

UNIVERSITY OF KENT/CANTERBURY CAMPUS 2022 TRAVEL PLAN

Appendices



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APPENDIX A/NATIONAL AND LOCAL POLICIES

National Planning Policy

National policy has moved towards securing more sustainable outcomes with emphasis on minimising the need to travel, reducing car use and encouraging more sustainable modes of transport. The National Planning Policy Framework (NPPF) was adopted in March 2012.

Local Planning Policy

The Local Transport Plan 4 for Kent: Delivering Growth without Gridlock (2016-2031) brings together Kent County's local transport policies, looking at local schemes and issues as well as those at a countywide and national significance. "The Local Transport Plan for Kent Local Transport Plan 4:"

Its vision is "To deliver safe and effective transport, ensuring that all Kent's communities and businesses benefit, the environment is enhanced and economic growth is supported".

The vision of this plan, include five desired transport Outcomes with related Policies.

- Outcome 1: Economic growth and minimised congestion
- Outcome 2: Affordable and accessible door-to-door journeys
- Outcome 3: Safer travel
- Outcome 4: Enhanced environment
- Outcome 5: Better health and wellbeing

The Canterbury District Strategy (2014 – 2031)

This strategy focusses on the district of Canterbury. The strategy aims to "improve access to services, goods and opportunities and tackle the negative impacts of traffic by promoting sustainable modes of transport, achieving reliable vehicle journey times and supporting sustainable development".

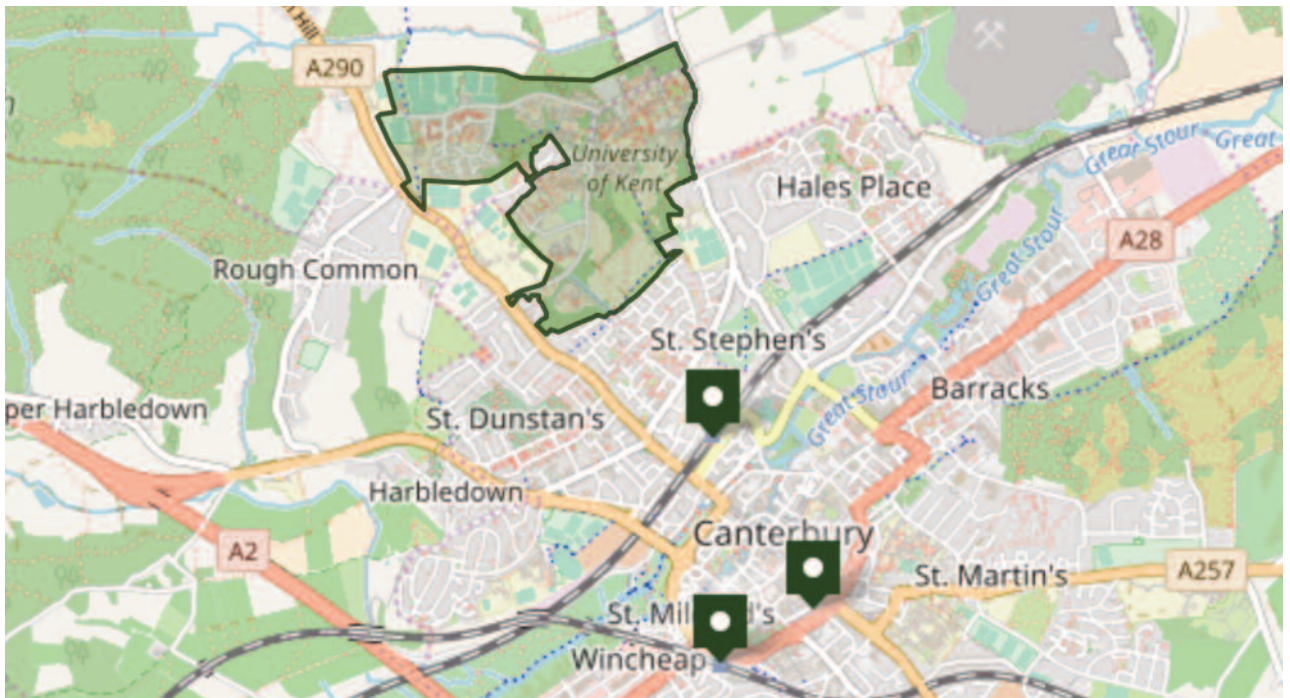
Travel Planning Best Practice

Further to the policy documents listed above, a number of key guidance documents and best practice examples have been reflected in preparation of this Travel Plan. These include (but were not limited to) the following:

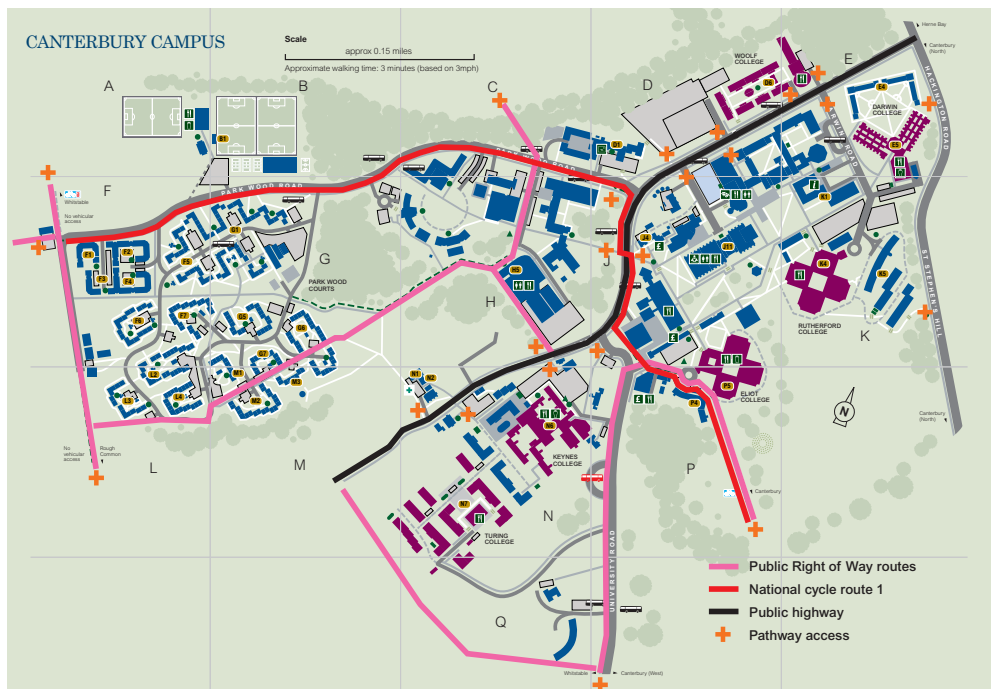
- 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process' (DfT and DCLG, 2009);
- 'The Essential Guide to Travel Planning' (DfT, 2007);
- 'Making Personal Travel Planning Work: Research Report' (DfT, 2007);
- 'The Travel Plan Resources Pack for Employers' (DfT, 2006); and
- 'Smarter choices – Changing the Way We Travel' (DfT, 2004).

APPENDIX B/ROUTE AND ACCESS MAPS

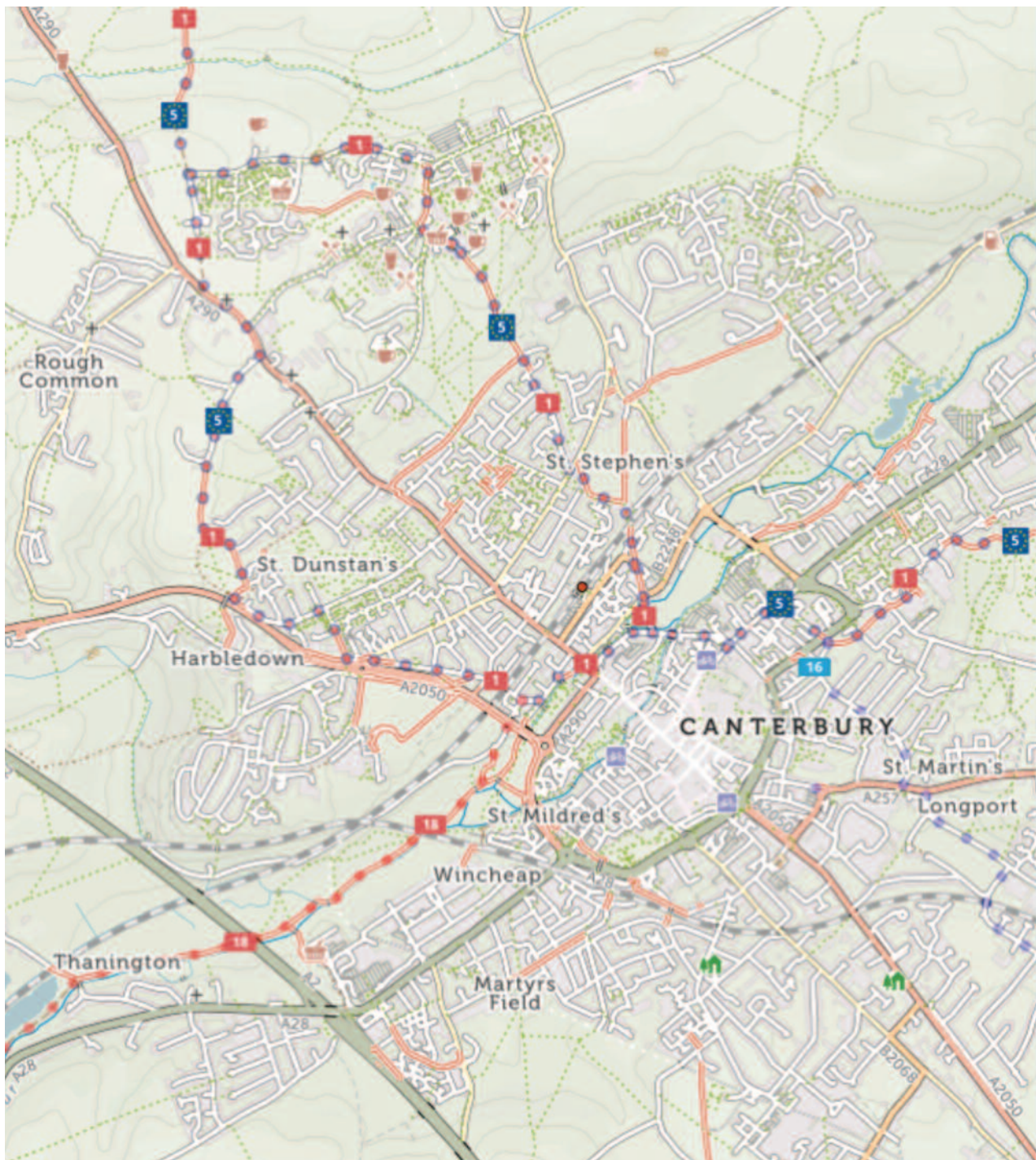
Map 1: Local map showing University location in Canterbury and Kent



Map 2: Walking routes to campus



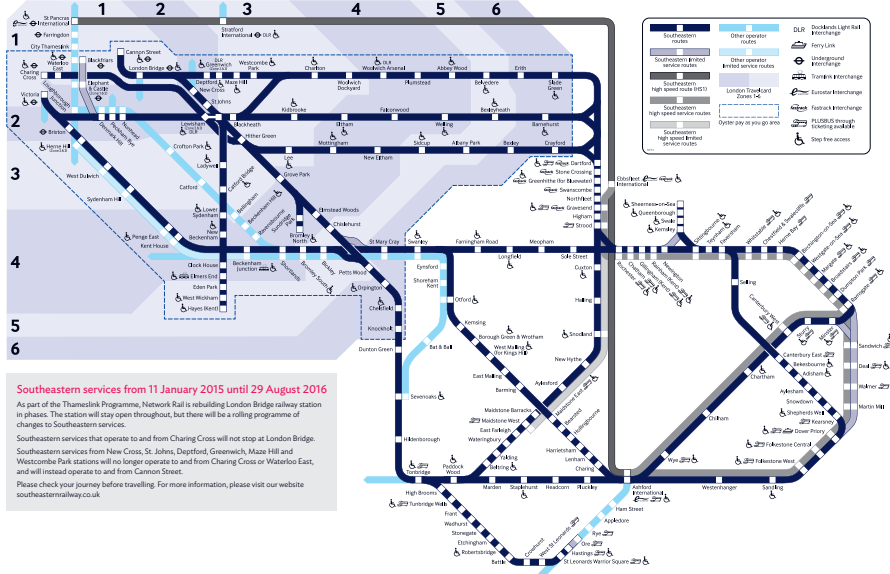
Map 3: Showing cycle routes to the campus



APPENDIX B/ROUTE AND ACCESS MAPS (CONT)

Map 4: SouthEastern network route map

Southeastern network route map - 11 January 2015 to 29 August 2016



Map 5: Public bus service directly operating to and from the campus



Map 6: Airports and port locations



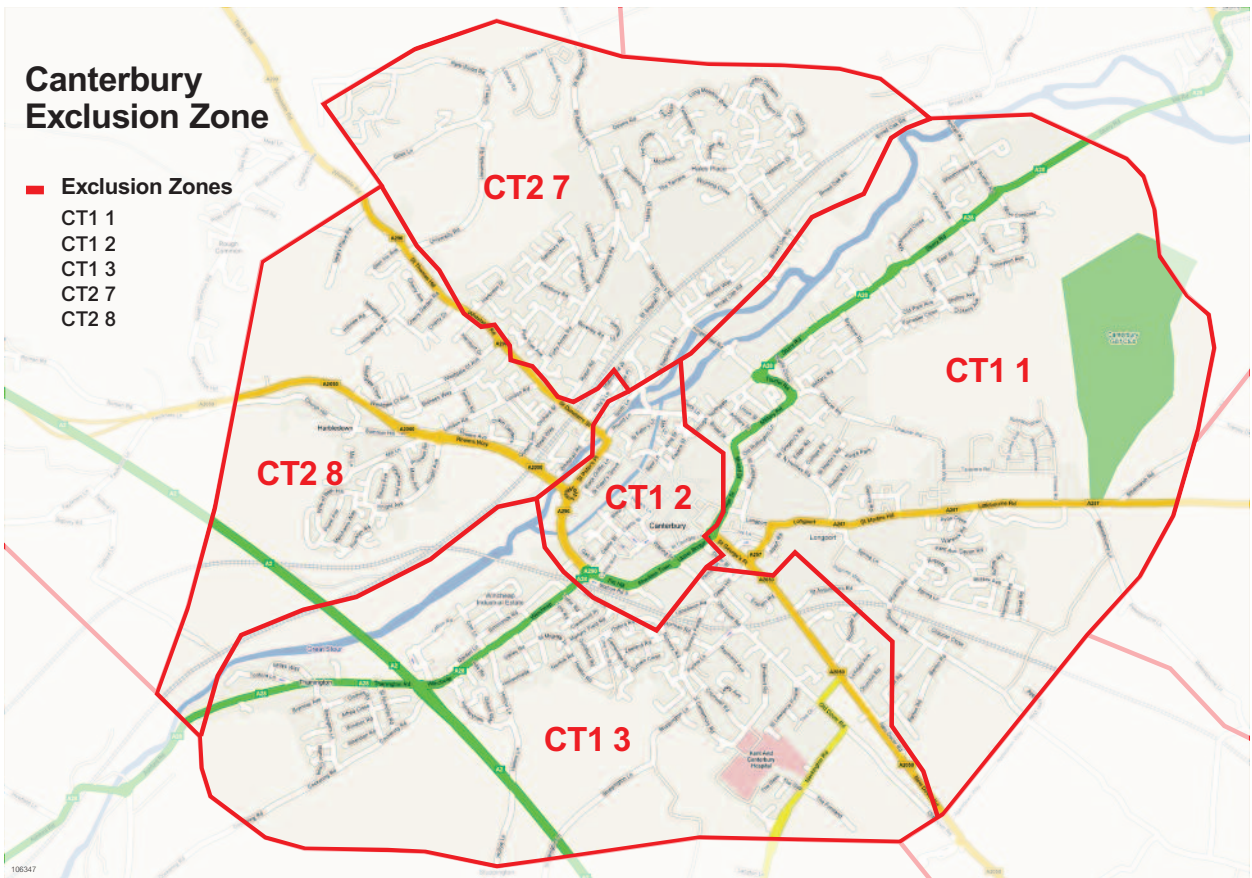
Map 7: Car park locations



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APPENDIX B/ROUTE AND ACCESS MAPS (CONT)

