

# **GLOSSOPDALE SCHOOL TRAVEL PLAN**

**Covering the period from 2016 to 2021  
Updated March 2018**

Glossopdale School  
Newshaw Lane, Hadfield, Glossop, SK13 2AD

*This School Travel Plan sets out the current state of pupil travel at Glossopdale School, and contains a series of objectives and actions which demonstrate how the School is seeking to achieve a modal change in travel to and from School, away from the private car. This sought change is for pupil safety, health and wellbeing and environmental reasons. The plan specifically looks at the*

*issue of travel when the College is operating on one, newly built site from September 2018.*

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# 1. INTRODUCTION TO SCHOOL TRAVEL PLANS

## 1.1 What is a School Travel Plan?

A School Travel Plan (STP) is a process a school goes through to examine transport issues associated with the school; resulting in the production of a published Plan. Background drivers for action are usually increasing traffic congestion and pollution around schools, alongside increasing levels of population obesity. In this case the change from three sites to one will change the journeys and potentially the level of traffic in the Hadfield area and has been a main driver for this piece of work. STP production is an investigation by a school into what they can do to try and improve the health and safety of their pupils and parents, and reduce the harmful effects of school travel.

## 1.2 Why Produce an STP?

The process of creating an STP can assist in prioritising walking, cycling, road safety, classroom work, school management, parental involvement, promotion and publicity within the wider school environment. An STP should have clearly stated aims and objectives, and should identify practical measures to encourage staff, parents/carers and pupils to consider, and implement, healthy, safe and sustainable ways of travelling to and from school.

Nationally over the past 20 years, travel to school by private car has risen to the point where one in five cars on the road at 8:50am are estimated to be on the school run. The reasons for this national increase include:

- Trip chaining (combining the school run with the commute, or onward travel to other locations / activities).
- Parental fear of their child's involvement in road traffic accidents if they walk or cycle to school.
- Parental fear of attacks on their child if walking / cycling without parental supervision.
- More parents working, so that they do not necessarily have the time to walk to school with their children.
- Second car ownership.
- Less desire to walk resulting in general reductions in the levels and distances of walking, compared to previous generations.

There is growing national concern over rising levels of obesity in the population; both children and adults. Childhood obesity is statistically likely to carry over into adulthood, with resultant population increases in heart disease, diabetes and associated conditions. A good quality STP - which delivers increased levels of pupil and parent walking and cycling - can make a contribution towards reversing this trend.

### 1.3 What can Producing an STP Achieve?

A School Travel Plan can:

- Provoke a discussion of travel issues with pupils, parents and staff.
- Encourage and enable children to walk, scoot or cycle wherever possible.
- Address staff, parental and pupil concerns about road safety.
- Provide a framework to integrate the aims of the travel plan into the curriculum, through such mechanisms as the Healthy Schools programme.
- Identify measures that will make travel alternatives to the private car more attractive.
- Reduce the risk of vehicles and pedestrians / cyclists coming into contact close to the school.
- Provide a framework for actions to help address congestion issues.
- Promote greater safety for all people travelling to and from school.
- Help to reduce traffic pollution around the school, demonstrating a commitment by the school to address wider environmental concerns.
- Promote better relationships within neighbours and the local community.
- Form part of the planning conditions for any future school development.

### 1.4 What Benefits can an STP Deliver?

An STP can benefit both the school and its local community in a variety of ways, including:

- A safer and calmer environment around the school gates.
- Less congestion and pollution on roads leading to the school.
- Improved travel awareness and road user skills for pupils from an early age.
- Increasing independence and responsibility amongst pupils.
- Improving levels of health and fitness amongst the school community.
- Helping the school to meet various national standards (e.g. Eco Schools, Healthy Schools).

### 1.5 Linkages to Local and National Government Initiatives

School Travel Plans form part of a wide range of measures that aim to tackle the growing problems of motorised transport, lifestyle changes and environmental concerns. Associated initiatives and policies include:

- Active schools.
- The Healthy Schools programme
- The Eco Schools scheme
- National Framework for Sustainable Schools
- Sustainable Modes of Travel Strategy

A School Travel Plan process compliments these initiatives and is a way of focusing on transport aspects of the curriculum, as well as some extra-curricular activities.

