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COLEG GWENT, CROSSKEYS CAMPUS PHASE 1
FRAMEWORK TRAVEL PLAN

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01	Initial draft for review.	IOR	IOR	11/12/24
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Author	Signature	Date
Georgia Addy MSc BA (Hons) Graduate Transport Planner	*G.Addy*	16 December 2024

Reviewed	Signature	Date
Irene O'Riordan MSc BSc (Hons) CMILT Associate	*I. O'Riordan*	16 December 2024

Authorised	Signature	Date
Irene O'Riordan MSc BSc (Hons) CMILT Associate	*I. O'Riordan*	16 December 2024

Table of contents

Figures

Tables

1.0   Introduction

1.1   Introduction

1.1.1   Curtins has been appointed on behalf of Coleg Gwent to produce a Framework Travel Plan (FTP) in relation to the proposed development of the Phase 1 building to be known as Block Y which has been developed as part of a new masterplan for the Crosskeys Campus. The Phase 1 development will re-provide academic space consisting of engineering labs, IT classrooms and offices. As part of Phase 1 a new energy centre for the campus is also to be included.

1.1.1   The site is located within the jurisdiction of Caerphilly County Borough Council (CBCC) who are the local planning authority and the local highway authority.

1.1.2   The development description for the proposed development is set out below:

> *"Full planning application for Phase 1 of the redevelopment of Coleg Gwent Crosskeys Campus, Risca Road, Crosskeys, NP11 7ZA. This phase includes the construction of a three-storey teaching building and a single-storey energy centre, together with associated access, parking, landscaping works.*
>
> *Outline planning application for Phases 2-4, comprising the phased demolition of existing buildings and their replacement with new buildings, along with associated access parking and landscaping across the campus site."*

1.1.1   This Framework Travel Plan (FTP) has been prepared to encourage and monitor the uptake of sustainable travel amongst students and staff at the development. Alongside this FTP, a Transport Statement (TS) has been prepared to accompany the planning submission. This FTP should be read in conjunction with all relevant planning documentation, including the design and access statement. The FTP has been developed in accordance with guidance.

1.2   Site Context

1.2.1   The Coleg Gwent Crosskeys Campus is situated in the village of Crosskeys, in the county borough of Caerphilly, South Wales. Crosskeys Campus is situated circa 480m to the east of Crosskeys Railway Station.

Figure 1.1 Campus Boundary Location Plan

1.3 Development Summary

1.3.1 The proposals are part of a wider site masterplan which has set out a strategy for the campus to achieve net-zero as well as replacing buildings which have reached end of life.

1.3.2 The proposed development (Phase 1) consists of providing a new academic building known as Block Y and a new energy centre. The Phase 1 building provides replacement academic space on the site of the semi-detached houses. This will enable the decant and demolition of Blocks B and F. A temporary car park will be provided due to spaces lost during the construction of Phase 1.

1.3.3 Block Y will consist of engineering labs and exam rooms on the ground floor, IT classrooms on the first floor and staff related rooms and offices on the second floor.

1.3.4 A new energy centre will also be provided in Phase 1 which will be located in landscaping to allow for ease of access and maintenance.

1.3.5 The proposed development will create no increase in student or staff at the site.

1.4   Key Information

1.4.1   This TP has been prepared subject to the parameters set out in **Table 1.2**.

Table 1.1 – Summary of Relevant Information

Development Name:	Coleg Gwent, Crosskeys Campus Phase 1
Status of Travel Plan:	Framework Travel Plan
Development Address:	Risca Road, Crosskeys NP11 7ZA
Author of Travel Plan:	Curtins Consulting Ltd
Future Travel Plan Coordinator:	XX
Delivery Mechanism:	Planning Application
Funding Mechanism:	Coleg Gwent
Formal Commitment Period	5 Years

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2.0 Travel Plan Principles

2.1 What is a Travel Plan?

2.1.1 Southeast Wales Local Transport Plan (2015) describes a Travel Plan as the following:

> *"A package of actions set out by a workplace, school, other organisation or new development to encourage sustainable travel by all users to and from the site"*

2.1.2 The policy requests that "all significant development proposals are accompanied by effective travel plans".

2.1.3 Travel Plans are intended to encourage people to choose more sustainable travel modes and, where possible, reduce the need to travel at all. This TP will include a range of measures designed to achieve this goal.

2.1.4 An effective TP should be subject to regular monitoring and review exercises which help to ensure the travel plan remains fit for purpose through a process of continued evolution. This provides the added benefit of enabling an organisation to address any issues which may be identified as a result of the travel planning process and implement appropriate mitigation measures.

