



Newcastle University Travel Plan Update

July 2015



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Executive Summary

In 20013/14, Newcastle University welcomed almost 22,000 students and currently employs approximately 5,300 staff. To support its future growth the University is in the process of implementing a comprehensive refurbishment and development programme on its City Centre Campus. A Masterplan was developed in 2002 to support the main campus' expansion and to develop a modern, more environmentally friendly campus.

As it continues to expand, the University is conscious of its impact on the city of Newcastle, its economy, its residents and visitors and its environment. The reduction of its operations' impact on the environment is one of the University's major objectives for the coming years. This Travel Plan Update will support this objective by helping the University to reduce the impact of its staff and students commute and business travel on the environment as well as promoting healthier, more active lifestyles for staff and students. The Travel Plan Update will also contribute to Newcastle City Council's objectives to reduce traffic in the town and tackle congestion and air pollution.

Headline sustainable travel achievements to date include:

- 1800 staff drove to work in 2004. Fewer than 900 drive in 2014
- 2300tCO₂ saved from commuter travel emissions since 2004
- 15% of staff are engaged in the 2014 University sustainable travel programme
- 11,000 students walk to University; 4000 more than in 2006
- 56% less car parking spaces on campus since 2006

This Travel Plan Update includes the following information:

- a comprehensive site audit update for the main campus, reviewing transport facilities to and around the site as well as facilities on site;
- an in depth analysis of 2014 staff and 2013 students travel patterns, comparing results from all previous staff and student travel to work surveys;
- updated Travel Plan objectives and targets, derived from this analysis, with the Travel Plan aiming to maintain the proportion of staff driving or being driven to the main campus to less than 17% by 2020;
- a package of already established and updated Travel Plan initiatives to meet the objectives and targets including:
 - a revised car parking strategy – this includes a reduction in parking allocation, replacement of the old parking permit system with a pay and display policy and the continued support of a car share scheme;
 - new motorcycle / cycle parking facilities;
 - new showers and changing facilities;
 - discounted public transport tickets and cycling equipment as well as sustainable travel information and promotion material and events;
 - a bespoke staff sustainable travel programme
- a designated Travel Plan Coordinator, a steering group, financial resources; and
- a monitoring and review programme to ensure that the Plan is implemented in the most efficient manner and that initiatives are regularly updated to meet staff and students' needs.

The Travel Plan Update and the revised Action Plan will be adopted by the Environment & Sustainability Committee and will oversee the implementation through the Travel Plan Coordinator. The Parking Policy

included in the Plan has been adopted by the University's Executive Board. The University looks forward to implementing this Travel Plan Update in partnership with Newcastle City Council, working together to develop the city's economy while protecting the environment, encouraging the use of more sustainable modes of transport, and promoting healthier lifestyles.



Professor Tony Stevenson

PVC (Planning & Resources)

2. Policy and Guidance Review

2.1 Introduction

3.1.1 The continuing sustainability agenda has gained ground in recent years at the University and a significant amount of guidance has been produced on promoting lower carbon transport options such as walking, cycling and public transport in favour of car use.

3.1.2 This chapter outlines the national and local policy and best practice guidance directly relevant to the Travel Plan for the Newcastle University satellite site in the context of its future growth. The ethos and direction encouraged by these documents will be threaded through the updated Travel Plan, ensuring it remains current and relevant.

2.2 CREATING GROWTH, CUTTING CARBON: MAKING LOCAL SUSTAINABLE TRANSPORT HAPPEN (DFT WHITE PAPER, 2011)

2.2.1 The Government's Transport White Paper entitled 'Creating growth, cutting carbon: making sustainable local transport happen' sets out the Government's vision for a sustainable local transport system that supports the economy and reduces carbon emissions.

2.2.2 The Transport White Paper states that actions taken locally are best placed to support economic growth and deliver near term reductions in transport-related carbon emissions. This can be achieved by providing people with options to choose sustainable modes for everyday local transport choices to, for example, help boost economic growth by facilitating access to jobs.

2.2.3 Travel Plans are noted as being a key means for promoting travel choices to a wide audience and encouraging a change in travel behaviour towards greater use of sustainable modes of travel.

2.3 DELIVERING A SUSTAINABLE TRANSPORT SYSTEM (DFT, 2008)

2.3.1 This publication outlines the Government's five goals for transport, focusing on the challenge of delivering strong economic growth while at the same time reducing Greenhouse gas emissions.

2.3.2 These five overarching goals are:

- To support national economic competitiveness and growth, by delivering reliable and efficient transport networks;
- To reduce transport's emissions of carbon dioxide and other Greenhouse gases, with the desired outcome of tackling climate change;
- To contribute to better safety, security and health and longer life-expectancy by reducing the risk of death, injury or illness arising from transport and by promoting travel modes that are beneficial to health;
- To promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society; and
- To improve quality of life for transport users and non-transport users, and to promote a healthy natural environment.

2.3.3 Travel Plans provide an opportunity to support these goals by highlighting and promoting the availability of low carbon transport options to employees and visitors, thereby reducing carbon emissions associated with commuting and business journeys.

2.4 NATIONAL PLANNING POLICY FRAMEWORK (DCLG, 2012)

2.4.1 Adopted on 27 March 2012, the National Planning Policy Framework (NPPF) seeks to reduce the complexity and improve the accessibility of the planning system, whilst protecting the environment and encouraging growth in a sustainable manner.

3.4.2 Travel Plans are noted in Paragraph 36 of NPPF as an important mechanism to facilitate measures to increase sustainability. As such, there is a requirement for developments which create a 'significant' amount of trips to produce a Travel Plan.

3.4.3 Although, student vehicle trips generated by the University have been shown to be minimal, it is expected that the future EDF will produce a significant number of pedestrian, cycle and bus trips as well as trips by visitors and staff. Therefore, an updated Travel Plan would be in keeping with the NPPF guidelines. Under the same tenets, the Travel Plan will support the EDF development proposals by ensuring the Travel Plan for Newcastle University is effectively monitored, managed and keeps pace with the continuous improvements which are being sought.

2.5 TRAVEL PLANNING FOR SUSTAINABILITY: GUIDANCE FOR HIGHER EDUCATION INSTITUTIONS (FORUM OF THE FUTURE, 2003)

2.5.1 The document produced by Forum for the Future is one of the outcomes of the Higher Education Partnership for Sustainability (HEPS). Their principal aim is to establish a pioneering group of Higher Education Institutions (HEIs) that are seen to be achieving their strategic objectives through positive engagement with the sustainable development agenda.

2.5.2 The Travel Plan guidance has been developed to assist HEI's provide access to key services through the development and delivery of a Travel Plan. It identifies specific benefits of Travel Plans within HEIs as follows:

- Provide access to learning and research for the student population;
- Improved travel choice and safety for staff, students and visitors;
- Reduced local congestion, thus improved community relations;
- Secured planning permission for new developments;
- Better working conditions for staff;
- More attractive campus and improved access for all students; and
- Improved research opportunities.

2.5.3 The guidance introduces the concept of the sustainability grid, which is cited as a framework for HEIs to put the concepts of sustainable development into practice. The guidance recommends that for Travel Plans to be effective they need to consider the roles of an HEI (i.e. as a business, as a place of learning and research and as a member of the community), but also consider the social, economic and environmental implications of them. The sustainability grid is shown in **Table 2.1** below.

Implications	Three key roles of a University		
	As a business	As a place of learning and research	As a member of the community
Environmental	Cycle & footpaths Green fuels or the fleet Open space on campus	E- learning Research opportunities (e.g. climate change, alternative fuels, security, behavioural change, infrastructure)	Urban regeneration Local Transport Plans
Social (and human)	'Safe routes to college' Late night student safety Healthy lifestyles	Widening participation Timetabling Skills for sustainable transport	Urban regeneration Local Transport Plans
Financial (and manufactured)	Deliveries and fleet management Car park strategies Estate management	Student recruitment Expansion and mergers Risk management	Local Strategic Partnerships International students' air travel

Table 2.1 Higher Education Institutions – Sustainability Grid

2.5.4 The sustainability grid helps to identify the linkages between the factors and any associated issues, thus ensuring measures and initiatives are relevant and effective. The Newcastle University Travel Plan 2009 already responds well to the factors listed within the sustainability grid, but it serves as a useful reminder when assessing which future measures and initiatives should be taken forward and how these can respond to the environmental development framework in light of its priorities.

2.6 MAKING RESIDENTIAL TRAVEL PLANS WORK: GUIDELINES FOR NEW DEVELOPMENT (DFT, 2007)

2.6.1 Developed to assist both developers and local authorities, 'Making Residential Travel Plans Work' sets out some key principles to follow in the preparation of meaningful Travel Plan documents for new developments. Although focused at residential locations, at the heart of the document is the need to build in accessibility to all members of the community, by ensuring that Travel Plans are tailored to individual sites, addressing all aspects of life that create the need to travel.

2.6.2 The Travel Plan Pyramid (**Figure 2.1**) has been developed to illustrate the key elements of a successful Travel Plan, which should be built on firm foundations of good location and design, be allocated dedicated resources to ensure it evolves as required and to promote and market its benefits.



Figure 2.1 The Travel Plan Pyramid (DfT, Good Practice Guidelines: Delivering Travel Plans through the Planning Process 2009)

2.7 GOOD PRACTICE GUIDELINES: DELIVERING TRAVEL PLANS THROUGH THE PLANNING SYSTEM (DFT, 2009)

2.7.1 The 'Good Practice Guidelines' document defines a Travel Plan as, "a long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action and is

articulated in a document that is regularly reviewed.” The purpose of reviewing the document is to ensure that it remains relevant and effective.

3.7.2 Travel Plans are important for proposed developments at Newcastle University, in order to:

- Promote sustainable travel and help to reduce single occupancy car use
- Encourage effective use of current transport networks
- Support increased choice of travel modes
- Promote and achieve access by sustainable modes
- Respond to growing concern about the environment, congestion, pollution and poverty of access
- Promote a partnership between the authorities and Newcastle University in creating and shaping ‘place’

2.8 TYNE AND WEAR LOCAL TRANSPORT PLAN 3 (LTP3)

2.8.1 The vision for the Tyne and Wear LTP3 is to develop a “fully integrated and sustainable transport network, allowing everyone the opportunity to achieve their full potential and have a high quality of life. Our strategic networks will support the efficient movement of people and goods within and beyond Tyne and Wear, and a comprehensive network of pedestrian, cycle and passenger transport links will ensure that everyone has access to employment, training, community services and facilities.”

2.8.2 Through the Tyne and Wear LTP3, the City’s planning and transport strategies support this vision through the following policies and plans:

- Developing Sustainable Cities – Bringing together the Sustainable Communities Strategy (SCS) of Gateshead and Newcastle
- The 1PLAN - a 20-year economic Masterplan for NewcastleGateshead
- Local Development Framework (LDF) - The Core Strategy for this is being prepared jointly between Gateshead and Newcastle. This provides the opportunity to consider land use and transport in a co-ordinated fashion especially in and around the City Centre/Quays and river crossings.

2.8.3 The ambitions of Gateshead and Newcastle are to “grow and prosper and be sustainable places of choice for living and working today and tomorrow.” Planning for the Future Core Strategy and Urban Core Plan for Gateshead and Newcastle (The Plan) sets out the spatial planning framework to deliver economic prosperity and create lifetime neighbourhoods. It is the central document for Gateshead’s and Newcastle’s Local Plans and will guide decisions on development until 2030.

2.8.4 The policies below will be taken into account in the development of this Travel Plan:

- CS1 Spatial Strategy for Sustainable Growth
- CS13 Transport
- CS14 Wellbeing and Health

CS15	Place Making
CS16	Climate Change
CS18	Green Infrastructure and the Natural Environment
UC5	Primary and Secondary Pedestrian Routes
UC6	Cycling
UC7	Public Transport
UC9	General Traffic
UC10	Car Parking
UC12	Urban Design
UC15	Urban Green Infrastructure

2.8.5 In addition to the investment outlined above Newcastle and Gateshead Councils will continue activity in other areas of transport policy. Of particular importance in supporting the overall priorities outlined above will be:

- Promotion of 'Go Smarter to Work' initiatives to promote increased use of sustainable travel
- Development of travel plans for organisations across the area, and continued development of the Councils' own travel plans
- Further investigation of problems relating to public transport affordability and measures to overcome these
- Further investigation and feasibility relating to road pricing, parking charges and other measures which may form part of the long term approach to managing congestion

2.9 UNITARY DEVELOPMENT PLAN (UDP)

2.9.1 Under section 38(3) of the Planning and Compulsory Purchase Act 2004, the Newcastle upon Tyne Unitary Development Plan (UDP) is part of the statutory Development Plan. Under the plan led system this means that the determination of planning applications must be made in accordance with the UDP and other Development Plan documents unless material considerations indicate otherwise.

2.9.2 Policies relevant for the consideration the development proposed on the site include:

EN1.1 All development will be required to meet high standards of design in accordance with the following principles:

T4.5 Development shall provide parking which satisfies operational requirements.
Provision in excess of this requirement will be determined in relation to the impact of development on the environment.

T7.1 Where a proposed development would generate traffic causing demonstrable danger or inconvenience on the public highway, or other serious harm to the local environment, and which could not be satisfactorily mitigated by planning conditions and/or planning obligations, permission will be refused.

SD1 The City Council will work towards environmentally sustainable development which meets the economic and social needs of the City.

2.10 TRANSPORT AND HIGHWAYS SUPPLEMENTARY PLANNING DOCUMENT LOCAL DEVELOPMENT DOCUMENT LDD12 (MARCH 2010)

2.10.1 This SPD has been produced in accordance with the advice contained in PPS12: Local Development Frameworks and the requirements of the Town and Country Planning (Local Development) (England) Regulations 2004.

2.10.2 All aspects of this SPD will need to be considered for the purpose of the Travel Plan.

2.11 DESIGNING FOR COMMUNITY SAFETY IN NEWCASTLE UPON TYNE

2.12.1 The Designing for Community Safety SPD was produced following consultation with officers involved in Planning, Urban Design, the Community Safety Unit and the Architectural Liaison Service of Northumbria Police. This SPD gives guidance on the design and layout of the physical environment so as to reduce crime, the fear of crime and antisocial behaviour and is used to assess and determine planning applications.

2.12 INTERIM PLANNING GUIDANCE

2.13.1 The Councils' Interim Planning Guidance (IPG) on Transport Assessments, Travel Plans and Parking (adopted April 2010) and Developer Guidance on Street Design, Design and Construction of Roads and Accesses to Adoptable Standards, Section 278 and Section 38 agreements (adopted March 2011) will need to be considered throughout the continued development of this Travel Plan.

2.13 NEWCASTLE UNIVERSITY CARBON MANAGEMENT PLAN (CMP) 2011

2.14.1 The Government requires Higher Education Institutions to play a part in meeting national carbon reduction targets. The University's Environmental Sustainability Policy states a commitment to the prevention of pollution and a continuous improvement in activities which have an adverse impact on the environment in support Government targets.

2.14.2 The University Travel Plan forms part of the University's Environmental Sustainability Policy commitment, which led to a reduction of 40.4% to 20.2% (staff) and 9.2% to 2.3% (student) in the proportion of single occupancy car use between 2004 and 2013. Both reductions already exceed the University's Environmental Management System Action Plan target to reduce the proportion of staff driving to work to 22% by 2014, based on 2005/6 baseline data.

2.14.3 For the 2012/13 reporting year, 18,787 t CO₂ e were reported to HEFCE as Scope 3 emissions from staff commuting, 485 t CO₂ e from student commuting, 2,896 t CO₂ e from business travel and 468 t CO₂ e from Scope 1 emissions (University owned vehicles).

2.14.4 Scope 3 emissions from travel comprise approximately 40% of the University's t CO₂ e, based on baseline data outlined in the University's Carbon Management Plan 2011.

The CMP target is to:

- Reduce its scope 1 and 2 carbon emissions by 2020 by 43% against a 2005/6 baseline

The Scope 3 target will be included in the update of the Carbon Management Plan 2015.

2.14.5 This Travel Plan will need to continue playing a strong supporting role for the overall carbon reduction strategy, particularly within the context of measuring scope 1, 2 and scope 3 transport greenhouse gas emissions within the Estates Management Statistics reported to the Higher Education Funding Council for England. This is likely to require increased levels of monitoring and reporting on business travel emissions and potentially commuter travel emissions for all staff and students.

2.15 SUMMARY

2.15.1 The purpose of this chapter has been to present the key elements of national and local policy and guidance documents that will be supported by the Travel Plan.

2.15.2 The Travel Plan will directly contribute to both national and local planning and transport policy objectives for promoting a full range of transport options at Newcastle University and to tailor these to specific needs of staff and students at the two campuses. This will actively contribute towards delivering against the wider University sustainability agenda and improve the experience of those learning, working and visiting Newcastle University sites

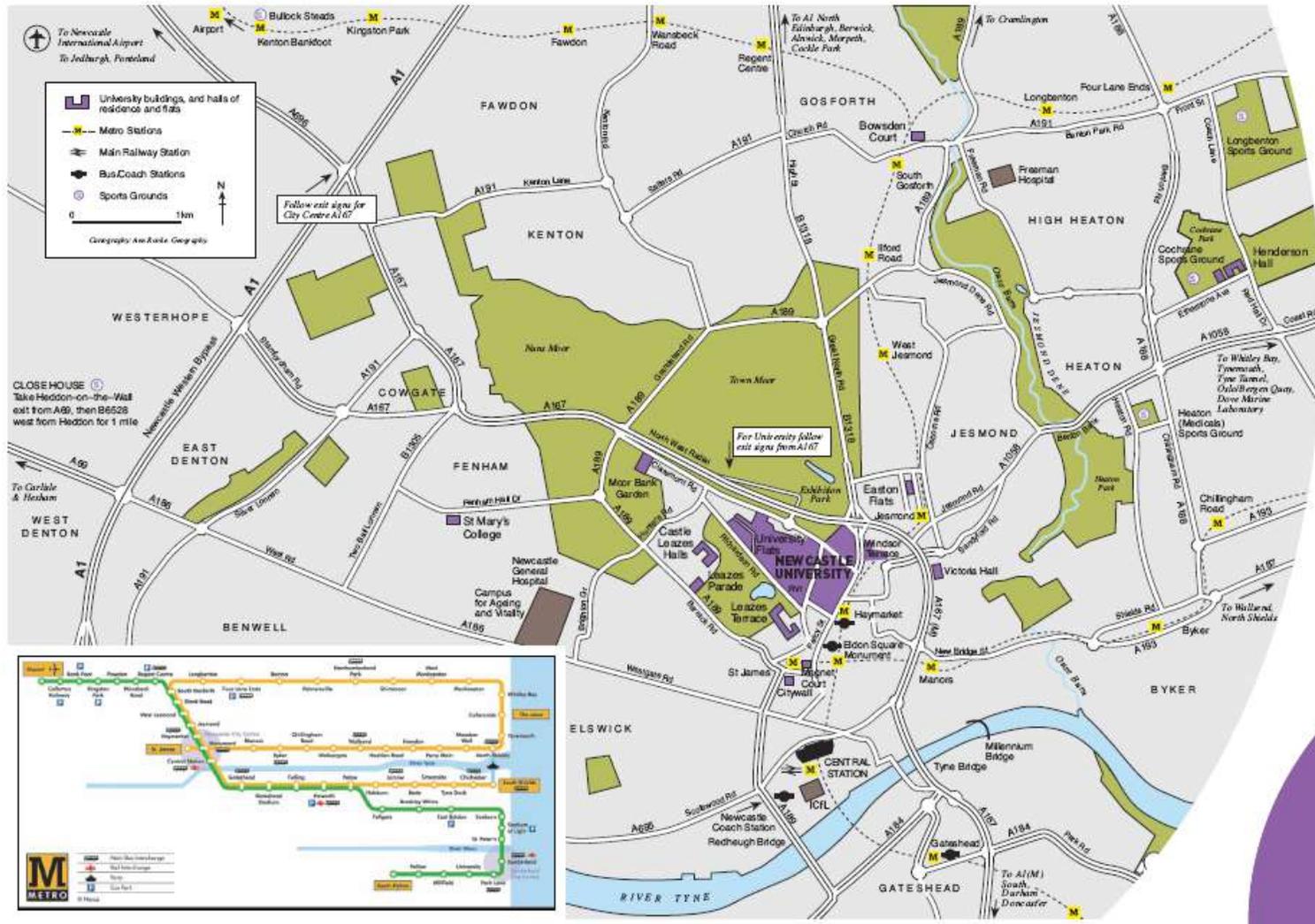
2. Introduction

Newcastle University

- 1.1 Newcastle University offers undergraduate and graduate courses to approximately 22,000 students. In 2013/2014, 20,358 full-time and 1,539 part time students¹ attended lectures or were undertaking research within one of the University's three faculties:
- Humanities and Social Sciences,
 - Medical Sciences, and
 - Science, Agriculture and Engineering.
- 1.2 Each faculty is divided into separate schools. There are 23 schools based on campus and interdisciplinary research is conducted in 16 research institutes.
- 1.3 To provide its services, the University employs 5,306 staff working in varied areas such as academic, administrative, computing, library, clerical, technical or ancillary. The majority of staff and students are based on the City Centre Campus, located just west of the Civic Centre.
- 1.4 Staff are also based at various locations around the city which include:
- the Royal Victoria Hospital
 - the Newcastle General Hospital
 - the Freeman Hospital
 - the Centre for Life
 - some student residence sites
 - sites outside of Newcastle
- 1.5 The University provides the following Undergraduate accommodation:
- Castle Leazes Halls
 - Henderson Hall
 - Richardson Road
 - Bowsden Court
 - Leazes Parade
 - Marris House
 - St Mary's College
 - Windsor Terrace
 - Grand Hotel
 - Kensington Halls
- 1.6 The University provides the following Postgraduate accommodation:
- Easton Flats
 - Claremont Place
 - Jesmond Road
 - North Terrace
 - Leazes Terrace
 - Park Terrace
- 1.7 The University is also involved in a partnership scheme with a private housing provider (UNITE) and accommodation under the scheme is available at the following locations:
- Magnet Court
 - Victoria Hall
- 1.8 Figure 1.1 shows the location of the University campus in relation to Newcastle City Centre.

