

ShIPLEY College



Travel Plan 2025-28



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Mission Statement and Aims

ShIPLEY College aims to reduce its carbon footprint by promoting sustainable travel and transport, 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 occupancy car usage, with a view to minimising the College's impact on the climate and environment.

The Key Aims of the Travel Plan

- 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 currently occupies five important and historical 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. For more information on the sustainability work at the college, visit the sustainability page on the website [here](#).

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 below;



Shipley college has 1,003 full time students, 1,202 part time students and 30 apprentices who are supported by 350 staff members. The campus covers 9,794 sq. meters, which is currently broken down into 5 different sites/buildings; 1. Exhibition Building (3,417 sq. meters), 2. Salt Building (2,047 sq. meters), 3. Mill Building (1,243 sq. meters), 4. Jonathan Silver Building (1,000 sq. meters) and 5. Victoria Hall (2,087 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.



Figure 2 – Site 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.

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

Bradford District Climate Action Plan (CAP)

In 2019, Bradford Council declared a Climate Emergency and has since joined the Leeds City Region Climate Coalition which is aiming for a net zero carbon region by 2038. The Council is seeking approval for the implementation of the Bradford District's Climate Action Plan 2025-28, which outlines a strategic approach to a range of key priority areas, including travel and transport. In a recent emissions baseline report, transport was the second highest emitter of Greenhouse Gases (GHG) across the district at 25% of the total amount, with 96% from road transport. On a national scale, road transport remains the largest emitting sector in the UK. These figures show the importance of implementing actions for sustainable travel and transport across the local district and throughout the UK.

For more information on the Bradford District Draft CAP and the West Yorkshire Combined Authority Transport Plans, see links in appendix 2.

Bradford Clean Air Zone (CAZ)

The Clean Air Zone across the Bradford District has been designed to improve air quality, reduce public health concerns caused by poor air quality and reduce GHG emissions. The CAZ was implemented in 2022 and is part of the Bradford District's plan to deliver the city's net zero carbon ambition by 2038. As well as improving public health and reducing NHS costs, the CAZ supports the use of public transport and promotes active travel, including walking, running, wheeling and cycling.

The Bradford CAZ includes Saltaire and other surrounding areas. The boundaries 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 3.

Saltaire Active Travel Neighbourhood (ATN)

Alongside the Saltaire Travel Plan, a trial for Saltaire to be an Active Travel neighbourhood (ATN) came to an end in 2023. Bradford Council implemented this trial for 18 months. 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 led to the development of a permanent traffic regulation order (TRO) in January 2024 that makes some of the traffic restrictions permanent across the village.

More information on the Saltaire ATN and TRO can be seen in appendix 4.

Travel accessibility to Shipley College

Overall, Shipley College has access to excellent transport routes. A Saltaire travel map can be seen in figure 4.