## 2. INTRODUCTION TO GLOSSOPDALE SCHOOL

### 2.1 School Ethos

Glossopdale School is a community school, currently spread across three sites in two different locations, approximately two miles apart. Governors, parents and staff all work closely together for the benefit of the students. From this shared relationship and open communication, GCC strives to:

*“have an 11-18 school that ensures progression from primary age and continues through to adult life; “educating for life”.*

It is a central part of the School’s Mission Statement that the children should be safe, healthy and happy.

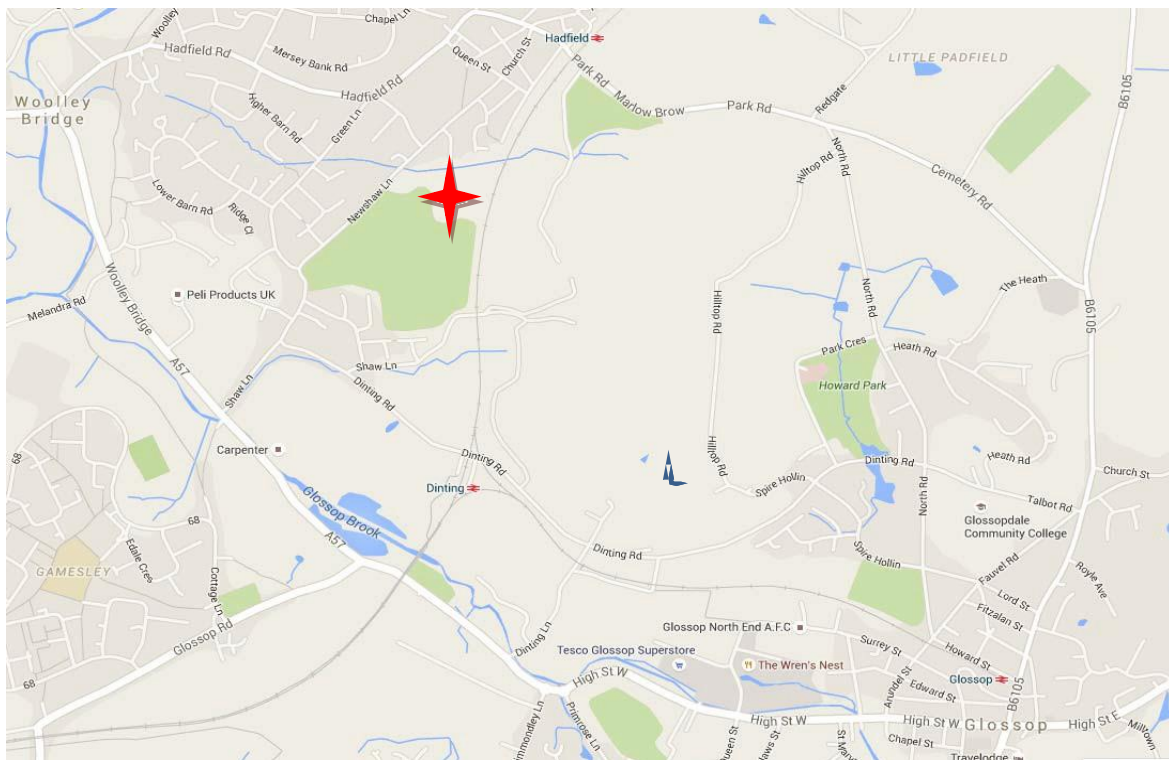
### 2.2 Location, Geography and History

Glossopdale School is a state-funded, community school, and Derbyshire (DCC) is the Local Education Authority.

The school currently has three sites located across two different locations. The Glossop site is close to the town centre and accommodates years 9 to 11 with a separate sixth form centre (Talbot House) across the road. The Hadfield site is approximately 2 miles away and accommodates years 7 and 8.

A new school is currently being developed at the Hadfield site and as of September 2018 years 7 to 13 will all be located within this newly built school. The location of the new school is shown on Map 1 below. The two existing Glossop sites will no longer be used by the school.

