

2017 Travel Survey Report

Edinburgh Napier University

116564/JC/170421A

Revision 3.0

Report Prepared For: Edinburgh Napier University

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Appendices

Appendix A Travel Survey - Questionnaires

1. Introduction

1.1 Background

Sweco was commissioned by Edinburgh Napier University (ENU) to undertake and analyse their 2017 Staff and Student Travel Survey.

Edinburgh Napier University is one of 60 organisations taking part in the City of Edinburgh Council's Workplace Travel Planning Project as part of the Scottish Government's '*Smarter Choices, Smarter Places*' programme. The project is being delivered by Sweco, and aims to encourage people to walk and cycle more in Edinburgh and raise awareness of the walking and cycling routes available in the city. By participating in the project, the university is required to undertake a travel survey to assist the Council in monitoring the Workplace Travel Planning Project. This survey meets the requirements of the Council's monitoring procedures.

The 2017 Travel Survey considered all University academic and professional services buildings, including the main campuses at Craiglockhart, Sighthill and Merchiston. It takes account of the 2013 Travel Survey and the results can be used to inform the objectives and mode share targets for the University Travel Plan.

The 2017 survey was designed mainly as an online questionnaire and was promoted to both staff and students throughout the University via a link to the host website survey page. The survey ran for just over three weeks, between Thursday 16th March 2017 and Friday 7th April 2017. A number of hard copies of the survey were also distributed across the University campuses in order to allow those without access to a computer to participate, this included 150 paper copies that were distributed among catering and cleaning colleagues. **Appendix A** provides a copy of the questionnaires.

The survey provides an opportunity for staff and students to provide their opinion on travel to and from the University. The University can use this information to inform any future travel planning initiatives. Furthermore, the survey has been used as a tool to calculate a high level estimate of the University's travel to work / study Carbon Footprint.

1.2 Report Structure

Following this introductory chapter, the report is structured as follows:

- **Chapter 2** discusses the overall results of the survey in terms of mode share, and outlines the response rate to the survey;
- **Chapter 3** outlines the responses of the staff and students based at the Craiglockhart Campus;
- **Chapter 4** outlines the responses of the staff and students based at the Merchiston Campus;
- **Chapter 5** outlines the responses of the staff and students based at the Sighthill Campus;
- **Chapter 6** discusses the results of the business travel section of the survey;

- **Chapter 7** identifies the high level staff and student carbon footprint for journeys to work/study; and
- **Chapter 8** provides the conclusions and recommendations of the report.

2. Overall Survey Results

2.1 Survey Response Rates

A total of 2,143 responses were achieved over the University estate. Focusing on the three main campuses, 1,672 responses were received from the survey, with a split of 517 staff responses and 1,155 student responses. The raw survey results will be provided in spreadsheet format on CD.

Of the 471 respondents that did not select a campus/office/site, 143 selected that they study remotely, therefore, will not be present on any of the three main campuses. The remainder of the respondents left this question blank.

The response rates for main campuses are presented in **Table 2.1** below.

| Location | No. of Staff | No. of Students | Staff (%) | Student (%) | Overall (%) |
|---------------|--------------|-----------------|------------|-------------|-------------|
| Craiglockhart | 244 | 3,430 | 41% | 11% | 13% |
| Merchiston | 703 | 4,192 | 26% | 10% | 12% |
| Sighthill | 464 | 3,922 | 51% | 10% | 14% |
| Total | 1,411 | 11,544 | 37% | 10% | 13% |

Table 2.1 – Breakdown of survey response rates

Table 2.1 indicates that the response rates across the main campuses within the university were relatively consistent, with the exception of the staff responses at the Merchiston Campus. An overall response rate of 13% was observed across all three campuses and for all respondents. A total of 260 staff responses and 211 student responses were received from other University locations.

2.2 Overall Mode Share

The overall University mode share is illustrated in **Figure 2.1**.

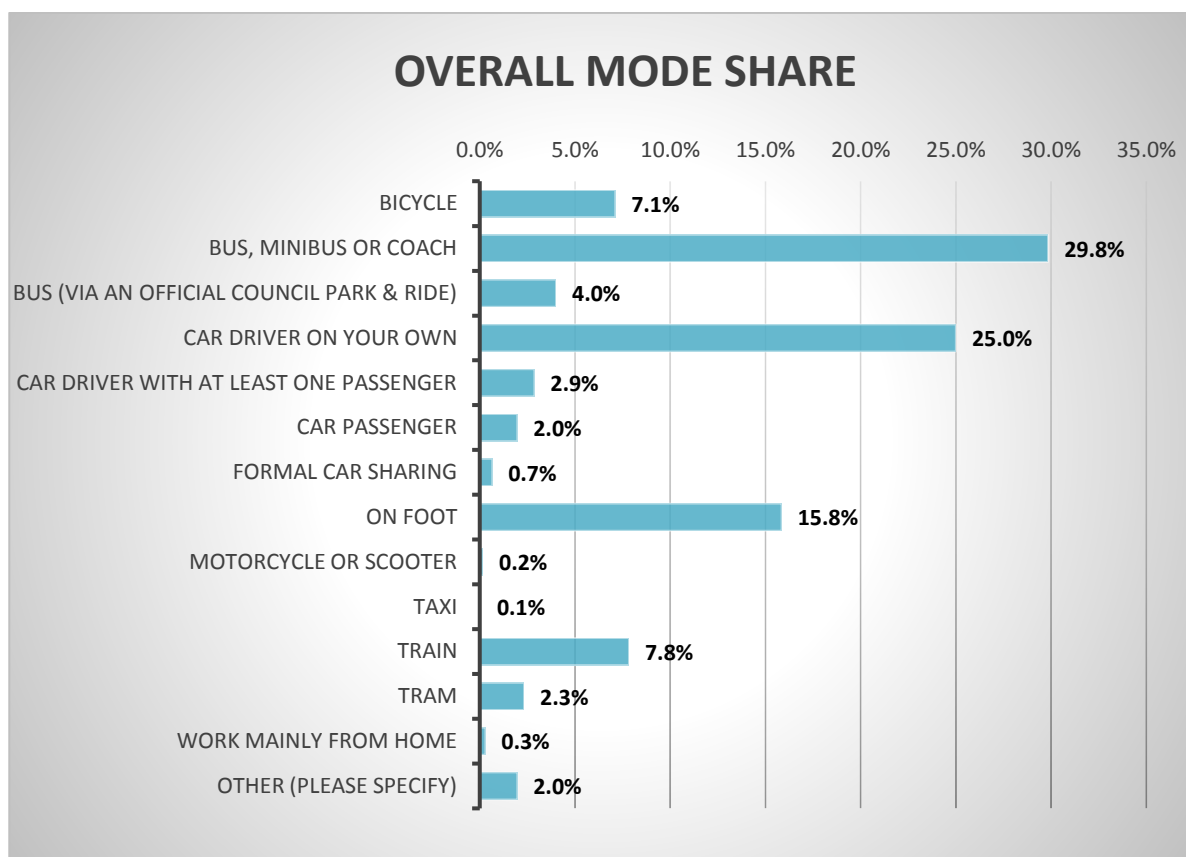


Figure 2.1 - Overall University mode share

Figure 2.1 shows that a relatively high proportion of all respondents (23%) travel to the University by active travel (walking, running or cycling). There was also a high percentage share of all respondents using public transport (44%), whilst 31% travelled by car to the University.

In order to assist the University with forming future realistic mode share targets, the results were compared with the mode share targets set out in the Edinburgh Local Transport Strategy (LTS) – travel to work, and with Edinburgh mode share information from the Scotland Census 2011 – Method of travel to work or study.

The results from the survey demonstrate the following:

- The overall University walking mode share (16%) is marginally lower than both the Scotland Census data (26%) and the 2020 LTS targets (21%);
- The overall University cycling mode share (7%) currently exceeds the Scotland Census data (4%) and is well on the way to achieving the 2020 LTS targets (15%);
- The overall University public transport mode share (44%) currently exceeds both the Scotland Census mode share data (27%) and the 2020 LTS target (32%); and
- The overall University car user mode share (31%) is currently equal to the Scotland Census mode share data (31%) and marginally greater than the 2020 LTS target (29%).

In addition, the 2013 mode share for the travel to the University for staff and students is summarised in **Table 2.2**, with **Figure 2.2** indicating a comparison of the 2017 travel to University mode share against 2013 travel patterns, the 2020 LTS targets and the 2011 census data.

| Mode | Staff (%) | Student (%) |
|-------------------------|-----------|-------------|
| Walking | 11% | 17% |
| Cycling | 7% | 4% |
| Bus | 24% | 49% |
| Train | 5% | 6% |
| Car driver (alone) | 44% | 17% |
| Car user - carshare | 8% | 6% |
| Other (incl. taxi, m/c) | 1% | 1% |
| TOTAL | 100% | 100% |

Table 2.2 – 2013 University mode share

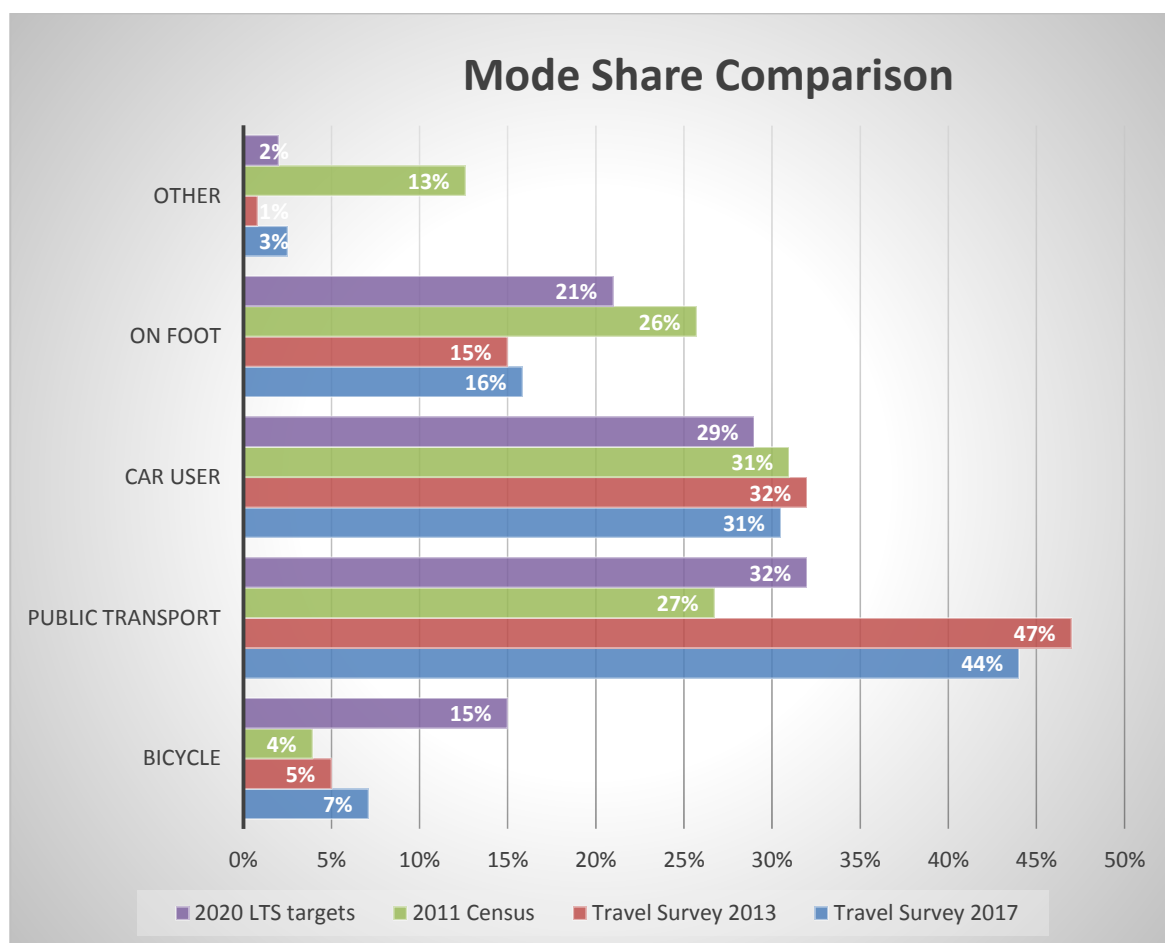


Figure 2.2 – Travel survey mode share comparison against past travel practices, current travel practices and targets.

2.3 2017 Mode Share by Campus

Figures 2.3, 2.4 & 2.5 detail the 2017 mode share of staff and students combined, for each of the three main campuses. It can be seen that the most popular transport mode at the Craiglockhart Campus is by bus, minibus or coach, with 41% of staff and students using this method; the Merchiston Campus has the highest number of staff and students travelling on foot at 34%; and the Sighthill Campus sees the majority of staff and students travelling by car at 37%.

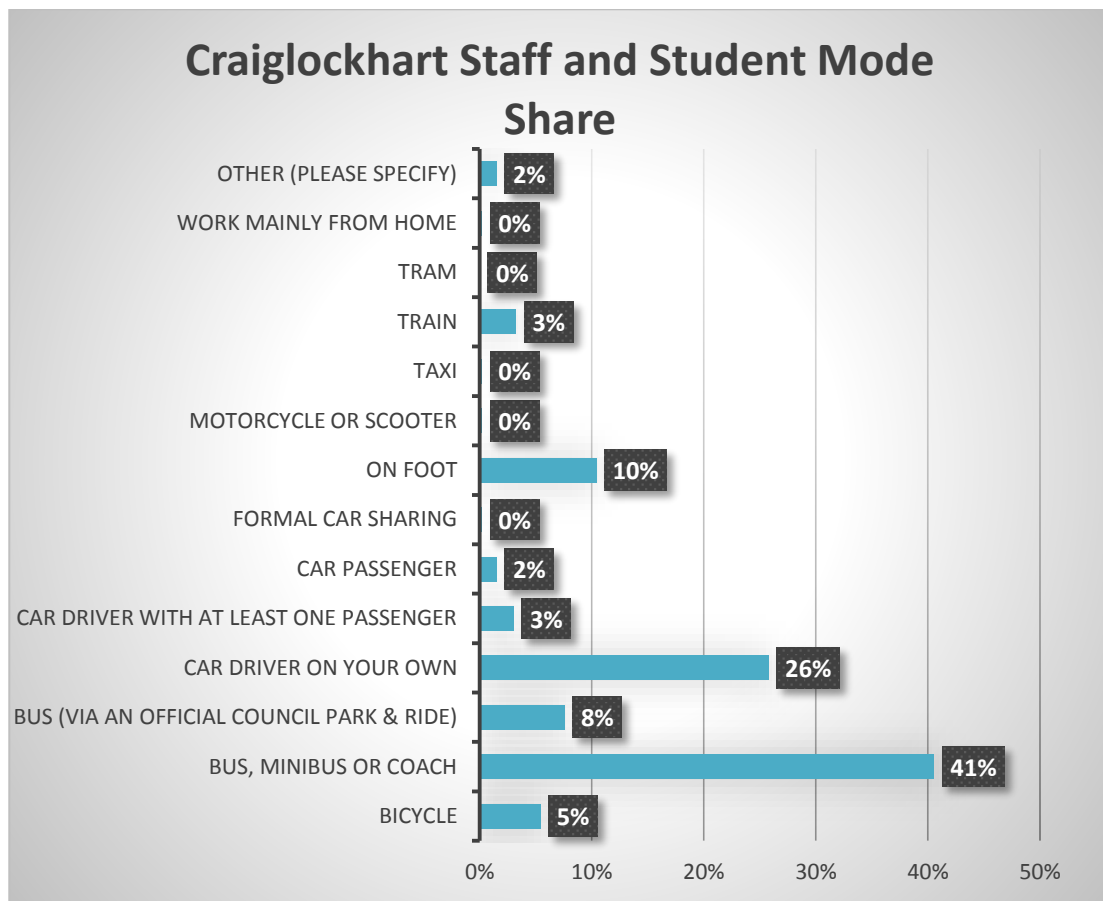


Figure 2.3 – 2017 Travel Survey Mode Share for Craiglockhart Campus.

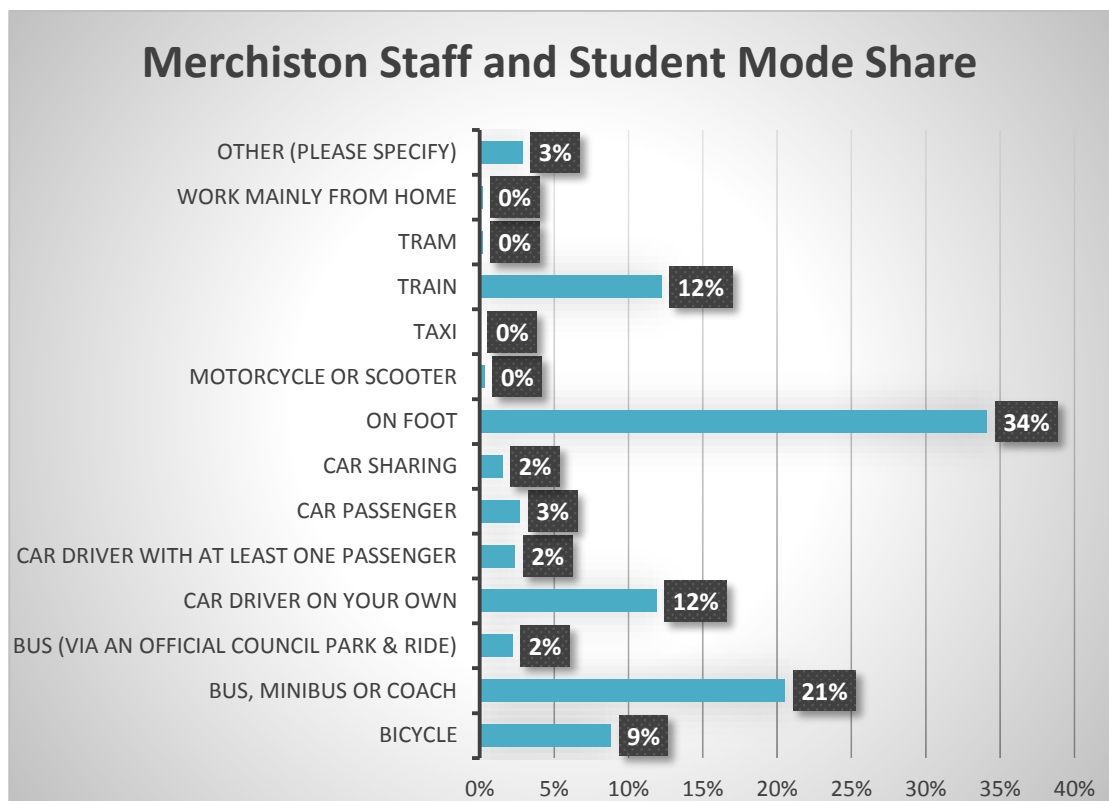


Figure 2.4 – 2017 Travel Survey Mode Share for Merchiston Campus.

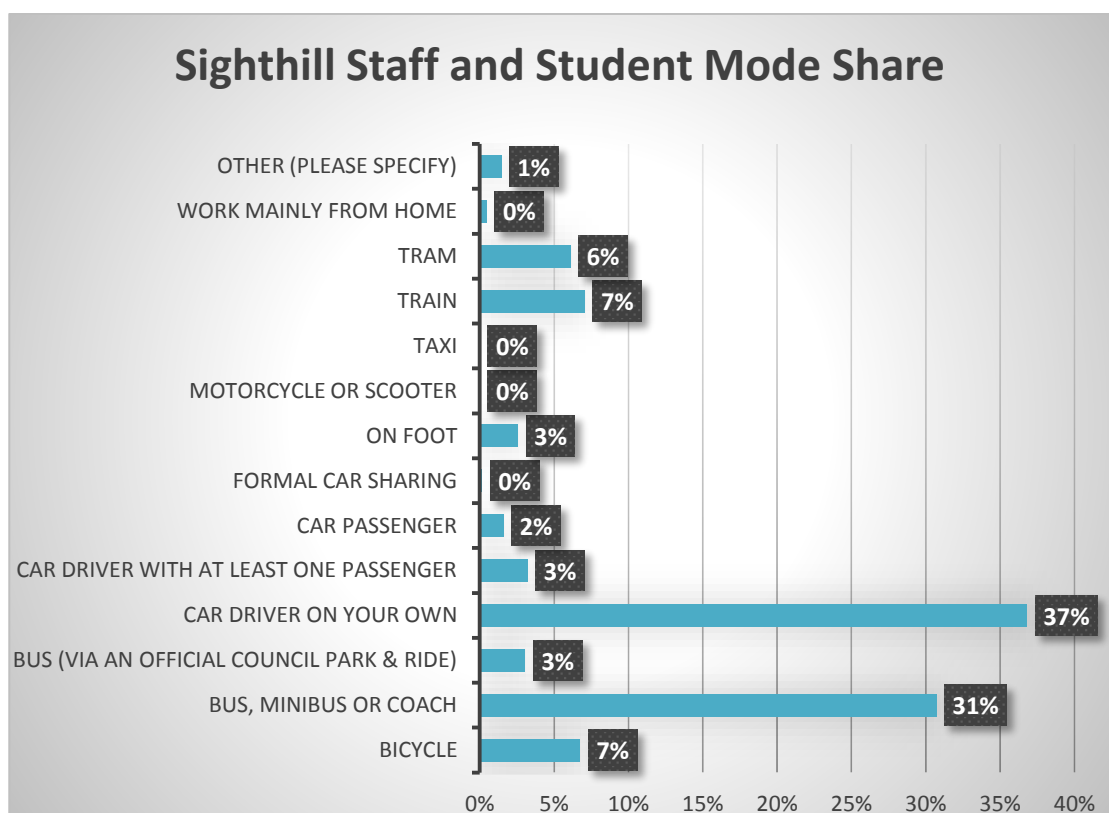


Figure 2.5 – 2017 Travel Survey Mode Share for Sighthill Campus.

2.4

Overall Staff Mode Share 2017

Figure 2.6 highlights the travel survey results for the overall University staff mode share.

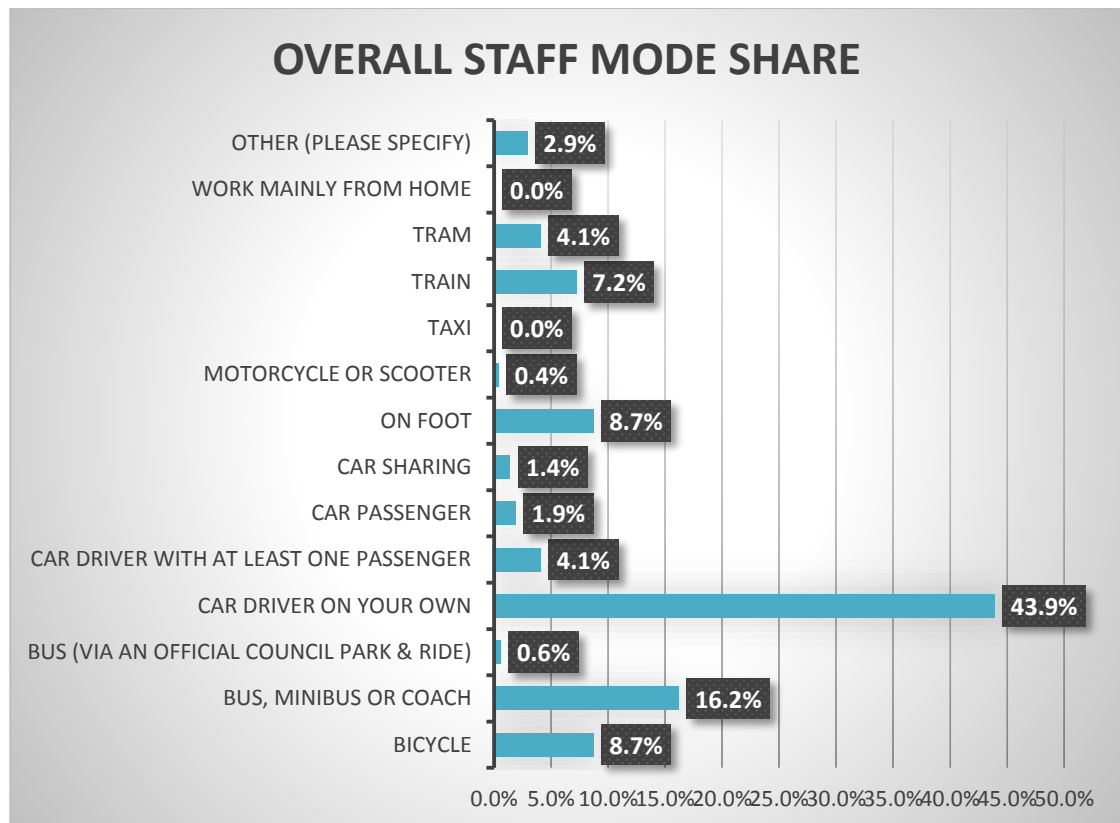


Figure 2.6 – 2017 Overall University staff mode share

The key findings for the University staff mode share are:

- Approximately 17% of staff travel to work via active travel modes (walking, running or cycling);
- Public transport is the second most popular form of transportation by staff (27%), with 16% coming by bus, 7% coming by train, and 4% coming by tram.
- The majority of staff (51%) travel to the University via car;
- Car sharing consists of approximately 7% of the total staff mode share;

When compared to the 2013 Travel Survey results, the following mode share changes were observed:

- Staff Active Travel has remained the same;
- Number of staff car user trips has remained unchanged; and
- Number of staff public transport users has reduced by 2%.

The survey suggests that the staff mode share at the University has remained relatively static since 2013.

2.5

Overall Student Mode Share 2017

Figure 2.7 highlights the travel survey results for the overall University student mode share.

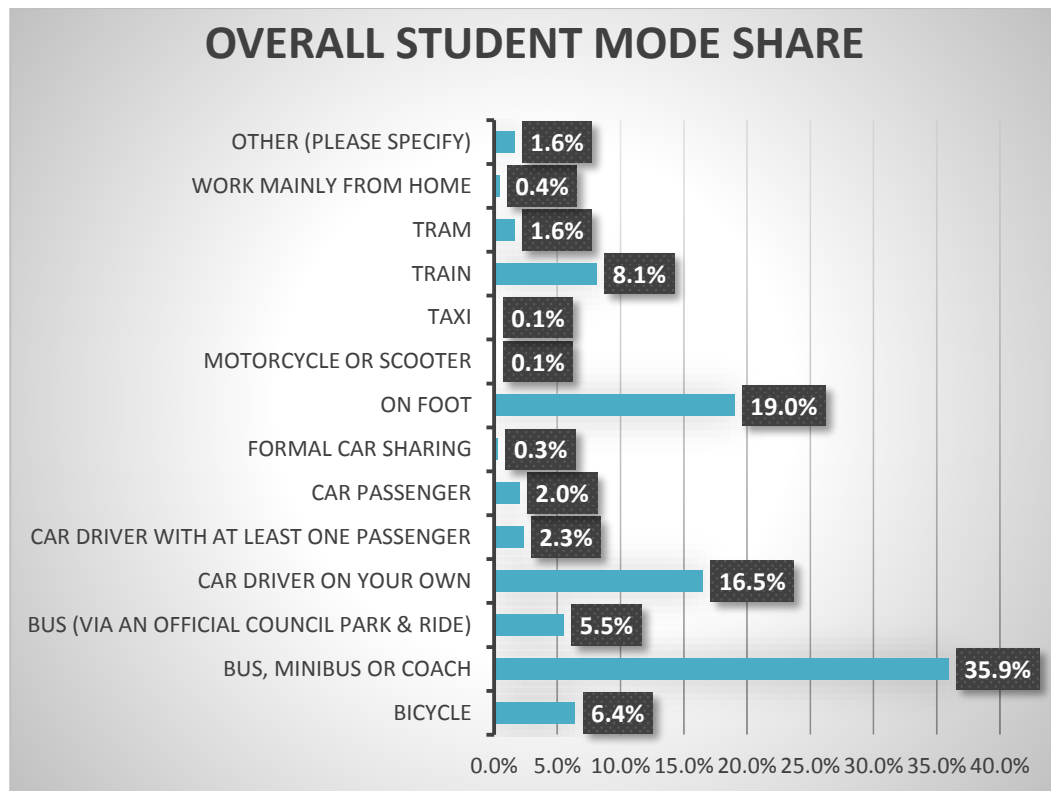


Figure 2.7 – 2017 Overall University student mode share

The key findings for university student mode share are:

- Encouragingly, approximately 25% of students travel to the University via active travel modes (walking, running or cycling);
- Public transport is the most popular form of transportation by students (51%) to get to the University, with 41% coming by bus, 8% coming by train and 2% coming by tram;
- Car use is the third most popular form of transportation by students, with 21% of the overall mode share; and
- Car sharing consists of approximately 5% of the total student mode share.

Comparing these results to the previous 2013 Travel Survey results, the following mode share changes were observed:

- Student Active Travel has increased by 4% since 2013 with both walking and cycling increasing by 2% each;
- Number of student car user trips has reduced by 2%; and
- The number of student public transport users has decreased by 4%, with less travelling by bus, with a marginal increase in students travelling by train and some transference to tram.

3. Craiglockhart Campus

3.1 Introduction

The Craiglockhart Campus is located in south west Edinburgh and benefits from close proximity to good public transport links to and from the city centre. Lothian Buses no. 36 stops within close proximity to the campus, stopping at a bus stop on Glenlockhart Road, just after Glenlockhart Bank.

Craiglockhart Campus also benefits from good connections to a network of on and off road walking and cycling routes.

A total of 99 staff and 362 students based at Craiglockhart campus responded to the survey, with the results of the survey summarised in the following section.

3.2 Staff Mode Share

Figure 3.1 highlights the travel survey results for the Craiglockhart Campus staff mode share.

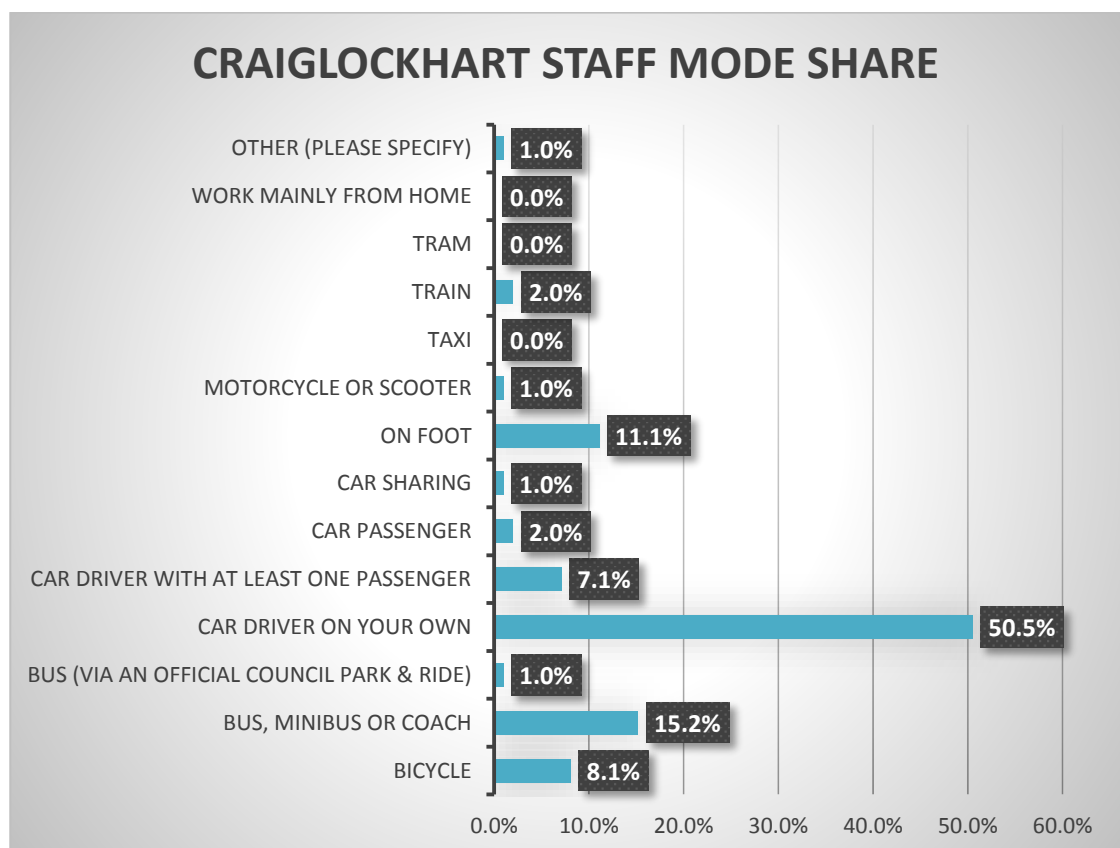


Figure 3.1 - Craiglockhart Campus staff mode share

The key findings are:

- Public Transport and Active Travel (walking and cycling) has approximately the same level of use, with 18% and 19% share respectively;
- The bus use by staff to the Craiglockhart Campus is good, at 15% mode share, it is considered that this patronage level could be increased due to the number of services directly serving the campus either by the bus stop within the campus, or via the bus stops on Colinton Road; and
- 51% of the staff based at Craiglockhart currently drive alone to work. Given the close proximity of the campus to active travel and public transport provision, there is opportunity to encourage staff to consider alternatives to the private car.