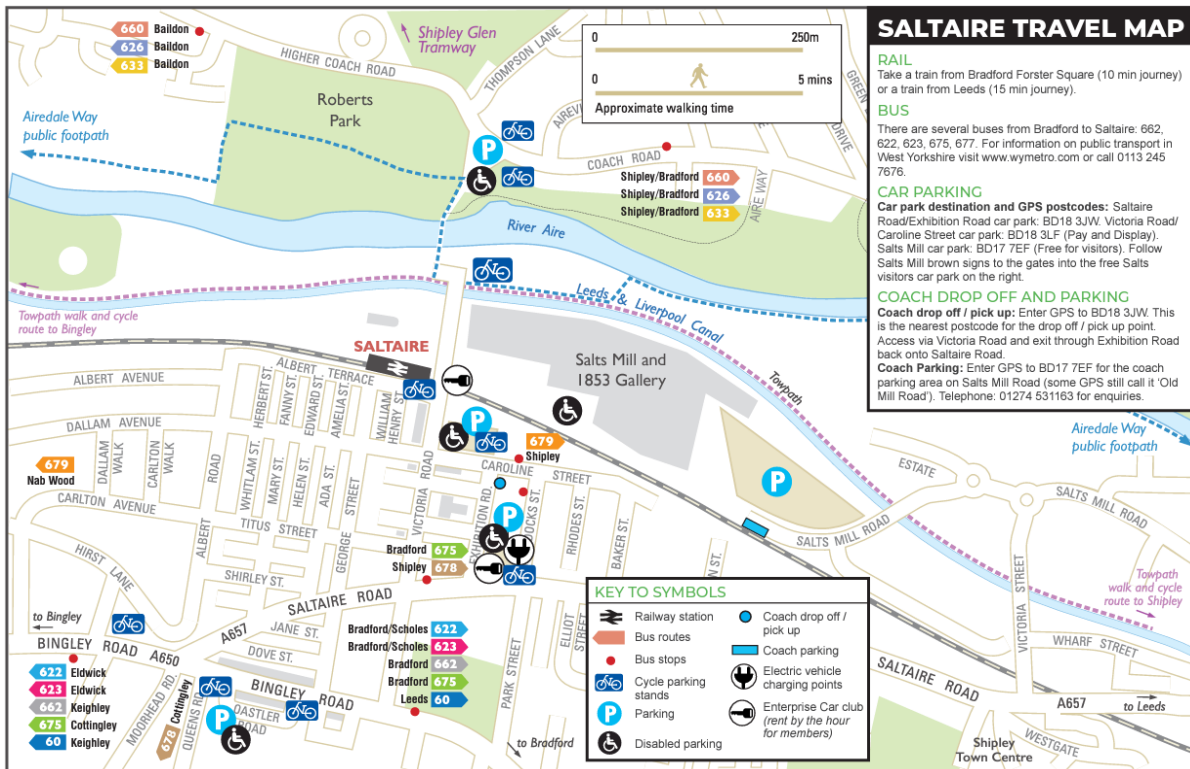


Figure 4 – Saltaire Travel Map

Pedestrian accessibility to Shipley College

Shipley College is located centrally within Saltaire village. Exhibition Road, Caroline Street and Victoria Road provide direct pedestrian access to the college. There is parking management throughout the village that reduces vehicular obstructions to pedestrians.

Public transport nodes are located close by - Saltaire railway station is close to a range of public transport links, including trains 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 some areas are unlit, making it less suitable for use in darker months.

To view the most up to date cycling routes in the Bradford District use the City Connect Journey Planner link in appendix 5. Please note, conditions for cycling on some of the local roads may not be ideal for less confident riders.

Public transport accessibility to Shipley College

Bus services

Saltaire is served by frequent bus routes. A summarised table of frequent local bus routes can be seen in appendix 6.

For services to Bradford, the 622, and 662 offer a combined service frequency equivalent to 8-10 buses per hour on weekday peak 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 5.



Figure 5 – Bus stops local to Shipleigh College

Rail services

Saltair railway station is located close to Shipleigh 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, a direct 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 7.

Motor Vehicle accessibility to Shipleigh College

Local highway network

The streets that provide direct access to Shipleigh College (Exhibition Road, Caroline Street and Victoria Road) are local roads primarily providing access to residential and small commercial properties within Saltair village. The A657 Saltair 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 Saltair, the A657 provides the main link to Shipleigh 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 below:

- 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 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 and some areas of Caroline Street (2 hours, Monday to Friday 8am to 6pm). Exhibition Road provides non limited parking for staff, students and visitors on a first come first serve basis. Other roads throughout the village are restricted to resident parking only on a permit basis. 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 and visitor use.

A table and figure of all off-street car parking facilities at Shipley College and within Saltaire can be seen in appendix 8.

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 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 visitors/stakeholders) at a set cost.

Staff and student - Travel data

Introduction

For 2025/26 a travel and transport section was included on the student enrolment form for full-time, part-time students and apprentices. Students were asked to select the mode of transport they used the most to travel to and from Shipley College. The distance of travel to and from college was calculated using the student's postcodes and the College's postcode (BD18 3JW). The student data collected for this travel plan was based on the students still enrolled at the college on the 1st November 2025. Overall, complete sets of data collection (including mode of transport and postcodes) were collected for 926 full time students, 1,122 part time students and 30 apprentices, giving a total of 1,467 responses and a 71% data collection rate.

A separate travel survey was sent to all staff in November 2025, with a submission deadline of the 16th December 2025. The first section of the survey included questions on working patterns, mode of transport and commuting distance to and from the college. The second section of the survey included questions on public transport and active travel, compared to single occupancy car travel. Out of 349 staff members, 158 completed the survey, giving a 45% survey response rate.