Map 1: Location of the new single site from September 2018.



### 2.3 School Numbers

Actual pupil numbers as at March 2018 are 973, broken down as follows:

<b>Year 7</b>	186	<b>Year 11</b>	154
<b>Year 8</b>	202	<b>Year 12</b>	75
<b>Year 9</b>	136	<b>Year 13</b>	64
<b>Year 10</b>	156		

Glossopdale School currently has a PAN (Published Admission Number) of 200. The new school has a capacity of 1200 students with the potential to expand to 1400. It is anticipated that pupil numbers will increase with the introduction of the new school and in-take for September is already predicted to be at least the current PAN of 200.

Numbers of other people attending the site on an average daily basis are:

Teaching staff	74
Support and ancillary staff	96
<b>Total</b>	<b>170</b>

This gives a total number of 1,143 adults and children currently accessing the three sites and  
 Glossopdale School Travel Plan, 2016 – 2021

accessing the new single site from September 2018.

In addition, there is currently a well-used Community Centre and an Astro Turf Pitch (ATP) as well as lettings of the halls and facilities that mean the site is accessed 7 days a week at a variety of times. This will continue and grow within the new school as a range of facilities are available to the Community including a dedicated Community block and entrance. Facilities will be available during evenings and weekends as well as during school time.



## 3. THE CURRENT TRAVEL SITUATION AT GLOSSOPDALE SCHOOL

### 3.1 The 2016 School Travel Survey

In preparing this Plan, a survey was distributed electronically in February 2016 through Google Form, with paper copies offered to anyone without PC access, to all staff. In addition, a simple hands up survey was carried out with students in order to ascertain their current mode of getting to school.

The full staff Survey is provided at Appendix 1. Survey completion was anonymous and collected data focused on:

- Postcode location (to allow mapping of locations, and hence calculations of distances to School).
- Means of travel to and away from School (allowing for variations on different days of the week).
- Frequency and reason(s) for car use.
- Factors which would reduce individual frequencies of car usage.
- What would be effective (or not) to improve the issues of access and parking around the school.

### 3.2 Pupil Survey Results

All students were asked in assembly the mode of transport that they used in order to get to school. Those who were based on Glossop site were asked to answer what mode of transport they planned to use when on the new Hadfield site in order to get a clearer picture of the new build impact.

**Table 1 – Results of Student Travel Survey**

<b>Walk</b>	341	52%
<b>Car</b>	180	28%
<b>School Bus</b>	57	9%
<b>Train</b>	46	7%
<b>Public Bus</b>	16	2%
<b>Bike</b>	14	2%

The key Survey results can be summarised as:

- 52% of pupil journeys to and from school are on foot, it should be noted that students were asked to think about how they had travelled in the preceding week and that the weather was poor. Informal feedback has told us that the number walking increases when the weather improves. Nationally in Secondary Schools this figure is 42%.
- All the students using a bike to get to school are in years 7 & 8, no students above these

year group cycle to school.

- The average distance of pupils currently at the school at the time of the survey was 1.1 miles from the Hadfield site. Only 8 students lived over 3 miles from the school with two of these being Looked after Children from neighbouring authorities.
- 82 % of pupils live within a 1.5-mile car journey of the Hadfield site. Many actual walking distances will be much less than car distances because of private roads, one-way streets and pedestrian cut-throughs.
- The national percentage in secondary schools of travel by car is 20%; the survey indicated that this is slightly higher at Glossopdale School and the focus of the actions of this plan will be to bring that figure down.

### 3.3 Staff Survey Results

Full results of the staff survey can be seen in Appendix One however in summary:

- Only 57 staff responded to the survey, a response rate of 33%. There was an increased response from teaching staff (45%) to non-teaching staff (25%) this may be due to ease of access to PCs although paper copies were also made available.
- 80% of staff travel to work as a single occupant in a car with nearly 37% of these living under two miles away.
- Over 50% of staff travel for less than 15 minutes a day in order to get to work.
- 49% of those that travel to work in a car alone would be prepared to car share with a colleague with a small daily incentive (free breakfast or car park space) and a promise of a taxi if let down being the most likely to encourage them.
- Poor public transport was the highest reason for not having another option to travel to work, although 81% said they would never use public transport even if there were improvements.
- The facility to have showers and changing rooms for those that cycle to work was the biggest incentive for this method of travel although 93% of respondents state they would never cycle to work.

