



Queen Margaret University

EDINBURGH

QUEEN MARGARET UNIVERSITY TRAVEL SURVEY REPORT

2018/2019

Change list

VER.	DATE	STATUS	REVIEWED	APPROVED

Summary

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Table of contents

1	Introduction	1
1.1	Background	1
1.2	Report Structure	1
2	Analysis of 2018 Travel survey	2
2.1	Survey Context	2
3	2018 Travel Survey results	3
4	Progress Made	6
5	Summary	7

1 Introduction

1.1 Background

Queen Margaret University (QMU) is committed to promoting sustainable and responsible travel behaviour through ongoing Travel Planning, Parking Management and the promotion of Active Travel. To constantly improve the conditions at QMU in terms of sustainable travel, annual monitoring of travel behaviour is undertaken to determine actual travel characteristics. This information is analysed, and the results are used to inform future targets and the appropriate allocation of resources.

Sweco were commissioned by QMU to undertake the 2018 travel survey for their campus in Musselburgh, East Lothian. The findings of the survey will be used to monitor the effectiveness of the Travel Plan, develop the Travel Plan further, and set future mode share targets.

The travel surveys are typically carried out annually at QMU; the 2018 survey was undertaken in January 2019. There will be reference to past travel survey results throughout this report.

1.2 Report Structure

The content of this report is structured as follows:

- Chapter 2 – Analysis of the Travel Survey questions and methodology;
- Chapter 3 – Summary of the results from the 2018 Travel Survey;
- Chapter 4 – Progress made; and
- Chapter 5 – Summary of the report.

2 Analysis of 2018 Travel survey

2.1 Survey Context

Guidance was taken from previous travel surveys undertaken by Sweco for QMU in developing the 2018 survey. Early surveys were found to be too time consuming for participants, with some surveys consisting of up to 40 questions. To create a simpler and more effective survey for participants, in 2013 the Travel Survey was designed to contain 24 questions divided into general demographic and then 5 key themes based on modal choice. All 5 themes questions were presented, but respondents were advised they could skip those questions not relevant to them. Due to an increase in responses of almost 60% from 2012 to 2013, a similar format has been used in subsequent years, including the 2017 and now the 2018 survey.

The survey ran for 3 weeks between the dates 15/01/2019 and 05/02/2019. There was an increased response from the previous year (370 responses), with a total of 469 respondents, which included a mix of students and staff.

The survey was set up such that respondents answered general and demographic questions, they were then able to answer questions relevant to their chosen mode. Finally, participants had the opportunity to make any further comments and supply a staff ID or matriculation number for entry into a prize draw to win an Amazon Echo or Kindle Fire, which acted as an incentive to increase the number of survey responses. The relevant section topics are listed below:

- General information and mode choice;
- Walking facilities;
- Cycling facilities;
- Local Train Services;
- Bus Services to QMU;
- The use of private vehicles and QMU's car share scheme
- Closing remarks

Unlike previous years this year it was recognised that many use two modes of transport for commuting and we therefore included both a primary and secondary mode share option, so both of these could be considered. The questionnaire for 2018 can be found in Appendix A.

3 2018 Travel Survey results

3.1 General results

The survey was open to both staff and students with the split being roughly 3:1 students/staff, shown in Figure 1. 22.4% of staff and 9.1% of students responded, meaning that staff were more engaged representatively than students, however there was a good response from both. Examples of the “other” responses were from external staff and students mainly studying online.

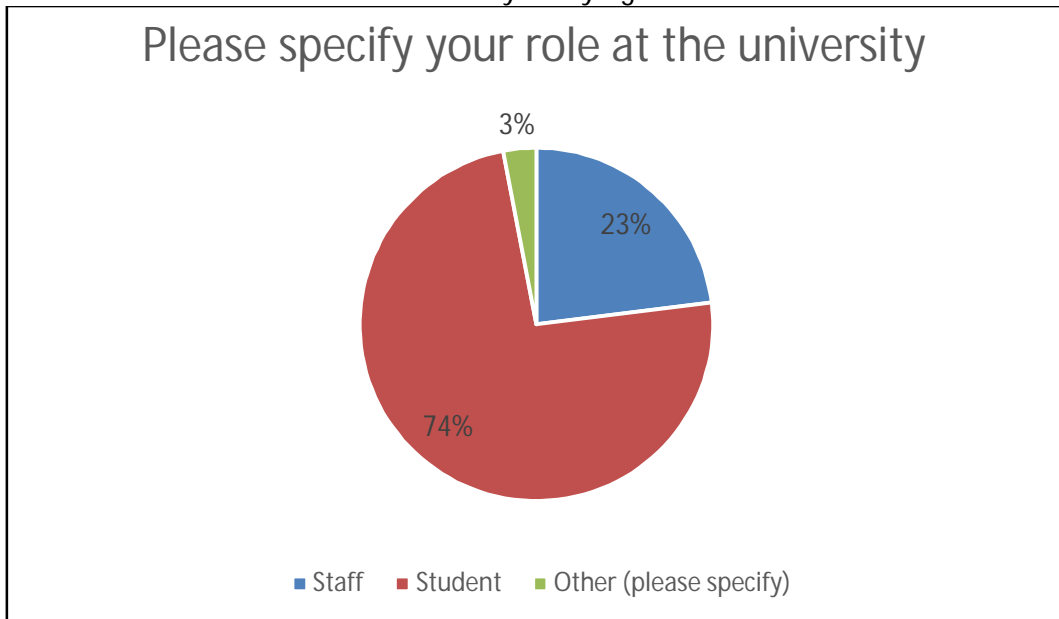


Figure 1- Split of staff to students completing the survey

3.2 Time of Arrival/Departure

Students and staff were asked at what times do they arrive and depart from the university. The results for arrival time was in keeping with last years survey. Figure 2 shows the most common time of arrival was between 8-9am, with 58% of participants choosing this option.

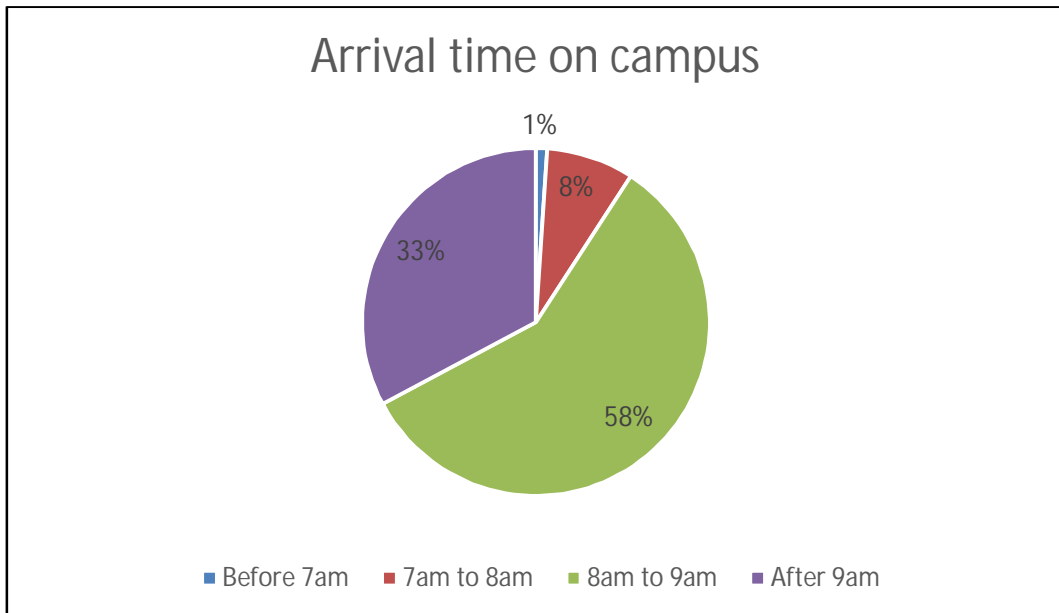


Figure 2-Arrival time of respondents

The departure time however was more varied and showed departures over a wider period. Figure 3 shows the most common time with 38% of people leaving was between 4:30-5pm. This varies from last year when the results were more evenly spread over a three-hour time period.

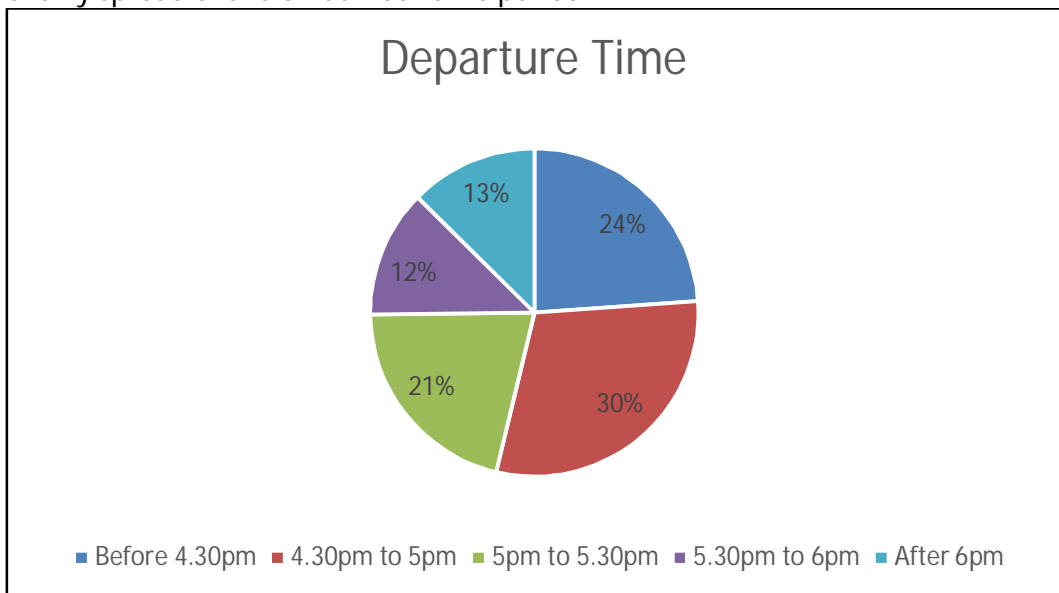


Figure 3-Departure times of respondents

3.3 Mode share for 2018

Students and staff members were asked both their primary and secondary modes of transport used to commute to travel to and from Queen Margaret University. The survey found that the majority of staff and students' primary mode, with an overall combined percentage of 59%, travel to QMU using public transport. This year there has been additional promotion of sustainable travel to reduce the number of single occupancy car journeys. This has been reflected in the results with now only 19% of respondents making single occupancy journeys. Active travel options remain popular with the proportion of individuals traveling to the university by walking or cycling combined being 17%.

The most significant positive change within these result is the single-occupancy car use. In 2017, 28% of respondent's main travel mode was single occupancy car use meaning the percentage has dropped 9%. This change has resulted in an increase in people using public transport the combined figure for this rising from 44% to 59%. The change in habit may be due to more restrictions in car parking and the promotion of public transport. This year survey mode share results can be seen in Figure 4 with 2017 survey results for comparison.

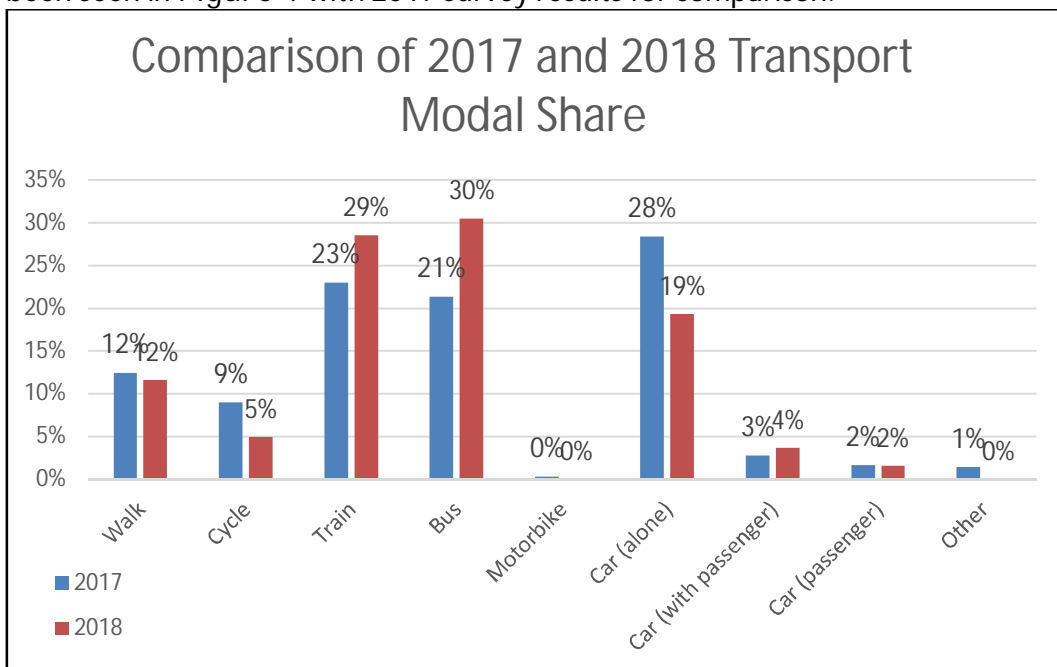


Figure 4– Comparison of 2017 and 2018 survey results for main mode of transport.