Map 8: Student parking exclusion zone



APPENDIX C/FREQUENCY OF PUBLIC TRANSPORT SERVICES

Table 1: Frequency of rail service to Canterbury

Rail services	Typical frequency per hour		
	Weekday	Saturday	Sunday
Canterbury East Station			
Route: Dover	2	2	1
Route: Medway – London Victoria	2	2	2
Canterbury West Station			
Route: Ashford – St Pancras (High Speed)	2	2	2
Route: Ashford – London Victoria	1	1	1
Route: Ashford – London Charing Cross	1	1	1
Route: Ramsgate	2	2	2
Eurostar	Typical frequency per day		
	Weekday	Saturday	Sunday
Route: Ashford International – Paris	2	2	1
Route: St Pancras – Paris	13	13	14

Table 2: Bus and coach services operating to campus during term time

Bus	number	Operator Key location served	Weekday	Saturday	Sunday
Uni1	Stagecoach	Bus station, Canterbury East train station, Canterbury West train station St Dunstan's, Keynes bus stop leading to either Darwin or Park Wood bus stops	Daytime frequency 8/hour Operation times 08.10 until 19.05	Daytime frequency 8/hour Operation times 08.10 until 19.05	Daytime frequency 2/hour Operation times 11.15 until 20.56
Uni2	Stagecoach	Bus station, Canterbury East train station, Canterbury West train station St Dunstan's, Keynes bus stop Park Wood bus stop Darwin bus stop Hales Place	Frequency 2/hour until midnight Midnight to 05.00 1/hour Operation time 08.30 to 05.06	Frequency 2/hour until midnight Midnight to 05.00 1/hour Operation time 08.35 to 05.06	No operations

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APPENDIX C/FREQUENCY OF PUBLIC TRANSPORT SERVICES (CONT)

Bus number	Operator	Key location served	Weekday	Saturday	Sunday
4 & Triangle	Stagecoach	Bus Station, Canterbury East train station, Canterbury West train station St Dunstan's, Keynes bus stop Blean, Whitstable	Daytime frequency 2/hour Operation times 05.25 until 18.16	Daytime frequency 2/hour Operation times 05.25 until 18.16	Daytime frequency 4/hour Operation times 08.02 until 18.16
26A	Stagecoach	Keynes bus stop Park Wood bus stop Darwin bus stop Sainsburys Sturry Road (ASDA) Vauxhall Road (shops)	No operations	Daytime frequency 1/hour Operation time 09.40 to 05.32	No operations
3B	Stagecoach	Faversham Dunkirk Harbledown Rough Common St Stephens Hill Bus station	Frequency 1/day	No operations	No operations
Campus Shuttle	University of Kent Operated by The Kings Ferry	Medway campus Liberty Quays Keynes bus stop Darwin bus stop	Frequency 1/hour until 19.00. 19.00 until midnight 1 every 2 hours Operation time 07.45 to 01.00	Frequency 1/hour until 20.00. 20.00 until 02.00 1 every 2 hours Operation time 09.00 to 03.00	Frequency 1/hour until 19.00. 19.00 until midnight 1 every 2 hours Operation time 09.00 to 01.00
022	National Express	London Victoria	Frequency 3/day	Frequency 3/day	

Table 2: Buses and coach services operating at bus stops next to the campus term time

Bus number	Operator	Key location served	Weekday	Saturday	Sunday
Whitstable Road Rough Common Turning bus stop					
3B	Stagecoach	Faversham Boughton Dunkirk Harbledown Rough Common Turning bus stop Bus station	1/hour	1/hour	No operations
Triangle	Stagecoach	Canterbury Rough Common Turning bus stop Blean Whitstable Hernebay Canterbury44	4/hour	4/hour	4/hour
27	Stagecoach	London Road Estates Rough Common Turning bus stop Canterbury	1/day	1/day	No operations
St Stephens Hill Alcroft Grange bus stop					
5	Stagecoach	Seasalter Whitstable South Tankerton Tyler Hill Alcroft Grange bus stop Kingsmead Bus station	1/hour	1/hour	1 every 2 hours
School buses 901 914 915 916 917 918	Stagecoach	Hernebay Yorkletts Hillborough Alcroft Grange bus stop	1/day	No operations	No operations

APPENDIX D / CAR PARK BAY NUMBERS

Bay type	06/07	11/12	16/17
Pink Zone		923	846
Blue Zone		1158	1124
Pay & Display only		136	109
Restricted zone		7	8
Accessible bays		62	62
Total	Circa 2,000	2,286	2,149

APPENDIX E/TRAVEL PLAN SURVEY RESULTS – MAIN MODE OF TRAVEL

Student breakdown from survey (C-Q1, 2, 3)

573 Canterbury students completed the Travel Plan Survey.

Undergraduate	447	Full-time	547	Live on campus	310
Postgraduate	126	Part-time	26	Live off campus	263
Total	573	Total	573	Total	573

Staff breakdown from survey (S-Q1.2)

727 Canterbury staff completed the Travel Plan Survey

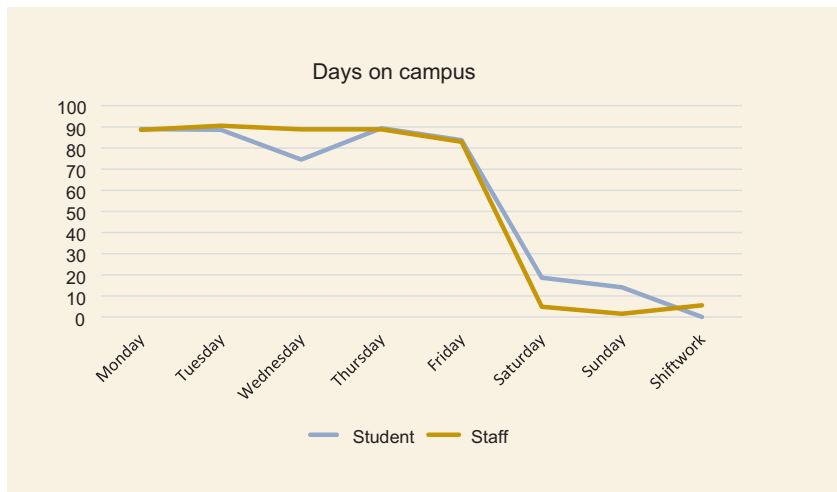
Full-time	590	81.16
Part-time	137	18.84
Total	727	100.00

Distance from campus (C-Q4, S-Q3)

Miles from campus	Students living off campus		Staff	
	No	%	No	%
2 miles or under	118	44.87	100	13.77
3 miles or under	143	54.37	139	19.15
5 miles or under	151	57.41	213	29.34
10 miles or under	165	62.74	440	60.61
20 miles or under	204	77.57	622	85.67
20+ miles	59	22.43	104	14.33
Total	263	100.00	726	100.00

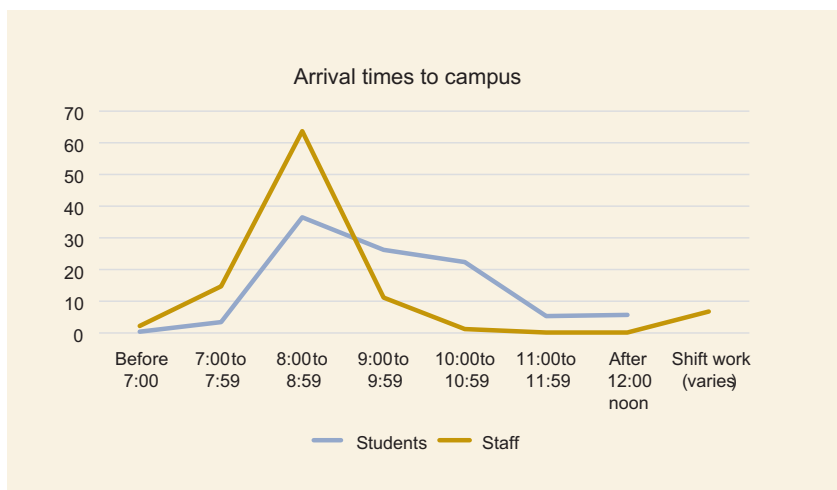
APPENDIX E/TRAVEL PLAN SURVEY RESULTS – MAIN MODE OF TRAVEL (CONT)

Days attending campus (C-Q5, S-Q4)



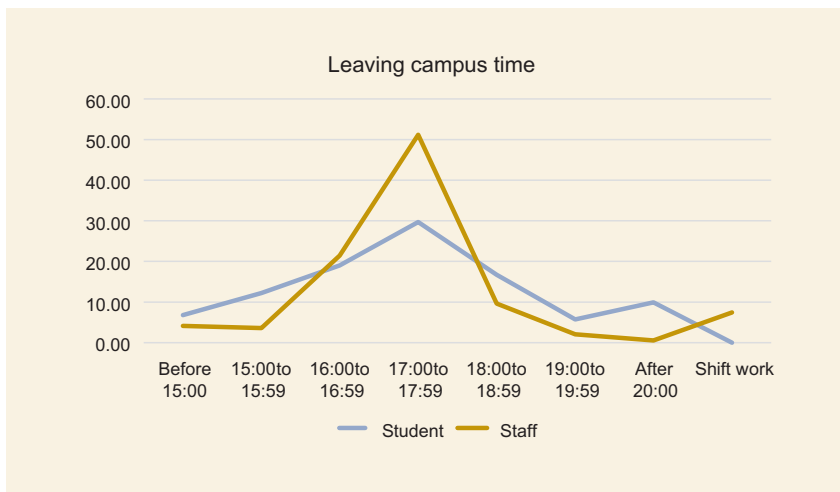
- By comparing days of weeks that students and staff on campus, it is clear that staff are pretty consistent overall coming in every day, with only a very slight drop on Fridays.
- Students have a more significant drop on Wednesday but are generally on campus quite consistently during the week.

Arrival times to campus (C-Q6, S-Q5)

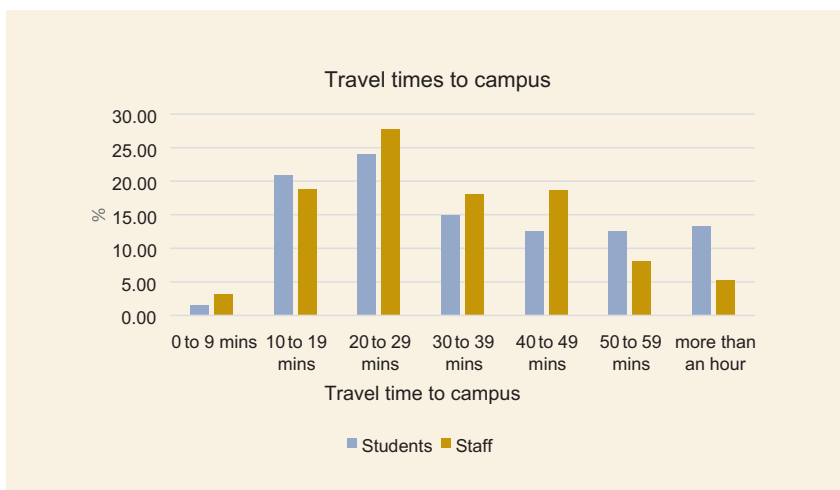


- 36.5% of students surveyed are arriving between 8.00 and 8.59, which declines to 26.2% between 9.00 and 9.59 and 22.4% between 10.00 and 10.59. There is sharp drop between 11.00 and 11.59 with only 5.3% usually arriving to campus at this time.
- 63.7% of staff arrive between 8.00 and 8.59 which means that 56.46% of staff and students are arriving onto campus at this time.

Leaving times from campus (C-Q7, S-Q6)



- There is a steady incline of students leaving in the afternoon as time goes on, with the peak between 17.00 and 17.59 (nearly 30% of students) and then quite a sharp drop in students leaving after this time, with a slight rise after 20.00.
- For staff the peak time to leave is between 17.00 and 17.59, with 51.17% of staff leaving campus at this time. This means overall 45.45% of staff and students are trying to leave the campus at the same time.



- Most staff and students fall into the 20-29 minutes category for their travel to campus.

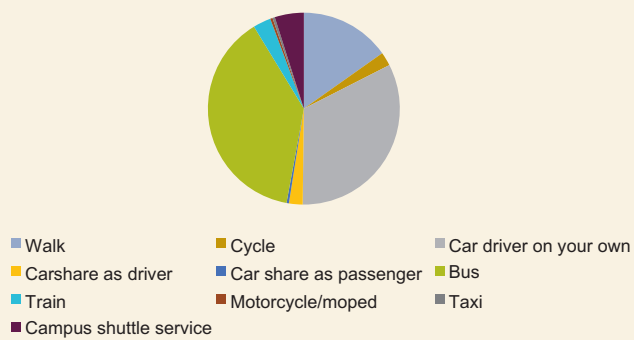
APPENDIX E/TRAVEL PLAN SURVEY RESULTS – MAIN MODE OF TRAVEL (CONT)

Main mode of travel to and from the University (students living off campus) (C-Q9, S-Q8)

- Students who live off campus were asked how they travel to and from the University.
Students living on campus were asked how they travel to and from Canterbury city centre.

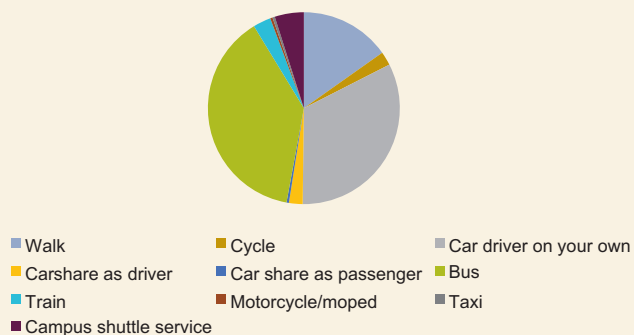
Main mode of travel	Students		Staff		Total	
	No	%	No	%	No	%
Walk	40	15.21	47	6.46	87	8.79
Cycle	6	2.28	43	5.91	49	4.95
Car driver on your own	86	32.70	484	66.57	570	57.58
Car share as driver	6	2.28	60	8.25	66	6.67
Car share as passenger	1	0.38	16	2.20	17	1.72
Dropped off by car	0	0.00	11	1.51	11	1.11
Bus	101	38.40	47	6.46	148	14.95
Train	8	3.04	11	1.51	19	1.92
Motorcycle/moped	1	0.38	3	0.41	4	0.40
Taxi	1	0.38	0	0.00	1	0.10
Campus Shuttle service	13	4.94	5	0.69	18	1.82
National Express Coach	0	0.00	0	0.00	0	0.00
Total	263	100.00	727	100.00	990	100.00

Main mode of travel students (off campus)



- The biggest proportion of students who live off campus use the bus at 38.4%, the second highest proportion being students who drive on their own at 32.7%
- 15.2% of students living off campus walk to campus
- Nearly 5% of students use the campus shuttle to get to campus

Main mode of travel students (off campus)



- 66.57% of the staff surveyed travel to campus by car on their own. A further 10.45% car share.
- Only 6.46% of staff travel by bus to campus

APPENDIX E/TRAVEL PLAN SURVEY RESULTS – MAIN MODE OF TRAVEL (CONT)

Main mode of travel to and from Canterbury city centre (students living on campus) (C-Q11,12)

Main mode	Day time (07.00-19.00)	Night time (19.00- 07.00)	Percentage difference
Walk	19.40	7.70	-11.70
Cycle	1.60	0.60	-1.00
Car driver on your own	0.00	0.30	0.30
Car share as driver	1.00	0.30	-0.70
Car share as passenger	0.60	1.00	0.40
Dropped off by car	0.00	0.00	0.00
Bus	76.80	78.70	1.90
Motorcycle/moped	0.00	0.00	0.00
Taxi	0.60	6.80	6.20
Coach	0.00	1.00	1.00
Not applicable	0.00	3.50	3.50
Total	100.00	100.00	0.00

- During the day 76.8% of students who live on campus use the bus to travel to the city centre and 19.4% walk down.
- During the night there is an 11.7% decrease in walking and a 1% decrease in cycling, with increases in other modes of travel such as the bus and taxis.

Availability of sustainable transport (C-Q39, 40, 41, S-Q32, 33, 34)

- In these questions we are particularly interested to see the reasons why people are not choosing sustainable travel options like walking, cycling and the bus when these are available to them. Respondents could give up to 3 reasons to explain they choose not to use each mode of transport.
- It is also interesting to see how many people say they sometimes travel by these methods as we may be able to encourage these people to choose the more sustainable options more frequently than they currently do so.