## 4. AIM, OBJECTIVES AND DELIVERY

### 4.1 Travel Plan Aim

This Travel Plan aims to make overall journeys to and from Glossopdale School safer, healthier and more enjoyable by:

- Encouraging children, parents and staff to walk and cycle to School as part of a healthier lifestyle,
- Increase the use of public transport over private vehicle use,
- Educating all about road safety,

- Reducing the total number of cars used for the school journey, and
- Reducing the congestion, and hence pollution, outside the School at peak times.

## 4.2 Delivery of the Glossopdale Travel Plan

The following steps should be taken to try and increase the uptake of walking and cycling, public transport and shared lifts once the new single site school is in use:

### For Pupils:

- Clear information for parents and pupils on the health benefits of walking and cycling to school.
- Walk to school week in school to promote getting to school by foot.
- No access to the school site for parents' vehicles at the start and end of each day unless required for students with Special Needs.
- Provision of cycle parking at the new school.
- Negotiation with Train and Bus providers to improve the provision of public transport, advertise its availability and promote cost effective solutions.
- Development of the pedestrian path from Dinting Road.
- Use of 'Modeshift Stars' resources to run effective campaigns and promotions.

### For Staff:

- Clear information for staff on the health benefits of walking and cycling to school.
- Promotion of schemes such as 'Cyclescheme' and 'County Rider'.
- Provision of changing rooms and shower facilities for staff to encourage uptake of cycling.
- A car share scheme to be investigated, comprising of a car share notice board, daily incentives of parking space close to school entrance and provision of a taxi in case of emergency to be explored.
- Negotiation with Train and Bus providers to improve the provision of public transport, advertise its availability and promote cost effective solutions

## 5. ACTIONS, MONITORING AND REVIEW

### 5.2 Actions

- To ensure that the Travel Plan is referred to and utilised when developing systems and processes with the new build.
- To liaise with public transport providers to ensure that staff and students are of the options available to them.
- To consult with parents on the range of options available on the opening of the new build site at Hadfield.
- To support parents in making safe choices for their children.

- To investigate a car share scheme for staff.
- Continue to raise awareness of the benefits of walking and cycling to school in whole school assemblies, posters, classroom activities, the School website and newsletters to parents.

### 5.3 Monitoring

To ensure effective monitoring and review, the following are the minimum actions that must be undertaken:

- Carry out the hands-up pupil travel survey in the first term of being on one-site, to assess the impact of the change of location.
- To carry out a staff survey in the first term of being on one site to address the impact the changes to location has had.
- Continue to complete travel surveys on an annual basis to assess the impact of actions taken.
- Continue to raise awareness of the benefits of walking and cycling to school in whole school assemblies, posters, classroom activities, the School website and newsletters to parents.

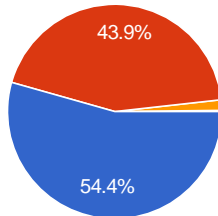
# APPENDIX 1 – STAFF TRAVEL SURVEY

57 responses

## Summary

### About You

#### 1. Are you?



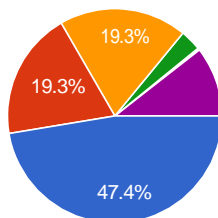
Teaching Staff	<b>31</b>	54.4%
Associate Staff	<b>25</b>	43.9%
Other	<b>1</b>	1.8%

#### 2. What is your home postcode? (Full postcode required e.g. SR4 7HR)

SK13 6XY  
sk13 8st  
sk13 2ar  
Sk11 8jw  
S330AE  
SK153E  
H  
SK65DW



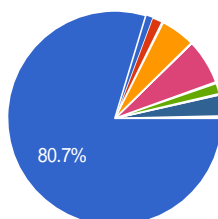
#### Do you normally work...