¹ Figures extracted from the University Press Office website <http://www.ncl.ac.uk/press.office/figures.htm>

Figure 1.1 – Newcastle University City Centre Location Map²



² Source – University Campus Maps: Extracted from the Newcastle University Website

Campus Development Programme

- 1.9 The origins of Newcastle University can be traced back to 1834. The University has since expanded around the oldest parts of the campus (Armstrong College buildings).
- 1.10 The University currently occupies a 50 acre site opposite the Civic Centre, close to the commercial and cultural heart of the city. Many of the university buildings date from the 19th Century, with additional buildings developed in the 60s and 70s. However, the University needs to expand and many of the buildings are being refurbished or replaced to meet the needs of a modern, international University.
- 1.11 To cater for this growth and new needs, the University is implementing an ambitious redevelopment programme across the campus. Details of the most up to date developments on the campus are contained within the document '**Creating a Campus for the Future**' and can also be found on the university website.
- 1.12 A large part of the re-development programme has already been completed with several new or refurbished buildings made available to staff and students in the last ten years including:
- the multiple award winning Devonshire Building;
 - the Paul O'Gorman Building;
 - the University Sports Centre;
 - the completion of work to open out the campus, including improved disabled access and landscaping of the Claremont and Percy Quadrangles;
 - the Research Beehive; and
 - development of The Campus for Ageing and Vitality at the Newcastle General Hospital site including the Edwardson Building and the Clinical Ageing Research Unit.
- The University's redevelopment programme for the main campus is described in the University Masterplan developed by Sir Terry Farrell.
- 1.13 The campus Masterplan introduces an agreed framework for planning the development of the campus estate over 20 years. It celebrates the University's relationship with the city and seeks to strengthen that relationship through the development of the University's physical identity. The Masterplan includes the following:
- development of a University 'front door' on the Barras Bridge site;
 - strengthening of links between the universities dispersed museums, creating a new cultural quarter;
 - development of a strong axis running through the city from Barras Bridge to the regenerated Newcastle and Gateshead Quaysides;
 - creation of new quadrangles to enhance the setting of the university buildings and facilities; and
 - strengthening of pedestrian routes through the campus.
- 1.14 In addition to the above, various building projects are being undertaken currently include the following:
- Kings Road landscaping project Phase I and Phase II

- Science Central development

In addition to the above, the University is continuing to work in collaboration with Newcastle City Council, the Regional Development Agency, INTO, Newcastle Hospitals NHS Foundation Trust, the International Centre for Life, Newcastle Science City, and Tyne & Wear Museums.

Developments away from the Central Campus

1.15 In addition to the development work being undertaken on the main University campus, the University is also involved in a number of major building projects. These include:

- Neptune Deep Sea Research Centre (separate Travel Plan completed)
- Urban Science Building, Science Central (separate Travel Plan completed)

Why a Travel Plan Update

1.16 A Travel Plan is developed for a specific site and aims to reduce the number of motorised vehicles driving to and from a site. It uses a comprehensive analysis of the site's characteristics, facilities and accessibility, and its users travel patterns (in Newcastle's Travel Plan through staff and student travel surveys) to introduce a sustainable transport strategy including site specific objectives and targets, as well as measures to reduce car use and encourage the use of more sustainable modes of transport.

1.17 As previously discussed, Newcastle University is investing over £200 million in its estate and buildings. Since 2009, the University has applied for planning permission for the following buildings:

- Armstrong Building – major refurbishment (2009)
- Badiley Clark (2010) King's Gate (2010)
- Law Building - extension
- Biomedical Research Building (CAV) (2011)
- King Edward VII (Fine Art) - extension (2012)
- INTO - extension (2013)

1.18 Council Officers stated that a comprehensive transport strategy for the University was required for planning permissions to be granted. The requirement was for the Transport Plan to contain a transport strategy in line with the objectives and targets set in the Tyne and Wear Local Transport Plan 2006-2011, which states the following:

- “ Each of the (Tyne and Wear LTP) partners have developed a local approach to measures that may contribute to demand management including: travel planning, promotion of soft modes i.e. walking and cycling, parking standards for new developments” (*Source Tyne & Wear LTP 2006-11, page 109*);
- “A Travel Plan is deemed to meet the basic quality standards if it is a written document containing:
 - An assessment of the site, including the transport links to the site, on site facilities (e.g. car parking, cycle parking etc), any transport issues and problems, barriers to

non-car use and possible improvements to encourage walking, cycling and bus use;

- The results from a survey of how staff travel to work;
- Clearly defined objectives, targets and indicators;
- Details of proposed measures;
- Detailed timetable for implementing measures;
- Clearly defined senior management and staff responsibilities and roles;
- Staff (and if applicable) union participation;
- A plan for monitoring and reviewing the effectiveness of the travel plan; and
- Proposals for maintaining momentum and publicising success.” (Source Tyne & Wear LTP 2006-11, page 110).

1.19 In addition to the above, the revised 2009 Newcastle University Travel Plan document promised continued monitoring and review including:

- gathering and analysis of mode split data (using staff and student surveys undertaken);
- monitoring of the initiatives take up; and
- production of an updated Travel Plan document in conjunction with the surveys.

1.20 This Travel Plan Update incorporates the Council’s original requirements and continues to follow the objectives and targets set out in the Tyne and Wear LTP 3.

Newcastle University Travel Plan process

1.21 The University identified the need to develop a transport strategy several years ago. A first draft Travel Plan was developed in 2004 and was approved by the University’s Executive Board. This first document included information on staff travel patterns, objectives and targets and initiatives such as car sharing, discounted public transport passes and improved cycling facilities on site. The document was submitted to Newcastle City Council to discharge existing planning conditions, but Newcastle City Council Officers rejected the document and asked for a more comprehensive Travel Plan to be submitted.

1.22 In 2006, Atkins were commissioned by Newcastle University to produce a revised University Travel Plan, which drew upon the first draft travel plan, incorporating discussions with the Transportation Strategy Group, initiatives already implemented by the University as well as new analysis and initiatives to offer a comprehensive sustainable transport strategy for the University. This travel plan was submitted to Newcastle City Council in December 2006.

1.23 This Travel Plan Update draws upon the 2009 Travel Plan Update targets and measures, which were formulated using the results from the 2009 staff and student surveys. The results from the 2014 staff and 2013 student surveys will be used to update the Travel Plan targets and measures.

Summary Travel Plan structure

1.24 The remainder of this Travel Plan Update summary is structured as follows:

- Section 2: Site Audit
- Section 3: Employee & Student Travel Patterns
- Section 4: Travel Plan Objectives and Targets
- Section 5: Travel Plan Measures
- Appendix A: Staff Travel Survey Analysis
- Appendix B: Student Travel Survey Analysis

2. Site Audit

- 2.1 This section provides an updated evaluation of access to the main Newcastle University campus and its existing buildings. It describes transport related facilities on the main campus and evaluates staff and student needs.

Access to Main Campus

General Access

- 2.2 Newcastle University campus is located to the north-west of Newcastle City Centre, south of the A167. It is within easy reach of local bus routes and is opposite Haymarket Metro Station. The university is less than a mile from Newcastle Rail Station and Newcastle International Airport is located 7 miles from the main university site.



- 2.3 The central campus is located between Newcastle Civic Centre and the Royal Victoria Infirmary (RVI). The campus extends further towards the west, along Claremont Road and at the back of the RVI, with the University Sports Centre, the Paul O’Gorman Building, the Medical School (pictured), the School of Dentistry and the Ridley Building.
- 2.4 The Robinson Library and the Schools of Law and Politics are located to the east of the central campus, on the other side of the Great North Road and directly to the north of the Civic Centre.

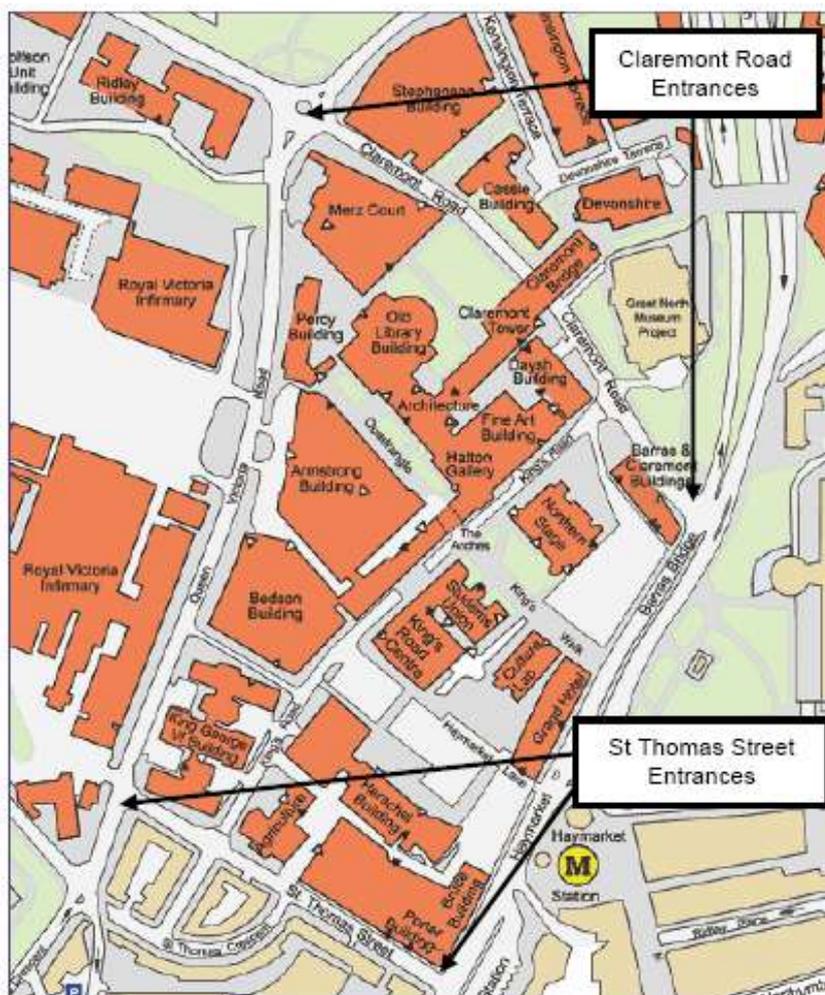
Access by Car and Motorcycle

- 2.5 The main vehicular access to the main campus for visitors is currently located off Claremont Road, between the junction with Barras Bridge and Claremont Bridge. The main vehicular access for staff is the St Thomas Street entrance. Figure 2.1 overleaf shows the location of the main university entrances.
- 2.6 From the North and West the most direct access from the Western Bypass (A1) is through Ponteland Road, Stamfordham Road or Denton Burn roundabout, joining the A167 towards the city centre and then entering Claremont Road.
- 2.7 From the South, the A167 can also be used branching out from the A1 at Angel of the North, using the Tyne Bridge and accessing the University through the city centre (Durant Road, St Mary’s Place and Barras Bridge) or through St James Boulevard and Queen Victoria Road.
- 2.8 From the North-East, the A189 joins the Great North Road (B1318) north of Jesmond and the A1058 joins the Central Motorway (A167) south of Jesmond. Access to central campus is then possible through Barras Bridge and Claremont Road. This is shown in Figure 2.1. Table 2.1 shows distances between the University’s main campus and main local towns.

Table 2.1 – Distance from Main Campus to Local Centres

Local Centre	Distance to Main Campus	Local Centre	Distance to Main Campus
Blaydon	7.5 miles	Lemington	5.5 miles
Brunswick Village	7.5 miles	Morpeth	16 miles
Chester-le-Street	11.5 miles	North Shields	8 miles
Consett	15 miles	Ponteland	7.5 miles
Cramlington	11.5 miles	Ryton	8 miles
Gateshead	2 miles	Wallsend	4.5 miles
Hexham	22 miles	Whitley Bay	10 miles

Figure 2.1 – Main University Entrances³



Access by Public Transport

Train

2.9 Newcastle Rail Station is situated on Neville Street, approximately 1 mile from the main campus (15 to 20 minutes walk). The Metro network also links the train station to the campus. The journey from Newcastle Rail Station to Haymarket by Metro takes approximately 5 minutes.

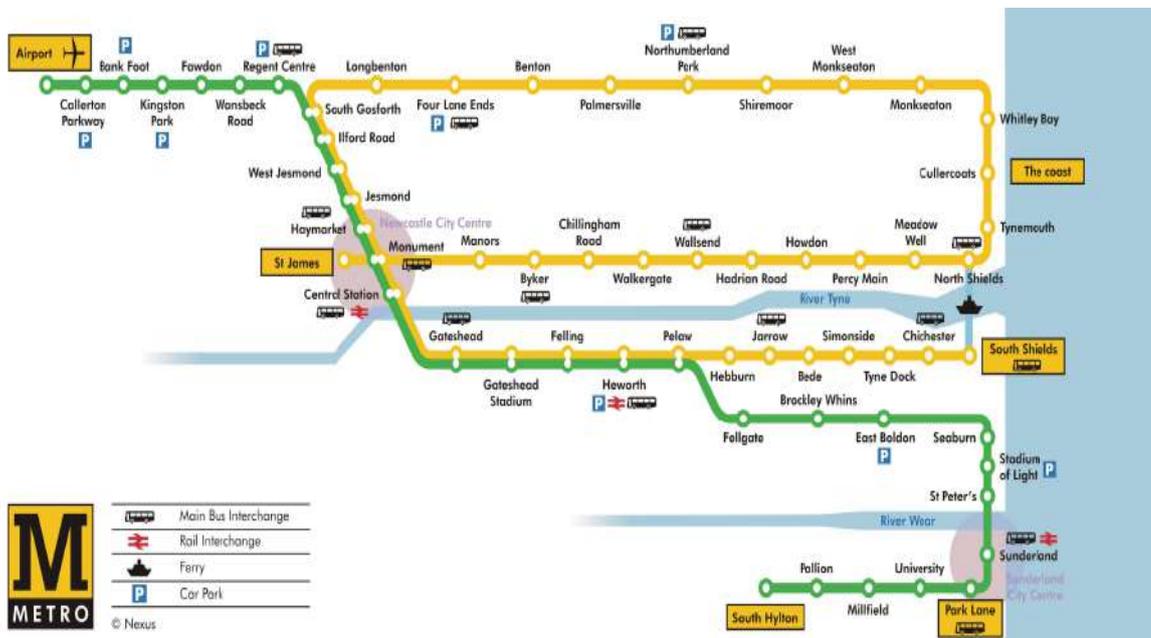
³ Source – University Campus Maps: Extracted from the Newcastle University Website at the address below <http://www.ncl.ac.uk/travel/maps/navigator.php?x=7&y=2&w=4&h=4>

2.10 The city of Newcastle is located on the East Coast Main Line linking England and Scotland. Journeys from London take approximately 3 hours. Four main rail routes serve Newcastle from the west, the north and the south: Sunderland and Newcastle to Carlisle, Berwick upon Tweed to Newcastle, York to Newcastle and Middlesbrough to Newcastle.

Metro

- 2.11 The Tyne and Wear Metro serves the University’s main campus via the Haymarket station, located 2 minutes from the university close to Percy Street. The Haymarket Metro Station has been re-developed at a cost of £20 million and is now known as the Haymarket Hub. Completed works include improved platforms, station entrance and new retail outlets.
- 2.12 Metro services run all day from 5am until midnight. During the AM and PM peak periods, Haymarket station is served by a train every 3 minutes, with the frequency dropping to a train every 6 minutes during the daytime / Saturdays and every 8 minutes in the evenings and on Sundays. The journey from Haymarket to Newcastle Central train station takes just 3 to 4 minutes.
- 2.13 All Metro stations outside of the city centre are now served by secure cycle parking facilities.
- 2.14 Figure 2.2 below shows the Tyne and Wear Metro network in more detail.

Figure 2.2 – Tyne and Wear Metro Map

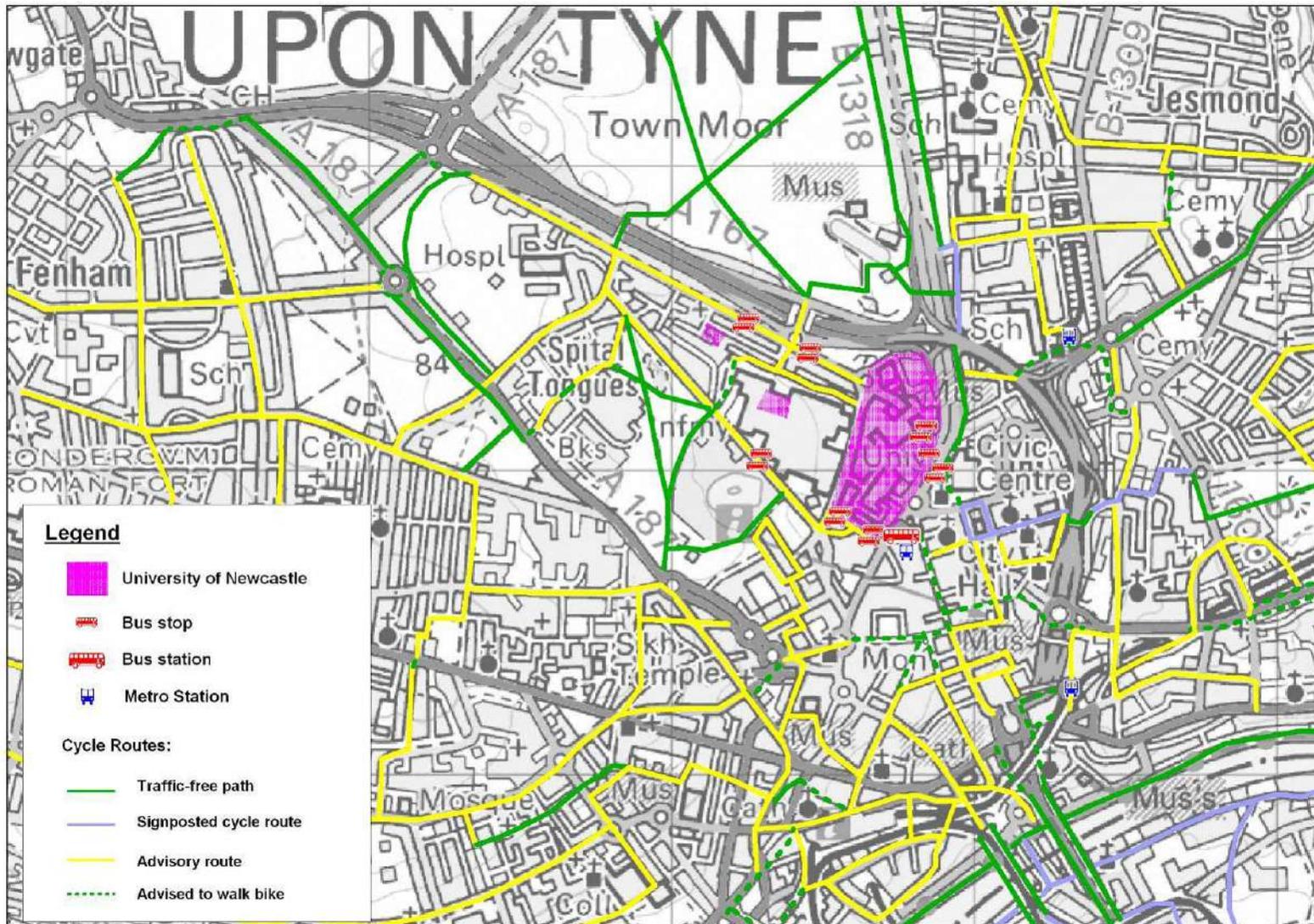


Bus

- 2.15 The University’s main campus is located only a 1-2 minute walk from Newcastle Haymarket Bus Station and a 4-5 minute walk to Eldon Square Bus Station. Located at the junction between Percy Street, Haymarket and St Thomas Street, at the rear of Eldon Square Shopping Centre, Eldon Square Bus Station is the destination of many local and regional bus routes.
- 2.16 Figure 2.3 overleaf shows the location of the key public transport infrastructure, including Newcastle Bus Station, Haymarket Metro Station and the surrounding bus stops. Additionally, it also shows cycle routes which surround the university.



