regard to road positioning and roads appear to be too narrow for the traffic on campus.
Car driver (travelling alone)	1 - 2 miles	As a single working mother time has always been critical. My normal working hours used to be squeezed in between school hours but the nature of my job means I also need to be flexible. So independence is vital and time spent travelling to work needed to be kept to a minimum. As my son has got older and more independent I got a bike with the Cycle to work scheme and tried to get into the habit of using it to travel to and from work. However my son changed school and most days I drop him off near school and there isn't time to go home and then cycle. I would like to cycle more often but there is usually a reason why it isn't practical in the time I have available. A footpath from the end of Kirkstone Drive direct to Holywell park would shorten the journey making it quicker. I wrote to Estates suggesting this and was told that it would not be possible.
Cycle	2.1 - 5 miles	It seems a little unfair that routine cyclists who need to use a car occasionally (usually for work) pay the full monthly car parking fee. I can afford it but I think it will deter some.
Car driver (travelling alone)	More than 10 miles	Appreciate what the University is trying to achieve regarding travel. If incentives to be introduced for those who walk/cycle - I would not want those who live some distance away (without easy public transport) to be penalised for using a car. Petrol is expensive enough anyway!

Respondent main mode	Distance travelled to work	Comment
Car driver (travelling alone)	1 - 2 miles	I would not be able to keep up with my work if I could not use my car and park in the car park adjacent to my work.
Car driver (travelling alone)	2.1 - 5 miles	Removing the reserved car spaces in car parks which send the message to staff and visitors that the heads of departments do not travel to work sustainably.
Train	More than 10 miles	I believe that the travel re imbursement scheme for Sportpark workers will have a negative impact on people using public transport. I feel the barriers placed seem to increase so much so that I will consider buying a car and driving in the very near future
Car driver (travelling alone)	More than 10 miles	I am impressed by the effort put into promoting and providing eco friendly travel alternatives.
Train	More than 10 miles	-Journey time on Buses from Train station to Uni (30mins) make train/bus undesirable. If there were 2 routes (via town & via Alan Moss Rd) this might increase uptake. The bus stops at computer studies, mech eng and hollywell park don't have shelters, given the uk climate, more bus shelters would make the bus option more desirable. In general, it does appear that the university is investing much more heavily in facilities for cars (new multi-storey) and very little on public transport and cycling. Given tensions with neighbours the current approach clearly needs a major rethink. Thank you for asking for our thoughts
Car driver (travelling alone)	1 - 2 miles	Would be very happy to leave my car at home if I could get on the bus with my wheelchair. Poor access to buses is endemic, no just a Loughborough issue.
Car driver (with passengers)	More than 10 miles	The price of parking permits should be altered to encourage car sharing (a reduced rate for car pools, for example). Currently myself and two colleagues pay for three annual permits but only use one space per day. This is clearly unfair and discourages sharing.
Bus / coach	2.1 - 5 miles	Kinchbus needs to be told to make their buses more reliable time-wise. Some of their drivers are rude when asked on why they did not wait - one recently said "if you're not happy, don't use the bus !". Upon phoning Kinch, they did not even ask for the time of the bus where this happened, and said we will investigate ! Kinchbuses, more specifically the bus on campus, arrives early at bus stops of 3 to 5 minutes, and does not wait. Customers who arrive on time or a minute early, end up missing the bus, and a backlog makes the next bus crowded, and delays it, and so the cycle continues ! Please ask them to have to wait at stops if arriving early - thanks !
Car driver (travelling alone)	More than 10 miles	It would be good to put out a map showing all the cycle trails within a 20mile radius of the university. This is something we could probably put together in the Marketing department. I'm a very keen mountain biker and regularly ride 25-35k over purpose built countryside/forest trails. If the ride to work was interesting enough with clearly thought out singletrack/pathways with at least half the journey away from traffic fumes I would definitely