This year we also have results for people’s secondary modes of transport. This shows public transport as the main option again with 63%. Short car journeys to railway stations are expected to make up the majority of the 13% single occupancy vehicles being used as a secondary mode of transport.

Question 6 examines people motives for their travel choices. The main factor was journey time with 41% of people detailing this as their primary reason. Cost was the second most popular reason and the only other answer with a significant proportion response was “lack of alternatives” this sits at 16% and is assumed to most be attributed to people with long commutes needing to use their car. Results are shown in Figure 5.

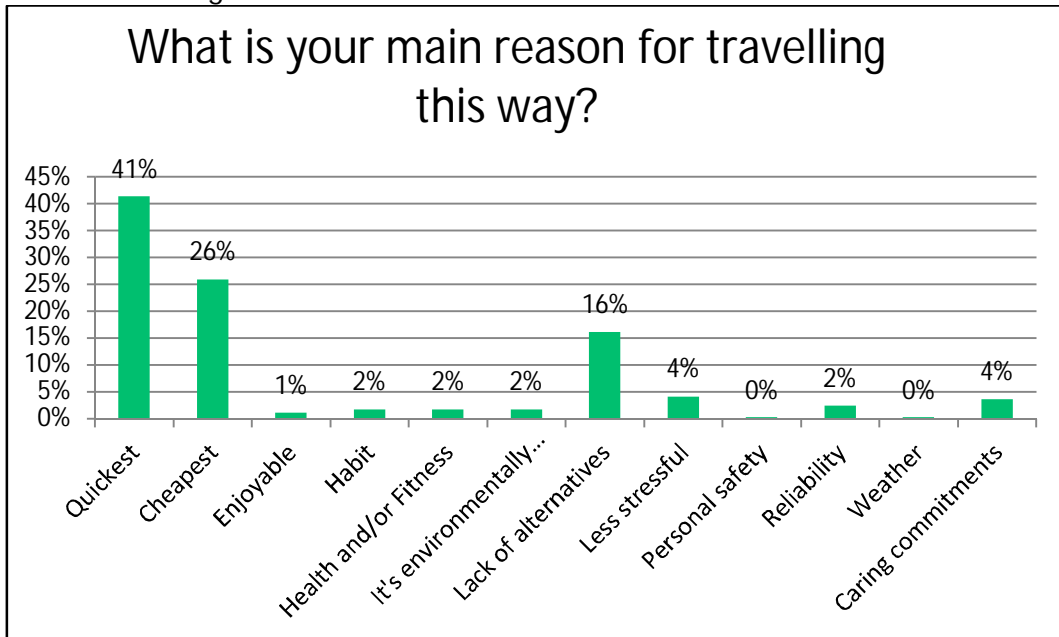


Figure 5- People motives in choosing mode of transportation

3.4 Active Travel- Walking

Those who indicated they walked to university were then asked the distance they walk to university. The majority, 63% specified they walked under 0.5 miles. This correlates with the response of motive being for speed as for short journeys, walking can often be the quickest option. Although this is a high percentage it is a significant drop from last years results, in which 89% of walking commutes were under ½ mile. The proportion of respondents walking over 2 miles has increased 8

fold. This increase demonstrates the move towards green travel and the successful promotion of sustainable travel throughout campus. Figure 6 shows these results.

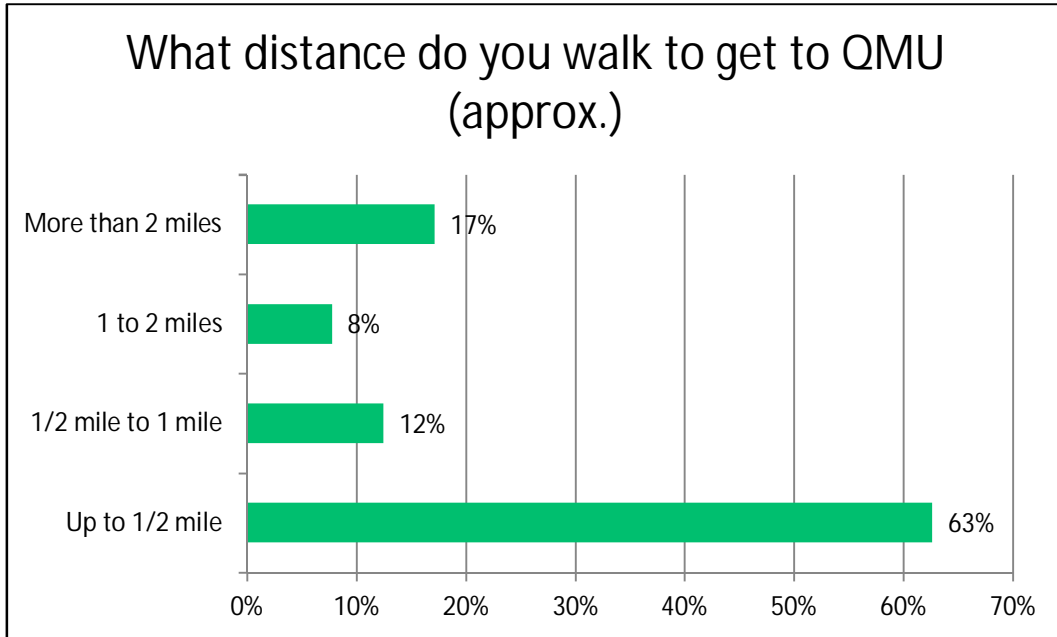


Figure 6- Distance walked during commute

Largely people felt safe walking to campus (90%). Those who didn't feel safe were asked how we could improve the situation. Some example answers include:

- Cycling/Pedestrian path to Newcraighall needs widening at several points.
- More street lighting [is required] especially on the shortcut to Newcraighall station.
- Awareness of East Lothian walking paths.

The path to Newcraighall station was raised several times. This path needs improvement to ensure its use. The improvement of lighting on paths as well as highlighting where the paths are, and their route could help promote more staff and students to commute by foot. This was highlighted in the 2017 travel survey and is an ongoing issue.

Active Travel- Cycling

The percentage of people cycling has remained steady with 5% using a bicycle for their primary mode of transport.

Figure 7 shows respondents rating of QMUs cycling facilities. 95% of people thought QMU's cycling facilities were either very good or good. This is similar to last years results (96%). There was an increase in responses of good and a decrease in very good. This is potentially due to a lack of awareness of the full facilities available. Examples of this were shown in question 11.

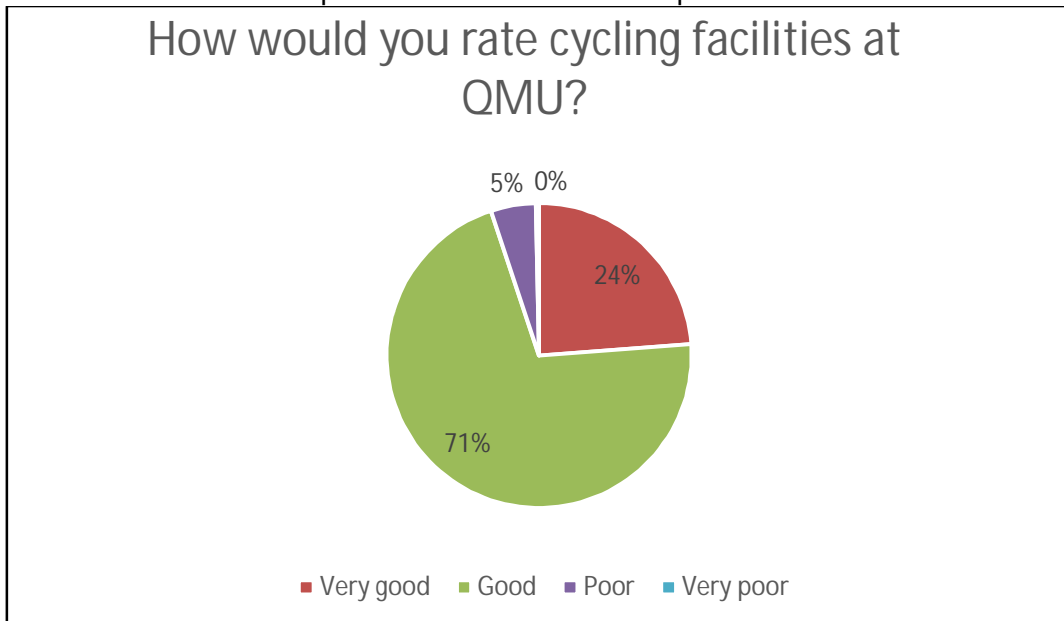


Figure 7-rating of the QMUs cycling facilities

Question 11 asks respondents about the universities bike hire scheme, Cycling Connections. Only 5% had heard of the scheme but 32% indicated they hadn't heard of it but would like to use it. This demonstrates the importance of promotion and advertising. Results are shown in Figure 8.

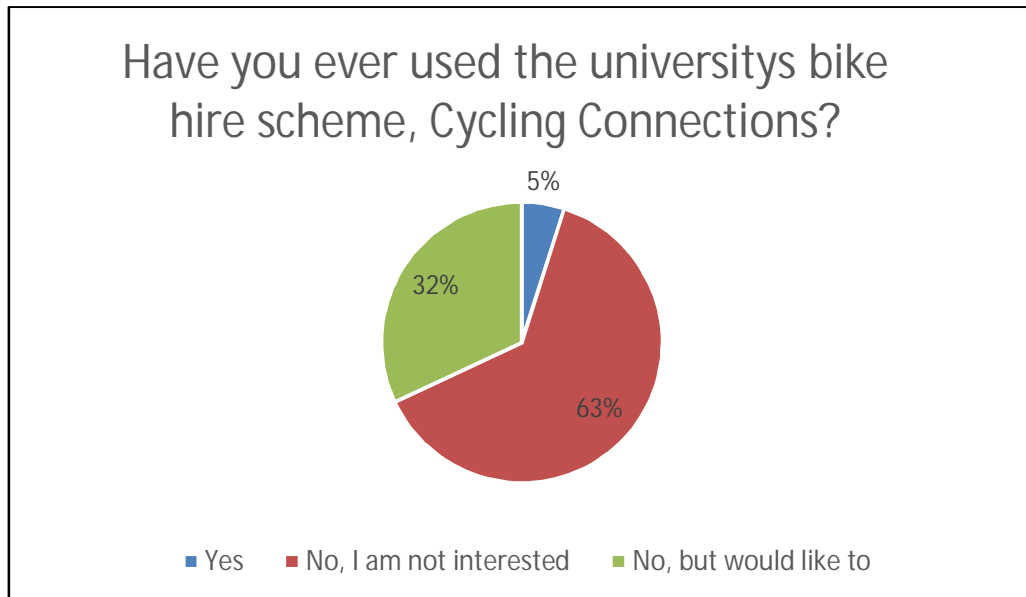


Figure 8- Interest and awareness in the QMUs bike hire scheme Cycling Connections

36% of people also indicated they would consider a pay as you go cycle hire scheme.

Question 13 was aimed at highlighting areas that need improvement for cyclists. The question allowed for multiple answers and gave the option to add comments for more detail and other suggestions. The request was for improvements in changing rooms (30%) and cycle paths to campus (31%) other areas for improvement were lockers and showering facilities. The free text responses focused on there not being enough space in the changing rooms, lockers or for drying. The need for the tool station to be fixed or for a bike pump to be available were frequently raised. The issue of a bike pump is again an issue with awareness as there are two available behind reception.

Some other comments were:

- NCN1 west of QMU needs more lighting and grit.
- Tools for emergencies
- E-bike hire
- Access to the gym for changing and lockers
- More safe cycle routes needed
- Better maps of cycle routes

The results from Questions 14 and 15 cannot be directly compared to those from the 2017 survey. Due to allowing a primary and secondary mode of transport to be selected this meant everyone was free to answer all questions. Out of the respondents that said they used a cycle path for at least some of their commute, 63% of these use a cycle path for majority of the journey. Question 15 showed 21% of staff and students hadn't heard of Dr Bike and 9% had used the service.

Question 16 was included to get some feedback about the impact of cycling. The question asked about how cycling impacted health and happiness and the responses were very positive, referencing feeling fresh starting the day and an overall greater sense of wellbeing.

3.5 Public Transport

Train

Figure 9 demonstrates there were a range of opinions on the most important factors to improve the train services. The stand out priority however was increasing frequency. 59% said this was the most important factor for them. This is a significant growth from last year's results with 31% ranking this as the top issue. This growth could partially be due to timetable changes on routes going to and from Musselburgh station. With an increasing number of staff and students traveling by train this is an important issue.