Figure 2.3 – Newcastle University Main Campus – Public Transport and Cycle Routes



Bus services to Main Campus

2.17 Table 2.2 below summarises information about bus services stopping around or on the main campus. This includes buses stopping on St Thomas Street to the south, Barras Bridge to the east (next to King's Walk – see photo) and Claremont Road (on campus).

Table 2.2 – Main Campus Bus Services

Bus Number	Operator	Key Locations Served	Weekday Frequency
<i>Stopping on St Thomas Street – (Main Campus South)</i>			
15/15A	Stagecoach	RVI, Fenham, Cowgate, Blakelaw	Half-hourly
32/32A	Stagecoach	RVI, Newcastle General Hospital, Elswick, Benwell Village, Fenham, Cowgate, Blakelaw, Kenton, Fawdon, Gosforth, Freeman Hospital, Longbenton	Half-hourly
<i>Stopping on Claremont Road – (Main Campus North)</i>			
9X	Arriva	Newcastle, Kenton Shops	Half-hourly
X87/X88	Stagecoach	Newcastle, Newbiggin Hall Estate, Newcastle	Every 10 min during the day
10/11	Stagecoach	Central Station, Newcastle General Hospital, Newcastle Crematorium, Denton Burn, Slatyford, West Denton	Every 10 min during the day
X47	Stagecoach	St Mary's Place, New Bridge Street (both city centre locations)	Every 10 min during the day
<i>Stopping on Barras Bridge – (Main Campus East)</i>			
10	Stagecoach	North Kenton, Newcastle, Dumpling Hall/West Denton Park	Every 15 to 20 min during the day
11	Stagecoach	North Kenton, Newcastle, West Denton Shops	Every 20 min during the day
30/31	Stagecoach	Whickham View, Newcastle, Fawdon Park Road	Every 15 min during the day
35	Stagecoach	Gosforth, Kenton, Coxlodge, Fawdon	Half-hourly
X47	Stagecoach	Kingston Park, Ponteland Road, New Bridge Street	Every 10 min during the day
X63	Stagecoach	Gosforth, Killingworth, Quorum Business Park, Newcastle	Every 15 min during the day

Bus Number	Operator	Key Locations Served	Weekday Frequency
		Monument	
X77/ X78	Stagecoach	Eldon Square Bus Station, Ponteland Road, Edgehill, Darras Road,	Half-hourly
X87/X88	Stagecoach	Eldon Square Bus Station, Ponteland Road, Newbiggin Hall Estate	Every 10 min during the day

University discounted travel scheme

2.18 In 2013/14, 1525 staff joined the University discounted travel scheme. To promote the use of public transport, staff are offered a number of discounted travel options for:

- [Arriva](#)
- [Go North East](#)
- [Metrosaver](#)
- [Networksaver](#)
- [Northern Rail](#)
- [Stagecoach](#)

Bus Operator	2013/14
Metrosaver	896
Network	214
Arriva	98
Stagecoach	87
Go North East	154
Northern Rail	76
Total	1525

Full details are available online at <http://www.ncl.ac.uk/estates/services/travel/discounted/>.

Cycling and Walking

Cycling

2.19 There are a number of cycle lanes and paths in and around the university. Most bridges across the Tyne offer a cycle path or lane, which includes the Scotswood Bridge, High Level Bridge, Tyne Bridge



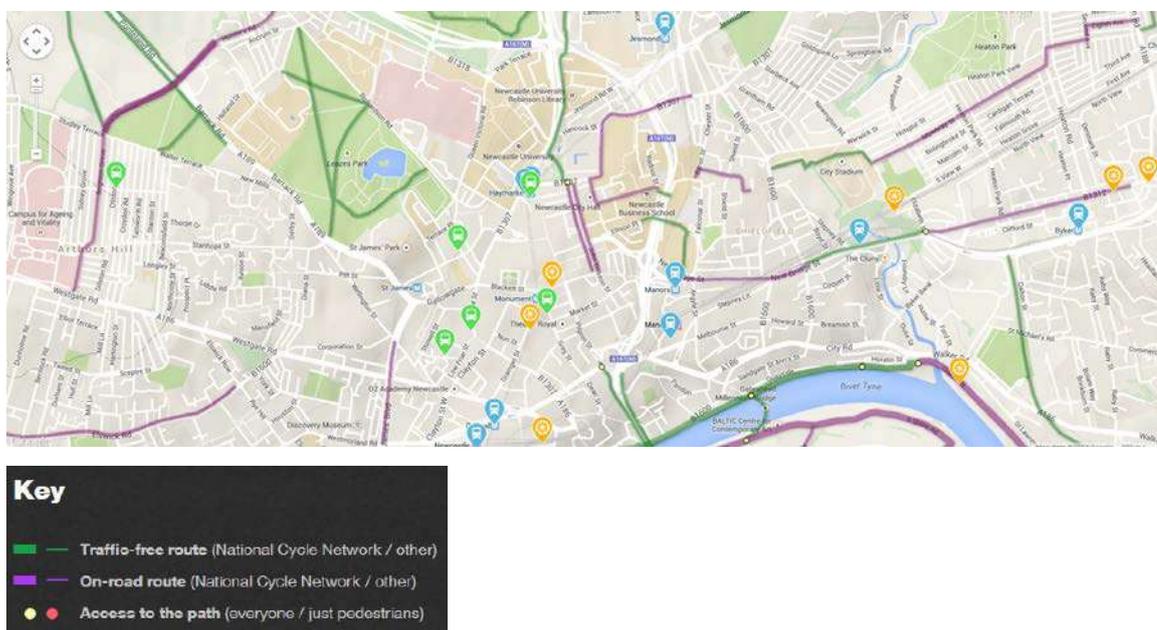
and the Millennium Bridge (pictured). The Millennium Bridge can only be used by pedestrians and cyclists.

2.20 Newcastle is on Route 72 of the National Cycle Network and is part of the North Sea Cycle Route. The city has an extensive on- and off-road cycle route network. There are routes along the Tyne, from South and North Shields, from Gateshead, Gosforth, Jesmond and Fenham areas.

2.21 Town Moor (north of campus) has also been upgraded to a wider (5 metres) and safer (CCTV coverage) off road cycle route and the Jesmond Road-Jesmond Road West – Robinson Library cycle route was opened to users in 2005. Access to the University’s main campus through the city centre is however restricted as cyclists are requested to dismount when travelling through Blckett Street, Northumberland Street and the War Memorial Gardens between the Civic centre and Barras Bridge (see photo above).

2.22 Figure 2.4 below highlights the cycle route options currently available across the city (Sustrans, 2014)⁴. Orange icons highlight local bike shops, green highlight bus stations and blue highlight Metro stations and train stations.

Figure 2.4 – Traffic-free and On-road Cycle Routes to Newcastle University



Walking

2.23 As the central campus is close to the city centre with its pedestrianised areas, walking links to the campus are generally very good. Pavements are generally wide and there are crossing facilities available on Haymarket (towards the bus station), on Barras Bridge (from Memorial Gardens and from the Robinson Library through the pedestrian bridge) and across St Mary’s Place (from Haymarket to Memorial Gardens). Crossing facilities are also available on Claremont Road, Queen Victoria Road, St Thomas Street and Richardson Road.

2.24 Crossing facilities on Barras Bridge to King’s Walk are often busy with students and visitors accessing the University through King’s Walk. Pavements on Claremont Road are also quite narrow in some areas (between Barras Bridge junction and Claremont Bridge and further east (next to Claremont Road public car park), which causes difficulties at busy times, particularly for people with pushchairs and disabled users.

⁴ Source – Sustrans Maps: Extracted from the Sustrans Website at: <http://www.sustrans.org.uk/ncn/map>

Facilities on Main Campus

- 2.25 On the main university campus, the University offers car parking, cycling and walking facilities for both staff and students.

Car Parking Management

General Parking Provision

- 2.26 In 2006 there were approximately 899 designated car parking spaces on the main campus. 23 spaces were reserved for visitors and 19 spaces reserved for disabled parking. The University employed 4,514 staff in 2006, which meant that the staff / car parking ratio was approximately of 5.1⁴ employees for one parking space on campus.
- 2.27 In 2009, the total number of parking spaces available to staff on the main campus site was 559, a reduction of 340 spaces. 25 of these spaces were marked for visitors and 20 spaces were reserved for disabled parking. The university employed a total of 4,899 staff – a staff / car park ratio of approximately 9.2 employees per one parking space on campus.
- 2.28 In 2014 the total number of car parking spaces is 372. This represents a 59% decrease in total parking spaces across campus since 2006. With 5,300 employees at the University, there are 18 employees per one parking space on campus (based on 301 standard/ reserved parking spaces). The University has reduced the number of visitor car parking spaces from 25 to 14.
- 2.29 The University will continue to rationalise parking arrangements on the main campus in the future to support the implementation of the Masterplan. For the campus to become more pedestrian and cycle friendly, the majority of on street and ad hoc car parking around the campus will continue to be progressively removed.
- 2.30 A comparison of the car parking provision at the university for 2009 (last Travel Plan Update) and July 2014 is shown in Table 2.3 below.

Table 2.3 – University Car Parking Provision 2009 & 2014

Car Park	2009 Parking Numbers				2014 Parking Numbers			
	Std	Dis	Res	Tot	Std	Dis	Res	Tot
Agriculture service road (Brewery Lane)	0	0	0	0	5	0	0	5
Armstrong Rear Courtyard	3	1	0	4	3	1	0	4
Armstrong Front CP	32	3	0	35	32	3	0	35
Armstrong Service Road	12	0	0	12	2	0	0	2
Baddiley-Clark Building/ Sports Centre					28	1	5	34
Bedson Courtyard	14	0	0	14	9	0	0	9
Daysh CP	0	0	3	3	0	0	3	3
Devonshire CP	17	1	0	18	13	2	0	15
Drummond Service Road	51	1	0	52	43	1	0	44
Fine Art Service Road	7	0	4	11	0	1	0	1
Framlington 16 – 17	0	0	8	8	0	0	8	8

⁴ Based on a total of 876 parking spaces available for staff to use

rear								
Herschel CP	20	0	0	20	49	9	0	58
Herschel Top CP	40	0	0	40	6	0	0	6
Kensington / Cassie	1	0	5	6	0	0	6	6
Kensington / Park rear	9	0	18	27				
King George Courtyard	0	0	9	9	0	0	9	9
King George Main Ent CP	0	0	12	12	0	0	11	11
King George Mosque CP	10	0	0	10	0	3	8	11
Kings Road CP	35	0	0	35	5	1	0	6
Law School rear	4	0	0	4	4	0	0	4
Med School front	0	2	0	2	0	0	0	0
Med School Henry Wellcome	11	0	0	11	0	0	0	0
Med School Underground CP	0	0	22	22	0	1	22	23
Merz Court rear CP	13	0	0	13	10	0	0	10
Paul O'Gorman CP	0	1	6	7	0	1	14	15
Politics CP	9	0	0	9	0	0	0	0
Refectory CP	49	0	0	49				
Ridley 1	0	0	10	10	7	1	2	10
Ridley parking (back of Dental School)	17	0	0	17	0	3	0	3
Ridley 2 Side CP	21	0	0	21	18	0	0	18
Ridley 2 Front CP					16	1	0	17
Richardson Road (Owen Court)					26	0	17	43
Richardson Road (Esther Campbell Court)					9	2	10	21
Robinson Library rear	2	3	3	8	6	2	5	13
Stephenson Courtyard	11	0	0	11	5	0	0	5
Windsor Terrace Court	12	0	0	12	10	0	0	10
Windsor Terrace 13 front	2	0	0	2	0	0	0	0
Windsor Terrace (rear of Hodgkin House)					17	2	10	29
Totals	438	20	101	559	323	35	130	488

Car Parking System

2.31 The university has been actively managing its car parks, which has included reducing the total amount of parking provision on the main campus.

2.32 Before April 2008, the university operated an annual permit system, where staff purchased a fixed permit for the year, allowing a limited amount of parking flexibility. In 2005/06, 1,362 parking permits were issued.

2.33 In 2009, staff who parked on the main university campus were still required to display a valid university parking permit. However, in April 2008, a new 'Pay and Display' parking system for standard permit holders was established, allowing more flexible parking options for staff. Staff now pay for parking only when they use it as opposed to the previous system of being tied to an annual permit. The new system allows staff to consider alternative modes of transport as appropriate, but does not exclude use of their car if required. In 2007/08, 964 parking permits were issued to staff, a reduction of 398 on the period 2005/06.



2.34 In 2013/14, 570 parking permits were issued to staff, a reduction of 41% (394) permits from the period 2007/08.

2.35 Any member of staff is entitled to apply for a car parking permit at a cost of £50.00 per year. This authorises access onto the site to seek a space and then pay a relevant daily fee. The daily fees are now £4.00 for 8 hours (full day) and £2.00 for 4 hours (half day). Payment is made at the nearest pay and display machine (pictured) which are spread across the campus.

2.36 Staff also have the option of paying for a reserved space on demonstration of business need. Reserved parking spaces currently cost £1,320 per year.

Disabled Parking

2.37 Newcastle University is committed to ensuring that disabled staff members are able to access the university campus and are not discriminated against, in accordance with the Disability Discrimination Act (1995).

2.38 If staff or students have a Blue Badge, then parking at the university is free. All that is required is a completed CP1, which includes a copy of the front and back of the Blue Badge.

2.39 If staff or students do not have a blue badge, then a meeting with the University Occupational Health Department is required, where a confidential medical assessment will be undertaken and then a permit can be issued. Standard permit charges will be applicable in these cases. Additionally, permits can also be issued to someone with temporary mobility impairment.

Car Share Parking

2.40 The university currently has 25 designated car share parking bays at Richardson Road and since August 2014, the University have been signed up to the local Sharesmarter car share scheme <https://www.sharesmarter.co.uk/> supported by active promotion.

2.41 To qualify for a car share parking bay, staff have to apply for a car sharer's permit and must undertake the following:

- Pay the annual disc fee of £50;
- Pay the daily required 'pay and display' fee when parking on campus;
- Ensure that only one of the cars registered on the same permit is parked on the campus at any one time (other than after 4.00pm and at weekends); and

- Ensure that if more than one car is parked on campus the relevant pay and display fee has been paid for both vehicles.

2.42 Take up of this scheme over the last few years has been slow, with staff opting for public transport as an option ahead of car sharing. The majority of staff who do use this facility live in areas where public transport services are limited.

Car Parking Access

2.43 All the main University car parks are accessed via an automated barrier. This includes the Herschel, Refectory, Park & Devonshire Terrace car parks.

2.44 In terms of car park security, the university does not at present clamp unauthorised vehicles. However, the university are in the process of implementing a civil penalties scheme for unauthorised parking on campus.

Contractor Parking

2.45 A new system for contractor parking has been implemented at the university. The system, established on 1st October 2008, controls the amount of contractor vehicles on site, particularly important when considering the reduced parking provision for staff. The new system assesses the need for a contractor to have their vehicle on site and if they are required to bring a vehicle onto the campus, they are charged a daily rate of £6.00.

Motorcycle Provision

2.46 In 2005/06, there were no designated motorcycle parking spaces / areas on the main campus. Motorcycles and mopeds tended to be parked in or close to cycle parking facilities

2.47 Motorcycles continue to be parked close to or with pedal cycles. This system appears to be working and there is no apparent conflict of interest. This system of motorcycle parking will continue at the university unless supply starts to outstrip demand.

Cycling Provision

Cycle Parking & Storage

2.48 In 2009, the university had capacity for 721 cycles at various locations across the main university campus. By November 2014, cycle parking provision on the main University campus has increased to 916 non-secure parking spaces (or 450 single stands), 310 secure spaces and 30 single lockers. A comparison of cycle parking spaces 2009 and 2014 is shown in Table 2.4 below.

Table 2.4 – 2009 and 2014 Main Campus Cycle Parking Provision

Cycle Parking Location	2014		2009	
	Number of Spaces	Type of Cycle Stand	Number of Spaces	Type of Cycle Stand
Agriculture Building	60	Sheffield	28	Sheffield
Herschel Building	60	Sheffield	50	Sheffield & Butterfly
King's Walk	38	Sheffield	22	Sheffield
Daysh Building	56	Sheffield	156	Sheffield & Butterfly
Claremont Tower (secure)	30	Secure unit - Sheffield	41	Butterfly
Under Claremont Bridge (secure)	80	Secure unit – two-tier	21	Butterfly

Cycle Parking Location	2014		2009	
	Number of Spaces	Type of Cycle Stand	Number of Spaces	Type of Cycle Stand
Architecture Building	16	Sheffield		
Robinson Library Building	134	Sheffield	60	Sheffield
Cassie Building	76	Sheffield	41	Sheffield
Stephenson Building	74	Sheffield	38	Sheffield
Merz Court Building	40	Sheffield	65	Sheffield & Butterfly
Old Library Building	0	Butterfly	5	Butterfly
Percy Building	26	Sheffield	4	Butterfly
Ridley Building	14	Sheffield	30	Sheffield
Badley Clark	22	Sheffield		
Medical School	218	Sheffield	132	Sheffield
Paul O'Gorman Building	30	Sheffield	10	Sheffield
Paul O'Gorman (secure)	50	Secure unit - Sheffield		
Ridley Building (secure)	60	Secure unit - Sheffield		
William Leech Building (secure)	90	Secure unit - Sheffield		
University Sports Centre	52	Sheffield	18	Sheffield
Total Spaces	916 + 310 secure + 30 single bike lockers		721	

- 2.49 In 2006, the major cycle parking areas were located underneath the Fine Art Building, Merz Court Building, Robinson Library Building and Herschel Building.
- 2.50 By 2009, an additional 89 cycle parking spaces had been provided in the underground parking area at the Medical School, with 20 covered Sheffield stands at the Medical School entrance after the relocation of the cycle lockers. All butterfly racks around the Robinson Library have been removed and replaced with Sheffield racks.
- 2.51 There are now an additional 179 non-secure cycle spaces on campus, an additional 248 secure cycle storage spaces (staff only) and an additional 30 secure individual cycle lockers across campus (staff only).
- 2.52 There is currently no secure storage for students to use on campus. This will be reviewed in the Travel Plan Action Plan.

2.53 In terms of on-site security, the campus is well covered by CCTV. The university has a campus-wide CCTV scheme in operation with in excess of 150 cameras throughout the site. This is manned 24 hours a day by in-house staff within the Security Control Centre located in the Armstrong Building. However, despite the number of cameras, the campus stills suffer from the occasional theft and vandalism of cycles. Static CCTV cameras cover the following cycle parking areas:

- University Sports Centre
- Front of the Cassie Building
- Under the Fine Art Building
- King's Walk
- Herschel Building
- Agriculture Building
- Castle Leazes student halls

Cycle Routes

2.54 Currently, cyclists can cycle anywhere on campus and there is very good signage/ routing running adjacent the Robinson Library.

2.55 Newcastle City Council have confirmed plans for 7 strategic cycle routes that will connect all parts of the city and bordering areas. Newcastle University staff and students will benefit from a new major two-way cycle route (Gosforth – Jesmond – city centre), new enhanced cycling infrastructure and safer better connected areas within Newcastle City Centre.

2.56 The main C2C cycle route runs adjacent to Newcastle Quayside, a 5 minute cycle from Newcastle University.

Cycle to Work Scheme

2.57 The Cycle to Work Scheme was introduced in May 2007 as an incentive to encourage staff to cycle to work rather than travelling by less sustainable modes of transport.

2.58 The scheme allows staff to choose a bike and safety equipment from a designated local bike shop. The University then purchases the equipment and hires the equipment back to the employee under a hire agreement. The scheme is now available to staff all year round.