2.2 Travel Planning in Wales

Planning Policy Wales Edition 12 (February 2024)

2.2.1 Planning Policy Wales (PPW) sets out the land use planning policies of the Welsh Government; the most recent version being Edition 12 as of February 2024. The document includes several subject specific chapters, which are supplemented by a series of Technical Advice Notes (TANs).

2.2.2 Chapter 4 of PPW concerns active and social places, with an emphasis on improving health and global responsibility within Wales by "reducing reliance on travel by private car, and the adverse impacts of motorised transport on the environment and people's health, by prioritising and increasing active travel and public transport".

2.2.3 The document sets out the aim of extending choice in transport and to extend accessibility in a way which supports sustainable development, where new development must abide by a "Sustainable Transport Hierarchy for Planning" in the following order:

> i. *"Walking and cycling;*
>
> ii. *Public transport;*

    iii. Ultra Low Emissions Vehicles (ULEVs); and

    iv. Other private motor vehicles."

2.2.4   It is recognised that development plans can help to maximise accessibility by walking, cycling and public transport in the following ways:

> • "*Prioritising the provision of appropriate on-site infrastructure;*
>
> • *Mitigating transport impacts through the provision of off-site measures, such as the development of active travel routes, bus priority infrastructure and financial support for public transport services;*
>
> • *Reduce the need to travel;*
>
> • *Prevent car-dependent developments in unsustainable locations;*
>
> • *Improve the quality of place and create safe, social, attractive streets where people want to walk, cycle and enjoy*
>
> • *The design and layout of streets must give a high priority to their role as public spaces and meeting the needs of pedestrians, cyclists and public transport users*;
>
> • *Home Zones could be designed to slow vehicular traffic speeds down and give priority to people over motorised uses;*
>
> • *Ensure new developments are designed and integrated with existing settlements and networks, in a way which makes active travel a practical, safe and attractive choice; and*
>
> • *Locating development where there is, or can be, good access by public transport for travel intensive uses such as housing, jobs, shopping, leisure and services."*

Active Travel Wales Act 2013

2.2.5   The Active Travel (Wales) Act 2013 seeks to improve access to walking and cycling as a mode of transport across Wales.

2.2.6   The key action of the policy if for Local Authorities in Wales to map and plan suitable routes for active travel and improve upon the infrastructure year by year.

2.2.7   The act requires cycling and walking to be promoted by the Welsh Government and Local Authorities.

2.3 Benefits of a Travel Plan

2.3.1 The most easily identifiable benefits from the implementation of TP initiatives are those that are directly related to the uptake of active travel, these mainly comprise:

- Improved health (i.e. increased fitness and reduced stress and obesity);
- A reduction in travel costs;
- A cleaner local environment;
- Meeting an organisation's environmental standards;
- Increase business efficiency and equality;
- Improved accessibility to local services;
- Increased road safety;
- Reduced travel times;
- Improved travel choice; and
- Reduced congestion and demand for parking spaces.

3.0   Accessibility Review

3.1   Introduction

3.1.1   This section of the report will assess the sites accessibility via sustainable modes of travel. Active Trave Wales(2013) seeks to improve access to walking and cycling as a mode of transport across Wales, with the aim to make active travel modes equate for 35% of journeys in Wales by 2040.

3.2   Public Transport Accessibility Index

3.2.1   The BREEAM public transport accessibility index (AI) score has been calculated using the BREEAM calculator tool. The site has an AI score of 13.38.

3.2.2   All bus stops located within 650m of the site access were used to inform this calculation. This includes the Crosskeys Station and Coleg Gwent bus stops. Crosskeys Railway Station was also included in the accessibility assessment index.

3.3   Accessibility to Local Services

3.3.1   To assist in summarising the accessibility of the building, **Table 3.1** presents a selection of key amenities located within 500m walking distance of the site in line with the BREEAM criteria.

Table 3.1 – Local Amenities

Service / Facility	Distance from Site (Approx)	Walking Time (Approx)	Cycling Time (Approx)
Campus News & Food	40m	2 minutes	>1 minute
Crosskeys General Store	270m	4 minutes	1 minute
Crosskeys Fish Bar	400m	4 minutes	1 minute
Waunfawr Park Children's Playground	500m	7 minutes	3 minutes

3.3.2   Beyond 500m a range of local amenities can be reached in nearby Risca where additional amenities are located including a doctor's surgery, library, supermarket and pharmacy.

