

# SHIPLEY COLLEGE

## Travel Plan



2023



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## Mission Statement and Aims

ShIPLEY College aims to reduce its carbon footprint by promoting sustainable travel, without jeopardising the standard of quality education provided by the college. The objectives of this travel plan are aimed at encouraging the use of more sustainable and integrated modes of transport and reducing single occupation car usage, with a view to minimising the College's impact on the environment.

## The Key Aims of the Travel Plan are;

- To promote active travel and the use of public transport to students, staff and visitors/stakeholders
- To reduce the proportion of single occupancy car journeys made to the college
- To inform staff, students and visitors/stakeholders of the benefits of sustainable travel
- To raise awareness about the environmental, social, safety and health consequences of travel choices of students, staff and visitors/stakeholders.

## About ShIPLEY College

ShIPLEY College is situated in the heart of the historic model village of Saltaire in Bradford, West Yorkshire. The village is a UNESCO World Heritage Site and the College occupies five important buildings around the village. It is a Victorian example of sustainability.

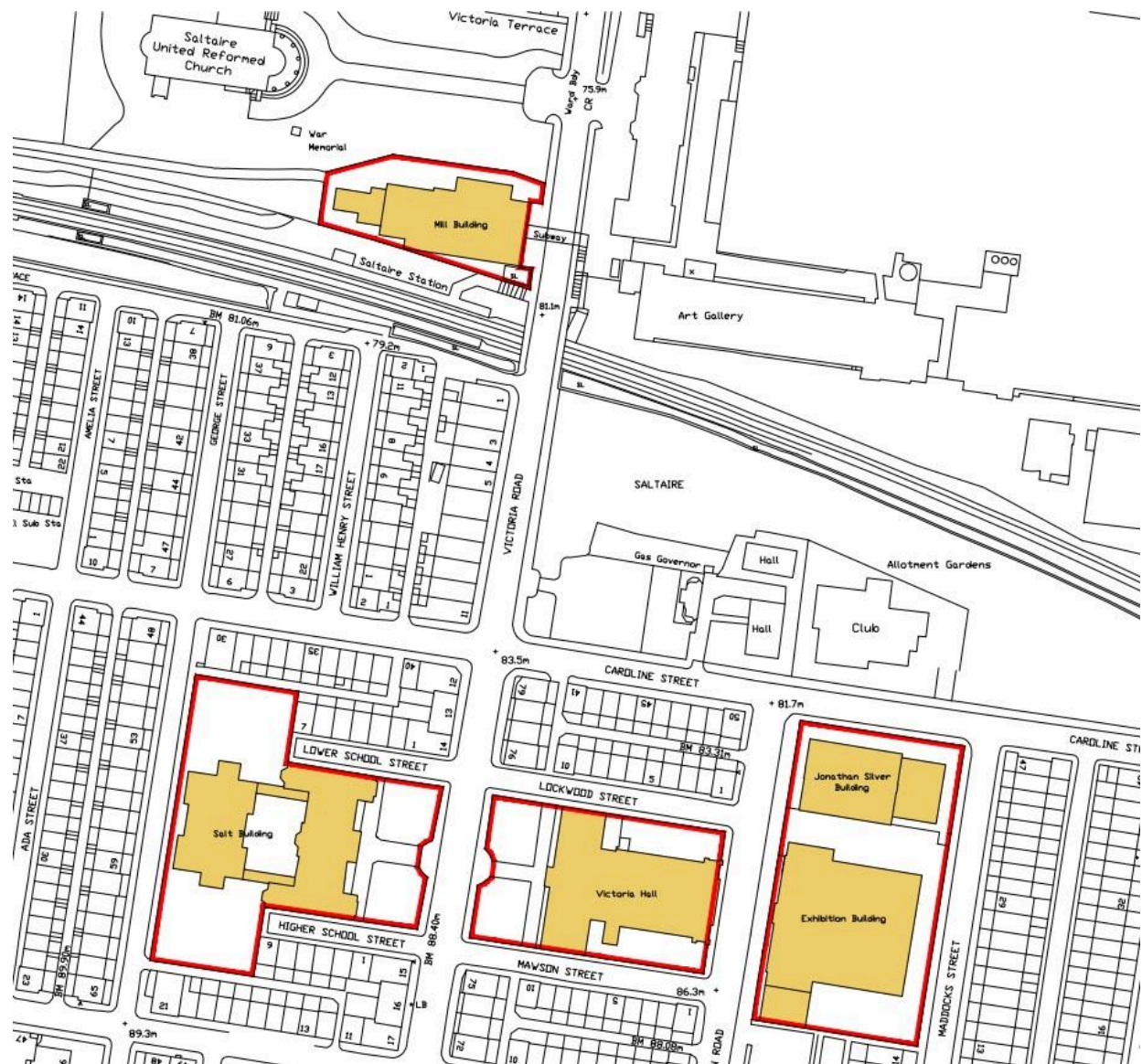
We commit to promoting economic, environmental and social wellbeing within the Bradford region. Our sustainability and environmental policies and procedures demonstrate commitment to this cause, with an action plan to support leadership & governance, partnership & engagement, estates & operations and teaching & learning.

ShIPLEY College aims to embed the United Nations, 17 Sustainable Development Goals in all it achieves. Our travel commitment and travel plan are linked to the SDGs seen below;



To date, Shipley college has 771 full time students, 2382 part time students and 198 apprenticeships who are supported by 350 staff members. The campus covers 9794 sq. meters, which is broken down into 5 different sites/buildings; 1. Exhibition Building (3417 sq. meters), 2. Salt Building (2047 sq. meters), 3. Mill Building (1243 sq. meters), 4. Jonathan Silver Building (1000 sq. meters) and 5. Victoria Hall (2087 sq. meters).

Figure 1 – Overview of Shipley College Buildings



Due to our commitment of providing quality education and funding opportunities available, the college is expanding. A Community, Arts, Heritage and Future Technologies Centre (CAHFT) will be located on Caroline Street, Saltaire. As well as enhancing student education, the centre presents a significant opportunity to improve and enhance the facilities of key stakeholders within the community, to



strengthen social and cultural experience for local people and visitors and to improve the physical setting of the World Heritage Site in a sustainable way.

The site of the CAHFT is shown in figure 2 and is expected to be used by 75 existing 16-19-year-old students, 5/6 staff and visitors/stakeholders.

*Figure 2 – Extent of CAHFT site*



The current site comprises a public pay and display car park operated by Bradford Council, providing 33 car parking spaces (including 3 disabled user spaces). The parking spaces provided at Caroline Street car park would be lost as part of the CAHFT development and it is not proposed that these spaces would be re-provided as part of the development. The CAHFT development itself does not include any car parking provision.

The building of the CAHFT is due to be completed by Summer 2025. The Shipley College travel plan will be amended at this time to show the building's impact on sustainable travel at Shipley College.

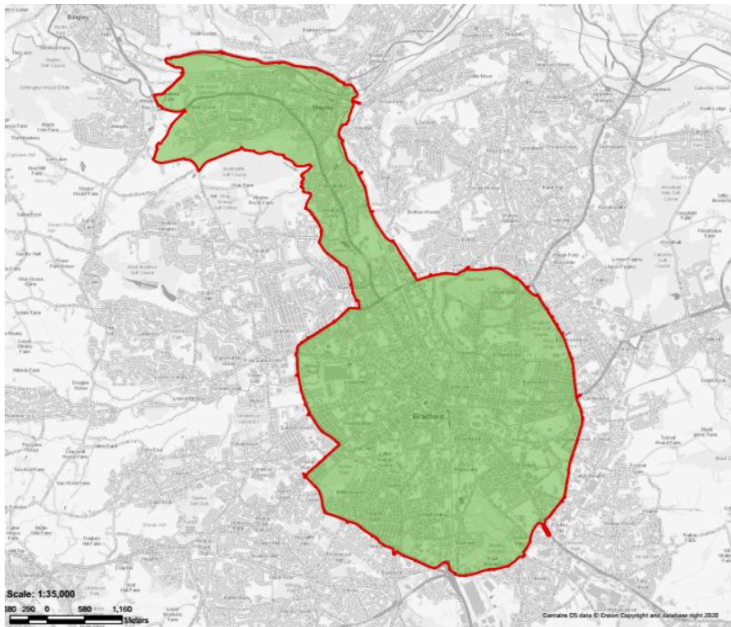
More information and figures on the new CAHFT can be viewed in appendix 1.