3.2.1 Active Travel

It can be seen from **Figure 3.1** that Active Travel made up approximately 19% of the overall mode share, with 11% of staff walking, and 8% cycling to the campus.

In terms of encouraging motorised transport users to travel by cycle or on foot, the majority of respondents stated that walking or cycling was either not practical for them, or that they were not interested in walking or cycling to work. However, there were a number of respondents that indicated that providing more and safer cycle routes would encourage them to cycle to the University, with a small proportion also claiming that better changing facilities / showers / lockers would encourage them to cycle. The following comments were provided in terms of Active Travel encouragement:

"I walk 20 minutes dropping children off then to the bus stop for work - I want to get home as quick as possible in the evening to be with my children walking takes too long"

"Better Quality Roads Throughout the city"

"Provision for a cycle to work scheme."

"Not enough time to cycle with child care requirements"

3.2.2 Motorised / public transport travel

The majority of staff (61%) travelling to the Craiglockhart Campus indicated that they use the car to travel to the University, with 16% coming by bus and 2% using the train. Due to the close proximity of Craiglockhart Campus to nearby bus stops, there is opportunity to decrease the level of car use and increase the uptake of public transport.

When staff motorised transport users were asked *"what would encourage you to travel by public transport to the University?"* the most frequent answer was providing more convenient routes. It should also be noted that providing subsidised tickets and increasing the service frequency were also popular responses. However, approximately 30% of motorised transport users stated that that none of the options would encourage them to use public transport.

As a relatively large proportion of the motorised transport users at Craiglockhart Campus also live within 1-5 miles of the University (28%), there is the potential to encourage staff to either walk or cycle to work. The distribution of the home locations of staff respondents relative to the walking and cycling catchments is highlighted in **Figure 3.2**.

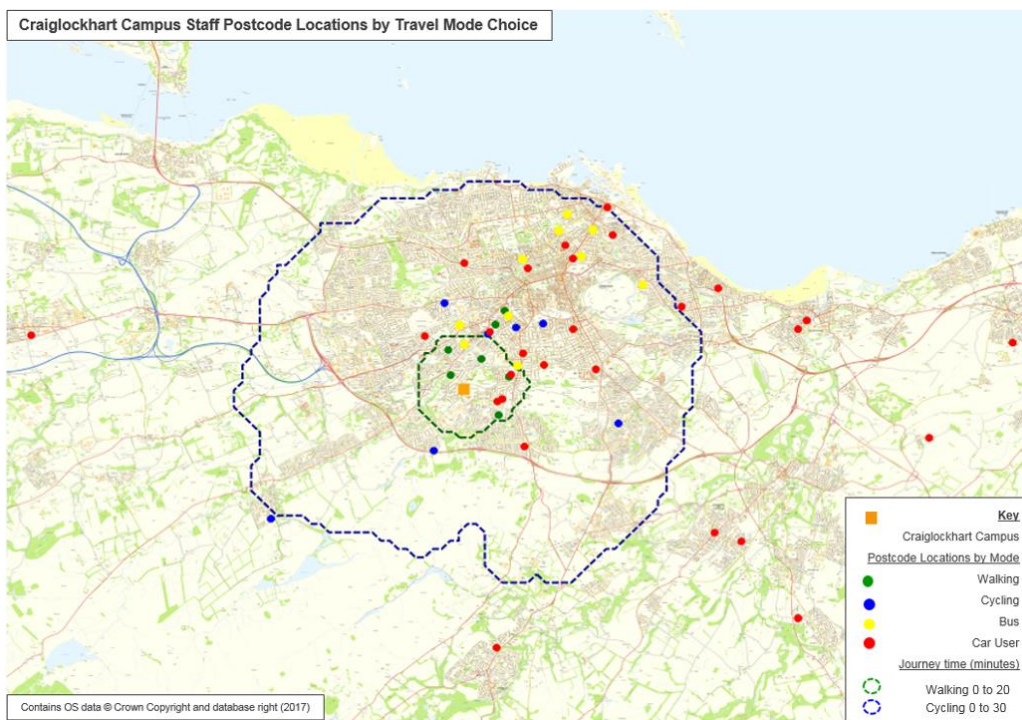


Figure 3.2 - Craiglockhart Campus staff postcode distribution and walking & cycling catchments

Figure 3.3 shows a 40minute public transport catchment from the Craiglockhart Campus.

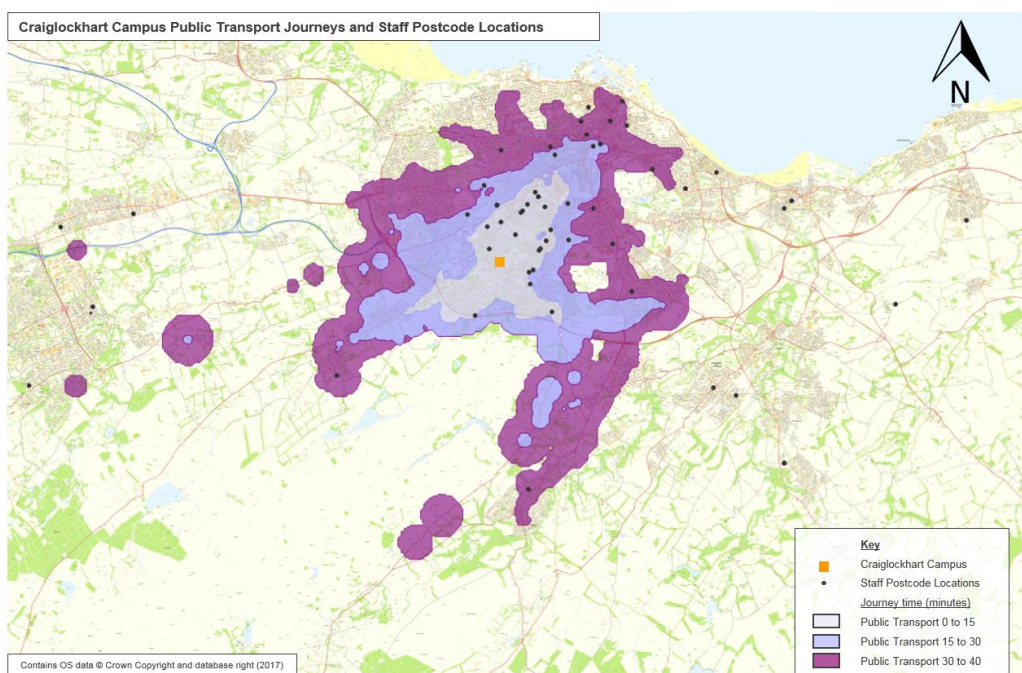


Figure 3.3 – Craiglockhart campus staff postcode distributions and public transport journeys.

Figure 3.3 shows there is a large proportion of staff members living within a 40 minute journey by public transport to the Craiglockhart Campus.

Comments received in relation to motorised travel to Craiglockhart Campus include:

“there is no bus service from my home to my campus - so it would cost me time and money to take 2 different buses. For family reasons I also need the car for half of the way and there is nowhere to leave my car there and walk to work - I'd do that if I could, but there isn't an option.”

“Due to having to collect and drop of my child public transport is not possible given the amount of times this adds to a journey.”

“Traffic congestion is a problem but taking car is still quicker than bus. Cycling would be wonderful option, but roads are still too dangerous.”

“Public transport doesn't offer practical direct routes. Cycling is dangerous ... Weather conditions mitigate against cycling and public transport”

“Like the idea of a car pool service to travel between campuses.”

3.3 **Staff Journey Ratings**

Survey participants were asked to rate their journey to the Craiglockhart Campus based on which mode of travel they used. In order to understand the results, the question options were weighted, i.e. Very Good = 1, Good = 2, Average = 3, Poor = 4 and Very Poor = 5. The weighted average was then taken to provide a score for each option, with a lower value representing a better score, and a higher value classed as a worse score. The results are discussed in this section of the report.

3.3.1 **Bus Journey**

A total of 16 Craiglockhart Campus staff responded to the bus journey rating question. The ratings provided by these members of staff are shown in **Figure 3.4**, with the respective weighted averages provided in **Table 3.1** below.

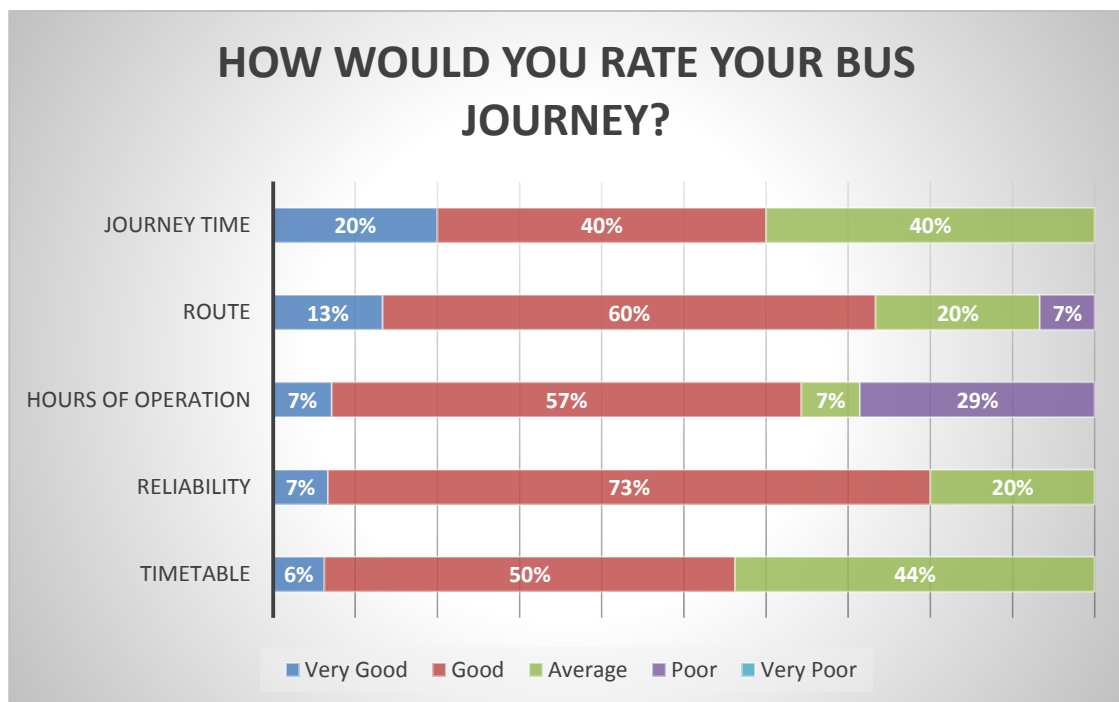


Figure 3.4 - Craiglockhart Campus Staff Bus Journey Ratings

| Option | Weighted Average | Weighted Average All Staff |
|--------------------|------------------|----------------------------|
| Journey Time | 2.20 | 2.52 |
| Route | 2.20 | 2.21 |
| Hours of operation | 2.57 | 2.12 |
| Reliability | 2.13 | 2.01 |
| Timetable | 2.38 | 2.10 |

Table 3.1 - Weighted averages for each bus journey option

It can be seen that reliability rated the best out of the options provided, with the hours of operation receiving the least favourable rating. It should also be noted that journey time and route also rated highly.

3.3.2 Train Journey

A total of 2 staff answered the train journey rating question. It was considered that this sample size was not large enough to use as robust results, so the responses have been excluded from the analysis.

3.3.3 Pedestrian Journey

There was a total of 11 responses for the pedestrian journey rating question for Craiglockhart Campus. The results from the survey are outlined in **Figure 3.5** and **Table 3.2**.

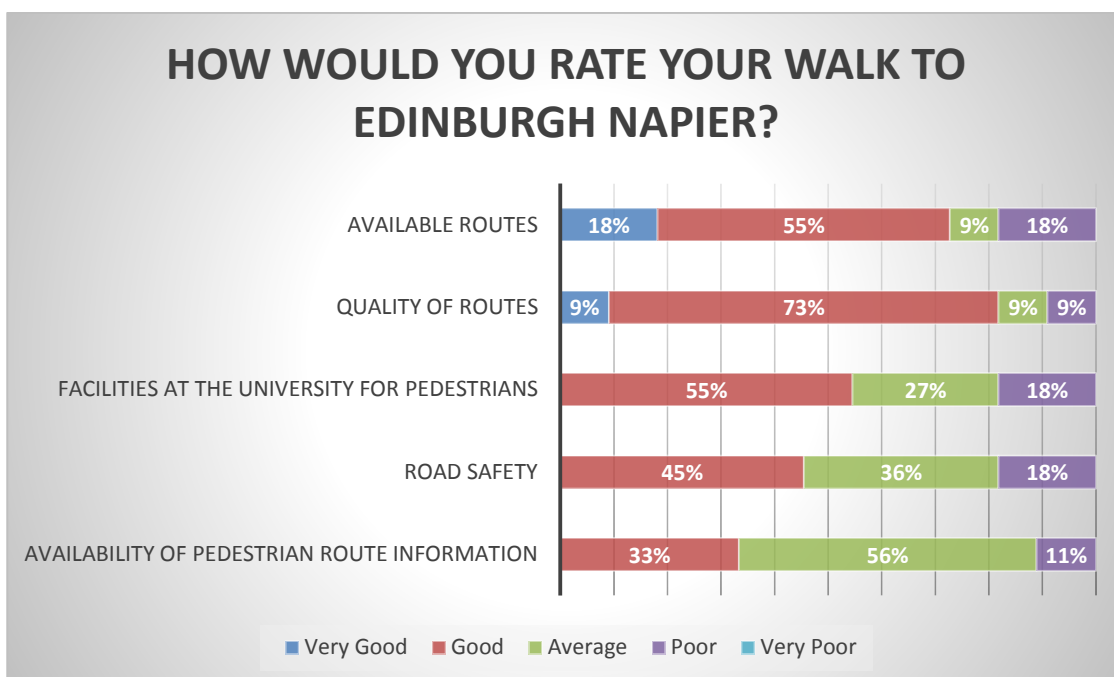


Figure 3.5 - Craiglockhart Campus Staff Pedestrian Journey Ratings

| Option | Weighted Average | Weighted Average All Staff |
|--|------------------|----------------------------|
| Available routes | 2.27 | 1.70 |
| Quality of routes | 2.18 | 1.77 |
| Facilities at the University for pedestrians | 2.64 | 2.23 |
| Road safety | 2.73 | 2.30 |
| Availability of pedestrian route information | 2.78 | 2.87 |

Table 3.2 - Weighted averages for each pedestrian journey option

The highest rated option for pedestrian journeys was the quality of routes, with availability of pedestrian route information rated as the lowest.

3.3.4 Cycle Journey

The results for the staff cycling to the Craiglockhart Campus are displayed in **Figure 3.6** and **Table 3.3**. It should be noted that there were only 8 staff who rated their cycle to the Campus.

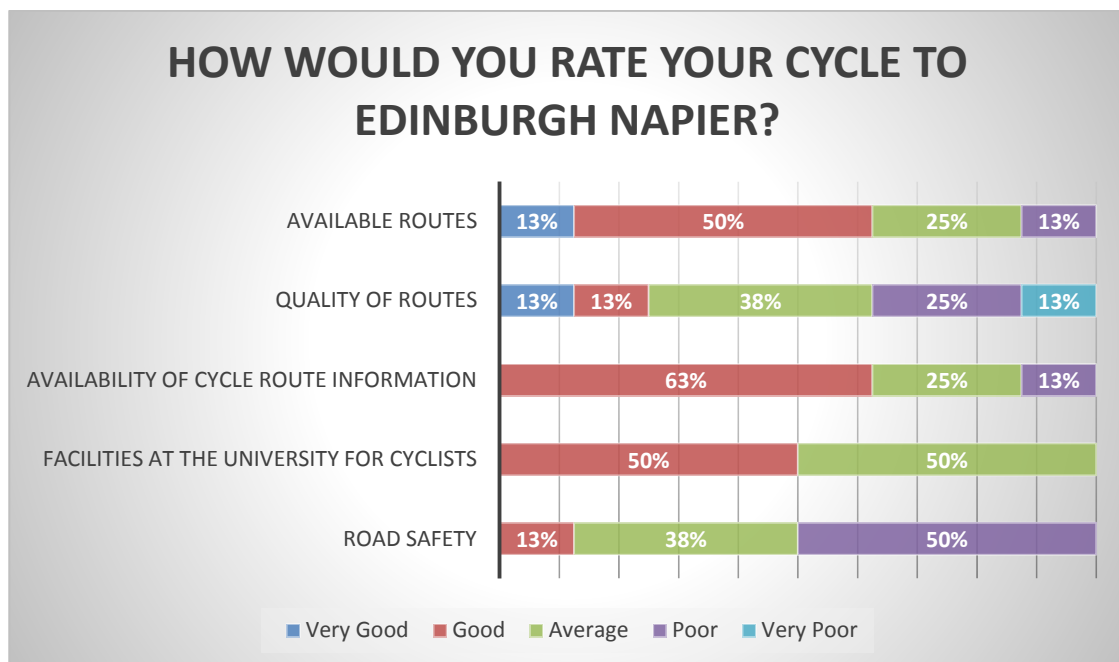


Figure 3.6 - Craiglockhart Campus Staff Cycle Journey Ratings

| Option | Weighted Average | Weighted Average All Staff |
|---|------------------|----------------------------|
| Available routes | 2.38 | 2.04 |
| Quality of routes | 3.13 | 2.63 |
| Availability of cycle route information | 2.50 | 2.59 |
| Facilities at the University for cyclists | 2.50 | 2.36 |
| Road safety | 3.38 | 2.88 |

Table 3.3 - Weighted averages for each cycle journey option

The highest rated option for cyclist journeys was the availability of routes, with road safety rated as the lowest.

Participants were also asked to rate the cycle parking and facilities at the University. The results are shown in **Figure 3.7** and **Table 3.4**.

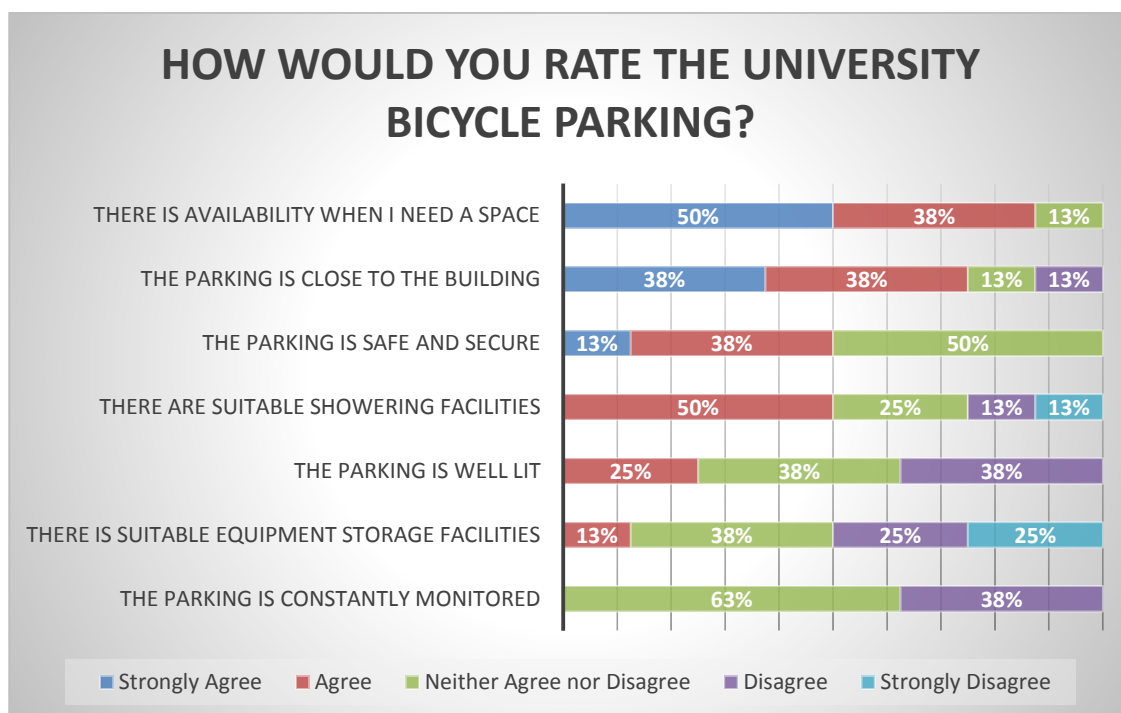


Figure 3.7 - Craiglockhart Campus Staff Cycle Facilities Ratings

| Option | Weighted Average | Weighted Average All Staff |
|--|------------------|----------------------------|
| There is availability when I need a space | 1.63 | 1.82 |
| The parking is close to the building | 2.00 | 1.64 |
| The parking is safe and secure | 2.38 | 2.00 |
| There are suitable showering facilities | 2.88 | 2.98 |
| The parking is well lit | 3.13 | 2.32 |
| There is suitable equipment storage facilities | 3.63 | 3.00 |
| The parking is constantly monitored | 3.38 | 2.93 |

Table 3.4 - Weighted averages for each cycle facility option

The highest rated option for cyclist facilities was the availability of parking spaces, with suitable equipment storage facilities rated as the lowest.

3.3.5 Awareness of Sustainable Travel Measures

Staff at the Craiglockhart Campus were asked whether they are aware of the university’s sustainable transport facilities, such as showers, lockers, and cycle parking. The results reveal that 48% of respondents are not aware of such sustainable transport facilities at the University. Of the 52% of staff who responded saying they were aware of the facilities, only 16% indicated that they used them.

3.4 Student Mode Share

Figure 3.8 highlights the travel survey results for the Craiglockhart Campus student mode share.

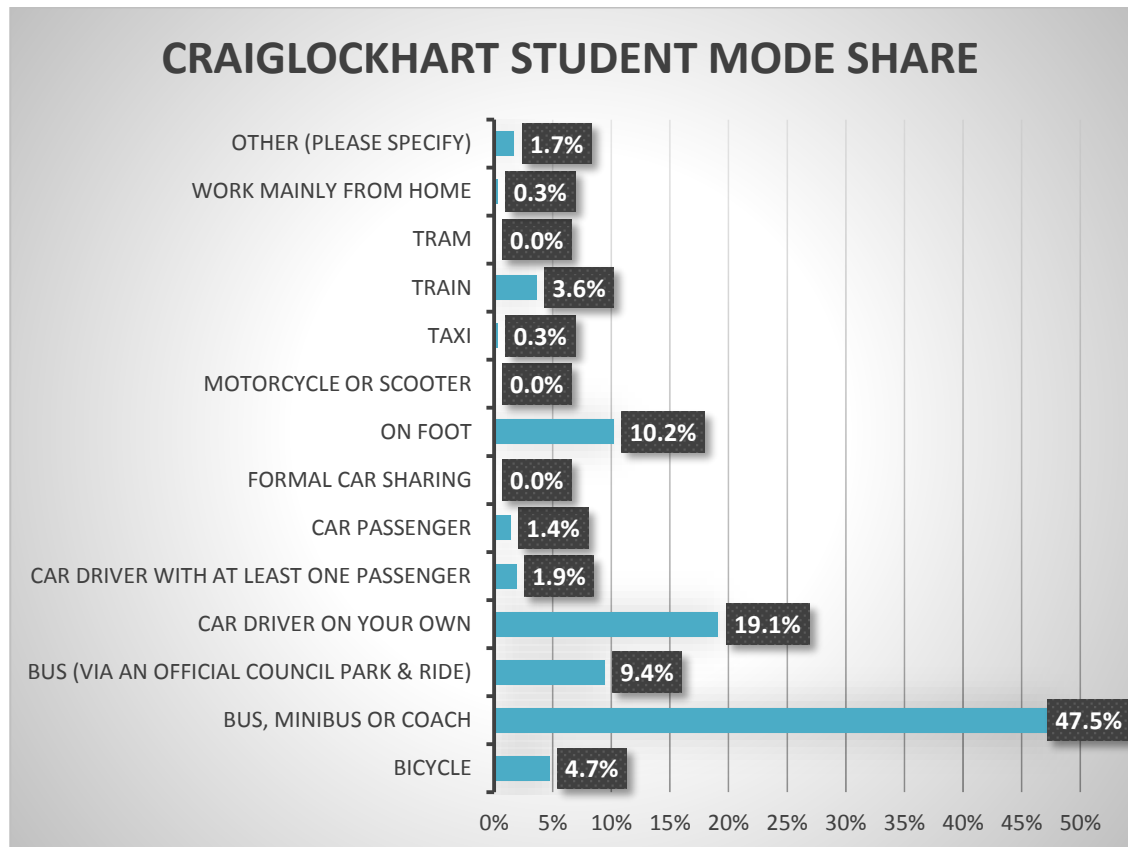


Figure 3.8 - Craiglockhart Campus student mode share

The key findings are:

- Approximately 15% of students chose to use Active Travel to travel to the Craiglockhart Campus;
- A total of 61% of students travel by public transport to the Craiglockhart Campus; and
- Although car use by students to the Craiglockhart Campus is relatively low, with 22% mode share, it is considered that car use could be lowered further, and a shift to less people driving on their own could be achieved via increased promotion of the available walking, cycling and public transport routes. Car sharing could also be considered at this location.

3.4.1 Active Travel

It can be seen from Figure 3.8 that Active Travel made up approximately 15% of the overall mode share, with 10% of students walking, and 5% cycling to the campus.

In terms of encouraging motorised users to walk, the majority of students claimed that walking to/from the University was not practical for them. However, the second highest

response was providing walking buddies (20%), with a number of respondents (18%) also claiming that more convenient off-road routes would encourage them to walk.

Car users and public transport users were also asked what would encourage them to cycle to the Craiglockhart Campus. Similar to the staff responses, providing more and safer routes to Craiglockhart was the most frequent response for students who could be encouraged, with a high proportion of students (26%) also claiming that discounts/loans for purchase of bikes would encourage them to cycle. The following additional comments were also made in regards to active travel encouragement:

“Public bike-share scheme”

“my campus is on a hill which isn't ideal for cycling”

“Student accommodation being nearer to the campus”

“The path from my area (Morningside) to Craiglockhart campus is very poor (runs alongside the golf course)”

“Better lighting in the canal”

3.4.2 Motorised / public transport travel

Encouragingly, the majority of students (61%) travelling to the Craiglockhart Campus indicated that they use public transport to travel to the University, with 57% coming by bus and 5% using the train. Due to the close proximity of Craiglockhart Campus to nearby bus stops, and the nature of student travel, there is opportunity to increase the uptake of public transport further.

Although public transport was stated as the main method of travel, 22% of students indicated that they travel to Craiglockhart Campus by car. It should be noted that this is lower than the 2020 LTS targets.

When student motorised transport users were asked *“what would encourage you to travel by public transport to the University?”* the most frequent answer was providing more convenient routes. It should also be noted that providing subsidised tickets and increasing the service frequency were also popular responses. However, approximately 27% of student motorised transport users stated that none of the options would encourage them to use public transport.

As the majority of the motorised transport users at Craiglockhart Campus also live within 1-5 miles of the University (63%), there is the potential to encourage students to either walk or cycle to Craiglockhart Campus. **Figure 3.9** highlights the home postcode distribution of student respondents in relation to the walking and cycling catchments.

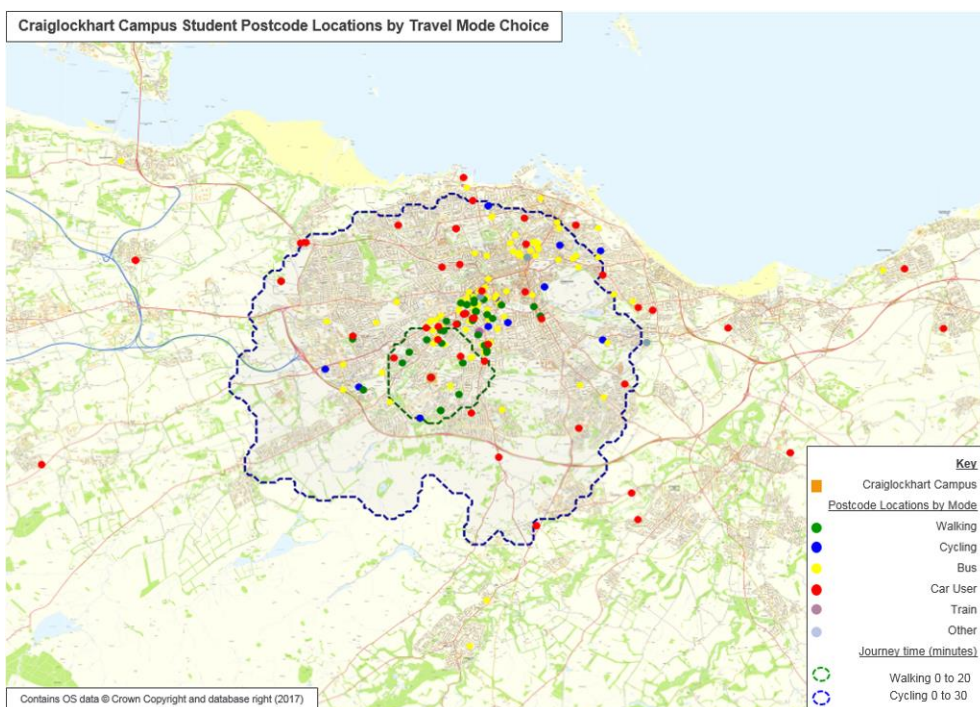


Figure 3.9 - Craiglockhart Campus student postcode distribution

Figure 3.9 indicates there is a high concentration of student respondents living just over a 20 minute walk (1.6km) of the Craiglockhart Campus.

Figure 3.10 indicates the student respondent’s home locations relative to a 40minute public transport journey time from the Craiglockhart Campus.

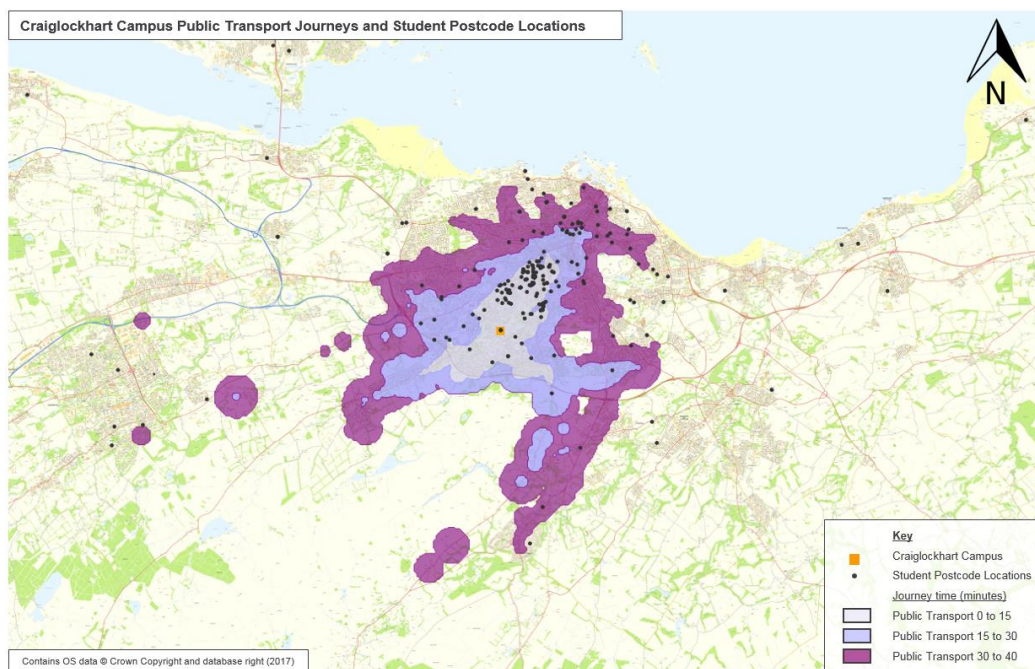


Figure 3.10 – Craiglockhart campus student postcodes and public transport journeys

Figure 3.10 shows that there is a high proportion of students living within a 40 minute public transport journey to the Craiglockhart Campus.