Is walking to campus available to you?	Students		Staff	
	No	%	No	%
Yes and I usually walk to campus	38	14.45	49	6.74
Yes and I sometimes walk to campus	62	23.57	80	11.00
Yes but I never walk to campus	43	16.35	48	6.60
No walking to campus is not available to me	120	45.63	550	75.65
Total	263	100.00	727	100.00

- By comparing this question against question 4, we can see that the 55.2% live 3 or more miles away from campus and 46.6% say that walking is not available to them.
- 16.3% of students said that walking was available to them but they never walk.
- Only 6.65% of staff said that walking was available to them but they never walk.
- 75.65% of staff said that walking was not available to them.
- From looking at the answers to why people choose not to walk, the most popular answer for staff was that walking takes too long, followed by domestic commitments. For students the most common answers were that it takes too long and that they usually get the bus.

Is cycling to campus available to you?	Students		Staff	
	No	%	No	%
Yes and I usually cycle to campus	6	2.28	47	6.46
Yes and I sometimes cycle to campus	12	4.56	83	11.42
Yes but I never cycle to campus	67	25.48	127	17.47
No, cycling is not an option or not available	178	67.68	470	64.65
Total	263	100.00	727	100.00

- A quarter of students said that cycling was available to them but they never cycle. Similarly 17.47% of staff said the same. This highlights that more cycling initiatives could help encourage more staff and students to cycle to and from the campus.
- A further 4.56% of students and 11.42% of staff sometimes cycle to campus, which suggests that some of these people could be encouraged to choose cycling as their main mode of transport to and from campus.
- For staff, two of the reasons why people choose not to cycle were that they didn't feel safe and that they were not confident riding a bike, which suggests that having a road safety cycling training available may help encourage more people to cycle. Not feeling safe may also refer to the roads in terms of sharing lanes with other vehicles, which is a more complex issue to resolve.

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APPENDIX E/TRAVEL PLAN SURVEY RESULTS – MAIN MODE OF TRAVEL (CONT)

- The reasons why staff choose not to cycle were very varied, and in the other option a number of staff stated that the lack of shower facilities was putting them off cycling.
- For students the main reasons why they do not cycle to campus were that they usually walk or catch the bus. 16.8% also said they were not confident riding a bike.
- Some staff and students also put in that they didn't have a bike in the other option, and further people may have chosen that cycling was not available to them for this reason. This would suggest that further promotion of the current termly cycle hire scheme, or an introduction of a hop on and off cycle scheme may be beneficial.

Is bus travel to campus available to you?	Students		Staff	
	No	%	No	%
Yes and I usually catch the bus to campus	100	38.02	43	5.91
Yes and I sometimes catch the bus to campus	38	14.45	105	14.44
Yes but I never catch the bus to campus	47	17.87	265	36.45
No walking to campus is not available to me	78	29.66	314	43.19
Total	263	100.00	727	100.00

- 17.86% of students and 36.45% of staff currently never catch the bus although it is an option available to them.
- A further 14.45% of students and 14.44% of staff sometimes catch the bus to campus.
- By looking at the reasons why people choose not to travel on the bus, for staff the most popular reason is that the bus takes too long, followed by the bus being too expensive and then because the bus is not reliable. Other reasons included domestic commitments, and that the bus timetables or bus stop locations were not suitable for them to get to or from campus.
- For students the top two reasons why they do not use the bus were that it takes too long and is too expensive. From the following question regarding travel initiatives we can see that 93.47% of students have heard of the Unirider discounted ticket, but it may be that they did not hear about it until after the 2 week discount period at the start of term and so may be purchasing the day tickets which work out significantly more expensive.

Canterbury students travel initiatives (C-Q62)

Canterbury students were asked if they had heard of the following travel initiatives

Travel initiative	No. who had heard of initiative	%
Stagecoach student Unirider bus ticket	530	93.47
Stagecoach staff discounted bus ticket	80	14.11
Stagecoach Bio buses (biofuel powered)	355	62.61
Student Canterbury campus bike hire service	185	32.63
Dr Bike- free bike check ups	100	17.64
Discounts provided at local bike stores for University staff and students	40	7.05
Lockable cycle shelters	147	25.93
Campus Security walking taxi service	329	58.02
Safezone app	391	68.96
Street Marshalls in Canterbury (walking safety)	131	23.10
Oyster Card for University of Kent students	57	10.05
Campus Shuttle service	284	50.09
University Car Share database UniShareSE.liftshare.com	13	2.29
National Express Young person's Coachcard	185	32.63
National Rail 16-25 Railcard	437	77.07
Plus Bus	66	11.64
Showers provided at Templeman Library, Sports Centre, Keynes college, Rochester building	77	13.58
@unikent_travel twitter account for transport updates	63	11.11
Transport news webpage for transport updates	32	5.64
Transport Team email newsletter	52	9.17
@CampusShuttle twitter account for shuttle updates	43	7.58
New location of Security and Transport Centre (near Santander bank)	158	27.87

- 93.47% of Canterbury students had heard of the Stagecoach discounted academic year ticket which is very promising.
- Other high scoring initiatives were national rail 16-25 railcard, SafeZone app, Stagecoach bio buses, and Campus Security's walking taxi service
- Only half of students knew about the free campus shuttle service between Canterbury and Medway campuses.
- There are lots of areas for us to promote more to ensure students are aware of all the travel initiatives including discounts and services available to them.

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APPENDIX E/ TRAVEL PLAN SURVEY RESULTS – MAIN MODE OF TRAVEL (CONT)

Canterbury staff travel initiatives (S-Q56)

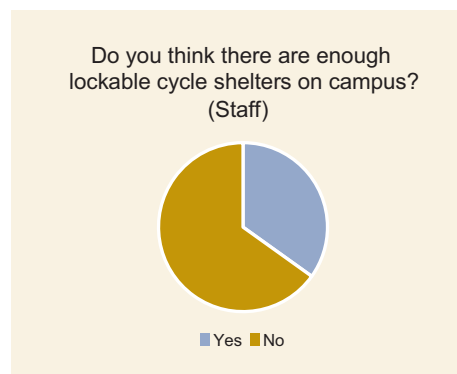
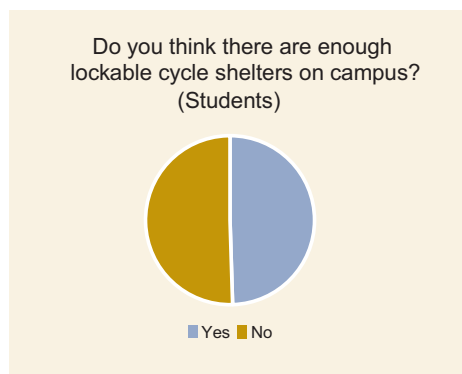
Canterbury staff were asked if they had heard of the following travel initiatives

Travel initiative	No. who had heard of initiative	%
Stagecoach staff discounted bus ticket	403	57.00
Arriva staff discounted ticket	64	9.05
Arriva 191 service through Pembroke campus	29	4.10
Dr Bike- free bike check ups	491	69.45
Discounts provided at local bike stores for University staff and students	197	27.86
Lockable cycle shelters	407	57.57
Campus Security walking taxi service	399	56.44
Safezone app	534	75.53
Campus Shuttle service	550	77.79
University Car Share database UniShareSE.liftshare.com	163	23.06
National Express Young person's Coachcard	161	22.77
National Rail 16-25 Railcard	369	52.19
Plus Bus	126	17.82
Showers provided at Rochester building	29	4.10
Staff car share mileage payments for business use	138	19.52
Staff bicycle mileage payments for business	57	8.06
Click Travel, booking system for staff business travel	346	48.94
University coach framework for booking coaches	66	9.34
@unikent_travel twitter account for transport updates	145	20.51
Transport news webpage for transport updates	234	33.10
Transport Team email newsletter	309	43.71
@CampusShuttle twitter account for shuttle updates	82	11.60

- The travel initiative most staff had heard of was the campus shuttle service with 77.79%, followed by the SafeZone app and Dr Bike free bike check-ups.
- The initiatives that the least Canterbury staff had heard of were Medway travel initiatives such as the Arriva 191 going through campus and that showers are provided at Rochester building.
- Another initiative that has not been heard of by very many staff members was the coach framework for booking coaches. This is probably because it only affects a small number of staff and has not been fully promoted yet.
- There are plenty of areas where we can promote more travel initiatives to Canterbury staff.

APPENDIX F/TRAVEL PLAN SURVEY RESULTS – WALKING AND CYCLING

Do you think there are enough lockable cycle shelters on campus? (C-Q14,29,52, S-Q23, 47)



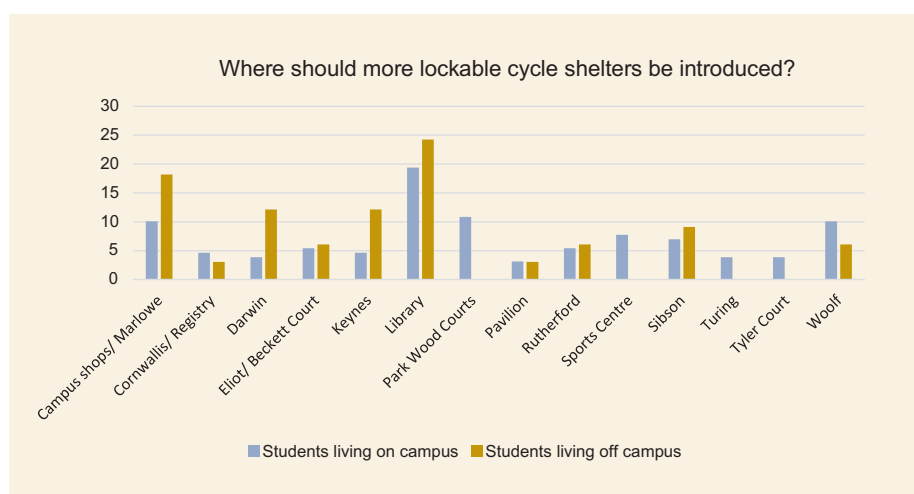
"Do you think there are enough lockable cycle shelters on campus?"	Students		Staff	
	No	%	No	%
Yes	51	49.51	30	34.88
No	52	50.49	56	65.12
Total	103	100	86	100.00

- About half of students think are enough lockable cycle shelters on campus, and the other half think there are not enough.
- Whereas 65.12% of staff do not think there are enough lockable cycle shelters on campus.

APPENDIX F/TRAVEL PLAN SURVEY RESULTS – WALKING AND CYCLING (CONT)

Where should more lockable cycle shelters be introduced? (C-14a, 29a, 52a, S-23a, 47a)

Where to locate future lockable cycle shelters	Students living on campus		Students living off campus	
	No	%	No	%
Campus shops/Marlowe	13	10.08	6	18.18
Cornwallis/ Registry	6	4.65	1	3.03
Darwin	5	3.88	4	12.12
Eliot/ Beckett Court	7	5.43	2	6.06
Keynes	6	4.65	4	12.12
Library	25	19.38	8	24.24
Park Wood Courts	14	10.85	0	0.00
Pavilion	4	3.10	1	3.03
Rutherford	7	5.43	2	6.06
Sports Centre	10	7.75	0	0.00
Sibson	9	6.98	3	9.09
Turing	5	3.88	0	0.00
Tyler Court	5	3.88	0	0.00
Woolf	13	10.08	2	6.06
Total	129	100.00	33	100.00



- The results vary between students who live on and off campus. For example students living on campus want more cycle shelters near accommodations such as Park Wood Courts, Tyler Court and Turing, whereas no students living off campus wanted a new cycle shelter in these locations.
- Students living on and off campus most want a lockable cycle shelter to be introduced near to the library, and are also keen for a new lockable cycle shelter near the campus shops/Marlowe.
- All of the potential locations were selected by either students living on campus or students living on campus, suggesting students generally want more lockable shelters across campus.

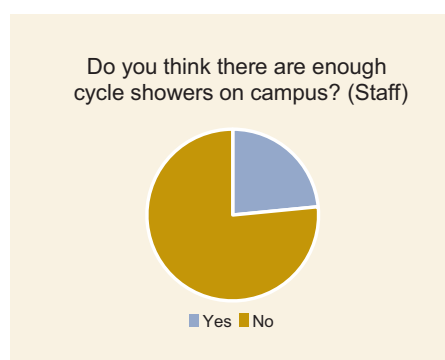
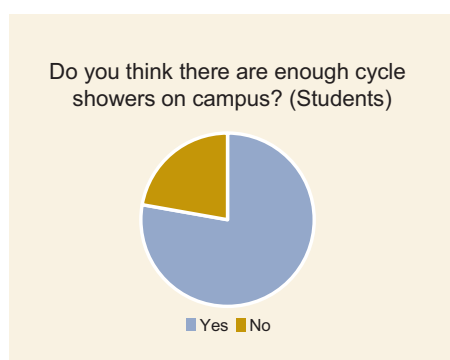
Where to locate future lockable cycle shelters (Canterbury staff)	No	%
Campus shops/ Marlowe	1	1.52
Cornwallis/ Registry	13	19.70
Darwin	1	1.52
Eliot/ Beckett Court	4	6.06
Keynes	4	6.06
Library	5	7.58
Park Wood Courts	1	1.52
Pavilion	1	1.52
Rutherford	6	9.09
Sports Centre	0	0.00
Sibson	5	7.58
Turing	1	1.52
Tyler Court	1	1.52
Wolf	1	1.52
Other	22	33.33
Total	66	100.00

- Staff were asked where they would like lockable cycle shelters to be introduced in an open question, as it was asking about both campuses.
- The answers have been sorted into the same categories as the Canterbury student question. Where answers did not fit, they have been put as “other”. Answers under the other category tended to be less specific and either stated that more lockable cycle shelters should be located all over campus, or more in central campus.
- Aside from the other category, the most common answer was for more lockable shelters to be located near to Cornwallis and Registry buildings. Other popular answers were near Rutherford, Eliot, the Library and Keynes.

APPENDIX F/TRAVEL PLAN SURVEY RESULTS – WALKING AND CYCLING (CONT)

Do you think there are enough cycle showers on campus? (C-Q15, 30, 53,15a, 30a, 53a, S-24, 48, 24a, 48a)

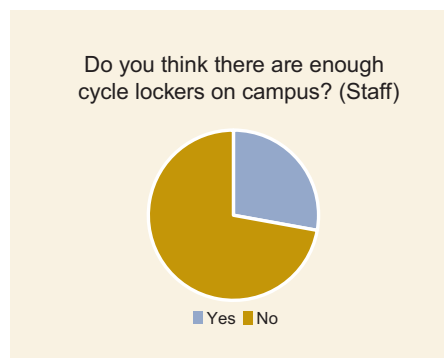
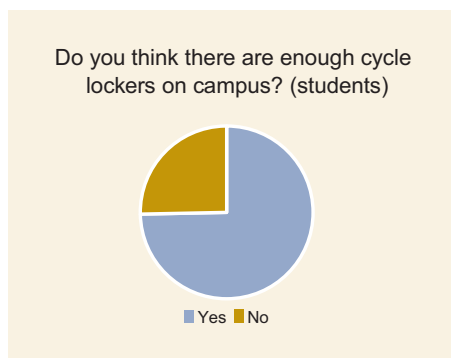
“Do you think there are enough cycle showers on campus?”	Students		Staff	
	No	%	No	%
Yes	49	77.78	19	23.46
No	14	22.22	62	76.54
Total	63	100.00	81	100.00



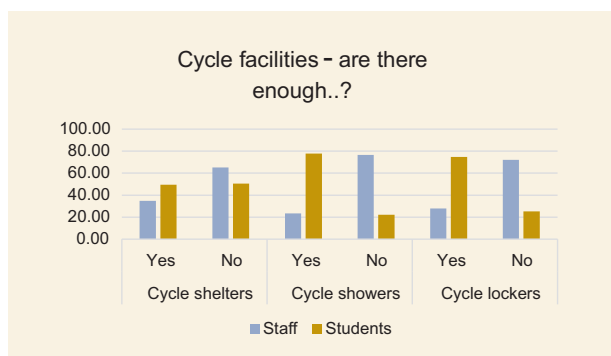
- Students and staff have very different views on if there are enough cycle showers on campus. 77.78% of students think there are enough cycle showers on campus, whereas 76.54% of staff think there are not enough cycle showers on campus.
- It may be that staff are relying on showers more than the students, some of whom live on campus and so would not necessarily require the use of a cycle shower on campus.
- Respondents were asked in an open response question where cycle showers should be located. Some people said they were not aware of any cycle showers on campus, or that they only knew of one cycle shower.
- The most common answer within the students' answers was the library, but there was a general suggestion for more cycle showers to be located in buildings across campus and for these to be better publicised.
- Staff also gave a wide range of answers, and overall wanted more showers available in buildings across campus. Those who currently use the showers on campus made comments referring to the condition of the existing showers suggesting some of the showers should be updated.
- The most popular answer for staff was for cycle showers to be located near to Cornwallis and Registry buildings. This was also a popular answer for the location of new lockable shelters and suggests there are lots of cyclists in this area of campus, who would like to see an improvement in cycle facilities.

