



Combined Travel Plan 2009 – 2016

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APPENDIX

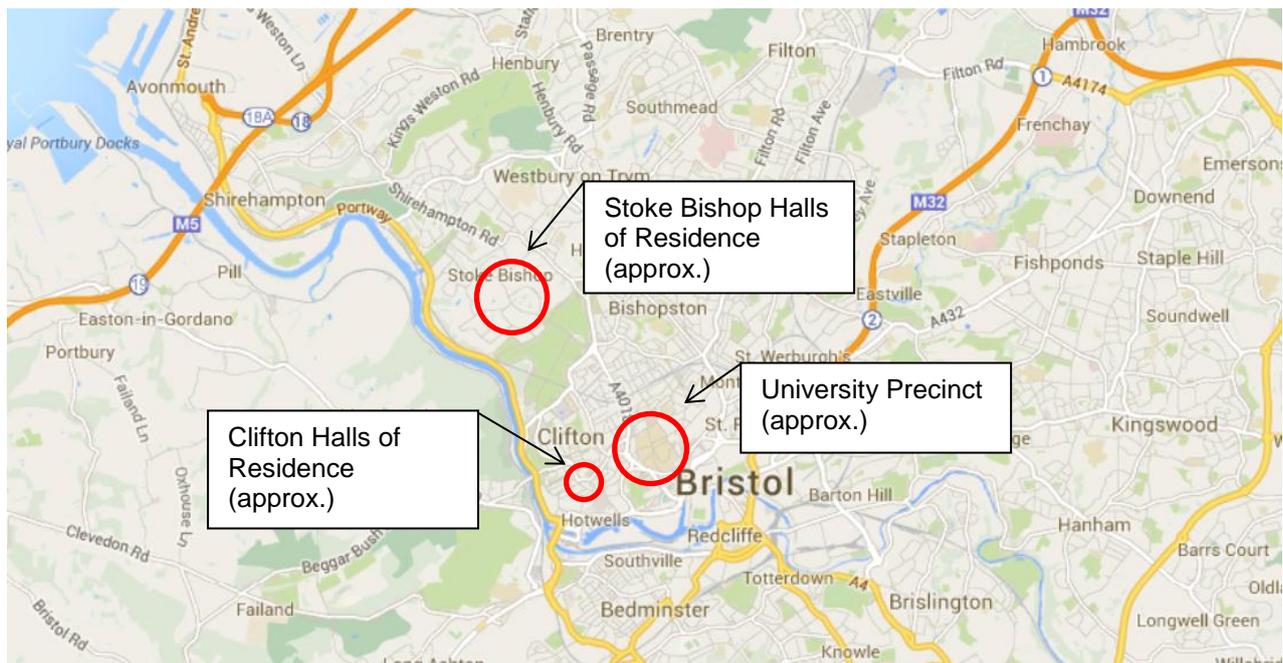
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1 Introduction: the Travel Plan

Ease of travel and access, with choices, are key aspects of any decision for those working, studying or visiting the University of Bristol and will have a daily impact on their time here. In staff terms, the provision of travel choices is a key recruitment and retention tool, while for students the location of student accommodation plays a major part in student choices with importance placed on being close to study and the amenities that the University and the city offers. The location of the main teaching area (the Precinct) is centrally located within the City and therefore is served by a variety of modes of sustainable transport. Any lack of proximity for staff and students must therefore be compensated for by excellent travel choices.

Being in such a central location does however influence the volume of car parking the University can offer to members of staff, students and visitors. The continual development of the University's Master Plan often results in the loss of car parking spaces; to compensate and offer viable alternatives sustainable travel must be integrated into the University's policies.

Key University sites



History to the University's Travel Plan

The Travel Plan was originally separated out into two parts 1) the Staff Travel Plan and 2) the Student Travel Plan. These two plans were then combined in 2013 to form this Combined Travel Plan

Combined Travel

With the establishment of a Strategic Transport Group, whose role is to approve and review a Transport Plan for the University covering all locations and both staff and students, focusing on the key transport issues that affect the University’s strategic aims, an opportunity exists to amalgamate the previously separate travel plans into a combined staff and student travel plan. This plan retains, for the most part, the content of the previously separate staff and student travel plans, including the respective action plans and will be subject to annual review. It should be regarded as a modest update to bring up to date any relevant information and actions and will be subject to more detailed review once the wider impacts detailed below are clearly understood.