## Bradford Clean Air Zone (CAZ)

The Clean Air Zone has been designed to improve air quality in areas where it's worst and where poor air quality is impacting the most on people's health. The CAZ is part of the Bradford District's plan to deliver the city's net zero carbon ambition by 2038. As well as improving health, the plan supports the use of public transport and promotes active travel, including walking, running and cycling.

The boundaries of the Bradford CAZ can be seen in figure 3.

*Figure 3 – Bradford CAZ Boundary.*



## Saltaire World Heritage Site Travel Plan

Bradford Council has produced a travel plan for the Saltaire World Heritage Site. The travel plan is primarily focused on travel to, from and within the World Heritage Site itself, not its buffer zones. It covers travel by residents, visitors and employees within the World Heritage Site.

The overall aim of the travel plan is: "To improve, promote and support sustainable travel modes as realistic and attractive options for travel to, from and within Saltaire World Heritage Site, to achieve a shift from car travel". More information and figures on the new Saltaire World Heritage Site Travel Plan can be viewed in appendix 2.

# Saltaire Active Travel Neighbourhood (ATN)

Alongside the Saltaire Travel Plan there is a current trial for Saltaire to be an Active Travel neighbourhood (ATN). ATNs are areas where a number of residential side streets are closed to motorised vehicles and other measures introduced to discourage non-local traffic from using these streets to cut through areas. The trial of ATN measures started in July 2022. After the trial, public feedback and traffic monitoring data will be reviewed and a decision will be taken on whether to retain, adjust or remove the ATN measures.

The proposed Saltaire ATN can be seen in figure 4.

Figure 4 – Proposed Saltaire ATN

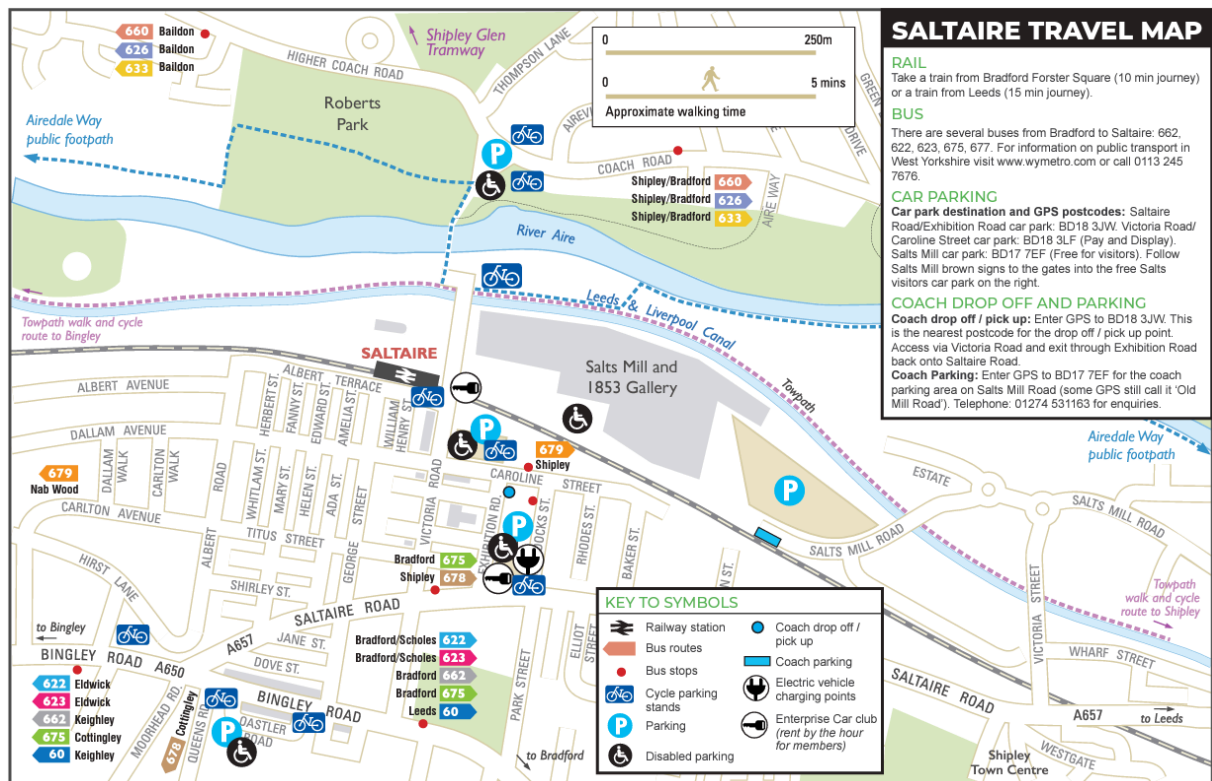


More information on the Saltaire ATN can be seen in appendix 3.

# Travel accessibility to Shipley College

Overall, Shipley College has access to excellent transport routes. A Saltaire travel map can be seen in figure 5.

Figure 5 – Overall Saltaire Travel Map



# Pedestrian accessibility to Shipley College

Shipley College is located centrally within Saltaire village. Both Caroline Street and Victoria Road provide direct pedestrian access to the college, have footway provision and there is parking management in place on both streets that helps prevent any vehicular obstructions to pedestrians.

Public transport nodes are located close by - Saltaire railway station is close to a range of public transport links, including train and buses.

Pedestrian access to the site from areas to the north of the River Aire is provided via a footbridge that links Victoria Road to Roberts Park and Coach Road.



## Cycle accessibility to Shipley College

The principal cycling route serving Saltaire is the Leeds-Liverpool canal towpath which forms part of Route 66 of the National Cycle Network. It links to Shipley, Apperley Bridge and Leeds to the east and to Bingley, Keighley and Skipton to the west. It offers an attractive traffic-free cycling environment but surface quality is variable and the path is unlit, making it less suitable for use in darker months.

The Bradford District Cycle Map (figure 6) produced by Bradford Council highlights a number of local roads as advisory routes (in yellow), though conditions for cycling on some of these roads may not be ideal for less confident riders.

Figure 6 – Bradford District Cycle Map



## Public transport accessibility to Shipley College

### Bus services

Saltaire is served by frequent routes serving stops on Bingley Road. A summarised table of frequent local bus routes can be seen in appendix 4.

For services to Bradford, the 622, and 662 offer a combined service frequency equivalent to over ten buses per hour on weekday peak times, daytimes and

Saturday day times. This effectively provides a “turn up and go” service with minimal stop waiting time.

Bus stops local to Shipley College can be seen in figure 7.

Figure 7 – Bus stops local to Shipley College



### Rail services

Saltire railway station is located close to Shipley College buildings and is easily accessible on foot. The station serves both the commuter and leisure markets within its direct connections to Leeds and Bradford on the Airedale line. These services are operated by Northern Trains and during the day from Monday to Saturday offer a half-hourly service to Leeds, an hourly service to Bradford Forster Square and three trains per hour to Skipton.

A summarised table of frequent rail routes can be seen in appendix 5.