3.3.3   Local pedestrian infrastructure enables connectivity to local amenities within proximity to the site. There are wide pedestrian footways measuring circa 4m wide along Risca Road adjacent to the Crosskeys Campus. The connections help to facilitate pedestrian movement between the campus, local amenities, railway station and local bus stops.

3.3.4   There is a formal signalised controlled crossing with tactile paving and dropped kerbs situated adjacent to the main entrance to Gwent Coleg on Risca Road. This crossing facilitates safe crossing for pedestrians who are accessing the college.

3.3.5   Footpaths within the Crossway Campus are wide, even and well- lit throughout the campus.

**Figure 3.1 - Pedestrian Access**
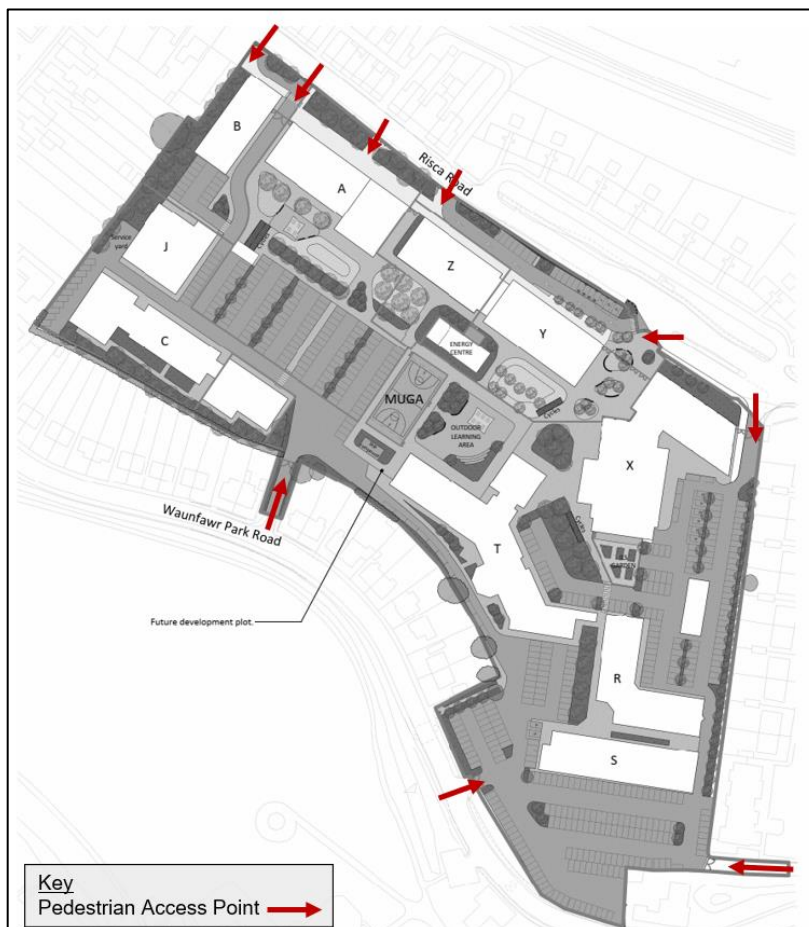
3.3.6   Pedestrian access to the site can be achieved via Waunfawr Park Road to the south, Waunfawr Gardens to the east and Risca Road/B4591 to the north. Staff and students arriving by bus will access the site via Risca Road where northbound and southbound bus stops are located, as well as those arriving by train as Crosskeys Railway Station is located west on Risca Road.

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3.4 Cycle Infrastructure

3.4.1 National Cycleway 465 is located 260m to the north of the site providing connections between Cwmcarn and Newport. National cycleway 47 is located to the south of the site and provides a connection between Port Talbot and Newport.

3.4.2 Cycle route 465 is off-road and segregated cycleway which runs parallel to Risca Road. The route provides a connection to local amenities such as Risca and Crosskeys Railway Station.