Wider Impacts

There are number of current University-led and external projects that may significantly impact on the future content of the University’s travel plan. At this stage, the outcomes of these projects remain unclear and it is therefore prudent to complete a full review of this travel plan once sufficient information is available. The travel plan review is programmed for the 2015/2016 academic year. By this time the outcomes of the projects below will be known.

Impact Area	Lead Organisation	Travel Plan Impact
Access & Movement Framework Study	University	Precinct-wide study to provide a clear view on transport options to support development of the University’s Estate and support the use of sustainable travel modes. If supported and recommendations implemented likely far-reaching positive impacts on public transport, cycling and pedestrian amenity in central University areas. Completion start of 2015/2016
Comprehensive parking review	University	Numerous aspects of staff and University parking will likely be impacted by this review as the University strives to make efficient use of limited parking availability in core areas. Any changes to parking management will need to be understood in line with the development and delivery of new or current University sustainable travel initiatives. Completion start of 2015/2016
Resident Parking Scheme	Bristol City Council	Closing the ring of Resident Parking Schemes around the city core area will impact on staff, students and others who are unable to park in University allocated parking areas, placing greater strain on existing off-street parking resources and the need to support users through this time of change.

1.1 Definition of a travel plan

A travel plan is a general term for a package of measures tailored to the needs of individual sites and aimed at promoting sustainable modes of travel choices and reducing the reliance on the car. It involves the development of a set of mechanisms, initiatives and targets that together will enable the University to reduce the impact of travel and transport on the environment, whilst bringing a number of other benefits for students, staff and local communities.

Good accessibility is central to the creation of a sustainable University community and a travel plan is an important tool for delivering this. Communities need to be “well connected” with facilities to encourage safe walking and cycling, the provision of good public transport and easy access to high quality services.

1.2 Travel Plan Benefits

Implementation of a Travel Plan will bring a number of benefits to the University as an organisation, to its students, to the local community and to the environment.

Benefits to the University

- Increased engagement generated by a healthier, more motivated student body
- Improved environmental responsibility
- Reduced congestion
- Reduced demand for car parking
- Improved access for employees, students, visitors, contractors and deliveries
- Support for and integration with the University Environmental Policy, Precinct Masterplan and Staff Travel Plan
- Potential to increase the number of student applications to the University
- Enhanced image in the local community
- Increased recruitment and retention of staff

Benefits to Staff and Students

- Improved access to places of work, study and for extra-curricular activities
- Commitment to environmental responsibility
- Reduced potential personal travel costs
- Increased choice of travel
- Improved health, reduced stress and increased productivity
- Improvement in quality of life
- Time savings and general convenience
- Improved integration with local communities
- Drink and drive avoidance

Benefits to the Local Community and the Environment

- Reduced congestion
- Improved air quality
- Reduced journey times
- Potentially improved public transport services due to a higher demand on the services
- Reduced car parking on residential roads
- Reduced noise pollution from excessive cars and taxis
- Improved transport infrastructure for access to University events and venues

1.3 Aim

The overriding aim of any Travel Plan, explicit or implicit, is to reduce the number of single occupant vehicles trips. In particular, the University has recognised as a priority

the need to reduce the number of cars brought to the University and the number of car journeys made.

The staff component of this Travel Plan aims to reduce the percentage of staff travelling to work alone by car, by offering a package of sustainable travel measures. In student terms, its aim is to support student travel and the University's Sustainability Policy, ensuring that the travel plan is environmentally and financially sustainable.

1.4 Area of jurisdiction

Given the nature and use of University buildings and services, staff and students' areas of jurisdiction covered by this travel plan are different yet clearly complementary.

Staff/Student	Area of Jurisdiction
Staff*	All car parks and staff working in the main Precinct and central hospitals, including the satellite sites (Berkeley Square, Canynge Hall, Oakfield and Barley, Winkworth House, Victoria Rooms and the Students Union).
Students	All student accommodation, including the Clifton Halls of Residence, the Stoke Bishop Halls of Residence, Student Houses and Private Sector accommodation.

Notes/Exclusions:

1. The Langford site has its own combined staff and student travel plan and so is excluded from this Travel Plan
2. Staff located at the Clifton Halls of Residence, Leigh Woods, the Stoke Bishop Halls of Residence and the Langford site are not covered by this Travel Plan as their individual circumstances currently warrant separate consideration and management. Staff working in these sites will only be able to take advantage of a limited number of initiatives outlined in the Travel Plan.