Do you think there are enough cycle lockers on campus? (16,31,54, 16a, 31a, 54a, S-Q25, 49, 25a, 49a)

"Do you think there are enough cycle lockers on campus?"	Students		Staff	
	No	%	No	%
Yes	59	74.68	22	27.85
No	20	25.32	57	72.15
Total	79	100	79	100



- Similarly to the cycle shower question, staff and students have very different views about if there are enough cycle lockers on campus.
- 74.68% of students said they think there are enough, whereas 72.15% of staff said they think there are not enough cycle lockers on campus.
- For the open question regarding locations for new cycle lockers, students again suggested having more across campus and in each building, particularly the library and colleges.
- Staff also wanted cycle lockers available across campus. Again Cornwallis and Registry were the most requested area. Other popular locations were the library and colleges.

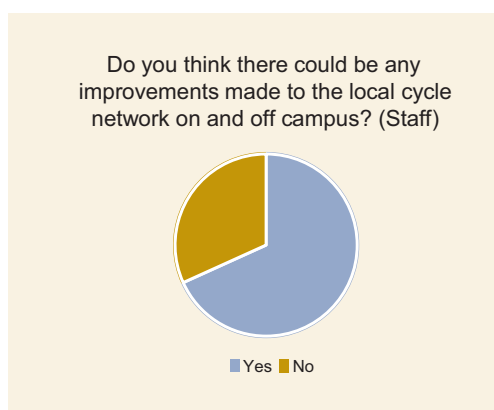
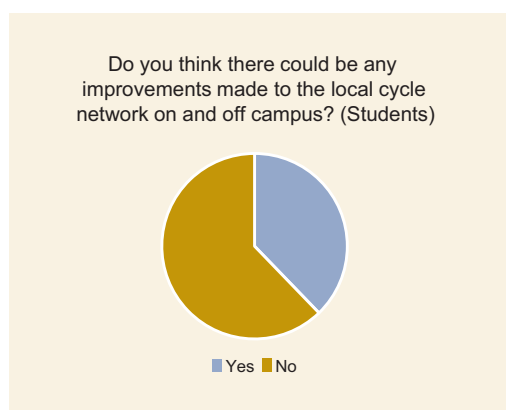


- From this comparison graph the questions relating to cycle facilities, it is clear that staff and students have different perceptions and perhaps different requirements for cycling facilities on campus

APPENDIX F/TRAVEL PLAN SURVEY RESULTS – WALKING AND CYCLING (CONT)

Do you think there could be any improvements made to the local cycle network on and off campus? (C-Q17,32,55, 17a, 32a, 55a, S-Q26,50, 26a, 50a)

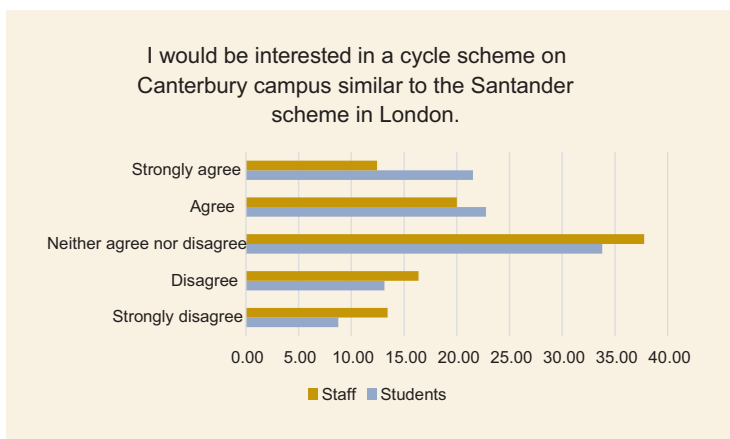
“Do you think there could be any improvements made to the local cycle network on and off campus?”	Students		Staff	
	No	%	No	%
Yes	34	37.78	58	68.24
No	56	62.22	27	31.76
Total	90	100.00	85	100.00



- 62.22% of students think do not think there could be any improvements made to the local cycle networks on and off campus.
- Whereas 68.24% of staff think there could be improvements made to the local cycle networks.
- Respondents who said they thought improvements could be made where asked to give details of where they thought these improvements in an open response question.
- Overall from staff and students there was a general request for more cycle lanes on campus and in Canterbury and better maintenance and lighting of current cycle paths.
- There were also comments about better connecting the campus via improved cycle lanes, as well as nearby towns.
- There were also comments relating to cycle hire schemes on campus, including the idea of a hop on/ hop off cycle hire scheme, which follows onto the next question.

I would be interested in a cycle scheme on campus similar to the Santander scheme in London. (C-65.4, S-63.4)

"I would be interested in a cycle scheme on campus similar to the Santander scheme in London."	Students		Staff	
	No	%	No	%
Strongly agree	123	21.54	89	12.45
Agree	130	22.77	143	20.00
Neither agree nor disagree	193	33.80	270	37.76
Disagree	75	13.13	117	16.36
Strongly disagree	50	8.76	96	13.43
Total	571	100.00	715	100.00



- The most common result for staff and students is neither agree nor disagree, suggesting that this is not something staff and students feel very strongly about.
- 44.31% of students strongly agree or agree that they would be interested in a cycle hire scheme. However 21.89% of students strongly disagree or disagree.
- 32.45% of staff strongly agree or agree with the statement, whereas a similar number (29.79%) strongly disagree or disagree.
- From these results it seems that Canterbury staff and students are not super keen for a cycle hire scheme on campus similar to the Santander scheme in London.

APPENDIX F/TRAVEL PLAN SURVEY RESULTS – WALKING AND CYCLING (CONT)

It is easy to find your way around Canterbury campus on foot. (C-Q65.1, S-Q53.1)

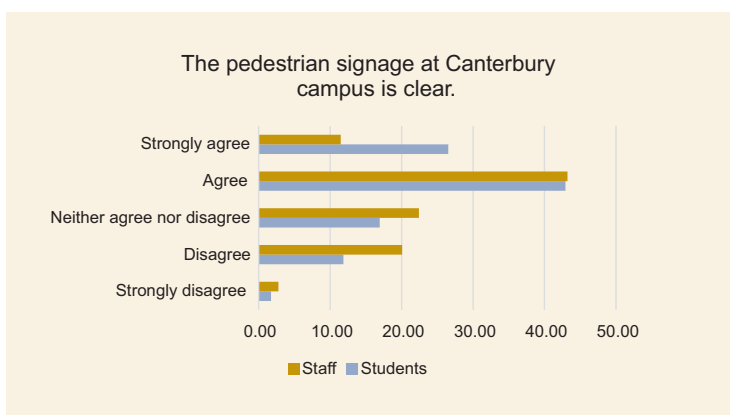
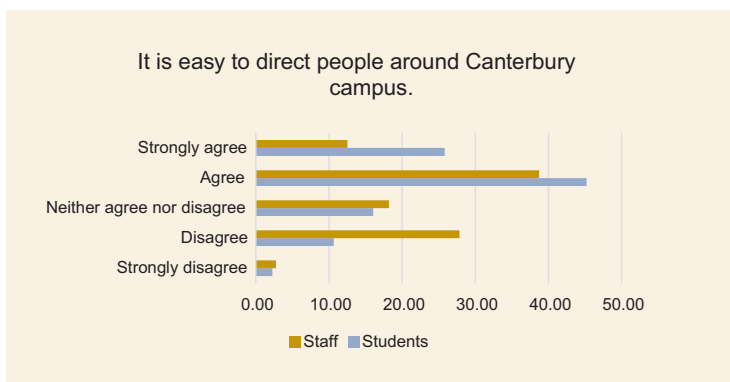
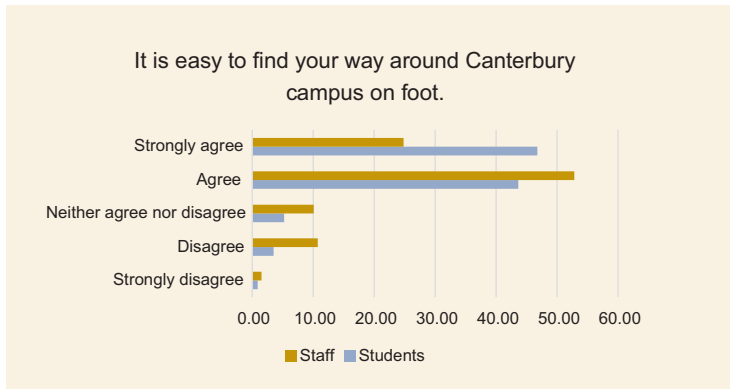
“It is easy to find your way around Canterbury campus on foot.”	Students		Staff	
	No	%	No	%
Strongly agree	268	46.77	180	24.83
Agree	250	43.63	383	52.83
Neither agree nor disagree	30	5.24	73	10.07
Disagree	20	3.49	78	10.76
Strongly disagree	5	0.87	11	1.52
Total	573	100.00	725	100.00

It is easy to direct people around Canterbury campus. (C-Q65.2, S-Q63.2)

“It is easy to direct people around Canterbury campus.”	Students		Staff	
	No	%	No	%
Strongly agree	148	25.83	91	12.53
Agree	259	45.20	281	38.71
Neither agree nor disagree	92	16.06	132	18.18
Disagree	61	10.65	202	27.82
Strongly disagree	13	2.27	20	2.75
Total	573	100.00	726	100.00

The pedestrian signage at Canterbury campus is clear. (C-Q65.3, S-Q63.3)

“The pedestrian signage at Canterbury campus is clear.”	Students		Staff	
	No	%	No	%
Strongly agree	152	26.53	83	11.50
Agree	246	42.93	312	43.21
Neither agree nor disagree	97	16.93	162	22.44
Disagree	68	11.87	145	20.08
Strongly disagree	10	1.75	20	2.77
Total	573	100.00	722	100.00



- Staff and students said it is easy to find their way around Canterbury campus by foot. However, when it comes to directing people around campus, although most staff and students said they find it easy, 27.82% of staff disagreed.
- 20% of staff also disagreed that pedestrian signage was clear at Canterbury, and so this could be improved to help staff and students get around campus easily.

APPENDIX G/TRAVEL PLAN

SURVEY RESULTS – BUS TRAVEL

Which Stagecoach buses do you take to travel to and from the campus?

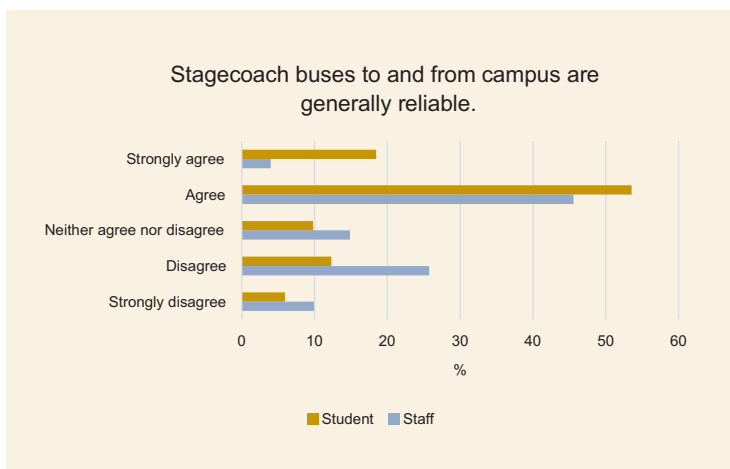
(C-Q26, 26a, 49, 49a, S-19,19a, 43, 43a)

Bus number	Canterbury students		Canterbury staff		Student and staff total	
	No	%	No	%	No	%
Uni1	103	30.38	57	26.03	160	28.67
Uni2	107	31.56	41	18.72	148	26.52
Triangle	55	16.22	51	23.29	106	19.00
Route 1	1	0.29	0	0.00	1	0.18
Route 3/3A/3X/3B	13	3.83	7	3.20	20	3.58
Route 4	30	8.85	31	14.16	61	10.93
Route 5	1	0.29	10	4.57	11	1.97
Route 6	5	1.47	7	3.20	12	2.15
Route 7	5	1.47	0	0.00	5	0.90
Route 8/8A	7	2.06	3	1.37	10	1.79
Route 9	4	1.18	1	0.46	5	0.90
Route 15	1	0.29	0	0.00	1	0.18
Route 16	0	0.00	4	1.83	4	0.72
Route 17	0	0.00	3	1.37	3	0.54
Route 18	0	0.00	1	0.46	1	0.18
Route 21/21A	4	1.18	0	0.00	4	0.72
Route 22	2	0.59	0	0.00	2	0.36
Route 23	1	0.29	0	0.00	1	0.18
Route 25	0	0.00	1	0.46	1	0.18
Route 901	0	0.00	1	0.46	1	0.18
Route 917	0	0.00	1	0.46	1	0.18
Total	339	100.00	219	100.00	558	100.00

- A wide variety of buses are used by staff and students to get to and from campus, with many coming into the bus station and changing to reach campus.
- The most used buses by staff and students are the Unibuses (Uni1 and Uni2) which come onto the campus, and that the University subsidises.
- Other services which are frequently used according to respondents are the Triangle and 4 which also come onto campus regularly. The next highest is for Route 3 services to and from Faversham and Sittingbourne.

“Stagecoach buses to and from campus are generally reliable”. (C-Q12b1, 27.1, 50.1, S-Q21.1., 45.1)

“Stagecoach buses to and from campus are generally reliable.”	Canterbury students		Canterbury staff	
	No	%	No	%
Strongly agree	81	18.45	4	3.96
Agree	235	53.53	46	45.54
Neither agree nor disagree	43	9.79	15	14.85
Disagree	54	12.30	26	25.74
Strongly disagree	26	5.92	10	9.90
Total	439	100	101	100.00

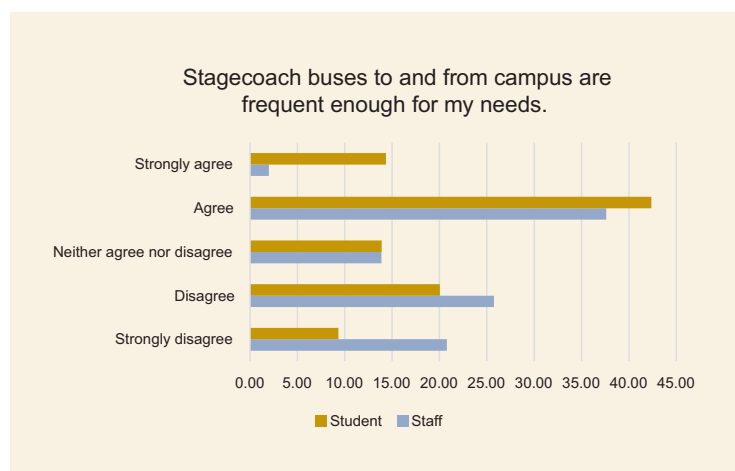


- 18% of students strongly agree that Stagecoach buses to and from campus are generally reliable, and over 50% also agree with this statement.
- For staff, nearly 50% strongly agree or agree that Stagecoach are generally reliable.
- Staff seem to be having a more negative experience than students, with a quarter of staff surveyed disagreeing that the buses are generally reliable and a further 10% strongly disagreeing.
- From the open response question, many feel that Stagecoach buses are often late and do not stick to the timetable. Some people have requested a live times bus app which already exists and so this could be promoted more. Other respondents have heard of the app but some find it to be unreliable. A similar idea is for boards with live bus times at bus stops on campus and at the Canterbury bus station.