Comments received in relation to motorised travel to Craiglockhart Campus include:

“Additional car parking spaces for students are needed, too many spaces for staff”

“Would like more direct bus routes connecting Napier campuses.”

“It would be cool if there was a shuttle bus to the more remote campuses that has less stops along the way so that it takes less time to get to campus. The bus 45 that is connecting Merchiston and Craiglockhart is only going twice an hour, shortly before lectures end and half an hour after they are over, making it fairly difficult to use.”

“The 36 bus which I take to university is always very late and I live so close to the uni it doesn't make sense to use the bus but the road which takes me to the campus (same route as the 36) is very poor and dangerous to walk along.”

“routes should be provided to allow others buses to be coming to Craiglockhart not just bus 4 because there is always delay at times so to reduce the stress of having you wake up early to meet the bus on time. The school should provide other alternative.”

“A higher frequency of a number four buses would be useful.”

“I think the bus is the easiest option for many people. However, I don't really rely on the bus timetables (I mainly take the 4), as it is rarely on time. I often leave earlier to be sure to be on time at campus. For example, for the exam session, I will prefer going there by foot, as I don't want to be too stressed about the bus reliability.”

3.5 **Student Journey Ratings**

As described in the **Staff Journey Ratings** section, student participants were also asked to rate their journey to the Craiglockhart Campus based on which mode of travel they used. The results are discussed in this section of the report.

3.5.1 **Bus Journey**

A total of 206 Craiglockhart Campus students rated their journey to the Campus by bus. The ratings provided by these students are shown in **Figure 3.11**, with the respective weighted averages provided in **Table 3.5** below.

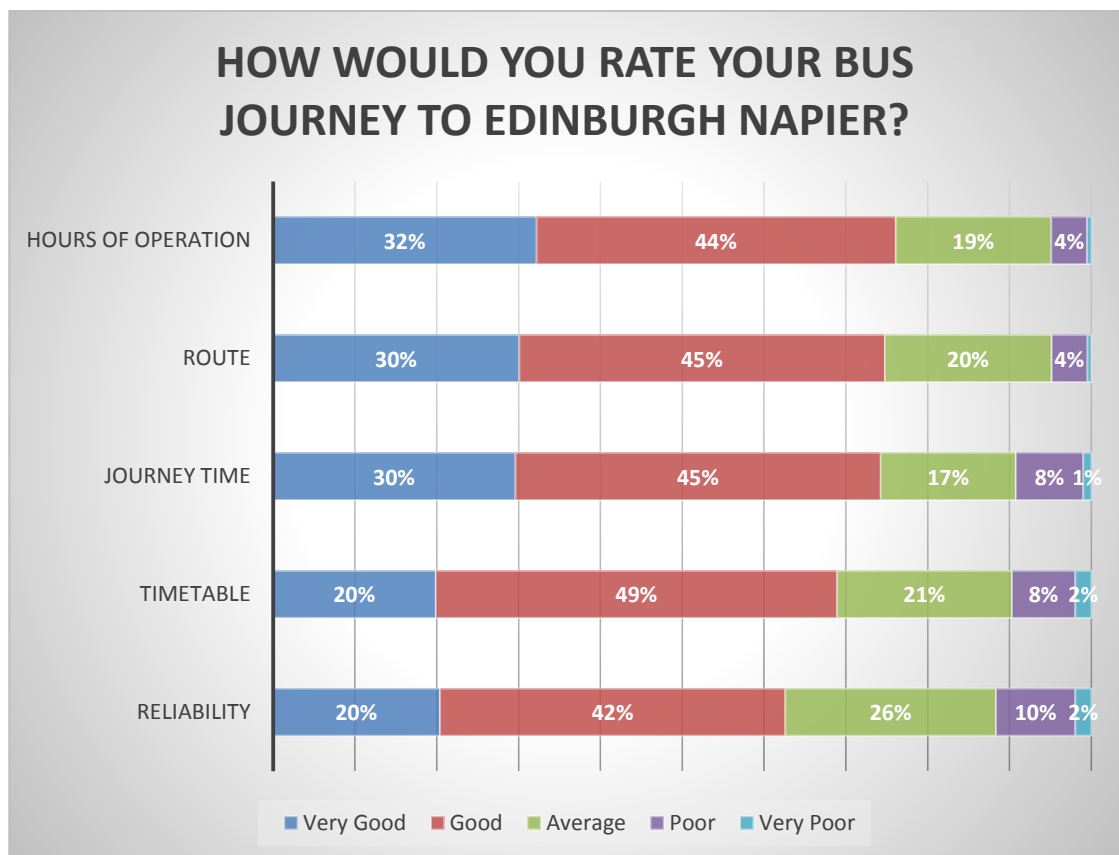


Figure 3.11 - Craiglockhart Campus Student Bus Journey Ratings

| Option | Weighted Average | Weighted Average All Students |
|--------------------|------------------|-------------------------------|
| Hours of operation | 1.97 | 1.91 |
| Route | 2.00 | 2.11 |
| Journey time | 2.06 | 2.35 |
| Timetable | 2.23 | 2.14 |
| Reliability | 2.31 | 2.20 |

Table 3.5 - Weighted averages for each bus journey option

It can be seen that hours of operation rated the best out of the options provided, with the reliability of the buses receiving the worst rating. It should also be noted that journey time and route rated highly.

3.5.2 Train Journey

A total of 13 students rated their train journey to the Craiglockhart Campus. The survey results are presented in Figure 3.12 and Table 3.6.

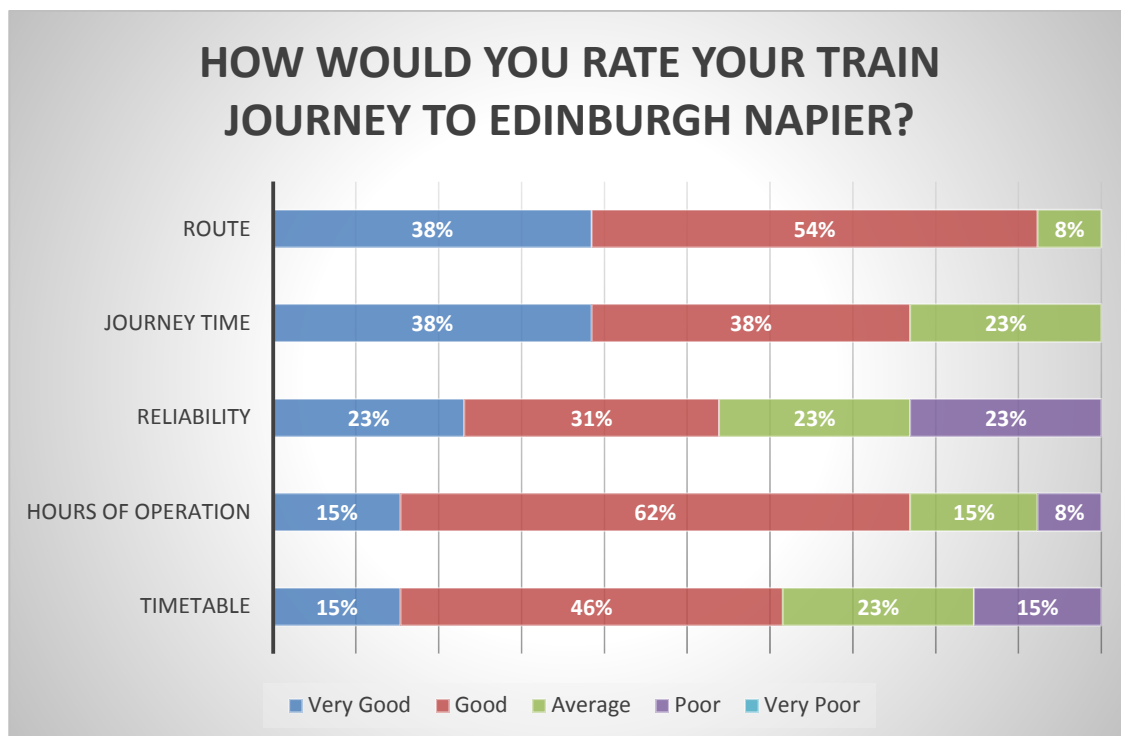


Figure 3.12 - Craighlockhart Campus Student Train Journey Ratings

| Option | Weighted Average | Weighted Average All Staff |
|--------------------|------------------|----------------------------|
| Route | 1.69 | 2.11 |
| Journey time | 1.85 | 2.41 |
| Reliability | 2.46 | 2.85 |
| Hours of operation | 2.15 | 2.32 |
| Timetable | 2.38 | 2.73 |

Table 3.6 - Weighted averages for each train journey option

It can be seen that the train route rated the highest out of the options provided, with the reliability of the trains receiving the worst rating. It should be noted that journey time also rated highly.

3.5.3 Pedestrian Journey

There was a total of 37 responses for students who walked to the Campus. The results from the survey are outlined in **Figure 3.13** and **Table 3.7**.

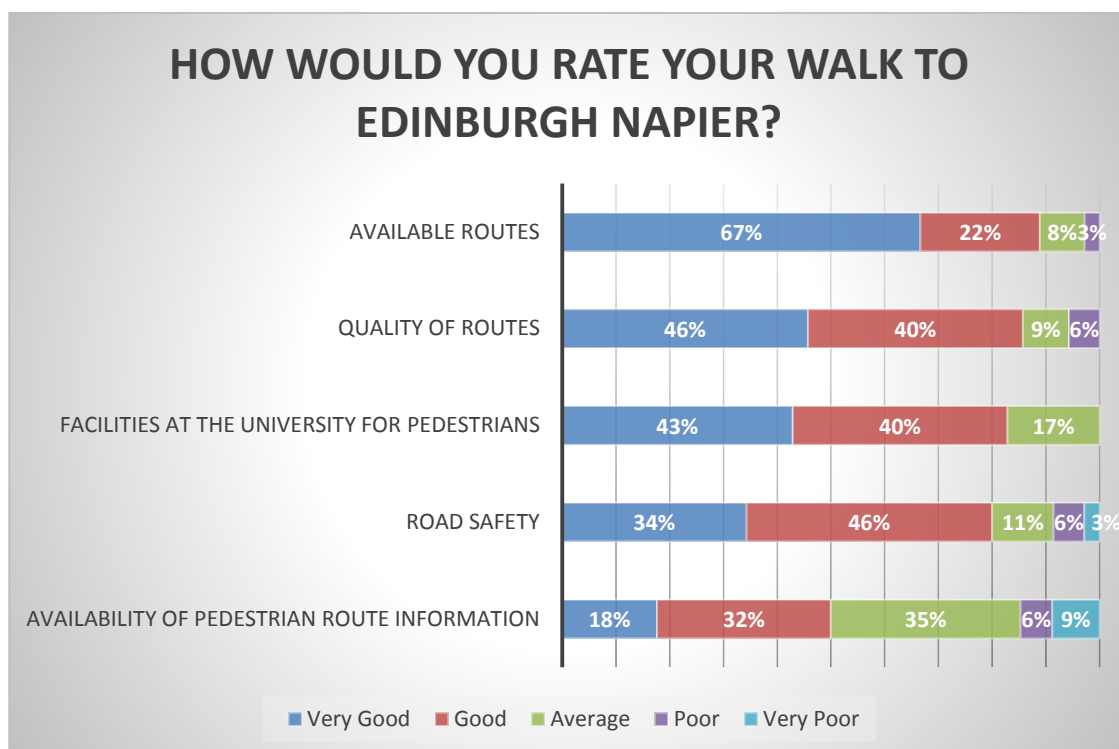


Figure 3.13 - Craiglockhart Campus Student Pedestrian Journey Ratings

| Option | Weighted Average | Weighted Average All Staff |
|--|------------------|----------------------------|
| Available routes | 1.47 | 1.75 |
| Quality of routes | 1.74 | 1.95 |
| Facilities at the University for pedestrians | 1.74 | 1.92 |
| Road safety | 1.97 | 2.25 |
| Availability of pedestrian route information | 2.56 | 2.50 |

Table 3.7 - Weighted averages for each pedestrian journey option

The highest rated option for pedestrian journeys was the availability of routes, with availability of pedestrian route information rated as the lowest. The quality of the routes and facilities at the University for pedestrians also rated highly.

3.5.4 Cycle Journey

The results for the students cycling to the Craiglockhart Campus are displayed in **Figure 3.14** and **Table 3.8**. A total of 17 students responded to this question.

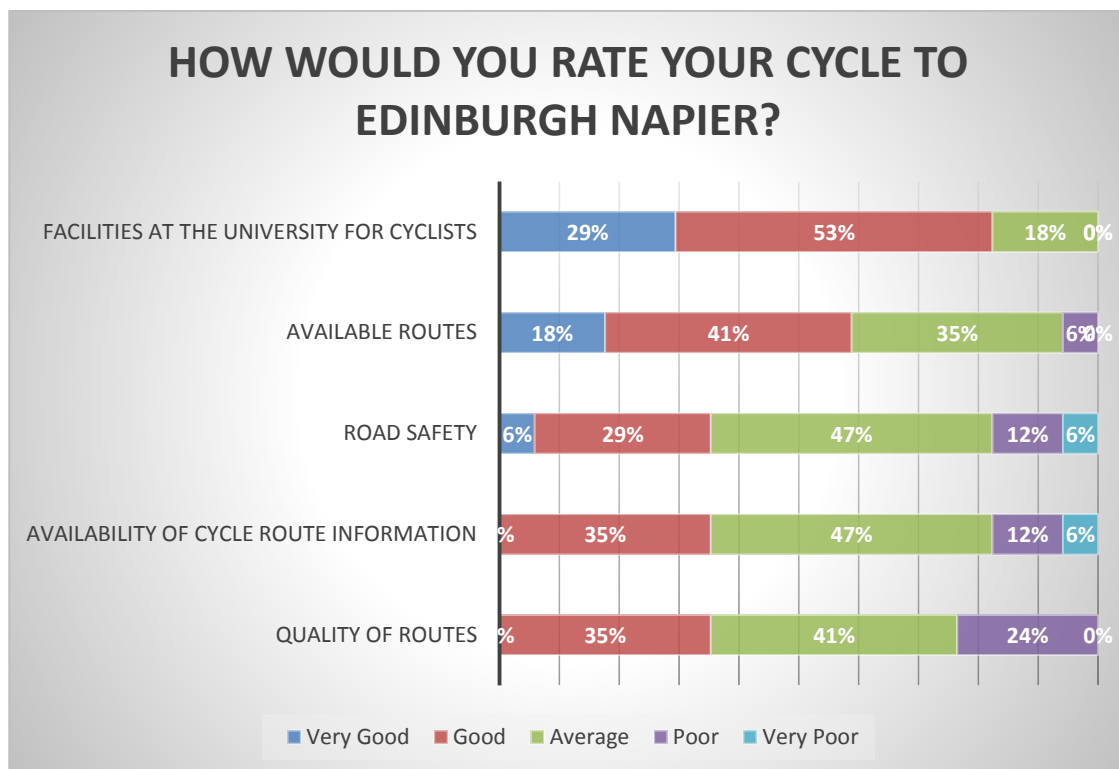


Figure 3.14 - Craiglockhart Campus Student Cycle Journey Ratings

| Option | Weighted Average | Weighted Average All Staff |
|---|------------------|----------------------------|
| Facilities at the university for cyclists | 1.88 | 2.12 |
| Available routes | 2.29 | 2.18 |
| Road safety | 2.82 | 2.95 |
| Availability of cycle route information | 2.88 | 2.89 |
| Quality of routes | 2.88 | 2.82 |

Table 3.8 - Weighted averages for each cycle journey option

The highest rated option for cyclist journeys was the facilities at the University for cyclists, with the quality of routes and availability of cycle route information both rated equally as the lowest.

Participants were also asked to rate the cycle parking and facilities at the University. The results are shown in **Figure 3.15** and **Table 3.9**.

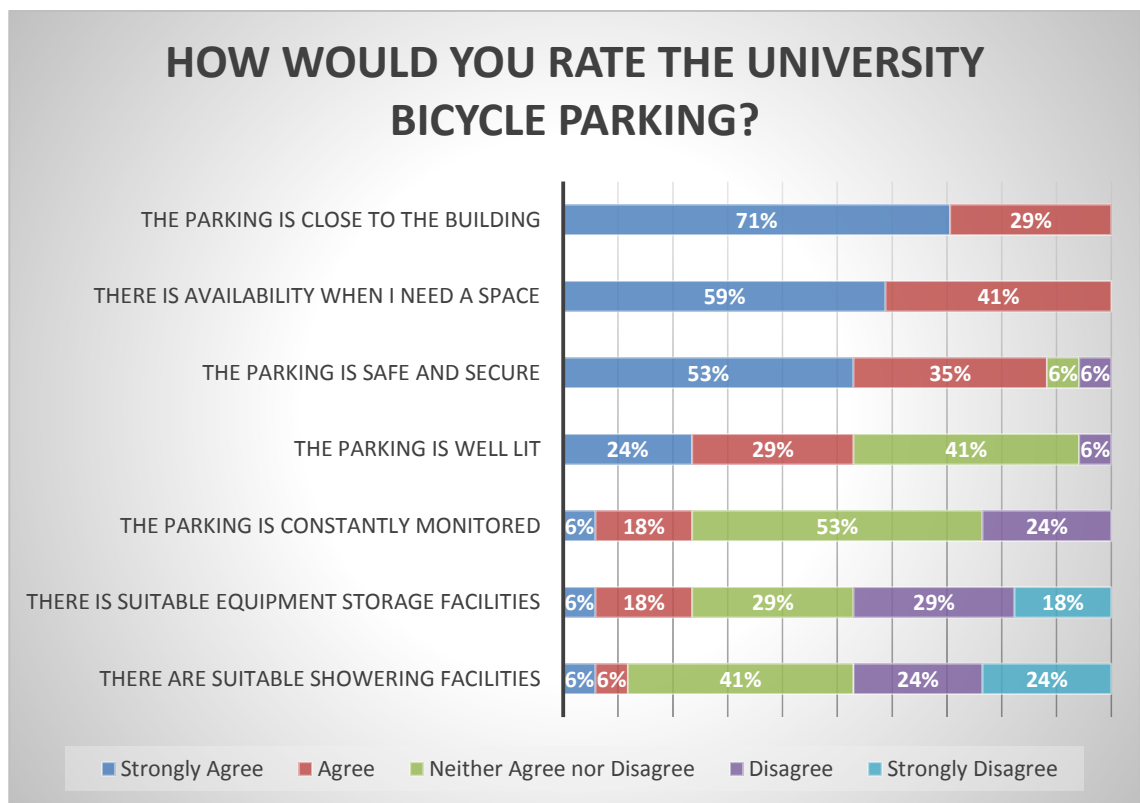


Figure 3.15 - Craiglockhart Campus Student Cycle Facilities Ratings

| Option | Weighted Average | Weighted Average All Staff |
|--|------------------|----------------------------|
| The parking is close to the building | 1.29 | 1.46 |
| There is availability when I need a space | 1.41 | 1.84 |
| The parking is safe and secure | 1.65 | 1.81 |
| The parking is well lit | 2.29 | 2.36 |
| The parking is constantly monitored | 2.94 | 2.89 |
| There is suitable equipment storage facilities | 3.35 | 2.86 |
| There are suitable showering facilities | 3.53 | 3.04 |

Table 3.9 - Weighted averages for each cycle facility option

The highest rated option for cyclist facilities was the close proximity of the cycle parking to the desired building, with suitable showering facilities rated as the lowest.

3.6

Summary

Overall, the survey indicates that a high level of active and sustainable travel activity occurs at the Craiglockhart Campus, with a tendency for students travelling more sustainably than staff.

4. Merchiston Campus

4.1 Introduction

The Merchiston Campus is located to the south west of Edinburgh city centre and benefits from close proximity to good public transport links, such as a number of city centre bus services. Merchiston Campus also has very good connections to a network of on and off road walking and cycling routes.

A total of 182 staff and 407 students responded to the survey who were based at the Merchiston Campus, with the results of the survey summarised in the following section.

4.2 Staff Mode Share

Figure 4.1 highlights the travel survey results for the Merchiston Campus staff mode share.

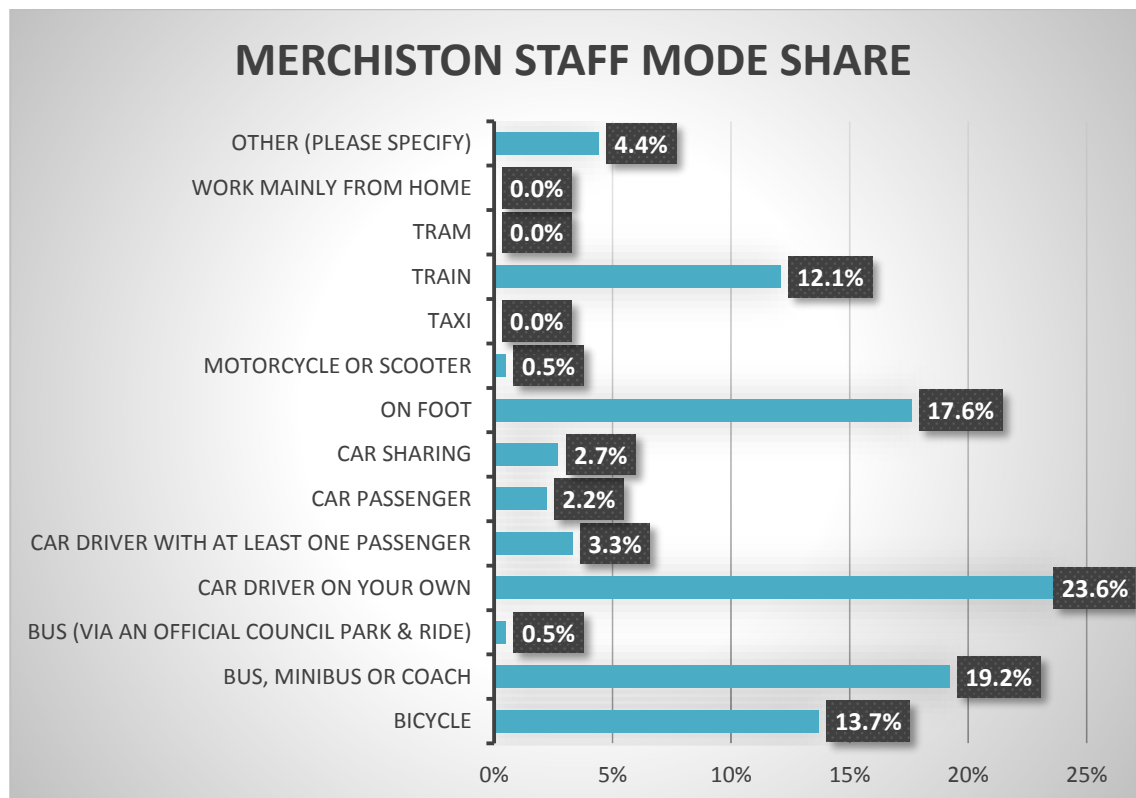


Figure 4.1 - Merchiston Campus staff mode share

The key findings are:

- Active Travel makes up 31% of the staff mode share at Merchiston;
- 32% of respondents are car users and 32% of respondents travel by public transport; and
- Whilst bus use by staff to the Merchiston Campus is good, with 20% mode share, it is considered that uptake could be increased due to the number of services either directly serving the campus or within close proximity to the campus.

4.2.1 Active Travel

It can be seen from **Figure 4.1** that Active Travel made up approximately 31% of the overall mode share, with 17% of staff walking, and 14% cycling to the campus.

In terms of encouraging motorised transport users to walk, the majority of staff claimed that walking to/from the University was not practical for them or that they were not interested in walking. However, a small number of respondents claimed that providing more convenient routes (9%) would encourage them to walk.

As with the walking encouragement, the majority of car or public transport users either claimed that cycling to Merchiston Campus was not practical, or stated that they were not interested in cycling. For those who were interested in cycling, providing more and safer routes to Merchiston was the most frequent response, with a high proportion of staff (18%) also claiming that better changing facilities/showers/lockers would encourage them to cycle. The following additional comments were also made in regards to active travel encouragement:

“Roads too busy, so not sure if it is a goer”

“A gym at Merchiston campus would encourage me”

“I'm not aware about any changing or shower facilities at Merchiston campus. Please let me know if there is any.”

“I need to pick up children by car at the end of the day”

4.2.2 Motorised / public transport travel

The survey indicates that approximately a third of staff (32%) travel by car to Merchiston Campus, with 20% coming by bus and 12% using the train. Due to the close proximity of Merchiston Campus to nearby bus stops with a number of different bus services, there is opportunity to decrease the level of car use and increase the uptake of public transport.

The most frequent answer for encouraging public transport use was providing more convenient routes (47%). It should also be noted that providing subsidised tickets and increasing the service frequency were also popular responses. However, approximately 30% of staff car users stated that none of the options would encourage them to use public transport.

As a relatively large proportion of the car users at Merchiston Campus also live within 1-5 miles of the University (31%), there is the potential to encourage staff to either walk or cycle to work. **Figure 4.2** highlights the distribution of Merchiston staff respondent's home postcodes in relation to the walking and cycling catchments.

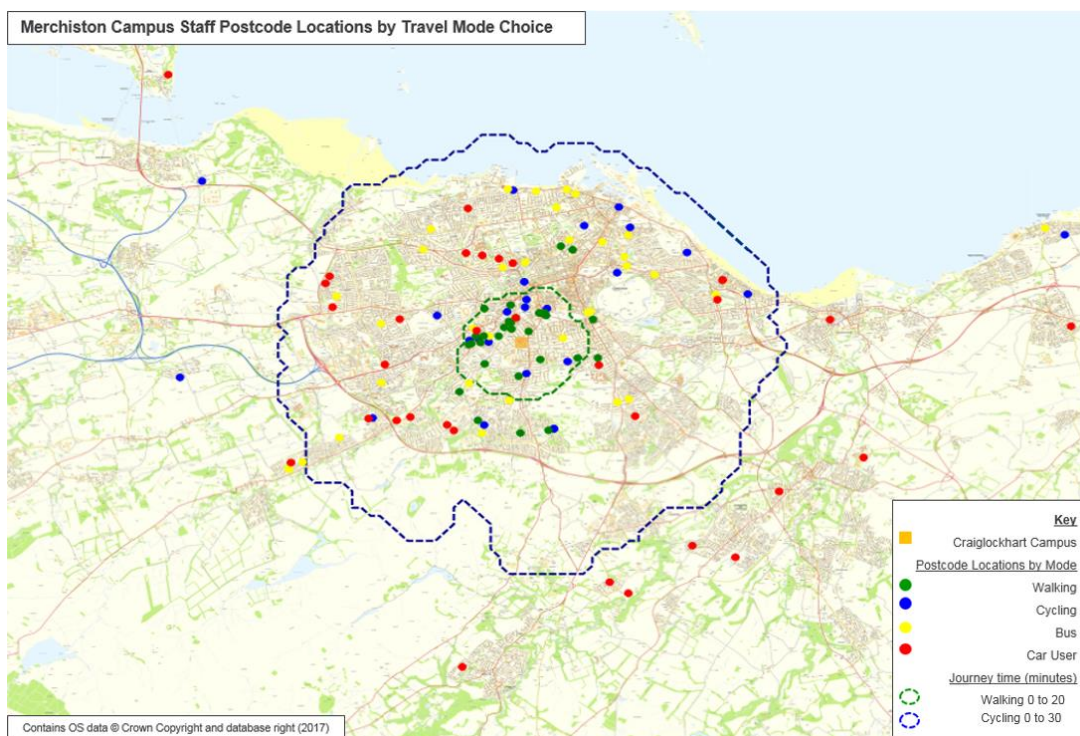


Figure 4.2 - Merchiston Campus staff postcode distribution and walking and cycling catchments

It can be seen in **Figure 4.2** that there are a number of staff respondents living within a 20 minute walk (1.6km) of the Merchiston Campus.

Figure 4.3 indicates staff home postcodes in relation to a 40 minute public transport journey time to the Craiglockhart Campus.

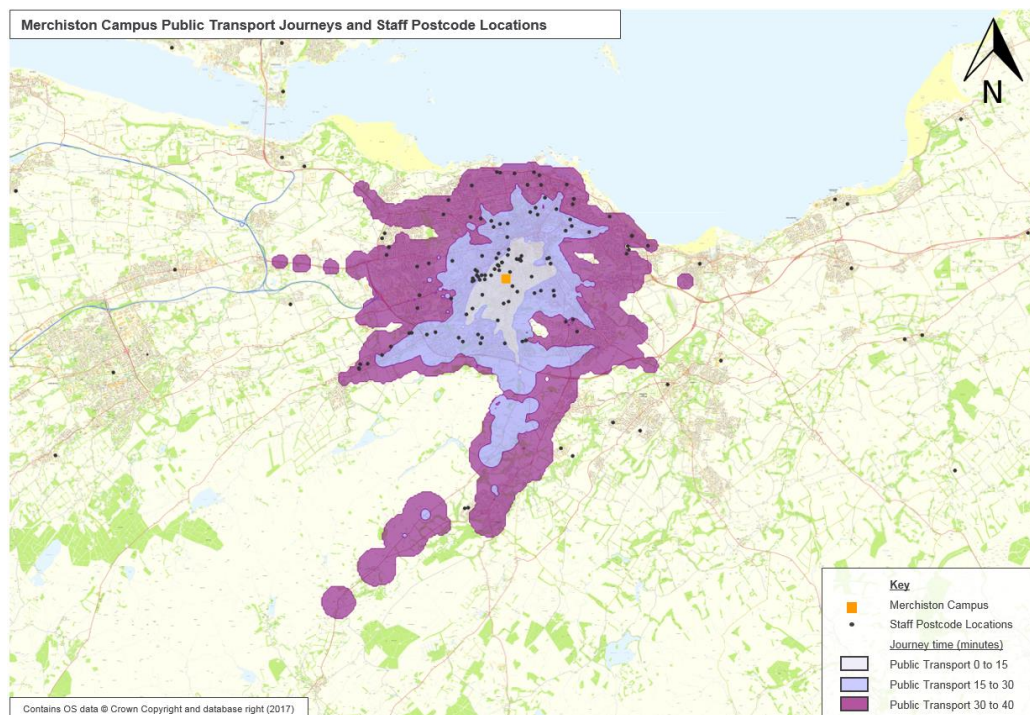


Figure 4.3 – Merchiston campus staff postcode locations and public transport journeys.

Figure 4.3 indicates that a high proportion of staff live within a 40 minute public transport journey of the Merchiston Campus.

Comments received in relation to motorised travel to Merchiston Campus include:

"I'm aware that this is not in keeping with the sustainability issue, but I have worked for 3 years in an outreach position which requires me to use my own car, but I am unable to get a parking permit for Merchiston Campus, costing me up to £80 per week. It would be good if needs assessments could be made in the issuing of parking permits, rather than just relying on a waiting list system."

"With travel and parking, flexible working is a great help, but if I wish to leave early the bus I can get home (no.45) is not frequent enough, so a car will get me home quickly."

"Use car as route is more direct/takes less time than 2+ bus journeys via town. Also convenient if going to another campus straight from home. Parking spaces at Merchiston so limited that I've started travelling earlier - perhaps a review of spaces would be good, especially to allow some leeway on unmarked spaces when skip or contractors taking up marked spaces?"

"I would cycle more often if I was guaranteed a good locker/shower arrangement with no waiting to allow time to prepare for lectures etc."

4.3 **Staff Journey Ratings**

4.3.1 **Bus Journey**

A total of 36 staff rated their bus journey to the Merchiston Campus. The ratings provided by these members of staff are shown in **Figure 4.4**, with the respective weighted averages provided in **Table 4.1** below.