Full time (Term Time Only)	<b>27</b>	47.4%
Part Time (Term Time Only)	<b>11</b>	19.3%
Full Time (52 Weeks)	<b>11</b>	19.3%
Part Time (52 Weeks)	<b>2</b>	3.5%
Other	<b>6</b>	10.5%

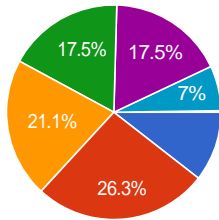
### Your Travel to Work

#### 3. How do you normally travel to work?



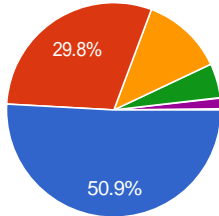
Car - as driver single occupant	<b>46</b>	80.7%
Car - as passenger	<b>1</b>	1.8%
Car - as driver with passenger/s	<b>3</b>	5.3%
Bus	<b>0</b>	0%
Train	<b>0</b>	0%
Taxi	<b>0</b>	0%
On Foot	<b>4</b>	7%
Motorbike or powered two wheeler	<b>1</b>	1.8%
Bicycle	<b>0</b>	0%
Other	<b>2</b>	3.5%

#### 4. How far do you travel to work?



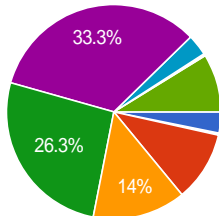
up to 1 mile	<b>6</b>	10.5%
1-2 miles	<b>15</b>	26.3%
2-5 miles	<b>12</b>	21.1%
5-10 miles	<b>10</b>	17.5%
10-20miles	<b>10</b>	17.5%
Over 20 miles	<b>4</b>	7%

### 5. How long does your journey to work usually take?



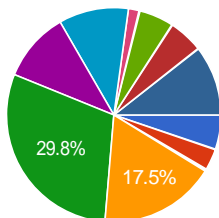
0-15 minutes	<b>29</b>	50.9%
16-30 minutes	<b>17</b>	29.8%
31-45 minutes	<b>7</b>	12.3%
45-60 minutes	<b>3</b>	5.3%
Over 60 miutes	<b>1</b>	1.8%

### 6. What time do you typically arrive in school?



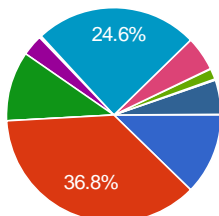
Before 7:30	<b>2</b>	3.5%
7:30-7:44	<b>6</b>	10.5%
7:45 - 7:59	<b>8</b>	14%
8:00 - 8:14	<b>15</b>	26.3%
8:15 - 8:29	<b>19</b>	33.3%
8:30 - 8:44	<b>2</b>	3.5%
8:45 - 8:59	<b>0</b>	0%
After 9:00	<b>5</b>	8.8%

### 7. What time do you usually leave school?



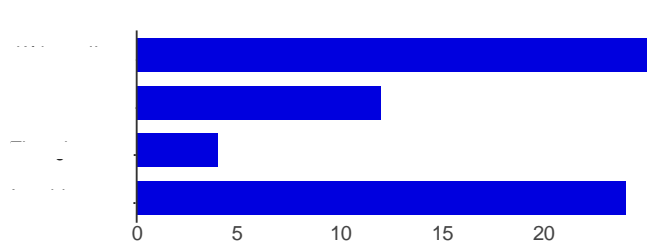
Before 15:25	<b>3</b>	5.3%
15:25 - 16:00	<b>2</b>	3.5%
16:00 - 16:29	<b>10</b>	17.5%
16:30 - 16:44	<b>17</b>	29.8%
16:45 - 16:59	<b>6</b>	10.5%
17:00 - 17:14	<b>6</b>	10.5%
17:15 - 17:29	<b>1</b>	1.8%
17:30 - 17:44	<b>3</b>	5.3%
17:45 - 17:59	<b>3</b>	5.3%
After 18:00	<b>6</b>	10.5%