APPENDIX G/TRAVEL PLAN SURVEY RESULTS – BUS TRAVEL (CONT)

Stagecoach buses to and from campus are frequent enough for my needs. (C-12b2, 27.2, 50.2, S-Q21.2, 45.2)

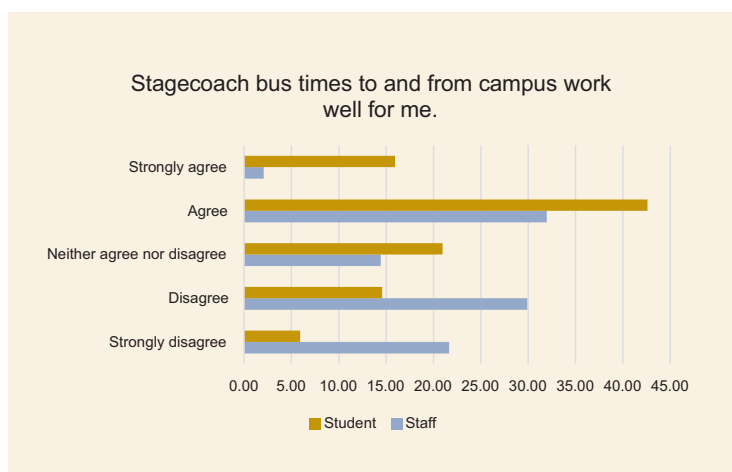
“Stagecoach buses to and from campus are frequent enough for my needs.”	Canterbury students		Canterbury staff	
	No	%	No	%
Strongly agree	63	14.35	2	1.98
Agree	186	42.37	38	37.62
Neither agree nor disagree	61	13.90	14	13.86
Disagree	88	20.05	26	25.74
Strongly disagree	41	9.34	21	20.79
Total	439	100.00	101	100.00



- 56.27% of Canterbury students strongly agree or agree that Stagecoach buses are frequent enough for their needs.
- 29.39% of students disagreed or strongly disagreed. From looking at the open answer question regarding timetables, students were often requesting a higher frequency of Unibuses, particularly at the weekend, overnight, and to get to and from Hales Place (no buses from campus between 15.00 and 17.00).
- Unfortunately more staff strongly disagree or disagree than strongly agree or agree that Stagecoach buses are frequent enough for their needs. One of the main comments from staff on the open answer question related to the frequency of Unibuses in the morning between 8.00 and 9.00 to get them to work on time, some respondents saying that buses are already full on stops closer to campus which means they cannot board the service.

Stagecoach bus times to and from campus work well for me. (C-Q12b3, 27.3, 50.3, S-Q21.3, 46)

"Stagecoach bus times to and from campus work well for me."	Canterbury students		Canterbury staff	
	No	%	No	%
Strongly agree	70	15.95	2	2.06
Agree	187	42.60	31	31.96
Neither agree nor disagree	92	20.96	14	14.43
Disagree	64	14.58	29	29.90
Strongly disagree	26	5.92	21	21.65
Total	439	100	97	100.00



- 58.55% of students strongly agree or agree that Stagecoach bus times to and from campus work well for them.
- For staff this drops to 34.02%, with over 50% strongly disagreeing or disagreeing.
- From looking at the open response question, many feel that the bus times do not fit in with the end of lectures or end of work and mean they have to wait longer for a bus.
- There are also comments about direct routes to campus. Ones that came up often were from Whitstable (comments that the route 4 no longer arrives on campus before 9.00), Herne Bay and Faversham. Within Canterbury, there were comments for more buses to go to Park Wood and Darwin (rather than stopping at Keynes main bus stop), direct buses from Sturry, Canterbury and more buses to Canterbury West station. If some of these services could be routed through campus (or more frequently) it may improve overall bus experience, particularly for staff.

APPENDIX H/TRAVEL PLAN SURVEY RESULTS – TRAIN TRAVEL

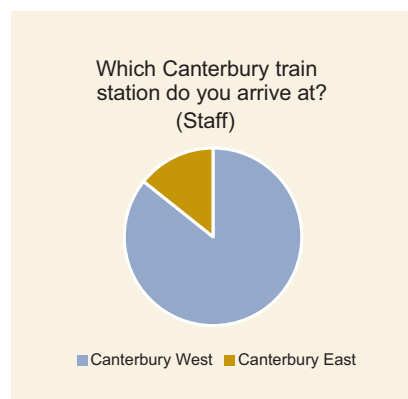
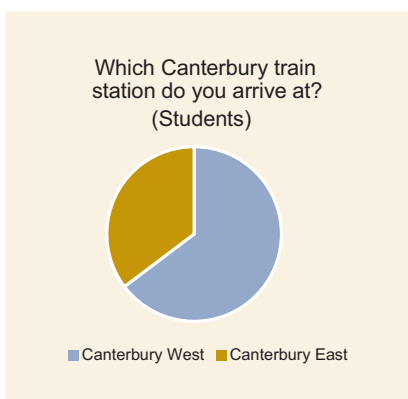
Which train station do you depart from when you travel to campus? (C-Q33, 56, S-Q27, 51).

Train station (Departing from)	Canterbury students		Medway students		Staff	
	No	%	No	%	No	%
Ramsgate	0	0	5	14.71	5	10.20
Staplehurst	0	0	2	5.88	2	4.08
Chilham	0	0	1	2.94	1	2.04
Minster	0	0	2	5.88	2	4.08
Birchington	0	0	2	5.88	2	4.08
Chartham	1	6.67	1	2.94	2	4.08
Wye	0	0	3	8.82	3	6.12
Bekesbourne	0	0	1	2.94	1	2.04
Pluckley	0	0	2	5.88	2	4.08
Chartham	1	6.67	1	2.94	2	4.08
Folkestone West	0	0	2	5.88	2	4.08
Broadstairs	0	0	3	8.82	3	6.12
Ashford international	3	20	6	17.65	9	18.37
Faversham	0	0	1	2.94	1	2.04
Margate	0	0	2	5.88	2	4.08
London Victoria	1	6.67	0	0.00	1	2.04
Ebbsfleet International	2	13.33	0	0.00	2	4.08
Sittingbourne	2	13.33	0	0.00	2	4.08
Gravesend	1	6.67	0	0.00	1	2.04
Hastings	1	6.67	0	0.00	1	2.04
London (non-specific)	1	6.67	0	0.00	1	2.04
Maidstone East	1	6.67	0	0.00	1	2.04
Stratford International	1	6.67	0	0.00	1	2.04
Total	15	100	34	100	49	100.00

- Canterbury staff and students come to campus by train from a wide area.
- The two most common departing stations were Ashford International and Ramsgate.

Which train station do you arrive at? (C-Q34, 57, S-Q28, 52)

Train station (arriving at)	Canterbury students		Medway students	
	No	%	No	%
Canterbury West	11	64.71	30	85.71
Canterbury East	6	35.29	5	14.29
	17	100.00	35	100.00

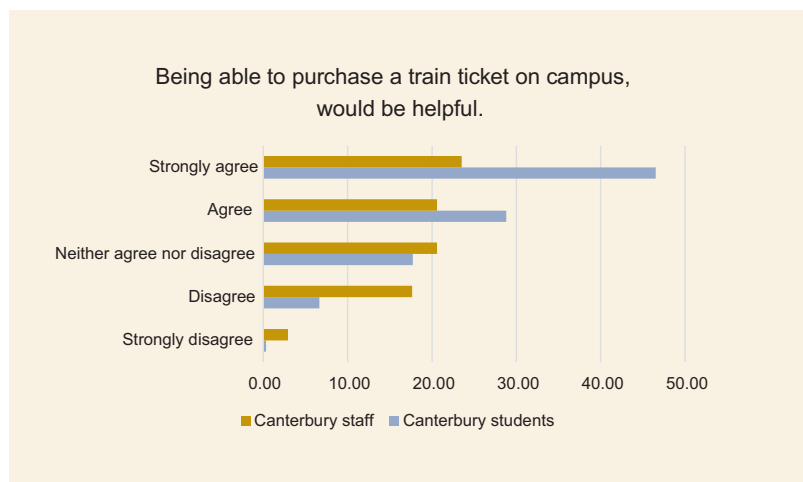


- Most staff and students come into Canterbury West station, which is the closer of the two Canterbury stations.
- 85.71% of staff and 64.71% of students come into Canterbury West station.

APPENDIX H/TRAVEL PLAN SURVEY RESULTS – TRAIN TRAVEL (CONT)

Being able to purchase a train ticket on campus, would be helpful. (C-Q13.1, 35.1, 58.1, S-Q29.1, 53.1)

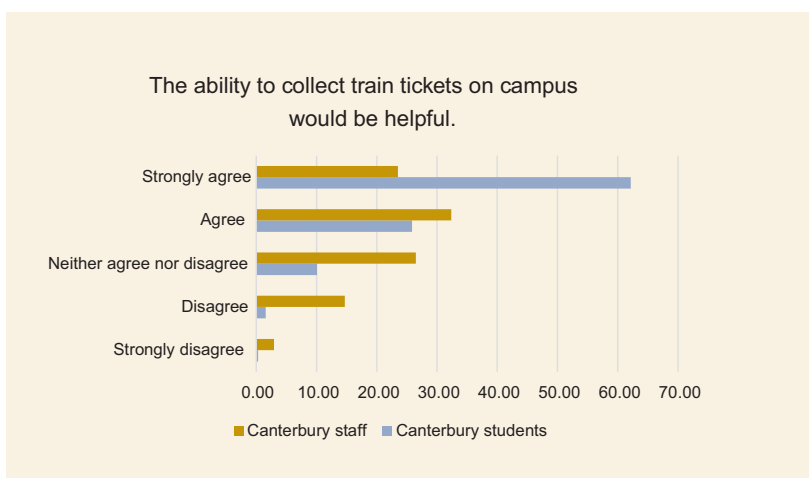
	Canterbury students		Medway students	
	No	%	No	%
Strongly agree	147	46.52	8	23.53
Agree	91	28.80	7	20.59
Neither agree nor disagree	56	17.72	12	35.29
Disagree	21	6.65	6	17.65
Strongly disagree	1	0.32	1	2.94
Total	316	100.00	34	100.00



- Around three quarters of students thought being able to purchase a train ticket on campus would be helpful.
- 17.72% said neither agree nor disagree and only 6.97% strongly disagreed or disagreed with the statement.
- 44.12% of staff thought being able to purchase a train ticket on campus would be helpful.
- A fair amount of staff were indifferent, and 20.54% strongly disagreed or disagreed that this would be helpful.
- Students seem to be much keener to be able to purchase train tickets on campus than staff do.

The ability to collect train tickets on campus would be helpful. (C-Q13.2, 35.2, 58.2, S-29.2, 53.2).

The ability to collect train tickets on campus would be helpful."	Canterbury students		Medway students	
	No	%	No	%
Strongly agree	197	62.15	8.00	23.53
Agree	82	25.87	11.00	32.35
Neither agree nor disagree	32	10.09	9.00	26.47
Disagree	5	1.58	5.00	14.71
Strongly disagree	1	0.32	1.00	2.94
Total	317	100.00	34.00	100.00



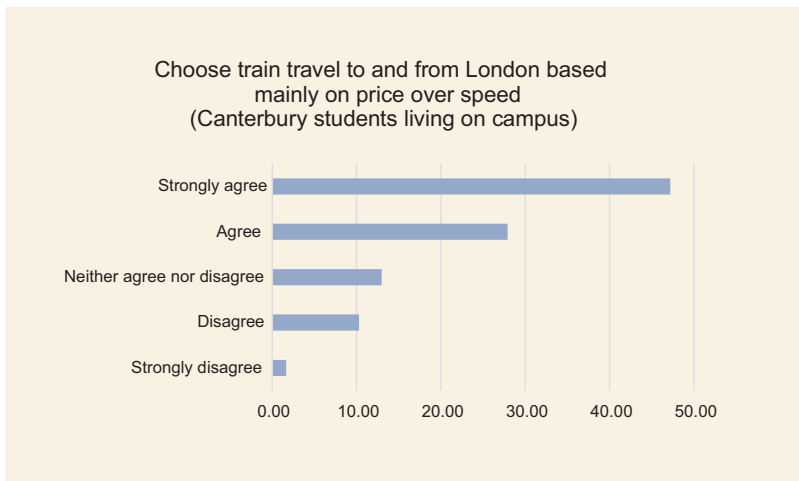
- Students seem to be very interested in being able to collect train tickets from campus with 88.02% saying it would be helpful. This suggests a ticket machine on campus would get used by students.
- Staff are also keen with 55.88% strongly agreeing or agreeing to the statement, but 26.47% neither agree nor disagree and so it is not as widely sought after as it seems to be for students.
- By comparing the answers from this question and the one before, we can see that staff and students are more interested in being able to collect train tickets on campus than to purchase them on campus.
- In terms of staff business travel, being able to collect a train ticket from campus would aid staff in collecting train tickets for business travel purposes. Currently a staff member must go to certain train stations with a ticket machine that has the option to collect tickets, meaning extra travel if their local train station does not have this option.

APPENDIX H/TRAVEL PLAN SURVEY RESULTS- TRAIN TRAVEL (CONT)

I choose my train travel to and from London based mainly on price over speed. (C-Q13.3)

Students who live on campus were asked about their choices of train travel to London.

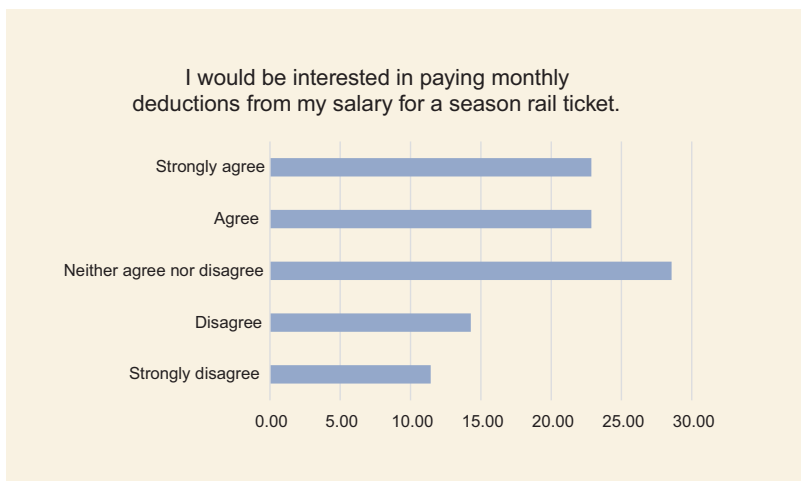
"I choose my train travel to and from London based mainly on price over speed."	Canterbury students living on campus	
	No	%
Strongly agree	142	47.18
Agree	84	27.91
Neither agree nor disagree	39	12.96
Disagree	31	10.30
Strongly disagree	5	1.66
Total	301	100.00



- It is clear that students who live on campus generally choose their train travel to London based on price over speed, with 75.09% strongly agreeing or agreeing to this statement.

I would be interested in paying monthly deductions from my salary for a season rail ticket. (S-Q29.3, 53.3)

"I would be interested in paying monthly deductions from my salary for a season rail ticket."	Canterbury staff	
	No	%
Strongly agree	8	22.86
Agree	8	22.86
Neither agree nor disagree	10	28.57
Disagree	5	14.29
Strongly disagree	4	11.43
Total	35	100.00



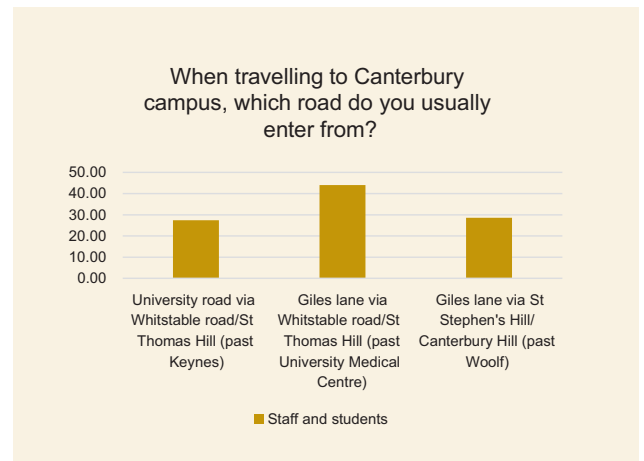
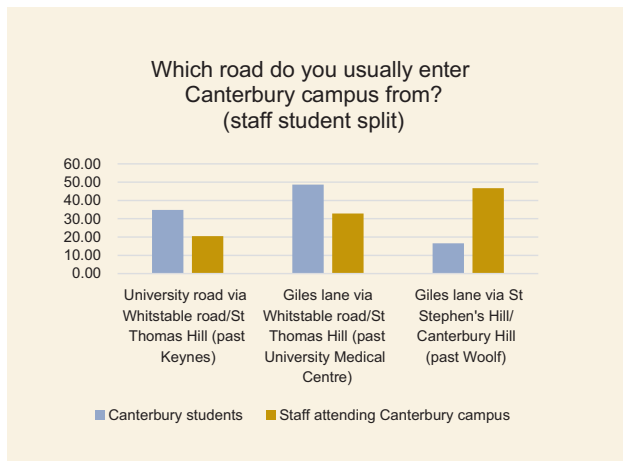
- Some staff are interested in being able to pay monthly for a season rail ticket via salary deductions, with 45.72% strongly agreeing or agreeing to the statement.
- 28.57% selected neither agree nor disagree and so are indifferent to the idea.
- A quarter said they strongly disagree or disagree to being interested in paying for a season ticket through monthly salary deductions.
- It is worth bearing in mind that this was asked to all those who selected train travel as their main mode or who chose to give additional feedback, and so not all of these respondents necessarily have a season rail ticket currently.