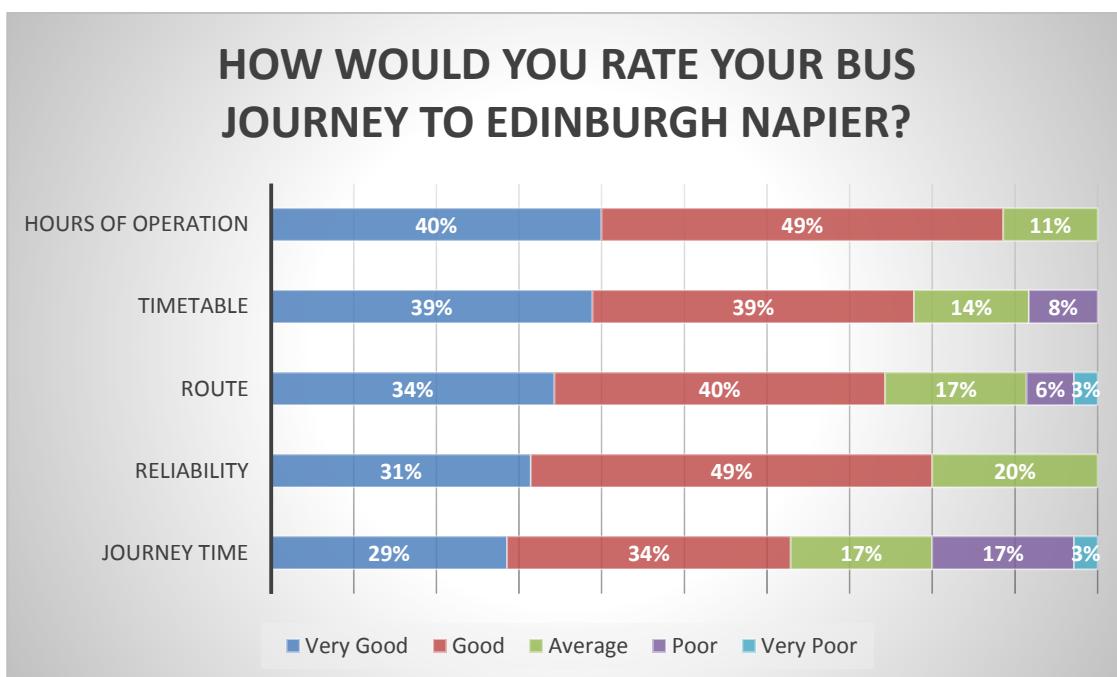


Figure 4.4 – Merchiston Campus Staff Bus Journey Ratings

| Option | Weighted Average | Weighted Average All Staff |
|--------------------|------------------|----------------------------|
| Hours of operation | 1.71 | 2.12 |
| Timetable | 1.92 | 2.10 |
| Route | 2.03 | 2.21 |
| Reliability | 1.89 | 2.01 |
| Journey time | 2.31 | 2.52 |

Table 4.1 - Weighted averages for each bus journey option

It can be seen that hours of operation rated the best out of the options provided, with the journey time option receiving the worst rating. It should also be noted that the reliability of buses rated highly.

4.3.2 Train Journey

A total of 22 Merchiston Campus staff rated their train journey to the University. The survey results are presented in **Figure 4.5** and **Table 4.2**.

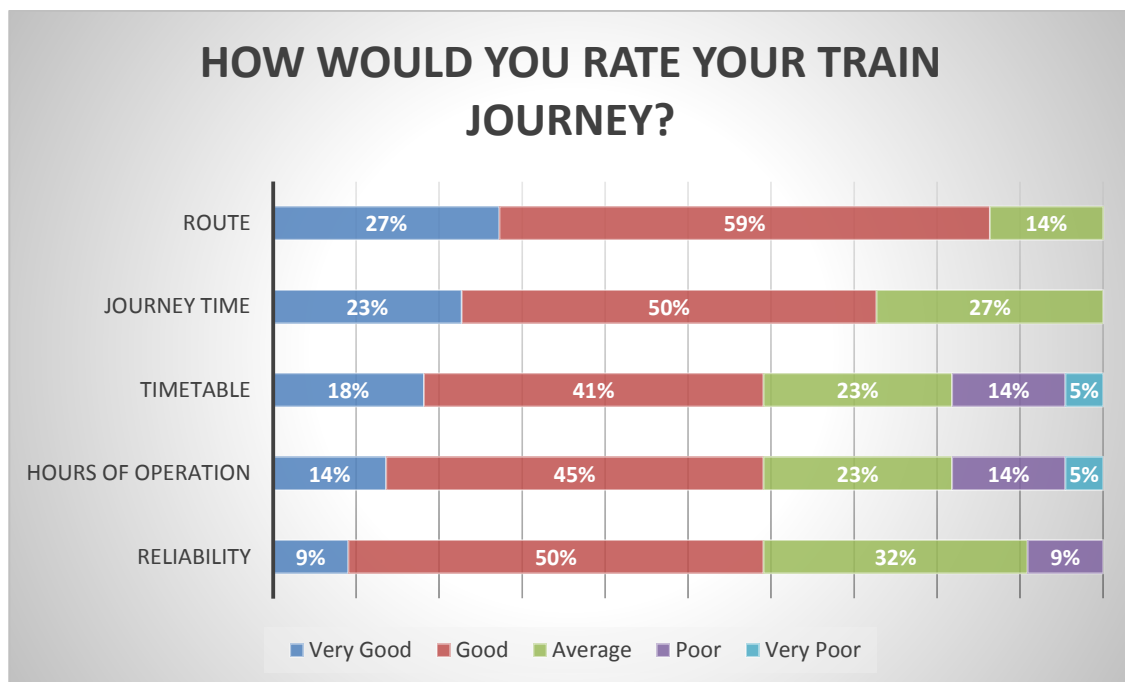


Figure 4.5 - Merchiston Campus Student Train Journey Ratings

| Option | Weighted Average | Weighted Average All Staff |
|--------------------|------------------|----------------------------|
| Route | 1.86 | 1.89 |
| Journey time | 2.05 | 2.11 |
| Timetable | 2.45 | 2.49 |
| Hours of operation | 2.50 | 2.54 |
| Reliability | 2.41 | 2.54 |

Table 4.2 - Weighted averages for each train journey option

It can be seen that the train route rated the best out of the options provided, with the hours of operation receiving the worst rating. It should also be noted that the bus timetable was also rated relatively poorly.

4.3.3 Pedestrian Journey

There was a total of 31 responses for staff who walked to the Campus. The results from the survey are outlined in **Figure 4.6** and **Table 4.3**.

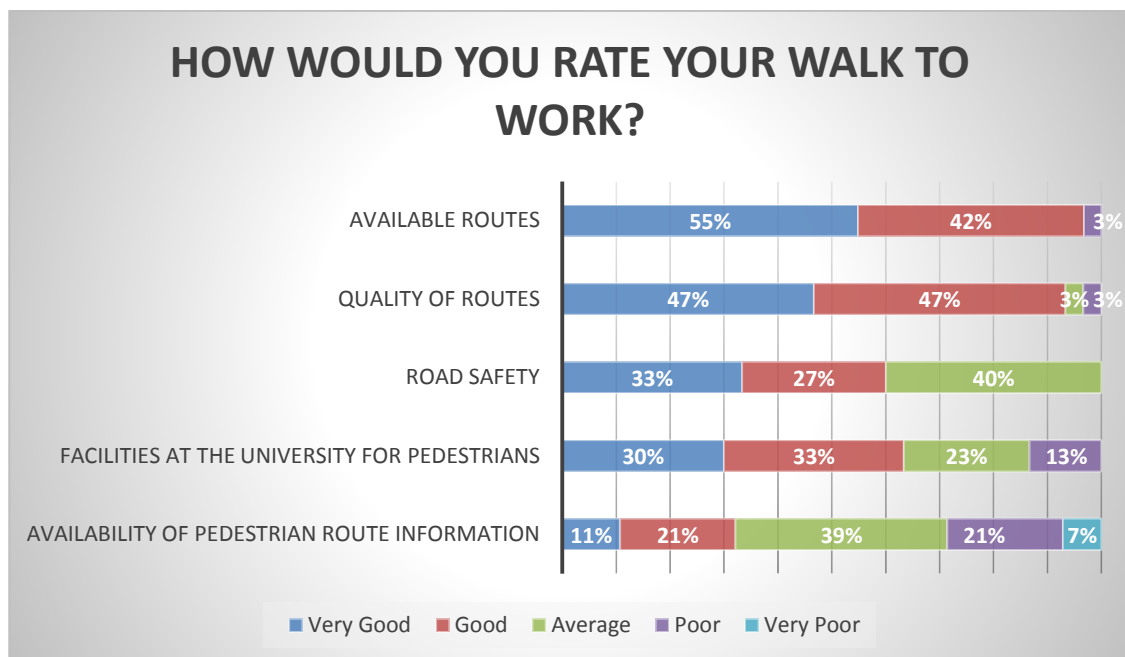


Figure 4.6 - Merchiston Campus Staff Pedestrian Journey Ratings

| Option | Weighted Average | Weighted Average All Staff |
|--|------------------|----------------------------|
| Available routes | 1.52 | 1.70 |
| Quality of routes | 1.63 | 1.77 |
| Road safety | 2.07 | 2.23 |
| Facilities at the University for pedestrians | 2.20 | 2.30 |
| Availability of pedestrian route information | 2.93 | 2.87 |

Table 4.3 - Weighted averages for each pedestrian journey option

The highest rated option for pedestrian journeys was the availability of routes, with availability of pedestrian route information rated as the lowest. The quality of pedestrian routes also received a high rating.

4.3.4 Cycle Journey

The results for the staff cycling to the Merchiston Campus are displayed in **Figure 4.7** and **Table 4.4**. There were a total of 25 staff who stated that they cycle to the campus.

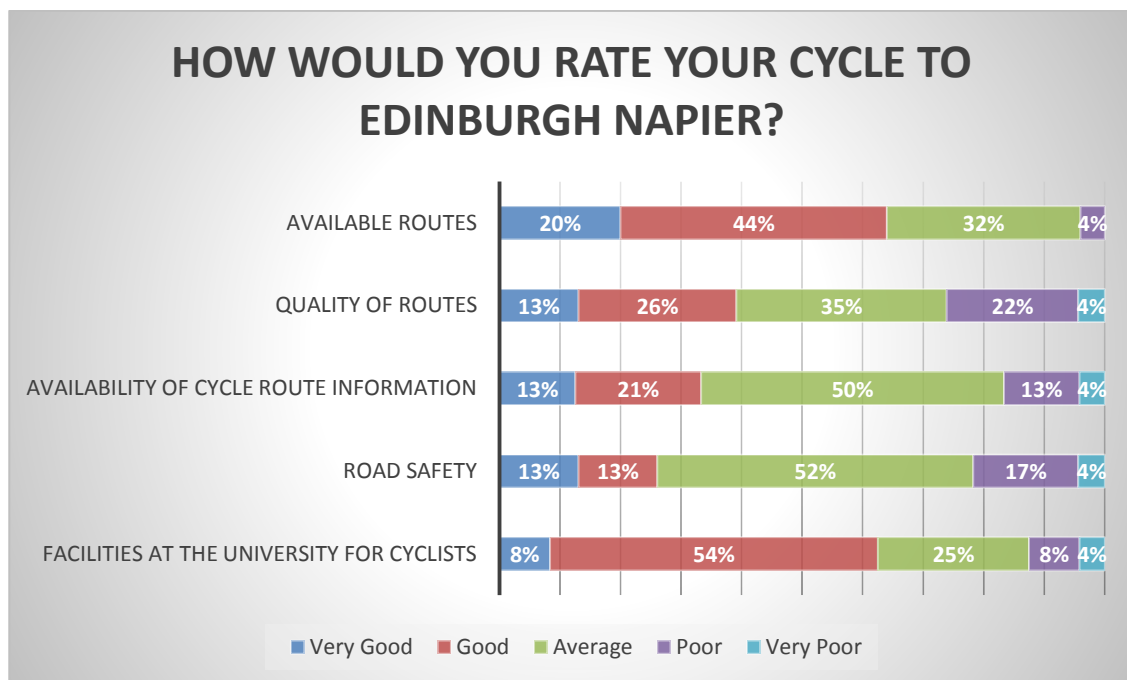


Figure 4.7 – Merchiston Campus Staff Cycle Journey Ratings

| Option | Weighted Average | Weighted Average All Staff |
|---|------------------|----------------------------|
| Available routes | 2.20 | 2.04 |
| Quality of routes | 2.78 | 2.63 |
| Availability of cycle route information | 2.75 | 2.59 |
| Road safety | 2.87 | 2.88 |
| Facilities at the University for cyclists | 2.46 | 2.36 |

Table 4.4 - Weighted averages for each cycle journey option

The highest rated option for cyclist journeys was the availability of routes, with road safety rated as the lowest.

Participants were also asked to rate the cycle parking and facilities at the University. The results are shown in **Figure 4.8** and **Table 4.5**.

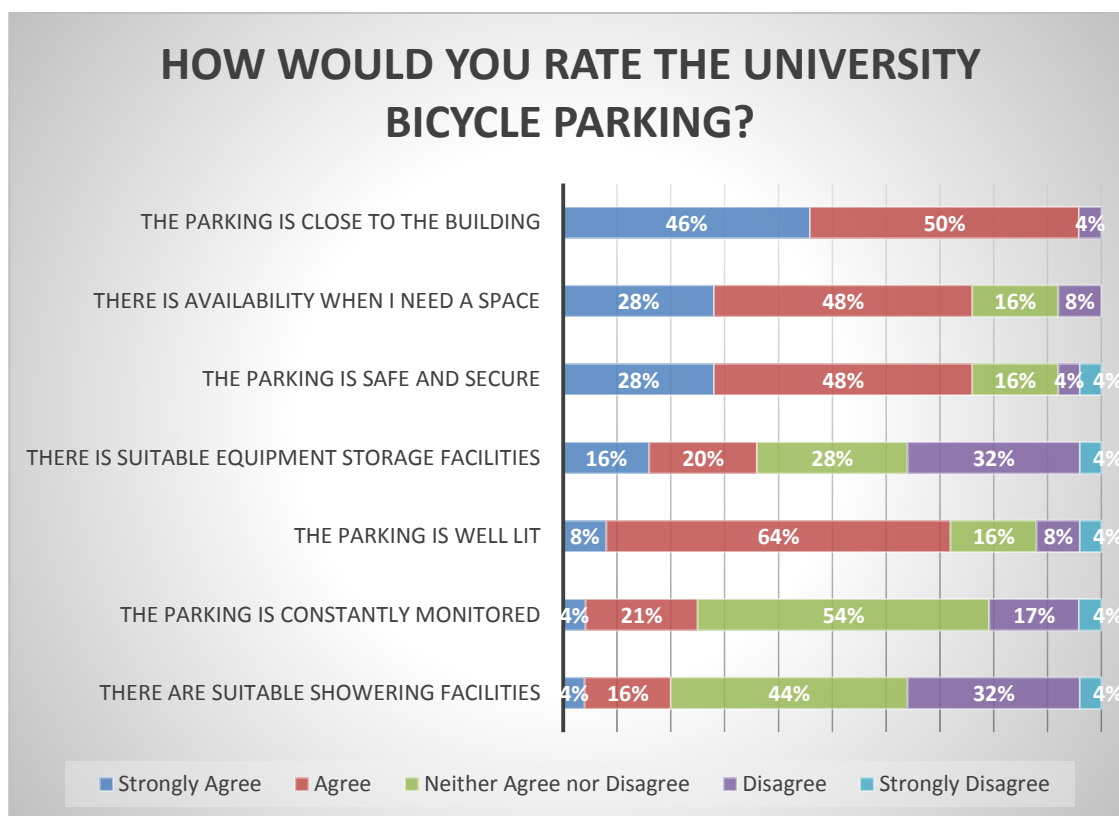


Figure 4.8 - Merchiston Campus Staff Cycle Facilities Ratings

| Option | Weighted Average | Weighted Average All Staff |
|--|------------------|----------------------------|
| The parking is close to the building | 1.63 | 1.64 |
| There is availability when I need a space | 2.04 | 1.82 |
| The parking is safe and secure | 2.08 | 2.00 |
| There is suitable equipment storage facilities | 2.88 | 3.00 |
| The parking is well lit | 2.36 | 2.32 |
| The parking is constantly monitored | 2.96 | 2.93 |
| There are suitable showering facilities | 3.16 | 2.98 |

Table 4.5 - Weighted averages for each cycle facility option

The highest rated option for cyclist facilities the close proximity of the bicycle parking to the building, with suitable showering facilities rated as the lowest.

4.3.5 Awareness of Sustainable Travel Measures

The results of the survey suggest that, of the staff at Merchiston Campus who responded to the question, 39% are not aware of the sustainable transport facilities at the University,

such as showers, lockers, and cycle parking. Of the 61% of staff respondents who are aware of the facilities, only 19% claimed to have used them.

4.4 Student Mode Share

Figure 4.9 highlights the travel survey results for the Merchiston Campus student mode share.

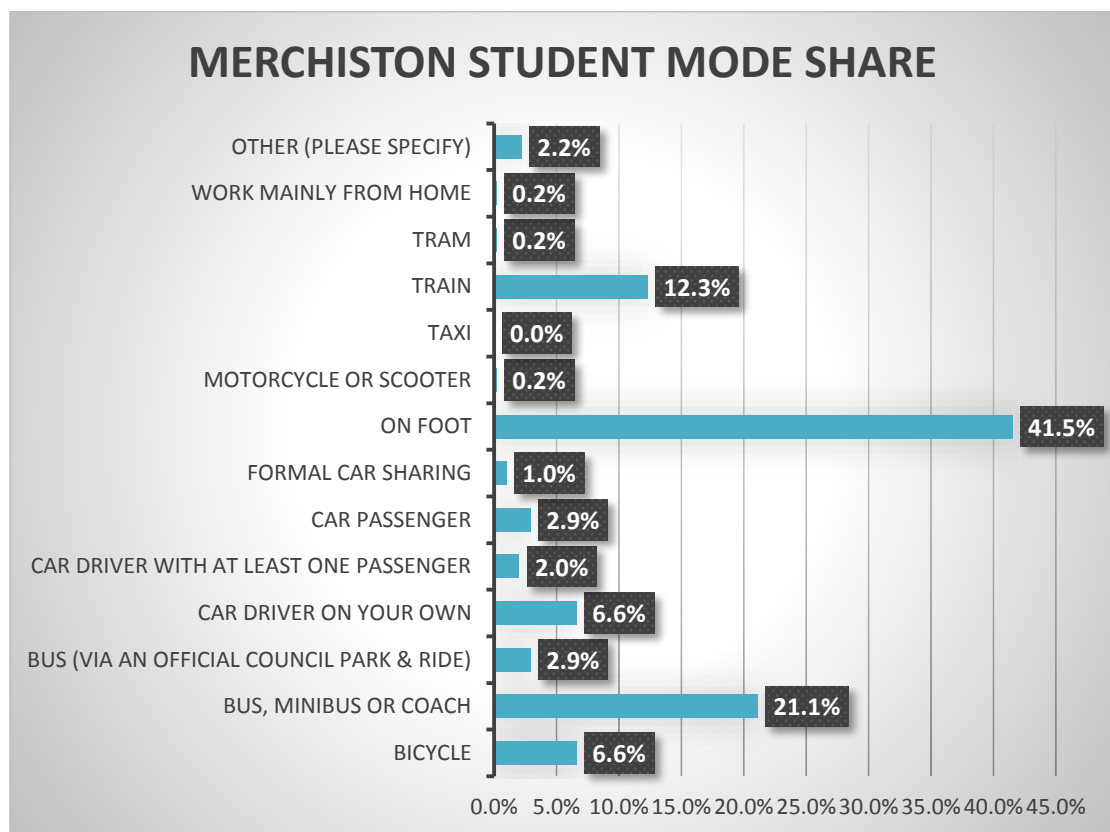


Figure 4.9 - Merchiston Campus student mode share

The key findings are:

- The highest proportion of students currently walk or cycle to the campus (48%); and
- Public transport consisted of approximately 36% of student travel, with car use making up only 13%.

4.4.1 Active Travel

It can be seen from **Figure 4.9** that Active Travel made up the majority of the overall mode share at Merchiston Campus (48%), with 41% of students walking, and 7% cycling to the campus.

In terms of encouraging motorised transport users to walk, the majority of students claimed that walking to/from the University was not practical for them or that they were not interested in walking. However, a small number of respondents claimed that providing improved pavements and paths (11%) would encourage them to walk.

For those who were interested in cycling, providing more and safer routes to Merchiston was the most frequent response, with a high proportion of students (19%) also indicating that discounts/loans for purchase of bikes would encourage them to cycle. However, approximately 32% of respondents said that cycling to/from the University was not practical for them.

The following additional comments were also made in regards to active travel encouragement:

"If the streets weren't as bumpy/ didn't have so many pot holes"

"Funding for cycling clothes that withstand rain/wind"

"More Bridges across Railway/Major Roads"

"I would run but the roads to and from uni damage my knees when I run on them"

4.4.2 **Motorised / public transport travel**

Encouragingly, the majority of students who travel by motorised transport to Merchiston Campus come by public transport (36% of overall mode share), with 24% share coming by bus, mini bus or coach and 12% using the train. Due to the close proximity of Merchiston Campus to nearby bus stops, and the central location of the campus, there is opportunity to increase the uptake of public transport even further, and even promote the use of Active Travel.

Student car use to Merchiston Campus was also encouragingly low (13%), with only 7% of respondents claiming to have driven on their own and 6% either sharing their car are travelling as a car passenger.

When student motorised transport users were asked *"what would encourage you to travel by public transport to the University?"* the most frequent answer was providing subsidised/discounted tickets. It should also be noted that providing increased service frequency and more reliable services were also popular responses. 25% of student motorised transport users stated that that none of the options would encourage them to use public transport.

The majority of motorised transport users at Merchiston Campus also lived within 1-5 miles of the University (39%), meaning that there is further potential to encourage students to either walk or cycle to the campus. **Figure 4.10** illustrates the distribution of student respondent's home locations in relation to walking and cycling catchments.

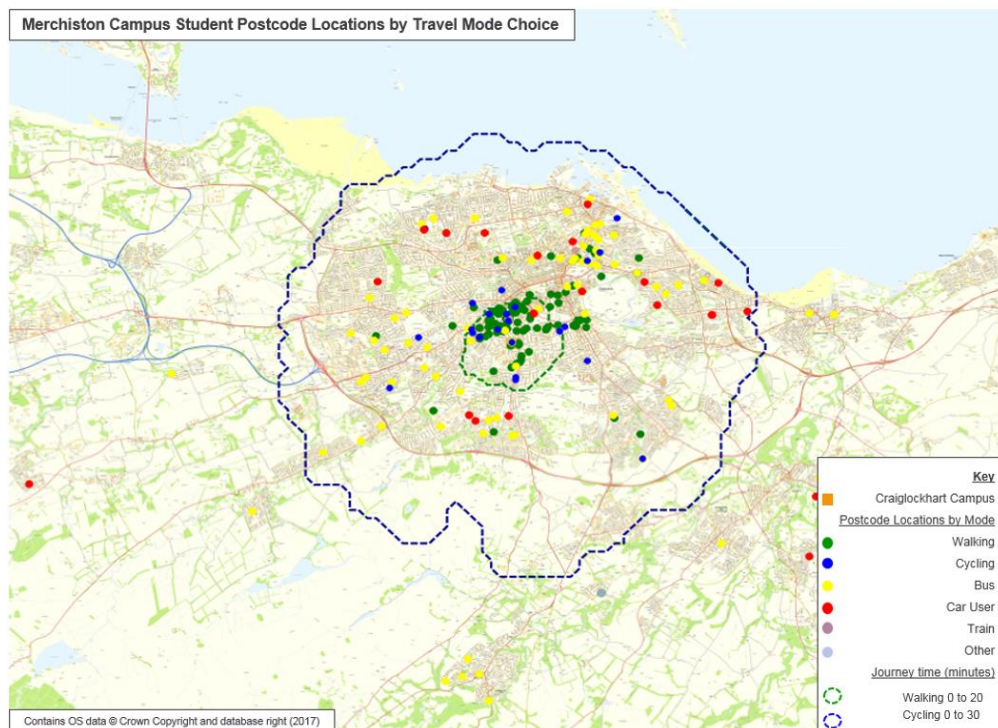


Figure 4.10 - Merchiston Campus student postcode distribution and walking and cycling catchments

Figure 4.10 shows there is a large cluster of students living around a 20 minute walk (1.6km) from the Merchiston campus.

Figure 4.11 indicates up to a 40 minute public transport journey from the Merchiston Campus relative to student respondent’s home postcodes.

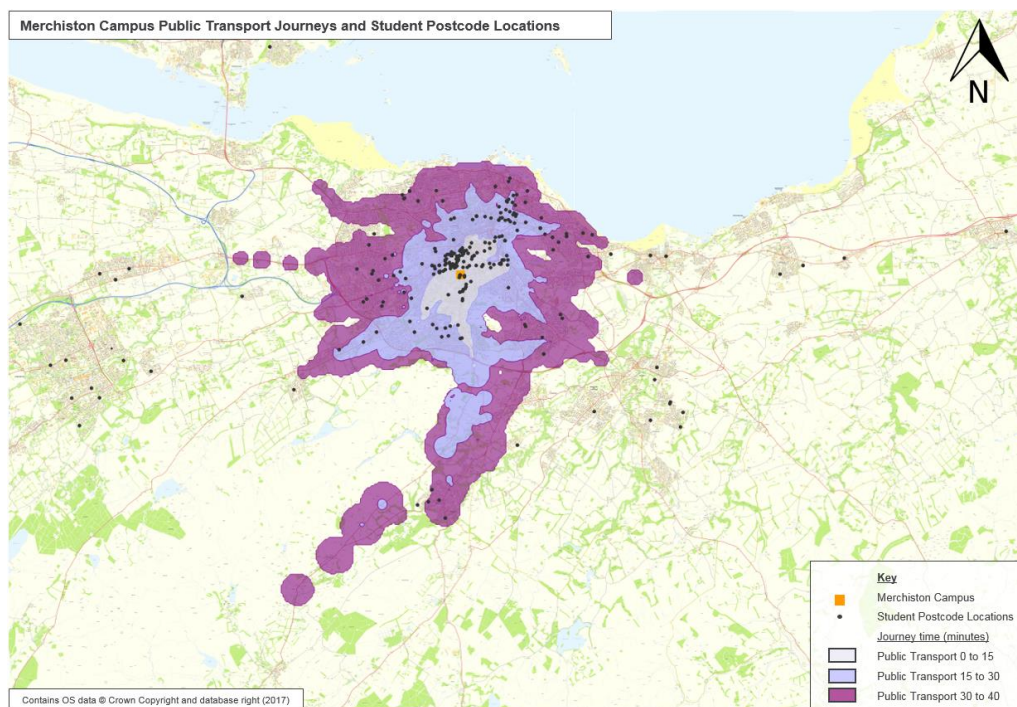


Figure 4.11 – Merchiston Campus student postcode locations and public transport journeys

Figure 4.11 shows the highest proportion of students are within a 30 minute public transport journey of the Merchiston Campus.

Comments received in relation to motorised travel to Merchiston Campus include:

“Traveling to my campus would be so much easier for me if student parking permits were an option.”

“A cheap bus service to be used by student only should be established.”

“Would love to cycle more but roads in Edinburgh are just not suitable- potholes, and far too few dedicated cycle paths- bikes and cars don't mix.”

“Bus travel in Edinburgh is very good and reliable which makes it easy to get to Napier University at Merchiston campus in a short journey”

“Better bus routes from train stations to Merchiston e.g. Haymarket would be beneficial”

“I tried cycling, but there were no keys for the shower lockers and the showers were outside the main building with no drying cupboard or radiator forcing me to shower and walk outside often in rain after changing into dry clothes. Then having to wear cold sweaty cycling back home on a 2 hour cycle. I gave up...”

“The frequency of the 45 bus service should be increased to every 10 minutes or 15 minutes. A double decker bus should be used during peak periods. i.e. rush hour”

“Shuttle bus from Merchiston to Haymarket station”

“My options for cycling currently (which I would really prefer to do) include a lot of uphill, which is fine, but there aren't nice changing facilities on campus at Merchiston. The roads are also pretty mental and not cyclist friendly. Also as there are no real lockers at uni I have to carry a heavy bag and books and equipment which is impractical to have on a bike.”

4.5 Student Journey Ratings

4.5.1 Bus Journey

A total of 98 Merchiston Campus students responded to the bus journey rating question. The ratings provided by these students are shown in **Figure 4.12**, with the respective weighted averages provided in **Table 4.6** below.

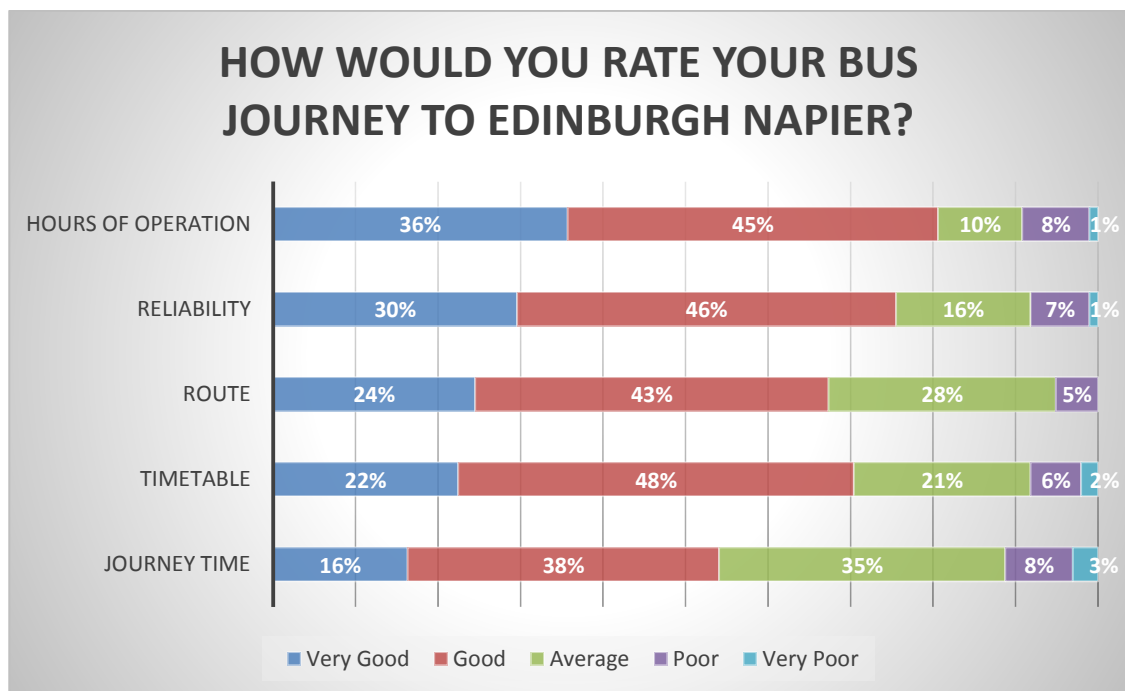


Figure 4.3 - Merchiston Campus Student Bus Journey Ratings

| Option | Weighted Average | Weighted Average All Students |
|--------------------|------------------|-------------------------------|
| Hours of operation | 1.94 | 1.91 |
| Reliability | 2.04 | 2.20 |
| Route | 2.13 | 2.11 |
| Timetable | 2.17 | 2.14 |
| Journey time | 2.44 | 2.35 |

Table 4.6 - Weighted averages for each bus journey option

It can be seen that hours of operation rated the best out of the options provided, with the journey time of the buses receiving the poorest rating. It should also be noted that the reliability of the buses was also rated highly.

4.5.2 Train Journey

A total of 50 students travelling by train to Merchiston Campus rated their journey. The survey results are presented in **Figure 4.13** and **Table 4.7**.

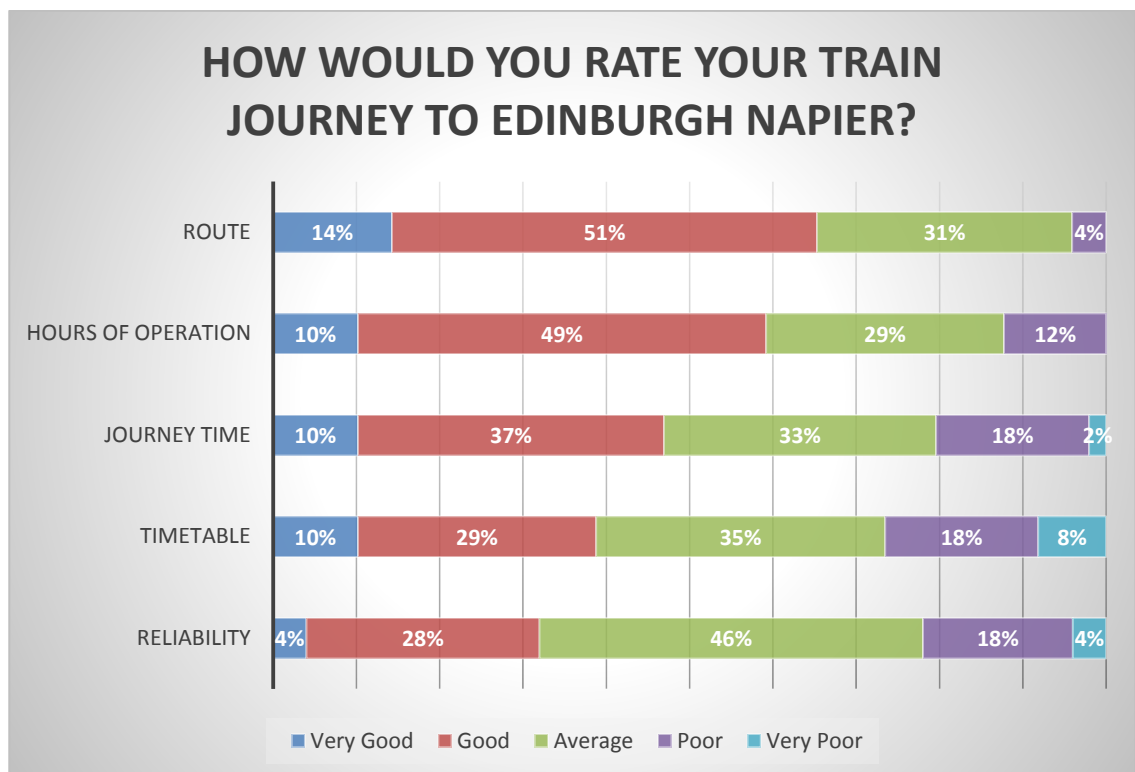


Figure 4.4 - Merchiston Campus Student Train Journey Ratings

| Option | Weighted Average | Weighted Average All Students |
|--------------------|------------------|-------------------------------|
| Route | 2.24 | 2.11 |
| Hours of operation | 2.43 | 2.32 |
| Journey time | 2.65 | 2.41 |
| Timetable | 2.86 | 2.73 |
| Reliability | 2.90 | 2.85 |

Table 4.7 - Weighted averages for each train journey option

It can be seen that the train route rated the best out of the options provided, with the reliability of the train services receiving the least favourable rating. It should be noted that the train timetable was also rated relatively poorly.