2.59 During the time the scheme has been open to staff, 465 staff have registered since 2007. Staff are each entitled to a voucher up to £1000 and using the scheme, they can save anywhere between 29% and 41% depending on their personal circumstances. Check for update – Jane ES

Shower and Changing Facilities

2.60 Since 2006, the University has continued to improve and increase the shower and changing facilities at the university. Presently, shower and changing facilities are available at the following locations:

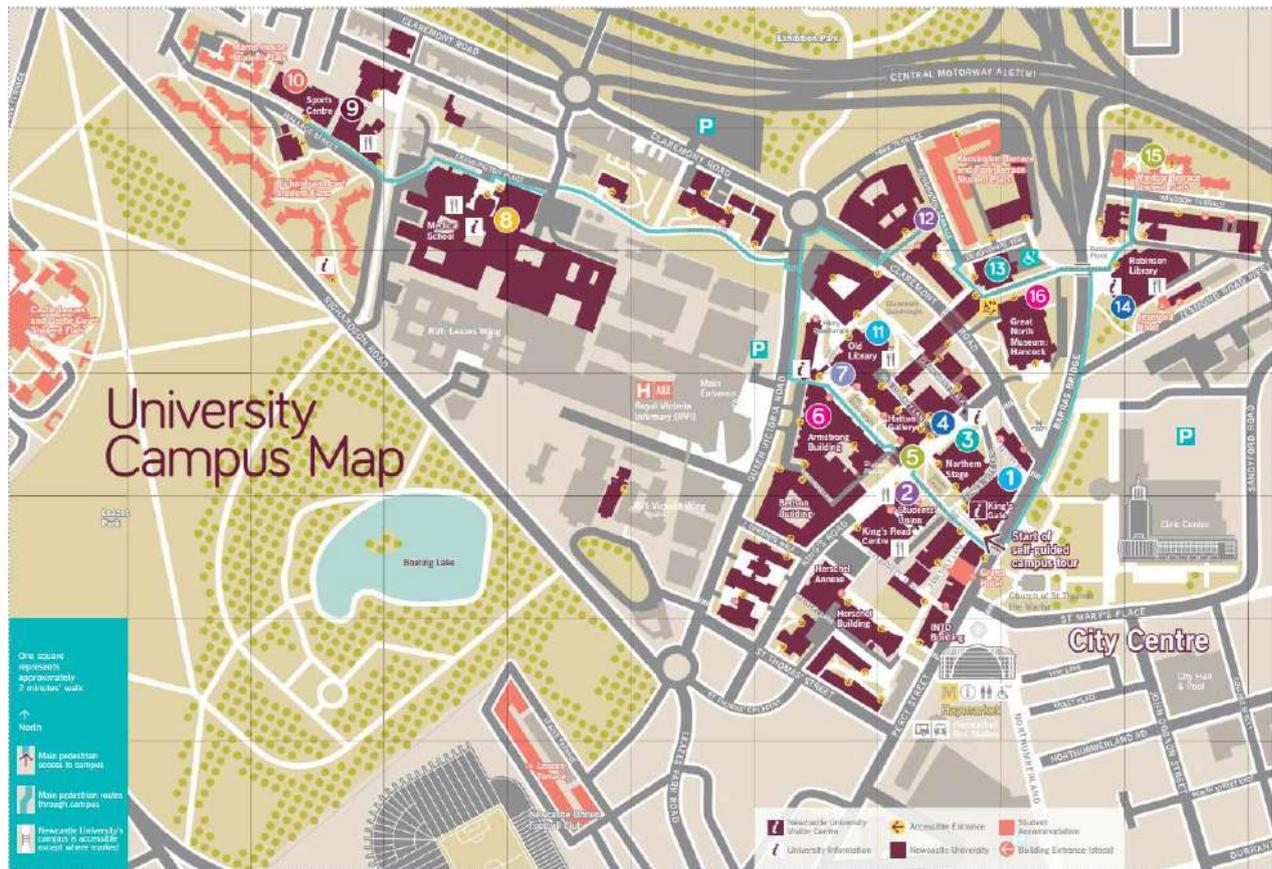
- Agriculture - Ground Floor (Ladies) and (Men)
- Armstrong - Ground Floor (Ladies)
- Catherine Cookson- Ground Floor (Unisex) and (Ladies)
- Claremont Tower - Floor 8 (Ladies) and Floor 3 (Mens)
- Daysh - Floor 1 (Mens)
- Devonshire - Floor 1,2,3,4, and 5 (Unisex) (only for occupants of the building)
- Drummond - Ground Floor
- King George VI - Basement (Unisex)

- Merz Court - Floor 3 (Unisex) (restricted access)
- Old Library Building - Level 1 (Unisex)
- Percy Building - Basement (Ladies) and (Mens) (restricted access)
- Politics - Ground Floor (Unisex) - newly refurbished (restricted access)
- Ridley 2 - 2nd Floor (Unisex/Accessible)
- Robinson Library (staff only) - Level 1 (Ladies) and (Mens)
- Stephenson Building - Ground Floor
- William Leech- Floor 3 (Mens) and (Ladies)

Walking Provision

- 2.61 The main walking routes through central campus use Haymarket Lane, King's Walk and the Quadrangle, Claremont Road and King's Road. Lovers Lane is a popular link with people walking and cycling between central and the eastern part of the campus.
- As part of the University Masterplan, the university proposes to enhance the major pedestrian links on campus through the Coherent Campus initiative and has plans to improve the external environment including the development of the King's Quad which will involve the demolition of the Museum of Antiquities
- 2.62 Work to open out the campus and improve disabled access is ongoing, with the landscaping of the existing Claremont and Percy Quadrangles already complete.
- 2.63 Figure 2.4 below shows the main campus pedestrian and wheelchair access

Figure 2.4 – Main Campus Pedestrian and Wheelchair Access



3. Employee & Student Travel Patterns

Staff Travel

- 3.1 To better understand how existing facilities and planned improvements cater for the needs of staff at the university, a further travel survey was conducted with University staff in May 2014.
- 3.2 The 2014 staff survey has been compared with results from the 2008 and 2006 staff travel survey and where possible / practicable, a comparison has also been made with the staff survey undertaken in 2004.
- 3.3 Questionnaires were distributed to all staff online or by post if necessary.
- 3.4 A process of cleaning the survey was undertaken. In 2014, a total of 762 employees returned a valid survey form, which represents a 14% response rate⁵ (includes all part-time and full-time staff). This is considered to be representative of University staff travel patterns.
- 3.5 Each survey gathered data regarding University employees' place of work, work patterns and type of work, mode of transport to work and journey to and from work, parking and potential incentives to encourage staff to use public transport, car share or cycle. The following section analyses the results, enabling them to update the University's transport strategy and revise the Travel Plan's objectives, targets and measures.
- 3.6 Detailed analysis (summary report) of 2014 staff survey can be found in **Appendix A**; the section below highlights the results around the main mode of travel and the modal shift achieved.

⁵ 5,306 staff employed in 2014, 4,926 staff employed in 2008 and 4,374 staff employed in 2004

Modal Split

Main Mode of Travel

- 3.7 Respondents could choose between several modes of transport, including: bicycle, car driver, car as passenger, car sharer, walk, motorbike, train, metro and park & ride.
- 3.8 In terms of main mode of travel, the results from 2014 survey are extremely encouraging. There has been a significant reduction in the proportion of car drivers, a large increase in the use of public transport (bus, train, metro and park and ride) and an increase in cycling. However, there has been a slight reduction in the proportion of staff that walk to work.
- 3.9 After examining the results, it is clear that measures implemented by the University are decreasing reliance on the car and are encouraging the use of public transport and cycling.
- 3.10 Travel survey data from the University's previous 2009 Travel Plan Update and 2006 Travel Plan have been used to compare data over five yearly interval periods. 2004 survey data is the University's baseline travel data. Interim biennial staff and student data is used only for annual summary reporting. A comparison of the 2014, 2008, and 2004 surveys is detailed in Table 3.1 and Figure 3.1. Data
- 3.11 The headline figures include:
- The number of single occupancy car users has **decreased by 9.62 percentage points**, from 25.3% in 2008 to 15.68% in 2014. Between 2014 and 2004, there has been a 24.72 percentage point decrease.
 - Public Transport users have **increased by 4.21 percentage points**, from 47.3 % in 2008 to 51.51% in 2014. Between 2014 and 2004, there has been a 13.01 percentage point increase.
- 3.12 Looking at public transport in more detail, between 2008 and 2014:
- Travel by train has increased by 0.99 percentage points;
 - Travel by Metro has increased by 3.10 percentage points;
 - Travel using Park & Ride has decreased 0.91 percentage points; and
 - Travel by bus has increased by 2.52 percentage points.
- 3.13 In terms of sustainable modes of travel:
- The proportion of staff cycling to work has **increased by 0.57 percentage points**, from 9.10% in 2008 to 9.67% in 2014. Between 2004 and 2014, there has been a 4.37 percentage point increase
 - The proportion of staff walking to work has **increased by 0.07 percentage point** from 9.6% in 2008 to 9.67% in 2014. Between 2004 and 2014, there has been a 0.03 percentage point decrease

Table 3.1 – 2004 (baseline data), 2008 & 2014 Staff Modal Split

Mode of Transport	2004 Survey	2006 Survey		2008 Survey		2014 Survey		Variation 2008-14
	% of Respondents	Number of Respondents	% of Respondents	Number of Respondents	% of Respondents	Number of Respondents	% of Respondents	
Car as Driver	40.40%	691	35.30%	547	25.30%	126	15.68%	-9.62%
Car as Passenger	5.60%	115	5.90%	120	5.60%	2014 car share data (passenger and driver) collated as car share total [1]	N/A *	
Car Sharing Arrangement[2]	0%	0	0%	66	3.10%	80	10.42%	7.32%
Car Users	46%	806	41.20%	733	34%	206	26.10%	-7.90%
Motorbike	0.30%	9	0.50%	15	0.70%	5	0.76%	0.06%
Train	2.60%	75	3.80%	106	4.90%	41	5.89%	0.99%
Metro	18.10%	348	17.80%	400	18.50%	160	21.60%	3.10%
Bus	16.90%	354	18.10%	463	21.50%	189	24.02%	2.52%
PT Users	37.90%	786	40.20%	984	45.60%	395	51.51%	5.91%
Park & Ride	0.60%	13	0.70%	36	1.70%	6	0.79%	-0.91%
Cycle	5.30%	121	6.20%	197	9.10%	70	9.67%	0.57%
Walk	9.70%	207	10.60%	208	9.60%	79	9.67%	0.07%
Other [3]	0.30%	24	1.20%	0	0%	12	1.51%	1.51%
Total	99.80%	1957	100.10%	2158	100%	762	100%	

Outlined of colour highlighting in data table above: green – more than 1% improvement; amber – less than 1% improvement; red – regression.

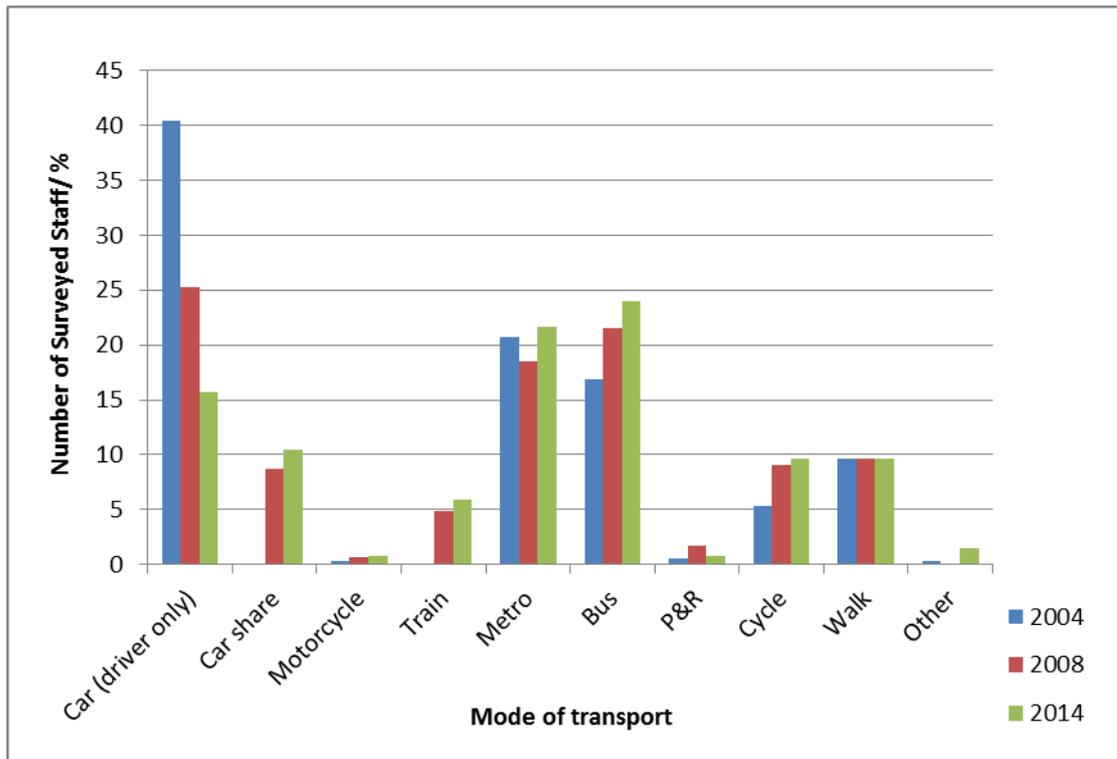
*Question regarding car share agreement not included 2014 to ensure the full representation of car sharers are accounted for. Staff who car share do not necessarily apply for a car share permit.

*Car sharing arrangement was not available as an option in 2004.

**'Other' was not available as an option in 2008.

3.14 The graphs below compare 2008, 2012 and 2014 data collated from staff travel surveys since the 2009 Travel Plan update.

Figure 3.1 – 2004, 2008 and 2014 Staff Modal Split – % of Respondents

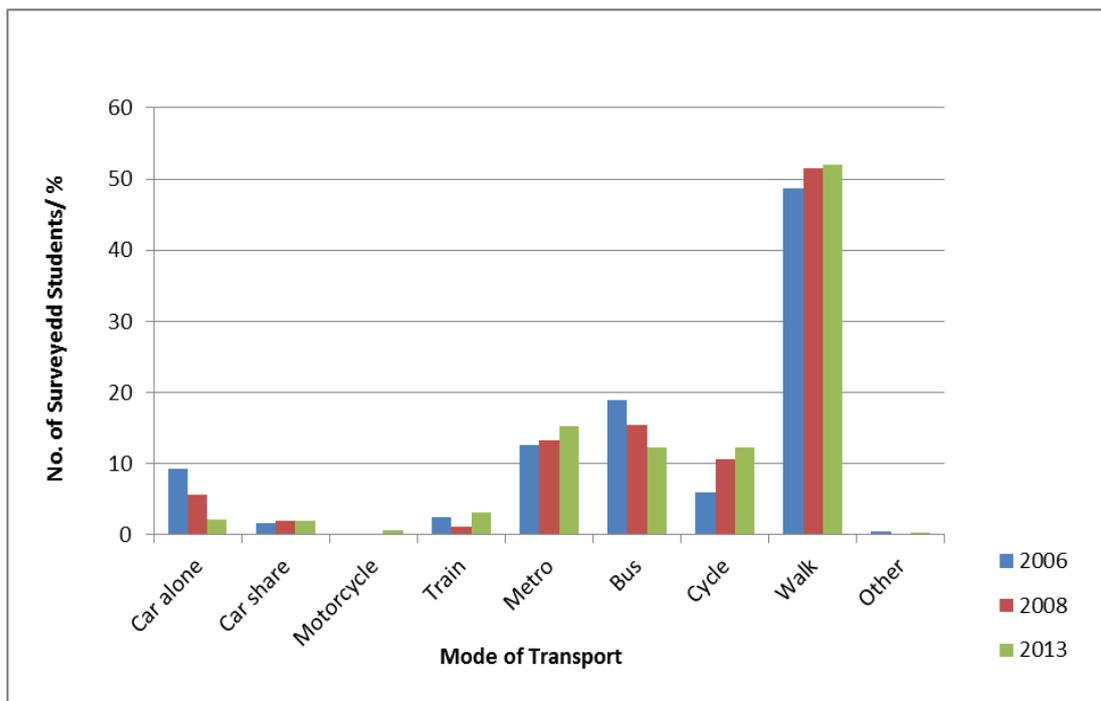


* 2004 rail data not available – combined rail/Metro % used in graph

Student Travel

- 3.15 A student travel survey was carried out in November 2013. The survey was accessible electronically to all students on the University’s intranet system. The results from the 2013 survey have, where possible, been compared to the survey result from previous student surveys, undertaken in January 2008 and 2011.
- 3.16 After cleansing the 2013 student survey data, a total of 784 valid surveys were returned, a response rate of only 4.6%. This survey response is short of the a 10% survey response requirement to inform the Travel Plan, therefore the analysis can only provide an indication of existing travel patterns for students at the University.
- 3.17 Figure 3.2 below compares student travel survey data collated since the 2009 Travel Plan update from 2006 (baseline data), 2008 and 2013.

Figure 3.2 – 2006, 2008 and 2013 Student Modal Split – % of Respondents



3.18 The survey gathered data regarding students’ mode of transport to University and journey to and from University, parking and time spent on campus. Analysis of these results has been fed into the University’s transport strategy, thus revising the Travel Plan’s objectives, targets and measures.

3.19 More detailed student travel survey analysis is available in **Appendix B**.

Travel Plan Focus Group Feedback

3.20 To assist with the review of the Newcastle University Travel Plan, staff and students were invited to participate in a series of focus group sessions to help identify barriers to travelling sustainably and to work up realistic and viable solutions to overcome these.

3.21 Staff provided direct feedback through:

- An anonymous online platform (Padlet.com)
- Interactive focus group meetings

Indirect feedback has been provided through:

- Newcastle University Bicycle User Group meetings and mailing list
- Interaction with the Go Smarter to Work programme – a local sustainable travel initiative the University are working with (April 2014-April 2016) to deliver a long term sustainable travel toolkit of measures

3.22 Sustainable travel measures/ incentives that were consistently expressed through the various feedback platforms are outlined in the table below and will be used to inform the Action Plan:

Subject	Measure
Car	<ul style="list-style-type: none"> • Better Park and Ride measures for staff who only have the option to drive to work

	<ul style="list-style-type: none"> • A fairer permitting system - based on distance and lack of public transport services • Better incentives for part-time staff – pro-rata car park opportunities • Rapid charging for staff using electric vehicles • Car sharing opportunities between Newcastle University staff only
Public transport	<ul style="list-style-type: none"> • Better incentives for part-time staff – public transport ticket discounts • Improved transport for staff/students with disabilities who would like to use public transport, but find it difficult to access certain areas of the campus e.g. Medical School • Better travel subsidies for non-Newcastle residents • More flexible public transport season tickets • Free taster train/ bus/ Metro pass • Better monthly travel pass flexibility for staff who want to cycle for part of the week • Shuttle bus service to main areas of the campus • Cheaper public transport for staff/students • Better bus/train/ Metro ticketing opportunities for staff/students who do not need a season ticket e.g. Carnet tickets - offers a 10% discount on 5 or 10 single train journeys
Cycling	<ul style="list-style-type: none"> • 'Park and cycle' facilities at major car parks outside the city centre – to provide staff with the opportunity to part-drive, part-cycle to work and build confidence and fitness • Continued support from the Go Smarter to Work initiative - the support and reliability of the services has encouraged staff to cycle more • Access to cycle equipment on campus • Pool bikes and bike loans for staff and students • Awareness training for drivers, cyclists and pedestrians – highway code as minimum • Access to bicycle repair kits • Provide a visible platform for buying and selling second hand bikes • More showers needed: access near Merz Court/ Northern Stage area, King George VI and William Leech Building • More secure cycle storage needed: Framlington Place/ Med School/ King George VI/ Student Forum area • Equipment and insurance discounts to support cycling • Dry rooms and washing machine/ dryers for staff cycling or walking in the wetter months

	<ul style="list-style-type: none"> • Regular Dr Bike sessions (including bike check for Bromptons) • Additional covered cycle racks • Detailed mapping of cycle routes to all parts of the campus • Secure cycle storage in key areas of the campus • Safety training for taxi, bus drivers. cyclists and pedestrians • Free bike loans/ pool bikes to use across campus • Clearer signage for cyclists/ pedestrians • On-going bike maintenance workshops • More lockers across campus • More attractive cycle mileage claims for staff – currently below mileage claimed by drivers • Better system of tracking abandoned bicycles on campus – often an issue with secure cycle storage units where only a limited number of keys are allocated
Walking	<ul style="list-style-type: none"> • Continued support from the Go Smarter to Work initiative - the support and reliability of the services has encouraged staff to walk more • Awareness training for drivers, cyclists and pedestrians – highway code as minimum • Improved security for staff/students working later hours – better lighting (e.g. Lovers Lane) and improved patrol of areas. Walk/ cycle buddy up platform suggested as an option • Equipment and insurance discounts to support walking • Dry rooms and washing machine/ dryers for staff cycling or walking in the wetter months • Detailed mapping of walking routes to all parts of the campus • Safety training for taxi, bus drivers. cyclists and pedestrians • Clearer signage for cyclists/ pedestrians • More lockers across campus
Flexible working	<ul style="list-style-type: none"> • Improved smart working initiative – a work from home option with the resources to do so. Would need to be implemented as a University Policy. Inconsistent management staff attitudes to working from home currently • Better communication and awareness of tele-/video-conferencing facilities
Communications	<ul style="list-style-type: none"> • Better communications of travel opportunities around campus – identify key areas and formalise communication using signage and visible displays of information • Better signposting to online travel information from other sites

	<ul style="list-style-type: none">• Better linking of transport research into the sustainable travel planning• Induction sessions for international students – e.g. how to use cycle lanes• Publicise Travel Plan and initiatives to staff through meetings/ newsletters/ starter inductions• No secure cycle storage facilities on campus for students – students would like to see a secure unit on central campus
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4. Travel Plan Objectives and Targets

4.1 This document updates the 2009 Travel Plan update produced and implemented by Newcastle University over the past 5 years. The Travel Plan objectives described below remain the same as in 2009, although the Travel Plan targets have been modified to take into account the decrease in car use already achieved amongst staff as well as the less reliable results from the student survey.