3.4.3 A map showing local cycle infrastructure is provided in **Figure 3.2.**

Figure 3.2- Local Cycle Routes
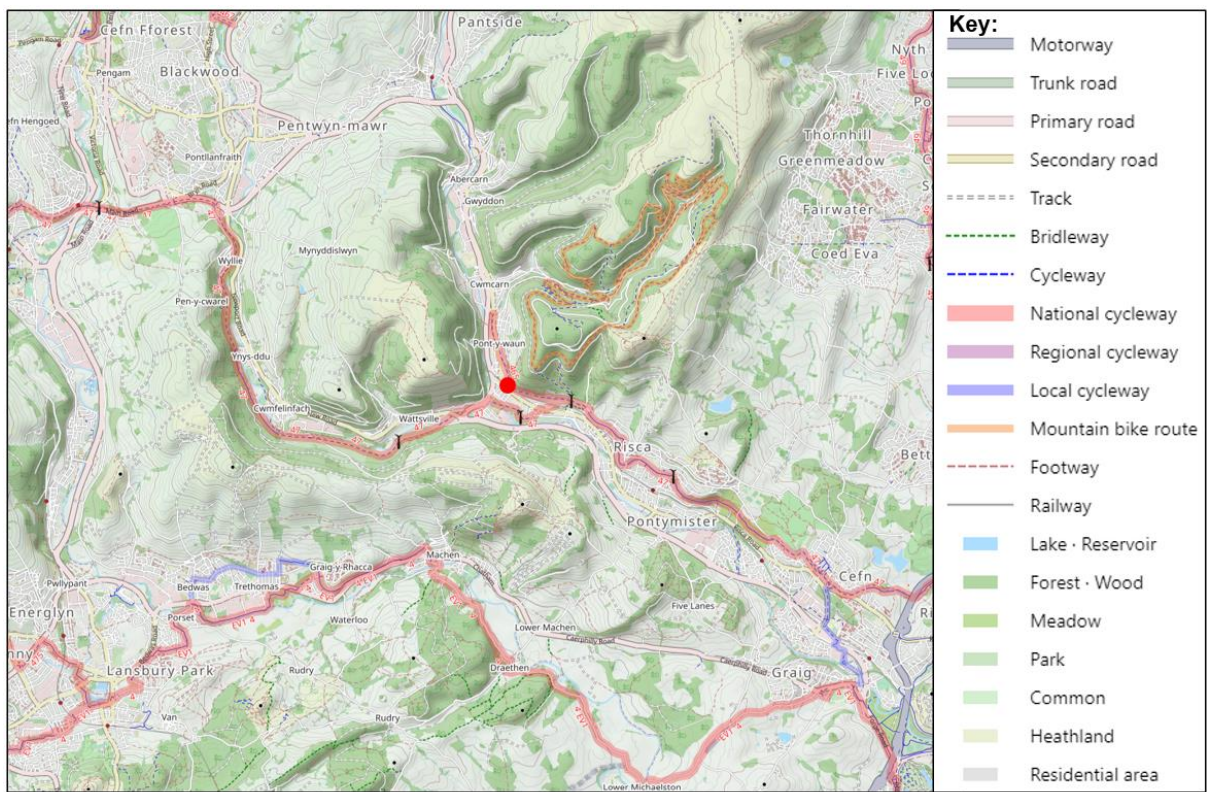
3.5 Bus Services

3.5.1 There are a number of opportunities to travel via bus to the site. These include services 56, 82, 95C, 151, X15 which provides access to Blackwood, Brynmawr, Pontypool, Newport and Tredegar.

3.5.2 Coleg Gwent bus stops benefit from seating, bus shelter and a timetable. There are two bus stops located adjacent to the Coleg Gwent campus, one on either side of Risca Road.

3.5.3 **Table 3.2** summarises the local bus services and their peak frequencies.

Table 3.2 – Local Bus Services

Bus Service	Route	Weekday Peak	Saturday	Sunday
56	Tredegar - Blackwood - Newport	Hourly	Hourly	Every 2 hours
82	Pontypool - Hafodyrynys - Crosskeys College	Twice at 08:54am and 16:35pm	N/A	N/A
95C	Newbridge Newbridge School - Crosskeys Coleg Gwent	Twice at 08:00am and 15:07pm	N/A	N/A
151	Blackwood - Newport via Newbridge and Risca	Every 15 minutes	Every 15 minutes	Hourly
X15	Brynmawr - Newport via Newbridge and Abertillery	Hourly	Hourly	Hourly

3.6 National Rail Accessibility

3.6.1 The closest National Rail station is Crosskeys Railway Station situated approximately a 12-minute walk / 3-minute cycle of the proposed development. The railway station provides direct services to Cardiff Central in less than 45 minutes as well as services to Newport and Ebbw Vale Town.

Table 3.3 – National Rail Services

Destination	Weekday Peak		Saturday Peak	Sunday Peak
	AM	PM		
Newport	Hourly	Hourly	Hourly	Every 2 hours
Ebbw Vale Town	Half hourly	Half hourly	Half hourly	Hourly
Cardiff Central	Hourly	Hourly	Hourly	Hourly

4.0 Travel Plan Initiatives

4.1 Introduction

4.1.1 This section sets out the suggested measures and initiatives that can be implemented by the college to encourage the uptake of sustainable travel amongst students and staff.