4.5.3 Pedestrian Journey

There was a total of 37 responses for students who walked to the campus. The results from the survey are outlined in **Figure 4.14** and **Table 4.8**.

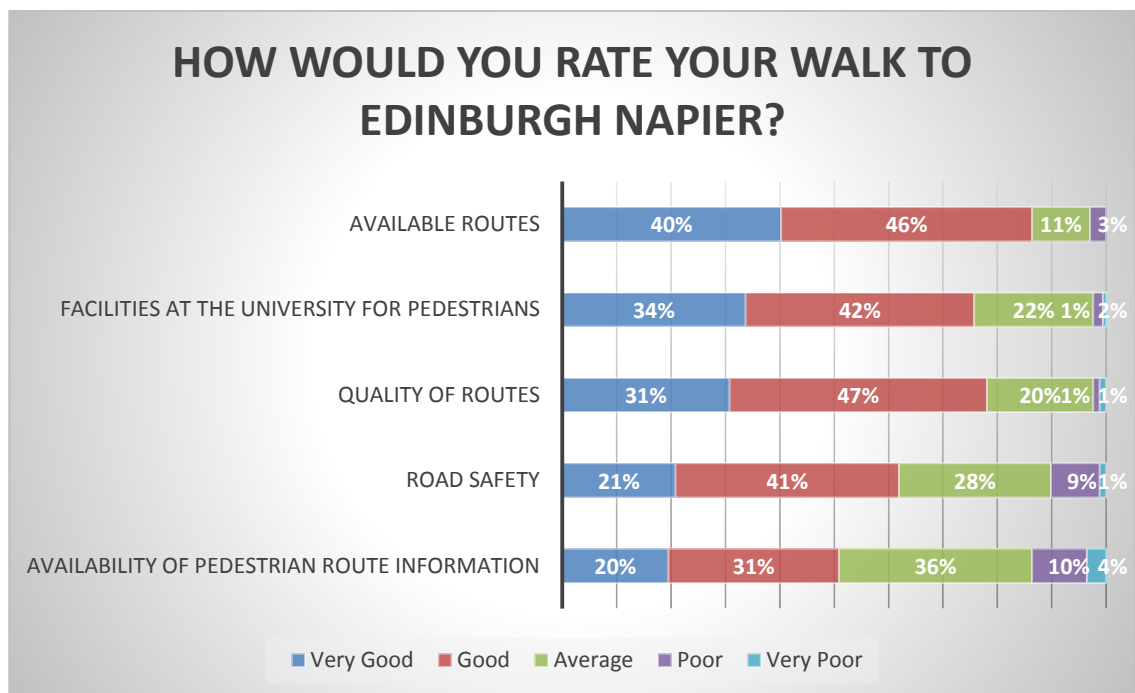


Figure 4.5 - Merchiston Campus Student Pedestrian Journey Ratings

| Option | Weighted Average | Weighted Average All Students |
|--|------------------|-------------------------------|
| Available routes | 1.76 | 1.75 |
| Facilities at the University for pedestrians | 1.93 | 1.92 |
| Quality of routes | 1.95 | 1.95 |
| Road safety | 2.29 | 2.25 |
| Availability of pedestrian route information | 2.47 | 2.50 |

Table 4.8 - Weighted averages for each pedestrian journey option

The highest rated option for pedestrian journeys was the availability of routes, with availability of pedestrian route information rated as the lowest. The quality of the routes and facilities at the University for pedestrians also rated highly.

4-5-4 Cycle Journey

The results for the students cycling to the Merchiston Campus are displayed in **Figure 4.15** and **Table 4.9**. A total of 27 students responded to this question.

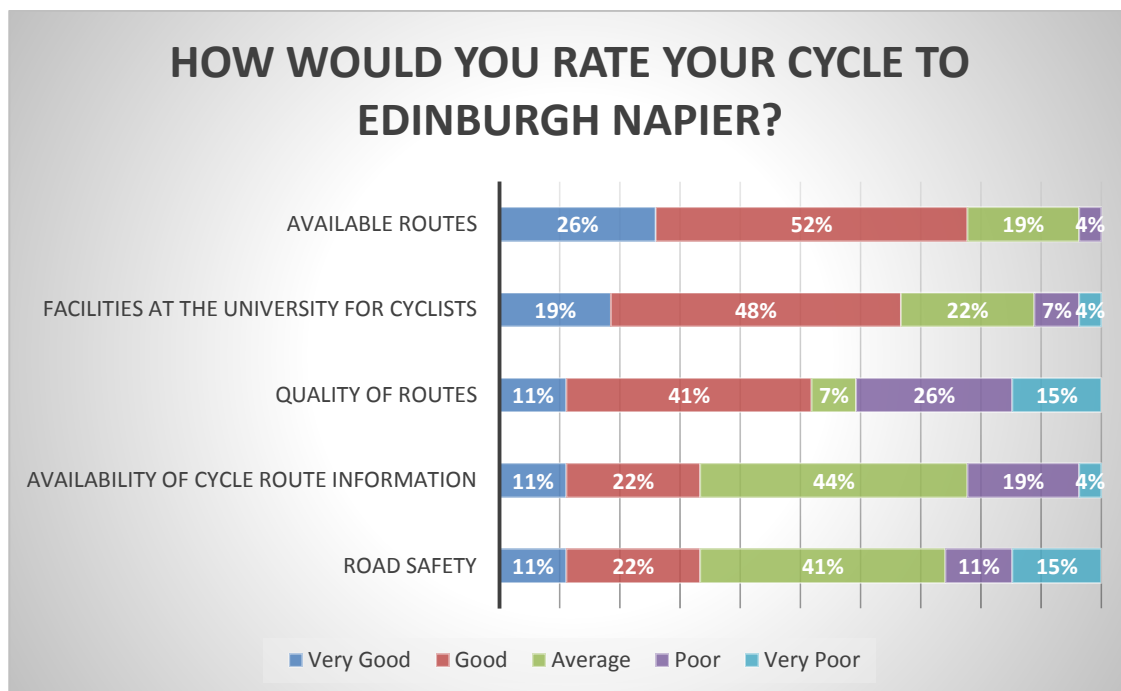


Figure 4.6 - Merchiston Campus Student Cycle Journey Ratings

| Option | Weighted Average | Weighted Average All Students |
|---|------------------|-------------------------------|
| Available routes | 2.00 | 2.18 |
| Facilities at the university for cyclists | 2.30 | 2.12 |
| Quality of routes | 2.93 | 2.82 |
| Availability of cycle route information | 2.81 | 2.89 |
| Road safety | 2.96 | 2.95 |

Table 4.8 - Weighted averages for each cycle journey option

The highest rated option for cyclist journeys was the availability if routes, with road safety rated as the lowest.

Participants were also asked to rate the cycle parking and facilities at the University. The results are shown in **Figure 4.16** and **Table 4.10**.

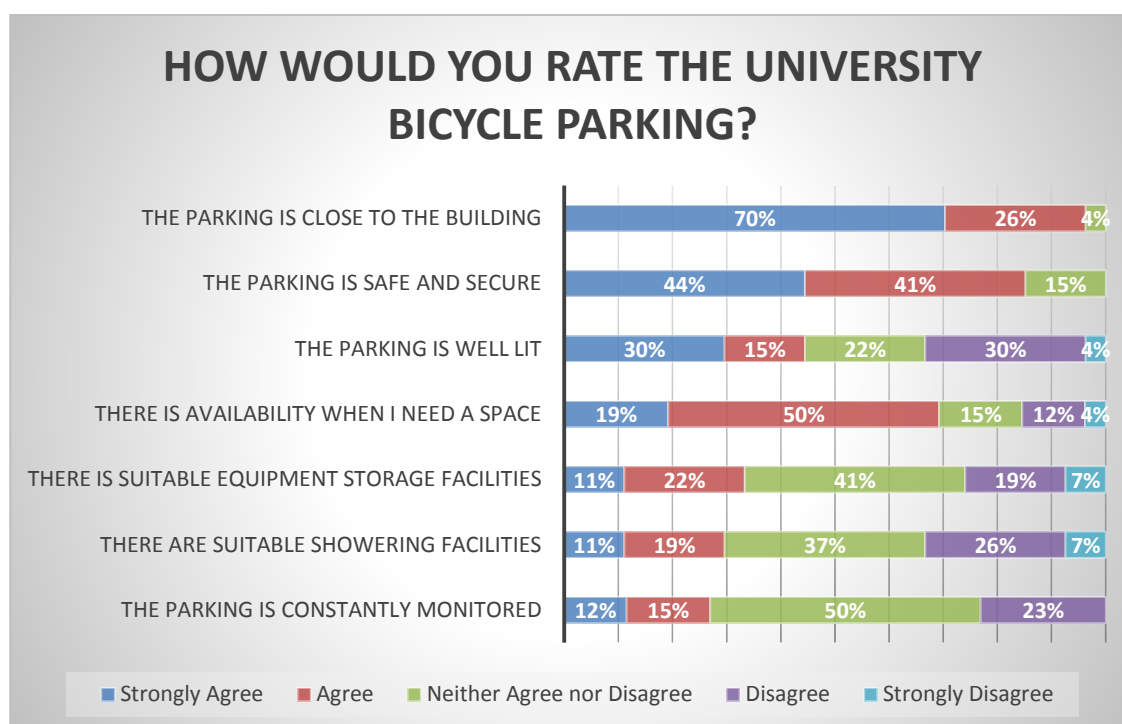


Figure 4.7 - Merchiston Campus Student Cycle Facilities Ratings

| Option | Weighted Average | Weighted Average All Students |
|--|------------------|-------------------------------|
| The parking is close to the building | 1.33 | 1.46 |
| The parking is safe and secure | 1.70 | 1.81 |
| The parking is well lit | 2.63 | 2.36 |
| There is availability when I need a space | 2.31 | 1.84 |
| There is suitable equipment storage facilities | 2.89 | 2.86 |
| The parking is constantly monitored | 2.85 | 2.89 |
| There are suitable showering facilities | 3.00 | 3.04 |

Table 4.9 - Weighted averages for each cycle facility option

The highest rated option for cyclist facilities was the close proximity of the cycle parking to the desired building, with suitable showering facilities rated as the lowest. Cycle parking was also rated highly for being safe and secure.

4.6 Summary

A high level of sustainable travel practice at the Merchiston Campus has been achieved, with a higher uptake of sustainable travel modes by students. However, the comments received from the survey suggest that an increase in sustainable travel from both staff and students could be achieved.

5. Sighthill Campus

The Sighthill Campus is located in west Edinburgh and benefits from close proximity to good public transport links, such as a number of city centre bus services, and a nearby tram stop which also offers services to the city centre, and out to Edinburgh airport. The nearest bus stops to the Sighthill Campus are located on Calder Road approximately a 2 minute walk from the main entrance.

The Sighthill Campus also has good connections to a network of on and off road walking and cycling routes.

A total of 236 staff and 386 students responded to the survey who were based at Sighthill Campus, with the results of the survey summarised in the following section.

5.1 Staff Mode Share

Figure 5.1 highlights the travel survey results for the Sighthill Campus staff mode share.

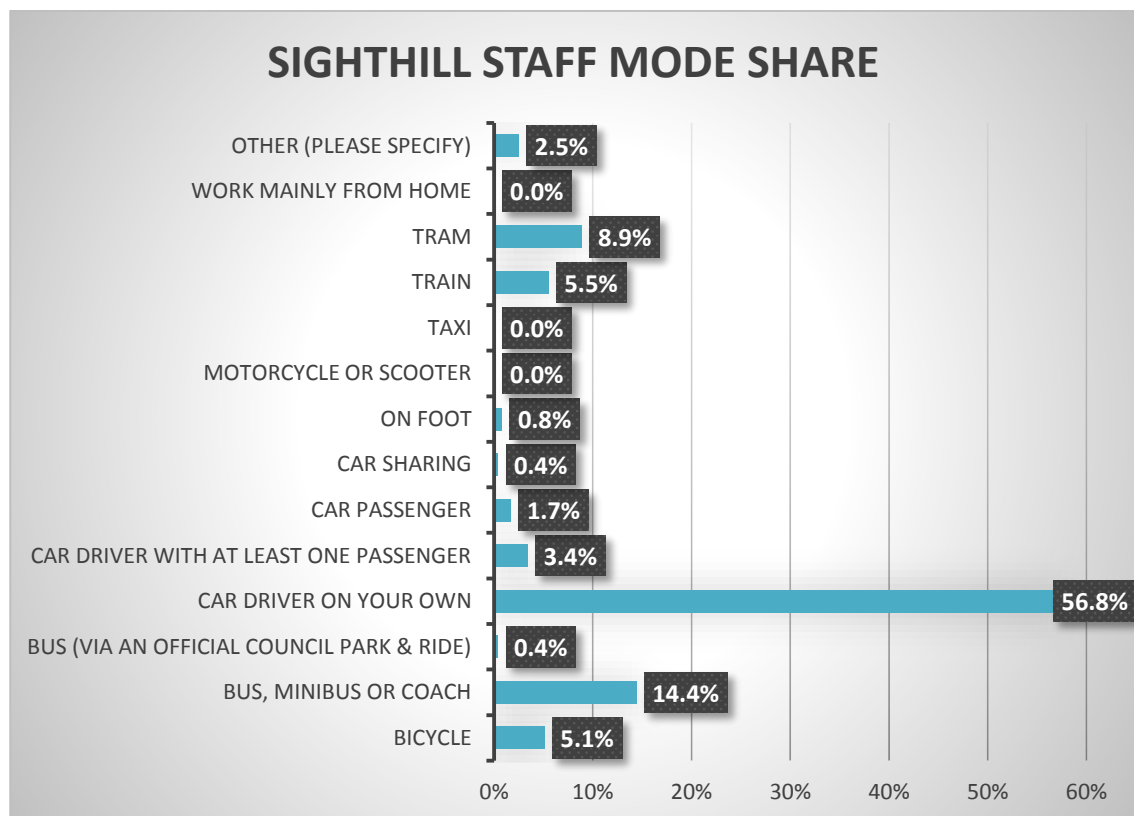


Figure 5.1 - Sighthill Campus staff mode share

The key findings are:

- Active Travel consists of only 6% of the mode share;
- Public Transport consists of approximately 29% of the overall staff mode share;
- The majority of staff travel by car to the Sighthill Campus (62%); and

- Whilst bus use by staff to the Sighthill Campus is good, with 15% mode share, it is considered that uptake could be increased due to the number of services serving the campus via a main bus corridor on Calder Road.

5.1.1 **Active Travel**

It can be seen from **Figure 5.1** that Active Travel made up approximately 6% of the overall staff mode share, with 5% of staff cycling, and only 1% walking to the campus.

It is also apparent that staff travel by active modes is less than other, more central campuses. While it is unlikely that a high increase in walking to the campus can be achieved, cycling is a realistic alternative to car and public transport users who live within 5 miles of Sighthill Campus (30 to 40 minute cycle journey as per Transport Assessment Guidance). There are a number of residential settlements that fall within this range, including Corstorphine, Gorgie, Colinton and the majority of south west Edinburgh.

For encouraging motorised transport users to travel by cycle or on foot, the majority of respondents stated that walking or cycling was either not practical for them, or that they were not interested in walking or cycling to work. However, there were a number of respondents that indicated that providing more, and safer, walking and cycling routes would encourage them to walk / cycle to the University, with a small proportion also claiming that better changing facilities / showers / lockers would encourage them to change mode.

The following comments were provided in terms of Active Travel encouragement:

"I can walk to ENU but as previously stated my other commitments require me to travel to other locations therefore the use of my car is essential."

"It's only practical if I don't need to travel between campuses, plus I need to factor in time for a shower at work etc so not always a practical solution"

"At present there is no safe route for me to take to Napier- I would have to cycle into town and back out again as there are no cycle paths which follow the bypass"

"Time taken to cycle included in Flexi-time"

"Definitely better shower facilities"

5.1.2 **Motorised / public transport travel**

The majority of motorised travel staff respondents (62%) at the Sighthill Campus indicated that they use the car to travel to the University, with 14% coming by bus, 6% using the train and 9% coming by tram. The high proportion of staff travelling to the Sighthill Campus by car could be as a result of the relatively high number of car parking spaces available on-campus in comparison to other University campuses combined with the majority of staff respondents (77%) living outwith 5 miles of the campus.

Upon being asked “*what would encourage you to travel by public transport to the University?*” the most frequent response from staff was that providing more convenient routes would encourage them. Providing subsidised tickets (26%) and increasing the service frequency (23%) were also popular responses. However, approximately 39% of staff motorised transport users stated that that none of the options would encourage them to use public transport.

Figure 5.2 below shows the distribution of staff home postcodes for the Sighthill Campus, relative to the walking and cycling catchments.

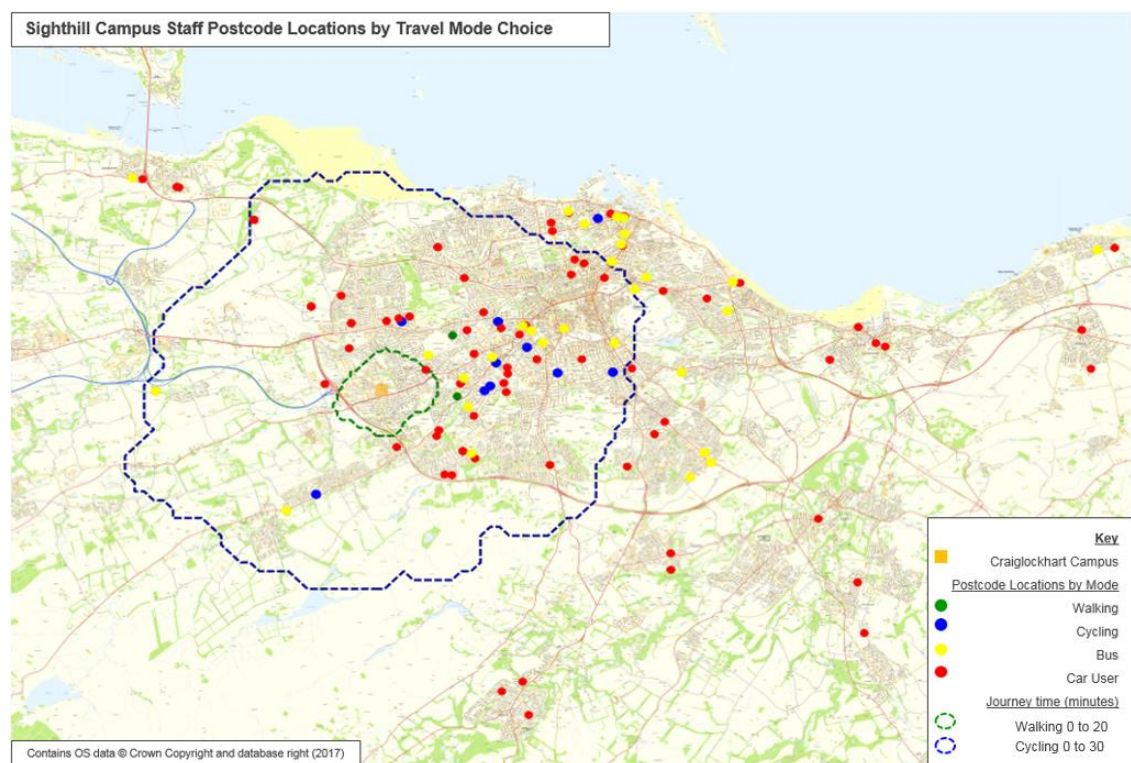


Figure 5.2 - Sighthill Campus staff postcode distribution and walking and cycling catchments

Figure 5.2 shows that whilst there is a relatively low proportion of staff living within a 20 minute walk of the campus (1.6km), there is a relatively high proportion within a 30 minute cycle (c. 8km).

Figure 5.3 illustrates up to a 40 minute public transport journey to the Sighthill Campus in relative to the staff home postcodes.

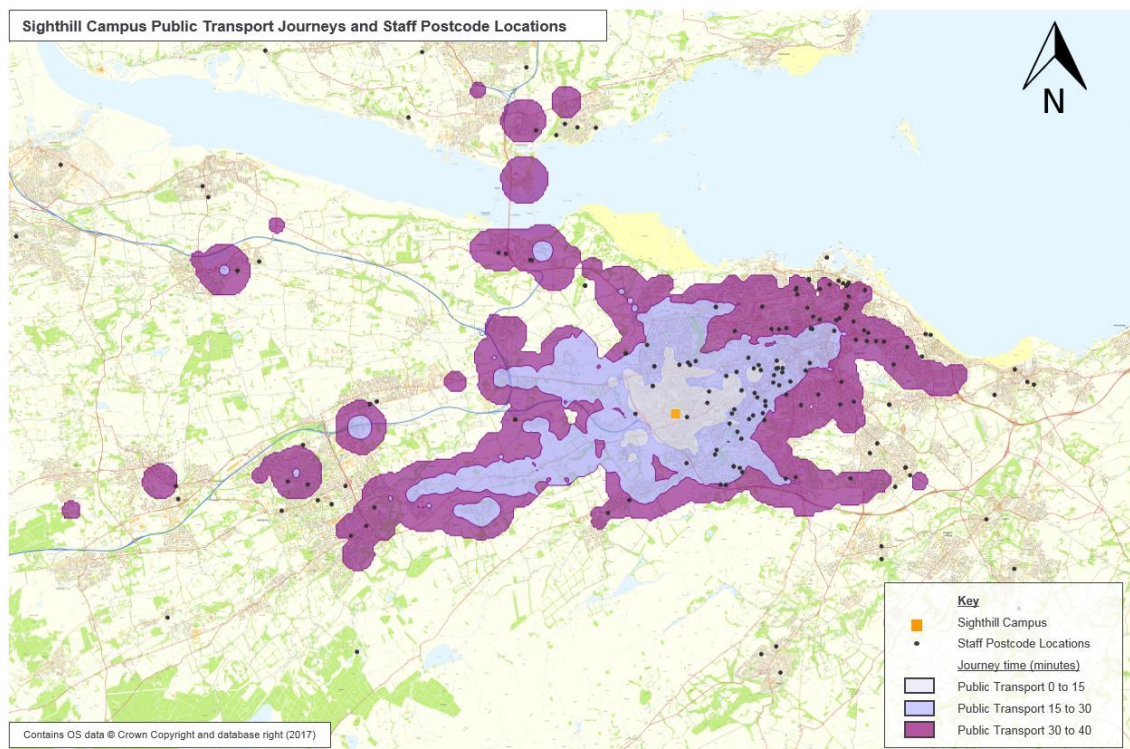


Figure 5.3 - Sighthill Campus staff postcode distribution and public transport.

Figure 5.3 illustrates that the majority of staff respondent’s live within a 15 to 40 minute public transport journey of the Sighthill Campus.

Although the majority of staff live out with the 0-30 minute cycling catchment identified in national policy as a reasonable cycle from a development, approximately a quarter of staff motorised transport users stated that they lived within 1-5 miles of the University (23%). This suggests that there is still the potential to encourage more staff to either walk or cycle to work.

Comments received in relation to motorised travel to Sighthill Campus include:

“Financial aid to purchase a bike would be a great incentive to start cycling to work, larger lockers to store belongings would facilitate cycling and if you can do anything about the weather that would be great”

“I would be more willing to take the bus to work if there was a shorter route, it takes at least an hour and I can drive in about 20-30mins traffic permitting. I would be very willing to find out more about car sharing.”

“Reduced rail fares would make me leave the car at home.”

“I occasionally take the tram to work and I feel the Sighthill campus could be signposted from the Bankhead tram stop. The first time I took the tram I had no idea where I was going, and I am reluctant to recommend this route to visitors to the campus in case they get lost going through Edinburgh College. The other question I am unsure about is

whether there are changing facilities at the university if you are not a member of Engage? If you can use the changing facilities this would encourage me to cycle to work but I'm unsure whether this is an option or not at the moment. If it is an option it would be good to advertise this to staff."

"The bus service that was supposed to come onto campus and utilise the turning circle developed seven years ago has never materialised. Tram link seems to be very popular at the back of the campus, however the link to both college and university could be improved."

"The University showers etc need to have facilities for drying clothes on wet days....."

"Nicer walking routes would make walking more appealing. Cycling paths would also help. The cycle route for me is along a very busy main road, lockers at work to store clothes and toiletries would help"

5.2 Staff Journey Ratings

5.2.1 Bus Journey

A total of 35 staff rated their bus journey to Sighthill Campus. The ratings provided by these members of staff are shown in **Figure 5.4**, with the respective weighted averages provided in **Table 5.1** below.

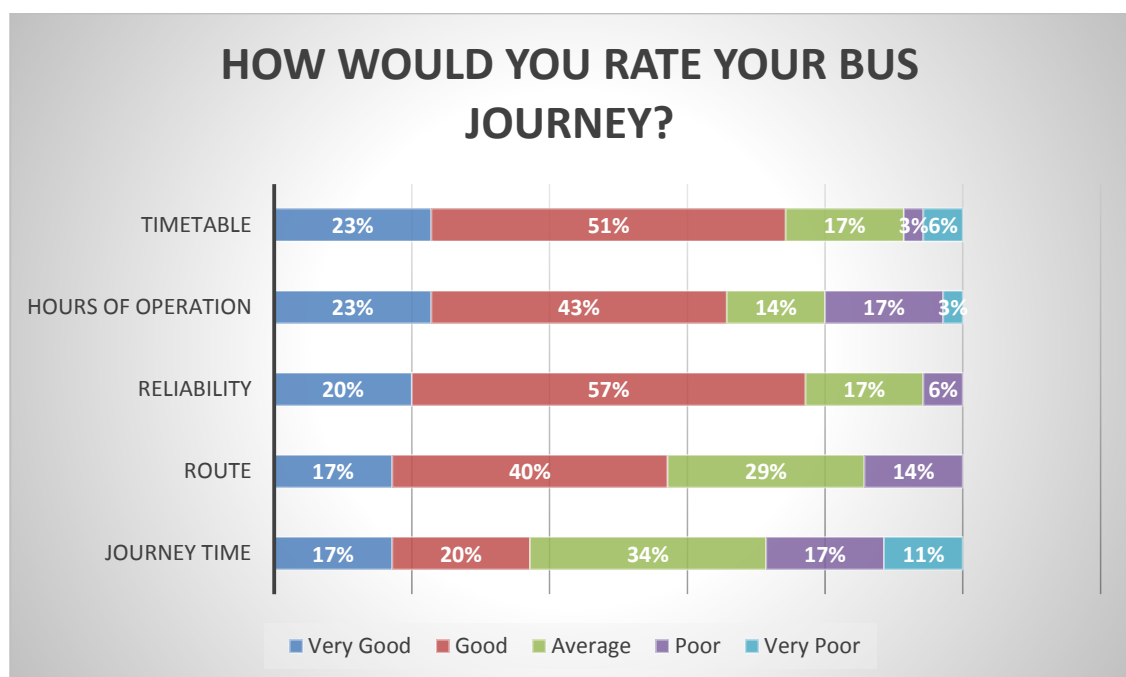


Figure 5.4 – Sighthill Campus Staff Bus Journey Ratings

| Option | Weighted Average | Weighted Average All Staff |
|--------------------|------------------|----------------------------|
| Timetable | 2.17 | 2.10 |
| Hours of operation | 2.34 | 2.12 |
| Reliability | 2.09 | 2.01 |
| Route | 2.40 | 2.21 |
| Journey time | 2.86 | 2.52 |

Table 5.1 - Weighted averages for each bus journey option

It can be seen that the reliability of the bus services was rated the best out of the options provided, with the journey time option receiving the worst rating. It should also be noted that the timetable of bus services rated highly.

5.2.2

Train Journey

A total of 13 staff who travelled to Sighthill Campus via train rated their journey. The survey results are presented in **Figure 5.5** and **Table 5.2**.

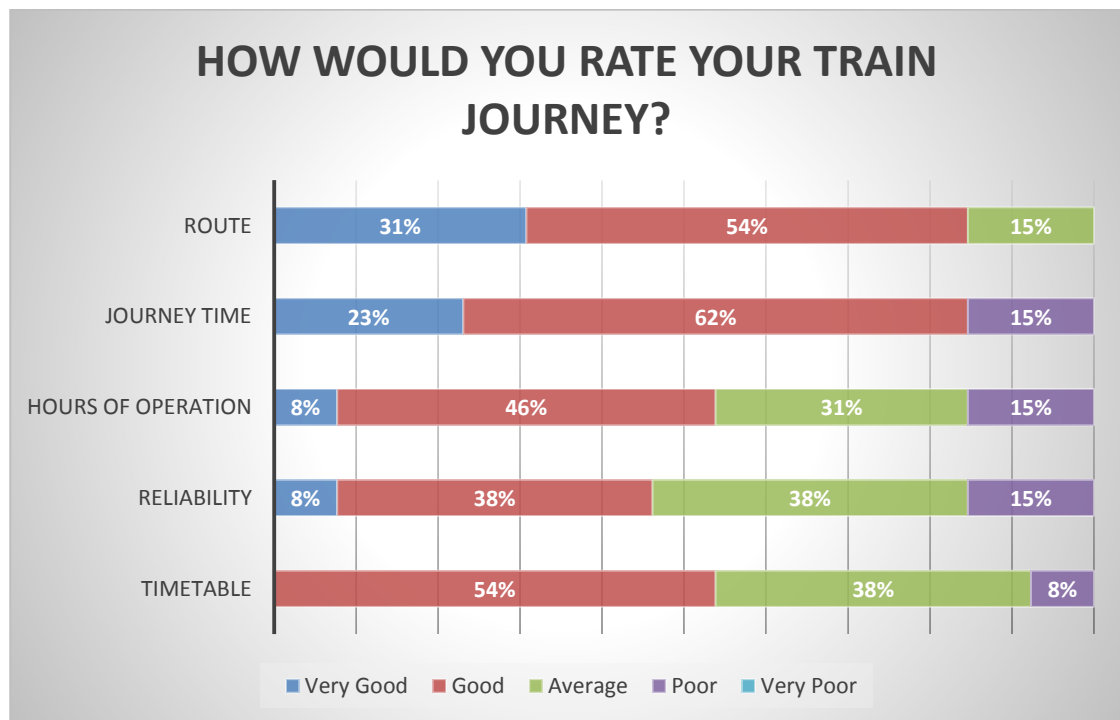


Figure 5.5 - Sighthill Campus Student Train Journey Ratings

| Option | Weighted Average | Weighted Average All Staff |
|--------------------|------------------|----------------------------|
| Route | 1.85 | 1.89 |
| Journey time | 2.08 | 2.11 |
| Hours of operation | 2.54 | 2.54 |
| Reliability | 2.62 | 2.54 |
| Timetable | 2.54 | 2.49 |

Table 5.2 - Weighted averages for each train journey option

It can be seen that the train route rated the best out of the options provided, with the reliability of train services receiving the worst rating.

5.2.3 Tram Journey

All of the 21 staff who stated that they travelled to Sighthill Campus via tram also answered the journey rating question. The results are presented in **Figure 5.6** and **Table 5.3**.