Travel Plan Objectives

4.2 As one of the UK's leading universities, Newcastle University understands and recognises the importance and potential impact of reducing reliance on the car travel to places of work and study. The university is also aware that one of the largest transportation challenges facing Newcastle upon Tyne and its surrounding areas continues to be reducing road traffic and congestion, a result of increased car use. The university can make a significant contribution to the above by reducing the number of car users travelling to and from the university on a daily basis.

4.3 Additionally, the University has a firm commitment to bring together land use and transport planning through its Masterplan. This will include management of travel demand and promotion of the use of more sustainable modes of transport such as public transport, walking and cycling.

4.4 The objectives of the University Travel Plan include to:

- reduce car traffic to the University and contribute to the reduction of congestion around the campus;
- encourage the use of more sustainable modes of transport by staff and students;
- ensure, in consultation with and with co-operation from local transport providers and Newcastle City Council, that the University is easily accessible for students, staff and visitors using all modes of transport;
- reduce the impact of necessary traffic on the local environment;
- protect the environment through reduction of harmful emissions and waste and contribute to the improvement of local air quality;
- improve quality of life for people on and around the campus;
- work in partnership with Newcastle City Council, local residents, transport providers and other local organisations to ensure a coordinated approach to sustainable travel;
- promote healthier and more active lifestyle for staff and students; and
- improve road safety on and around the campus.

Travel Plan Targets

4.5 To achieve the above objectives, the updated Newcastle University Travel Plan sets revised targets, taking into account the results from the 2013/14 staff and student travel surveys, as well as the targets set for 2011 by the 2009 Travel Plan Update. This section reviews the University's performance over the last two years, before introducing revised modal split targets for staff and students.

- 4.6 The 2009 Travel Plan update has been implemented over the last five years and the 2013/14 staff and student travel surveys shows the evolution of staff and student travel patterns over the period. Both the staff and student survey analysis show very positive results, with a marked decrease in car use.

2008-2014 Staff Performance and Revised Modal Split Targets

- 4.7 Taking into account the current modal split for University staff, the 2004 baseline and how travel patterns have changed during the last five years, Table 4.3 below introduces revised staff modal split targets for 2017.

Table 4.1 – Revised Staff Modal Split Targets

Mode of Transport	Percentage of Respondents				
	Staff Survey Results (2004)	Staff Survey Results (2008)	Staff Survey Results (2014)	2011 Targets	Revised 2017 Targets
Car as driver only (not inc. P&R)	40.4%	25.3%	15.7%	20.2%	16%
Car share	5.6%	8.7%	10.4%	9%	10%
Car use	46%	34%	26.1%	29%	26%
Motorcycle	0.3%	0.7%	0.8%	1%	1%
Public Transport	38.2%	46.6%	51.5%	49%	52%
Cycle	5.3%	9.1%	9.7%	11%	10%
Walk	9.7%	9.6%	9.7%	10.5%	11%
Other	0.3%	0%	1.5%	0%	0%

* Green shows the 2011 target has been attained; orange shows the target was almost reached; and red shows the target was not attained.

- 4.8 Table 4.3 above shows a large decrease in the level of car use to travel to and from the University by Newcastle staff. The target set for the reduction of car use by 2011 in the 2009 Travel Plan update was achieved, with only 22.7% of respondents using a car to get to the campus in 2011, of which 4.6% were sharing lifts.
- 4.9 The target set for the increase in public transport use by 2011 was also attained, with 55.8% of staff using public transport to get to work.
- 4.10 The target for increased walking set for 2011 was achieved in 2012, but dropped below the 2011 target in 2014. However, 0.5% more staff cycle to work in 2014.

The University aim to maintain the proportion of staff members travelling to work by single occupancy vehicles to less than 20% by 2017. This will be achieved through increased use of public transport, cycling and Park and Ride opportunities which have the greatest potential to achieve modal shift for Newcastle University.

Student Performance and Revised Modal Split Targets

- 4.11 As aforementioned, 2013 student travel survey results need to be interpreted carefully as **only 4.6% of students answered the questionnaire** (below the 10% statistical significance threshold outlined by DfT best practice guidance).
- 4.12 Taking into account the current modal split for University students, the 2006 baseline and how travel patterns have changed during the last five years, Table 4.4 introduces revised student modal split targets for 2017.

Table 4.2 – Revised Student Model Split Targets

Mode of Transport	Percentage of Respondents				
	Student Survey Results (2006)	Student Survey Results (2008)	Student Survey Results (2013)	2011 Targets	Revised 2017 Targets
Car Driver	20%	5.7%	2.2%	3.5%	2%
Car share	2%	2%	2.0%	1.5%	2%
Car Use	22%	7.7%	4.3%	5%	4%
Motorcycle	0.5%	0.2%	0.7%	0.6%	0.5%
Public Transport	34%	29.3%	30.7%	31%	29%
Cycle	5%	10.4%	12.2%	11.5%	13.5%
Walk	38.5%	50.8%	51.9%	52%	53%
Other	0%	1.6%	0.4%	0.4%	0%

* Green shows the 2011 target has been attained; orange shows the target was almost reached; and red shows the target was not attained.

- 4.13 The target set for the reduction of car use by 2011 in the 2006 Travel Plan was achieved after only two years of implementation. In 2013 only 4.2% of respondents used a car to get to the campus, of which 2% were sharing lifts.
- 4.14 The target set for the increase walking by 2011 was attained, with 52% of students now walking to the university.
- 4.15 It is important to note that there has been a 4.9% decrease in student walking to the University, a 0.8% increase in cycling and a 4.5% increase in the number of students using public transport. Considering the majority of students live within a 2-3 mile radius of the University, more efforts will need to be focused on increasing walking and cycling rates away from public transport.

By 2017, the University aims to increase the proportion of students walking and cycling to the university to 53% and 13%, respectively.

- 4.16 The targets to reduce car use for staff and students are challenging but achievable. Over the last 5 years, the University has been extremely successful in reducing the proportion of staff and students travelling by to the university by car and it is important to continue this positive momentum. The revised Travel Plan targets will also encourage the use of public transport. In particular, there will be a focus on increasing the amount of staff and students who walk or cycle.

5. Travel Plan Measures

5.1 In 2006, Newcastle University developed a sustainable Travel Plan to assist with the implementation and monitoring of sustainable transport initiatives. This 2014 Travel Plan update reviews the initiatives and measures set out in the 2009 Travel Plan update, shows how they have been implemented and introduces a revised Travel Plan action plan for the 2014-2017 period.

Summary of Travel Plan implementation up to 2014

5.2 Table 5.1 below presents an update of the 2009 Travel Plan Action Plan table showing:

- Travel Plan measures set out in 2009;
- Their characteristics;
- Their timescales; and
- Summary of progress on implementation up to 2014 for each measure.

5.3 The implementation summary shows that the majority of actions included in the 2006 Travel Plan have been implemented.

5.4 Out of the list of 24 actions outlined in the University Travel Plan, 19 have been fully implemented (shown as 😊 in Table 5.1 overleaf) and 5 partially implemented (shown as in 😐 Table 5.1 overleaf).

5.5 In terms of the 2009 Travel Plan update Action Plan implementation, key achievements have included:

- Additional cycle parking, meeting the targets set in the 2006 travel plan;
- Improved cycle facilities including lockers and storage;
- Improved car parking management, including a new flexible 'pay and display' car parking system and a reduction in the number of parking spaces;
- Improved partnership working with public transport operators through the Tyneside Travel Partnership (TTP);
- Cycle to Work Scheme now established and proving extremely popular;
- Staff discounts now available through the Discounted Public Transport Scheme, with the number of staff on the scheme increasing; and
- Promotion of public transport, walking and cycling through the Travel Plan Co-ordinator

Table 5.1 – Travel Plan Action Plan Table Performance Summary 2009-2014

2009 Action Plan				2014 Performance	
N	Measure	Summary	Timescale		
1	Cycle Parking Facilities	Upgrade existing facilities, provide cycle lockers for staff and additional parking facilities for all where lacking on campus	Cycle parking upgrade programme was rolled out between 2005 & 2014. Provision for 969 cycles by 2011 achieved.	☺	Cycle parking target for 2011 was achieved and a new 2017 target needs to be determined.
2	Showers and Changing Rooms	Upgrade programme and additional facilities	On-going	☺	Facilities have been improved and increased across the campus. This is an on going programme.
3	Motorcycle Parking Facilities	Introduce designated motorcycle parking facilities on campus	Designated motorcycle parking points for at least 42 motorcycles or mopeds by 2011	☺	Motorcycle parking is approached in a flexible manner. There are no dedicated spaces, but motorcycles can park on campus with Estates Support Services consent.
4	Improving Pedestrian and Cycle Access to Campus	Improve access through Masterplan, new developments and cooperation with NCC	On-going and linked with development proposals	☺	Most improvements made to cycle / pedestrian access on campus through the Masterplan, but an on-going process with close liaising with Newcastle City Council.
5	Improving Campus for Ageing and Vitality Facilities	Cycle and motorcycle parking facilities, showers	Site developed and Travel Plan Co-ordinator overseeing delivery of Travel Plan measures.	☺	Campus for Ageing and Vitality now aligned with other parts of campus. Targets outlined in this 2014 Action Plan will apply to this site.
6	University Car Parking Policy	Regular increase in charges to manage demand, control and enforcement	Reduced car parking provision (Barras car park and King's Road) Regular raises to car parking charges: on-going	☺	Large decrease in the number of parking spaces on campus. Staff to parking ratio increased from 5:1 to 2006 to 17:1 in 2013/14. New pay and display parking system successfully introduced. In 2007/08 964 permits were issued. In 2013/14 only 570 permits were issued to staff.
7	Rationalising Car Parking Facilities	Investigate the possibility of gathering all car parking facilities in one or a few main sites, to create a more pedestrian friendly campus	Dependent on Masterplan implementation and planning process for University's redevelopment programme The University will be encouraging staff uptake of Park and Ride, with the provision of a shuttle service to serve key areas of the campus. Plans to be consolidated 2014. Actions to be taken forward 2015.	☹	There is an on-going rationalisation of parking on campus, but there are still over 50 different parking locations on campus. Thorough and timely communication of new parking opportunities to staff needed to support the transition.
8	University Car Share Scheme	Car share database for staff, active promotion, reserved parking bays and guaranteed ride home scheme	Local Sharesmarter carshare website to be launched in October 2014. Take up of the previous Liftshare scheme was slow. Car Share promotional events to be arranged for Autumn 2014. On-going annual promotional event and consistent communication needed.	☹	Number of car share spaces held at 25. Spaces are not in high demand areas that would be particularly attractive to staff. Currently car sharing has no visibility on campus. Better signage and markings needed. The Travel Plan Focus Group highlighted that car sharing would be attractive at a University only level. An informal approach to raising awareness seems more

2009 Action Plan				2014 Performance	
N	Measure	Summary	Timescale		
					appropriate e.g. 'Meet your match' breakfast mornings.
9	Discounted Public Transport Scheme	Discounted public transport passes for staff to buy through monthly salary deductions	On-going scheme and promotion	😊	Scheme extremely popular. Number of staff on the scheme in 2008 was 1083. In 2013/14 1525 staff joined the scheme. Now extended to all transport operators including Northern Rail.
10	Public Transport Information & Incentives	Public transport information, site specific transport guides & marketing operation targeting car drivers	Public transport information on website and regular updates: on-going. Newcastle City Council travel guide available. Social media now has an active role in supporting staff/student engagement with incentives. Personalised Travel Plans made available 2014 to all staff. Regular sustainable travel events held at the University and guides distributed to new starters.	😊	Public transport information is readily available on the university website including details of discounted annual tickets, how to apply for the scheme etc, access to journey planners and advice on public transport as well as complimentary travel tickets for staff to try public transport before they commit to an annual ticket. Efforts should be continued to publicise information through all communication channels.
11	Working in Partnership with PT Operators	Joint working with Newcastle City Council, Nexus and public transport operators	On-going, TP Coordinator to take part in Newcastle wide Travel Plan network activities.	😊	Good examples of working with PT operators (Cleaner Greener Travel Event). Newcastle University part of TTP.
12	Cycle to Work Scheme	Discounted cycles and equipment with interest free loan	Scheme in place 2007	😊	Scheme now in place and proving to be popular. The scheme is now open to staff all year round.
13	Cycling Information and Promotion	Cycle route map, Bicycle User Group and cycling events	Cycle route map available on campus and via links on Sustainable Campus website BUG: on-going, cycling events: yearly (support national events and Freshers' Fair)	😊	Cycle maps for the local area around the University are available and advertised through the website. The BUG has been established and provides regular feedback. The BUG now also has a website.
14	Encouraging Walking	Signage, walking maps, pedometers and promotional events	Signage: on-going and with redevelopment programme Walking maps and pedometers made available each year.	😊	Some Improved signage has been added on campus and there are walking maps available online. Pedometers provided at sustainability events/ walking events e.g. staff.'Walk to Glasgow' pedometer challenge.
15	Targeting New Relocating Staff	Induction pack with specific advice on travel and relocation	Public transport information and walking maps are made available to new or relocating staff. Relocation advice sheet to be available and distributed to all new or relocating staff.	😊	Public transport information and walking maps now available. PT, walking and cycling information provided at welcome event and with appointment letter.
16	Travelling for Work	Business travel monitoring and target setting, investigate car club option	Business travel currently monitored for reporting purposes each year. The University now capture business mileage for all modes of transport via a central online booking system. Targets should aim to be set for 2015 once data has had a full review.	😊	All staff can register to Co-wheels car club - bookings can be made online and therefore monitored. 8 University departments are registered. The University are considering securing a Co-wheels contract for staff only 8-5pm weekdays. Co-wheels now have an Electric Vehicle (EV) available

2009 Action Plan				2014 Performance
N	Measure	Summary	Timescale	
			Business mileage is now managed more centrally and reliability of data is improving. However, staff are not constrained to using the one central system so not all data is captured. This need reviewing 2014/15. Targets can then be set based on a more realistic baseline of mileage data.	as part of this contract.
17	University Vehicles	Develop University vehicle policy	Aim previously to develop vehicle policy by 2008. Sustainable Procurement Policy in place from 2013 – considers and manages any sustainability impact of all goods or services purchased by the University.	☹️ Vehicle Policy or guidance not yet developed. University vehicle guidance to be developed instead and made available online and communicated to Senior Management Team.
18	Tele-/Video-conferencing	Monitoring and promotion of video/phone conferencing facilities	Baseline data provided through staff travel survey 2014 to IT Team for action. Outcome for delivery decided with support from Sustainability Team 2015.	☹️ Phone / teleconferencing facilities available at the University, but no recent baseline data collected or promotional campaigns undertaken. Requirement for improved communication and guidance of facilities highlighted at Travel Plan Focus Group September 2014. Travel Plan Coordinator working with IT Team to identify trends/patterns of business travel through staff travel survey results 2014 and deliver improved communicative solutions.
19	Flexible Working	Flexible and home working available (where relevant)	Dependent on HR progress	☺️ Flexible Working Request Policy approved 2010. Flexible working options leaflet available for staff. Managers' briefing and guidance on home working available since 2011. Arrangements to be decided at manager discretion. Travel Plan Focus Group highlighted software/ resource access limitation currently experience by some staff. However, some teams provided with electronic tablets to access local network from home. More improvements possible here.
20	Travel Plan Coordinator	Travel Plan Coordinator appointed to develop and implement the plan	Appointed, on-going work	☺️ Rebecca Allen is currently the University Travel Plan Coordinator since January 2014. Travel planning is now part of the Sustainability Team remit.
21	Environment and Sustainability Committee	Group set up and meeting regularly	Established - meeting at least quarterly	☺️ The Environment and Sustainability Committee replaced the Transportation

2009 Action Plan				2014 Performance	
N	Measure	Summary	Timescale		
					Strategy Group and members continue to meet on a regular basis.
22	Travel Plan Resources	Budget and staff time allocated to Travel Plan development, implementation and monitoring	Funding and staff-time: on-going	☺	Funding for the Travel Plan has been provided from the University each year and this will continue to be the case.
23	Travel Plan Promotion	Information and promotional material, use of the internet, promotional events	Travel Plan Update launch and promotion by December 2014	☺	Sustainable Campus website developed and regularly updated; key sustainable travel events/promotional events organised across the year; travel information provided at induction events/key areas in the University and social media used to support promotion. Sustainability newsletter due for launch October 2014 to highlight key information/events/contacts.
24	Travel Plan Monitoring and Review	Staff and students surveys, monitoring initiatives take-up, reviewing initiatives and targets, reporting on progress	Biennial surveys conducted for staff and students, supported by annual monitoring of initiatives, yearly reviews and reporting	☺	Surveys undertaken in the agreed time frames and Travel Plan Update completed in early 2009. Biennial Travel Plan summaries produced by the Travel Plan Coordinator.

5.6 Following the review of the 2006 Travel Plan Action Plan implementation up to 2014, the following section presents the updated action plan for 2014-2017.

2014-2017 Travel Plan Action Plan

No	Measure	Summary	Target Group	Impact	Difficulty	Responsibility	Aims and targets
1	Cycle parking facilities	<p>Greatest cycle storage demands at Medical School/ King George VI/ central campus.</p> <p>Increase number of secure cycle storage units for students.</p> <p>Shortage of space on campus – scope out options for a two tiered approach</p> <p>No map of cycle infrastructure currently available</p>	Students and staff	High	Medium	Travel Plan Co-ordinator/ Estate Support Services	<p>Increase number of cycle parking spaces on central campus to 2000 by 2017. Two-tier parking to be considered.</p> <p>Additional 2 secure storage units by 2017 for students only (accommodation and on campus)</p> <p>Additional 20 individual lockers by 2017.</p> <p>Complete map of cycle infrastructure on Central Campus 2015.</p>
2	Showers and Changing Rooms	Review Merz Court/ Northern Stage area, King George VI and William	Students and staff	High	High	Travel Plan Co-ordinator/ Estate Support Services	Explore shower/ changing room options with ESS Improvements Team

No	Measure	Summary	Target Group	Impact	Difficulty	Responsibility	Aims and targets
		<p>Leech Building/ Medical School area facilities. Options to be identified.</p> <p>Explore opportunity for more drying rooms with ESS.</p>					<p>2015.</p> <p>Additional shower/ changing rooms (possibly external units) by 2017.</p> <p>Drying rooms meeting to be arranged 2015.</p>
3	Rationalising Car Parking Facilities/ Park and Ride/ Park and Bike provision	<p>With University plans to further reduce car parking on campus, parking provision will be put in place for permit holders off campus. Plans to be confirmed with Newcastle City Council and communicated on Sustainable Campus website/ social media/ Environmental Co-ordinators network and Senior Management Team.</p> <p>Park and Ride opportunities available to staff. Travel Plan Co-ordinator exploring options with local organisation to offer attractive discounts and shuttle services.</p> <p>Need to map out Park and Bike opportunities.</p>	Staff only	Medium	Medium	Travel Plan Co-ordinator/ Estate Support Services/ SMT	<p>Communicate new plans for parking via Sustainable Campus website/ SMT/ newsletter 2015.</p> <p>Aim to reduce the number of permit holders to 500 by 2017.</p> <p>Increase the number of staff using P&R facilities to 3% by 2017.</p> <p>Park and Bike idea to be discussed with Sustainability Team and ESC. Feasibility study completed 2015 if opportunity identified.</p>
4	University Car Share Scheme	Encourage staff to consider car sharing through marketing and promotion of the new local Sharesmarter car share scheme available from 2014. Incentives need to be revised (more attractive spaces/ monitoring) and consider informal approach.	Staff	High	High	Travel Plan Co-ordinator	<p>Arrange drop-in event and promote on Sustainable Campus website/ social media 2015.</p> <p>Review incentives with ESS 2015.</p>
5	Transport Information & Incentives	<p>Improved marketing and communications through signage in public areas requested.</p> <p>Better incentives and flexible arrangements for</p>	Staff and students	<p>Staff – high impact</p> <p>Students - low</p>	Low	Travel Plan Co-ordinator	<p>Develop transport information board 2015. Use in key areas of campus. Different marketing formats used to publicise.</p> <p>University Sustainability Guide</p>

No	Measure	Summary	Target Group	Impact	Difficulty	Responsibility	Aims and targets
		part-time staff and cyclists.					to be developed in 2015. Will contain full update. Meet with Nexus to discuss options for part-time staff/ cyclists and develop plan 2015.
6	Encourage walking and cycling	<p>Continue with Go Smarter to Work sustainable travel programme (funded through Tyne and Wear LA). Includes cycle training, cycle maintenance workshops, bike health checks and Nordic walking sessions.</p> <p>Annual pedometer challenge – over 80 staff took part in challenge 2014. Encourages longer term behaviour change.</p> <p>Offer equipment/ clothing discounts and incentives.</p> <p>BUG members and TP Focus Group feedback supported enabling access to bicycle repair kits on campus.</p> <p>Walking/cycling buddy up scheme available via Sharesmarter online platform. Perhaps need to explore less formal way of enabling ‘buddy-up’ systems. Need to trial ideas.</p> <p>Explore safety training options with Go Smarter to Work for cyclists.</p>	Staff and students.	Medium	Medium	Travel Plan Co-ordinator, Health and Safety Team.	<p>On-going cycle/training events/ workshops/ session until 2017.</p> <p>On-going support of national sustainable travel events on campus e.g. Walk to Work Week/ Cycle to Work Day.</p> <p>Annual pedometer challenge.</p> <p>Identify a range of discounts/ incentives for cyclists/ walkers 2015. For example, discounted waterproof jackets/ high visibility clothing.</p> <p>Travel Plan Co-ordinator to confirm Green Market plans to publicise discounts and offer with the Students’ Union 2015/16. Offers will be detailed on Sustainable Campus website 2015.</p> <p>Bicycle repair station to be purchased and erected 2015 in a central campus area (details to be confirmed).</p> <p>Better publicity of Sharesmarter website 2014. Organise informal ‘buddy-up’ events. Incentivise with walking/cycling safety equipment and guidance.</p> <p>Safety training plan developed by 2015.</p>
7	Business travel	Currently no policy or guidance for business travel that outlined sustainable travel hierarchy.	Staff	High	High	Travel Plan Co-ordinator, Procurement and SMT.	Improve business travel monitoring and target setting. Set new 2014/15 baseline in 2015.