Respondent main mode	Distance travelled to work	Comment
		consider cycling to work. With Loughborough pioneering sport maybe it should get involved with building trails that branch out from the university through the countryside pretty much like the university being the central hub and the trails and paths being the spokes. Maybe we could get the trail builders involved that work on the many quality trail centres that exist around the country such as Cannock chase, Sherwood Pines etc. Or get local volunteers involved to help create such tracks. Plus the cycle to work scheme doesn't work that great for me as there are too many restrictions. It seems you only have a choice of one or two brands of bike? and you can only buy on a certain month of the year? is this correct?
Car driver (travelling alone)	More than 10 miles	I could use the X9 service but at its nearest point it is too far to walk from my home, there is nowhere sensible to park the car close to a bus stop and no connecting bus service from near my home. The only useful connection requires travel north into Nottingham first before travelling south to Lboro making the journey excessively long and expensive.
Car driver (travelling alone)	1 - 2 miles	If daily charging for parking was brought in I would be encouraged to think about cycling more. Also parking is too convenient.
Car driver (travelling alone)	5.1 - 10 miles	I looked into the 'On Yer Bike' scheme, but the bikes on offer are really bad. I would be happy to pay more for a better bike e.g. 'Specialized' instead of just Raleigh.
Cycle	2.1 - 5 miles	I feel it is unreasonable to pay the full staff car parking fee when I only travel by car for work purposes less than once a month. Would there be an option to purchase a token card i.e. £10 for x number of visits or something? Also, could we have specific staff cycle parking as I am getting fed up with parking my bike in the same areas as the students as they then knock my bike around as they tend to have bikes they don't care about whereas I would like to take care of my bike. Thank you.
Train	More than 10 miles	Ensure bus and train timetables are coordinated. All too often, the bus waits for a train to arrive at the platform and then drives off leaving potential passengers with a 10+min wait for the next one. At peak times, buses are often very crowded and unpleasant.
Car driver (travelling alone)	2.1 - 5 miles	Should not be charged to park at work. There is no bus route for me to use. I used to bike when I was younger but I do not cycle anymore and do not own a bike.
Car driver (travelling alone)	More than 10 miles	I can understand why you are reviewing this and I agree with it in principal. However I would not consider car share because I have a very hectic morning getting my child to nursery, which is 10 minutes in the wrong direction, and then collecting her at the end of the day. I would not be able to accommodate sharing as it would be too convoluted and would make my morning very stressful having to rely on someone else, or indeed having someone reliant on me. Sorry!

Respondent main mode	Distance travelled to work	Comment
Car driver (travelling alone)	5.1 - 10 miles	I would be willing to adapt my travel mode and take part in car share if this did not seriously disrupt my work pattern.
Cycle	2.1 - 5 miles	Thank you for putting in covered cycle parking outside Schofield where the prefab huts used to be - I use those now, rather than bringing my bike into the office - previously I had been 'blocked in' by student bikes at a time when I needed to get home to collect my daughter from a school activity - and then part of the bike was buckled and I ended up being very late. So, since then haven't risked it and have brought bike into the office
Cycle	1 - 2 miles	Better covered bike facilities are always welcome. (e.g. the new bike shed at Warwick Uni maths dept are simple and ideal if some comparison helps.) I hadn't thought of pool cars that I could reserve and pick up from the uni. It's a great idea - I would be a big fan, as long as it was possible to reserve for medium lengths (e.g. 24 hours or overnight, not just 2 hours) so that it could be used for trips to seminars at just-too-far universities like Warwick, Cambridge, Oxford - easy by car but slow by train).
Car driver (travelling alone)	1 - 2 miles	I understand the need to reduce car transport but at the moment I would be unable to balance home and work commitments without the immediate use of my own vehicle. Making this more difficult as a strategy to reduce car travel would have a much disproportionate impact on carers who are frequently female.
Car driver (with passengers)	2.1 - 5 miles	Great to see us making a serious effort with this. Raising awareness of options and going through the questionnaire a help and motivator in itself. All very much convenience based for me. I find sometimes I don't cycle due to the faff factor. Mending punctures, lights out of batteries, not having right gear for the wet etc. Clearly signposting access to bike repairs, servicing etc might be helpful.
Walk	Less than 1 mile	I think it is very important to encourage university staff to leave their cars at home! I hope your work is successful.
Car driver (travelling alone)	1 - 2 miles	What's the point of staff paying car parking fee when there is hardly anywhere near the work place and when they do find one and get a ticket when they've paid the monthly fee
Car driver (travelling alone)	More than 10 miles	The main problem with car share is the need for predictability. It could be possible some of the time, but for example some days I pick up the children on my way home. Other days I do the weekly shop.
Car driver (travelling alone)	5.1 - 10 miles	I have approached two people who live near me, they did not want to know, I must wear the wrong aftershave.
Car driver (travelling alone)	2.1 - 5 miles	Although in principle it is a great idea, I would find it stressful being responsible for another person first thing in the morning (and the mornings are already stressful enough!). I also like to work late a couple of nights a week and would find a car share arrangement constraining
Car driver (travelling alone)	1 - 2 miles	I don't want to commit to having to leave work at a specific time, some nights I would like to work late and don't want to feel like I can't do that.