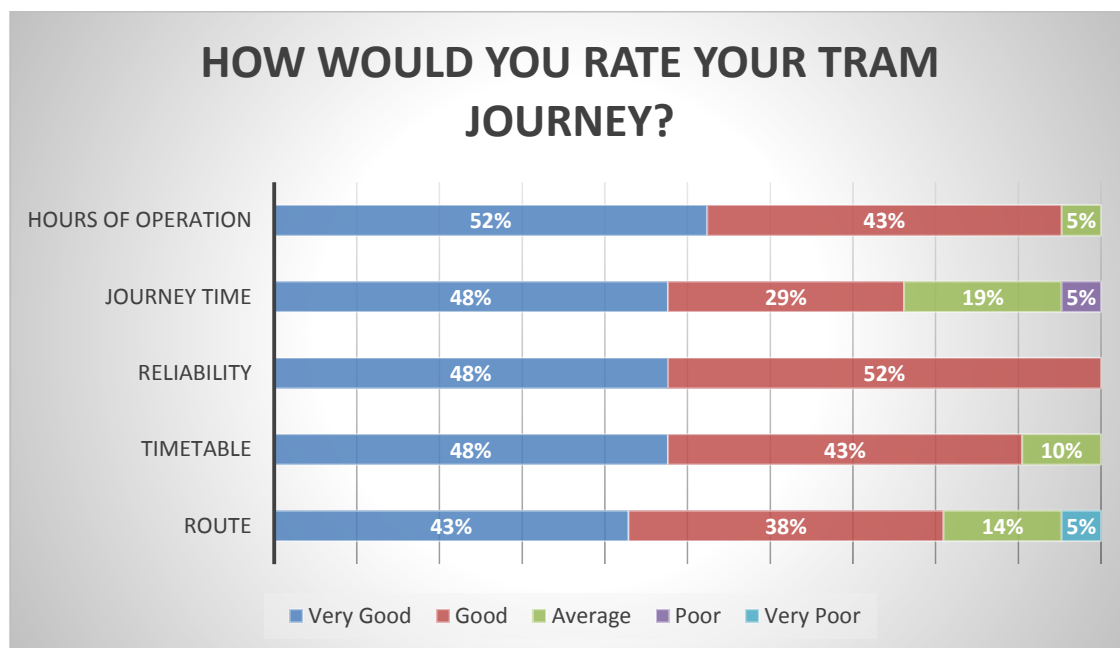


Figure 5.6 - Sighthill Campus Student Tram Journey Ratings

| Option | Weighted Average | Weighted Average All Staff |
|--------------------|------------------|----------------------------|
| Hours of operation | 1.52 | 1.52 |
| Journey time | 1.81 | 1.81 |
| Reliability | 1.52 | 1.52 |
| Timetable | 1.62 | 1.62 |
| Route | 1.86 | 1.86 |

Table 5.3 - Weighted averages for each tram journey option

It can be seen that the hours of operation and the reliability of the tram options were both rated the best out of the options provided, with the route of tram services receiving the worst rating.

5.2.4 Pedestrian Journey

There was a total of 2 responses for staff who walked to the campus. It was considered that this sample size was not large enough to use as definitive results, so the responses have been excluded from the analysis.

5.2.5 **Cycle Journey**

The results for the staff cycling to the Sighthill Campus are displayed in **Figure 5.7** and **Table 5.4**. There were a total of 12 staff who stated that they cycle to the Campus.

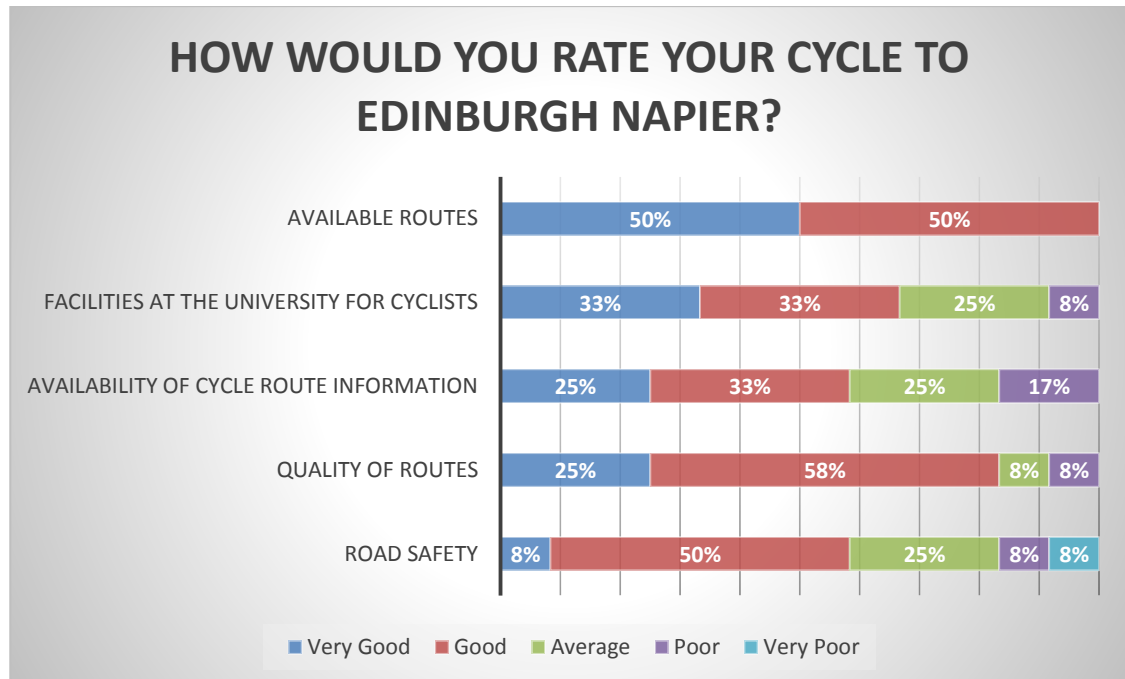


Figure 5.7 – Sighthill Campus Staff Cycle Journey Ratings

| Option | Weighted Average | Weighted Average All Staff |
|---|------------------|----------------------------|
| Available routes | 1.50 | 2.04 |
| Facilities at the University for cyclists | 2.08 | 2.36 |
| Availability of cycle route information | 2.33 | 2.59 |
| Quality of routes | 2.00 | 2.63 |
| Road safety | 2.58 | 2.88 |

Table 5.4 - Weighted averages for each cycle journey option

The highest rated option for cyclist journeys was the availability of routes, with road safety rated as the lowest. The quality of routes was also rated relatively highly.

Participants were also asked to rate the cycle parking and facilities at the University. The results are shown in **Figure 5.8** and **Table 5.5**.

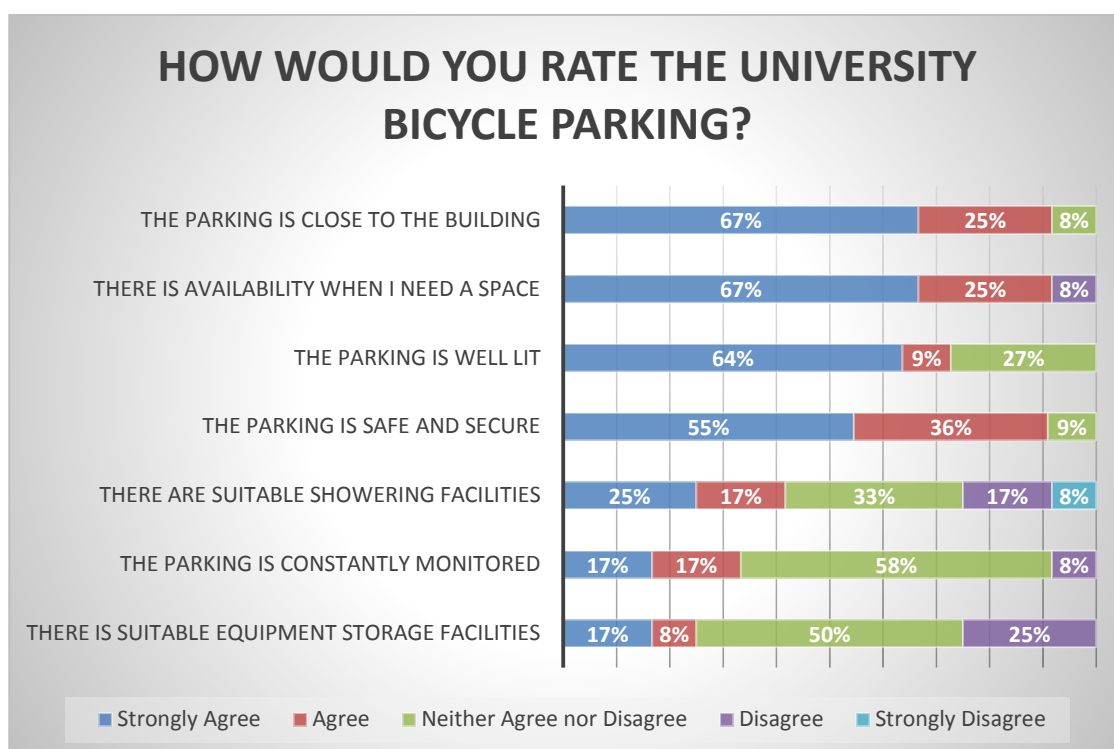


Figure 5.8 - Sighthill Campus Staff Cycle Facilities Ratings

| Option | Weighted Average | Weighted Average All Staff |
|--|------------------|----------------------------|
| The parking is close to the building | 1.42 | 1.64 |
| There is availability when I need a space | 1.50 | 1.82 |
| The parking is well lit | 1.64 | 2.32 |
| The parking is safe and secure | 1.55 | 2.00 |
| There are suitable showering facilities | 2.67 | 2.98 |
| The parking is constantly monitored | 2.58 | 2.93 |
| There is suitable equipment storage facilities | 2.83 | 3.00 |

Table 5.5 - Weighted averages for each cycle facility option

The highest rated option for cyclist facilities was the close proximity of the bicycle parking to the building, with suitable equipment storage facilities rated as the lowest. It should be noted that the majority of the available options were also rated highly, including the availability of a cycle parking space, the safety and security of the cycle parking, and the parking being well lit.

5.2.6 Awareness of Sustainable Travel Measures

The results of the survey suggest that the majority of the staff respondents at the Sighthill Campus (68%) are aware of the sustainable transport facilities at the University, such as

showers, lockers, and cycle parking. However, of the 68% of staff who are aware of the facilities, only 10% claimed to have used them.

5.3

Student Mode Share

Figure 5.9 highlights the travel survey results for the Sighthill Campus student mode share.

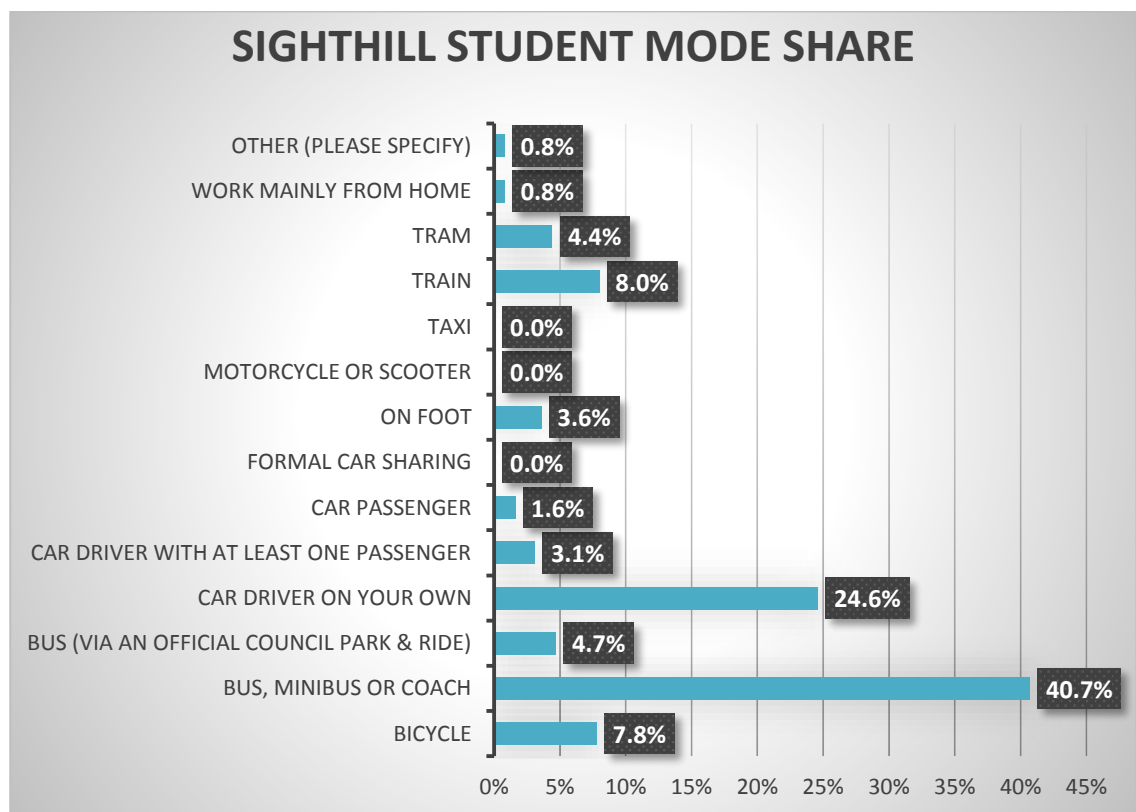


Figure 5.9 - Sighthill Campus student mode share

The key findings are:

- Active Travel consists of approximately 11% of student travel to the Sighthill Campus
- 58% of students travel to the Sighthill Campus by public transport; and
- Car travel to the campus makes up 29% of the student mode share.

5.3.1

Active Travel

Figure 5.10 suggests that Active Travel makes up approximately 11% of the overall student mode share, with 8% of students cycling, and 3% walking to the campus. Due to the location of the Sighthill Campus it is considered that proportionally it is likely there will be less people walking and cycling to the campus than the other main campuses.

In terms of encouraging motorised transport users to walk, the majority of students claimed that walking to/from the University was not practical for them. However, for all those with a propensity for walking, providing safer routes (15%) was the most popular

response; with a number of respondents (13%) also claiming that improved pavements and paths would encourage them to walk.

Motorised transport users were also asked what would encourage them to cycle to the Sighthill Campus. Providing more and safer routes to Sighthill was the most frequent response for those who would be encouraged, with a high proportion of students (26%) also claiming that discounts / loans for purchase of bikes would encourage them to cycle.

The following comments were also made in regards to active travel encouragement:

"I might consider cycling from train station if there were secure, dry lockers available"

"Calder road is a scary road to cycle. Not confident."

"The canal is a bit scary in the dark! Especially around Wester Hailes"

"A shower at University that I could use"

5.3.2 **Motorised / public transport travel**

The majority of students who travel by motorised transport to Sighthill Campus come by public transport (58% of overall mode share), with 45% coming by bus, 8% coming by train, and 5% using the tram. Again, due to the close proximity of the campus to both a bus stop served by city centre services, and a tram halt, it is considered that the uptake of public transport to the Sighthill Campus by students can be increased.

Student car use mode share to the Sighthill Campus was approximately average for the Edinburgh area with 29% of students coming to the campus by car, in comparison to the 31% for Edinburgh as recorded in the Scotland Census. However, only 5% of this share consisted of students who were car sharing, with the other 24% stating that they drive to the campus on their own. In order to encourage more sustainable methods of travel to the University, car parking measures, such as priority parking for car sharers, could be put in place to encourage people to car share.

Approximately 47% of all student motorised transport users live within 1-5 miles of the Sighthill Campus, suggesting that there is a large potential to encourage more students to walk and cycle to the university. The distribution of student home postcodes for the Sighthill campus relative to the walking and cycling catchments is provided in **Figure 5.10**.

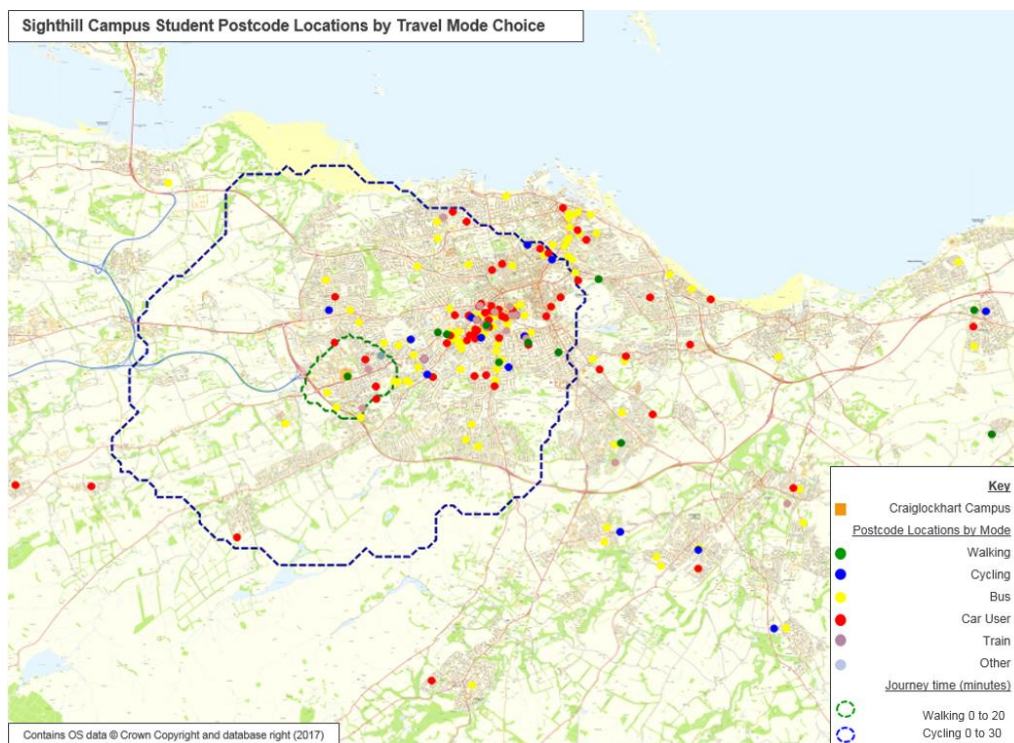


Figure 5.10 - Sighthill Campus student postcode distribution and walking and cycling catchments

Figure 5.10 illustrates that the highest proportion of students based at the Sighthill Campus live well within a 30 minute cycle of the campus (circa. 8km).

Figure 5.11 indicates student respondent’s home locations relative to a 40 minute public transport journey time from the Sighthill Campus.

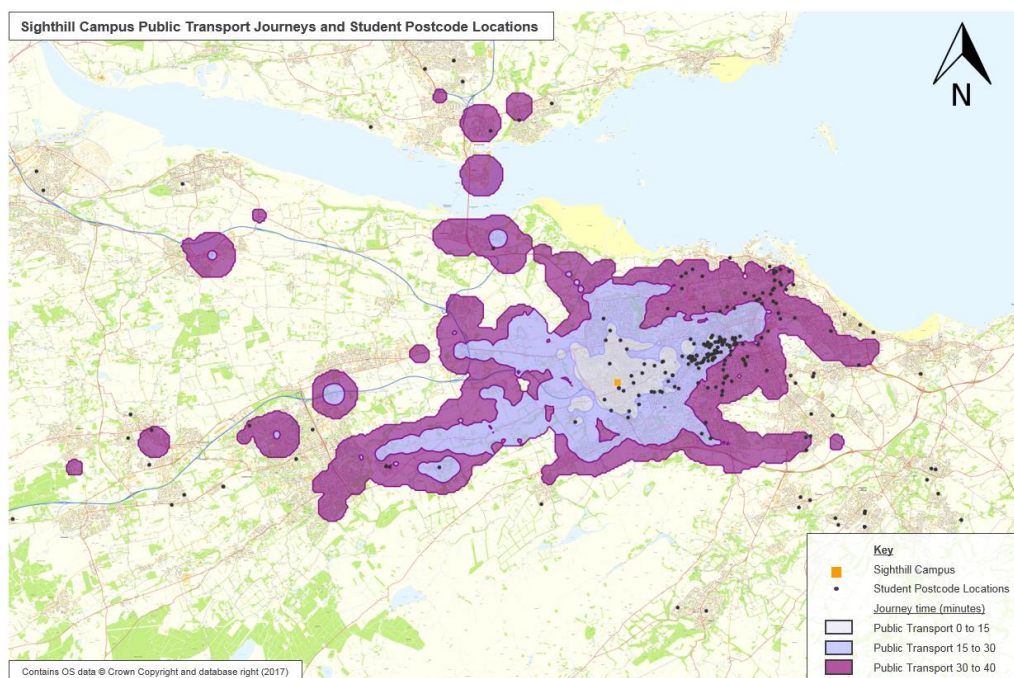


Figure 5.11 – Sighthill Campus Student postcode distribution and public transport.

Figure 5.11 shows that a high proportion of student respondent's live within a 15 to 30 minute public transport journey of the Sighthill Campus.

The most popular response in regards to public transport encouragement for Sighthill Campus students was providing subsidised/discounted tickets (40%). Providing more convenient routes and increased frequencies in public transport services were also popular responses. There was also a proportion of students (35%) who stated that none of the options would encourage them to use public transport.

Comments received in relation to motorised travel to Merchiston Campus include:

"I hope cycle paths will be created between Gorgie (west-centre) and Edinburgh Napier University as this will encourage students to use bicycles rather than buses for going to the university."

"I get the bus which is a great service. I would like to cycle but there are limited safe cycle paths in the city!"

"Better parking facilities at Sighthill would be good. It's difficult to get a parking permit and parking in the surrounding area isn't great as it is not the safest."

"For amount of times I travel to university per week it is definitely cheaper to drive rather than use public transport"

"The car parking facilities are poor. If you do not have your application in on time to apply for parking then you cannot get a parking space. I feel if you live a certain distance from the university then you should be able to avail of a parking space. I do not mind paying the yearly parking fee if i can guarantee a parking space each year."

"The bus pass is quite expensive"

"A footpath or pavement to cross the college car park would help when walking from Edinburgh Park station to Sighthill campus"

"There should really be a shuttle bus between the campuses."

5.4 Student Journey Ratings

5.4.1 Bus Journey

A total of 175 Sighthill Campus students responded to the bus journey rating question. The ratings provided by these students are shown in **Figure 5.12**, with the respective weighted averages provided in **Table 5.6** below.

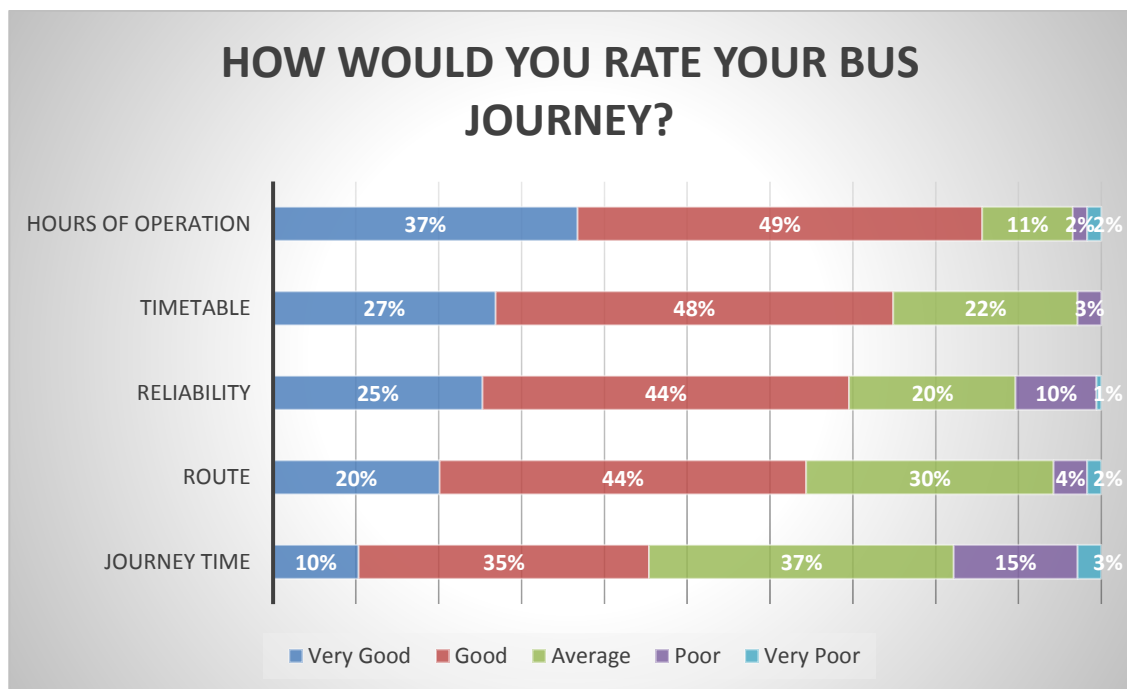


Figure 5.12 - Sighthill Campus Student Bus Journey Ratings

| Option | Weighted Average | Weighted Average All Staff |
|--------------------|------------------|----------------------------|
| Hours of operation | 1.83 | 1.91 |
| Timetable | 2.01 | 2.14 |
| Reliability | 2.16 | 2.20 |
| Route | 2.23 | 2.11 |
| Journey time | 2.65 | 2.35 |

Table 5.6 - Weighted averages for each bus journey option

It can be seen that hours of operation rated the best out of the options provided, with the journey time of the buses receiving the worst rating. It should also be noted that the bus timetables was also rated relatively highly.

5.4.2 Train Journey

A total of 50 students travelling by train to the Sighthill Campus rated their journey. The survey results are presented in **Figure 5.13** and **Table 5.7**.

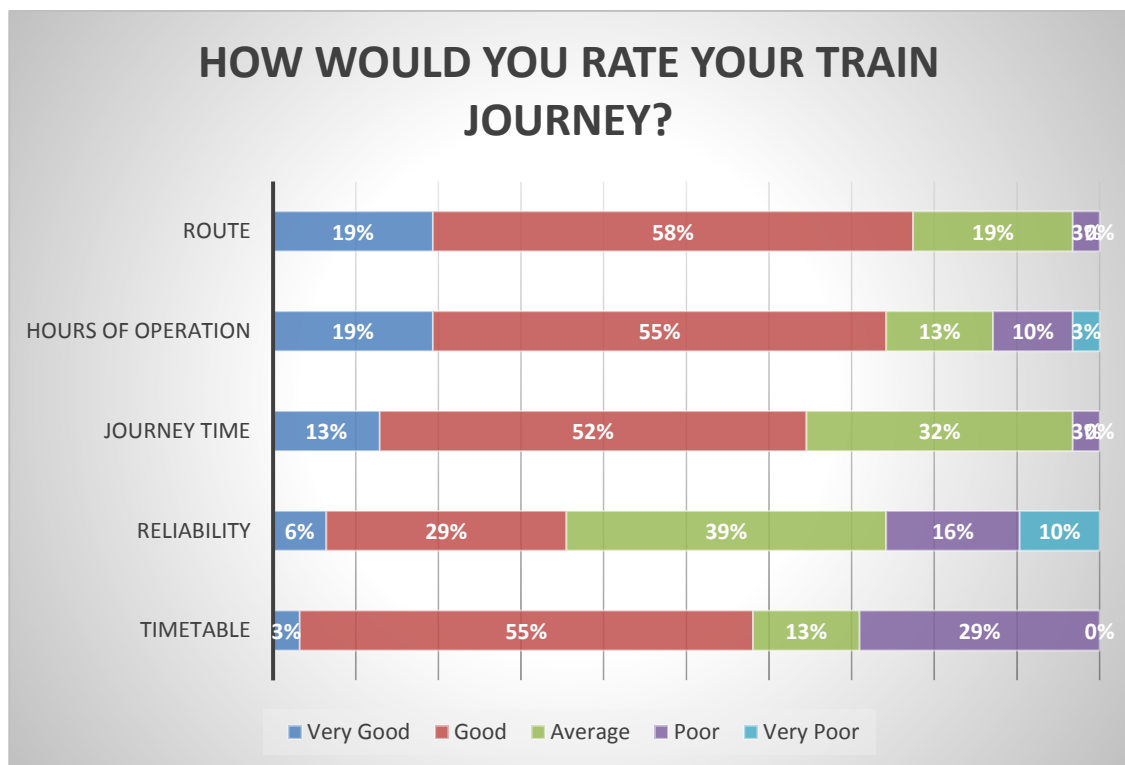


Figure 5.13 - Sighthill Campus Student Train Journey Ratings

| Option | Weighted Average | Weighted Average All Staff |
|--------------------|------------------|----------------------------|
| Route | 2.06 | 2.11 |
| Hours of operation | 2.23 | 2.32 |
| Journey time | 2.26 | 2.41 |
| Reliability | 2.94 | 2.85 |
| Timetable | 2.68 | 2.73 |

Table 5.7 - Weighted averages for each train journey option

It can be seen that the train route rated the best out of the options provided, with the reliability of the train services receiving the least favourable rating. It should be noted that the train timetable was also rated relatively poorly.

5.4.3 Tram Journey

All of the 17 students who stated that they travelled to Sighthill Campus via tram also answered the journey rating question. The results are presented in **Figure 5.14** and **Table 5.8**.

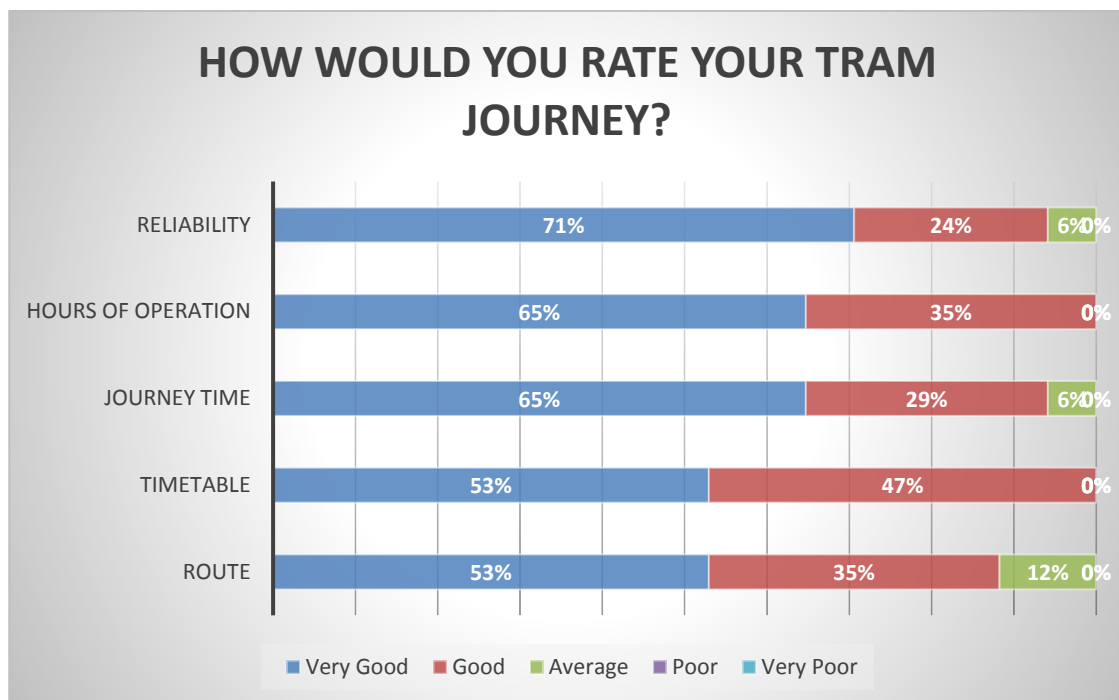


Figure 5.14 - Sighthill Campus Student Tram Journey Ratings

| Option | Weighted Average | Weighted Average All Staff |
|--------------------|------------------|----------------------------|
| Reliability | 1.35 | 1.33 |
| Hours of operation | 1.35 | 1.33 |
| Journey time | 1.41 | 1.39 |
| Timetable | 1.47 | 1.44 |
| Route | 1.59 | 1.56 |

Table 5.8 - Weighted averages for each tram journey option

It can be seen that the hours of operation and the reliability of the tram options were both rated the best out of the options provided, with the route of tram services receiving the least favourable rating. However, it is apparent that none of the options received any ratings that were lower than average.

5.4.4 Pedestrian Journey

There was a total of 14 responses for students who walked to the Campus. The ratings from the survey are outlined in **Figure 5.15** and **Table 5.9**.