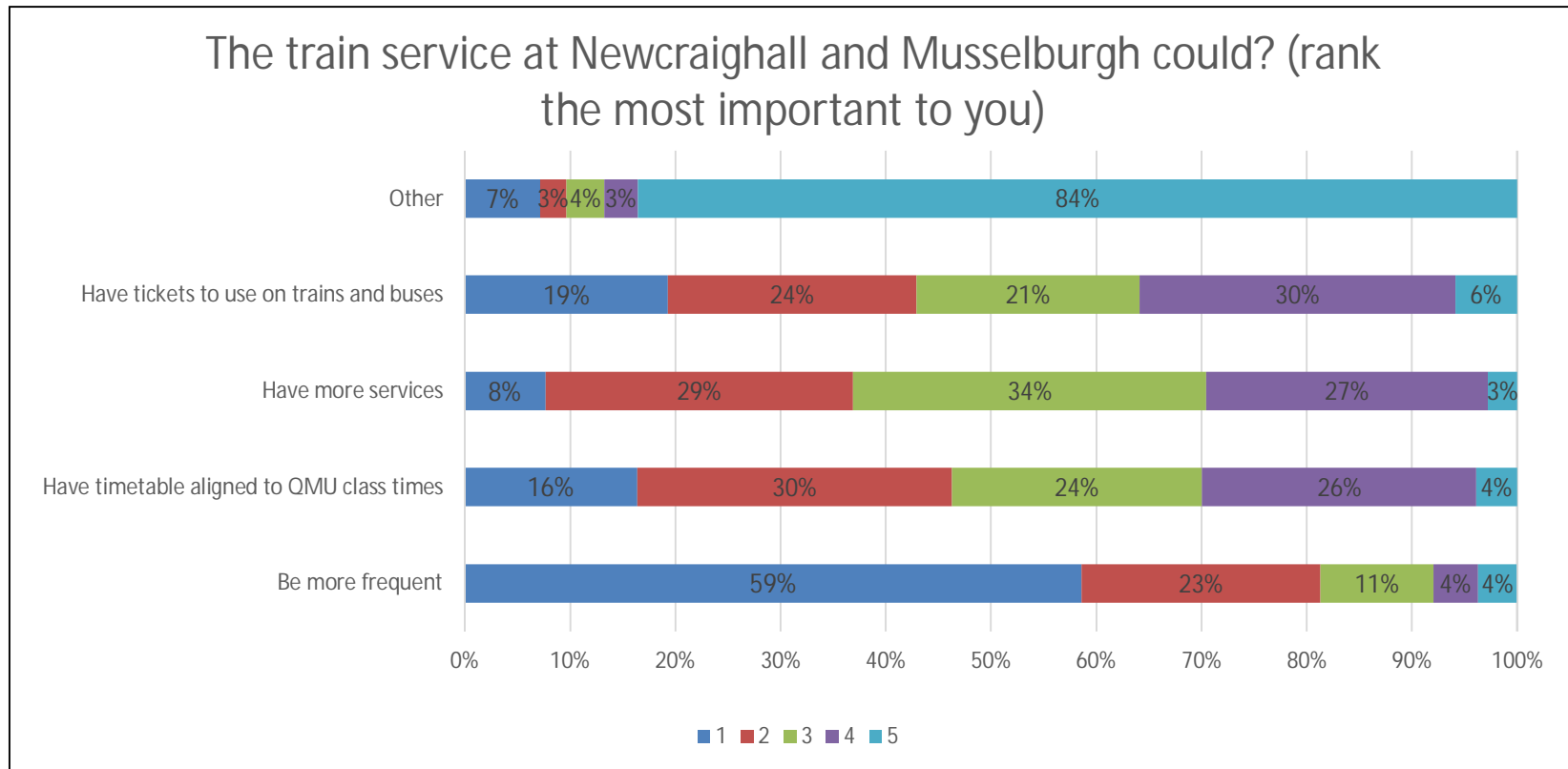


Figure 9- Ranking of improvements that could be made to local train services

When asked if there was adequate space to add a bicycle on a train there was split response with 44% of respondents saying there was. This is a shift from last year's survey in which 53% said there was. The decrease in perceived available space could be due to the rise in people using train services and overcrowding on the train. **Figure 10** displays answer split.

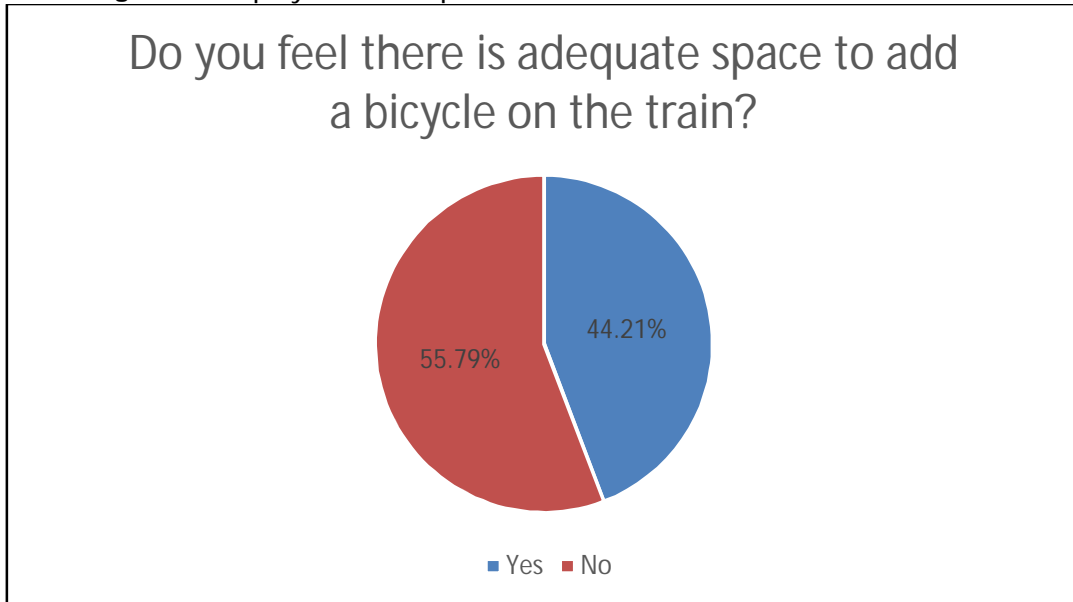


Figure 10- Adequate space for bicycle on trains

Similar to last years survey 84% of people believe more services are required around 5pm or later.

3.6 Bus

Since the 2017 survey the T1 Tesco service has been removed. 2017s survey showed the majority used Lothian 45 whereas this year (2018) Lothian 30 has a much higher percentage of usage, shown in **Figure 11**. This may just be a new catchment of students or as a result of the T1 ceasing.

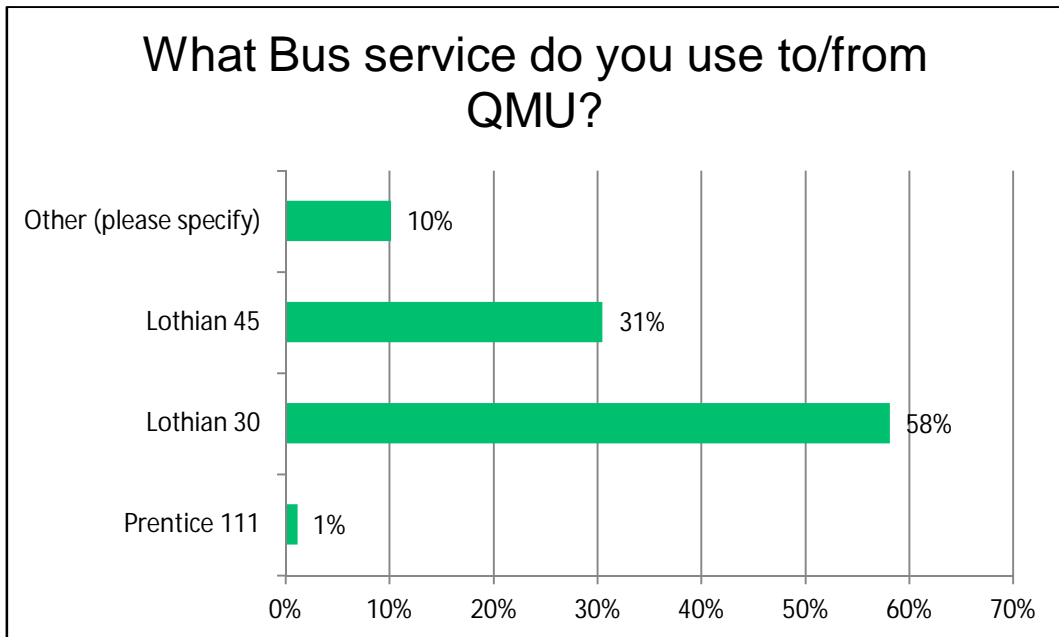


Figure 11- most frequent services used by QMU

The following result, **Figure 12**, was received when asked what improvements could be made to bus services on campus. Similarly, to the train services increased frequency was the top issue shortly followed by tickets to be used on both trains and buses.

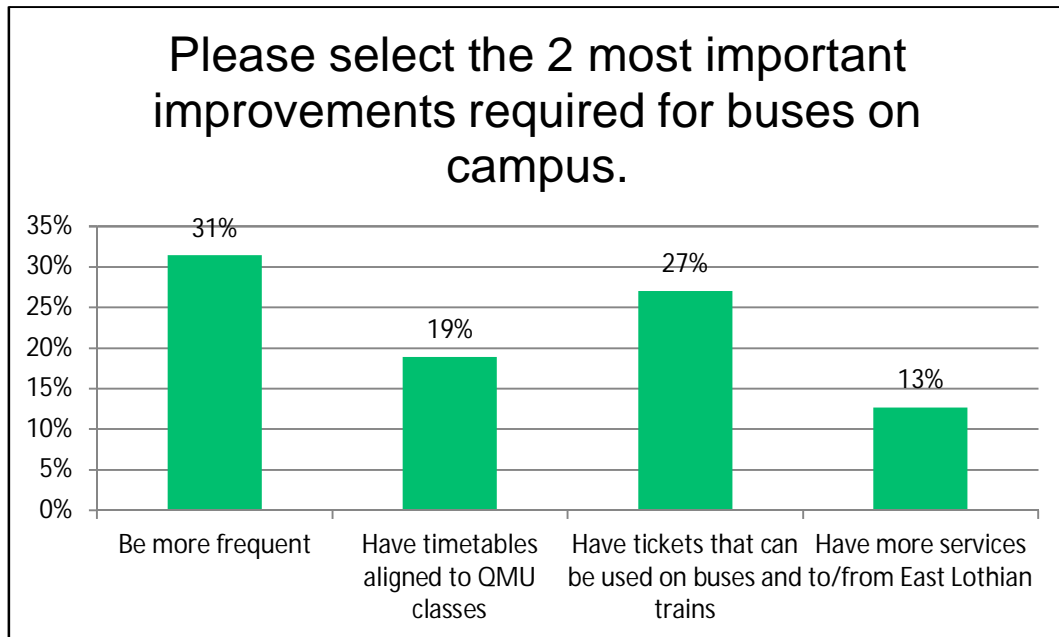


Figure 12- Most important improvements for buses on campus.

Other questions from this section showed that there was high demand for Lothian 45 to run a service on a Sunday (72% in favour). The N30 night bus was also shown to be used by 28%. These results are very similar to results shown in the 2017 survey.

3.7 Car

We have seen a great reduction in single occupancy car use on this years survey. Our first question tackles how we could reduce this further. **Figure 13** shows the results that only 17% have no alternative or would not consider any alternative to driving in alone. This could be for a number of reasons, including commitments outside the workplace that may require them to have a car. 7.3% would not consider anything but travelling alone by car, this has dropped slightly from last years 10%. It is good that there is a steady decline in this number. For next years survey it would be useful to include a question to gain a better understanding of why people would only want to travel alone.

Cheaper public transport stands out as the factor that could induce the biggest change. This is hard for us to influence but leaves us to promote free green travel.



Figure 13- Factors to reduce single occupancy car trips

As shown in **Figure 13**, 39% of people would consider car sharing, however a following question demonstrated 70% of people weren't aware of QMU's Liftshare scheme. Liftshare will need to be further promoted and advertised around campus.

Figure 14 shows the distribution of car parking for QMU. When the survey was initially carried out in 2010 63% of people used the QMU car park. This has dropped significantly to 37%. The trend continues from previous years with more people parking in the local area.

This year there was a significant increase of respondents who parked in the station car park. There has been an increase of 10% from last years survey, with 17% of people parking in the station car park.