Active Travel

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

Cycling stands/rails are available for staff, students, visitors and the public to use in the Exhibition Road car park (20x bike rail). Staff, students and visitors also have access to a lockable 20 bike unit in the Exhibition car park and a small bike rail in the top Salt Building car park. Staff, students and visitors are encouraged to use their own locks when leaving their bikes on stands/rails across the village.

Washing and shower facilities are available for staff and students in Victoria Hall on Victoria Road. Staff access is only permitted at certain times of the day, when students do not need access.

Out of the 1,467 student responses, 21% walk/run to college throughout the week and less than 1% cycle. As a percentage, more students on part time courses, compared to full time and apprentices travelled to college actively. The full breakdown of data can be seen in appendix 9.

It was shown that 67% of the 1,467 students live within a 5 mile radius of the college (as seen in appendix 10), meaning that active travel is a possibility for these students.

Out of the 158 staff responses, 23% walk/run and 3% cycle to college at least once throughout the week. The full breakdown of data can be seen in appendix 11. Compared to students, staff travel a longer distance to the college (as seen in appendix 12), however 57% of staff still live within a 5 mile radius of the college, meaning that active travel is a possibility for these staff.

In the last travel survey, 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. Over the last three years, a lockable and secure bike shelter has been built in the Exhibition car park for staff, students and visitors. Bradford Council have also included active travel in their Sustainability/Climate Action Plan and will be reviewing cycling and walking infrastructure and an E-Bike share scheme throughout the district.

The main hindrances to active travel during this travel survey were the weather (particularly in autumn and winter) and the distance to travel into college. The responses show that 34% of students travel more than 5 miles and 43% of staff travel more than 5 miles (as seen in appendix 10 and 12).

Public Transport

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, which is deducted from staff salaries on a monthly basis.

Out of the 1,467 student responses, a large percentage travel by public transport. 31% of students travel by bus and 7% of students travel by train, giving a total of 38% travelling by public transport to get to college throughout the week (as seen in appendix 9).

Out of the 158 staff responses, 7% travelled by bus and 13% travelled by train. This gives a total of 20% travelling by public transport at least once throughout the week (as seen in appendix 11). This data shows that students are more likely to travel to college on public transport, compared to staff. It also shows that staff are more likely to use trains, compared to students using buses. This may be due to the price difference of the two modes of public transport, as buses are often significantly cheaper than trains.

The corporate travel schemes available to staff at the college are highlighted in job advertisements, 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 the Student Experience team. Travel and transport bulletins are sent to staff and students throughout the year.

The main hindrances to public transport during this travel survey were the unreliable buses and trains (often late or cancelled), the traffic during peak commuting times, reduced frequency of evening public transport (also seen in appendix 6 and 7) and high costs.

Car based Transport

The majority of full time students that travelled by car were taken to and from college by their parents/guardians. 154 out of the 567 (27%) full time students travelled this way. This was split between 82% of these cars being a petrol/diesel engine and 18% being an electric/hybrid engine.

Only 3% of full time students travelled in their own car. These results were significantly different compared to part time students, as only 42 out of 877 (5%) of part time students travelled in their parent/guardian's car and 288 (33%) travelled in their own cars. A full breakdown of this data can be seen in appendix 9.

The percentage of students travelling by car compared to public transport was much lower compared to staff. Out of the total number of staff who responded to the survey, 106 out of 158 (67%) staff travelled by car at least once a week (as seen in appendix 11). The majority of these cars were petrol/diesel (93%) compared to electric/hybrid (7%).

Despite the majority of staff members travelling to/from college in a car, there were a number of hindrances found for this mode of transport. These included roadworks (which could also affect public transport, mainly buses), parking in Saltaire and travelling in peak commuting hours (which could also affect public transport). 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 16:15, the roads in Saltaire are often congested with cars.

Conclusion

Overall it was shown that the percentage of staff and students who walk to college are similar, however there are slightly more staff that cycle compared to students. A significantly higher percentage of students travel on buses, compared to staff. However, a higher percentage of staff travel on trains compared to students. This may be due to the price difference of the two modes of public transport, as buses are often significantly cheaper than trains. Part time students and staff are also more likely to travel to college in their own cars, compared to full time students

and apprentices. It was also shown that the majority of cars used have a petrol/diesel engine, compared to electric/hybrid.