2 Roles and responsibilities

2.1 Management

University Planning and Resources Committee (UPARC)

UPARC will be responsible for determining matters of policy, such as the level of parking charges.

Strategic Transport Group (STG)

A Strategic Transport Group (STG) has been established to replace the previous Student Policy and Plan Steering Group and Travel to Work Implementation Group (TWIG). The STG represents a cross-section of the University community and is responsible for overseeing the implementation of the Travel Plan.

- Function - Approve and review a Travel Plan for the University. Its aim is to provide strategic input on key issues actually or potentially impacting on the ability of the Transport Plan or management of movements and safety in the precinct to support effectively the delivery of the University's objectives, such as car parking policy and bus service enhancements.
- Membership – Deputy Vice Chancellor (Chair), Bursar and Director of Estates, Director of Residential and Hospitality Services, Sustainability Manager (Transport) (Co-ordinator), Head of Security, Head of Sustainability, Director of Finance, Director of Human Resources, Students' Union President and chair of the Consultative Transport Group.
- Consultation – Consult as required with the Consultative Transport Group on key strategic issues and recommendations.

Consultative Transport Group (CTG)

- Function – To 'advise, counsel and warn' the Strategic Transport Group (STG) on key issues impacting on the University's Transport Plan covering all locations and both staff and students. The group is consultative with decision making around strategic issues made by the STG. It is expected there will be important non-strategic issues that the group will also comment upon, such as who has access to bike sheds, car parking appeals and departmental car parking applications.
- Membership – The CTG will normally have no more than 11 members, including the CTG Chair and co-ordinator (Sustainability Manager for Transport). Membership includes previous members of the Travel to Work Implementation Group (TWIG) not represented on the STG, plus other representatives as identified, such as Students' Union sabbatical officers, union representatives and specific user groups relating to travel modes such as bicycle, motorcycle and public transport.

Sustainability Manager (Transport)

The day-to-day management of the Travel Plan and the administration of current and new initiatives.

The Sustainability Manager (Transport)'s role include:

- Being the first point of contact for all staff and student travel related issues and information
- Overseeing the development and implementation of the transport plan
- Obtaining and maintaining commitment from senior management
- Creating marketing campaigns to raise awareness, including promotional events
- Co-ordinating the collection of data and information required to develop the transport plan and reporting on the findings
- Liaising with the University departments, relevant transport operators, the HE sector bodies and the City Council
- The Sustainability Manager (Transport) will be supported by other University Staff as required, such as Security Services.

Travel Plan Assistant

The Travel Plan Assistant supports the Sustainability Manager (Transport) in developing the University's Travel Plan and is responsible for particular elements of the Travel Plan, including the development of the University's Cycling Strategy, organising behaviour change events and communicating with end users through delivery of the travel awareness strategy. The Travel Plan Assistant also plays a key role in contributing to improving the operational effectiveness and quality of the University's bus service.

3 Organisation review and baseline information

3.1 Context

The context in which the Travel Plan is formulated is detailed below.

University Context:

(a) Precinct Masterplan

The University's Precinct Masterplan, adopted in July 2006, promotes a sustainable, integrated access and movement strategy. Such a strategy will be promoted by close working with the City Council and other key stakeholders to ensure that future development promotes sustainable travel and reduces the impacts of movements in the area. This can be achieved by both physical means (e.g. highway design features) and through the promotion of so-called 'smarter choices' through the development of the University's Travel Plan. Further information on the Precinct Master Plan can be found on the University's website (<http://www.bristol.ac.uk/estates/masterplan/>).

(b1) Car park management – Precinct and Satellite Sites

There are about 900 car parking spaces available for the 4,500 (approximate) members of staff who work in the main University Precinct and its satellite sites (Winkworth House, Oakfield and Barley, Students' Union and so on).

The current parking policy allows eligible staff to apply for a specific parking permit to park in the University car parks. This policy has been in place since the adoption of the original staff travel plan in 1999 and will be subject to review as part of the University's comprehensive parking review exercise.

There is a firm student car parking policy at the University Precinct. Students are not permitted to use the car parking spaces in the University Precinct during normal working hours, i.e. Monday to Friday, 8 am to 5 pm, throughout the year (exceptions for students with mobility impairments). Students may park vehicles in these car parks at all other times, i.e. during the evenings and at weekends.