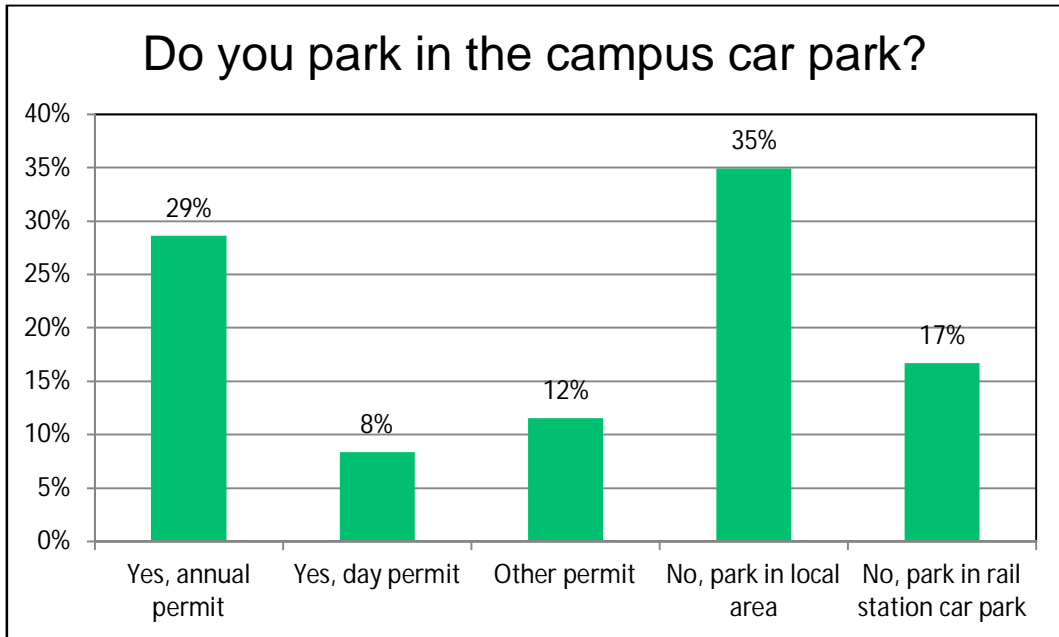


Figure 14- Parking distribution

We will continue to talk to Scotrail, East Lothian Council and the police to work towards a solution to reduce the improper usage of Musselburgh train station. The results may show a higher percentage of people using the rail station car park or the local area than before due to the survey set up. This time people were able to answer who don't drive as their primary mode, therefore people who maybe only drive occasionally would respond to the question and be less likely to buy a permit, this skewing the results slightly.

4 Progress Made

Following the 2017 travel survey report, there were a number of points being considered over the coming years. These were;

- Increased promotion of cycling to both students and staff, including increased promotion of the university bike hire scheme;
- Review parking permit applications and pricing;
- Promote Liftshare and encourage car sharing permit applications;
- Continued engagement with and promotion of the local public transport services; and
- Continue discussions on lighting the pathways to Newcraighall station to boost patronage.

Looking at the results and progress made in 2017 the following action has been taken:

- Further promotion of cycling and the universities bike hire scheme. Working towards replacing current bikes;
- Parking permits have been reviewed and made fairer and less attractive. Lower emission cars still get the cheapest rate, reducing emissions;
- Liftshare has been promoted and will continue to be promoted;
- Bus and Train links have been promoted and encouraged as an option. These are monitored to ensure students and staff have up to date information on services; and
- Lighting added to NCN1

This work will contribute to continuing the prevalence of people commuting sustainably and support the universities Green Travel Plan 2016-2020. Along with the points raised above the following measures are being carried out to encourage this further.

- Dr Bike sessions have been planned on campus for staff and students;
- Bike breakfasts have been arranged for those commuting in by bike to encourage further uptake;
- Litterpicks are being arranged on the cycle paths making them more attractive for walking and cycling;
- The controlled management of the bike hire fleet along with plans to replace the student hire bikes; and
- Using social media, especially Cycling Connections page to promote upcoming events and opportunities on the university campus.

5 Summary

This report has reviewed the responses of 469 staff and students to the 2018 Travel Survey. There has been a significant improvement in availability and uptake in sustainable travel options. Over the past year the biggest result is the drop in single occupancy car journeys. The results show more can still be done to promote active travel modes. All questions and results are shown in Appendix B.

5.1 Modal Split

Modal split is subject to fluctuations especially due to the turnover of students. We have seen this year a large drop in single occupancy cars, producing the lowest percentage since monitoring began. Due to this the main modes of transport are now just bus and train. This is a very positive shift and we are optimistic for it to continue. It works with the objectives of the QMU Green Travel Plan 2016-2020 which aims to reduce single occupancy car journeys. The percentage of walkers remained level, but the number of cyclists dropped slightly from 9% to 5%. To further encourage active travel, the university will continue to promote its facilities and schemes and look for new ways to make cycling and walking attractive options.

5.2 Future work

Based on the 2018 survey results, the following points should be considered for 2019:

- Increased awareness and promotion of cycling options and availability for QMU;
- Review of parking permit applications and pricing;
- Review of how to limit parking in restricted areas including the access road to Musselburgh station;
- Promotion of Liftshare and cheaper permit options for those that use it;
- More work to inform new students on travel options
- Continued engagement with and promotion of the local public transport services; and
- A refreshed look into lighting on NCN1 towards Newcraighall station.

Appendix A

Travel Survey 2018

* 1. Please specify your role at the university:

- Staff Member
 Full-time Student
 Academic Staff Member
 Part-time Student
 Other (please specify)

* 2. How many days a week do you normally attend the Campus?

- less than 5
 5
 more than 5

* 3. What time do you normally arrive at QMU?

- Before 7am
 7am to 8am
 8am to 9am
 After 9am

* 4. What time do you normally leave QMU?

- Before 4.30pm
 5.30pm to 6pm
 4.30pm to 5pm
 After 6pm
 6pm to 5.30pm

* 5. What are your primary and secondary modes of transport?

	Primary	Secondary
Mode of travel	<input type="text"/>	<input type="text"/>

* 6. What is your main reason for travelling this way?

- Quickest
 Lack of alternatives
 Cheapest
 Less stressful
 Enjoyable
 Personal safety
 Habit
 Reliability
 Health and/or Fitness
 Weather
 It's environmentally friendly
 Caring commitments

Walking

7. What distance do you walk to get to QMU (approx.)

- Up to 1/2 mile
- 1/2 mile to 1 mile
- 1 to 2 miles
- More than 2 miles

8. Do you feel safe walking to QMU?

- Yes
- No

9. If no, how do you feel we can improve this?

Cycling

For QMU cycling event information you can connect with us on Facebook: <https://en-gb.facebook.com/cycleconnections/>

10. How would you rate cycling facilities at QMU?

- Very good
 Good
 Poor
 Very poor

11. Have you ever used the university's bike hire scheme, Cycle Connections?

- Yes
 No, I am not interested
 No, but would like to

12. Would you consider using a pay as you go cycle hire scheme?

- Yes
 No

13. Which cycling facilities need improvement (indicate how in the box provided)?

- | | |
|---|--|
| <input type="checkbox"/> Changing rooms | <input type="checkbox"/> Bike hire scheme |
| <input type="checkbox"/> Lockers | <input type="checkbox"/> Cycle parking/storage |
| <input type="checkbox"/> Showers | <input type="checkbox"/> Cycle paths to campus |
| <input type="checkbox"/> Please specify changes you think are necessary/would improve your cycling experience | |

14. Do you use a dedicated cycle path to get to QMU?

- Most of the way
 Less than half of the way
 No

15. Have you ever used Dr Bike at the University?

- Yes
 No
 Never heard of it

16. How do you feel cycling has impacted your health and happiness?

Train

17. The train services at Newcraighall and Musselburgh could? (please select and rank the two most important to you)

⋮	<input type="text"/>	Be more frequent
⋮	<input type="text"/>	Have timetable aligned to QMU class times
⋮	<input type="text"/>	Have more services
⋮	<input type="text"/>	Have tickets that can be used on trains and buses
⋮	<input type="text"/>	Other

18. Do you feel there is adequate space to add a bicycle on the train?

- Yes
 No

19. Do you feel additional services are required around 5pm or later?

- Yes
 No

Bus

20. Please select the 2 most important improvements required for buses on campus.

- Be more frequent
- Have timetables aligned to QMU classes
- Have tickets that can be used on buses and trains
- Have more services to/from East Lothian

21. What Bus service do you use to/from QMU?

- Prentice 111
- Lothian 30
- Lothian 45
- Other (please specify)

22. Do you use the night bus service N30?

- Yes
- No

23. Would you like to see the Lothian 45 service operate on a Saturday?

- Yes
- No

Car

24. Which of the following would you consider to reduce single occupancy car trips?

- | | |
|---|---|
| <input type="checkbox"/> Car sharing | <input type="checkbox"/> Info on other modes of transport |
| <input type="checkbox"/> Free bike hire | <input type="checkbox"/> Nothing I prefer to travel alone |
| <input type="checkbox"/> Cheaper public transport | <input type="checkbox"/> No alternative suits |

25. Do you park in the campus car park?

- | | |
|--|---|
| <input type="radio"/> Yes, annual permit | <input type="radio"/> No, park in local area |
| <input type="radio"/> Yes, day permit | <input type="radio"/> No, park in rail station car park |
| <input type="radio"/> Other permit | |

26. Are you aware of the QMU Liftshare scheme?

- Yes
 No

27. Would you use the Lothian 30 bus service if it left at 18:20 instead of 18:04? - is this needed?

Yes

No

28. Please can you provide your Home (staff) or Term time (student) postcode

29. Please detail you staff id / student matriculation number to be entered into the free prize draw

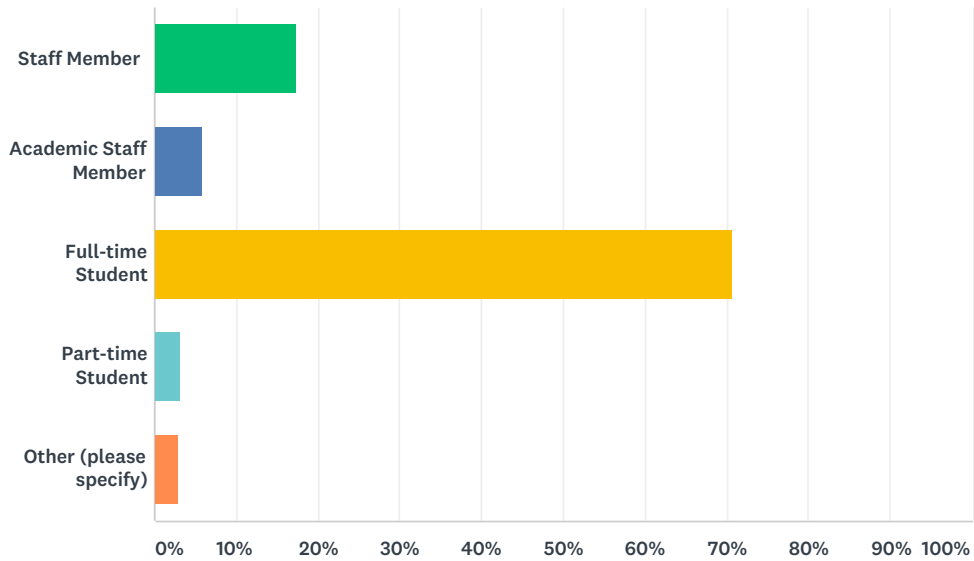
30. If you have any additional travel comments please enter below:

Appendix B

Summary of Graphs

Q1 Please specify your role at the university:

Answered: 469 Skipped: 0

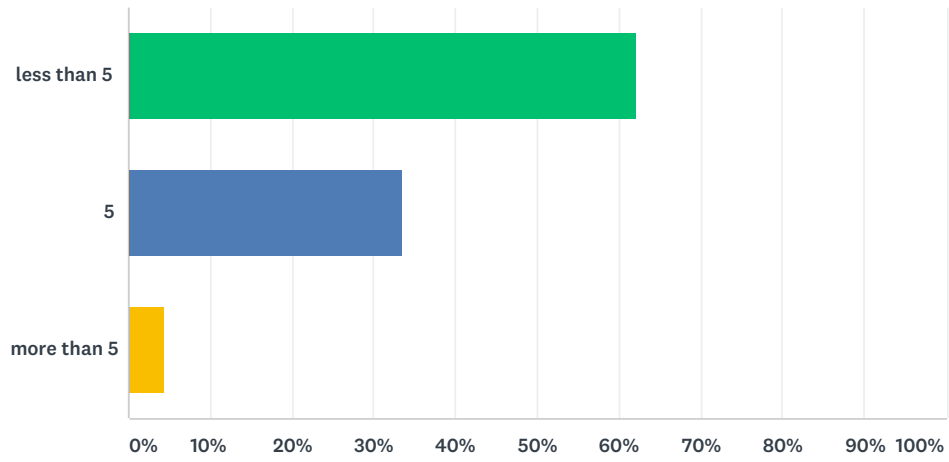


ANSWER CHOICES	RESPONSES	
Staff Member	17.27%	81
Academic Staff Member	5.76%	27
Full-time Student	70.79%	332
Part-time Student	3.20%	15
Other (please specify)	2.99%	14
TOTAL		469

#	OTHER (PLEASE SPECIFY)	DATE
1	Visiting lecturer	2/1/2019 8:57 AM
2	Students' Union Representative	1/31/2019 7:25 PM
3	External tutor	1/28/2019 11:58 AM
4	External Staff based in QMU	1/25/2019 9:33 AM
5	PhD and teaching	1/25/2019 1:09 AM
6	Academic practice partner	1/24/2019 12:21 PM
7	User of LRC and Graduate of QMU	1/17/2019 10:15 AM
8	Gym member	1/16/2019 10:51 PM
9	Parent of student	1/16/2019 4:04 PM
10	Full time student online study occasionally attending campus.	1/16/2019 1:19 PM
11	contractor	1/16/2019 11:26 AM
12	Visitor - I work remotely here twice a week.	1/15/2019 4:59 PM
13	Distance learner	1/15/2019 2:45 PM
14	Sabbatical (Student Vice-President)	1/15/2019 2:12 PM

Q2 How many days a week do you normally attend the Campus?