Action Plan for 2025 - 2028

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
Promotion of corporate public travel discount schemes to staff in the staff induction - METRO and Northern travel schemes.	Winter 2026	
Include a "travel section" on the student portal to promote student travel schemes and discounts.	Winter 2026	
Promote Shipley College's travel plan and the SDGs linked to the travel plan on social media.	Winter 2026	
Distribution of the staff survey on a three yearly cycle - the next survey will be completed in November 2028/29.	Winter 2028	
Review of the travel data from the student enrolment form in 2028/29.	Winter 2028	
Review travel issues/hindrances that come up in staff and student travel surveys and student council.	Winter 2028	

ShIPLEY College to investigate local bike training schemes - for staff and students who want to learn how to ride a bike.	Winter 2027	
Raise awareness of the consequences of travel choices via bulletins, external speakers, information screens and posters.	Ongoing	
Student engagement with travel related organisations and charities.	Ongoing	
ShIPLEY College to work with Bradford Council and WYCA on their travel incentives - including promoting EBike sharing scheme information and Climate Action Plan.	Ongoing	
Include travel in the ShIPLEY College Climate Action Plan and Sustainability Leadership Scorecard.	Ongoing	

Completed Action Plan for 2022 – 2025

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 - The Shipley College Travel Plan is now available to view on the sustainability page of the Shipley College website and will be updated on a 3 yearly basis.
Promotion of corporate public travel discount schemes in the employee handbook - METRO and Northern travel schemes.	Summer 2024	Completed June 2025 - Travel section now in updated employee handbook.
Include a "travel section" on the staff portal to promote staff travel schemes and discounts.	Winter 2023	Completed February 2024 - Available for staff to view through the sustainability page on the staff portal.
Promote student public travel discounts in the student induction at the start of the academic term.	Autumn 2023	Completed September 2023 - information also available at Student Experience.
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 October 2023 - New lockable bike shelter in the Exhibition car park for staff, students and visitors.
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	Completed Winter 2024 - permanent ATN now in place around Saltaire
Include public transport discount scheme (buses & trains) in the	Summer 2025	Completed Summer 2025 - now

staff benefits section on new job adverts.		included in the benefit section of current job advertisements.
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Monitoring and review of the Shipley College Travel Plan

Staff travel surveys will be undertaken on a three yearly basis - the next survey will be completed in October/November 2028. Student data will be taken from the 2028/29 enrolment forms. The Travel Plan will be renewed with this data.

Once renewed, the Travel Plan will be overlooked by the Sustainability and Facilities Coordinator and the Vice Principal – Finance & Planning

Shipley College 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: 01/06/2026

Natasha Wilkinson, Sustainability and Facilities Coordinator

Shipley College

Signed: 

Date: 01/06/2026

John Flaherty, Vice Principal of Finance and Planning

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 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.

Appendix 2 – Bradford District Draft CAP and West Yorkshire Combined Authority Transport Plans

- Bradford District Draft CAP - [link here](#).
- WYCA Transport Plans - [link here](#).

Appendix 3 – 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 4 – Saltaire Active Travel Neighbourhood

Saltaire ATN - Traffic regulation order 2024 - [Link here](#)

Appendix 5 – City Connect Cycle Journey Planner

Plan cycling journeys across the Bradford District - [Link here](#)

Appendix 6 – 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	2	Bingley Rd	Bradford – Manningham – Saltaire – Bingley – Keighley
	Total	9	8	3		

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.

For more information on West Yorkshire buses visit www.wymetro.com.