### 8. If your normal mode of travel is unavailable, how would you travel to work?



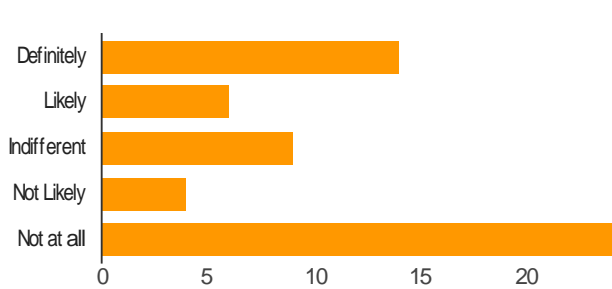
Car - as driver, single occupant	<b>7</b>	12.3%
Car - as passenger	<b>21</b>	36.8%
Car - as driver, with passenger/s	<b>0</b>	0%
Train	<b>6</b>	10.5%
Taxi	<b>2</b>	3.5%
On Foot	<b>14</b>	24.6%
Bus	<b>3</b>	5.3%
Bicycle	<b>1</b>	1.8%
Motorbike or powered two wheeler	<b>0</b>	0%
Other	<b>3</b>	5.3%

**9. If you drive alone to work, would you be prepared to car share?**



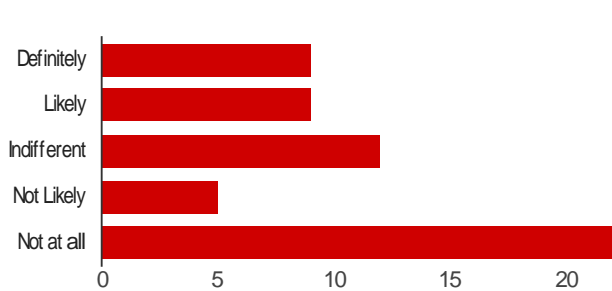
With a colleague?	<b>25</b>	49%
With a friend or family member?	<b>12</b>	23.5%
Through a car sharing database?	<b>4</b>	7.8%
I would not car share	<b>24</b>	47.1%

**A small incentive every day? (e.g. a reserved parking space near the front door or free breakfast?) [10. Which of the following would most encourage you to car share to and from work?]**



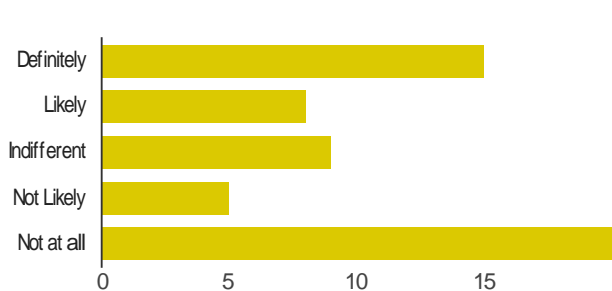
Definitely	<b>14</b>	24.6%
Likely	<b>6</b>	10.5%
Indifferent	<b>9</b>	15.8%
Not Likely	<b>4</b>	7%
Not at all	<b>24</b>	42.1%

**A car share database to help you find a partner with similar work patterns [10. Which of the following would most encourage you to car share to and from work?]**



Definitely	<b>9</b>	15.8%
Likely	<b>9</b>	15.8%
Indifferent	<b>12</b>	21.1%
Not Likely	<b>5</b>	8.8%
Not at all	<b>22</b>	38.6%

**A free taxi home if let down by the car driver [10. Which of the following would most encourage you to car share to and from work?]**



Definitely	<b>15</b>	26.3%
Likely	<b>8</b>	14%
Indifferent	<b>9</b>	15.8%
Not Likely	<b>5</b>	8.8%
Not at all	<b>20</b>	35.1%

**Other (please specify)**

- It is too inconvenient waiting for someone else
- they would have to live near
- I like the flexibility of being able to go other places than straight home after work.