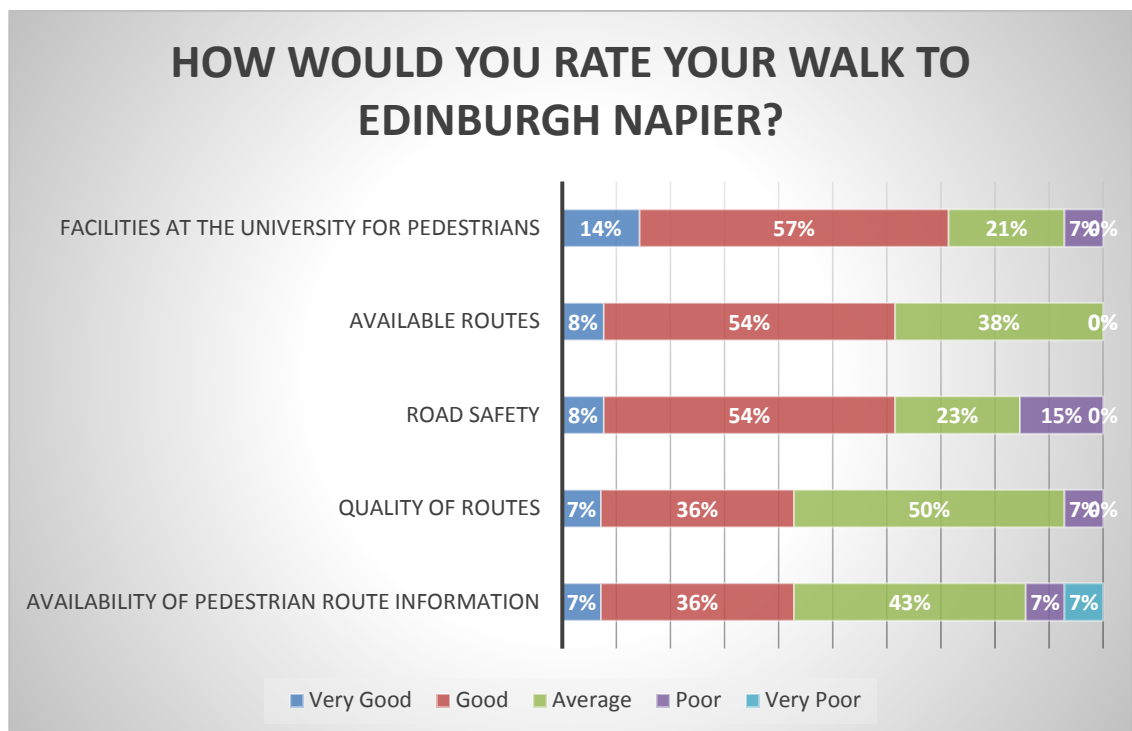


Figure 5.15 - Sighthill Campus Student Pedestrian Journey Ratings

| Option | Weighted Average | Weighted Average All Staff |
|--|------------------|----------------------------|
| Facilities at the University for pedestrians | 2.21 | 1.92 |
| Available routes | 2.31 | 1.75 |
| Road safety | 2.46 | 2.25 |
| Quality of routes | 2.57 | 1.95 |
| Availability of pedestrian route information | 2.71 | 2.50 |

Table 5.9 - Weighted averages for each pedestrian journey option

The highest rated option for pedestrian journeys was the availability of routes, with availability of pedestrian route information rated as the lowest. The quality of the routes and facilities at the University for pedestrians also rated highly.

5.4.5 Cycle Journey

The results for the students cycling to the Sighthill Campus are displayed in **Figure 5.16** and **Table 5.10**. A total of 30 students responded to this question.

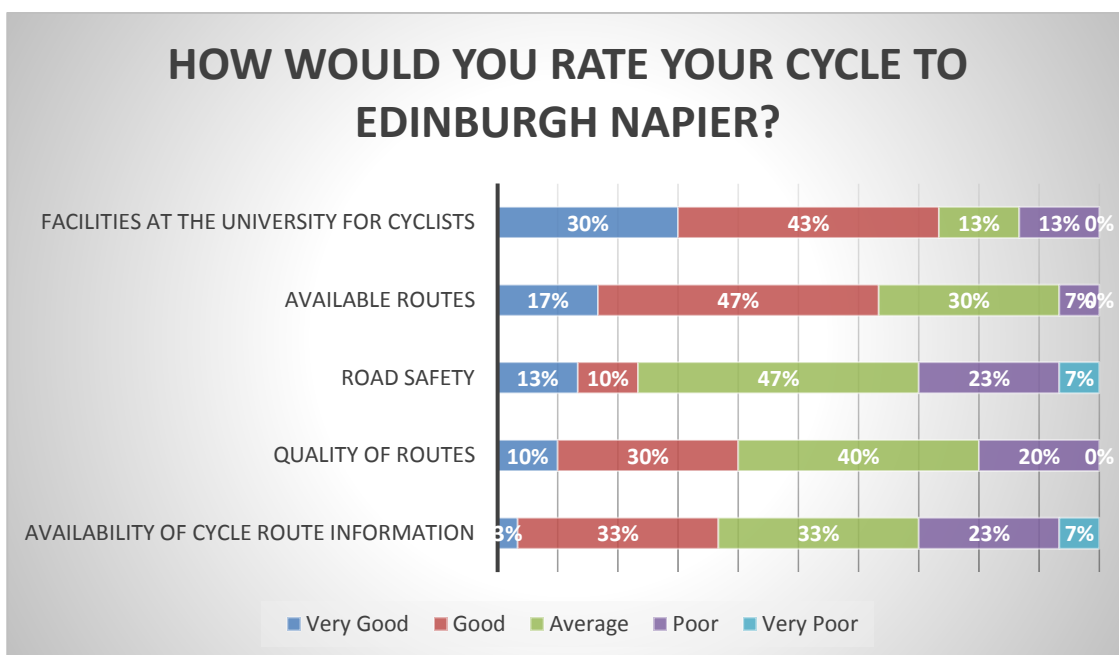


Figure 5.16 - Sighthill Campus Student Cycle Journey Ratings

| Option | Weighted Average | Weighted Average All Staff |
|---|------------------|----------------------------|
| Facilities at the university for cyclists | 2.10 | 2.12 |
| Available routes | 2.27 | 2.18 |
| Road safety | 3.00 | 2.95 |
| Quality of routes | 2.70 | 2.82 |
| Availability of cycle route information | 2.97 | 2.89 |

Table 5.10 - Weighted averages for each cycle journey option

The highest rated option for cyclist journeys was the facilities at the University for cyclists, with road safety rated as the lowest. The availability of cycle route information was also rated relatively poorly.

Participants were also asked to rate the cycle parking and facilities at the University. The results are shown in **Figure 5.17** and **Table 5.11**.

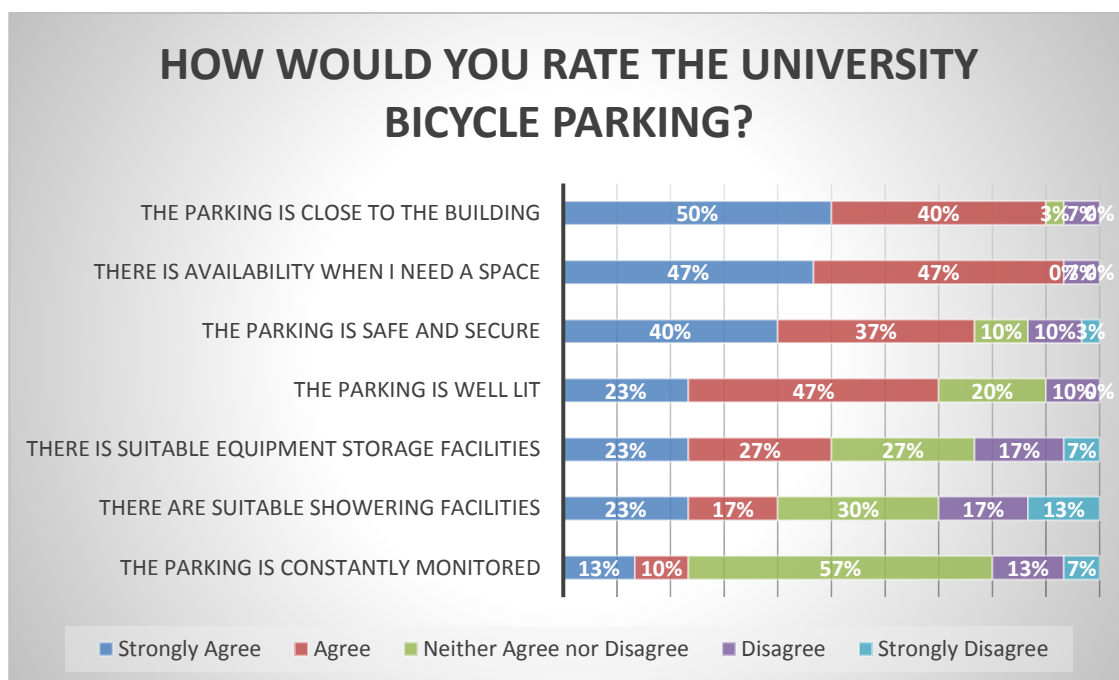


Figure 5.17 - Sighthill Campus Student Cycle Facilities Ratings

| Option | Weighted Average | Weighted Average All Staff |
|--|------------------|----------------------------|
| The parking is close to the building | 1.67 | 1.46 |
| There is availability when I need a space | 1.67 | 1.84 |
| The parking is safe and secure | 2.00 | 1.81 |
| The parking is well lit | 2.17 | 2.36 |
| There is suitable equipment storage facilities | 2.57 | 2.86 |
| There are suitable showering facilities | 2.80 | 3.04 |
| The parking is constantly monitored | 2.90 | 2.89 |

Table 5.11 - Weighted averages for each cycle facility option

The joint highest rated option for cyclist facilities was the close proximity of the cycle parking to the desired building, and the availability of cycle parking spaces, with constant monitoring of cycling parking receiving the lowest rating.

5-5

Summary

In comparison to the two other main Edinburgh Napier campuses, the survey suggests that the Sighthill Campus has the least number of staff and students travelling via sustainable means. However, as with other campuses, a higher uptake of sustainable travel modes by students is apparent.

6. Locations outside the Main Campuses

There are several buildings noted as the home campus of participants that are not the three main campuses, these include: 42 Colinton Road, Bankhead Workspace, Morningside Church and Screen Academy. The number of individuals at each site is as follows in **Figure 6.1**:

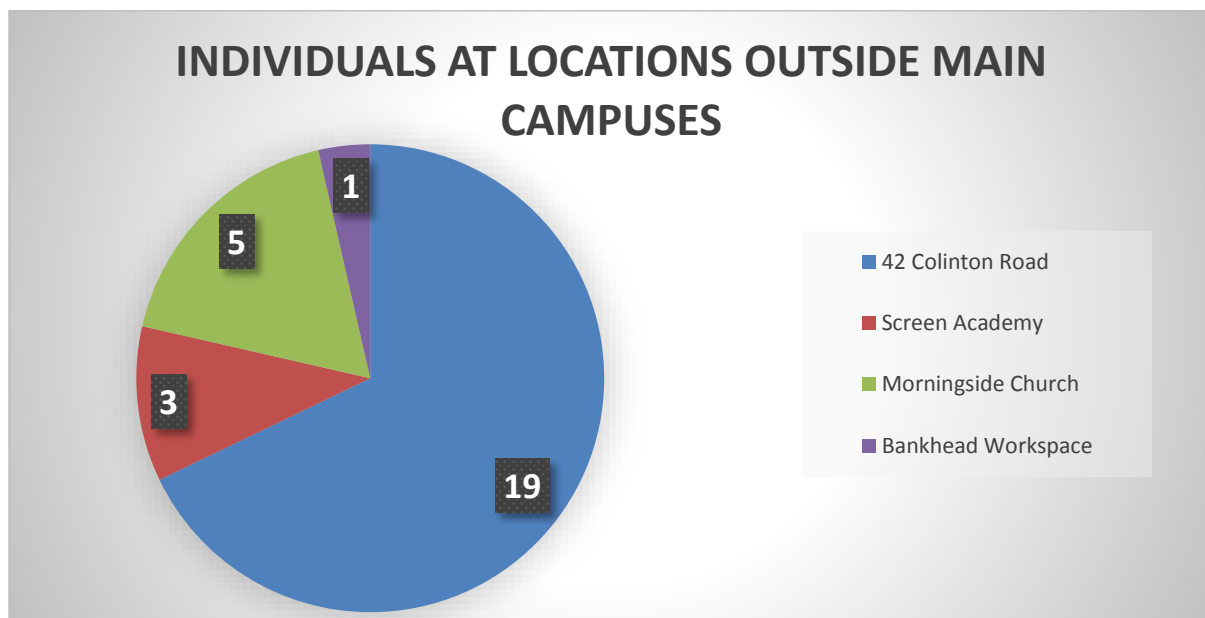


Figure 6.1 – Number of Student responses at each location

Figure 6.2 reveals the travel survey results for the student mode share for buildings out with the main campus sites.

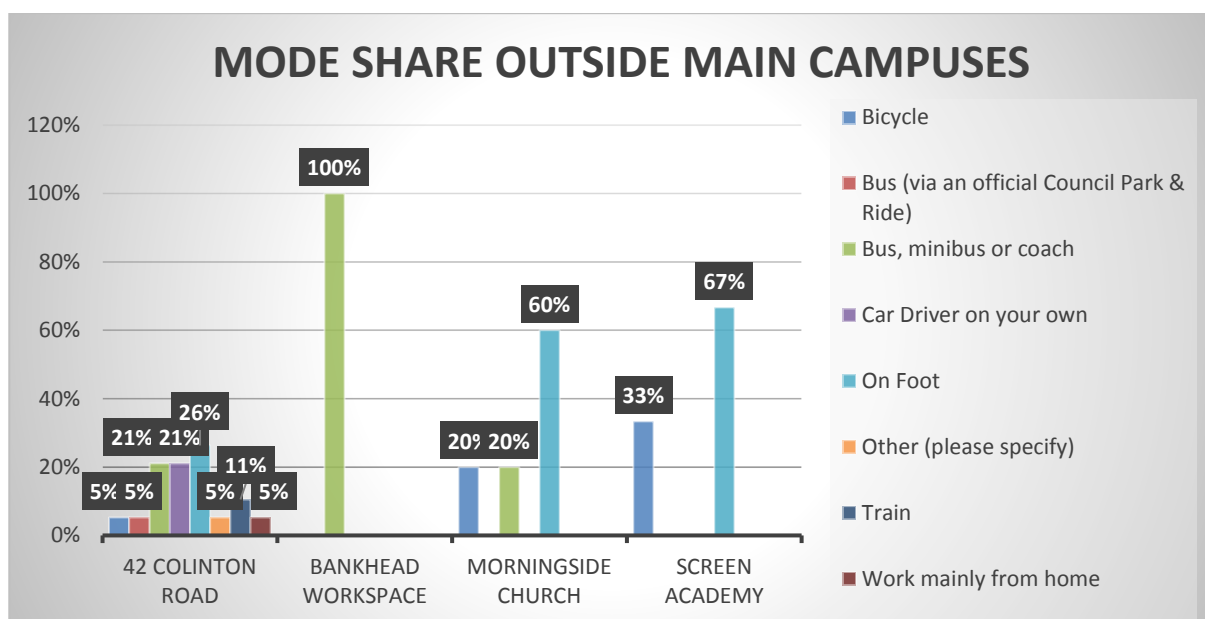


Figure 6.2 - Mode Share for locations outside of the main campuses

The key findings are:

- Active Travel consists of approximately 31% of student travel to 42 Colinton Road, 80% of student travel to Morningside Church, 100% of student travel to Screen Academy;
- 37% of students travel to 42 Colinton Road by public transport, 100% of students travel to the Bankhead Workspace by public transport, 20% of students travel to the Morningside Church by public transport; and
- Car travel to 42 Colinton Road accounts for 21% of mode share; there are no individuals travelling to the other three sites who use car travel as their main mode of travel.

The reasoning for these mode share choices are as follows for each of the sites:

- For participants at 42 Colinton Road and Screen Academy, the main reason behind mode choice is that it is the quickest way to travel.
- Those at the Bankhead Workspace reveal that their mode choice is a result of there being a lack of alternatives.
- At Morningside Church there appears to be various reasons for mode choice, these include: that it is the cheapest option, for health and/or fitness reasons, that it's environmentally friendly, that it is the quickest option and that it is the most reliable choice.

When participants were asked which mode of transport they would prefer, there was a mix of responses for 42 Colinton Road with on foot being the preferred option and car travel or working from home being the least preferred. Participants at both Morningside Church and Screen Academy revealed that they prefer to travel to work either on foot or by bicycle. Also those at the Bankhead workplace would prefer to travel by bicycle.

7. Student Accommodation

There are 161 students at Edinburgh Napier University who, over the 2016/17 period, indicated that they have stayed in student accommodation managed by the University. The student accommodation includes Bainfield, Orwell Terrace and Slateford Road; the number of students at each of the locations is summarised in **Figure 7.1**.

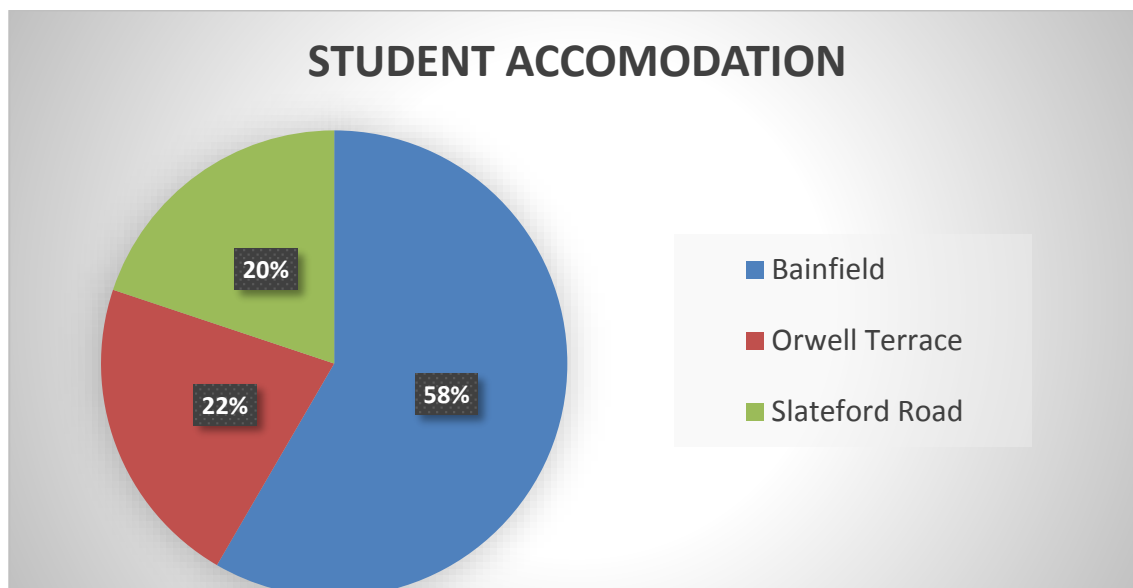


Figure 7.1 – Number of Students in each accommodation.

Figure 7.2 reveals the travel survey results for the student mode share for student accommodation.

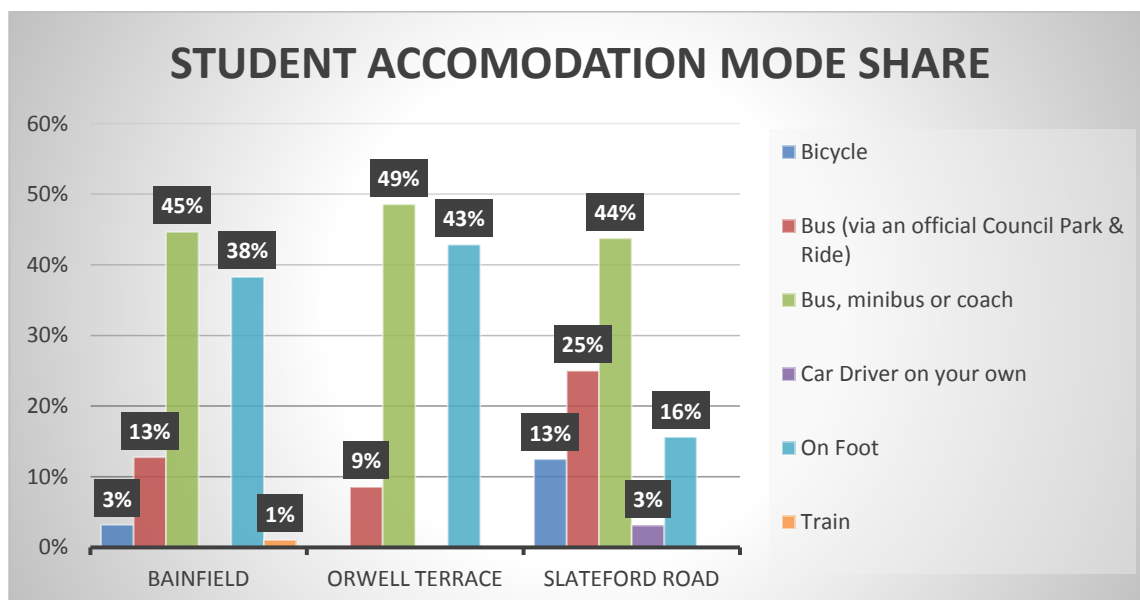


Figure 7.2 – Mode Share for Edinburgh Napier Accommodation.

The key findings are:

- Active Travel consists of approximately 41% of student travel from Bainfield, 43% of student travel from Orwell Terrace, 29% of student travel from Slateford Road;
- 59% of students travel from Bainfield by public transport, 58% of students travel from Orwell Terrace by public transport, 69% of students travel from Slateford Road by public transport; and
- There are no individuals travelling from Bainfield or Orwell Terrace who use car travel as their main mode of travel. Car travel from Slateford Road accounts for only 3% of mode share.

The reasons for the mode share choices are as follows:

- For participants at Bainfield and Orwell terrace, the main reason behind mode choice is that it is the quickest way to travel.
- Those at Slateford Road reveal that their mode choice is a result of it being the cheapest option, this is closely followed by there being a lack of alternative modes of transport from this site.

When participants were asked which mode of transport they would prefer, those at Bainfield revealed the most preferred mode of transport to be on foot, while motorcycle or scooter was the least preferred. There was a mix of responses for Orwell Terrace, with on foot, bicycle and bus, minibus or coach being the most preferred option. At Orwell terrace car sharing, tram and working from home are the least preferred. Participants at Slateford Road expressed that car travel (on your own) as the most preferred mode of transport, with formal car sharing, motorcycle or scooter and train being the least preferred.

8. Business travel

Staff were asked about their business travel within the Edinburgh Area.

8.1 Frequency of Business Travel

The first question asked was how often participants travel for business within the Edinburgh area, there were 700 respondents. **Figure 8.1** displays the frequency of business travel within the Edinburgh area. The results reveal that the highest proportion of staff respondents, a total of 34%, rarely travel within the Edinburgh area for business. Only 5% of the respondents are travelling on a daily basis within Edinburgh for business.

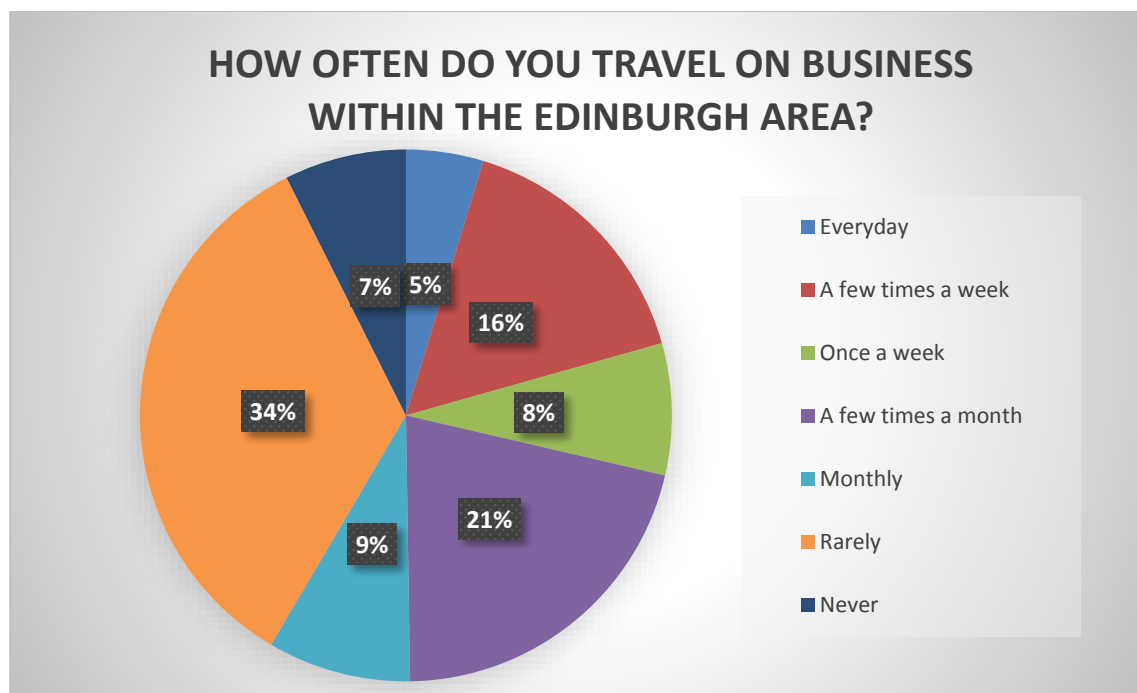


Figure 8.1 – Frequency of Business Travel in Edinburgh

8.2 Mode Share for Business Travel

Participants were asked which mode they usually use for business travel within the Edinburgh area, a total of 705 people responded. **Figure 8.2** indicates the mode of transport used by those traveling for business within the Edinburgh area. It is clear that the general mode of transport for business travel in the city is either by bus, which is used by 32% of respondents, or by car, which is used by 29% of respondents. **Figure 8.3** shows a very small percentage of staff use hire cars for business travel.

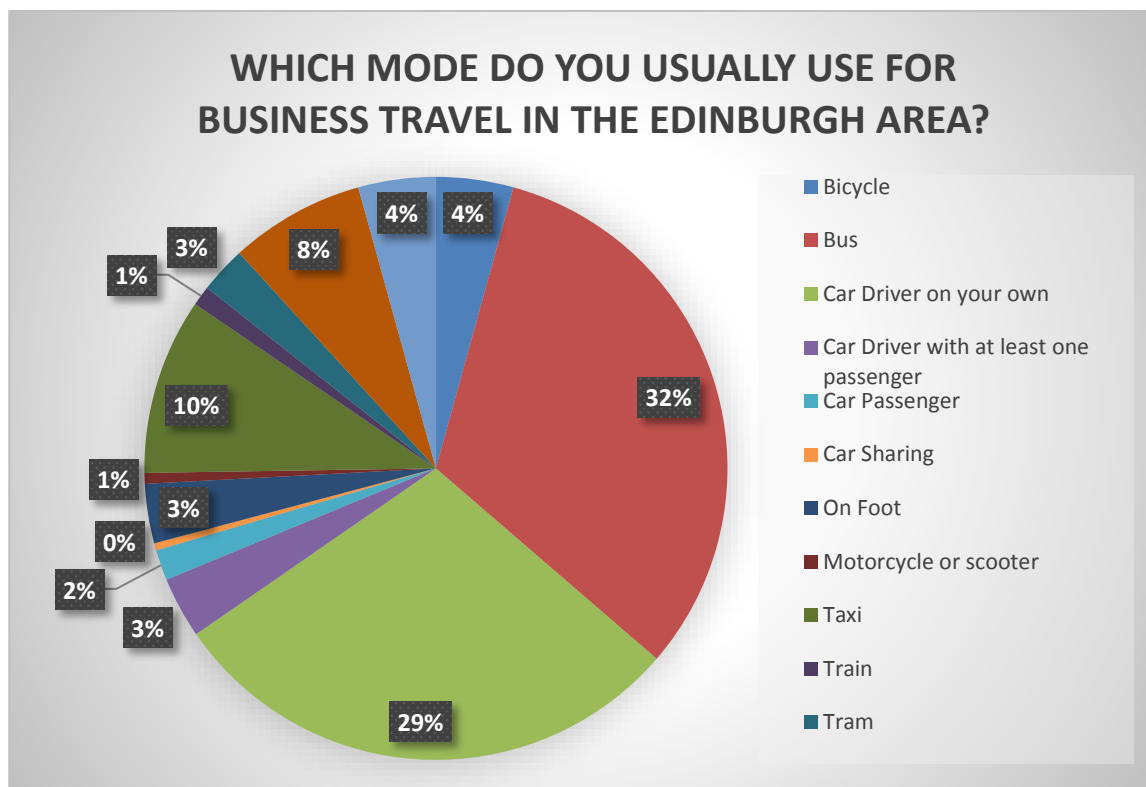


Figure 8.2 – Mode of Transport for Business Travel

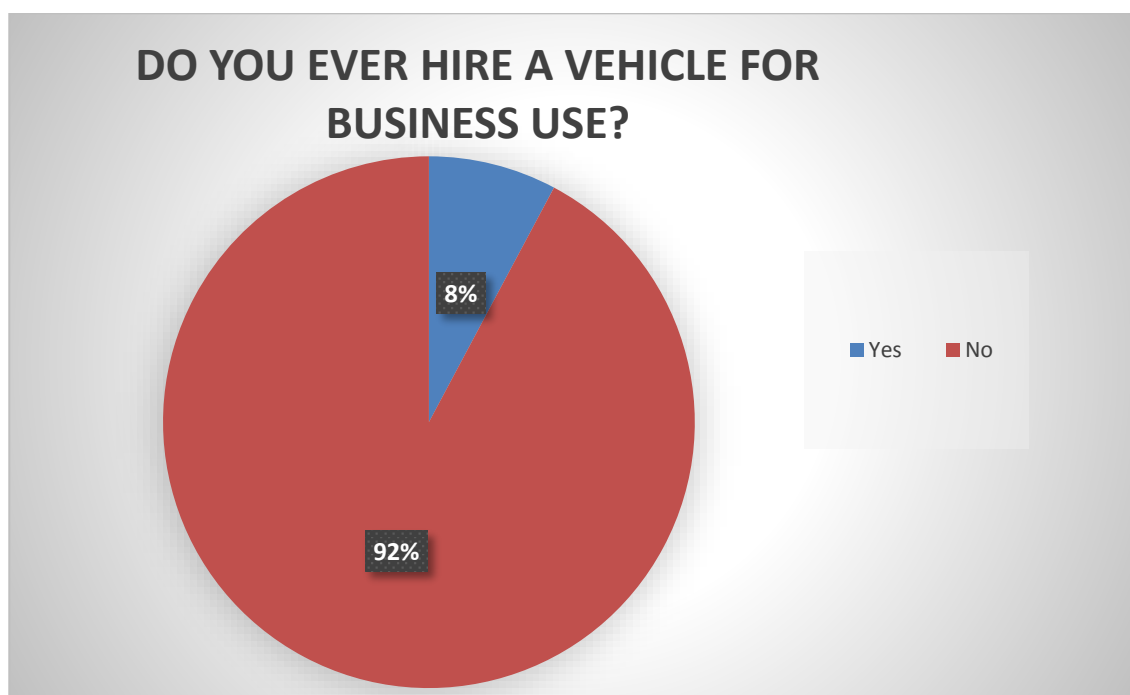


Figure 8.3 – Hiring a Vehicle for Business Travel

8.3 Travel to Meetings

Staff were asked whether it would be possible for them to use video or tele-conferencing instead of travelling to meetings, to this question 698 people responded. **Figure 8.4** illustrates that 59.6% of the respondents could use this method of communication for some of their meetings, but not all meetings. A total of 1.7% of respondents indicated that they could use tele-conferencing or video for all of their meetings.