Respondent main mode	Distance travelled to work	Comment
Car driver (travelling alone)	1 - 2 miles	I should cycle, but its just easier to drive.
Car driver (travelling alone)	1 - 2 miles	Weather may make my journey unacceptable, and the time taken to get to work and back would add an excessive amount to my day
Car driver (travelling alone)	More than 10 miles	I work in West Park. There is one shower available to use, and that only came 'online' very recently. Cycle facilities are very poor. The cycle scheme is useless to me as I'm on temporary contracts, even though I've been here over 3 years.

Appendix 6

Student survey open responses

Table A 2: Student survey open responses

Main mode	Comment
<i>O3 – Walking route improvements</i>	
Walk	Crossing any of the roads that run alongside the Uni is normally time consuming because of the amount of traffic - especially in the morning. Highly unlikely, but a bridge or underpass would maybe help, and cut down on some of the traffic jams.
Walk	maybe more streetlights, especially around EHB, Brockington & James France
Walk	Radmoor Jitty and Radmoor park could have better lighting to make it safer. If it was cleaned more often or dog faeces and vomit it would be a lot nicer!
Walk	Journey very safe. The only slight problem could be the path running from the Kingfisher estate to Epinal way which got extremely icy during this winters snowy periods.
Bus / coach	The forest road are sometimes too dark to walk although it is the nearest walking path that I can take so I have to choose either to take the bus or walk longer distance. Plus, I am still not too sure which is the shortest path to get to the uni from town.
Walk	Turn the shortcut everyone uses near the college (over the grassy mound) into a real path rather than putting a fence to try and stop people.
Walk	Possibly a crossing on Ashby Road between two Harry French sites. Other than this, route is safe and quick
Walk	Crossing Forest road in the morning/evening rush hour to or from lectures, is difficult/takes time, due to constant traffic. Pedestrian crossing by Epinal way would be a longer detour. Crossing by Admin 2/Accommodation office is dangerous, on the corner of a 4 way junction, cars often don't see people on the crossing and end up stopped virtually on it Paths in this area to narrow at busy times-make it possible to easily use both sides of the road.
Walk	more direct paths through loughborough college from radmoor road, instead of walking over the mud/grass
Walk	The path to cayley gates from M1 direction. The cars travel very fast, very close to the curb. Perhaps some sort of barrier?
Walk	Crossing the college campus all students cut across the grass, it is much shorter and in the mornings and evenings very busy with all the college students just easier for us to cut across, there is no grass there now, there is even a street light in the middle of the grass by where people walk, it would be much easier if it was turned into a tarmac path and the light is fixed, would ease the flow of people and lecture times and would stop people all over the grass they would be more likely to stick to a new pathway.
Walk	When travelling to uni I usually walk down Ashby road and over a grass mound next to the swimming pool and through the swimming pool car park. A path here would be useful.
Walk	Footpath down to Kingsister way always has broken glass on it
Walk	makeshift path across Loughborough College should gravel or concrete over as it's a short cut students use anyway but are scared of slipping on mud
Bus / coach	the road that goes to the college which has a park next to it is really dark at night and i would feel a lot better walking with more lighting
Walk	Please make the mud path by the swimming pool a proper walking path