APPENDIX I/TRAVEL PLAN SURVEY RESULTS – DRIVING AND PARKING

Canterbury campus

Which road do you usually enter Canterbury campus from? (C survey- Q18, 43, S- Q10, 36)

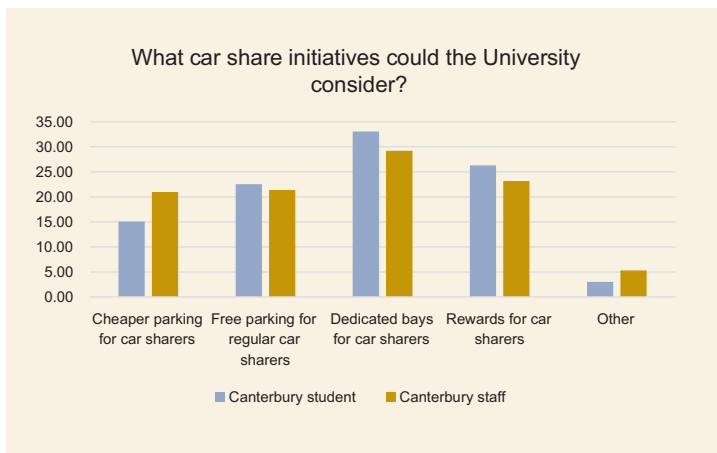
Which road do you usually enter Canterbury campus from?	Canterbury students		Staff attending Canterbury campus	
	No	%	No	%
University road via Whitstable road/St Thomas Hill (past Keynes)	38	34.86	134	20.49
Giles lane via Whitstable road/St Thomas Hill (past University Medical Centre)	53	48.62	215	32.87
Giles lane via St Stephen's Hill/ Canterbury Hill (past Woolf)	18	16.51	305	46.64
	109	100.00	654	100.00



- When you combine the staff and student answers, it is clear that that all three entrance roads to campus are frequently used, and that Giles Lane via Whitstable road/ St Thomas Hill is the one that most cars are using to get to campus.
- However when you split staff and students, a far higher percentage of staff than students come in to Giles Lane via St Stephen's Gill/Canterbury Hill.

What car share initiatives could the University consider? (C-Q19, 19a, S-Q12,12a, 38,38a)

What car share initiatives could the University consider?	Canterbury students		Canterbury staff	
	No	%	No	%
Cheaper parking for car sharers	20	15.04	163	20.98
Free parking for regular car sharers	30	22.56	166	21.36
Dedicated bays for car sharers	44	33.08	227	29.21
Rewards for car sharers	35	26.32	180	23.17
Other	4	3.01	41	5.28
Total	133	100.00	777	100.00

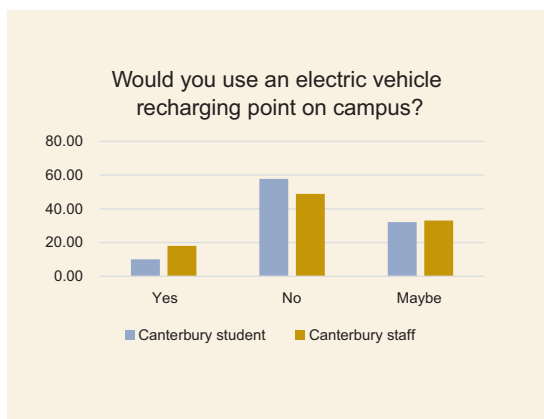


- The most popular car share initiative is dedicated bays for car sharers for both students and staff at Canterbury, followed by rewards for car sharers. All car share initiatives received at least 15% response suggesting that a variety of initiatives could be successful on campus.
- Some people used the other option to provide negative feedback on car sharing in general, so the perception of car sharing could be worked on.

APPENDIX I/TRAVEL PLAN SURVEY RESULTS – DRIVING AND PARKING (CONT)

Would you use an electric vehicle recharging point on campus? (C- Q20, 45, S-Q13, 39)

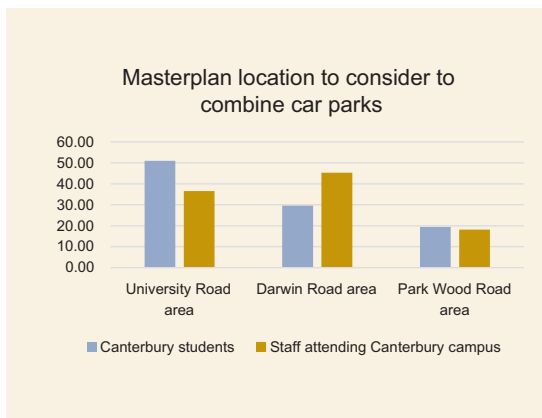
Would you use an electric vehicle recharging point on campus?	Canterbury students		Canterbury staff	
	No	%	No	%
Yes	11	10.09	111	17.99
No	63	57.80	302	48.95
Maybe	35	32.11	204	33.06
Total	109	100.00	617	100.00



- The most popular answer for students and staff was no, however if you combine those who said yes and maybe, the total for staff then exceeds the no at 51.05% and so is potentially worth looking further into.

The developing Masterplan is considering locations of car parks for the future. If the 58 parking areas that are currently across the campus could be brought together and consolidated into several larger car parks, (similar to Giles Lane - 500 spaces), which one of the potential locations below would you choose for these larger car parks? (Please note accessible bays would need to remain near buildings) (C-Q21, 46, S-Q14, 40)

Masterplan consideration of car parks	Canterbury students		Staff attending Canterbury campus	
	No	%	No	%
University road area	55	50.93	220	36.54
Darwin road area	32	29.63	273	45.35
Park Wood road area	21	19.44	109	18.11
Total	108	100.00	602	100.00



- The most popular location to consider a larger combined car park for staff was Darwin road area, and for Canterbury students was University road area. Park Wood road area was less popular, which is probably because it is less central currently.

Motorcycle and moped (C- Q24, 24a, 47,47a and S-Q17, 17a, 41, 41a, 42)

- There were very few moped and motorcycle respondents. 75% respondents said there were enough parking areas for these vehicles on campus.
- From the comments for additional facilities that the University should look into, there were a few suggestions for better secured facilities like better CCTV, covered card access parking areas and metal posts to chain moped and motorcycles to.

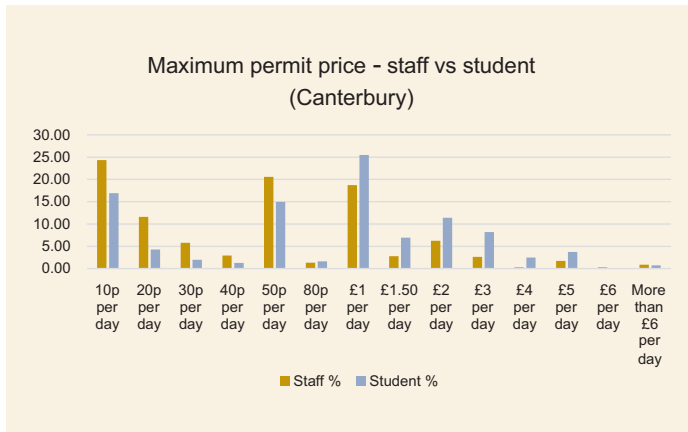
APPENDIX I/TRAVEL PLAN SURVEY RESULTS – DRIVING AND PARKING (CONT)

Permit prices (C-Q63, M-Q54, S-Q60.)

Location

- Students were asked about student permit prices and staff were asked about staff permit prices. This was an optional question for everyone completing the survey.

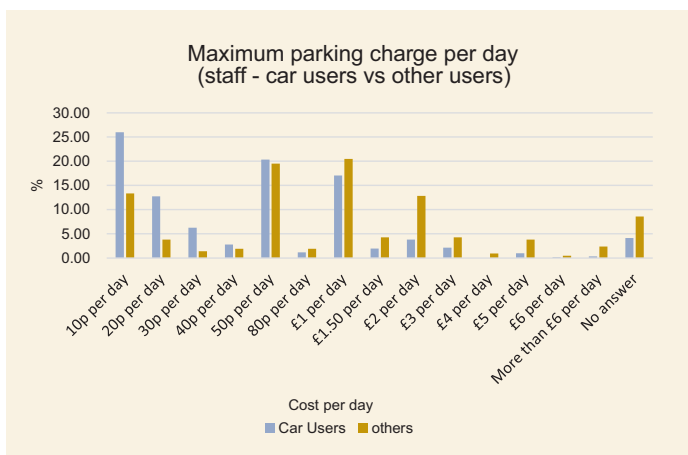
Canterbury campus	Staff		Student		Total	
	No	%	No	%	No	%
10p per day	168	24.35	95	16.93	263	21.02
20p per day	80	11.59	24	4.28	104	8.31
30p per day	40	5.80	11	1.96	51	4.08
40p per day	20	2.90	7	1.25	27	2.16
50p per day	142	20.58	84	14.97	226	18.07
80p per day	9	1.30	9	1.60	18	1.44
£1 per day	129	18.70	143	25.49	272	21.74
£1.50 per day	19	2.75	39	6.95	58	4.64
£2 per day	43	6.23	64	11.41	107	8.55
£3 per day	18	2.61	46	8.20	64	5.12
£4 per day	2	0.29	14	2.50	16	1.28
£5 per day	12	1.74	21	3.74	33	2.64
£6 per day	2	0.29	0	0.00	2	0.16
More than £6 per day	6	0.87	4	0.71	10	0.80
Totals	690	100.00	561	100.00	1251	100.00



- Canterbury students are happy for the maximum charge to be higher than staff are. The most frequent response for students is £1 per day, whereas for staff it is 10p.
- The second highest for Canterbury students is 10p per day followed by 50p per day.
- The second highest for Canterbury staff is 50p per day followed by 10p per day.
- The second highest for staff is joint between £1 per day and 50p per day.

Car users vs other users

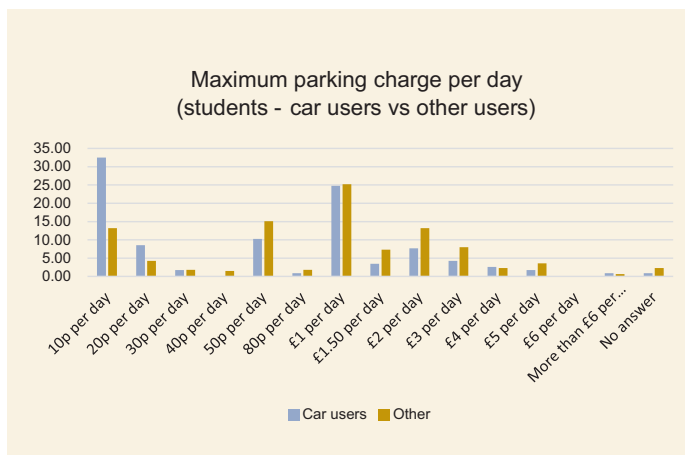
- Everyone in the survey was asked about the cost of parking on campus. The decision to ask drivers and non-drivers about parking costs was to get the overall view of parking prices and be fair to those who have to pay for other modes of travel, for example bus journeys to and from campus.
- By separating the data based on the respondents' main mode of travel and combining car drivers (on their own or as part of a car share) with all other modes of travel we can see if there is a difference between car users and other users.



- Staff car users were twice as likely to select the cheapest option of 10p per day than users of other modes of transport.
- Staff car users and other users had more similar results for 50p per day and £1 per day.
- Aside from 10p, 50p and £1 per day, the car users most popular was 20p whereas other users selected £2 per day. Generally this seems to show that others users think permit prices should be higher than drivers themselves.

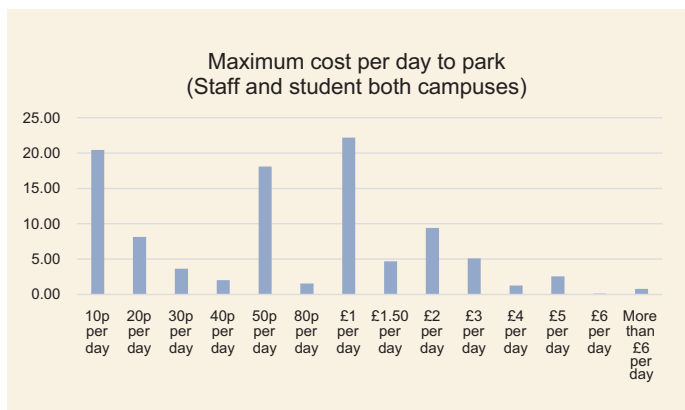
APPENDIX I/TRAVEL PLAN SURVEY RESULTS – DRIVING AND PARKING (CONT)

Overall results for staff and students at both campuses



- Similarly to staff, student car users were more than twice as likely to select 10p per day than users of other modes of transport.
- The second most popular answer for student car users was £1 per day which was the most popular answer for other users.

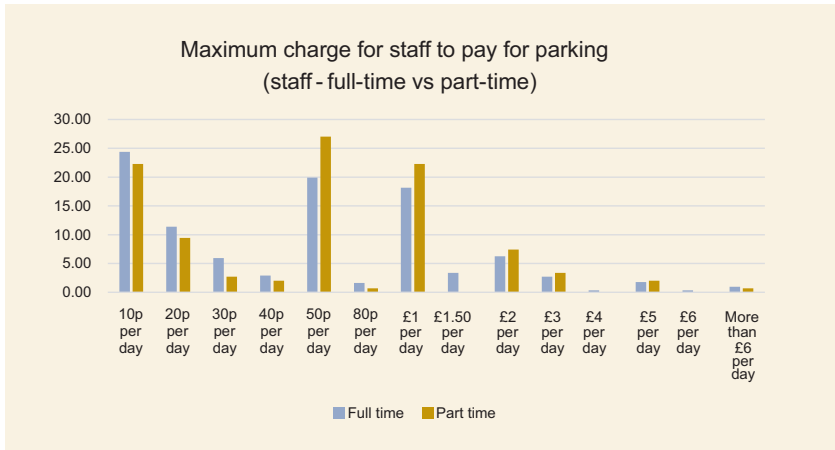
Overall results for staff and students at both campuses



- When combining all staff and students responses from both campuses, the most frequent response was £1 per day receiving 22.18% of the vote, quite closely followed by the lowest option of 10p per day and then by 50p per day.

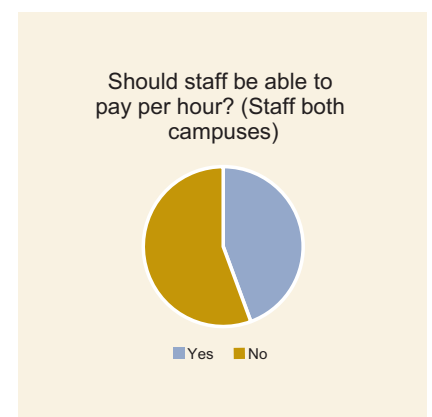
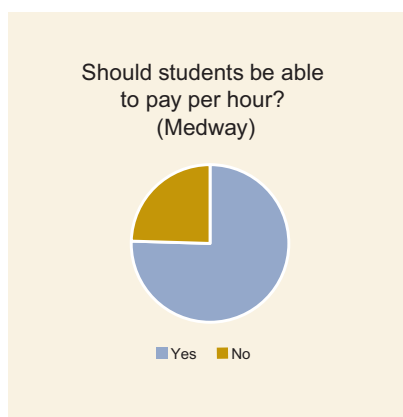
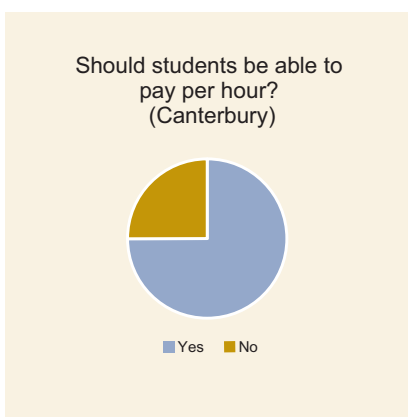
Maximum charge for staff parking	Full time		Part time	
	No	%	No	%
10p per day	152	24.40	33	22.30
20p per day	71	11.40	14	9.46
30p per day	37	5.94	4	2.70
40p per day	18	2.89	3	2.03
50p per day	124	19.90	40	27.03
80p per day	10	1.61	1	0.68
£1 per day	113	18.14	33	22.30
£1.50 per day	21	3.37	0	0.00
£2 per day	39	6.26	11	7.43
£3 per day	17	2.73	5	3.38
£4 per day	2	0.32	0	0.00
£5 per day	11	1.77	3	2.03
£6 per day	2	0.32	0	0.00
More than £6 per day	6	0.96	1	0.68
Totals	623	100.00	148	100.00

APPENDIX I/TRAVEL PLAN SURVEY RESULTS – DRIVING AND PARKING (CONT)



- By combining data for both campuses and splitting by full-time and part-time staff, we can see that there is a slight difference between these groups.
- The results are similar, but part-time staff tend to be willing for the maximum charge to park on campus to be higher than full-time staff, with the most common answer for part time staff being 50p per day, followed by £1 and 10p per day which received the same number of votes.
- Full-time staff selected the lowest option of 10p per day most commonly, followed by 50p per day and then £1 per day.