4.2 Hard Measures

4.2.1 Cycle parking is provided to the south of the Y-Block. Cycle parking is sheltered and benefits from passive surveillance.

4.3 Induction Packs

4.3.1 New students and staff at the college can be provided with induction packs incorporating site-specific travel information in either physical or digital format. The information packs could incorporate the following information:

- Coleg Gwent Parking Policy.
- The on-site cycle parking and end of trip facilities.
- Timetable information for local public transport routes and location of the nearest bus stops.
- Discounts available to students with regards to discounted sustainable transport.

4.4 Measures to Encourage Walking

4.4.1 For students and staff living within a realistic walking distance of Coleg Gwent Crosskeys Campus, which is generally accepted to be 2km, the following measures can be considered:

- Information on the health and wellbeing benefits of walking as part of the work commute could be included within the Induction Packs.
- Promotion of walking applications such as GoJauntly for journey planning on foot.
- Clear signing of pedestrian routes and associated journey times to relevant points of interest would be displayed in communal areas.

4.5 Measures to Encourage Cycling

4.5.1 To encourage staff and students to consider cycling to work, the following measures could be implemented:

- Cycle safety training provided where appropriate/requested.
- Promotion of cycle parking and end of trip facilities.
- The establishment of a Cycling User Group.
- The provision cycle repair and maintenance tools on campus.
- Displaying maps of the local cycle network surrounding the site in communal areas with journey times to relevant destinations.
- Promotion of journey planning tools.
- Organise annual Dr Bike sessions to assist with personal cycle maintenance.
- Cycle scheme salary sacrifice scheme to promote bike ownership up to £3,5000.

4.6 Measures to Encourage Public Transport Use

4.6.1 The following measures may be introduced to incentivise public transport use amongst staff and students at Coleg Gwent:

- The provision of up to date public transport information in communal areas e.g. timetables and apps.
- Promotion of any available discounts such as student discounts and railcards and promotion of potential savings through buying season tickets.
- Promotion of travel Planning apps (e.g. Trainline, Traveline Cymru, Google Maps) that provide updates on trains and buses and allow personal journey planning.

4.7 Reducing Single Occupancy Vehicle Use

4.7.1 Car sharing is an effective way of reducing single occupancy car trips if a number of people travel to the same location each day.

4.7.2 Coleg Gwent could set up a car-sharing database where staff are able to enter their details and easily locate potential matches/opportunities for car sharing.

4.8 Reducing Need to Travel

4.8.1 Hybrid working and the increase of online learning tools have increased the possibility of working remotely. The college should evaluate it's online learning and teaching platforms to find if there is opportunity to increase hybrid working behaviour, negating the need to travel.

4.8.2   Hybrid working has become increasingly popular in a post-covid world. Hybrid style work environments allow students and staff to work part-time remotely and part-time in the office/on-site, negating the need to commute and allowing students and staff to work from home should they have the space. This reduces the number of commuters present on public transport or on the road and gives more flexibility to staff and students.

4.8.3   Hybrid working in the college would not negate the need for on campus learning. The benefits of in person learning are not to be ignored, however allowing flexibility between in person and remote teaching and learning reduces pressure on local roads and public transport modes.

5.0 Monitoring & Review

5.1 Introduction

5.1.1 This section of the TP describes the management and co-ordination processes that are to be introduced to support the TP measures.

5.2 Travel Plan Coordinator

5.2.1 A Travel Plan Coordinator (TPC) can be appointed whom will have overall responsibility for the day-to-day management and implementation of the TP. They will be the first point of contact in relation to the TP and will take ownership of the TP.

5.2.2 The main duties of the TPC are summarised as follows:

- Overall management of the TP;
- Promotion of the TP's aims and objectives;
- Implementation of the specific measures identified in the plan;
- Identification and appraisal of further measures supporting the objectives;
- Collation and dissemination of transport information to site users;
- Co-ordination and liaison with local authority, adjacent developments and public transport operators;
- Undertaking TP monitoring and sending reports to the LPA.
- Review of policies and procedures to understand and align the incentives that influence mode choice; and
- Monitoring transport issues and reporting to senior management as appropriate.

5.3 Travel Surveys

5.3.1 The first set of travel surveys for the development will be undertaken within three months post-occupation of the development and thereafter at years 1, 3 and 5 for the life of the agreed Travel Plan commitment period (5 years). Where possible the student and staff travel surveys will be completed during the same month each year (avoiding the holiday period) and using the same methodology. Example surveys are attached in **Appendix A**.