No	Measure	Summary	Target Group	Impact	Difficulty	Responsibility	Aims and targets
		<p>Use of Selective Travel booking portal encouraged, but not enforced. Allows greater flexibility of travel books and less effective monitoring. University looking to move to use of one system.</p> <p>University looking to secure new Co-Wheels University only electric vehicle contract 2015.</p> <p>Pool bike trial open to staff and students publicised October 2014 as basis for feedback. Student e-bike feasibility student conducted 2014. Both platforms will be used to inform pool bike plans. Trialling options with local organisations. New 2014 Sustainable Campus will be used on fleet.</p> <p>Cycling mileage allowance available, but currently lower than mileage claimed for car users. Review to encourage cycling during business hours.</p>					<p>Develop business travel guide by 2015. Must identify hierarchy of transport options and encourage more sustainable modes of travel where feasible.</p> <p>Reinvigorate Co-Wheels car club - improve marketing and communications. Launch event held September 2014. Regular events and on-going support needed. Clear instructions to be provided on Sustainable Campus website by 2015.</p> <p>Confirm initial pool bike plans by end 2014.</p> <p>Review mileage allowance for cyclists 2015.</p> <p>Explore 'green' car salary sacrifice options 2015/16.</p>
8	Tele- and video-conferencing	Requirement for improved communication and guidance of facilities highlighted at Travel Plan Focus Group September 2014. Travel Plan Coordinator working with IT Team to identify trends/patterns of business travel through staff travel survey results 2014 and deliver improved communicative solutions.	Staff	High	Low	Travel Plan Co-ordinator, IT and SMT.	Baseline data provided through staff travel survey 2014. IT Team to review 2014. Outcome for delivery decided with support from Sustainability Team 2015.
9	University owned vehicles	The University are moving toward 100% low emission	Staff	Medium	Medium (using leasing	Travel Plan Co-ordinator and SMT.	Increase the number of operational owned

No	Measure	Summary	Target Group	Impact	Difficulty	Responsibility	Aims and targets
		<p>or electric vehicles. This is being supported by a network of on campus electric charging points and free vehicle demos co-ordinated by through Travel Plan Co-ordinator.</p> <p>This information needs to be better communicated and support with a University policy or guidance document.</p> <p>Rapid charger now on campus, but access restricted for key users. Consider rationale for rapid charger use/ on-going management.</p> <p>Re-marketing and promotion of Co-Wheels needed and pool bikes (when established 2015)</p>			agreement timescales)		<p>electric vehicles by 2017.</p> <p>Develop rationale for rapid charger use 2015. Identify key users, management and accessibility.</p>
10	Monitoring and reviewing of the Travel Plan	<p>Continue with bi-annual surveys – staff and students.</p> <p>Annual surveys/ snapshots of:</p> <ul style="list-style-type: none"> -all car/cycle parking facilities - cycling and walking infrastructure - car parking permit holders -number of staff using discounted PT scheme - number of staff signed up to Cycle to Work Scheme <p>Annual reporting to Environment and Sustainability Committee (ESC). Report made available on Sustainable Campus website.</p>	Staff and students	High	Medium	Travel Plan Co-ordinator, ESC.	Annual Travel Plan summary report – summary document detailing staff/student analysis.
11			Staff	Medium	High	Travel Plan Co-	Update parking policy

No	Measure	Summary	Target Group	Impact	Difficulty	Responsibility	Aims and targets
	Provision of Electric Vehicles on campus	<p>Network of electric chargers now on campus.</p> <p>8 operational EVs on campus and Phoenix Taxi service use charging facilities.</p> <p>Staff have started to purchase their own EVs. University needs to confirm an approach to EV parking on campus, update parking policy and communicate.</p> <p>Consideration of fully accessible campus buggies needed to transport staff/ students with mobility impairments between central campus sites (inclusive design considerations).</p>				ordinator, Head of Customer Services, Head of Sustainability and ESC members.	<p>to include specific EV detail by 2015.</p> <p>Explore 'green' car salary sacrifice options 2015/16.</p> <p>Explore mobility scooter/ buggy options 2015.</p>

6. Monitoring and Review

6.1 Newcastle University undertook its first comprehensive staff and student travel survey in 2004 and has since undertaken further surveys in 2006, 2008, 2010, 2011 (student only), 2012 (staff only), 2013 (student only), with a recent staff survey complete May 2014. The University will continue to monitor progress at the University annually for both staff and students going forward. Following the development and occupancy of the Richardson Road site, all staff and students will be invited to complete the annual campus-wide travel surveys so that travel patterns can be tracked, monitoring and reviewed.

6.2 For the University to assess progress towards the Travel Plan targets, modal split results as well as initiatives take-up will need to be monitored. The Environment and Sustainability Committee and the Travel Plan Coordinator will continue to be responsible for reviewing targets and initiatives to adapt the Travel Plan and related policies to emerging needs and issues. The University will report to Newcastle City Council on Travel Plan progress and modal split targets.

6.3 In addition to travel survey data, the following indicators will continue to be used to monitor the Travel Plan initiatives at Newcastle University:

- Usage of motorcycle, cycle and car sharing parking facilities
- Number of car parking permits issued
- Number of car share scheme members
- Number of staff using the discounted public transport tickets scheme
- Number of staff using the discounted cycles and cycling equipment (through Cyclescheme)

6.4 The Travel Plan Coordinator will conduct the monitoring process and report to the Environment and Sustainability Committee every 6 months.

7. Summary

7.1 The Newcastle University Travel Plan aims to build upon the significant successes that have been achieved since 2006 campus wide Travel Plan, but also responds to the specific requirement of this University site.

7.2 The University Travel Plan Update 2015 will continue to act as the main Travel Plan referencing document for all new development to ensure a coherent and consistent approach is adopted across all University estates.

7.3 The Newcastle University Travel Plan aims to build upon the significant successes that have been achieved since 2006 at Newcastle University campus wide, but also responds to the requirement of securing Newcastle University's competitive position in recruiting future students.

7.4 Measures have been introduced to complement existing ones which will benefit the full Newcastle University population as well as more targeted measures which will assist in tackling issues or trends that have been identified. To monitor on going performance of the Travel Plan an expanded set of headline targets for car use have been proposed along with trend indicators for other modes, the purpose of which would be to build up a better picture of success and allow remediation to be implemented in the case of underperformance. Overall, the approach adopted will ensure that positive gains are achieved across a number of areas.

7.5 To ensure the effective on-going delivery of the Travel Plan, Newcastle University has appointed a Travel Plan Coordinator. This person will provide an active and focused lead on the day-to-day delivery of the plan and will sit within the management structure which has been successful in implementing the Travel Plan to date.

7.6 In conclusion, the evolution of the Travel Plan will seek to respond to a number of factors, including its successes to date, the challenges in deriving incremental gains in line with its headline targets and continued support of significant measures. In doing so, revisions of the Travel Plan will aim to both underpin and be accommodating of any future changes in travel patterns resulting from the Estates Strategy, by providing an on-going framework against which the planning of Newcastle University's operation can be planned and its impacts can be lessened and mitigated.

Appendix A

1. Staff Travel Survey
2. Staff Travel Survey Analysis

Section 1 - About Your Job

Q1. In an average week, what time do you usually arrive and leave work?

Please answer using 24 hour clock e.g. 16:45

	Time In		Time In		Not Applicable (Tick if you do not usually work this day)
	Hour	Minute	Hour	Minute	
Monday					
Tuesday					
Wednesday					
Thursday					
Friday					
Saturday					
Sunday					

I work Full Time Part Time
 I work Rotational shifts Yes No

Q2. Please select one choice from the following options that best describes your current employment status.

Permanent	<input type="checkbox"/>	Temporary	<input type="checkbox"/>
Casual / Seasonal	<input type="checkbox"/>	Apprentice	<input type="checkbox"/>
Contractor	<input type="checkbox"/>	Agency	<input type="checkbox"/>

Section 2 - About Your Journey To Work

Q3. Do you travel by car for any part of your journey to work?

Yes No

If answered 'N', please go to Q4.

Q3a. When you drive or car share to work, where do you park?

On-site car park (no parking charges)	<input type="checkbox"/>	On-site car park (with parking charges)	<input type="checkbox"/>
---------------------------------------	--------------------------	---	--------------------------

Public car park (off-site)	<input type="text"/>	On-street parking (no parking charges)	<input type="text"/>
On-street car park (with parking charges)	<input type="text"/>	Park & Ride site	<input type="text"/>
Not Applicable I am dropped off	<input type="text"/>	Other (please specify)	<input type="text"/>
<input type="text"/>			

Q4. This question asks you about your normal journey to work (ignore your journey from work to home). Please use the following choices for each part of your journey that best describe the way you usually travel into work, and the amount of time spent on each part of the journey.

Select the mode from the drop-down list that applies to you for each leg of your journey and use as many 'legs' as it takes to complete all parts of your journey. If you use Public Transport, don't forget to record how you travel (walk/cycle) to the bus stop/train station as the FIRST leg of your journey. If you are 'Dropped Off' at work by a car please select 'Car share as passenger' from the list of modes.

From Home I	Walk	<input type="text"/>	For	<input type="text"/>	To	The Ferry landing	<input type="text"/>
	Cycle	<input type="text"/>				The Metro stop	<input type="text"/>
	Car share as a Driver	<input type="text"/>				My place of work	<input type="text"/>
	Car share as a passenger	<input type="text"/>				The railway station	<input type="text"/>
	Drive a Car Alone	<input type="text"/>				The bus stop	<input type="text"/>
	Catch a Taxi	<input type="text"/>				The Park & Ride site	<input type="text"/>
	Ride a scooter/motorcycle (below 125cc)	<input type="text"/>				Meet my car share partner	<input type="text"/>
	Ride a motorcycle (above 125cc)	<input type="text"/>				Pick up/drop of children	<input type="text"/>
	Go to my home work station	<input type="text"/>				The taxi rank	<input type="text"/>
						Another location (please specify)	<input type="text"/>

Then I	Catch the Ferry	<input type="text"/>	For	<input type="text"/>	To	The Ferry landing	<input type="text"/>
	Catch the Metro	<input type="text"/>				The Metro stop	<input type="text"/>
	Walk	<input type="text"/>				My place of work	<input type="text"/>
	Cycle	<input type="text"/>				The railway station	<input type="text"/>
	Catch a Train	<input type="text"/>				The bus stop	<input type="text"/>
	Catch a Bus	<input type="text"/>				The Park & Ride site	<input type="text"/>
	Catch the Park & Ride Bus	<input type="text"/>				Meet my car share partner	<input type="text"/>
	Car share as a Driver	<input type="text"/>					
	Car share as a passenger	<input type="text"/>					
	Drive a Car Alone	<input type="text"/>					

	Catch a Taxi Ride a scooter/motorcycle (below 125cc) Ride a motorcycle (above 125cc) Other (please specify)				Pick up/drop of children The taxi rank Another location (please specify)

Then I	Catch the Ferry		For		To	The Ferry landing	
	Catch the Metro					The Metro stop	
	Walk					My place of work	
	Cycle					The railway station	
	Catch a Train					The bus stop	
	Catch a Bus					The Park & Ride site	
	Catch the Park & Ride Bus					Meet my car share partner	
	Car share as a Driver					Pick up/drop of children	
	Car share as a passenger					The taxi rank	
	Drive a Car Alone					Another location (please specify)	
	Catch a Taxi						
	Ride a scooter/motorcycle (below 125cc)						
	Ride a motorcycle (above 125cc)						
Other (please specify)							

Then I	Catch the Ferry		For		To	The Ferry landing	
	Catch the Metro					The Metro stop	
	Walk					My place of work	
	Cycle					The railway station	
	Catch a Train					The bus stop	
	Catch a Bus					The Park & Ride site	
	Catch the Park & Ride Bus					Meet my car share partner	
	Car share as a Driver					Pick up/drop of children	
	Car share as a passenger					The taxi rank	
	Drive a Car Alone					Another location (please specify)	
	Catch a Taxi						
	Ride a scooter/motorcycle (below 125cc)						
	Ride a motorcycle (above 125cc)						
Other (please specify)							

Then I	Catch the Ferry Catch the Metro Walk Cycle Catch a Train Catch a Bus Catch the Park & Ride Bus Car share as a Driver Car share as a passenger Drive a Car Alone Catch a Taxi Ride a scooter/motorcycle (below 125cc) Ride a motorcycle (above 125cc) Other (please specify) <input type="text"/>		For	<input type="text"/>	To	The Ferry landing The Metro stop My place of work The railway station The bus stop The Park & Ride site Meet my car share partner Pick up/drop of children The taxi rank Another location (please specify) <input type="text"/>

Q5. Do you usually travel on motorways and major trunk roads to get to/from work?

Yes No

Q6. If you answered 'yes' to the previous question please tick all that apply

A1 / A1(M)	<input type="checkbox"/>	A696	<input type="checkbox"/>
A184	<input type="checkbox"/>	A66	<input type="checkbox"/>
A19	<input type="checkbox"/>	A69	<input type="checkbox"/>
A194(M)	<input type="checkbox"/>	A1231	<input type="checkbox"/>

Q7. What was the main mode of transport you used to get here today?

Select the main mode from drop-down list. Main mode in this case means the mode that covered the longest distance in your journey.

Ferry	<input type="checkbox"/>	Metro	<input type="checkbox"/>
Walk	<input type="checkbox"/>	Cycle	<input type="checkbox"/>
Train	<input type="checkbox"/>	Bus	<input type="checkbox"/>
Park & Ride Bus	<input type="checkbox"/>	Car share as a driver	<input type="checkbox"/>
Car share as a passenger	<input type="checkbox"/>	Drive a car alone	<input type="checkbox"/>
Taxi	<input type="checkbox"/>	Scooter/Motorcycle (below 125cc)	<input type="checkbox"/>

Motorcycle (above 125cc)	<input type="checkbox"/>	Other (please specify)	<input type="checkbox"/>
<input type="text"/>			

Q8. Why do you use this mode of travel?
(tick up to four boxes)

Convenience	<input type="checkbox"/>	Time Savings	<input type="checkbox"/>
Cost	<input type="checkbox"/>	Availability	<input type="checkbox"/>
Satisfy work need/commitments	<input type="checkbox"/>	Personal Safety	<input type="checkbox"/>
Environmental reasons	<input type="checkbox"/>	Health - disability reasons	<input type="checkbox"/>
Dropping/collecting/caring/other commitments	<input type="checkbox"/>	Health - fitness reasons	<input type="checkbox"/>
Other (please specify)	<input type="checkbox"/>		
<input type="text"/>			

Q9. How often do you use public transport for your journey to work?

5+ days a week	<input type="checkbox"/>	3-5 days a week	<input type="checkbox"/>
1-2 days a week	<input type="checkbox"/>	Once a fortnight	<input type="checkbox"/>
Once a month	<input type="checkbox"/>	Rarely	<input type="checkbox"/>
Never	<input type="checkbox"/>		

Q10. How often do you cycle for your journey to work?

5+ days a week	<input type="checkbox"/>	3-4 days a week	<input type="checkbox"/>
1-2 days a week	<input type="checkbox"/>	Once a fortnight	<input type="checkbox"/>
Once a month	<input type="checkbox"/>	Rarely	<input type="checkbox"/>
Never	<input type="checkbox"/>		

Q11. How often do you walk for your journey to work?

5+ days a week	<input type="checkbox"/>	3-4 days a week	<input type="checkbox"/>
1-2 days a week	<input type="checkbox"/>	Once a fortnight	<input type="checkbox"/>
Once a month	<input type="checkbox"/>	Rarely	<input type="checkbox"/>
Never	<input type="checkbox"/>		

Q12. How often do you car share for your journey to work?

5+ days a week	<input type="checkbox"/>	3-4 days a week	<input type="checkbox"/>
1-2 days a week	<input type="checkbox"/>	Once a fortnight	<input type="checkbox"/>
Once a month	<input type="checkbox"/>	Rarely	<input type="checkbox"/>
Never	<input type="checkbox"/>		

What would encourage you to try travelling to work in the following ways?

Q13a. Public Transport

For each applicable public transport column below, number your top four choices with 1 as your first choice and 4 as your fourth.

	Metro	Bus	Train	Ferry
Subsidised / cheaper fares	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Interest free loans for season ticket purchase	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Up to date travel information at work on route, times and fares	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
More secure / better quality waiting areas	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Pedestrian links	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Improved security on public transport	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
More frequent / reliable service at the times i need to travel	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Less crowded services	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Nothing would encourage me	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Others (please specify)	<input type="text"/>			

Q14. Cycle and Motor Cycle (including mopeds)

Number your top four choices for either or both columns below, with 1 as your first choice and 4 as your fourth.

	Cycle	Motorcycle
Secure parking at work	<input type="text"/>	<input type="text"/>
Improved showers and changing facilities at work	<input type="text"/>	<input type="text"/>
More lockers and locker facilities at work	<input type="text"/>	<input type="text"/>
Discounts / loans for purchase of cycles/motorcycles and equipment	<input type="text"/>	<input type="text"/>
Advice or training on riding skills	<input type="text"/>	<input type="text"/>
On-site bicycle repair service	<input type="text"/>	<input type="text"/>
Information on cycle routes and location of facilities	<input type="text"/>	<input type="text"/>
Better procedures and administration of pool cycles	<input type="text"/>	<input type="text"/>

Nothing would encourage me

Others (please specify)

Q15. Walking

Number your top four choices, with 1 as your first choice and 4 as your fourth.

Safer crossing facilities on route

Improved lighting/security on route to work

More lockers and storage facilities at work

Improved shower and changing facilities at work

Less shared facilities with cyclists

Nothing would encourage me

Others (please specify)

Q16. Car Sharing

Number the four choices, with 1 as your first choice and 4 as your last.

Help in finding car share partners with similar work/travel patterns

Incentives for car sharers

Preferential parking

Nothing would encourage me

Others (please specify)

Section 3 - About Travelling In The Course Of Work

Q17. Ignoring your work commute, but including any trips direct from home to another site, how many working days per month do you travel for your business?

Please enter number of days (on average) per month.

0		1	
2		3	
4		5	
6		7	
8		9	
10+			

Q18. Where do you usually travel to on business?

To other sites in your organisation in Tyne and Wear

Yes No

Please state where

To other sites in your organisation in the UK

Yes No

Please state where

To other sites in your organisation outside of the UK

Yes No

Please state where

To other sites outside of your organisation

Yes No

Please state where

Q19. What mode of transport do you usually use for business travel?

Main mode in this case means the mode that you spend the most time using for your journey:

Metro	<input type="checkbox"/>	Walk	<input type="checkbox"/>
Cycle	<input type="checkbox"/>	Train	<input type="checkbox"/>
Bus	<input type="checkbox"/>	Park & Ride Bus	<input type="checkbox"/>
Car share as a Driver	<input type="checkbox"/>	Car share as a passenger	<input type="checkbox"/>
Drive a Car Alone	<input type="checkbox"/>	Taxi	<input type="checkbox"/>
Scooter/Motorcycle (below 125cc)	<input type="checkbox"/>	Motorcycle (above 125cc)	<input type="checkbox"/>
Pool bike	<input type="checkbox"/>	Pool car	<input type="checkbox"/>

Q20. If you currently travel by car for business journeys, what could be done to encourage you to travel by another, more sustainable, mode of transport?

(tick up to four boxes)

Travel information	<input type="checkbox"/>	Ticket purchase	<input type="checkbox"/>
Telephone conferencing facilities	<input type="checkbox"/>	Video conferencing facilities	<input type="checkbox"/>
Web conferencing facilities	<input type="checkbox"/>	Pool bike	<input type="checkbox"/>
Cycle mileage allowance	<input type="checkbox"/>	Provision of cycle equipment (cycle jacket, lock, etc.)	<input type="checkbox"/>

Pool car My role is designated as 'Car User' I need to use a car	<input type="checkbox"/>	Nothing	<input type="checkbox"/>
	<input type="checkbox"/>	Other (please specify)	<input type="checkbox"/>

Q21. Please indicate if you already use these smarter working options in your role.