## Motor Vehicle accessibility to Shipley College

### Local highway network

Both of the streets that provide direct access to Shipley College (Caroline Street and Victoria Road) are local roads primarily providing access to residential and small commercial properties within Saltaire village. The A657 Saltaire Road and the A650 Bingley Road are the principal strategic highways that provide vehicular access to the village. From a junction with the A650 at the southern point of Saltaire, the A657 provides the main link to Shipley then on to Calverley, Rodley and to western suburbs of Leeds. The A650 links to Bradford to the south and Bingley and Keighley to the north.

Two key issues relating to the local highway network have been addressed in the Shipley College travel plan:

- High levels of traffic in the area and associated pollution and poor air quality are being addressed through the *Bradford Clean Air Zone (CAZ)*.
- The use of local streets through Saltaire village by through traffic is being addressed through the *Saltaire Active Travel Neighbourhood (ATN)*, which aims to reduce such movements through the village.

### Car Parking

There are on-street car parking restrictions on some of the streets in Saltaire. Within the vicinity of Shipley College, on-street parking is limited to short stays on Victoria Road (2 hours, Monday to Friday 8am to 6pm). Parking is restricted to resident permit holders only on the section of Caroline Street closest to Shipley College. Generally, controls are in place towards the centre of the village where Shipley College is located, with on-street parking unrestricted towards the edge of the village.

Shipley College has its own car parking provision of 66 parking bays available across four sites for College staff use. Shipley College staff, students and visitors/stakeholders have access to off-street parking around the village.

A table and figure of all off-street car parking facilities in Saltaire can be seen in appendix 6.

## EV points

Bradford Council is developing a network of electric vehicle charging points, to encourage the use of electric vehicles in the Bradford District. Funding for the charge points was made available from the Office for Zero Emission Vehicles (OZEV). There are currently 90 rapid charging units across West Yorkshire, installed by ENGIE. There are two rapid charging points near Shipley College; Saville Car Park, Crowgill Road, Shipley, BD18 3SX and Exhibition Road Car Park, Saltaire BD18 3JW. These Charging points are available for the public (including Shipley College employees, students and stakeholders) at a set cost.

## Active Travel – Staff and Students

Active travel refers to modes of travel that involve a level of activity. For this travel plan, active travel will be defined as walking, running and cycling. As seen above, Shipley College has excellent pedestrian access and cycle lanes can be found through Saltaire.

Cycling stands/rails are available for staff and students to use in the Exhibition Road car park (20 unit bike rail) and lockers are available to rent in the Caroline Street Car Park. These units are also available for public use. Staff and students also have access to bike rails in the Exhibition and Salt car park. However, these are not lockable and a chain will be needed to secure the bikes.

A travel survey was completed for staff in June 2022. 116 out of 350 staff members responded to this survey. Out of 116 staff members, 37 members travel to and from college actively at least once a week (32% of staff who responded to the survey). Full survey results can be seen in appendix 7.

In a nationwide survey, walking currently accounts for 4% of the total distance travelled by households with access to a car. Journeys under 2 miles made up around 45% of all urban trips in England. The staff survey results support these findings, as the majority commute to college within a 7-mile radius. 42 out of 116 staff who completed the survey live between 0-3 miles of the college (seen in appendix 8). 58 out of 116 staff would also consider active travel (seen in appendix 9). However, some of the biggest hindrances to active travel for staff are; no access to lockable bike shelters, limited information on cycle lanes and some cycle areas have poor ground quality and unlit areas, making it less suitable in darker months.

A travel survey was completed for students in November 2022. 370 students (full time, part time and apprentices) responded to this survey. Out of the 370 students, 38 students travel actively as their main mode of transport (10% of students who responded to the survey). Full survey results can be seen in appendix 10. This is despite 71% of students commuting to college within a 7-mile radius (seen in appendix 11). However, 44 students travelled to and from college actively as their secondary mode of transport (not their first choice or most common). Only 3 out of these 44 students cycled to college. In the future, 54 out of the 370 students would consider cycling if there was access to secure and lockable bike shelters and 48 out of 370 students would consider cycling if they had access to a bike (full survey results can be seen in appendix 12). Some students commented that they were unable to ride a bike, therefore bike riding training would be useful for these students.

Both students and staff agreed that dedicated and lockable bike shelters to ensure bike safety and dedicated cycle lanes would encourage them to cycle to and from college. The results from these surveys also support the findings from the National Travel Attitudes Study, completed in May 2021 (link can be viewed [here](#)). The main findings of the national survey agree that people would be more

likely to cycle if there were; off-road and segregated cycle paths, safer roads and well-maintained road surfaces for cycling.

## **Public Transport – Staff and Students**

Public transport is defined as a form of transport that is available to the public, charge set fares and run on fixed routes e.g. buses and trains. As seen above, Shipley College also has excellent public transport links with a train station in the village and bus stops located throughout the village. Shipley College is part of the Travel Plan Network and staff can apply for discounted public transport travel. Corporate travel schemes are highlighted in the employee handbook, during staff induction and via the staff portal. Students can also access a range of travel discounts, which are shared with them at student induction and via student services. Dedicated travel bulletins are sent to staff and students throughout the year.

Out of the 116 staff members that completed the travel survey, 28 travelled by bus or/and train at least once a week (24%). These figures suggest that staff are more likely to travel actively compared to using public transport. The full survey results for this can be seen in appendix 7. 20 out of these 28 staff members used the train to commute to and from the college. Shipley College is part of the Travel Plan Network, allowing staff to receive salary sacrifice schemes for public transport. Staff were given the opportunity to ask for extra information on this and public transport discounts. From this, METRO and Northern Rail guides were published for staff who requested this information.

From the staff survey, the biggest hindrances found for public transport were; cost of transport and irregularity of buses and trains (appendix 13).

Unlike staff, students were much more likely to travel on public transport. 149 out of the 370 (40%) of students used the bus as their main mode of transport and 51 out of 370 (14%) of students used the train as their main mode of transport. As their secondary mode of transport, (not their first choice or most common) 80 out of 370 students (22%) used the bus and 39 out of 370 (11%) used the train. Transport on buses was more popular compared to trains as the student's main and secondary mode of transport (appendix 10).

The majority of students selected public transport (buses and trains) as their main choice of sustainable travel compared to active travel (walking, running and cycling). 311 students would consider using public transport compared to 120 students who would consider active travel. The full survey results can be seen in appendix 14. Students were given the opportunity to ask for extra information on public transport discounts. From this, METRO and Northern Rail guides will be published to students in 2023.

## Car Based Commute – Staff and Students

From the staff survey, the majority of staff travelled to and from the college using their own car. 92 out of 116 staff said they travelled by car at least once a week, giving a total of 80% of staff who responded to the survey. These cars were diesel/petrol engines, with only 1 staff member travelling in an electric car (seen in appendix 7 & 15).

Despite the majority of staff members travelling to/from college in a car, there were a number of hindrances found for this mode of travel. 11% of staff found that roadworks (which could also impact public transport) was a cause for concern and 5% of staff found parking in Saltaire challenging. However, 49% of people found that traffic during commuting hours was the biggest cause for concern (public transport (buses) can also be impacted by this (appendix 13)).

The majority of students that travelled by cars were taken to and from college by their parents/guardians. 63 out of 370 (17%) students travelled in their parent/guardian petrol/diesel car and 5 out of 370 (1.4%) students travelled in their parent/guardian electric/hybrid car. Some students did have access to their own car as 51 out of 370 students (14%) travelled in their own petrol/diesel car and 3 out of 370 students (0.8%) travelled in their own electric/hybrid car. The percentage of students travelling by car compared to public transport was much lower compared to staff.

Unlike staff, students who commute to college using their parent/guardian cars, will not have to use long term parking. However, when college lessons begin at 09:00 and finish at 16:30, the roads in Saltaire are often congested with cars.

## Action Plan

As seen above, the key aims and objectives of the travel plan are;

1. To promote active travel and the use of public transport to students, staff and visitors/stakeholders
2. To reduce the proportion of single occupancy car journeys made to the college
3. To inform staff, students and visitors/stakeholders of the benefits of sustainable travel
4. To raise awareness about the environmental, social, safety and health consequences of travel choices of students, staff and visitors/stakeholders.