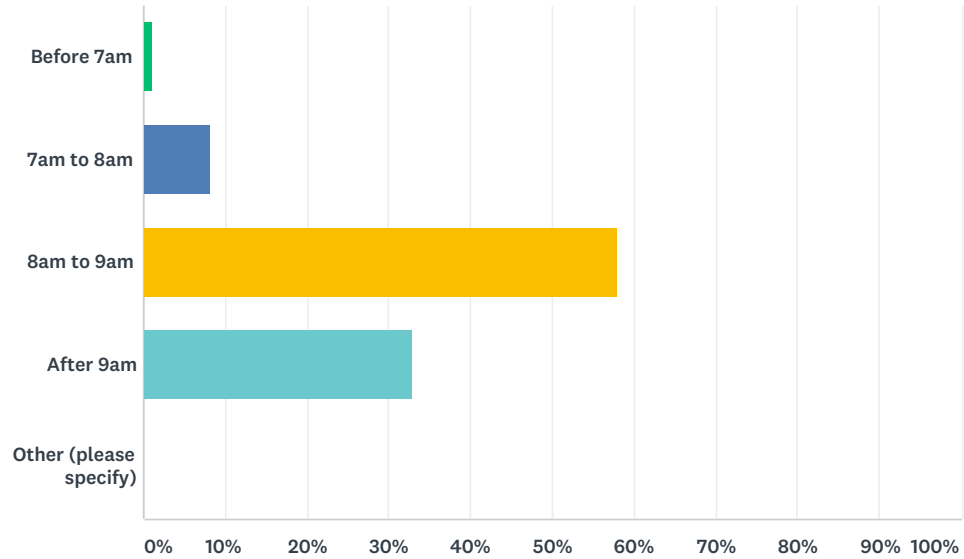
Answered: 466 Skipped: 3



ANSWER CHOICES	RESPONSES	
less than 5	62.23%	290
5	33.48%	156
more than 5	4.29%	20
TOTAL		466

Q3 What time do you normally arrive at QMU?

Answered: 469 Skipped: 0

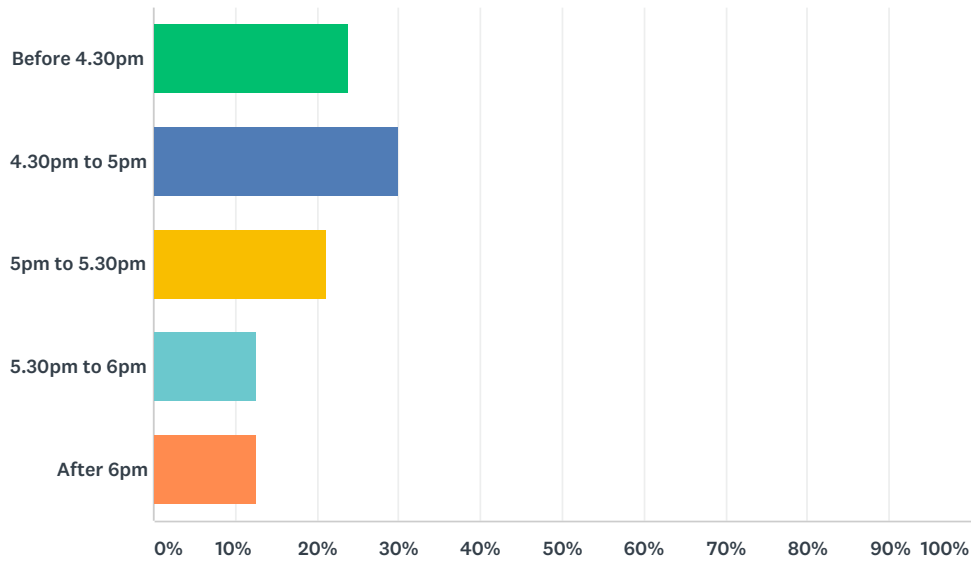


ANSWER CHOICES	RESPONSES	
Before 7am	1.07%	5
7am to 8am	8.10%	38
8am to 9am	58.00%	272
After 9am	32.84%	154
Other (please specify)	0.00%	0
TOTAL		469

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

Q4 What time do you normally leave QMU?

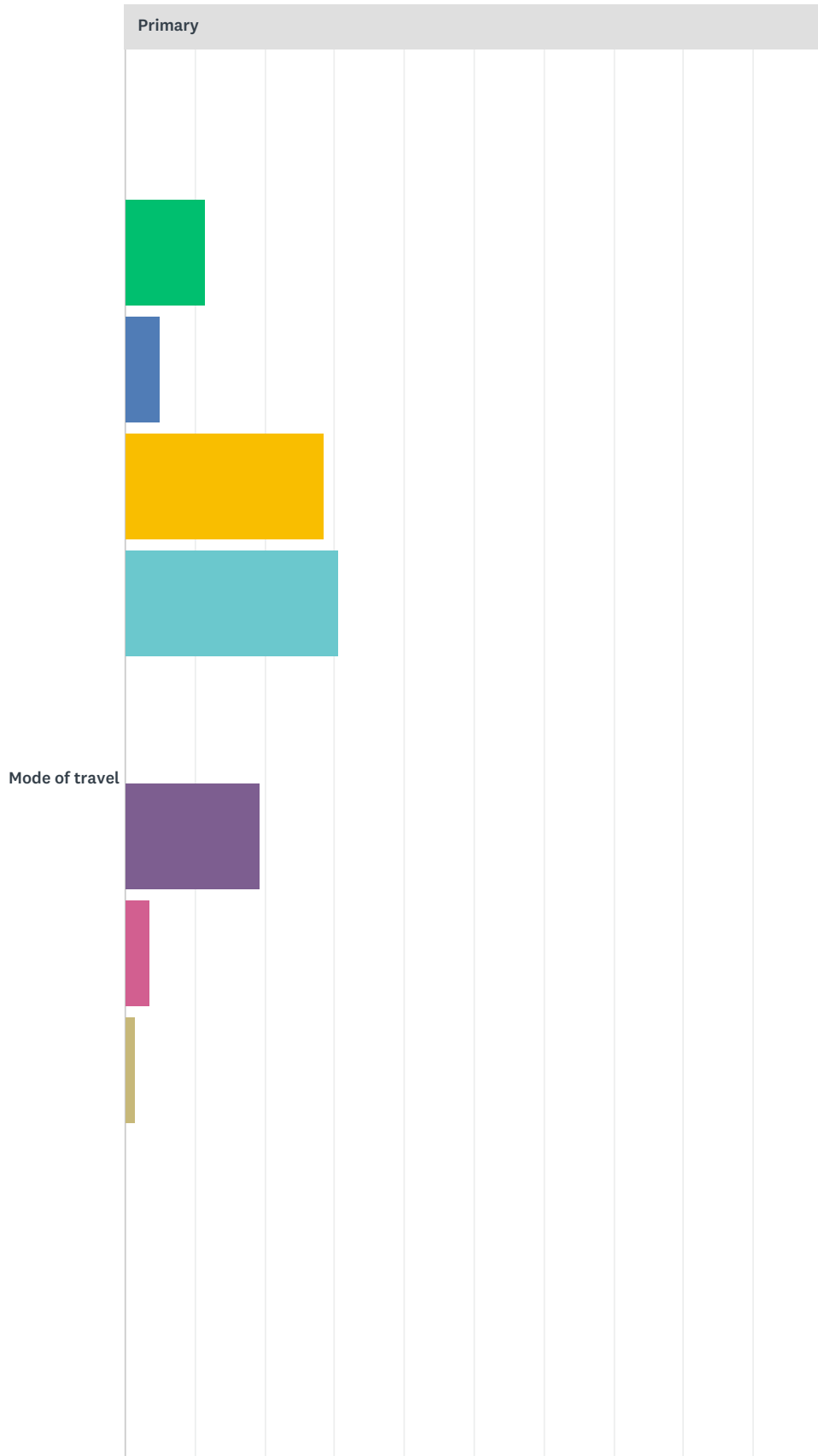
Answered: 469 Skipped: 0



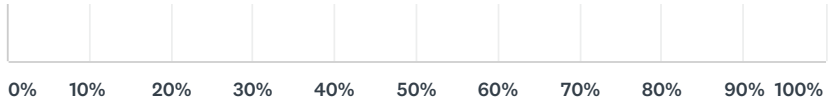
ANSWER CHOICES	RESPONSES	
Before 4.30pm	23.88%	112
4.30pm to 5pm	29.85%	140
5pm to 5.30pm	21.11%	99
5.30pm to 6pm	12.58%	59
After 6pm	12.58%	59
TOTAL		469

Q5 What are your primary and secondary modes of transport?

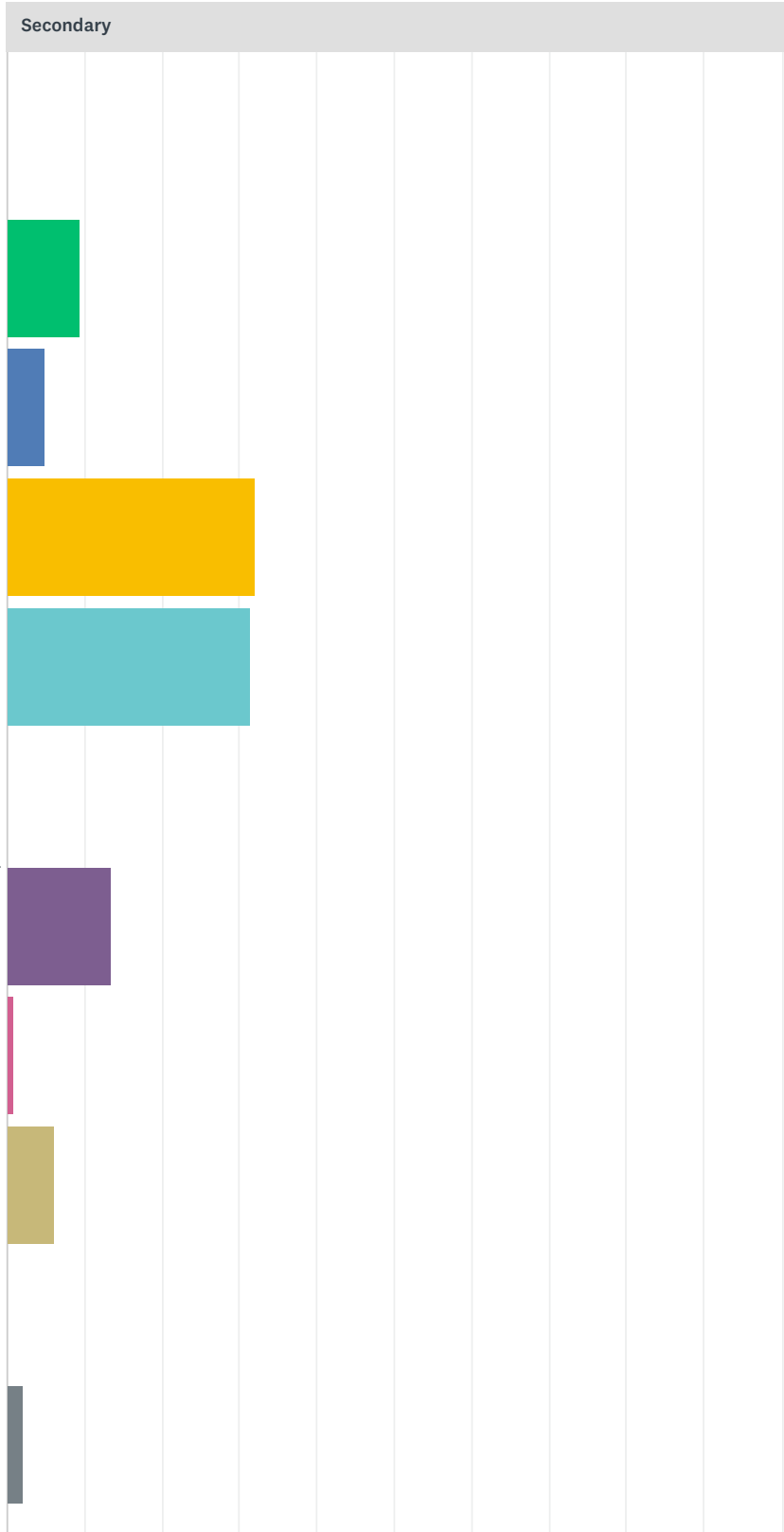
Answered: 466 Skipped: 3



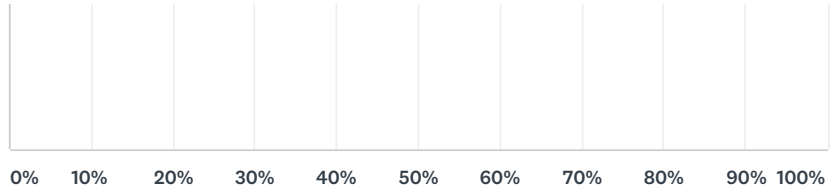
QMU Travel Survey 2018



- Walk
- Cycle
- Train
- Bus
- Motorbike
- Car (alone)
- Car (with passenger)
- Car (passenger)
- Park and Ride
- Other