If not used, indicate how realistic they might be to you.

Telephone conferencing	Currently do so	<input type="checkbox"/>	Very realistic	<input type="checkbox"/>
	Possibly realistic	<input type="checkbox"/>	Not realistic	<input type="checkbox"/>
Video conferencing	Currently do so	<input type="checkbox"/>	Very realistic	<input type="checkbox"/>
	Possibly realistic	<input type="checkbox"/>	Not realistic	<input type="checkbox"/>
Flexi-working	Currently do so	<input type="checkbox"/>	Very realistic	<input type="checkbox"/>
	Possibly realistic	<input type="checkbox"/>	Not realistic	<input type="checkbox"/>
Compressed working	Currently do so	<input type="checkbox"/>	Very realistic	<input type="checkbox"/>
	Possibly realistic	<input type="checkbox"/>	Not realistic	<input type="checkbox"/>
Home working	Currently do so	<input type="checkbox"/>	Very realistic	<input type="checkbox"/>
	Possibly realistic	<input type="checkbox"/>	Not realistic	<input type="checkbox"/>

Section 4 - About You / Entry into Prize Draw

By submitting the personal details you have provided in this form, you are authorising Tyne and Wear Go Smarter partners and their subcontractors, to use the details given in this Section for the purposes of administration and research linked to Go Smarter to Work. Your personal information will be properly safeguarded and processed in accordance with the requirements of the Data Protection Act 1998.

Q22. If you would like to be entered into the quarterly prize draw, please complete ALL questions in this section and tick this box:

please note that every question must be completed in order to gain entry to the prize draw.

I confirm I wish to be entered into the prize draw

Q23. Go Smarter is offering a range of fully funded initiatives, depending on your circumstances. If you would like to be considered for these tailored activities please complete ALL of the questions in this section and tick this box:

please note that every question must be completed in order to access the Go Smarter activities.

I confirm

Q24. Would you be interested in opportunities for adult cycle training, fully funded by Go Smarter?

Training is delivered at three levels - traffic-free, on road and commuter.

Yes Maybe
No

Q25. Would you be interested in a bike check up, fully funded by Go Smarter?

Yes Maybe
No

Q26. Would you be interested in attending a cycle maintenance course, fully funded by Go Smarter?

Yes Maybe
No

Q27. Please enter your name

(use block capitals)

Surname:

Initial:

Q28. Please enter your email address

(either work or personal)

This address is: Work Personal

Q29. Please provide a contact telephone number

Q30. What is your home address?

Q31. What is your home postcode?

Q32. Which organisation do you work for?

Q33. What is your work address?

Q34. What is your work postcode?

Q35. Please indicate your gender

Male Female

Q36. Please indicate your age group

16-18	<input type="checkbox"/>	19-21	<input type="checkbox"/>
22-24	<input type="checkbox"/>	25-30	<input type="checkbox"/>
31-35	<input type="checkbox"/>	36-40	<input type="checkbox"/>
41-50	<input type="checkbox"/>	51-60	<input type="checkbox"/>
61-70	<input type="checkbox"/>	71+	<input type="checkbox"/>

Q37. In the past week, on how many days have you done a total of 30 minutes or more of physical activity, which was enough to raise your heart rate?

This may include sport, exercise and brisk walking or cycling for recreation or to get to and from places, but should not include housework or physical activity that is part of your job

0 days	<input type="checkbox"/>	1 day	<input type="checkbox"/>
2 days	<input type="checkbox"/>	3 days	<input type="checkbox"/>
4 days	<input type="checkbox"/>	5 days	<input type="checkbox"/>

6 days | 7 days

Q38. Space for any comments

Q39. Before taking part in this survey, had you heard of Go Smarter?

If yes please continue to the final question.

Yes No

Q40. Where had you heard about Go Smarter?

Advertising Campaign	<input type="checkbox"/>	Through a Friend / Family Member	<input type="checkbox"/>
Through a Colleague	<input type="checkbox"/>	Child Involved in Schools Go Smarter	<input type="checkbox"/>
Go Smarter Website	<input type="checkbox"/>	Other (please specify)	<input type="checkbox"/>
<input type="text"/>			

Section 5 - End of survey - for office use only

Q41. Unique reference number, format [XXX11111]

Q42. Is assistance being given with completion of survey?

Yes No

Figure A.1 – Staff Origins Density Map

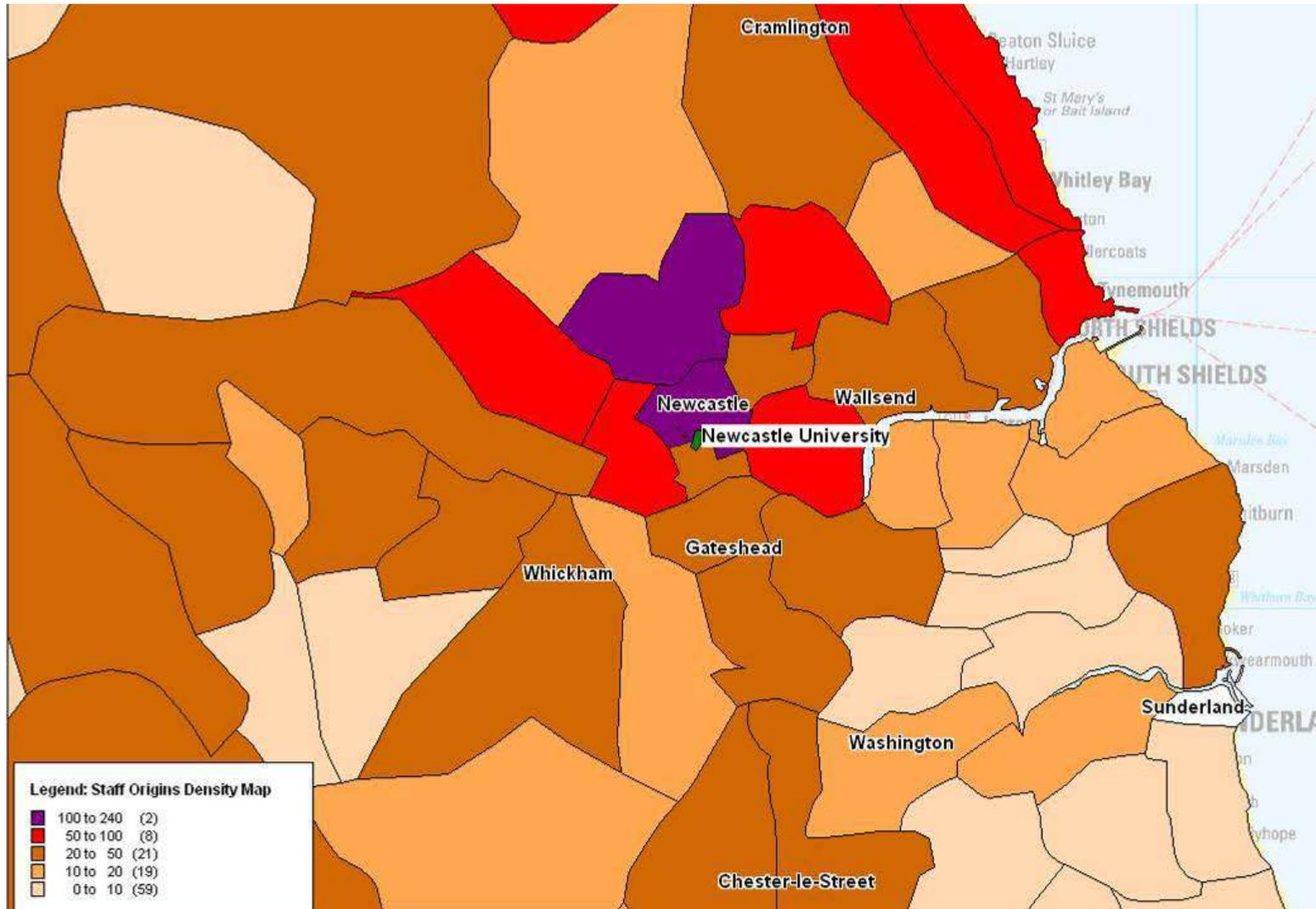
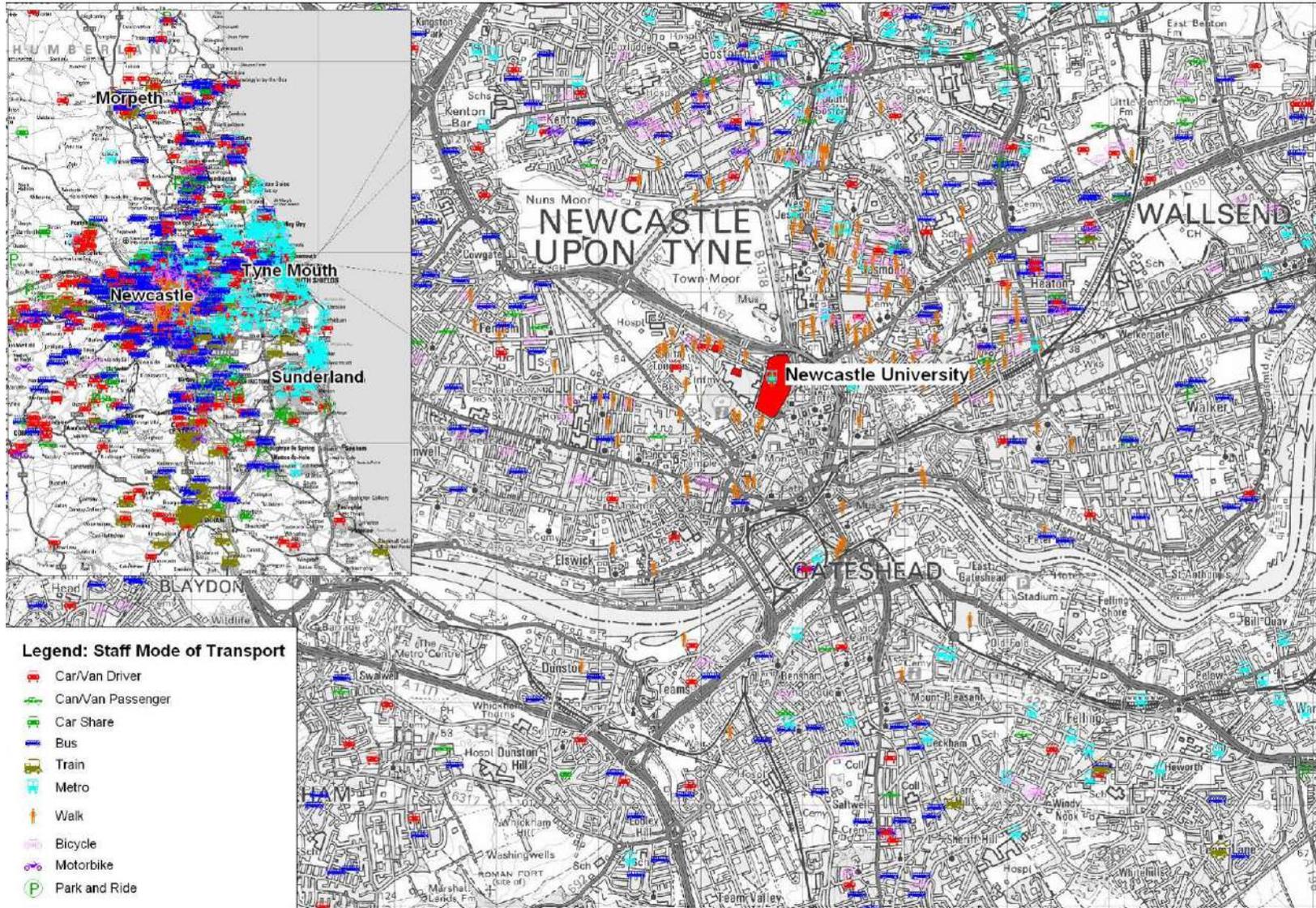


Figure A.2 – Staff Origins by Mode of Transport



Appendix B

1. Student Travel Survey
2. Student Travel Survey Analysis

Newcastle University Student Travel Survey 2013

Data from this survey will be used in the development of the University's Travel Plan; and to calculate our carbon emissions from student commuting, part of ongoing work to calculate a comprehensive carbon footprint for the University. Complete the survey by Friday 6 December 2013 for a chance to win one of a host of prizes in our Grand Prize Draw including a brand new bike, Eldon Square vouchers and a variety of cycle accessories.

All fields marked * are mandatory.

• ABOUT YOUR TRAVEL TO UNIVERSITY IN TERM TIME

- Q1. How do you usually travel to the University? * () As a car driver (on your own) () As car driver (with passengers) () As a car passenger () On a motorcycle, moped or scooter () By train () By metro () By bus () By bicycle () On foot () Other - please specify below
- Q2. How far do you travel from your term-time residence to the University? * () Less than 1 mile () 1 to 5 miles () 6 to 10 miles () 11 to 20 miles () Over 20 miles
- Q3. What is your term time postcode?
- Q4. How long does your journey usually take from your term-time residence to the University? () Less than 15 minutes () 15 to 30 minutes () 31 minutes to 1 hour () More than 1 hour
- Q5. Do you have access to a car whilst at the University? * () Yes - my own () Yes - a friend's () Yes - I am a member of Commonwheels car club () No
- Q6. If you drive to the University where do you usually park your car? () On campus () Pay and display on street parking near the University () Pay and display car park in the area () Free parking in the area () Other - please specify below:
- Q7. Do you need a car for your studies (e.g. site visit, placements etc)? * () Yes, regularly () Yes, but rarely () No
- Q8. Where do you normally study/attend lectures () City centre campus () Dove Marine () Business School () Other - please specify below
- Q9. On which days are you usually on campus? * [] Monday [] Tuesday [] Wednesday [] Thursday [] Friday [] Saturday [] Sunday
- Q10. At what time would you usually arrive at the University? * () Before 08.30 hrs () Between 08.30 and 09.00 hrs () Between 09.00 and 10.00 hrs () Between 10.00 and 12.00 hrs () After 12.00 hrs () Varies considerably depending on the day
- Q11. At what time would you usually leave the University? () Before 12.00 hrs () Between 12.00 and 14.00 hrs () Between 14.00 and 16.00 hrs () Between 16.00 and 17.00 hrs () Between 17.00 and 18.00 hrs () After 18.00 hrs () Varies considerably depending on the day

- Q12. What type of accommodation do you live in during term-time () Halls of Residence or Univeristy flats () Private rental of house or flat () Parents/family home () Other - please specify below:

- Q13. If you live in Halls of Residence or University Flats please specify which accommodation () Bowsden Court () Castle Leazes Halls () Claremont Place () Easton Flats () Henderson Hall () Jesmond Road () Leazes Parade () Leazes Terrace () Magnet Court () Marris House () North Terrace () Richardson Road () St Mary's College () The Grand Hotel () Windsor Terrace () Other - please specify below:

- **ABOUT YOUR TRAVEL TO YOUR ADDRESS OUT OF TERM TIME**

- Q14. What is your 'home city' *
- Q15. What mode of transport will you use to return to your out of term time home address at the end of the term? * () Car - as driver with no passengers () Car - as passenger () Car - sharing with other students (as a passenger or driver) () Bus () Train () Air () Dont' know () Other - please specifiy below:

- Q16. How many visits home in the academic year do you make? *

- **ABOUT YOU**

- Q17. Are you studying: () Full-time () Part-time
- Q18. Do you have any disability that affects the way you travel to the University? () Yes () No
- Q19. Are you? () Female () Male
- Q20. Which age group do you belong to? () Under 25 () 25 to 34 () 35 - 44 () 45 -54 () 55 and over
- Q21. Are you () an undergraduate student () postgraduate student
- We would you value any comments or suggestions that you may like to make about your travel to the University or about travel in the area generally. Please feel free to add your comments below or contact my directly at lynne.edis@ncl.ac.uk
- When is your Motor Renewal Date: DD
/ MM
/ YYYY

- Do you have a bike with you at University?
() Yes () No
- Please let us have your email address to contact you should you be one of the lucky prize draw winners

- **Data Protection Statement:** This information will be available only within ESS and will be used to calculate carbon emissions from student commuting and in the development of the University Travel Plan. The information will be held for a maximum period of two years.

- [Submit]

Questions about the content of this form should be directed to its owner.
Concerns and technical questions about this form should be directed to it.servicedesk@ncl.ac.uk

B.1 Student Travel Survey Analysis

Modal Split

Main Mode of Travel

A.1.1 A comparison of the 2013 and 2008 surveys is shown in Table B.1. The headline figures include:

- Car drivers have **decreased by 5.4 percentage points**
- Cyclist figures have **increased by 1.8 percentage points**
- Walking figures have **increased by 1.1 percentage points**

Table B.1 – 2006 & 2008 Student Modal Split

Mode of Transport	2008 Survey	2013 Survey	Variation 2008 - 2013
	% of Respondents	% of Respondents	
Car driver	7.6%	2.2%	-5.4%
Car share	0.5%	2.0%	+1.5%
Car Users	8.1%	4.2%	-3.9%
Motorbike	0.2%	0.6%	+0.4%
Train	1.2%	3.1%	+1.9%
Bus	15.1%	12.3%	-2.9%
Metro	13.0%	15.3%	+2.3%
Public Transport Users	29.3%	30.6%	+1.3%
Cycle	10.4%	12.3%	+1.8%
Walk	50.8%	51.9%	+1.1%
Other	1.1%	0.4%	-0.7%
Total	100%	100%	

Figure B.1 – 2008 and 2013 Student Modal Split – Percentage of Respondents

About the journey to the University

Term-time residence

Term Time Postcodes

A.1.2 708 students' term-time postcodes were identified in the 2013 survey. The analysis shows that the majority of respondents live in very similar areas of Newcastle as in 2008, with 75% of students living close to the city centre.

A.1.3 The main areas, from which students commute, are identified in Table B.2 and Figure B.2.

Table B.2 – 2008 & 2013 Student Term Time Postcodes

2008 Survey			2013 Survey		
Postcode Area	Number	%	Postcode Area	Number	%
NE2 (Jesmond)	359	48.3%	NE2 (Jesmond)	275	38.8%
NE6 (Byker)	89	12.0%	NE6 (Byker)	66	9.3%
NE4 (General Hospital)	76	10.2%	NE4 (General Hospital)	76	10.7%
NE1 (City Centre)	75	10.1%	NE1 (City Centre)	44	6.2%
NE3 (Gosforth)	52	7.0%	NE3 (Gosforth)	28	3.4%
NE7 (Heaton)	24	3.2%	NE7 (Heaton)	17	2.4%
NE5 (Denton Park)	19	2.6%	NE5 (Denton Park)	3	0.4%
NE8 (Gateshead)	5	0.7%	NE8 (Gateshead)	10	1.4%
NE28 (Wallsend)	4	0.5%	NE28 (Wallsend)	9	1.3%

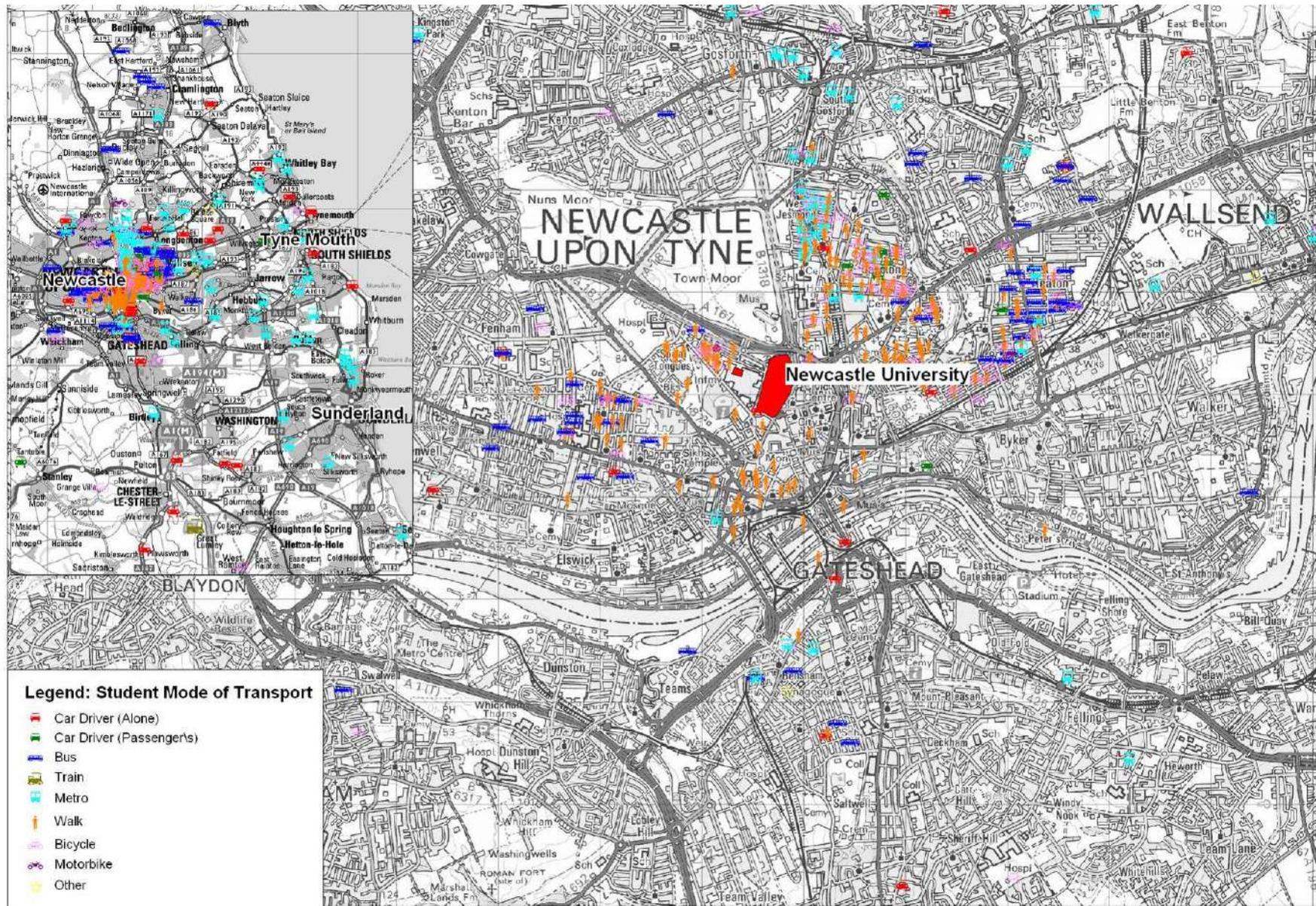
Student Accommodation

- A.1.4 In 2013, the majority of respondents (55.9%) live in privately owned houses or flats that they rent during term-time. 26.6% of respondents live in halls of residence and University flats. In 2013, fewer students who live on campus drive to the University, similar to 2008. 11.2% of students surveyed live at parents/ family home during term-time. This group had the greatest proportion of students driving to campus.