Actions to meet these aims and objectives can be seen below;

Action Required	Target Date	Review/Comments
Formally publicise the travel plan on the Shipley College website - allows existing and potential staff, students visitors/stakeholders and the public to have access to the travel plan when needed	Summer 2024	Completed March 2024.
Promotion of corporate public travel discount schemes to staff in the employee handbook and staff induction - METRO and Northern travel schemes	Summer 2024	
Include a "travel section" on the staff portal to promote staff travel schemes and discounts	Winter 2023	Completed February 2024
Include a "travel section" on the student portal to promote student travel schemes and discounts	Winter 2023	Completed February 2024
Promote student public travel discounts in the student induction at the start of the academic term	Autumn 2023	Completed - information also available at student services.
Promote Shipley College's travel plan and the SDGs linked to the	Summer 2024	



travel plan on social media		
Distribution of an annual staff and student survey to run from October-November	Winter 2024	
Review travel issues that come up in staff and student travel surveys and student council	Spring 2024 & 2025	
City Connect Bike Shelter Grant - to submit a proposal for a bike shelter to be built in the Exhibition Building - Shipley College to work with external stakeholders	Autumn 2023	Completed - New bike shelter in the Exhibition car park (built Autumn 2023)
Shipley College to investigate local bike training schemes - for staff and students who want to learn how to ride a bike	Summer 2024	
Raise awareness of the consequences of travel choices via bulletins, external speakers, information screens and posters	Summer 2025	
Shipley College to investigate car share schemes - Shipley college to discuss with other colleges and external stakeholders on these car share schemes	Summer 2025	
Work with stakeholders (TPN, City Connect and Bradford Council) to encourage enforcement of traffic regulations in/around Saltaire e.g. Active Travel Neighbourhood	Summer 2025	

## Monitoring and Review of the Shipley College Travel Plan

Staff and Student Travel Surveys will be undertaken on an annual basis between October and November. The Travel Plan will be renewed every three years. Due to the construction of the CAHFT building in 2025, the travel plan will be renewed one year earlier, in Summer/Autumn 2025.

Once renewed, the travel plan will be overlooked by the Sustainability and Facilities Coordinator and Director of Physical Resources.

The completed document will be published on the Shipley College website in Summer 2023.

## Commitment

The Shipley College travel plan is an agreed commitment to reducing carbon emissions and promoting sustainable travel to students, staff, visitors and stakeholders.

Signed: *N. Wilkinson*

Date: 24th May 2023

Natasha Wilkinson, Sustainability and Facilities Coordinator

Shipley College

Signed: 

Date: 24th May 2023

Ian Durham, Director of Physical Resources

Shipley College

# Appendix

## Appendix 1 - CAHFT Proposal.

- Shipley College proposes a Community, Arts, Heritage and Future Technologies Centre in Saltaire.

- The Proposed Community, Arts, Heritage and Future Technology Centre (CAHFT) will be located in the heart of Saltaire. The project presents a significant opportunity to improve and enhance the facilities of key stakeholders within the community of Shipley and Saltaire, to strengthen the social and cultural experience for local people and visitors, and to improve the physical setting of the World Heritage site.

- The project seeks to provide:

- new Further Education teaching and administration space for Shipley College to support their curricula expansion;
- greater capacity and better archive and educational/ heritage interpretation facilities for the Saltaire Collection, an educational charity hosted by Shipley College;
- an exhibition space and community space for use by both partners;
- general improvements to visitors' facilities within the World Heritage Site including public toilets and visitor orientation and information appropriate to the significance of Saltaire as a World Heritage Site destination.

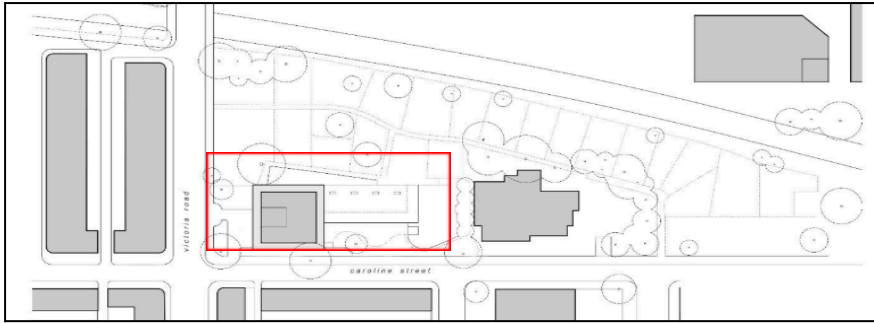
- The site is within the Saltaire World Heritage Site and thus falls within the area covered by the Saltaire World Heritage Site Management Plan.

- The site is expected to be used by up to 75 existing 16-19-year-old students, which will equate to 50/60 students per day and 5/6 staff and will be used during weekdays between 8.30am until 5pm.

- The current use of the site of the CAHFT on Caroline Street is a public car park. The parking spaces provided at Caroline Street car park would be lost as part of the CAHFT development and it is not proposed that these spaces would be re-provided as part of the development. The CAHFT development itself does not include any car parking provision.

- The proposed layout of the site is shown in appendix figure 1;

*Appendix Figure 1 – CAHFT proposed site*



## Appendix 2 – Saltaire World Heritage Site Travel Plan

- The Saltaire World Heritage Site Travel Plan has the following objectives:

Objective 1: “To actively encourage use of sustainable travel options, in preference to car travel, by residents, employees and visitors through improved information and awareness.”

Objective 2: “Increase and enhance attractive travel alternatives to reduce the need for single occupancy car use, where practicable”

Objective 3: “Protect the World Heritage Site through reducing the environmental impact of private vehicles”

Objective 4: “Develop an integrated package of mobility options for Saltaire residents to reduce the need for private car ownership”

- It includes the following targets

More than 50% of employee trips to workplaces in Saltaire to be made by non-car modes by 2029;

More than 50% of Saltaire resident trips to work to be made by non-car modes (or work from home) by 2029;

Reduction in car ownership amongst Saltaire residents from 80% owning at least one car to 70% owning at least one car by 2029;

Reduction in the proportion of car trips made by visitors to Saltaire from 70% (2017) to less than 60% by 2029;

Increased awareness of all local travel options to; At least 90% awareness of all options amongst residents by 2029 and at least 80% awareness of all options amongst employees by 2029;

### Appendix 3 – Saltaire ATN

ATN Bradford Council Website - <https://activetravelbradford.commonplace.is/>

### Appendix 4 – Summarised table of frequent local bus routes to Shipley College

Operator	Bus No.	Weekday Frequency (Buses per hour)			Stops served	Route description
		Peak	Day	Eve		
The Keighley Bus Company	60	2	2	1	Bingley Rd	Leeds – Calverley – Saltaire – Keighley
First Bradford	622	2	2	0	Bingley Rd	Bradford – Manningham – Saltaire – Bingley
The Keighley Bus Company	662	5	4	1	Bingley Rd	Bradford – Manningham – Saltaire – Bingley – Keighley
	Total	9	8	2		

The following bus services provide an hourly or less frequent services to Saltaire:

- The 678 service which provides an hourly or less frequent service to Shipley and Cottingley on Mondays and Saturdays, serving stops on Saltaire Road;
- The 679 service which provides an hourly service to Shipley and Hirst Wood on Monday to Saturday from around 09:00 to 18:00, serving stops on Caroline Street;
- The 676 First Bradford services provides an hourly daytime service to Bradford, Shipley and Cottingley between 09:00 - 14:00 weekdays and 10:00 - 14:00 Saturdays, serving stops on Saltaire Road.