Main mode	Comment
Walk	The shortcut between the Ashby road round about and the back of the sports centre should be a path as it is too slippery in the winter
Walk	More night lamps for security and increase in the number of security guards
Walk	I use a cut-through around the back of the swimming pool, across the swimming pool car park and across the area of grass by the bus stop on university road that is in front of the union. If the pathway was officially marked out and surfaced with paving material then it would be safer to use during wet weather.
Walk	put a path across the short cut next to Loughborough College. Students just walk over the grass anyway so you might as well
Walk	Home-Honeywell Park- Pilkington-James France- Department of D&T (ref 22 on campus map). Improve the slope next to the library; it will make walking easier
Walk	Open gate at the back of the hall near the Mechanical Engineering Department as short cut to library for safety at late night library visits
Walk	Along New Ashby Road there is a gate to give direct access to the hall. Why is it locked?
Walk	between roundabout and back of swimming pool car park could be made into a proper path
Walk	I would feel safer if road from car park to University halls was improved
Other	Crossing the road at the sharp corner above the hill by the library
Walk	lights near tower building (near Victoria hall)
Walk	open the gate by james france all the time
Walk	An entrance in line with bobby bakewell and the library for people living in the ashby road estate area.
Cycle	more lighting on paths (eg through the park on radmoor road)
Walk	Walking near Loughborough College at night can be worrying, this could be made safer, I do like it when I see uni security patrolling these parts.
Walk	Loughborough college, everyone walks over the mound, to save time, there should be a proper path there, so that when it rains there is no mud
Walk	Shortcut by swimming pool could be paved rather than a mud verge.
Walk	Cameras and lights on hazelrig walk
Walk	When I come onto campus (through the gate opposite the library) and turn right, I quickly run out of footpath - this is bad because i am usually pushing a pushchair and it is particularly inconvenient if i get the bus home from town or the student union - I get off, cross the road and then cross back in 200 yards. It is not ideal
Walk	A newer route through campus, as oppose to the Rigg-Rutt walk, that is more direct than Brockington.
Walk	A new gate onto campus in-between Caley and engineering, closer to the new halls of residence and the library.
Walk	Walking through towers and certain parts of kingfisher estate there is insufficient lighting
Walk	Some areas could be better lit, e.g. Alongside waterbase hockey pitch
Walk	More street lighting along dark roads e.g. Hazelngg walk
Walk	Live on oxford street, have to get to engineering department - have to walk down Ashby road, very small path at bridge point. Lip on road does not

Main mode	Comment
	meet road , gap too big, injured myself cycling here
Walk	Paula Radcliff gates to be open all day and night for shortcuts
Walk	Access to university from the student triangle can be dimly and unsafe at times particularly at night
Walk	Muddy path over mound in Loughborough college (connecting to radmoor road) should be paved properly
Walk	A path over the mound outside the college. Everyone uses it but it is not a path
Walk	Hill by swimming pool could be made into a path
Walk	There is no direct route from butler court corner of compass to engineering. Could be a more direct through the student village. Also joint cycle pedestrian paths are dangerous due to inconsiderate cyclists, mostly off campus, but some on campus
Walk	Across loughborough college, volumes of people cut across grass make into permanent path
O6 – Cycle route improvements	
Walk	The road from the Wolfson building down to the gate could do with resurfacing - the bad surface has actually caused me to come off my bike there before
Walk	Ashby road, if the road a bit wider, i will feel safer to cycle along there
Walk	Cycle route down radmoor road
Walk	An cycle path on the roads down radmoor road and through the college. The cycle path through college on the pavement isn't used and there are just too many people walking, students take up the whole pavement, as everyone moves at the same time as lecture times are set, therefore forces bikes onto the road without a cycle lane and down radmoor road the college students drive FAR too fast, there should be more police checks, speed camera etc on radmoor road in the morning, lunchtime and about 4 in the afternoon.
Cycle	A cycle lane on Forest Road heading towards the university to avoid cycling on pavements as road is rather narrow
Walk	The route I used to cycle was straight down Forest Road; the cars speed and I feel unsafe, a better cycle route or a cycle path next to the pedestrian path would be useful down the entire road
Bus / coach	Ashby road only has a cycle path part of the way.... so we are wither forced to cycle on the road with the fear of being crushed by cars, or to cycle on the pavement
Walk	Proper cycling route along Ashby Road
Car driver (travelling alone)	The section of the road, west of the gates requires multiple road crossings. To follow the cycle path - due to a ridiculous narrowing of the path on the south side of the A512
Cycle	I often cycle on New Ashby Road from Holywell Park towards the Students Union. There is a nice cycle lane on the beginning of the route. The problem is that when the road is along with the small river, and eventually crossing it, the cycle path simply disappear, the pavement gets really