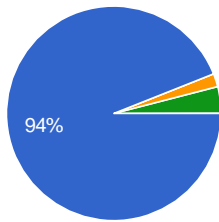
**11. In case you regularly car share, do you share..**

With a colleague? **2** 50%

With a friend or family member? **2** 50%  
 Through a car sharing database? **0** 0%



**12. Where do you usually park?**



On-site car park **47** 94%  
 Off-site car park **0** 0%  
 On-street parking **1** 2%  
 Other **2** 4%

**Save time [13. What are your top three reasons for travelling by car?]**



First **13** 32.5%  
 Second **15** 37.5%  
 Third **12** 30%

**Save money [13. What are your top three reasons for travelling by car?]**



First **0** 0%  
 Second **1** 20%  
 Third **4** 80%

**Transporting equipment/ books [13. What are your top three reasons for travelling by car?]**



First **7** 26.9%  
 Second **8** 30.8%  
 Third **11** 42.3%

**Weather [13. What are your top three reasons for travelling by car?]**



First **1** 16.7%  
 Second **4** 66.7%  
 Third **1** 16.7%

**Disability [13. What are your top three reasons for travelling by car?]**

No responses yet for this question.

**Personal Commitments/ Childcare [13. What are your top three reasons for travelling by car?]**



First **9** 56.3%  
 Second **3** 18.8%  
 Third **4** 25%



**Security Concerns [13. What are your top three reasons for travelling by car?]**



**Distance [13. What are your top three reasons for travelling by car?]**



**Convenience [13. What are your top three reasons for travelling by car?]**



**Poor Public Transport [13. What are your top three reasons for travelling by car?]**



**Other**

Inter-site/Banking  
 no public transport direct to glossop  
 Because there is no other option.

**A direct service from your area to the site [14. Which of the following changes would most encourage you to use public transport to travel to work?]**



**More frequent bus services [14. Which of the following changes would most encourage you to use public transport to travel to work?]**





**Discounted bus fares [14. Which of the following changes would most encourage you to use public transport to travel to work?]**



**Interest free season ticket loans [14. Which of the following changes would most encourage you to use public transport to travel to work?]**



**Existing bus services re-timed to better fit your work hours - if so please specify service in the text box below [14. Which of the following changes would most encourage you to use public transport to travel to work?]**



**Personalised Journey Planning (the employee is provided public transport timetables and route options to travel from home to work) [14. Which of the following changes would most encourage you to use public transport to travel to work?]**



**I would not use public transport anyway [14. Which of the following changes would most encourage you to use public transport to travel to work?]**



**Other**

- Only 1 bus a day to and from home
- I just wouldn't need to so can't answer
- Car share with Husband, drop him off and collect him from work in another town.
- fNone - there is no other option.
- None, I live too far away
- due to childcare commitment public transport would not allow enough time between taking my child to school and travelling to work

**Cycle Training [15. Which of the following changes would most encourage you to cycle to work?]**

No responses yet for this question.

**Showers and changing rooms at work [15. Which of the following changes would most encourage you to cycle to work?]**



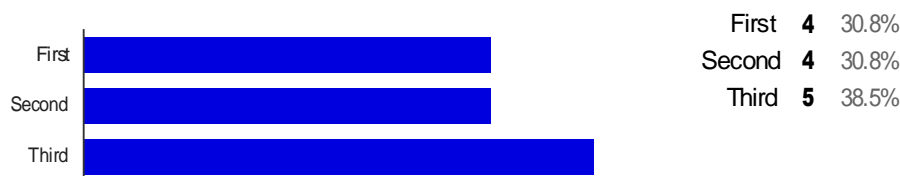
**Secure cycle parking [15. Which of the following changes would most encourage you to cycle to work?]**



**Interest free season loans and salary sacrifice schemes for bicycles [15. Which of the following changes would most encourage you to cycle to work?]**



**Improved cycle paths [15. Which of the following changes would most encourage you to cycle to work?]**



**Cycle Maintenance Classes [15. Which of the following changes would most encourage you to cycle to work?]**



**Pool Bikes [15. Which of the following changes would most encourage you to cycle to work?]**

No responses yet for this question.