Table B.3 – 2013 Student Term Time Accommodation & Car Drivers

Type of Accommodation	All Respondents		Car Drivers	
	Number of Respondents	% of Respondents	Number of Respondents	% of Respondents
Halls of Residence or University flats	209	26.6%	1	6.7%
Private rental of house or flat	440	55.9%	1	6.7%
Parents/Family home	88	11.2%	9	60.0%
Other - Please specify below	40	5.1%	4	26.7%
Total	787	100.0%	15	100.0%

Figure B.1 – Student Term Time Residence and Mode of Transport to the University



- A.1.5 In addition to type of accommodation, students were also asked about which Halls of Residence or University flats they lived in, as shown in Table B.5 below

Table B.5 – 2013 Student Term Time Accommodation – Halls of Residence and Flats

Accommodation	Number of Respondents	% of Respondents
Bowsden Court	18	7.8%
Castle Leazes Halls	42	18.1%
Henderson Hall	17	7.3%
Jesmond Road	4	1.7%
Leazes Parade	12	5.2%
Leazes Terrace	16	6.9%
Magnet Court	4	1.7%
Marris House	10	4.3%
Richardson Road	31	13.4%
St Mary's College	29	12.5%
Windsor Terrace	7	3.0%
Total	232	100%

Distance Travelled

- A.1.6 Students were asked to estimate the distance they travel to the University. The 2013 results show that a large majority of respondents (83%) live within 5 miles of the University and are therefore more likely to use public transport, walk or cycle. Table B.6 shows the results in more detail.

Table B.6 – 2008 & 2013 Students' Distance Travelled

Distance Travelled	2008 Survey		2013 Survey	
	Number of Respondents	% of Respondents	Number of Respondents	% of Respondents
Less than 1 mile	233	27.7%	204	25.9%
1 to 5 miles	437	52.0%	449	57.1%
6 to 10 miles	69	8.2%	47	6.0%
11 to 20 miles	59	7.0%	45	5.7%
Over 20 miles	43	5.1%	42	5.3%
Total	841	100.0%	787	100%

Journey Duration

- A.1.7 Students were also asked about the duration of their journey to the University. In 2013, 82.2% of respondents take less than 30 minutes to get to the University, similar to the result from 2008 (80.5%). Table B.7 and Figure B.4 overleaf show the results in more detail.

Table B.7 - 2008 & 2013 Students' Journey Duration

Journey Duration	2008 Survey		2013 Survey	
	Number of Respondents	% of Respondents	Number of Respondents	% of Respondents
0 to 15 minutes	267	31.0%	289	36.9%
16 to 30 minutes	426	49.5%	355	45.3%
31 to 60 minutes	134	15.6%	107	13.6%
Over 1 hour	34	3.9%	33	4.2%
Total	861	100.0%	784	100%

Students' Time on Campus

Students' Attendance

- A.1.8 In 2013, 72.2% of students are present on campus 5 days or more per week (Monday to Friday); an increased from 2008 (71.4%). The large proportion of students travelling to the university more than 5 days per week is likely to be students visiting the library, Students' Union or using other University facilities at the weekends. The results are shown in Table B.8.

Table B.8 - 2008 & 2013 Students' Time on Campus

Number of Days on Campus	2008 Survey		2013 Survey	
	Number of Respondents	% of Respondents	Number of Respondents	% of Respondents
2 days or less	53	6.2%	25	3.2%
3 days	76	8.8%	61	7.8%
4 days	117	13.6%	133	17.0%
5 days	502	58.3%	462	58.7%
6 days	63	7.3%	62	7.9%
7 days	50	5.8%	44	5.6%
Total	861	100%	787	100%

Start and Finish Times

- A.1.9 Students were asked about their start times. In 2013, a large proportion of students (83.3%) arrive at university between 08:30 and 10:00. These figures are consistent with the 2008 figures (82.2%). The percentage of students arriving at the university between 10:00 and 12:00 in 2013 (9.4%) is also consistent with 2008 figures (9.5%). The results are shown in Table B.9 below.

Table B.9 – 2008 & 2013 Student Start Times

Start Time	2008 Survey		2013 Survey	
	Number of Respondents	% of Respondents	Number of Respondents	% of Respondents
Before 08:30 ¹	33	6.4%	31	6.2%
08:30 to 10:00	424	82.2%	418	83.3%
10.00 to 12.00	49	9.5%	47	9.4%
After 12.00	10	1.9%	6	1.2%
Total	516	100%	502	100%

A.1.10 Students were also asked about their finish times. In 2013, a large proportion of students (63.5%) finish university between 16:00 and 18:00. The figure in 2008 was similar at 62%. 14.5% of students finish university after 18:00. The results are shown in Table B.10 below.

Table B.10 - 2008 & 2013 Student Finish Times

Finish Time	2008 Survey		2013 Survey	
	Number of Respondents	% of Respondents	Number of Respondents	% of Respondents
Before 12:00	0	0.0%	3	0.7%
12:00 to 14:00	15	3.2%	9	2.0%
14:00 to 16:00	86	18.1%	86	19.2%
16:00 to 18:00	294	62.0%	284	63.5%
After 18:00	79	16.7%	65	14.5%
Total	474	100.0%	447	100%

Profile of Respondents

A.1.11 Students were asked about their studies, gender, age and any disability that might affect their travel arrangements.

Part-time and full-time students

A.1.12 In 2013, most respondents are full-time students, with only 14 part-time students (1.8%) returning a completed survey form, as shown in Table B.11 below.

Table B.11– 2008 & 2013 Students' Study Regime

Study Regime	2008 Survey		2013 Survey	
	Number of Respondents	% of Respondents	Number of Respondents	% of Respondents
Full-time	815	94.7%	759	98.2%
Part-time	46	5.3%	14	1.8%
Total	861	100%	773	100%

Age and Gender

A.1.13 Similar to the 2008 survey, in 2013 the majority of respondents are female (66.6%). In terms of age group, XX% of respondents in 2013 are 25 or under. The results are shown in Table B.13 below.

¹ Before 08:00 in 2006

Table B.13 – 2008 & 2013 Student Age Groups

Age Group	2008 Survey		2013 Survey	
	Number of Respondents	% of Respondents	Number of Respondents	% of Respondents
Under 25	667	78.1%	604	77.5%
25 to 34	138	16.2%	124	15.9%
35 to 44	39	4.6%	30	3.9%
45 to 54	6	0.7%	14	1.8%
55 and over	4	0.5%	7	0.9%
Total	854	100%	779	100%

Disability

- A.1.14 In 2013, 1.4% of respondents (11 students) said that they have a disability which affects the way they travel to the University.

Car Drivers

- A.1.15 This section examines travel patterns of respondents who usually drive their car to work in more detail.

Journey to the University

- A.1.16 The table and chart below show that students who driver their car to work travel much further than all respondents, with 43.5% of car drivers travelling more than 10 miles. However, there are 8 students (34.8% of respondents) that travel less than 5 miles to the campus by car. The results are shown in Table B.15 below and Figure B.5.

Table B.15– 2013 Student Car Drivers Commuting Distance

Distance Travelled	Car Drivers		All Respondents
	Number of Respondents	% of Respondents	% of Respondents
Less than 1 mile	2	8.7%	0.3%
1 to 5 miles	6	26.1%	0.8%
6 to 10 miles	5	21.7%	0.6%
11 to 20 miles	4	17.4%	0.5%
Over 20 miles	6	26.1%	0.8%
Total	23	100%	3% (Drivers only & drivers of car share)

Parking

- A.1.17 Students who usually drive to the University were asked about their parking habits. In 2013, the majority of students (34.8%) use a Pay and Display car park in the area. Students are no longer allowed to apply for a parking permit on campus, so permit categories will not apply to 2013 data. The results are shown in Table B.16 below.

Table B.16 – 2008 & 2013 Student Car Drivers Parking Locations

Parking Location	2008 Survey		2013 Survey	
	Number of Respondents	% of Respondents	Number of Respondents	% of Respondents
On campus with permit	2	2.7%	N/A	N/A
On campus without permit	0	0.0%	N/A	N/A
On campus	N/A	N/A	1	4.3%
Pay and Display near the Uni.	24	32.9%	2	8.7%
Pay and Display in the area	29	39.7%	8	34.8%
Free parking in the area	8	11.0%	6	26.1%
Other	10	13.7%	6	26.1%
Total	73	100%	23	100%

Car for Studies

- A.1.18 In 2013, 1% of all respondents said they never need a car for their studies, 34.8% of all car drivers. Amongst car drivers, 21.7% of respondents said that they use their car at least once a week for their studies. Table B.17 below and Figure B.6 overleaf show the results.

Table B.17– 2013 Student Car Drivers & All Respondents Parking Location

Frequency	2013 Survey Car Drivers		2013 Survey All Respondents
	Number of Respondents	% of Respondents	% of Respondents
Yes, regularly	5	21.7%	0.6%
Yes, rarely	10	43.5%	1.3%
No	8	34.8%	1.0%
Total	23	100%	2.9%

Public Transport Users

Public Transport User Postcodes

- A.1.19 In 2013, 29.6% of respondents said they use public transport to get to the university. A large proportion of students travel by public transport from areas including Jesmond, Fenham and Byker. Table B.18 shows the results in more detail.

Table B.18 – 2008 & 2013 Student PT Users Postcode Areas

2008 Survey			2013 Survey 233		
Postcode Area	Number	%	Postcode Area	Number	%
NE2 (Jesmond)	45	21.6%	NE2 (Jesmond)	41	17.6%
NE3 (Gosforth)	36	17.3%	NE3 (Gosforth)	15	6.4%
NE6 (Byker)	36	17.3%	NE6 (Byker)	20	8.6%
NE4 (Fenham)	28	13.5%	NE4 (Fenham)	26	11.2%
NE7 (Heaton)	21	10.1%	NE7 (Heaton)	13	5.6%

2008 Survey			2013 Survey 233		
Postcode Area	Number	%	Postcode Area	Number	%
NE1 (City Centre)	12	5.8%	NE1 (City Centre)	1	0.4%
NE8 (Gateshead)	9	4.3%	NE8 (Gateshead)	4	1.7%

Distance Travelled

- A.1.20 Generally, students that travel to the university by public transport travel further than all respondents (due to the fact that over 51.6% of students stated that they walk to the university in the 2013 travel survey). However, a majority (18.4%) of students who travel by public transport do live within 5 miles of the campus. Detailed results are shown in Table B.19 below.

Table B.19 – 2013 Student PT Users & All Respondents Distance Travelled

Distance Travelled	2013 Survey PT Users		2013 Survey All Respondents
	Number of Respondents	% of Respondents	% of Respondents
Less than 1 mile	7	3.0%	0.9%
1 to 5 miles	138	59.2%	17.5%
6 to 10 miles	32	13.7%	4.1%
11 to 20 miles	31	13.3%	3.9%
Over 20 miles	25	10.7%	3.2%
Total	233	100%	29.6%

Pedestrians and Cyclists

Origins and the Journey to Work

- A.1.21 In 2013, the 53.2%% respondents who usually cycle or walk to the University travel from the area of Jesmond. As expected, there has been little change in the areas where students cycle and walk from. Table B.20 below shows the results in more detail.

Table B.20 – 2008 & 2013 Student Pedestrian & Cycle User Postcode Areas

2008 Survey			2013 Survey		
Postcode Area	Number	%	Postcode Area	Number	%
NE2 (Jesmond)	300	64.1	NE2 (Jesmond)	266	53.2
NE1 (City Centre)	55	11.8	NE1 (City Centre)	44	8.8
NE6 (Byker)	46	9.8	NE6 (Byker)	51	10.2
NE4 (Fenham)	43	9.2	NE4 (Fenham)	57	11.4
NE3 (Gosforth)	9	1.9	NE3 (Gosforth)	12	2.4

Distance Travelled

- A.1.22 96.6% of respondents who arrive at the university on foot or by cycle travel less than five miles, compared to 61.4% for all respondents. Just 1.3% of respondents who arrive by

cycle or on foot travel a distance greater than 10 miles. Detailed results are shown in Table B.21 below.

Table B.21 – 2013 Student Pedestrians & Cycle Users & All Respondents Distance Travelled

Distance Travelled	2013 Survey Pedestrian & Cycle Users		2013 Survey All Respondents
	Number of Respondents	% of Respondents	% of Respondents
Less than 1 mile	188	37.6%	23.9%
1 to 5 miles	295	59.0%	37.5%
6 to 10 miles	7	1.4%	0.9%
11 to 20 miles	3	0.6%	0.4%
Over 20 miles	7	1.4%	0.9%
Total	500	100%	63.6%

Comments and suggestions

B.1.23 Consistent comments from the 2013 student travel survey included a demand for:

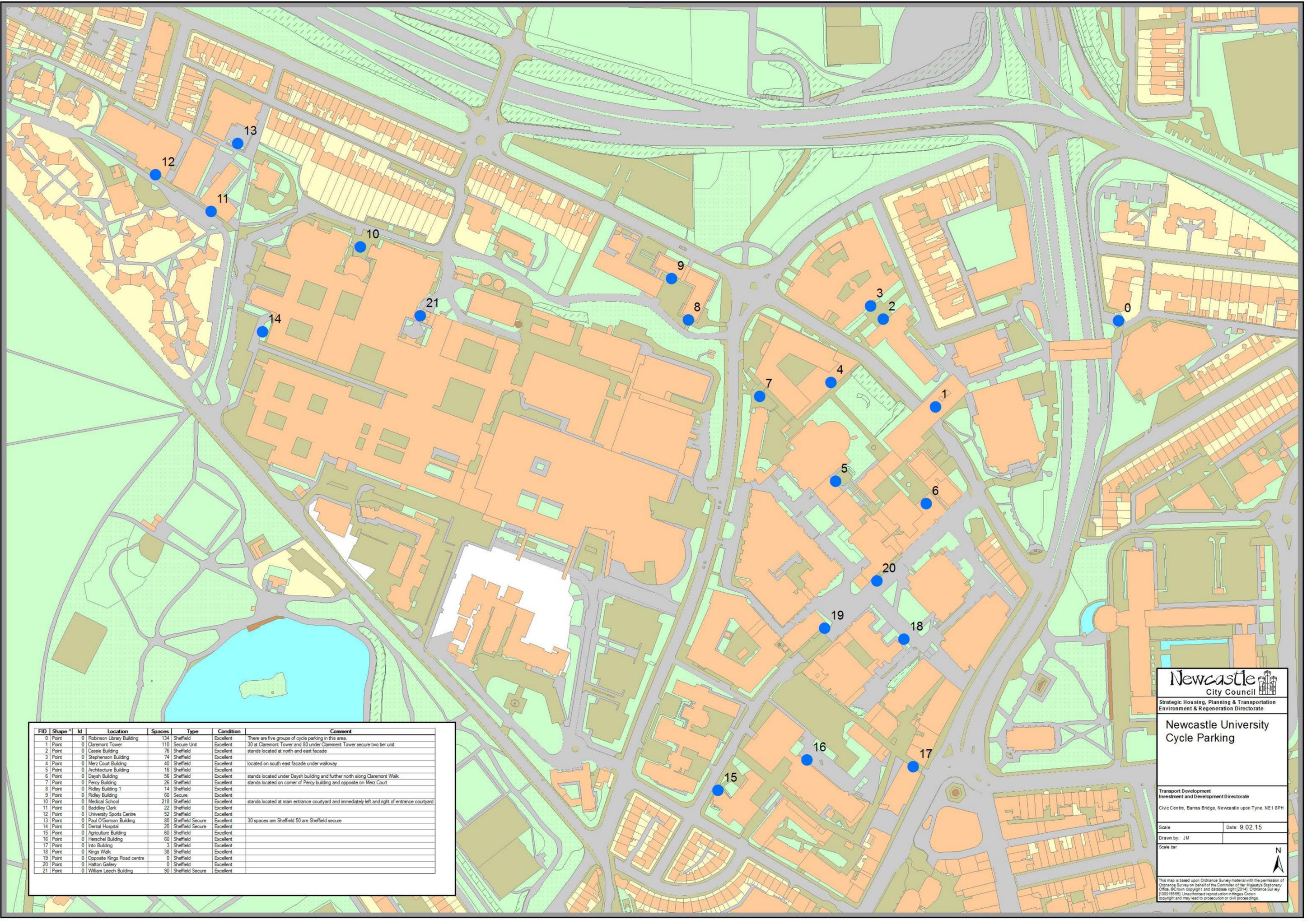
- More covered cycle storage
- Bike repair service and repair workshops for students
- Shuttle services to include Robinson Library, Bowsden Court and disabled students
- Bicycle rack campus maps
- Better public transport discounts for students
- Pool bikes on campus

Appendix C

1. Car Parking Policy 2015
(under review)
2. Cycle Parking Policy 2015
(under review)

Appendix D

1. Car Parking Map 2015 (March)
2. Cycle Parking Map 2015 (January)



FID	Shape	Id	Location	Spaces	Type	Condition	Comment
0	Point	0	Robinson Library Building	134	Sheffield	Excellent	There are five groups of cycle parking in this area.
1	Point	0	Claremont Tower	110	Secure Unit	Excellent	30 at Claremont Tower and 80 under Claremont Tower secure two tier unit
2	Point	0	Classe Building	76	Sheffield	Excellent	stands located at north and east facade
3	Point	0	Stephenson Building	74	Sheffield	Excellent	
4	Point	0	Merz Court Building	40	Sheffield	Excellent	located on south east facade under walkway
5	Point	0	Architecture Building	16	Sheffield	Excellent	
6	Point	0	Daysh Building	56	Sheffield	Excellent	stands located under Daysh building and further north along Claremont Walk
7	Point	0	Percy Building	26	Sheffield	Excellent	stands located on corner of Percy building and opposite on Merz Court
8	Point	0	Ridley Building 1	14	Sheffield	Excellent	
9	Point	0	Ridley Building	60	Secure	Excellent	
10	Point	0	Medical School	218	Sheffield	Excellent	stands located at main entrance courtyard and immediately left and right of entrance courtyard
11	Point	0	Bodlley Clark	22	Sheffield	Excellent	
12	Point	0	University Sports Centre	52	Sheffield	Excellent	
13	Point	0	Paul O Gorman Building	80	Sheffield Secure	Excellent	30 spaces are Sheffield 50 are Sheffield secure
14	Point	0	Dental Hospital	20	Sheffield Secure	Excellent	
15	Point	0	Agriculture Building	60	Sheffield	Excellent	
16	Point	0	Herschel Building	60	Sheffield	Excellent	
17	Point	0	Into Building	3	Sheffield	Excellent	
18	Point	0	Kings Walk	38	Sheffield	Excellent	
19	Point	0	Opposite Kings Road centre	0	Sheffield	Excellent	
20	Point	0	Hutton Gallery	0	Sheffield	Excellent	
21	Point	0	William Leech Building	90	Sheffield Secure	Excellent	

Newcastle City Council
 Strategic Housing, Planning & Transportation
 Environment & Regeneration Directorate

**Newcastle University
 Cycle Parking**

Transport Development
 Investment and Development Directorate
 Civic Centre, Barras Bridge, Newcastle upon Tyne, NE1 8PH

Scale: _____ Date: 9.02.15
 Drawn by: J.M.
 Scale bar: _____

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