Main mode	Comment
	narrow (about 30 centimetres wide) and a stone wall makes this part of the journey really dangerous, specially because of the lorries speeding on the road a few centimetres from pedestrians and cyclists. You might say that I could cross New Ashby road, use Ashby Crescent and Cotswold Close, then cross the road again using the pedestrian lights in front of the University entrance. But it adds risk to the journey and increases the duration. There are some suggestions I can give to solve this issue but I think the University might have people to solve it properly.
Car driver (travelling alone)	Access through side roads which are closer to the car park rather than east or west entrance.
Cycle	Actually the roads are well done. However, it would be easier to comment if you could have some kind of interactive campus maps here. What about having highly interactive campus maps if you don't have so far.
Walk	more places around engineering to lock bikes (not enough space).
Cycle	Maybe like a little bike lane on campus so I don't end up running people over
Cycle	An entry point near the roundabout where epinal way meets forest road
Cycle	Cycle path down forest road
Walk	There is a crossing down Ashby road outside harry french where the road gets narrow and i often get barged off the road by cars
Walk	Safer bike sheds or locking location
Walk	Enclosed bike shelter to prevent seat/wheel theft
Walk	Radmoor road cars drive too fast cycle path needs to be on road through Loughborough college too many people for half the pavement
A4 – Miscellaneous comments	
Walk	The taxi's are really expensive considering the length of journeys.
Walk	The university shuttle bus should be way cheaper for regular passengers.
Walk	The sprint bus was very infrequent during 'holiday' time and is infrequent on Sunday evenings when many students want to make their way from the train station to their term time homes.
Bus / coach	I'd prefer the bus travel as it save times and safer but I hope the ticket price could be cheaper as the time and money are very important for a university students.
Walk	Any chance of later buses at weekends? Also, more visitor car parking spaces. The one at the union is great, but doesnt have many spaces and gets busy.
Walk	There seems to be allot of unnecessary traffic on campus - Staff driving between lectures etc. We walk/cycle/use the bus, more should be done to encourage them to.
Cycle	Not directly travel related, but the level of priority given to first years involved in sports seems disproportionate to that offered to engineering

Main mode	Comment
	students in similar situations, such as competing in motorsports.
Car driver (travelling alone)	I think bus travel within the campus should be free or a small fee per term. and services outside campus would be like public transport service. Or pick up and drop off bikes available over the campus so students and staff can purchase a ride for 20p and cycle from one side of campus to another - especially if you have back to back lectures which can take more then 10 mins to walk to. i.e from engineering to health sciences or even further to the college. A cycle drop off service could be available at the station and other places.
Walk	The sprint bus around campus shouldn't be £1.20 also should run much later, particularly during exam period students want to go to the library, laden with books and with the 24hours opening not very useful if we want to stay and have no option than to walk back to town late at night, it just isn't an option particularly with the recent attacks on campus, students just do not feel they can possibly do that. SPRINT SHOULD RUN LATE TO THE LIBRARY ESPECIALLY IN EXAM PERIOD
Walk	The Sprint bus would be perfect if it could operate earlier in the morning and later in the evening, especially between the railway station and university campus.
Car driver (travelling alone)	as a mature LUSAD student living out of Loughborough, I try to visit the library at weekends when I can drive onto the campus (rather than having to walk a mile carrying heavy books). However if a book I hold has been requested back, I am unable to drive to the library before 5.30 pm, even though I may not need to be on campus till that time. For those living off campus It should be made possible to drive to the library to drop off a recalled book with a visitors pass - it only takes 2 minutes to drop the book off.
Car driver (travelling alone)	As chairman of the Loughborough Student's Union Motor Club, I am aware at the lack of ability of student's (particularly first year students) to have a car at university. I frequently meet people who genuinely enjoy driving, in the same way some people enjoy football, or rugby. Maintaining and driving a car can be a fantastic hobby, however I feel the university is somewhat restrictive in allowing students to do this. Also, the university is famous for its engineering faculty. The motor club actively encourages members to gain hands on engineering experience, but receive little support from the university for doing so.
Walk	Better student parking facilities would be good, Not for everyday use but for evening classes, urgent library trips etc
Car driver (with passengers)	There are for too many students who at 18-24 do not need a car and it makes parking for full time residents of Loughborough almost impossible. Furthermore I have had trouble even driving onto campus as a student whereas prior to being a student I was able to come and go to the library as I pleased but now that I'm a student it's not allowed - Joke!
Car passenger	The university should consider students who are permanent residents in Loughborough - not all students are 18-21 and living in halls/ shared accommodation
Walk	Why are the Cayley gates not open all the time?
Walk	The restriction zone is not the best way of giving out parking permits. I know students who live on campus accommodation and can park their car in the new car park by the civils building. I live close to the priory and traffic lights and it is a long walk but according to campus security I live too close to have a permit; getting to the library is 1.2 miles and most of my lectures are in the building 1.5 miles from home
Walk	Too many bikes get stolen even if they're locked up to bike racks