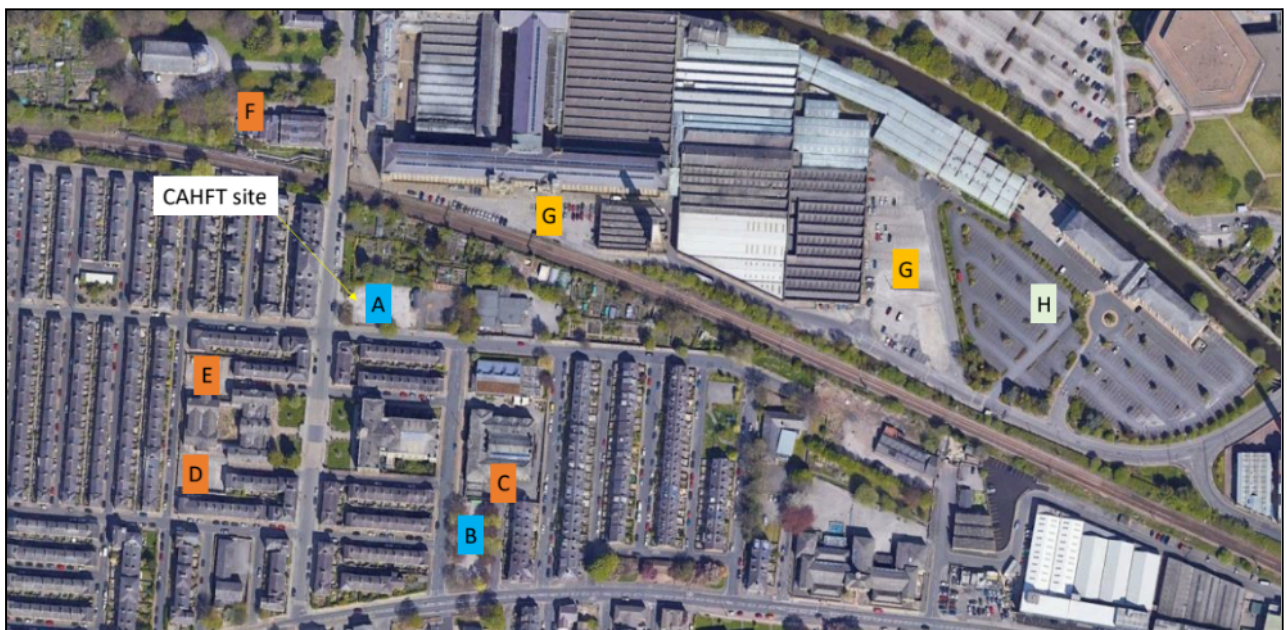
## Appendix 5 – Summarised table of frequent rail routes to Shipley College

Route	Weekday Frequency (Trains per hour)		
	Peak	Off-peak	Eve
Leeds – Shipley - Saltaire - Bingley - Crossflatts - Keighley - Steeton & Silsden - Cononley - Skipton	2-3	2	2
Bradford Forster Square – Frizinghall - Shipley - Saltaire – Bingley -Crossflatts – Keighley - Steeton & Silsden – Cononley - Skipton	1-2	1	1
Total trains per hour	3-4	3	3



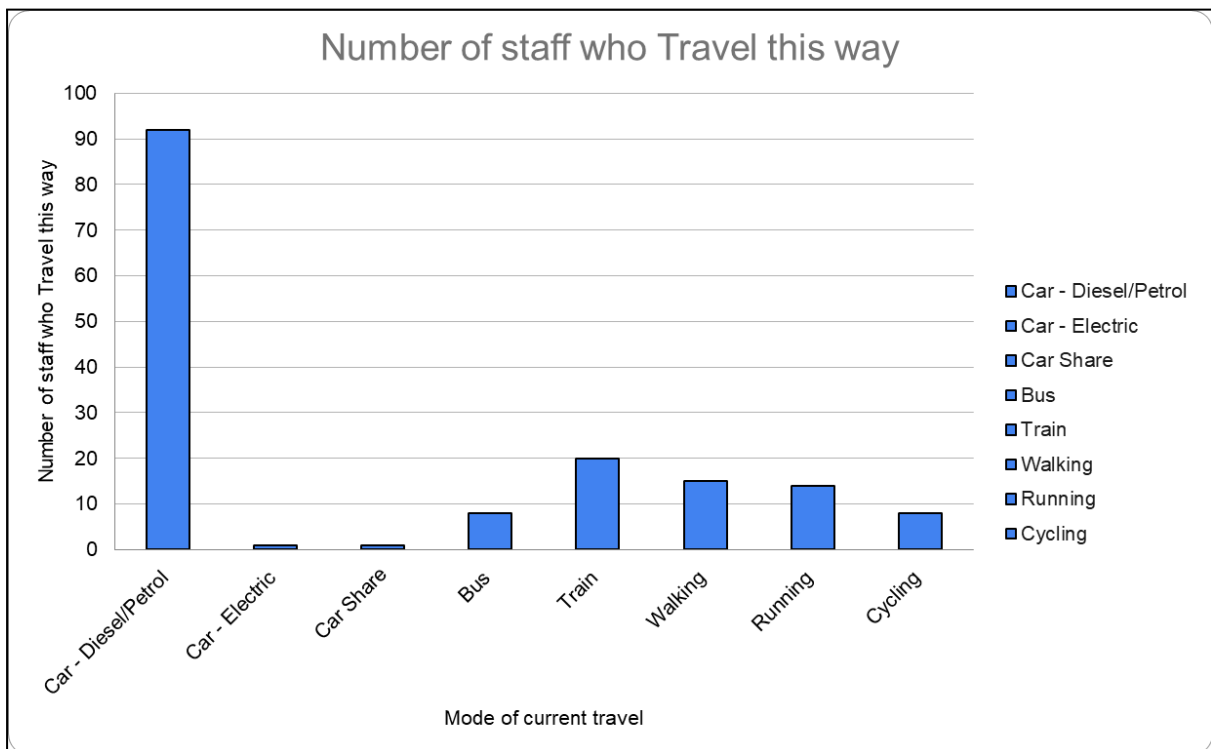
## Appendix 6 – Summarised table of off-street car parking facilities in Saltaire

	Operator	Standard spaces	Other spaces
A Caroline Street	Bradford Council	30	3 Blue Badge
B Exhibition Road	Bradford Council	30	2 Blue Badge 2 EV charging 1 Motorcycle
C Exhibition Building	ShIPLEY College	14	-
D Salt Building Upper	ShIPLEY College	22	-
E Salt Building Lower	ShIPLEY College	22	-
F Mill Building	ShIPLEY College	8	-
G Salts Mill	Salts Mill	170	6 Blue Badge
H – waterfront complex	Private	>220	-