5.3.2 The results of the surveys can then be reviewed with the local authority, illustrating the effectiveness (or otherwise) of the measures implemented at the site and agreeing the targets over the next period. The surveys will extract the following key information:

- Usual mode of travel and reason for modal choice;

- Attractiveness of active travel and public transport for commuting;

- Any barriers to active travel and public transport; and

- Initiatives that would encourage site users to travel more actively.

5.4 Remedial Actions

5.4.1 The target for the development is to reduce single occupancy vehicle use amongst students and staff in favour of car sharing, public transport and active travel.

5.4.2 It is difficult to predict remedial measures when a specific target is not met or the reasoning behind this is unknown. During the five-year monitoring process, if the travel surveys demonstrate that targets are not being met, a review will be undertaken to establish whether targets are realistic.

5.4.3 Following this review, if necessary, the targets may be revised to be more realistic. The TPC will inform Caerphilly County Borough Council of the survey results and any revised targets.

5.4.4 A proposed Remedial Action Plan is set out in **Table 5.1**.

Table 5.1 – Remedial Action Plan

Order	Action
1	Review of survey results at the end of year 1 and 3 against targets.
2	Revision of travel plan targets, if necessary, to focus on other sustainable modes of transport.
3	Notification of potential failure to meet agreed target to TPC and updated targets.
4	Set in action remedial measures (such as): Review surveys to establish measures most likely to encourage site users to alter their travel habits in favour of sustainable modes.
5	Continue to monitor progress of measures against the targets.
6	If revised targets are not met, continue Travel Plan monitoring will continue until year 9.

6.0   Travel Plan Targets

6.1   Introduction

6.1.1   This section of the FTP identifies targets that will help to guide the TP in meeting its objectives.

6.1.2   As a direct result of the 'measures' to be introduced, a number of mode share targets have been set to encourage the further uptake of active travel.

6.2   Travel Plan Targets

6.2.1   The TP targets will be based on the SMART principles:

- **S**pecific (identify what is to be achieved);
- **M**easurable (over the target period);
- **A**chievable (linked to overall objectives and aims);
- **R**ealistic (must be achievable over time allocated); and
- **T**imed (a defined action plan including dates for achievement).

6.2.2   Setting SMART targets is essential to provide a purpose and focus for the TP. A number of targets have been adopted. These targets are divided amongst those relating to delivering outputs and those related to achieving outcomes as explained below:

- **Output targets** – These targets relate to the implementation of the measures to be introduced as part of the TP. They will help to ensure that the Travel Plan Coordinator (TPC) remains on course with the delivery of the different measures contained within this TP; and

- **Outcome targets (modal shift)** – These targets relate to the effect of implementing the TP measures and will include for example reducing the overall proportion of journeys being undertaken from the site by car.

6.3   Output Targets

6.3.1   **Table 7.1** overleaf details the output targets, responsibilities for delivery, and associated timescales.

Table 6.1 – Output Targets

Output Target	Responsibility	Timescale
Appoint and fund a site TPC	Surrey Police	Prior to first occupation of the redeveloped Eastern Division
Promote travel planning measures	TPC	Upon appointment of TPC and ongoing
Undertake first travel survey	TPC	1 year post occupation
Analyse results of travel survey and provide reports	TPC	Annually after completing travel surveys
Inform staff andstudents of sustainable travel modes to the site and display travel information in strategic area visible to all staff and students.	TPC	Upon appointment of TPC and ongoing
Continue to promote the travel plan and it's aims and objectives through various channels, aim to reach 100% of on-site staff	TPC	Upon appointment of TPC and ongoing
Indulge in yearly sustainable travel campaigns	TPC	Upon appointment of TPC and ongoing

6.4 Outcome Targets

6.4.1 The initial travel survey, following the appointment of the TPC, will gather information that will provide a base year modal split for journeys to and from the site. This base year information will then be used to derive modal split targets for site.

6.4.2 To establish baseline staff mode splits in the absence of current site-specific data, the mode share has been derived from 2011 Nomis Census data.

6.4.3 A travel survey will be carried out in years 1, 3 and 5, in order to monitor the progress and act as an indicator of whether the targets are being achieved and whether adjustments are necessary.

6.5 Travel Patterns

6.5.1 In the absence of survey data and to give a high-level indication of how future users may travel to the site, NOMIS census data set (WU03EW) 'Location of Usual Residence and Place of Work by Method of Travel to work' has been used.

6.5.2 The dataset has looked at how residents who work in MSOA Caerphilly 014 region travel to work. These are outlined in **Table 6.2** alongside targets for the five-year monitoring period.