Pay for parking per hour (C-Q64, M-Q55, S-Q61)



- Students were asked about student drivers and staff were asked about staff drivers.
- Medway and Canterbury students have almost identical results. Around 75% of students would like students to have the option to pay per hour to park on campus.
- 55% of staff do not think staff drivers should have the option to pay per hour to park on campus.

Do you think staff drivers should have the option to pay per hour to park on campus?	Full-time		Part-time		Total
	No	%	No	%	
Yes	275	43.04	76	50.00	351
No	364	56.96	76	50.00	440
Totals	639	100.00	152	100.00	791

- Excluding those who chose not to answer the paying per hour for parking question, there is a difference between the full-time and part-time staff for this question.
- Part-time staff were 50/50 about whether they think staff drivers should have the option to pay per hour. Full time staff were less in favour of being able to pay per hour with 56.96% saying they do not think staff drivers should have the option to pay per hour to park on campus.

APPENDIX J/TRAVEL PLAN SURVEY RESULTS – BUSINESS TRAVEL

Hiring a coach for university business

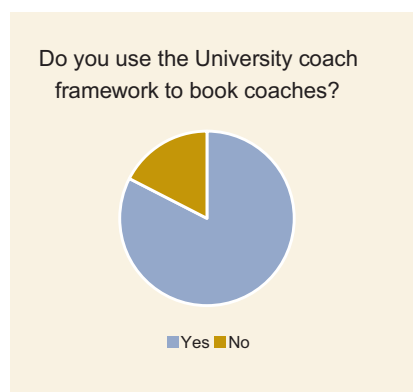
Do you book coaches for university business? (S-Q58)

Do you book coaches for university business?	Canterbury		Medway		Total	
	No	%	No	%	No	%
Yes	46	6.33	17	19.54	63	7.74
No	681	93.67	70	80.46	751	92.26
Total	727	100.00	87	100.00	814	100.00

- Only 6.33% of Canterbury staff surveyed book coaches for university business.
- The number is much higher at Medway with 19.54% of staff booking coaches.

Do you use the University coach framework to book coaches? (S-Q58a)

Do you book coaches for university business?	Canterbury		Medway		Total	
	No	%	No	%	No	%
Yes	36	78.26	16	94.12	52	82.54
No	10	21.74	1	5.88	11	17.46
Total	46	100.00	17	100.00	63	100.00



- Those who said they booked coaches for university business were asked if they use the University's coach framework.
- 82.54% of staff said they did use the coach framework, 78.26% at Canterbury and 94.12% at Medway.
- Those who said they do not use the coach framework were asked why they do not use it. The most common response was that they were not aware of the coach framework, and so this would need to be promoted more.

University pool cars

Do you use your personal vehicle for staff business travel? For example to commute to meetings. (S-Q57)

Do you use your personal vehicle for staff business travel? For example to commute to meetings.	Canterbury		Medway		Total	
	No	%	No	%	No	%
Yes	276	37.96	60	68.97	336	41.28
No	325	44.70	19	21.84	344	42.26
Not applicable	126	17.33	8	9.20	134	16.46
Total	727	100.00	87	100.00	814	100.00

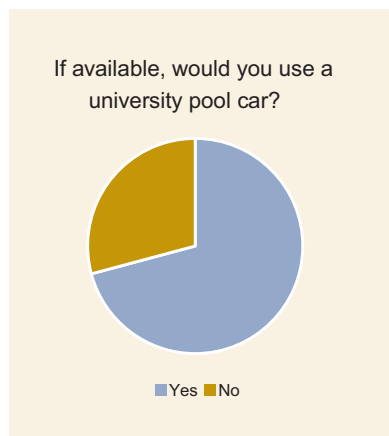


- All staff who completed the Travel Plan Survey were asked if they use their personal vehicle for staff business travel (for example to commute to meetings).
- Overall for Canterbury and Medway campuses, 41.28% of staff said they use their personal vehicle for staff business travel.
- The number of staff using their personal vehicle for business travel is significantly higher at Medway with 68.97% answering yes to the question.

APPENDIX J/TRAVEL PLAN SURVEY RESULTS- BUSINESS TRAVEL (CONT)

If available, would you use a university pool car? (A car provided by the university that employees could use for university business) (S-Q57a)

If available, would you use a university pool car?	Canterbury		Medway		Total	
	No	%	No	%	No	%
Yes	193	69.93	45	75.00	238	70.83
No	83	30.07	15	25.00	98	29.17
Total	276	100.00	60	100.00	336	100.00

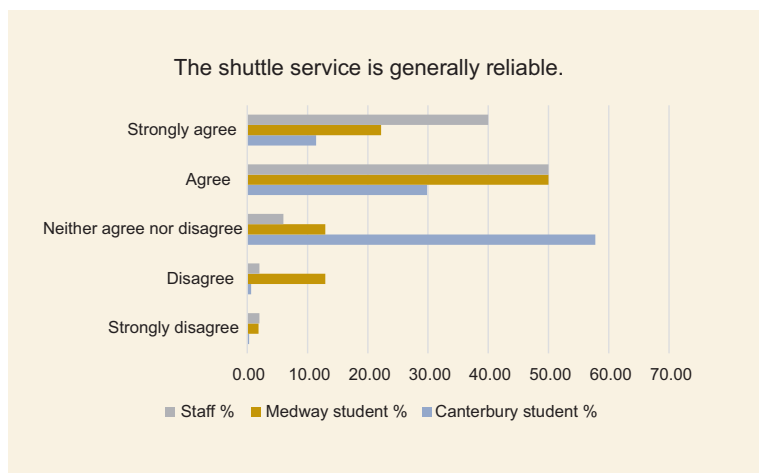


- Those who answered yes to using their personal vehicle for staff business travel were asked if they would use a university pool car, if available.
- Of the 41.28% who said they use their personal vehicle for staff business travel, 70.83% said they would use a university pool car.
- It appears that staff are keen for the idea of having university pool cars available on campus.

Campus Shuttle

“The Shuttle service is generally reliable”. (C-Q36.1, 59.1, M-Q28.1, 50.1, S-Q30.1, 54.1)

“The Shuttle service is generally reliable.”	Canterbury students		Medway students		Staff	
	No	%	No	%	No	%
Strongly agree	36	11.43	12	22.22	20	40.00
Agree	4	29.84	27	50.00	25	50.00
Neither agree nor disagree	182	57.78	7	12.96	3	6.00
Disagree	2	0.63	7	12.96	1	2.00
Strongly disagree	1	0.32	1	1.85	1	2.00
Total	315	100	54	100	50	100

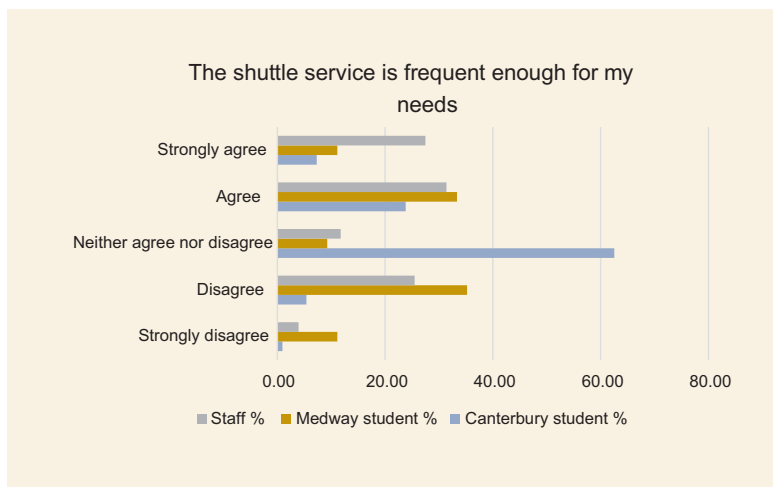


- For Canterbury students there is a high number in the “neither agree nor disagree”, this is likely to be largely due to the fact that all students who live on campus were asked for their feedback on the shuttle and not everyone will have experience of the shuttle. Whereas for the Medway students and staff, they were only asked about the shuttle if they said it was their main mode of travel, or if they chose the shuttle as their second mode of travel to feedback on.
- Aside from those who selected “neither agree nor disagree”, almost every student said they strongly agree or agree that the shuttle is generally reliable.
- Medway student answers are still positive with 72.22% strongly agreeing or agreeing, but there are also some students who disagreed, totalling 14.82%.
- Staff again are generally very positive with 90% strongly agreeing or agreeing that the shuttle is generally a reliable service.

APPENDIX J/TRAVEL PLAN SURVEY RESULTS- BUSINESS TRAVEL (CONT)

“The shuttle service is frequent enough for my needs.” (C- Q36.2, 59.3, M-Q28.2, 50.2, S-Q30.2, 54.2)

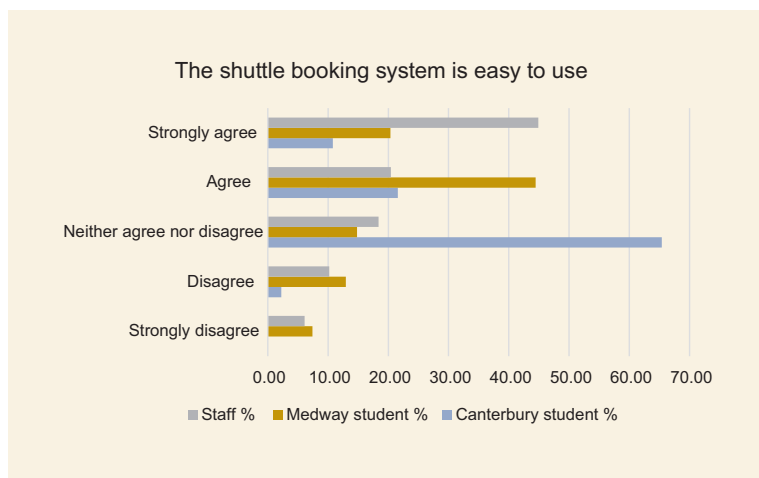
“The shuttle service is frequent enough for my needs.”	Canterbury students		Medway students		Staff	
	No	%	No	%	No	%
Strongly agree	23	7.30	6	11.11	14	27.45
Agree	75	23.81	18	33.33	16	31.37
Neither agree nor disagree	197	62.51	5	9.26	6	11.76
Disagree	17	5.40	19	35.19	13	25.49
Strongly disagree	3	0.95	6	11.11	2	3.92
Total	315	100	54	100	51	100



- Aside from the 62.51% who neither agree nor disagree (see comment on previous page), 31.11% of Canterbury students strongly agree or agree that the shuttle is frequent enough for their needs.
- Medway student answers are much more mixed. 44.44% strongly agree or agree and 46.3% strongly disagree or disagree.
- 58.82% of staff strongly agree or agree that the service is frequent enough for their needs. Around a quarter disagree that the service is frequent enough. From looking at the comments on the following question, it appears staff want to be able to be able to use the shuttle outside of term-time when it is not currently running.

“The shuttle booking system is easy to use.” (C- Q36.3, 59.3, M-Q28.3, 50.3, S-Q30.3, 54.3)

“The shuttle booking system is easy to use.”	Canterbury students		Medway students		Staff	
	No	%	No	%	No	%
Strongly agree	34	10.79	11	20.37	22	44.90
Agree	68	21.59	24	44.44	10	20.41
Neither agree nor disagree	206	65.40	8	14.81	9	18.37
Disagree	7	2.22	7	12.96	5	10.20
Strongly disagree	0	0.00	4	7.41	3	6.12
Total	315	100	54	100	49	100

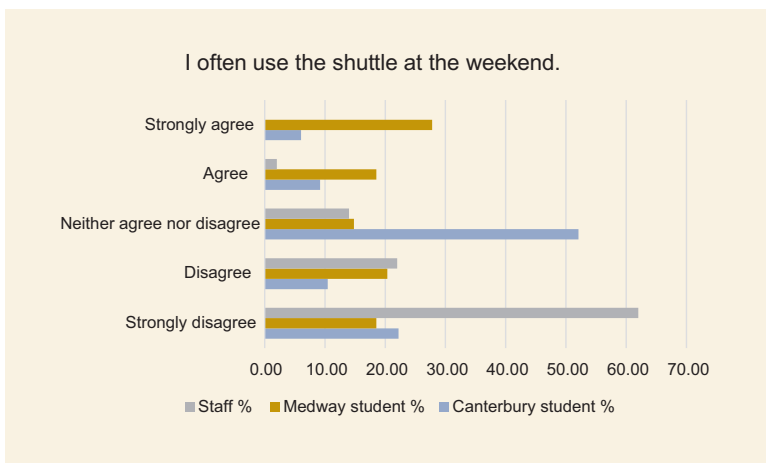


- Aside from neither agree nor disagree (65.40%, see previous comment), most students strongly agreed or agreed that the booking system was easy to use at 32.38%.
- 64.81% of Medway students strongly agree or agree that the booking system is easy to use. More Medway students than Canterbury students have a more negative response with around one fifth of students stating they strongly disagree or disagree. This may be because Medway students use the shuttle more frequently on the whole and so rely on the booking system more than Canterbury students.
- The majority of staff seem to find the booking system easy to use with 65.31% strongly agreeing or agreeing to the statement. 16.22% strongly disagree or disagree.

APPENDIX J/TRAVEL PLAN SURVEY RESULTS- BUSINESS TRAVEL (CONT)

“I often use the shuttle at the weekends.” (C- Q36.4, 59.4, M-Q28.4, 50.4, S-Q30.4, 54.4)

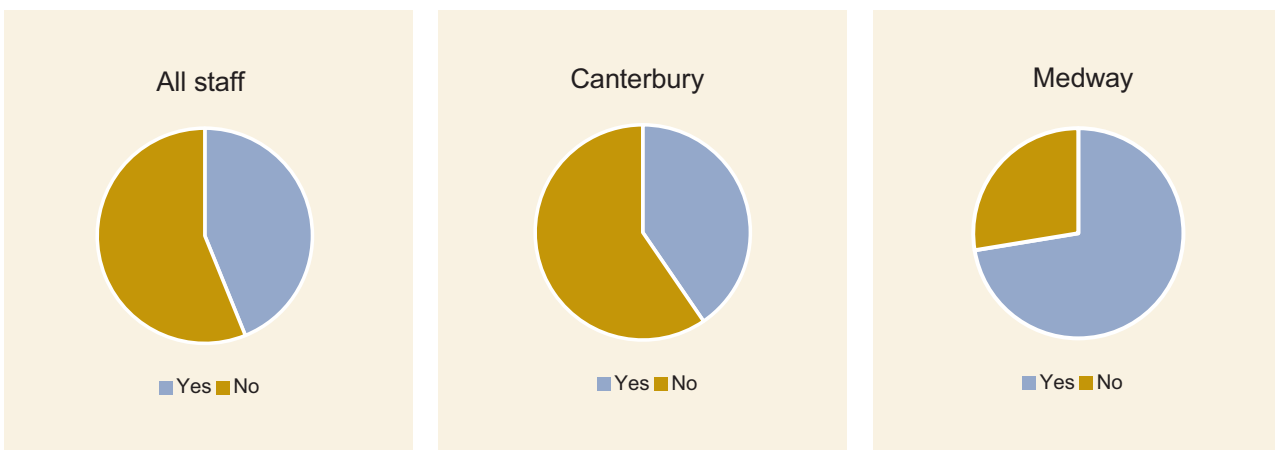
“I often use the shuttle at the weekends.”	Canterbury students		Medway students		Staff	
	No	%	No	%	No	%
Strongly agree	19	6.03	15	27.78	0	0.00
Agree	29	9.21	10	18.52	1	2.00
Neither agree nor disagree	164	52.06	8	14.81	7	14.00
Disagree	33	10.48	11	20.37	11	22.00
Strongly disagree	70	22.22	10	18.52	31	62.00
Total	315	100	54	100	50	100



- Aside from neither agree nor disagree (52.06%, see comment on previous page), 32.7% strongly disagree or disagree that they use the shuttle often at the weekend, and 15.23% strongly agree or agree.
- Medway student answers are very mixed. The highest proportion out of the answers is strongly agree at 27.78%, suggesting nearly a third of students are regularly using the shuttle service at the weekend and are perhaps relying on the service for weekend activities.
- 84% of staff said they strongly disagree or disagree that they often use the shuttle at the weekend. Most of the remaining staff said neither agree nor disagree. It is clear that the staff who answered in the survey are not using the shuttle often at the weekends.