The real pressure on car parking provision occurs between 8am to 5pm; people travelling to and from the University outside of these hours do not normally have a problem finding a parking space

(b2) Car park management – Residences University and Private

Each Hall of Residence has been responsible for their own car parking management for a number of years. As a whole this procedure has worked well, but a recent review has identified areas for improvement, particularly as more students bring their cars to Bristol during their first year.

The changes that have been brought by the growth of the student population are interpreted and experienced differently by local communities – positive and negative impacts. It has been identified that there are increasing numbers of student cars being

brought to the University once the academic year has commenced, in particular after the Christmas holiday period. Consequently there are increasing numbers of student cars parking on residential roads. The increase in cars also contributes to the congestion and pollution within the city.

(c) Sustainability Policy

Covering the period 2009 – 2016, the vision of the University's Sustainability Policy is of a university whose excellence is acknowledged locally, nationally and globally and that is committed to operating in a sustainable manner. One of its priorities is to "create better accessibility to, across and through the University, for example by providing new pedestrian and cycle routes and connections by improving safety and traffic flow and by promoting more sustainable modes of travel". Importantly, the Policy sets out the overarching transport objectives and targets covered by the period of this travel plan.

(d) University of Bristol's Student's Union (UBU)

The Student Union actively campaigns for improved travel options for students at the University. The University is working in partnership with the UBU to ensure all aspects of student travel are incorporated into the plan.

(e) Building Research Establishment Environmental Assessment Method (BREEAM)

The University uses BREEAM to assess the environmental performance of any type of building (new and existing). Standard versions exist for common building types and less common building types can be assessed against tailored criteria under the Bespoke BREEAM version. The assessment process assesses a range of environmental impacts; management, health and wellbeing, energy, water, material and waste, land use and ecology, pollution and transport. Credits are awarded in each of these areas according to performance, to a maximum of five per criteria. A set of environmental weightings then enables the credits to be added together to produce a single overall score. The building is then rated on a scale of: pass, good, very good or excellent.

The aim of BREEAM: transport, is to minimise CO₂ emissions to and from a building. The credit aims cover the provision of public transport, Transport CO₂ proximity to key amenities, proximity to other amenities, cyclist facilities, pedestrian and cyclist safety, travel plan and deliveries and manoeuvring.

The University of Bristol strives for the standard of very good in all refurbishment of buildings and excellent in all new builds.

(f) Students in the community

The 'Studentification': a guide to opportunities, challenges and practice was published by Universities UK, in partnership with the Standing Conference of Principals (SCOP), in 2005. The term 'studentification' was established to describe the growth of high concentrations of students.

The guide was produced to assess the scale and nature of the challenges associated with large concentrations of student populations. Two key transport challenges covered

in the guide are the increased pressure on public transport married to increased population density and the increased on-street parking pressures arising from shared households and seasonal traffic congestion.

A Good Neighbour Policy was written in 2008, which acknowledges that the University is aware of the impact its presence has on adjacent neighbourhoods. The University is committed to being a good neighbour by listening to and informing local residents, seeking to avoid or tackle difficulties and encouraging high standards of conduct by all members of the University community.

(g) Additional context

Student and Staff travel plans are formal requirements of any major University planning application, for example, the Stoke Bishop Halls of Residence redevelopment, including creation of a bespoke transport hub, and Bristol Life Sciences Building.

Making the University more accessible for members of staff would help aid recruitment retention and make the University more attractive for new potential members of staff.

The University will see a significant growth in student numbers over the next few years. It is therefore important to ensure that the Travel Plan is able to support the increased numbers.

National and Local context:

(a) Government

The Government White Paper – The Future of Transport. In this paper, published in July 2004, the Government highlighted the role that Smarter Choices have in the long-term strategy for transport. Smarter choices include workplace and school transport plans, Personalised planning, travel awareness campaigns, and public transport information and marketing; Car clubs and car sharing schemes; Teleworking, teleconferencing and home shopping.