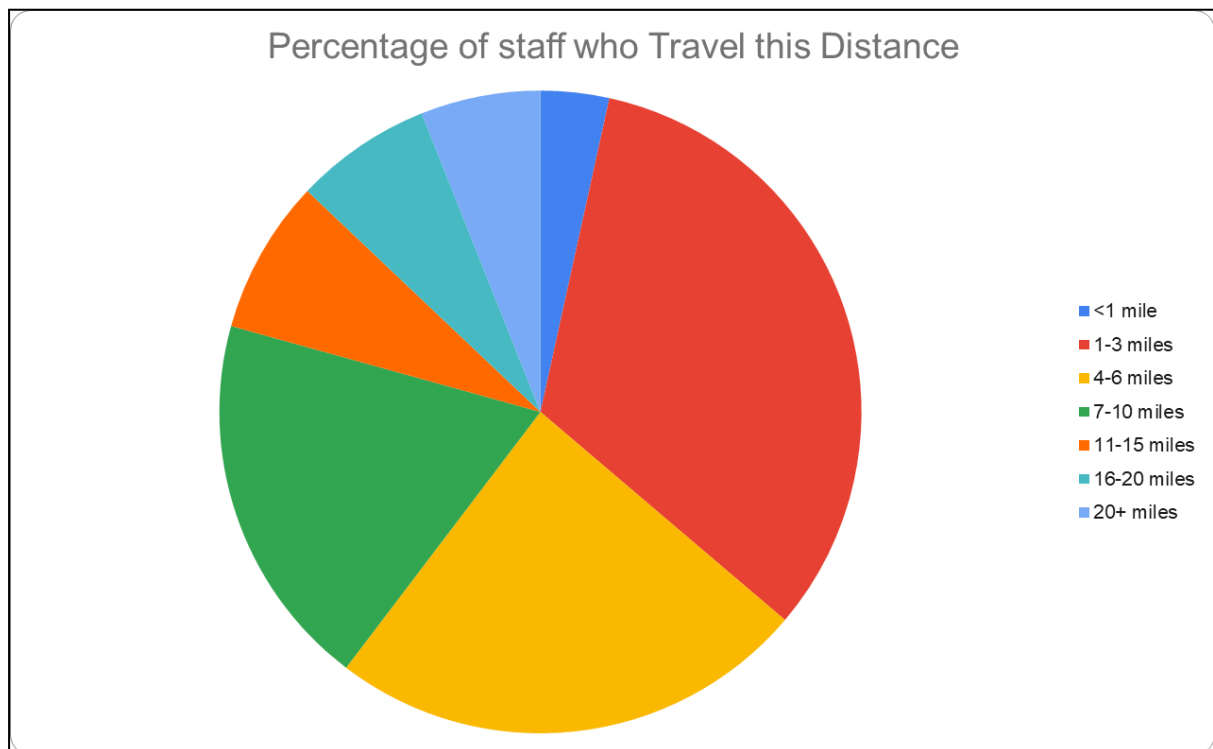
## Appendix 7 – Staff Travel Survey – Mode of Transport

Mode of current travel	Number of staff who travel this way at least once a week	Percentage of staff who travel this way at least once a week	Total number of staff completed the survey
Car - Diesel/Petrol	92	79.3%	116
Car - Electric	1	0.9%	
Car Share	1	0.9%	
Bus	8	6.9%	
Train	20	17.2%	
Walking	15	12.9%	
Running	14	12.1%	
Cycling	8	6.9%	



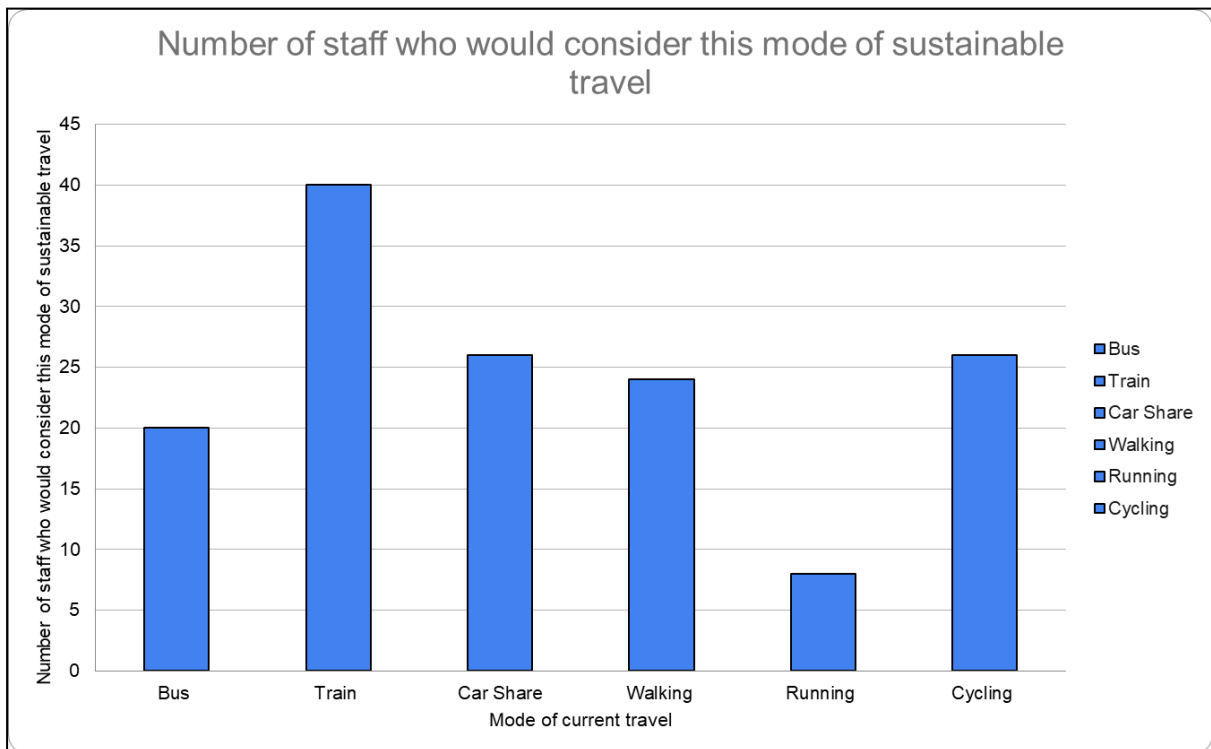
## Appendix 8 – Staff – Distance Travelled

Distance	Number of staff who travel this distance	Percentage of staff who travel this Distance	Total number of staff completed the survey
<1 mile	4	3.4%	116
1-3 miles	38	32.8%	
4-6 miles	28	24.1%	
7-10 miles	22	19.0%	
11-15 miles	9	7.8%	
16-20 miles	8	6.9%	
20+ miles	7	6.0%	



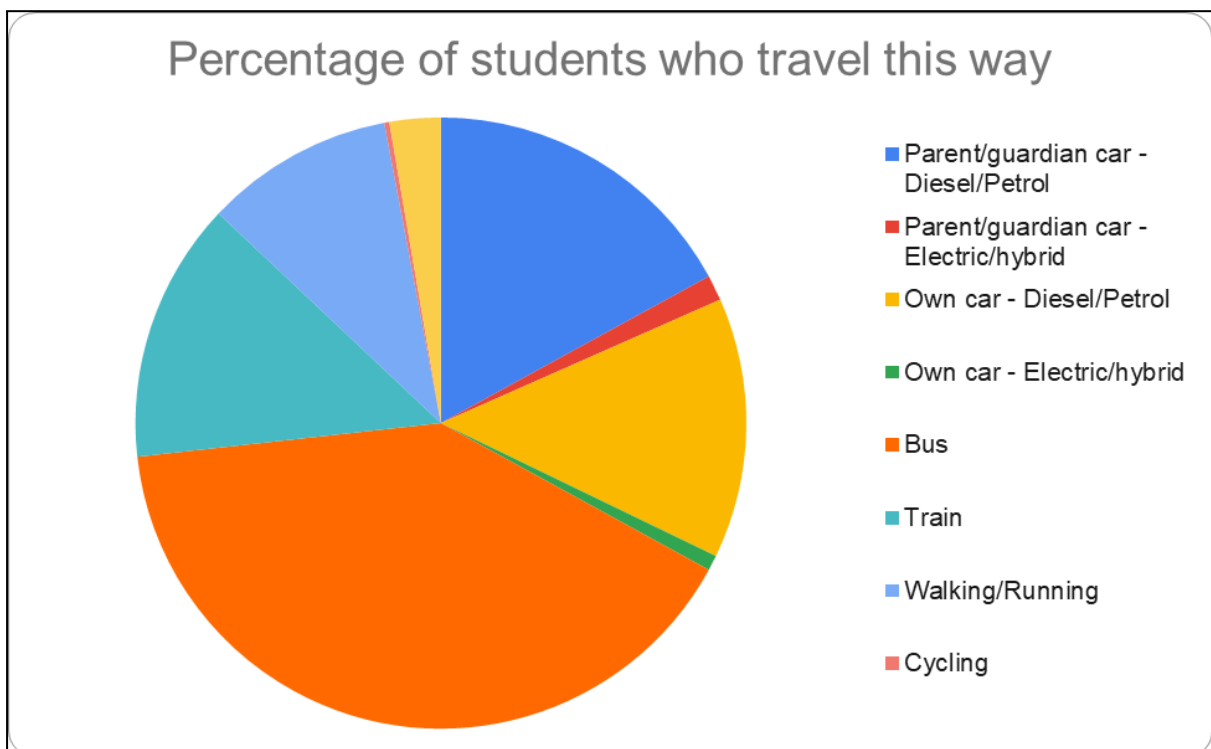
## Appendix 9 – Staff – Sustainable Travel