Main mode	Comment
Walk	I'm in an off campus halls so the bus service set up is not suitable as it is a 15 min walk to the nearest bus stop to catch the sprint service which is the cheapest. This mostly affects me when going to the train station.
Walk	It would be better if students could have student discount on the bus price. It would be nice also if we could have a "night save bus" to bring student straight to their own home.
Walk	There should be a bus from Derby Road to uni
Bus / coach	Make bus fare cheaper or provide a daily bus pass
Walk	They should make the bus fare cheaper or at least make daily tickets
Walk	More street light to brighten paths. More security to patrol to ensure safety of walkers
Walk	Need more street lights. Some routes are dark at night
Walk	University should provide a free shuttle bus from campus to town centre or at least ones within the campus. Or else just provide promotion cards to use with the current sprint bus.
Walk	Make spirit bus cheaper
Walk	At certain universities, the on campus buses are free. So why not here? At least cut down the fares and for weekends and holidays make the timetable similar to term time
Walk	Make bus fares cheaper. They are ridiculously high
Walk	Bus fare should be lower or free with campus. Or can pay as a monthly ticket, not only 10 journeys
Walk	Pedestrian only zones on campus
Walk	the university should provide free bus service with the campus
Walk	Permit Parking for off campus housing 2 permits for 5 people is not good, esp. when university doesn't offer many places / make it easy to leave your car on campus
Walk	buses are quite expensive and generally too crowded. Campus is not safe after dark so not walk home
Car driver (travelling alone)	Sort out the cycle path network 'sensibly' along the A512 because of the stupidly narrow section of pavement less than 30cm wide
Other	On the whole, it is fine. Bike theft is the main problem, even from secure bike facilities
Cycle	No dedicated cycle path across campus. Some form of pamphlet for road safety for international students - they do not look both ways before crossing the road. Biggest danger for cyclists and buses at the moment.
Car driver (travelling alone)	I would like to have access to more than one car park. For example: If i go to library, I can park opposite the library rather than walk 15 minutes.

Main mode	Comment
Bus / coach	errmm.. we did this same survey last year but I still didn't see any change, yet we are doing it again this year.. really what's the point
Cycle	Driving onto campus after working hours should be allowed
Walk	The buses (sprint are rubbish) . Why do they stop services at the end of term when everyone is trying to get to the train station?
Walk	My main objection with University travel is the Uni Bus. This seems an infrequent service, that is highly unreliable, I never know how long I'm going to have to wait for the next one as the timetables are rarely adhered to. fares on these buses are also too high, we are students and have little money, these needs to be changed. This said footpaths are of a very high standard, well lit and well maintained, on and off campus. Uni security is always a reassuring presence.
Walk	During the holidays I like to use the gym on the way back from work. As I work on site from 07:30 to 18:00 it is more convenient for me to drive straight to the gym than go home and then walk. During the summer I checked that this it would be okay for me to use visitors pass to park at LUFSS; however one guard stopped me one day because I was a 'current student' - he made me feel like a criminal for using the university's facilities at an off peak time of year (and day) on a visitors pass rather than forking out hundreds for a parking permit.
Walk	Bus should be free on campus.
Walk	More buses (like sprint buses) during weekdays as well as weekends
Walk	Perhaps a bike rental system, with different depositing points over campus
Cycle	When I come to park my cycle, I sometimes find that there are not sufficient racks for my cycle
Walk	More late night buses, cheaper fares, more patrol cars, more street lights
Walk	Give free bus passes to students that they won't give car parking spaces to
Walk	Library is quite far from town. Sometimes I drive
Walk	I would cycle in but I used to get stopped frequently by security to check if I have a license to ride on campus
Cycle	More light by EHB and gym. Security barrier after dark
Walk	Sometimes I use a skateboard as a method as getting from a to b and security stop me. This seems unreasonable as I move slower and have more control than on a bike
Walk	Though it may sound unreasonable i think the students living off campus accommodation should get a free shuttle service. A day rider is a tough ask but at least a ride to the university and a ride back. That means a quota of 2 free rides a day. This could work as a benefit to students who live in student accommodations out side the campus
Walk	That car drivers stick to the speed limits around campus