**Cycle journey/planning maps [15. Which of the following changes would most encourage you to cycle to work?]**



**I would not cycle anyway [15. Which of the following changes would most encourage you to cycle to work?]**



**Other**

- The journey is too far; too hazardous and I'm not fit enough for the extensive uphill
- it is impossible to carry the books, laptop etc. on a bike
- better lighting
- not living over a large hill away
- I would rather help to buy panniers etc. rather than a bike
- None - there is no other option
- None, I live too far away

**16. Please write below any other relevant comments about your current or future travel to work plans**

- unfortunately, there are not enough minutes in the day - every single one is taken up. so cycling/bus for half an hour is not feasible when it takes 5 mins in the car. things could change in the future when I don't have my own young children to get back for
- Too far to cycle, train routes are not direct enough and buses too infrequent!
- I couldn't car share, as how long I have to spend after school hours in unpredictable and far longer than anyone else. It would cause more stress knowing someone is waiting for me. Riding a bike could not happen as I do all of my marking at home so couldn't possibly carry it all.
- I would cycle if I could change easily at work. There are days that I currently couldn't cycle regardless, but would mix cycling and driving.

**Section B - If you Cycle or Walk**

**Health Benefits [17. Why do you cycle/walk to work?]**



**No access to a car [17. Why do you cycle/walk to work?]**



**To save money [17. Why do you cycle/walk to work?]**



First	0	0%
Second	2	66.7%
Third	1	33.3%

**To save time [17. Why do you cycle/walk to work?]**

No responses yet for this question.

**Environmental Awareness [17. Why do you cycle/walk to work?]**



First	0	0%
Second	0	0%
Third	2	100%

**Good/Cycle Pedestrian Links [17. Why do you cycle/walk to work?]**

No responses yet for this question.

**Home is close enough to work [17. Why do you cycle/walk to work?]**



First	2	33.3%
Second	3	50%
Third	1	16.7%

**Do not like driving [17. Why do you cycle/walk to work?]**

No responses yet for this question.

**Other**

**18. Please write below any other relevant comments about your current or future travel to work plans**

currently on Glossop site (2 mins walk from home) so if went to hadfield would use internal taxi . When move to hadfield will have to walk as not near public transport (unless on school bus not happening) as car used by partner for work would love to share lift/transport/taxi but difficult as only work 3 days .

**Section C - If you use public transport**

**Can not drive for physical/medical reasons [19. Why do you use public transport to travel to work?]**

No responses yet for this question.

**Good Public Transport Links [19. Why do you use public transport to travel to work?]**



**To save money [19. Why do you use public transport to travel to work?]**

No responses yet for this question.

**To save time [19. Why do you use public transport to travel to work?]**

No responses yet for this question.

**Environmental Awareness [19. Why do you use public transport to travel to work?]**

No responses yet for this question.

**Personal benefits (read, book, news etc.) [19. Why do you use public transport to travel to work?]**

No responses yet for this question.

**No access to a car [19. Why do you use public transport to travel to work?]**

No responses yet for this question.

**Lack of parking [19. Why do you use public transport to travel to work?]**

No responses yet for this question.

**Other**

**Cycle Training [20. Which of the following changes would most encourage you to cycle to work?]**

No responses yet for this question.

**Showers and changing rooms at work [20. Which of the following changes would most encourage you to cycle to work?]**



**Secure cycle parking [20. Which of the following changes would most encourage you to cycle to work?]**

Rank	Count	Percentage
First	1	100%
Second	0	0%
Third	0	0%



**or bicycles [20. Which of the following changes would**

No responses yet for this question.

**Improved cycle paths [20. Which of the following changes would most encourage you to cycle to work?]**



First	0	0%
Second	1	100%
Third	0	0%

**Cycle Maintenance Classes [20. Which of the following changes would most encourage you to cycle to work?]**

No responses yet for this question.

**Pool Bikes [20. Which of the following changes would most encourage you to cycle to work?]**

No responses yet for this question.

**Cycle journey/planning maps [20. Which of the following changes would most encourage you to cycle to work?]**

No responses yet for this question.

**I would not cycle anyway [20. Which of the following changes would most encourage you to cycle to work?]**



First	6	85.7%
Second	0	0%
Third	1	14.3%

**Other**

Unviable due to dangerous roads

**21. Please write below any other relevant comments about your current or future travel to work plans**