QMU Travel Survey 2018

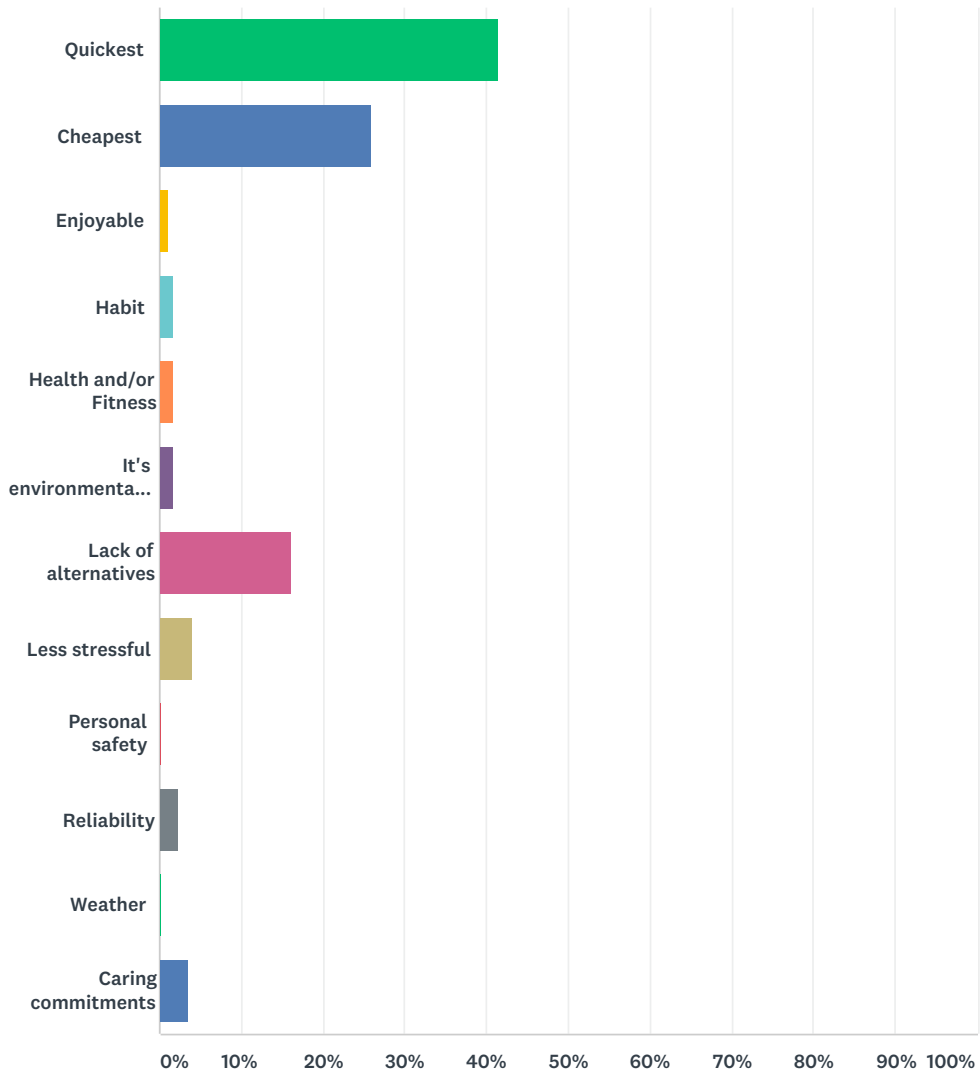


- Walk
- Cycle
- Train
- Bus
- Motorbike
- Car (alone)
- Car (with passenger)
- Car (passenger)
- Park and Ride
- Other

Primary											
	WALK	CYCLE	TRAIN	BUS	MOTORBIKE	CAR (ALONE)	CAR (WITH PASSENGER)	CAR (PASSENGER)	PARK AND RIDE	OTHER	TOTAL
Mode of travel	11.59% 54	4.94% 23	28.54% 133	30.47% 142	0.00% 0	19.31% 90	3.65% 17	1.50% 7	0.00% 0	0.00% 0	46
Secondary											
	WALK	CYCLE	TRAIN	BUS	MOTORBIKE	CAR (ALONE)	CAR (WITH PASSENGER)	CAR (PASSENGER)	PARK AND RIDE	OTHER	TOTAL
Mode of travel	9.44% 44	4.72% 22	31.97% 149	31.33% 146	0.00% 0	13.30% 62	0.86% 4	6.01% 28	0.21% 1	2.15% 10	466

Q6 What is your main reason for travelling this way?

Answered: 467 Skipped: 2



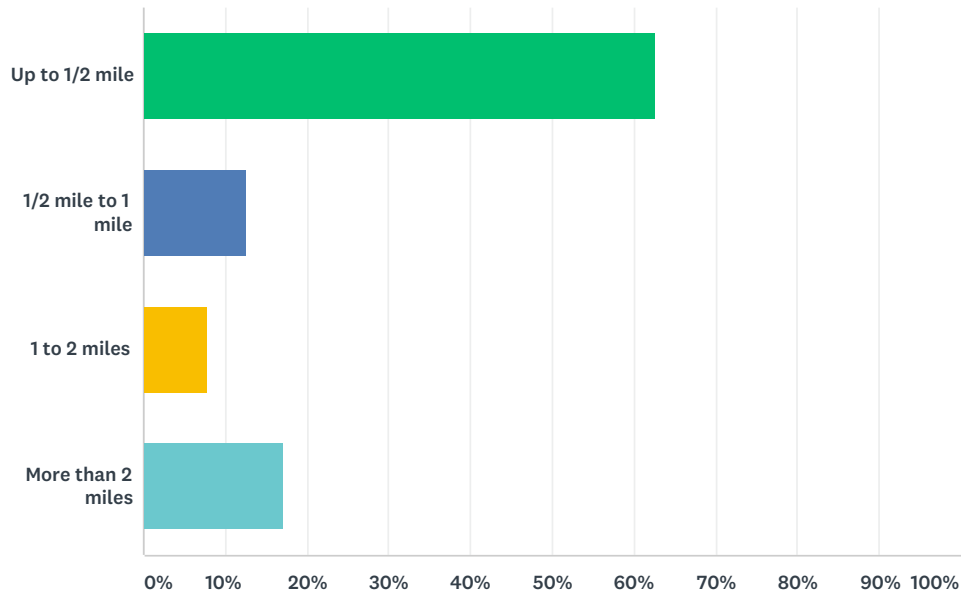
ANSWER CHOICES	RESPONSES	
Quickest	41.33%	193
Cheapest	25.91%	121
Enjoyable	1.07%	5
Habit	1.71%	8
Health and/or Fitness	1.71%	8
It's environmentally friendly	1.71%	8
Lack of alternatives	16.06%	75
Less stressful	4.07%	19
Personal safety	0.21%	1
Reliability	2.36%	11

QMU Travel Survey 2018

Weather	0.21%	1
Caring commitments	3.64%	17
TOTAL		467

Q7 What distance do you walk to get to QMU (approx.)

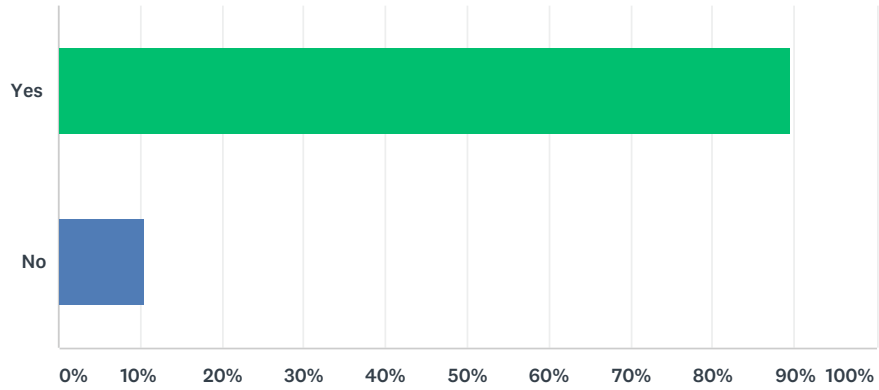
Answered: 385 Skipped: 84



ANSWER CHOICES	RESPONSES	
Up to 1/2 mile	62.60%	241
1/2 mile to 1 mile	12.47%	48
1 to 2 miles	7.79%	30
More than 2 miles	17.14%	66
TOTAL		385

Q8 Do you feel safe walking to QMU?

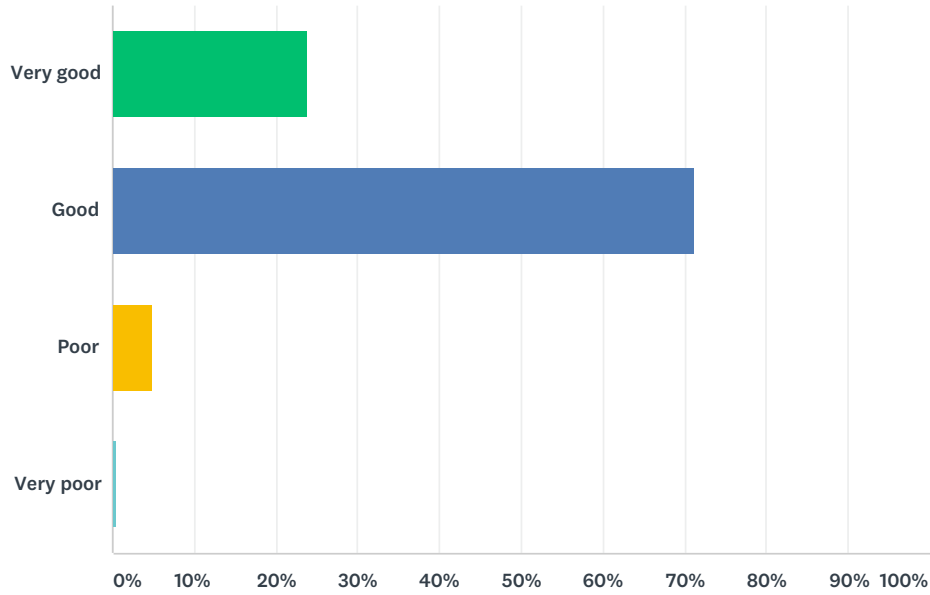
Answered: 381 Skipped: 88



ANSWER CHOICES	RESPONSES	
Yes	89.50%	341
No	10.50%	40
TOTAL		381

Q10 How would you rate cycling facilities at QMU?

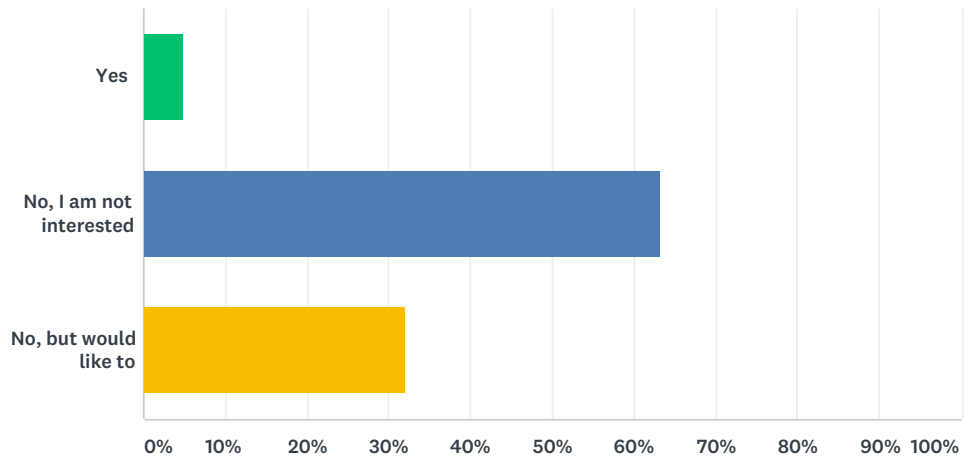
Answered: 311 Skipped: 158



ANSWER CHOICES	RESPONSES	
Very good	23.79%	74
Good	71.06%	221
Poor	4.82%	15
Very poor	0.32%	1
TOTAL		311

Q11 Have you ever used the university's bike hire scheme, Cycle Connections?

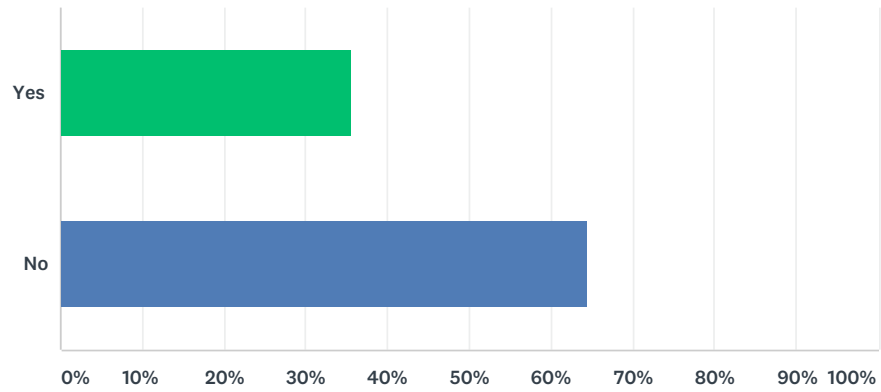
Answered: 369 Skipped: 100



ANSWER CHOICES	RESPONSES	
Yes	4.88%	18
No, I am not interested	63.14%	233
No, but would like to	31.98%	118
TOTAL		369

Q12 Would you consider using a pay as you go cycle hire scheme?