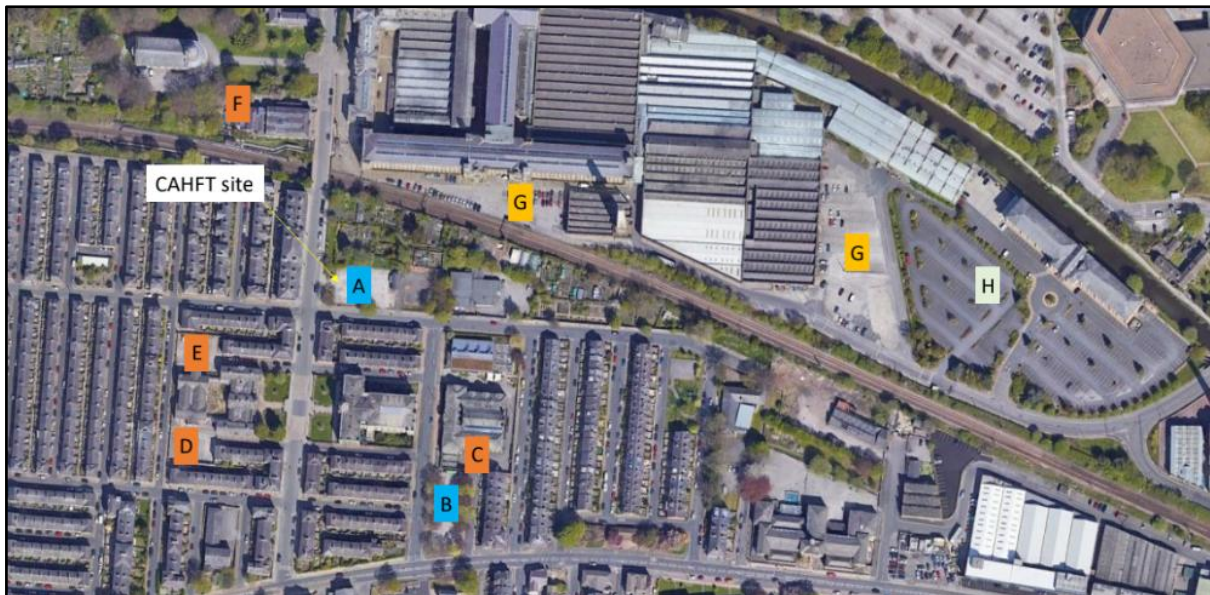
Appendix 7 – Summarised table of frequent rail routes to Shipley College

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	3-5	3	3

For more information on West Yorkshire trains visit <https://www.northernrailway.co.uk/>

Appendix 8 – Summarised table of off-street car parking facilities at Shipley College and within 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 9 – Student Travel Survey – Mode of Transport

Full time students - 926

567 student responses - 61% response rate

Main mode of current travel	Number of students who travel this way	Percentage of students who travel this way
Parent/guardian car - Diesel/Petrol	126	14%
Parent/guardian car - Electric/hybrid	28	3%
Own car - Diesel/Petrol	14	1%
Own car - Electric/hybrid	2	0%
Bus	237	26%
Train	63	7%
Walking/Running	43	5%
Cycling	1	0%
Other	53	6%
Not Available	359	38%

Part time students - 1122

877 student responses - 78% response rate

Main mode of current travel	Number of students who travel this way	Percentage of students who travel this way
Parent/guardian car - Diesel/Petrol	38	3%
Parent/guardian car - Electric/hybrid	4	0%
Own car - Diesel/Petrol	269	24%
Own car - Electric/hybrid	19	2%
Bus	200	18%
Train	43	4%
Walking/Running	261	24%

Cycling	5	0%
Other	38	3%
Not Available	245	22%

Apprentices - 30

23 student responses - 77% response rate

Main mode of current travel	Number of students who travel this way	Percentage of students who travel this way
Parent/guardian car - Diesel/Petrol	5	17%
Parent/guardian car - Electric/hybrid	0	0%
Own car - Diesel/Petrol	5	17%
Own car - Electric/hybrid	0	0%
Bus	12	40%
Train	0	0%
Walking/Running	1	3%
Cycling	0	0%
Other	0	0%
Not Available	7	23%

Appendix 10 – Student – Distance Travelled

Distance	Number of students who travel this distance	Percentage of students who travel this distance
<1 mile	51	3%
1-5 miles	919	63%
5-10 miles	431	29%
10-20 miles	59	4%
20+ miles	14	1%

Appendix 11 – Staff Travel Survey – Mode of Transport

Staff - 349

158 staff responses - 45% response rate

Staff were able to choose up to 3 modes of transport*

Mode of current travel	Number of staff who use this mode of travel at least once a week	Percentage of staff who use this mode of travel at least once a week	Total number of staff completed the survey
Car - Diesel/Petrol	99	63%	158
Car - Electric	7	4%	
Bus	11	7%	
Train	20	13%	
Walking/running	37	23%	
Cycling	5	3%	
Other	2	1%	

Appendix 12 – 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	22	14%	158
1-5 miles	68	43%	
5-10 miles	35	22%	
10-20 miles	24	15%	
20+ miles	8	5%	
Unknown	1	<1%	