Mode of current travel	Number of staff who would consider this mode of sustainable travel	Percentage of staff who would consider this mode of sustainable travel	Total number of staff completed the survey
<b>Bus</b>	<b>20</b>	17.2%	116
<b>Train</b>	<b>40</b>	34.5%	
<b>Car Share</b>	<b>26</b>	22.4%	
<b>Walking</b>	<b>24</b>	20.7%	
<b>Running</b>	<b>8</b>	6.9%	
<b>Cycling</b>	<b>26</b>	22.4%	



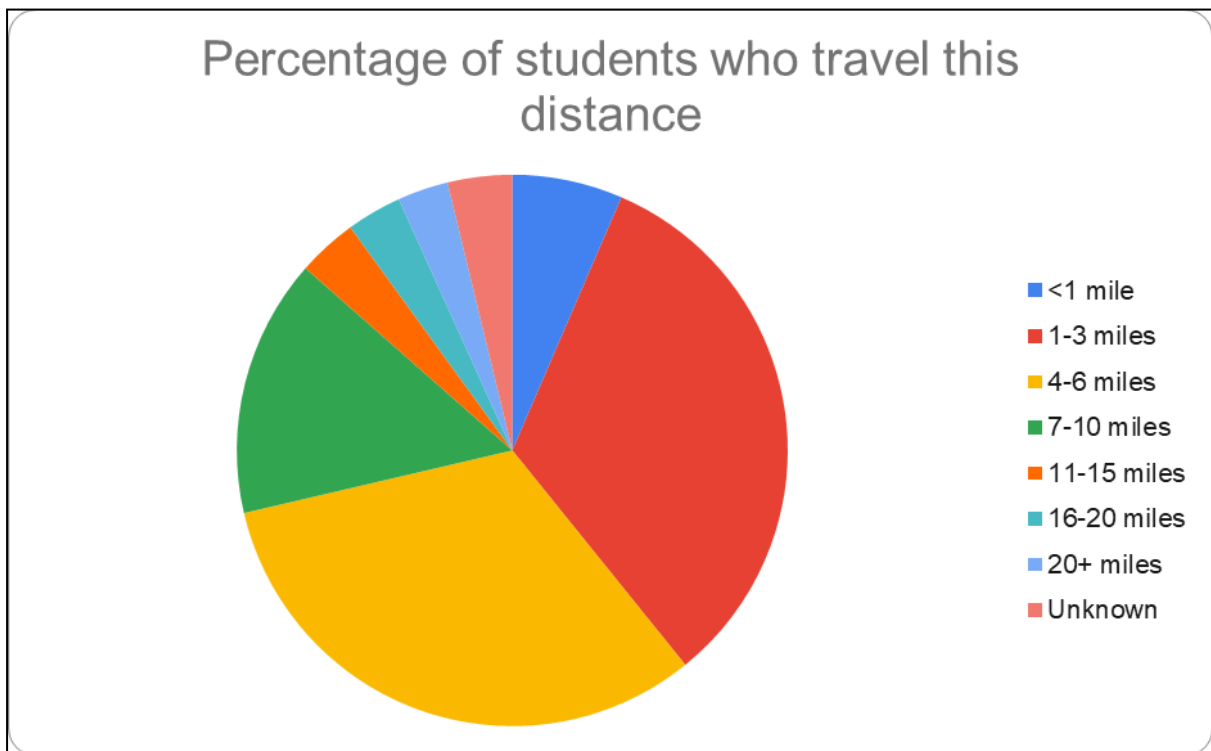
## Appendix 10 – Student Travel Survey – Mode of Transport

Main mode of current travel	Number of students who travel this way	Percentage of students who travel this way
Parent/guardian car - Diesel/Petrol	63	17.0%
Parent/guardian car - Electric/hybrid	5	1.4%
Own car - Diesel/Petrol	51	13.8%
Own car - Electric/hybrid	3	0.8%
Bus	149	40.3%
Train	51	13.8%
Walking/Running	37	10.0%
Cycling	1	0.3%
Other	10	2.7%



## Appendix 11 – Student – Distance Travelled

Distance	Percentage of students who travel this distance	Number of students who travel this distance
<1 mile	6.49%	24
1-3 miles	32.70%	121
4-6 miles	32.16%	119
7-10 miles	15.14%	56
11-15 miles	3.51%	13
16-20 miles	3.24%	12
20+ miles	2.97%	11
Unknown	3.78%	14