“Have you used the Campus Shuttle service between Canterbury and Medway for university business? For example to travel to a meeting.” (S- Q59)

“Have you used the Campus Shuttle service between Canterbury and Medway for university business? For example to travel to a meeting.”	Canterbury students		Medway students		Staff	
	No	%	No	%	No	%
Yes	294	40.44	63	74.41	357	43.86
No	433	59.56	24	27.56	457	56.14
Total	727	100	87	100	814	100



- 43.86% of staff surveyed have used the shuttle service. Quite a high proportion of staff have made use of the service for business travel.
- The percentage of staff who use the survey is much higher for Medway staff than Canterbury staff.

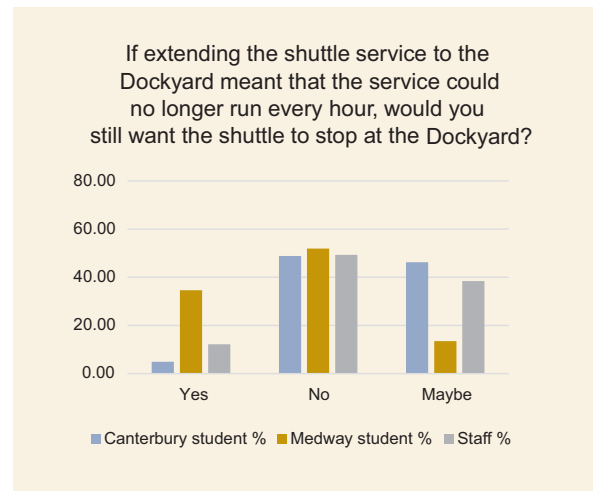
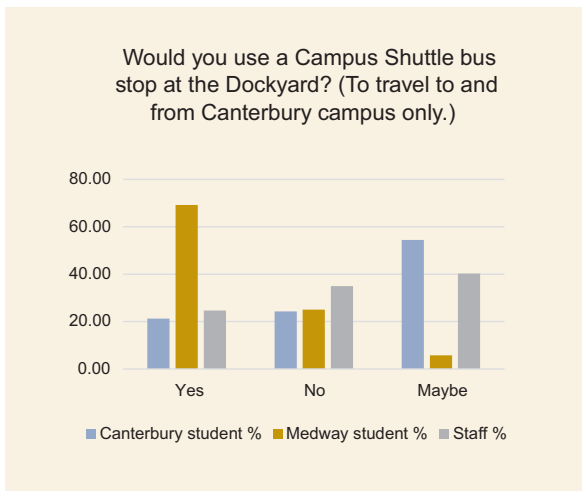
“Would you use a Campus Shuttle bus stop at the Dockyard? (To travel to and from Canterbury campus only.)” (C- Q37,60, M-Q29, 51, S-Q59a)

Dockyard question part 1	Canterbury students		Medway students		Staff	
	No	%	No	%	No	%
Yes	62	21.23	36	69.23	201	24.69
No	71	24.32	13	25.00	285	35.01
Maybe	159	54.45	3	5.77	328	40.29
Total	292	100	52	100	814	100

APPENDIX J/TRAVEL PLAN SURVEY RESULTS- BUSINESS TRAVEL (CONT)

“If extending the shuttle service to the Dockyard meant that the service could no longer run every hour, would you still want the shuttle to stop at the Dockyard?” (C - Q37a, 60a, M-29a, 51a, S-Q- 59ai)

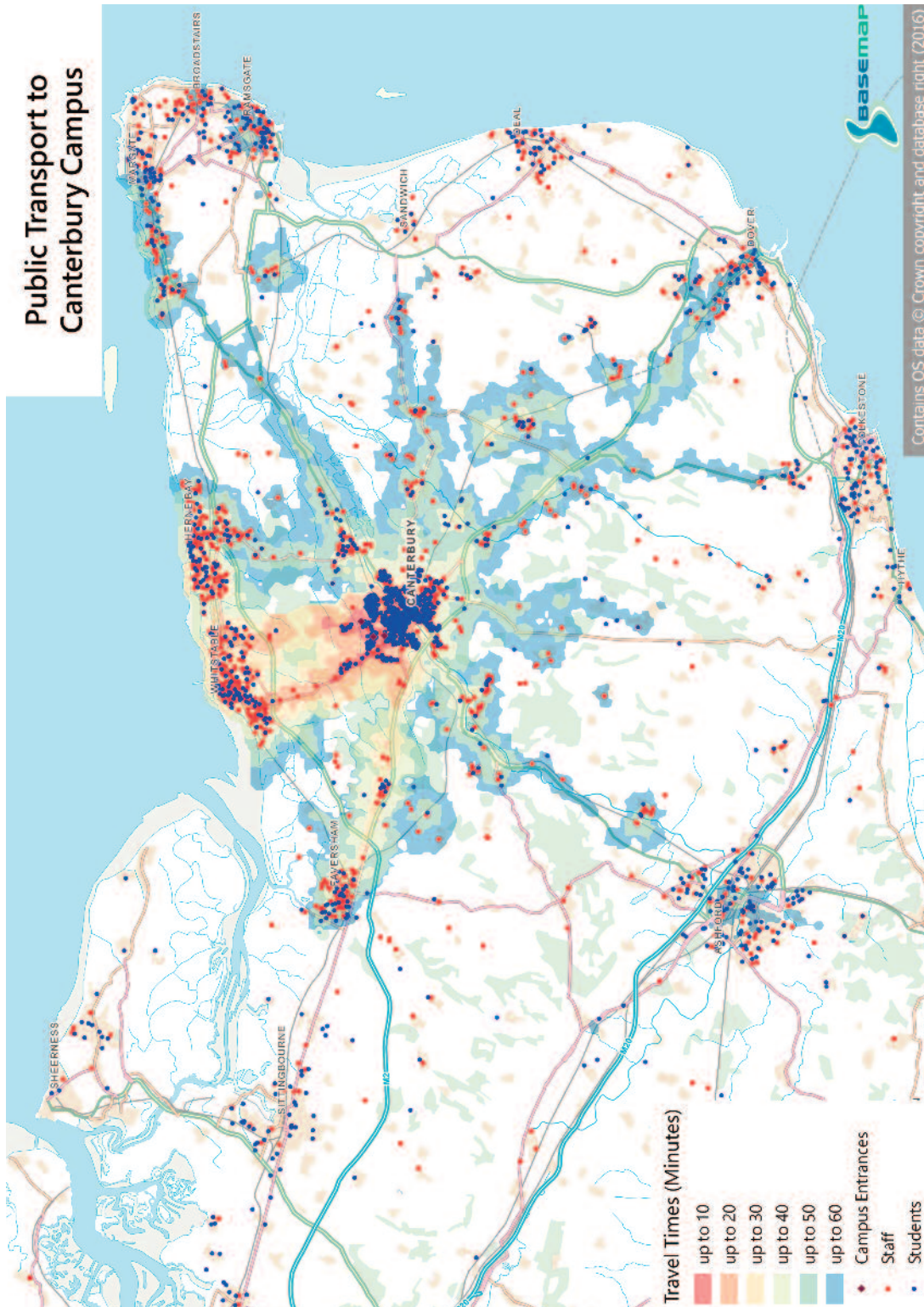
Dockyard question part 2	Canterbury students		Medway students		Staff	
	No	%	No	%	No	%
Yes	13	4.92	18	34.62	86	12.16
No	129	48.86	27	51.92	349	49.36
Maybe	122	46.21	7	13.46	272	38.46
Total	264	100	52	100	707	100



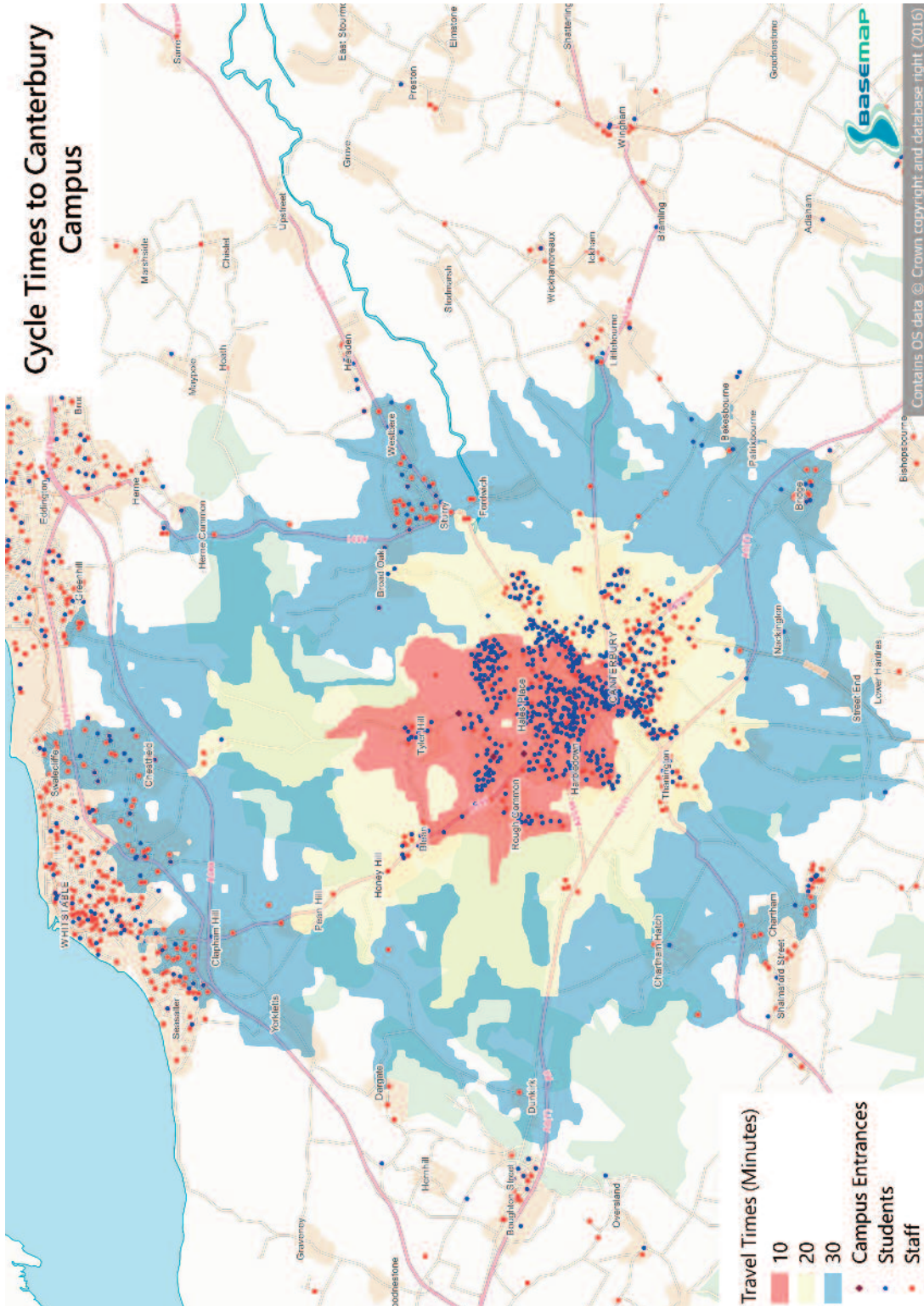
- All staff surveyed were required to answer these questions as part of the staff business travel section, hence the higher response to these questions.
- In the first question regarding the potential of an additional shuttle stop at the Dockyard campus, it is clear that Medway students are most enthusiastic with 69.23% of students saying that they would use the service. This level drops to 24.69% for staff and 21.23% of Canterbury students.
- As the shuttle currently takes approximately 45/50 minutes to reach the Medway campus, extending the service to the Dockyard may mean that the service would not be able to keep to the hourly timetable, especially when traffic is taken into account.
- The second question asked if respondents would still want the shuttle to stop at the Dockyard if it meant that the service could not run every hour. The results change significantly, Medway students saying yes halves to 34.62%, as do the Medway staff's answers. Canterbury students drop by three quarters. No becomes the most popular answer for all staff and students.
- This would indicate that staff and students value the current timings of the shuttle running to the hour more than the potential of a new bus stop at the Dockyard.

APPENDIX K/POSTCODE COMPARED TO PUBLIC TRANSPORT TIMES

Public Transport to Canterbury Campus

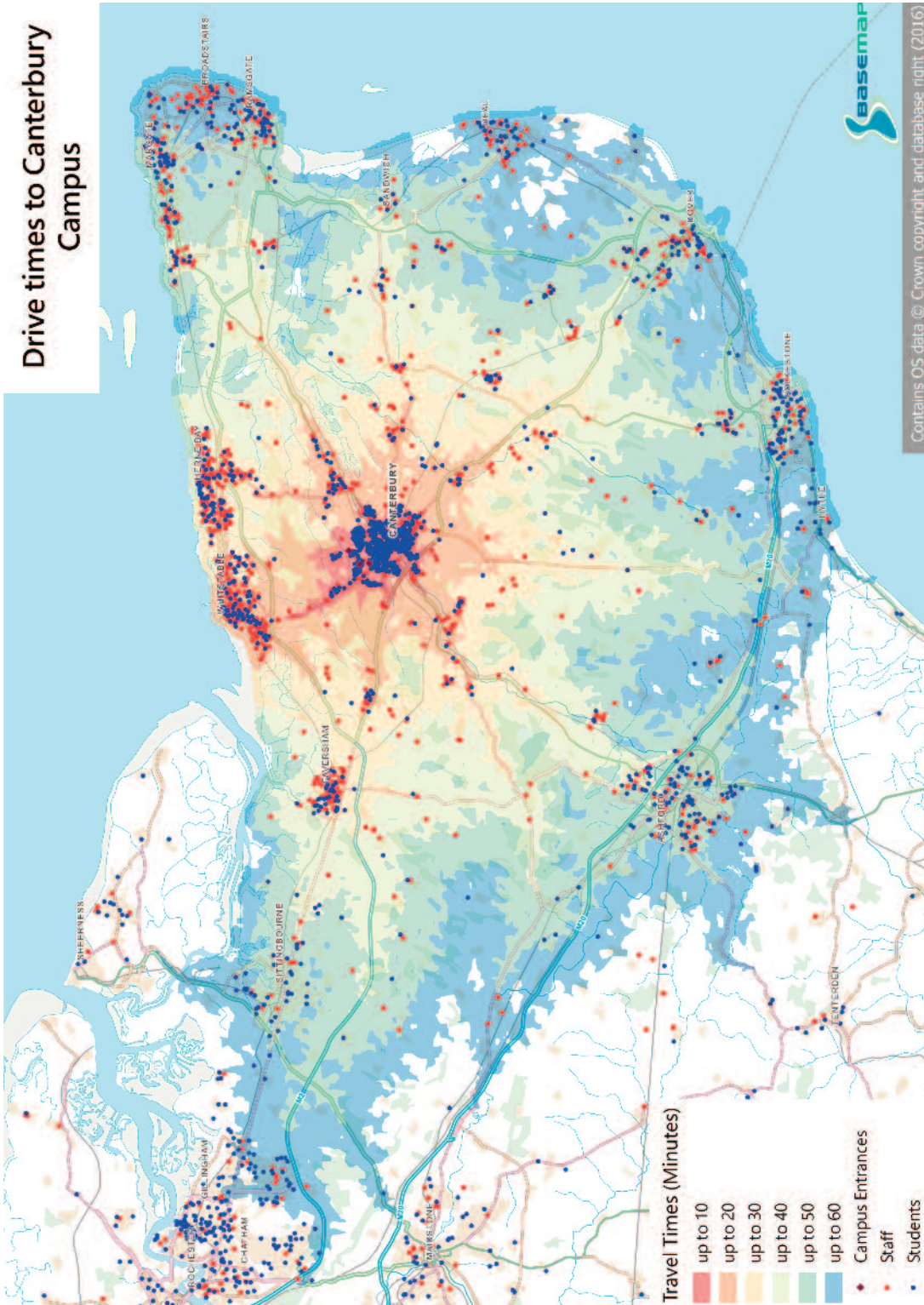


APPENDIX L/POSTCODE COMPARED TO CYCLING TIMES



APPENDIX M/POSTCODE COMPARED TO DRIVING TIMES

Drive times to Canterbury Campus



University of Kent
The Registry, Canterbury
Kent CT2 7NZ

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DPC 127285 8/18