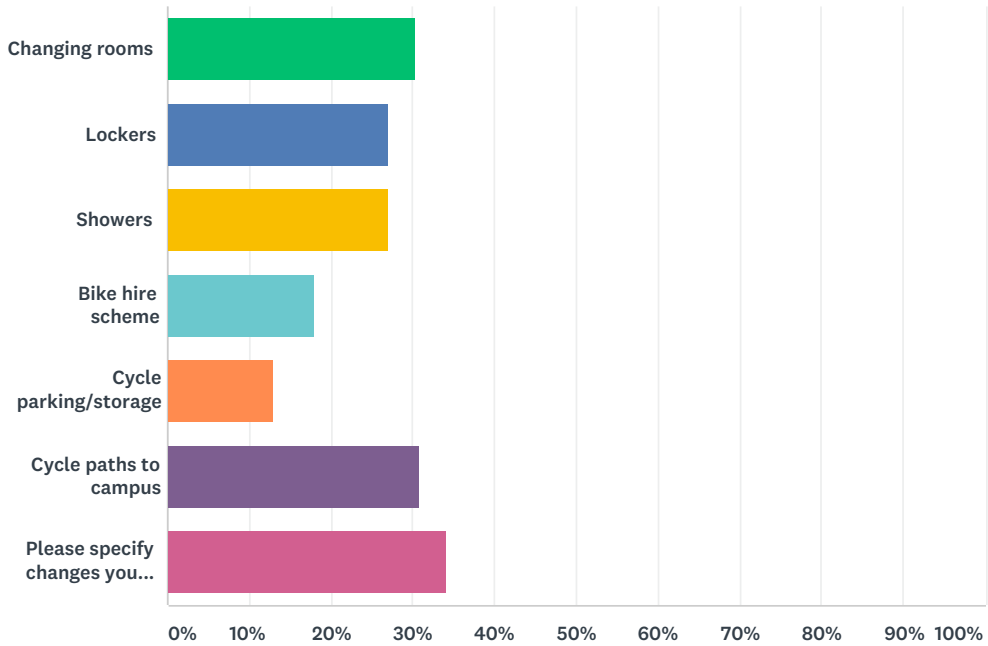
Answered: 369 Skipped: 100



ANSWER CHOICES	RESPONSES	
Yes	35.50%	131
No	64.50%	238
TOTAL		369

Q13 Which cycling facilities need improvement (indicate how in the box provided)?

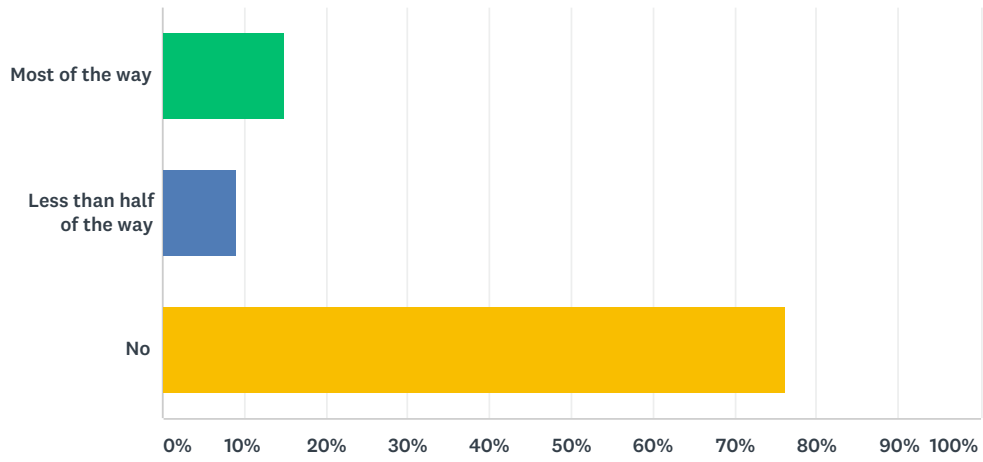
Answered: 240 Skipped: 229



ANSWER CHOICES	RESPONSES	
Changing rooms	30.42%	73
Lockers	27.08%	65
Showers	27.08%	65
Bike hire scheme	17.92%	43
Cycle parking/storage	12.92%	31
Cycle paths to campus	30.83%	74
Please specify changes you think are necessary/would improve your cycling experience	34.17%	82
Total Respondents: 240		

Q14 Do you use a dedicated cycle path to get to QMU?

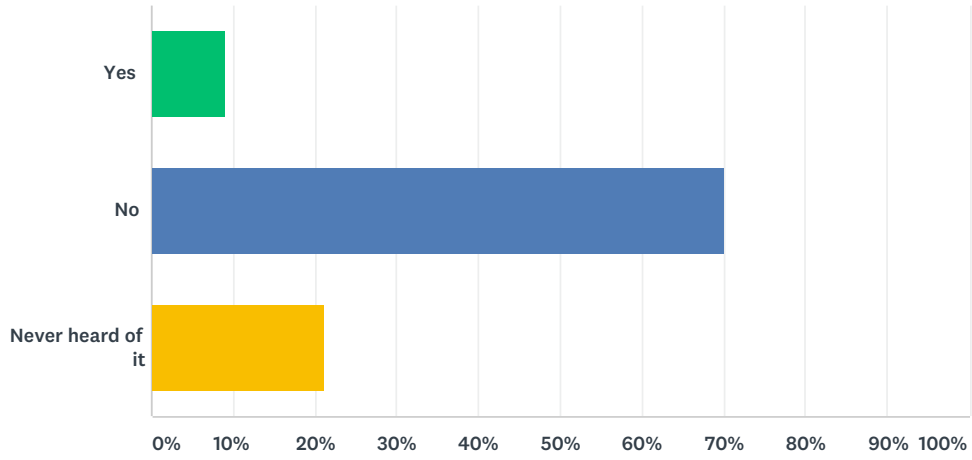
Answered: 302 Skipped: 167



ANSWER CHOICES	RESPONSES	
Most of the way	14.90%	45
Less than half of the way	8.94%	27
No	76.16%	230
TOTAL		302

Q15 Have you ever used Dr Bike at the University?

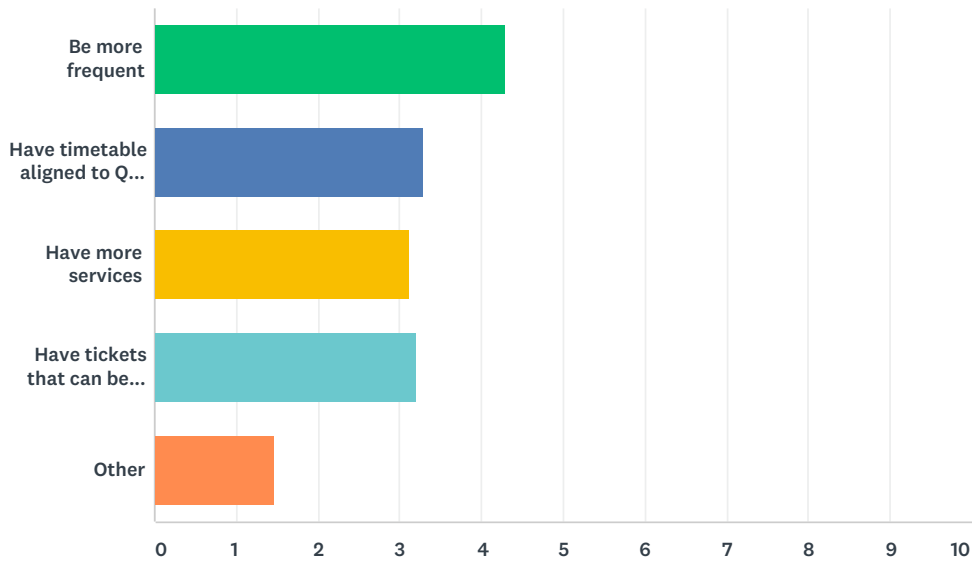
Answered: 337 Skipped: 132



ANSWER CHOICES	RESPONSES	
Yes	8.90%	30
No	70.03%	236
Never heard of it	21.07%	71
TOTAL		337

Q17 The train services at Newcraighall and Musselburgh could? (please select and rank the two most important to you)

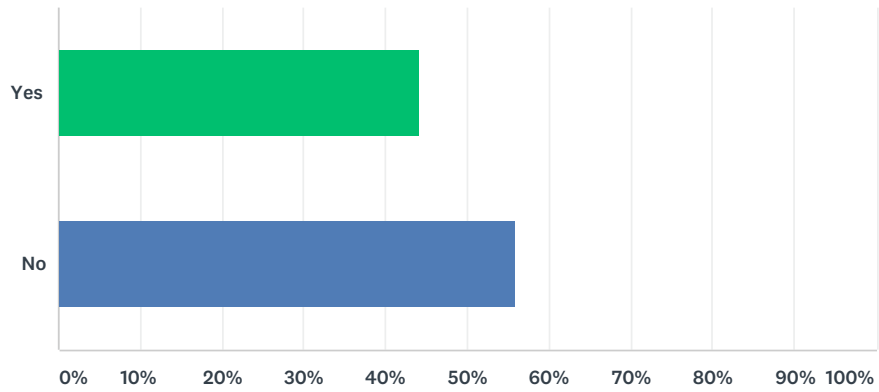
Answered: 393 Skipped: 76



	1	2	3	4	5	TOTAL	SCORE
Be more frequent	58.64% 207	22.66% 80	10.76% 38	4.25% 15	3.68% 13	353	4.28
Have timetable aligned to QMU class times	16.40% 51	29.90% 93	23.79% 74	26.05% 81	3.86% 12	311	3.29
Have more services	7.69% 25	29.23% 95	33.54% 109	26.77% 87	2.77% 9	325	3.12
Have tickets that can be used on trains and buses	19.33% 63	23.62% 77	21.17% 69	30.06% 98	5.83% 19	326	3.21
Other	7.17% 20	2.51% 7	3.58% 10	3.23% 9	83.51% 233	279	1.47

Q18 Do you feel there is adequate space to add a bicycle on the train?

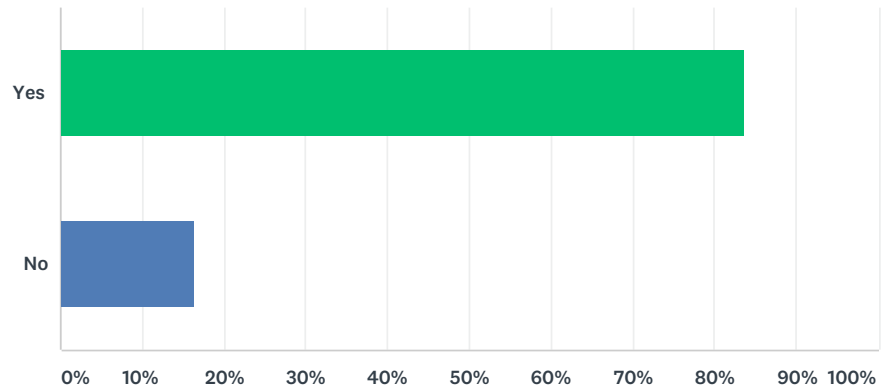
Answered: 328 Skipped: 141



ANSWER CHOICES	RESPONSES	
Yes	44.21%	145
No	55.79%	183
TOTAL		328

Q19 Do you feel additional services are required around 5pm or later?

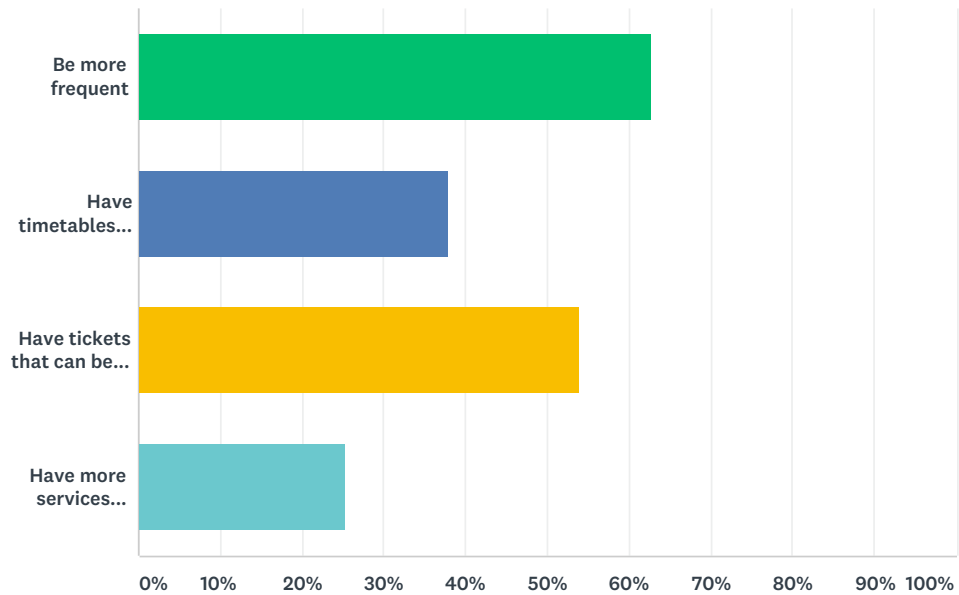
Answered: 379 Skipped: 90



ANSWER CHOICES	RESPONSES	
Yes	83.64%	317
No	16.36%	62
TOTAL		379

Q20 Please select the 2 most important improvements required for buses on campus.