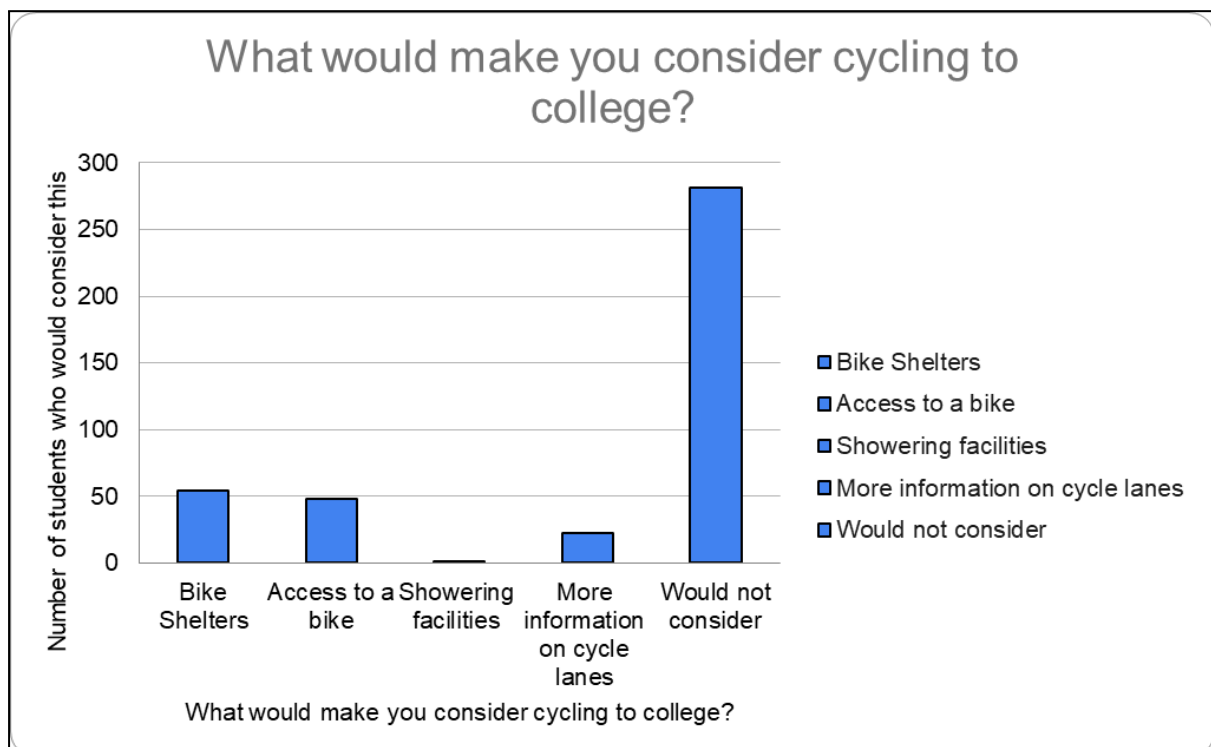




## Appendix 12 – Students – Cycling

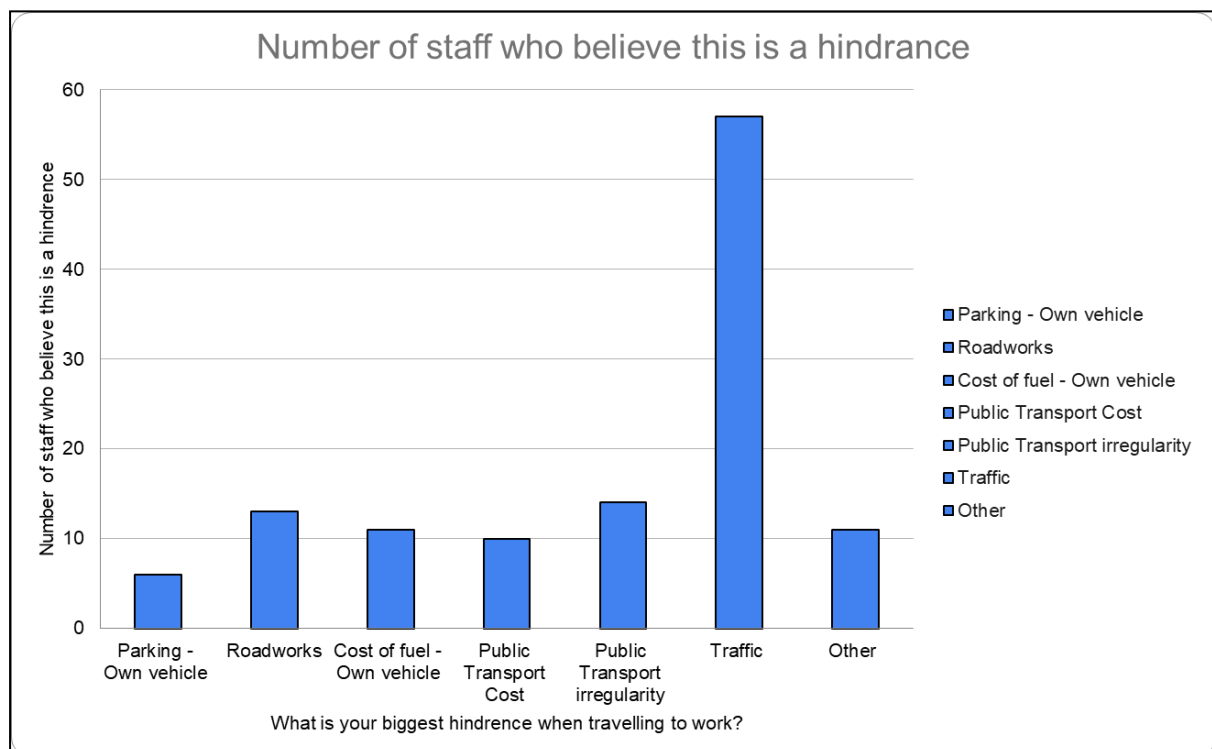
What would make you consider cycling to college?	Number of students who would consider this	Percentage of students who would consider this
Bike Shelters	54	14.6%
Access to a bike	48	13.0%
Showering facilities	1	0.3%
More information on cycle lanes	22	5.9%
Would not consider	281	75.9%

Students were able to tick more than one option\*



## Appendix 13 – Staff Travel – Hindrances of Travelling to/from College

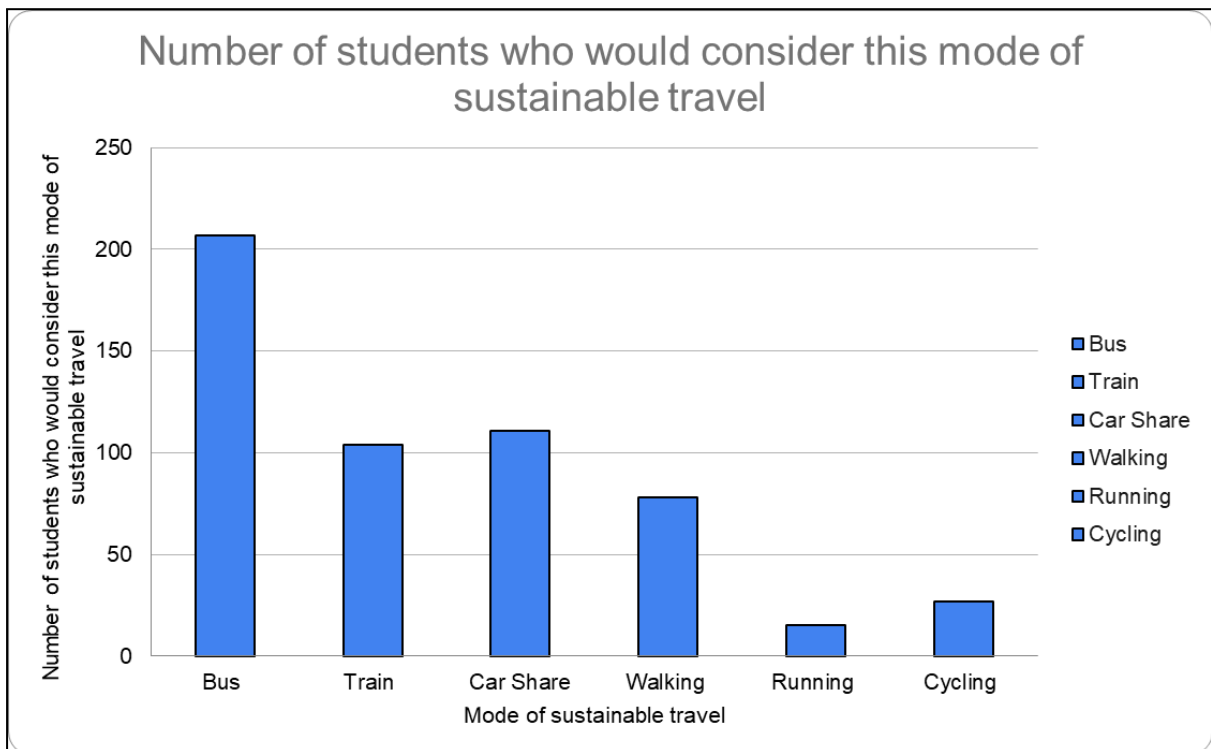
What is your biggest hindrance when travelling to work?	Number of staff who believe this is a hindrance	Percentage of staff who believe this is a hindrance	Total number of staff completed the survey
<b>Parking - Own vehicle</b>	<b>6</b>	5.2%	116
<b>Roadworks</b>	<b>13</b>	11.2%	
<b>Cost of fuel - Own vehicle</b>	<b>11</b>	9.5%	
<b>Public Transport Cost</b>	<b>10</b>	8.6%	
<b>Public Transport irregularity</b>	<b>14</b>	12.1%	
<b>Traffic</b>	<b>57</b>	49.1%	
<b>Other</b>	<b>11</b>	9.5%	



## Appendix 14 – Student – Sustainable Travel

Mode of sustainable travel	Number of students who would consider this mode of sustainable travel	Percentage of students who would consider this mode of sustainable travel
Bus	207	55.9%
Train	104	28.1%
Car Share	111	30.0%
Walking	78	21.1%
Running	15	4.1%
Cycling	27	7.3%

Students were able to tick more than one option\*



## Appendix 15 – Staff – Car Travel

Mode of current travel	Percentage of staff who travel this way	Number of staff who travel this way	Total number of staff completed the survey
Car - Diesel/Petrol	79%	92	116
No Car - Diesel/petrol	21%	24	116