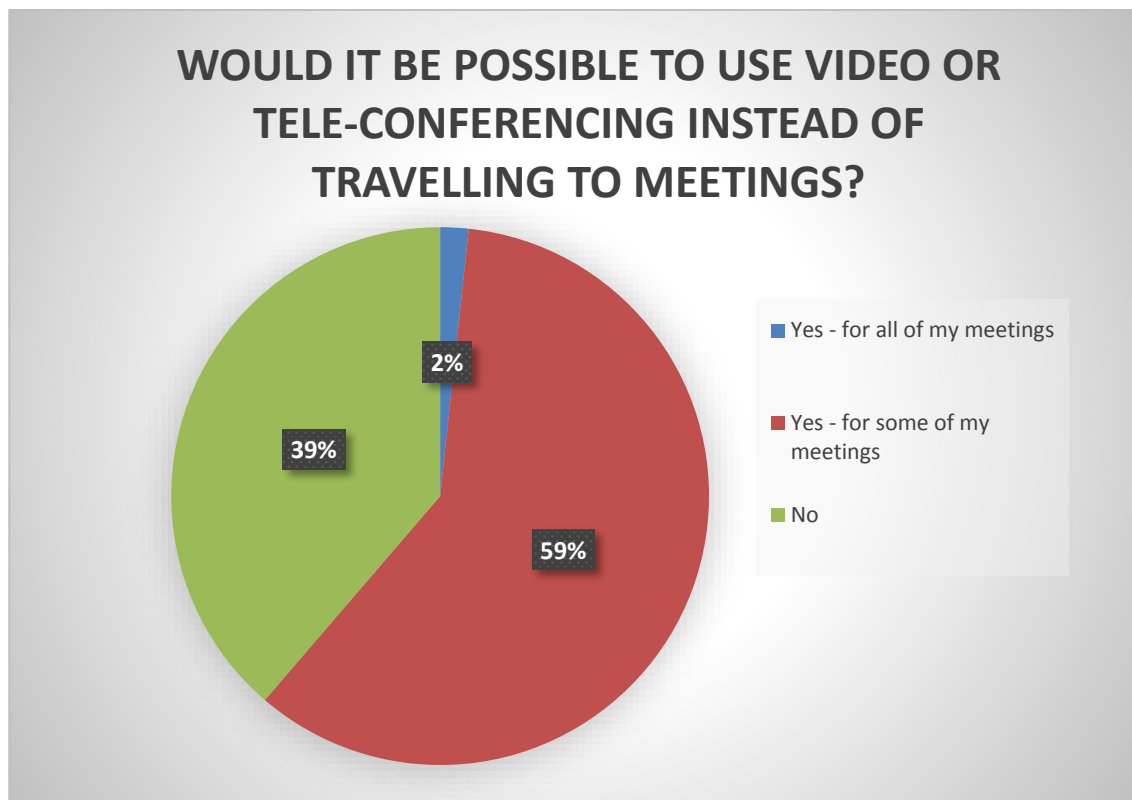


Table 8.4 – Use of Video or Tele-conferencing for Meetings.

8.4 Car Share Encouragement

Staff were asked if the use of a car sharing scheme for business travel, such as Enterprise Car Club, would encourage them to leave their personal vehicles at home. Of 227 respondents, 23% of respondents revealed that this would encourage them, as illustrated in **Figure 8.5**.

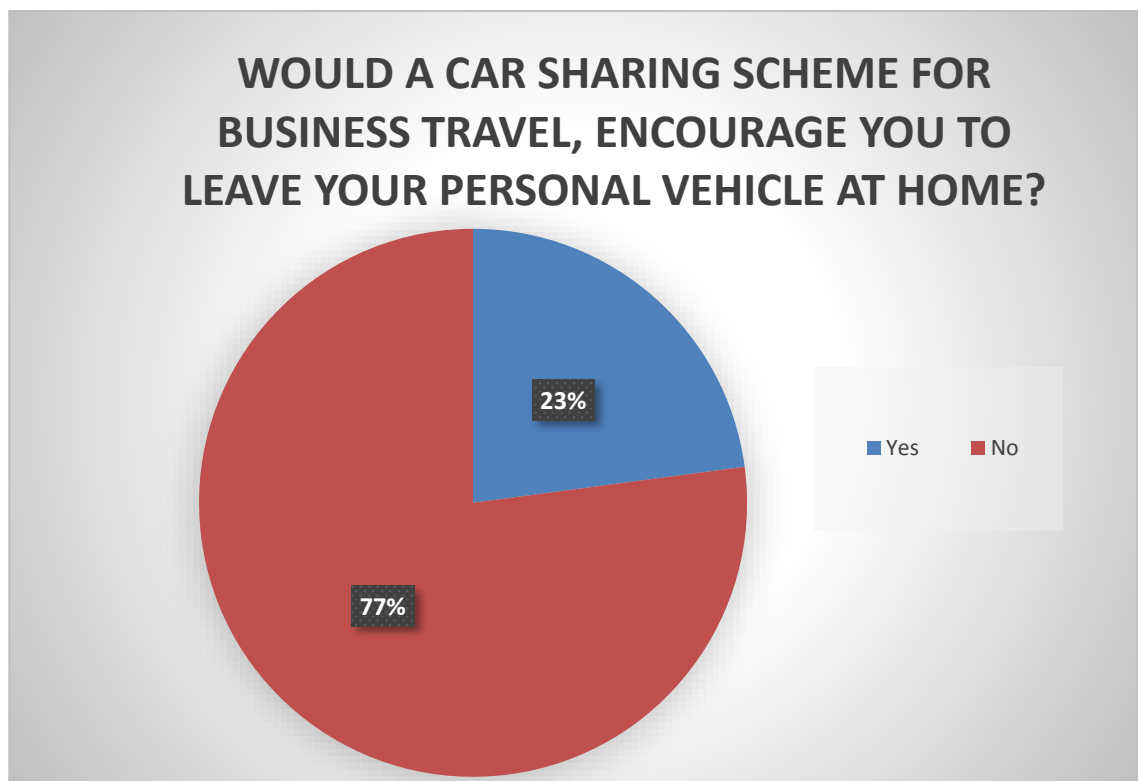


Table 8.5 – Scheme to Encourage Car Share.

8.5

Summary

The survey indicates that a small proportion of staff and students travel on business within the Edinburgh area, and those who do, prefer to travel by either bus or car. The majority of participants revealed they do not hire a vehicle for business use and more than half revealed that video or tele-conferencing could be used for meetings.

9. Carbon Footprint

A high level assessment of the University carbon footprint associated with travel to work / study was undertaken using the results obtained from the travel survey. The methodology and results of the assessment are outlined in this Chapter of the report.

9.1 Methodology

In order to estimate the travel to work/study carbon footprint, the method of travel used and distance travelled to Edinburgh Napier by each respondent was extracted from the survey results.

It was necessary to calculate the number of days that each respondent travelled to the University annually in order to assess the annual carbon footprint. The number of days per week that respondents attended the University was extracted from the travel survey and, due to the difference in term times and holiday allowance, the student and staff responses were separated. An average of the number of days that both staff and students attended the University was taken, the results of which are shown in **Table 9.1**.

| No. of Staff | No. of days attendance | No. of working weeks | Total No. of Days | |
|-----------------|------------------------|----------------------|-------------------|----------------|
| 9 | 1 | 46 | 414 | |
| 17 | 2 | 46 | 1,564 | |
| 64 | 3 | 46 | 8,832 | |
| 122 | 4 | 46 | 22,448 | |
| 511 | 5 | 46 | 117,530 | Average |
| Total | | | 150,788 | 209 |
| No. of Students | No. of days attendance | No. of term weeks | Total No. of Days | |
| 72 | 1 | 32 | 414 | |
| 167 | 2 | 32 | 1,564 | |
| 474 | 3 | 32 | 8,832 | |
| 385 | 4 | 32 | 22,448 | |
| 168 | 5 | 32 | 117,530 | Average |
| Total | | | 150,788 | 106 |

Table 9.1 - Average number of days travelling to/from the University for staff and students

The number of weeks applied to staff was based on a full year minus the likely holiday allowance / sick leave, whereas the student average was based on the total number of weeks in each term throughout the year.

To determine the daily distance over which respondents travel to University, the survey results of the distance travelled by each respondent was doubled to replicate a return journey. The corresponding staff and student average for days of attendance were then applied to the daily distance travelled to the University to provide an annual distance for each respondent.

Following the calculation of annual distance travelled, a carbon emission factor (by mode of transport) was applied to this distance to determine the amount of carbon equivalent produced. If the respondent stated that they travel by car to the university, a carbon factor was applied dependent on the size and engine type of the vehicle. The carbon factors were taken from the 2016 'UK Government GHG Conversion Factors for Company Reporting' spreadsheet and are outlined in **Table 9.2** and **Table 9.3** below.

| Activity | Type | Units (kgCO ₂ e) | Petrol | Diesel | Hybrid | CNG | LPG | Unknown |
|----------|---------|-----------------------------|---------|---------|---------|---------|---------|---------|
| Car | Small | Per km | 0.16027 | 0.14675 | 0.11042 | - | - | 0.15581 |
| | | Per mile | 0.25794 | 0.23618 | 0.17771 | - | - | 0.25075 |
| | Medium | Per km | 0.20033 | 0.17741 | 0.12047 | 0.16393 | 0.18278 | 0.18909 |
| | | Per mile | 0.32241 | 0.28551 | 0.19387 | 0.26383 | 0.29416 | 0.30430 |
| | Large | Per km | 0.29461 | 0.22473 | 0.17862 | 0.24028 | 0.26883 | 0.24197 |
| | | Per mile | 0.47414 | 0.36166 | 0.28746 | 0.38669 | 0.43265 | 0.38940 |
| | Average | Per km | 0.19184 | 0.18307 | 0.13226 | 0.17989 | 0.20077 | 0.18695 |
| | | Per mile | 0.30875 | 0.29461 | 0.21285 | 0.28951 | 0.32311 | 0.30088 |

Table 9.2 - Carbon Emissions Factors by car engine type (UK Government GHG Conversion Factors for Company Reporting, 2016)

| Activity | Units (kgCO ₂ e) | Carbon Factor |
|-----------------------|-----------------------------|---------------|
| On foot or by bicycle | Per km | 0 |
| | Per mile | 0 |
| Bus | Per km | 0.11986 |
| | Per mile | 0.19290 |
| Rail | Per km | 0.04885 |
| | Per mile | 0.07862 |
| Taxi | Per km | 0.16286 |
| | Per mile | 0.26210 |
| Motorcycle or Scooter | Per km | 0.11978 |
| | Per mile | 0.19277 |

Table 9.3 - Carbon Emissions Factors by travel mode (UK Government GHG Conversion Factors for Company Reporting, 2016)

Once the total carbon emissions were calculated, they were then converted into tonnesCO₂e.

As the survey captured a proportion of the total number of staff and students attending the University, the carbon emissions were also factored using the survey response rates to provide an estimate of the carbon footprint for the whole University.

9.2 Results

The results of the carbon footprint analysis were split into staff and student calculations and then combined to provide an overall annual travel to work/study carbon footprint for the University. The results of the staff and student carbon footprint analyses are shown in **Table 9.4**.

| Staff or Student | Carbon Footprint (kgCO ₂ e) | Carbon Footprint (tonnesCO ₂ e) |
|------------------|--|--|
| Staff | 2,500,845 | 2,501 |
| Student | 4,511,551 | 4,512 |
| Overall | 7,012,396 | 7,012 |

Table 9.4 - Carbon Footprint for Edinburgh Napier University

As it can be seen from **Table 9.4** it was calculated that staff commuter travel produces approximately 2,501 tonnesCO₂e annually, with student travel producing 4,512 tonnesCO₂e. As there is 1,441 staff and 11,544 students who attend the University, this equates to an annual amount of 1.77 tonnesCO₂e and 0.39 tonnesCO₂e per staff and per student respectively.

10. Conclusions and Recommendations

10.1 Conclusions

A total of 2,134 surveys were completed, with 1,672 responses associated with the three main campuses, with a split of 517 staff responses and 1,155 student responses.

The conclusions / key findings of the 2017 travel survey report are provided below.

The University currently displays the following travel to work/study mode share:

- Walking - 16%
- Cycling - 7%
- Public transport - 44%
- Car use – 31%

In comparison to 2020 Edinburgh Local Transport Strategy targets, the walking mode share is only 4% away from the target of 21%, the public transport mode share exceeds the target of 32% and the car use is only 2% away from meeting the target of 29%.

A breakdown of results by campus is provided below;

Staff

- Highest Active Travel mode share – Merchiston (31%)
- Highest public transport mode share – Merchiston (32%)
- Highest car user mode share – Sighthill (62%)

Student

- Highest Active Travel mode share – Merchiston (48%)
- Highest public transport mode share – Craiglockhart (61%)
- Highest car user mode share – Sighthill (29%)

The above indicates that staff and students based at Merchiston travel the most sustainably. Whilst the Sighthill campus displays a high car user mode share, it should be noted that it also has a good public transport mode share at 29% for staff and 58% for students.

The postcode analysis would suggest that staff and students who are based at the Sighthill campus, on average, travel the furthest.

The majority of staff and students do not travel on business. For those who do, the main mode of transport is public transport or car.

Staff commuter travel produces approximately 2,501 tonnesCO₂e annually, with student travel producing 4,512 tonnesCO₂e. As there is 1,441 staff and 11,544 students who attend the University, this equates to an annual amount of 1.77 tonnesCO₂e and 0.39 tonnesCO₂e per staff and per student respectively.

10.3 Recommendations

The recommendations associated with the travel survey results are provided in **Table 10.1** below. This is not an exhaustive list and provides the University with a core set of recommendations.

Table 10.1 Travel planning recommendations

| Recommendations | Commentary |
|--|--|
| Active travel initiatives | |
| Promotion of Cycle to Work scheme to staff | Intranet promotion to staff throughout the year and included in induction information for new staff |
| Input to bike hire scheme with other Universities and Edinburgh College | Arrange / attend relevant meetings with other organisations to create a city wide network |
| Cycle parking improvements to support University expansion | Audit all campuses and student accommodation to review bike storage and where upgrade is required |
| Set up regular bike maintenance calendar | These could be via Dr Bike, Grease Monkey, or in collaboration with a local college mechanics course or similar |
| Public transport initiatives | |
| Public transport information provision | Real time information boards (http://www.sestran.gov.uk/wp-content/uploads/2017/01/Real-Time-Passenger-Information.pdf) |
| | Travel information hub within each campus |
| | Information on the University's website / intranet |
| Engagement / promotion sessions (travel roadshows) | Activity around increasing awareness of tram hold at Bankhead |
| | Promotion of Lothian Buses service 36 for easy inter-campus travel. |
| | Promotion of public transport links from student residences to the campuses. |
| Review of student / staff locations via the travel survey and review with bus operators to ensure routes are provided and capacity is maintained | Regular meeting and review required with relevant public transport operators. Public transport steering group set up. |
| Parking | |
| Parking policy | Overarching policy with site-specific policy for each campus and each student accommodation location |
| Parking management | Update parking management strategy to account for changes in activity and parking provision. Consider all campuses |
| Engagement | |
| Roadshow/ engagement event at student accommodation at the start of each new year | Event to showcase the options available to students and to provide information on travel to all campuses and key location throughout the city |
| Regular events across the campus highlighting the travel options to the campus from across Lothian and from student accommodation locations | To provide information to students and staff on options for travelling to campus |
| Active Travel Challenge specific to University staff and students | Bespoke challenge, either administrated internally or with consultancy support, offered to staff and students at key times throughout the year |
| Continued engagement with Council Workplace Travel Planning programme | Take advantage of roadshows, Dr Bike (or similar) and challenges ran via the programme |
| Other | |
| Update University Travel Plan | Overarching Travel Plan with Site Specific action plans for campuses. Should include student accommodation. The Travel Plan needs to support and take account of the University's Estates Strategy and expansion plans. |
| Regular travel survey | Important to collect ongoing travel data to ensure travel planning initiatives are appropriate and relevant. |
| Source funding for initiatives and travel planning assistance | Funding sources including SEStran / Cycling Scotland / Sustrans |
| Liaise with other University and Colleges in Edinburgh to take advantage of available schemes and programmes | Set up regular meetings with other University or College transport / sustainability officers |

Appendices

Appendix A - Travel Survey - Example Questionnaire

116564/JC/170421A

Issue 3.0

Edinburgh Napier University Staff Travel Survey 2017



Completing this survey is your opportunity to voice any opinions or recommendations regarding travelling to/from or between Edinburgh Napier sites. For the University, the information will also allow us to update our Travel Plan, and encourage better transport links at and around all campuses.

For your chance to win either a £100 or one of four £50 shopping vouchers please leave your email address at the end of the survey. The winner will be selected at random from all entries submitted.

For help with this questionnaire, or for more information on travel to/from Edinburgh Napier contact Jamie Pearson, Environmental Sustainability Manager, at j.pearson@napier.ac.uk or 0131 455 3747 or visit www.bit.ly/ENU-Transport

Thank you for your time.

Data Protection Information

This survey is managed Jamie Pearson, Environmental Sustainability Manager at Edinburgh Napier University. The information gathered will be anonymised within four weeks of the survey closing on Friday 7th April. The information will be used to create a Travel Plan for the University. The purpose of the Travel Plan is to support staff, students and visitors travel to and from all University sites. Where appropriate, anonymised data may also be disseminated to relevant funders, used to share good practice across the UK Further and Higher Education sector and for research purposes.

Edinburgh Napier University commissioned the transport planning consultancy Sweco to carry out this Staff Travel Survey. Their staff will analyse all the responses and provide the results back to Edinburgh Napier University. No individual travel habits or personal information will be published or revealed by Sweco. Only members of the survey team and Edinburgh Napier University staff analysing the data will have access to the information.

By submitting a completed survey you consent to Edinburgh Napier University's use of the information given for the purposes of the Travel Survey.

Section A: General Information

| Date | Day | Month | Year |
|------|-----|-------|------|
|------|-----|-------|------|

| | | | | | | | | |
|----------|--|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| 1 | What age are you? Please tick <i>ONE</i> only | | | | | | | |
| | 16-24 | 25-34 | 35-44 | 45-54 | 55-64 | 65-74 | 75+ | Prefer not to say |
| | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

| | |
|----------|--|
| 2 | What gender do you identify with? _____ |
|----------|--|

| | | | |
|----------|---|-----------------------|-----------------------|
| 3 | Do you have a long term illness or disability that affects your travel options / journeys to the University? Please tick <i>ONE</i> only | | |
| | Yes | No | Prefer not to say |
| | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

| | | |
|----------------------------------|--|-----------------------|
| 4 | Which of the following best describes your employment at Edinburgh Napier University? Please tick <i>ONE</i> only | |
| | Full Time | Part Time |
| | <input type="radio"/> | <input type="radio"/> |
| <i>If other, please specify:</i> | | |

| | | | | | |
|----------|--|-----------------------|-----------------------|-----------------------|-----------------------|
| 5 | How many days on average do you work at the University in a regular week? Please tick <i>ONE</i> only | | | | |
| | 1 day | 2 days | 3 days | 4 days | 5 days |
| | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Section B: About Your Commute

6 What time do you normally arrive and depart from work? Please tick only **ONE** for each option

| Arrive | | Depart | |
|----------------|-----------------------|------------------|-----------------------|
| Before 07:00 | <input type="radio"/> | 15:00 or earlier | <input type="radio"/> |
| 07:01 to 07:30 | <input type="radio"/> | 15:01 to 15:30 | <input type="radio"/> |
| 07:31 to 08:00 | <input type="radio"/> | 15:31 to 16:00 | <input type="radio"/> |
| 08:01 to 08:30 | <input type="radio"/> | 16:01 to 16:30 | <input type="radio"/> |
| 08:31 to 09:00 | <input type="radio"/> | 16:31 to 17:00 | <input type="radio"/> |
| 09:01 to 09:30 | <input type="radio"/> | 17:01 to 17:30 | <input type="radio"/> |
| 09:31 to 10:00 | <input type="radio"/> | 17:31 to 18:00 | <input type="radio"/> |
| 10:01 or later | <input type="radio"/> | 18:01 or later | <input type="radio"/> |
| No set time | <input type="radio"/> | No set time | <input type="radio"/> |

If other, please specify:

7 How far do you travel to work to the nearest mile? _____ miles

8 How do you **USUALLY** travel to work?
Please tick **ONE** only. If your journey involves different modes (e.g. walk – train – walk) then please select the mode you use for the longest distance.

| Mode | |
|---|-----------------------|
| Bicycle | <input type="radio"/> |
| Bus, minibus or coach | <input type="radio"/> |
| Bus (via an official Council Park & Ride) | <input type="radio"/> |
| Car driver on your own | <input type="radio"/> |
| Car driver (with passenger(s)) | <input type="radio"/> |
| <i>Please also specify the number of passengers</i> | |
| Car passenger | <input type="radio"/> |
| Car sharing | <input type="radio"/> |
| On foot | <input type="radio"/> |
| Motorcycle or scooter | <input type="radio"/> |
| Taxi | <input type="radio"/> |
| Train | <input type="radio"/> |
| Tram | <input type="radio"/> |
| Work mainly from home | <input type="radio"/> |
| Other | <input type="radio"/> |

If other, please specify:

9 What is your main reason for choosing that mode? Please tick **ONE** only.

| | |
|-------------------------------|-----------------------|
| Cheapest | <input type="radio"/> |
| Enjoyable | <input type="radio"/> |
| Habit | <input type="radio"/> |
| Health and/or fitness | <input type="radio"/> |
| It's environmentally friendly | <input type="radio"/> |
| Lack of alternatives | <input type="radio"/> |
| Less stressful | <input type="radio"/> |
| Personal safety | <input type="radio"/> |
| Quickest | <input type="radio"/> |
| Reliability | <input type="radio"/> |

If other, please specify:

Car Drivers, Car Passengers & Motorcycle/ Moped Users ONLY

10 Which type of fuel is used by the car/ motorcycle/ moped you travel in? Please tick **ONE** only

| | | | | | | | | | |
|--------|-----------------------|--------|-----------------------|--------|-----------------------|-----|-----------------------|--------------|-----------------------|
| Petrol | <input type="radio"/> | Diesel | <input type="radio"/> | Hybrid | <input type="radio"/> | LPG | <input type="radio"/> | I don't know | <input type="radio"/> |
|--------|-----------------------|--------|-----------------------|--------|-----------------------|-----|-----------------------|--------------|-----------------------|

11 If applicable, what size of engine does the car/ motorcycle/ moped you travel in have? Please tick **ONE** only

| | | | | | |
|--------------------------|-----------------------|-------------------------------|-----------------------|------------------------------|-----------------------|
| Up to 1.4 litres (small) | <input type="radio"/> | 1.4 to 2.0 litres (medium) | <input type="radio"/> | More than 2 litres (large) | <input type="radio"/> |
| Up to 150cc | <input type="radio"/> | 150cc to 250cc | <input type="radio"/> | 250cc to 750cc | <input type="radio"/> |
| More than 750cc | <input type="radio"/> | Medium (Hybrid ONLY) | <input type="radio"/> | Large (Hybrid ONLY) | <input type="radio"/> |
| I don't know | <input type="radio"/> | | | | |

12 How many people (including the driver) USUALLY travel with you? Please tick **ONE** only

| | | | | | | | | | |
|---|-----------------------|---|-----------------------|---|-----------------------|---|-----------------------|----|-----------------------|
| 0 | <input type="radio"/> | 1 | <input type="radio"/> | 2 | <input type="radio"/> | 3 | <input type="radio"/> | 4+ | <input type="radio"/> |
|---|-----------------------|---|-----------------------|---|-----------------------|---|-----------------------|----|-----------------------|

13 What is your main reason for driving to work by car/ motorcycle/ moped? Please tick **ONE** only

| | | | |
|----------------------------------|-----------------------|--|-----------------------|
| Convenience | <input type="radio"/> | Parking provided | <input type="radio"/> |
| Lack of alternatives | <input type="radio"/> | Personal responsibilities | <input type="radio"/> |
| Mobility difficulties | <input type="radio"/> | Public transport not available / unrealistic | <input type="radio"/> |
| <i>If other, please specify:</i> | | | |

14 Do you make use of an Edinburgh Napier car share permit? Please tick **ONE** only

| | | |
|-----------------------|-----------------------|-----------------------|
| Yes | No | N/A |
| <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

15 Where do you USUALLY park your car/ motorcycle/ moped? Please tick **ONE** only

| | |
|-----------------------------------|-----------------------|
| Commercial car park | <input type="radio"/> |
| On-street parking space (free) | <input type="radio"/> |
| On-street parking space (metered) | <input type="radio"/> |
| Park & Ride | <input type="radio"/> |
| University car park | <input type="radio"/> |
| <i>If other, please specify:</i> | |

16 How would you rate the University car parking? Please tick only **ONE** option **PER ROW**

| | Strongly Agree | Agree | Neither Agree nor Disagree | Disagree | Strongly Disagree |
|---|-----------------------|-----------------------|----------------------------|-----------------------|-----------------------|
| There is availability whenever I need a space | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The parking is well lit | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| I feel safe walking from my car to the building | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The parking is close to my building | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The parking management is fair | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

Car Drivers, Car Passengers & Motorcycle/ Moped Users ONLY (Continued)

| | | | |
|---|---|---|-----------------------|
| 17 | Which of the following would encourage you to car share? <i>Please tick all that apply</i> | | |
| Financial incentives for car sharers (e.g. cheaper permits) | <input type="radio"/> | I'm not interested in sharing my journey because I prefer driving alone | <input type="radio"/> |
| Guaranteed lift home in emergency | <input type="radio"/> | I'm not interested in sharing my journey because I come and go at different times every day | <input type="radio"/> |
| Help in finding car share partners | <input type="radio"/> | I'm not interested in sharing my journey because I have dependants at home | <input type="radio"/> |
| Information about an official car sharing scheme, such as Liftshare | <input type="radio"/> | I already car share | <input type="radio"/> |
| Reserved car parking spaces | <input type="radio"/> | | |
| <i>If other, please specify:</i> | | | |

| | | | |
|-----------------------------------|--|--|-----------------------|
| 18 | Which of the following would encourage you to travel by public transport to work? <i>Please tick all that apply</i> | | |
| Easy to use timetable information | <input type="radio"/> | Real time information | <input type="radio"/> |
| Increased service frequency | <input type="radio"/> | Someone to help me investigate my best route | <input type="radio"/> |
| More convenient routes | <input type="radio"/> | Subsidised / discounted tickets | <input type="radio"/> |
| More reliable services | <input type="radio"/> | None of the above | <input type="radio"/> |
| <i>If other, please specify:</i> | | | |

| | | | |
|--|---|--|--|
| 19 | Which of the following would encourage you to cycle to work? <i>Please tick all that apply</i> | | |
| Access to cycle maintenance facilities | <input type="radio"/> | | |
| Better cycle parking / storage | <input type="radio"/> | | |
| Better street lighting | <input type="radio"/> | | |
| Better changing facilities / showers / lockers | <input type="radio"/> | | |
| Cycle buddy scheme | <input type="radio"/> | | |
| Cycle training sessions | <input type="radio"/> | | |
| Discounts / loans for purchase of bikes | <input type="radio"/> | | |
| Improved signage | <input type="radio"/> | | |
| More cycle paths | <input type="radio"/> | | |
| Provision of cycle maps | <input type="radio"/> | | |
| Safer routes | <input type="radio"/> | | |
| Someone to help me investigate my best route | <input type="radio"/> | | |
| Cycling to / from Edinburgh Napier is not practical for me | <input type="radio"/> | | |
| I cannot cycle because of health reasons | <input type="radio"/> | | |
| I'm not interested in cycling to Edinburgh Napier | <input type="radio"/> | | |
| <i>If other, please specify:</i> | | | |

| | | | |
|--|--|--|--|
| 20 | Which of the following would encourage you to walk to work? <i>Please tick all that apply</i> | | |
| Better street lighting | <input type="radio"/> | | |
| Changing facilities (lockers / showers) | <input type="radio"/> | | |
| Improved pavements and paths | <input type="radio"/> | | |
| More awareness of routes (e.g. maps) | <input type="radio"/> | | |
| More convenient off-road routes | <input type="radio"/> | | |
| Safer routes | <input type="radio"/> | | |
| Someone to help me investigate my best route | <input type="radio"/> | | |
| Walking buddies | <input type="radio"/> | | |
| Walking to/from the University is not practical for me | <input type="radio"/> | | |
| I cannot walk because of health reasons | <input type="radio"/> | | |
| I'm not interested in walking to Edinburgh Napier | <input type="radio"/> | | |
| <i>If other, please specify:</i> | | | |

Bus, Train and Tram Users ONLY

21

How would you rate your journey by public transport to work? Please tick **ONE option **PER** ROW**

| | Very good | Good | Average | Poor | Very Poor |
|--------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| Timetable | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Reliability | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Hours of operation | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Route | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Journey time | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

22

Which of the following would encourage you to cycle to work? Please tick all that apply

| | |
|--|-----------------------|
| Access to cycle maintenance facilities | <input type="radio"/> |
| Better cycle parking / storage | <input type="radio"/> |
| Better street lighting | <input type="radio"/> |
| Better changing facilities / showers / lockers | <input type="radio"/> |
| Cycle buddy scheme | <input type="radio"/> |
| Cycle training sessions | <input type="radio"/> |
| Discounts / loans for purchase of bikes | <input type="radio"/> |
| Improved signage | <input type="radio"/> |
| More cycle paths | <input type="radio"/> |
| Provision of cycle maps | <input type="radio"/> |
| Safer routes | <input type="radio"/> |
| Someone to help me investigate my best route | <input type="radio"/> |
| Cycling to / from Edinburgh Napier is not practical for me | <input type="radio"/> |
| I cannot cycle because of health reasons | <input type="radio"/> |
| I'm not interested in cycling to Edinburgh Napier | <input type="radio"/> |

If other, please specify:

23

Which of the following would encourage you to walk to Edinburgh Napier?
Please tick all that apply

| | |
|--|-----------------------|
| Better street lighting | <input type="radio"/> |
| Changing facilities (lockers / showers) | <input type="radio"/> |
| Improved pavements and paths | <input type="radio"/> |
| More awareness of routes (e.g. maps) | <input type="radio"/> |
| More convenient off-road routes | <input type="radio"/> |
| Safer routes | <input type="radio"/> |
| Someone to help me investigate my best route | <input type="radio"/> |
| Walking buddies | <input type="radio"/> |
| Walking to/from the University is not practical for me | <input type="radio"/> |
| I cannot walk because of health reasons | <input type="radio"/> |
| I'm not interested in walking to Edinburgh Napier | <input type="radio"/> |

If other, please specify:

Cyclists ONLY

24

How would you rate your cycle to work? Please tick *ONE* option *PER ROW*

| | Very good | Good | Average | Poor | Very Poor |
|--|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| Available routes | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Quality of routes | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Road safety | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Facilities at the University of cyclists | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Availability of cycle route information | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

25

How would you rate the University cycle parking? Please tick *ONE* option *PER ROW*

| | Strongly agree | Agree | No opinion | Disagree | Strongly disagree |
|--|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| There is availability whenever I need a space | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The parking is well lit | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The parking is close to the building | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The parking is safe and secure | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| The parking is constantly monitored | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| There is suitable equipment storage facilities | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| There are suitable showering facilities | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

26

Which of the following statements would you say is true in terms of the cycling facilities at Edinburgh Napier? Please tick *all that apply*

| | |
|---|-----------------------|
| There is adequate bicycle storage | <input type="radio"/> |
| There is suitable equipment storage | <input type="radio"/> |
| There are suitable showering facilities | <input type="radio"/> |
| None of the above | <input type="radio"/> |

27

Which of the following would improve your cycle to work? Please tick *all that apply*

| | | | |
|---|-----------------------|---|-----------------------|
| Access to maintenance facilities | <input type="radio"/> | Discounts / loans for purchase of bikes | <input type="radio"/> |
| Changing facilities / showers / lockers | <input type="radio"/> | Improved signage | <input type="radio"/> |
| Cycle buddy scheme | <input type="radio"/> | More cycle paths | <input type="radio"/> |
| Cycle parking at the University | <input type="radio"/> | Provision of cycle maps | <input type="radio"/> |
| Cycle training sessions | <input type="radio"/> | None of the above | <input type="radio"/> |

If other, please specify:

Pedestrians ONLY

28 How would you rate your walk to work? Please tick **ONE** option **PER ROW**

| | Very good | Good | Average | Poor | Very Poor |
|--|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| Available routes | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Quality of routes | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Road safety | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Facilities at the University for pedestrians | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |
| Availability of pedestrian route information | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> | <input type="radio"/> |

29 Which of the following would improve your walk to work? Please tick all that apply

| | |
|--|-----------------------|
| Better changing facilities (lockers / showers) | <input type="radio"/> |
| Better street lighting | <input type="radio"/> |
| Improved pavements and paths | <input type="radio"/> |
| More awareness of routes (e.g. maps) | <input type="radio"/> |
| Walking buddies | <input type="radio"/> |
| None of the above | <input type="radio"/> |
| <i>If other, please specify:</i> | |

Section E: Final Comments

41 Please use the space below if you'd like to make any other comments about your travel to Edinburgh Napier:

42 Would you like to be sent information from Edinburgh Napier on the current active travel routes and opportunities in the Edinburgh area? Please tick **ONE** only

| | |
|-----|-----------------------|
| Yes | <input type="radio"/> |
| No | <input type="radio"/> |

If you would like to discuss any of the information you have raised through your return please do not hesitate to contact Jamie Pearson, Environmental Sustainability Manager, at j.pearson@napier.ac.uk or on 0131 455 3747. For more information on current transport options at Edinburgh Napier visit www.bit.ly/ENU-Transport.

Thank you for completing this questionnaire. For a chance to win either a £100 or one of four £50 shopping vouchers please leave your email address in the box below. The survey will close on Friday 7th April. The winner of each prize will be selected at random.

43 Please provide your email address below:

Please return your completed questionnaire to Jamie Pearson, Environmental Sustainability Manager, Room 6.B.29, Sighthill Campus, Sighthill Court, EH11 4BN