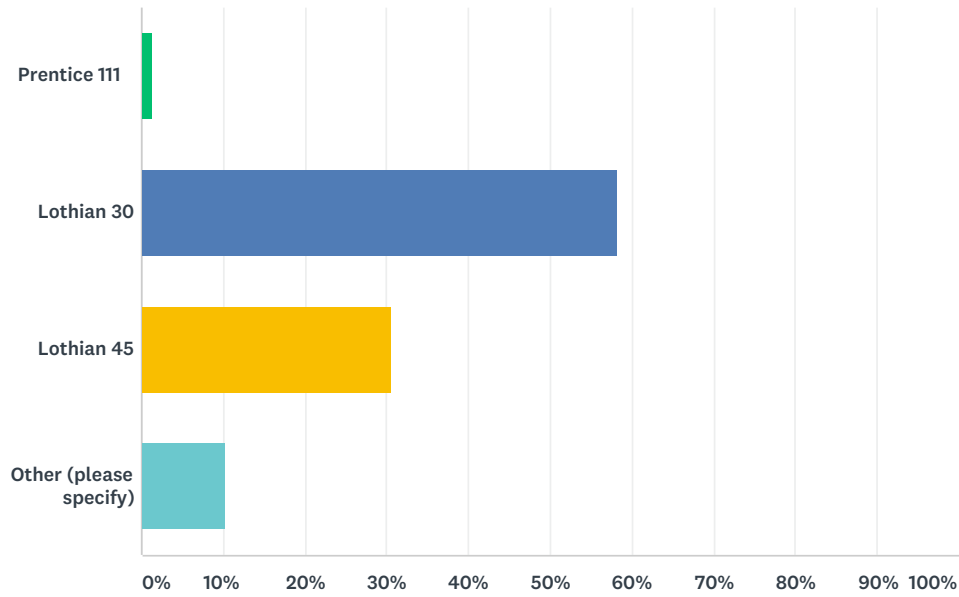
Answered: 352 Skipped: 117



ANSWER CHOICES	RESPONSES	
Be more frequent	62.78%	221
Have timetables aligned to QMU classes	37.78%	133
Have tickets that can be used on buses and trains	53.98%	190
Have more services to/from East Lothian	25.28%	89
Total Respondents: 352		

Q21 What Bus service do you use to/from QMU?

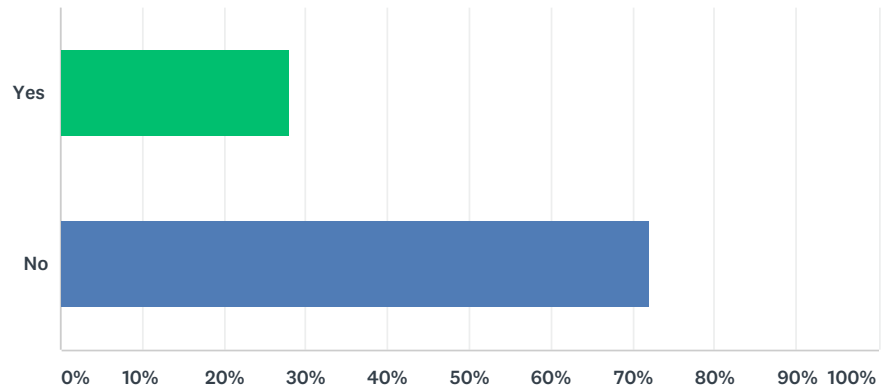
Answered: 344 Skipped: 125



ANSWER CHOICES	RESPONSES	
Prentice 111	1.16%	4
Lothian 30	58.14%	200
Lothian 45	30.52%	105
Other (please specify)	10.17%	35
TOTAL		344

Q22 Do you use the night bus service N30?

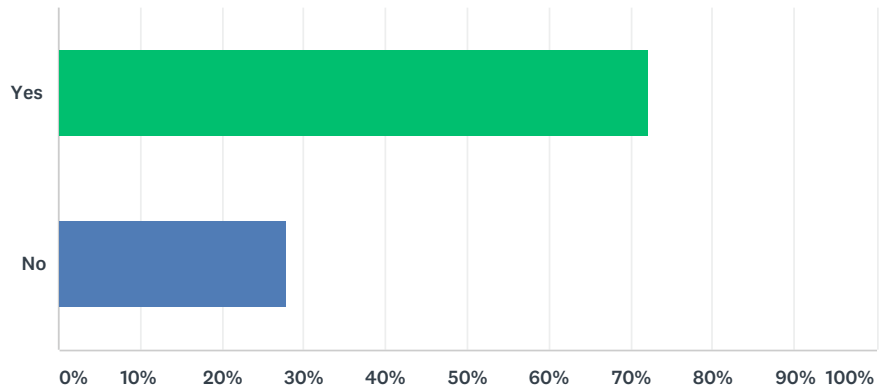
Answered: 363 Skipped: 106



ANSWER CHOICES	RESPONSES	
Yes	28.10%	102
No	71.90%	261
TOTAL		363

Q23 Would you like to see the Lothian 45 service operate on a Saturday?

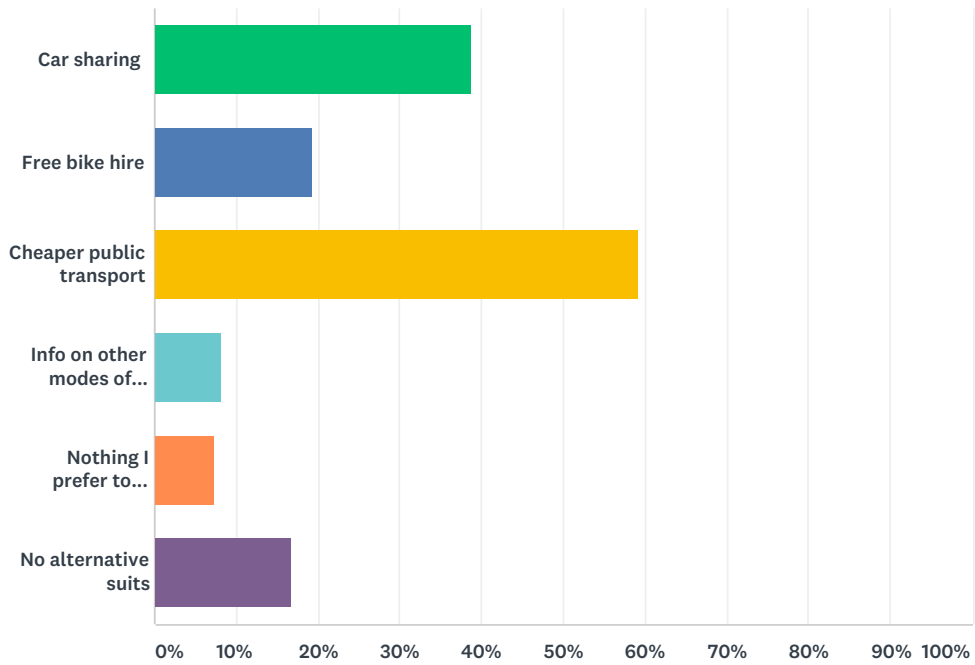
Answered: 321 Skipped: 148



ANSWER CHOICES	RESPONSES	
Yes	72.27%	232
No	27.73%	89
TOTAL		321

Q24 Which of the following would you consider to reduce single occupancy car trips?

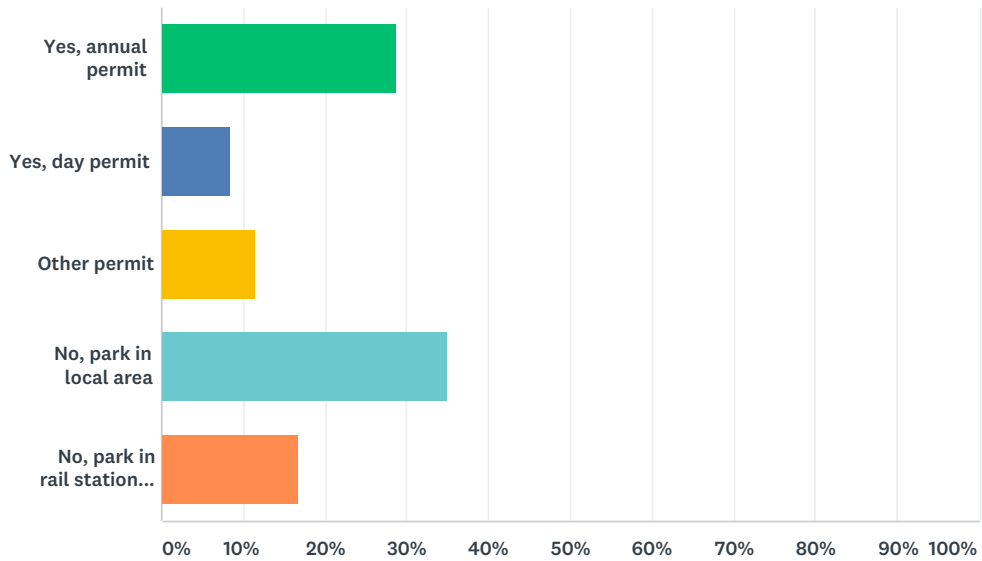
Answered: 370 Skipped: 99



ANSWER CHOICES	RESPONSES	
Car sharing	38.65%	143
Free bike hire	19.19%	71
Cheaper public transport	59.19%	219
Info on other modes of transport	8.11%	30
Nothing I prefer to travel alone	7.30%	27
No alternative suits	16.76%	62
Total Respondents: 370		

Q25 Do you park in the campus car park?

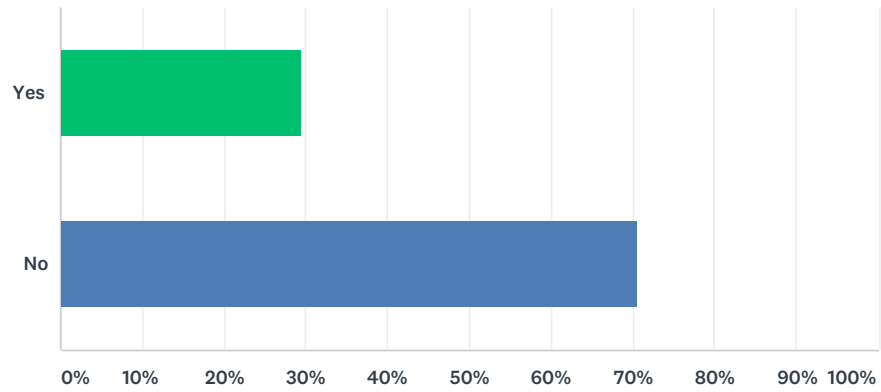
Answered: 252 Skipped: 217



ANSWER CHOICES	RESPONSES	
Yes, annual permit	28.57%	72
Yes, day permit	8.33%	21
Other permit	11.51%	29
No, park in local area	34.92%	88
No, park in rail station car park	16.67%	42
TOTAL		252

Q26 Are you aware of the QMU Liftshare scheme?

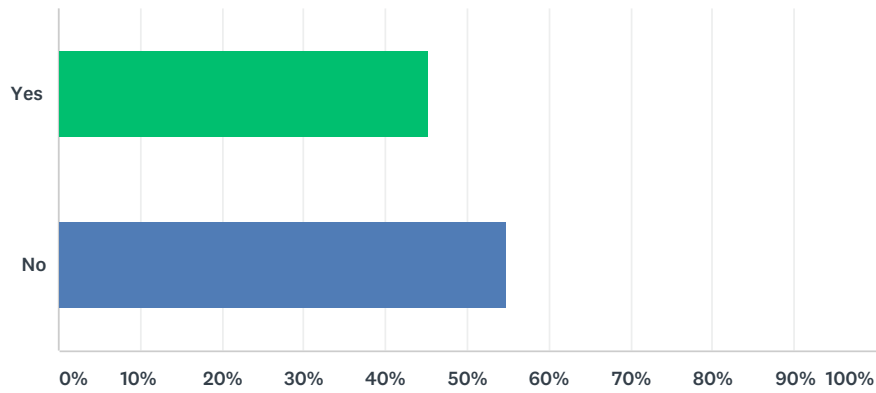
Answered: 349 Skipped: 120



ANSWER CHOICES	RESPONSES	
Yes	29.51%	103
No	70.49%	246
TOTAL		349

Q27 Would you use the Lothian 30 bus service if it left at 18:20 instead of 18:04? - is this needed?

Answered: 310 Skipped: 159



ANSWER CHOICES	RESPONSES	
Yes	45.16%	140
No	54.84%	170
TOTAL		310