Table 6.2– Travel Target Share

Mode	Existing Mode Share (Census 2021)	Year 1	Year 3	Year 5	Targets
Active Modes	11%	11.5%	12%	13%	+2%
Public Transport	5%	5.5%	6%	7%	+2%
Car	84%	83%	82%	80%	-4%
Total	**100%**	**100%**	**100%**	**100%**	**-**

6.5.3   There is a high proportion of those travelling by car given the remote location of the site and this is expected. The results would suggest that there is the possibility for a modal shift away from the private car towards public transport use and active travel, reflected in the targets displayed.

6.6   Conclusion

6.6.1   In summary, the above targets have been set to encourage public transport, active travel and car sharing forms of travel amongst site users.

7.0 Management & Coordination

7.1 Introduction

7.1.1   This section details the mechanisms by which the TP will be secured and provides an Action Plan for the implementation of the identified measures including time frames and responsibilities.

7.1.2   The eventual Full Travel Plan will contain an implementation plan that explains the following:

- How the management structure for the TP will be established, associated timeframe and responsibility;
- The implementation of stated measures and initiatives; and
- The monitoring procedures and promotion of the TP.

7.2 Management Structure

7.2.1   The TP will be co-ordinated by a group of key personnel. This group will be responsible for the implementation and review process of the TP and will include senior management and the TPC.

7.2.2   The intended management structure for the TP is shown below in **Figure 7.1**.
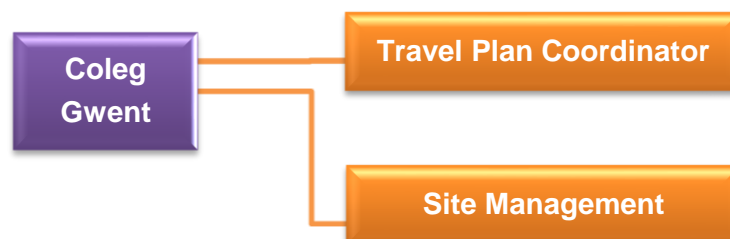
Figure 7.1 – Travel Plan Management Structure

7.3 Funding Stream

7.3.1   There are funding implications associated with the running of the Travel Plan, including:

- Costs associated with the production of hard marketing materials;
- Costs associated with external resources, i.e. IT support for website; and
- Costs associated with undertaking initial and monitoring surveys.

Appendix A – Example Staff & Student Travel Surveys

Q1 – Which category best describes you?

    a) Full Time Student

    b) Part Time Student

    c) Full Time Staff

    d) Part Time Staff

    e) Other (please specify)

Q2 – Answer the following questions about yourself with 'yes' or 'no'.

About Yourself	Answer
Do you own a bicycle?	
If yes, is your bicycle electric?	
Do you own a car?	
If yes, do you have an electric or hybrid vehicle?	

Q3 – On average, which day(s) of the week are you on campus?

        Monday AM   Monday PM

        Tuesday AM   Tuesday PM

        Wednesday AM   Wednesday PM

        Thursday AM   Thursday PM

        Friday AM   Friday PM

        Saturday AM   Saturday PM

        Sunday AM   Sunday PM

Q4 – What time do you typically arrive on campus?

    a) 8am – 10am

    b) 10am – 12pm

    c) 12pm – 2pm

    d) 2pm – 4pm

    e) 4pm – 6pm

Q5 – How long do you typically stay on campus for?

    a) Less than 2 hours.

    b) Up to 4 hours.

    c) All day

Q6 – How long is your commute to campus?

    a) Less than a mile
    b) 1-3 miles
    c) 3-10 miles
    d) Over 10 miles

Q7 – What is your primary mode of transport to campus?

    a) Car Driver (alone)
    b) Car share (passenger)
    c) Motorcycle
    d) Cycle
    e) E-Scooter
    f) Walk
    g) Bus
    h) Train
    i) Other (please specify)

Q8 – If your usual mode of transport to campus is unavailable, how would you travel to campus?

    a) Car Driver (alone)
    b) Car share (passenger)
    c) Motorcycle
    d) Cycle
    e) E-Scooter
    f) Walk
    g) Bus
    h) Train
    i) Other (please specify)

Q9 – What factors influence your current travel primary mode choice? (You can select more than one)

    a) Cheapest
    b) Environmental reasons
    c) Healthiest option
    d) Lack of infrastructure
    e) Most convenient
    f) No other travel option

g) Quickest

h) Safety concerns

i) Work requirements

j) Other (please specify)

Q10 – If you drive to campus, do you park on campus?

a) Yes

b) No

c) Not applicable

Q11 – What stops you from considering the following modes of travel?

Walking	Please tick all relevant barriers
N/A – I already walk	
Distance	
Health reasons	
Lack of infrastructure e.g. crossings or footpaths	
Safety concerns	
Time	
Work requirements	
Other (please explain further in adjacent box)	

Cycling	Please tick all relevant barriers
N/A – I already cycle	
Distance	
Don't feel confident riding a bike	
Don't own a bike	
Health reasons	
Lack of cycle parking	
Lack of infrastructure e.g. cycle lanes	
Safety concerns	
Time	
Work requirements	
Other (please explain further in adjacent box)	

Public Transport	Please tick all relevant barriers
N/A – I already use public transport	
Cost	
Distance from nearest bus stop or train station	
Journey times	
Lack of service information	
No service available	
Poor waiting facilities (e.g., shelter, seating, lighting)	
Safety concerns (e.g., personal safety, road safety)	
Work requirements	

Other (please explain further in adjacent box)	

Car sharing	**Please tick all relevant barriers**
N/A – I already car share	
Need to be flexible / can't commit to a journey on a regular basis	
Not knowing who to share with	
Prefer to drive alone	
Safety concerns	
Work requirements	
Other (please explain further in adjacent box)	

Electric Vehicle (EV)	**Please tick all relevant barriers**
N/A – I already drive an EV	
Don't know enough about EVs	
Lack of charging infrastructure at home	
Lack of charging infrastructure at my destination	
Purchase cost	
Vehicle range concerns	
Other (please explain further in adjacent box)	

Q12 – What could encourage you to use the following modes of transport?

Mode of Travel	Options	Please tick all relevant boxes
Walking	Better lighting near campus	
	Lockers / changing facilities	
	Safer routes to / from campus	
	Other (please state)	
	None of the above	
Cycling	Cycle maintenance kit	
	Cycle purchase scheme / cycle to campus scheme	
	Cycle training	
	Lockers / changing facilities	
	More cycle parking	
	Other (please state)	
	None of the above	
Bus	Better bus stop facilities e.g. covered shelter, seating, real time travel information	
	More frequent service	
	Subsidised public transport tickets	
	Other (please state)	
	None of the above	
Train	More frequent service	
	Shuttle bus service to the station	
	Subsidised public transport tickets	
	Other (please state)	
	None of the above	
Car Sharing	Guaranteed ride home	
	Priority parking spaces	
	Ride share finding service	

	Other (please state)	
	None of the above	
Electric Vehicle	EV Information	
	More EV charging points	
	Subsidised charging costs	
	Other (please state)	
	None of the above	

Q13 - Do you have any other comments or suggestions relating to your travel at Crosskeys campus?

Our Locations

Birmingham
2 The Wharf
Bridge Street
Birmingham
B1 2JS
T. 0121 643 4694
birmingham@curtins.com

Bristol
Quayside
40-58 Hotwell Road
Bristol
BS8 4UQ
T. 0117 302 7560
bristol@curtins.com

Cambridge
50 Cambridge Place
Cambridge
CB2 1NS
T. 01223 631 799
cambridge@curtins.com

Cardiff
3 Cwrt-y-Parc
Earlswood Road
Cardiff
CF14 5GH
T. 029 2068 0900
cardiff@curtins.com

Douglas
Varley House
29-31 Duke Street
Douglas
Isle of Man
IM1 2AZ
T. 01624 624 585
douglas@curtins.com

Dublin
11 Pembroke Lane
Dublin 2
Ireland
T. 00353 1 507 9447
dublin@curtins.com

Edinburgh
1a Belford Road
Edinburgh
EH4 3BL
T. 0131 225 2175
edinburgh@curtins.com

Glasgow
Queens House
29 St Vincent Place
Glasgow
G1 2DT
T. 0141 319 8777
glasgow@curtins.com

Kendal
28 Lowther Street
Kendal
Cumbria
LA9 4DH
T. 01539 724 823
kendal@curtins.com

Leeds
Rose Wharf
Ground Floor
Leeds
L29 8EE
T. 0113 274 8509
leeds@curtins.com

Liverpool
51-55 Tithebarn Street
Liverpool
L2 2SB
T. 0151 726 2000
liverpool@curtins.com

London
40 Compton Street
London
EC1V 0BD
T. 020 7324 2240
london@curtins.com

Manchester
Merchant Exchange
17-19 Whitworth Street West
Manchester
M1 5WG
T. 0161 236 2394
manchester@curtins.com

Nottingham
56 The Ropewalk
Nottingham
NG1 5DW
T. 0115 941 5551
nottingham@curtins.com