Planning Policy Guidance 13 (2001) makes specific reference to travel [Transport] Plans and the role they play in encouraging sustainable travel through the delivery of sustainable transport objectives. PPG13 clearly recognises the role that travel plans can play in the delivery of sustainable transport objectives including:

- Reductions in car use
- Increased use of walking, cycling and public transport
- Reduced traffic speeds and improved safety particularly for pedestrians and cyclists
- More environmentally friendly delivery and freight movements

The guidance identifies the following circumstances when it is appropriate for local planning authority require planning applications to be accompanied by a travel plan:

- For all major developments comprising jobs, shopping, leisure and services

- For smaller developments comprising jobs, shopping, leisure, and services which would generate significant amounts of travel in, or near to, air quality management areas, and in locations where there are local initiatives or targets set out in the development plan or Local Transport Plan for the reduction of road traffic or the promotion of public transport, walking and cycling. This particularly applies to offices, industry, health and educational issues.
- Where a travel plan would help address a particular local traffic problem associated with a planning application which might otherwise have to be refused on local traffic grounds

The Road Traffic Reduction Act – This places a statutory requirement on local authorities to monitor traffic levels on their local roads and to consider setting targets for reducing traffic levels, or their rate of growth, where appropriate. This places further pressure on local authorities to limit car use, and travel plans can play an important role in achieving this.

'Delivering a Sustainable Transport System' DfT (2008) sets out 5 main goals:

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

Regional Planning Guidance (RPG) (now known as Regional Spatial Strategy (RSS)) helps deliver the Government's Communities Plan objectives.

The RSS provides a spatial framework to inform the preparation of local development documents, local transport plans and regional and sub-regional strategies and programmes that have a bearing on land use activities.

RPG 10 states that 'Local authorities, transport operators and other agencies should have regard to the sustainable transport hierarchy, giving priority to walking, cycling and public transport. They should aim to increase the share of travel by these modes and ensure they provide attractive and reliable alternatives to the private car by (two of the eight means listed below):

- Seeking transport assessments and travel [transport] plans for all new major developments and encouraging major organisations to prepare and implement such plans, having regard to sustainable transport objectives set by local authorities in the local transport plan.

- Ensuring that all new major development delivers (or sets out a clear and realistic strategy to deliver) a realistic choice of access by public transport, walking and cycling.¹

(b) West of England

Local Strategic Partnership - The Bristol Partnership is the city's Local Strategic Partnership. It brings together leaders across the public, private, voluntary and community sectors to develop a shared vision for Bristol, and to secure delivery of our ambitions for the city and its communities.

West of England Joint Local Transport Plan 3 2011 – 2016. This is a five-year document setting out local councils' objectives for improving transport and detailing the ways in which these are to be achieved.

The plan is based on 5 key goals:

- Reduce Carbon Emissions
- Support Economic Growth
- Promote Equality of Opportunity
- Contribute to better safety, security and health
- Improve quality of life and create a healthy natural environment

(c) Bristol City

In response to Section 508A of the Education Act 1996, and Education and Inspections Act 2006 (Part 6), all local authorities are required to promote the use of sustainable travel and transport for school travel. In Bristol, 93 schools and nurseries have carried out surveys and consultation in order to produce a written Travel Plan.

By 2010 all schools in Bristol must have a Travel Plan with the associated measures for increasing sustainable travel. Although a date has not been set there will soon be an associated target for all educational establishments.

Under the TravelWest banner, the four authorities - Bristol City Council, South Gloucestershire Council, Bath and North East Somerset Council and North Somerset Council - are implementing an extensive range of sustainable travel initiatives, and have developed a Joint Local Transport Plan setting out the 15 year vision for transport investment in the West of England. Various projects are designed to tackle congestion and car dependency, ultimately benefiting the business community. Specifically, TravelWest was successful in its bid to receive central Government funding for its Local Sustainable Transport Fund programme, which includes dedicated support for business travel planning activity, including the use of an experienced behaviour change roadshow team and the free loan of electric pool bikes. The work of the team complements the activities of the Bristol Workplace Travel Network, of which the University is an active member.

¹ Regional Planning Guidance 10 - Policy TRAN 18

Bristol has recently been voted as Europe’s next Green Capital in 2015. The University is committed to supporting Bristol as a sustainable city and will work in partnership to integrate sustainable travel measures in and around the Estate.

(d) Neighbouring Universities, Colleges and Schools

There are approximately 49,000 students in total at the University of Bristol and the University of the West of England. Both establishments have the same overarching objectives with regards to student travel. Where possible an integrated approach to resolving some of the key issues is taking place, such as operating the successful Wessex Red bus network, with the University of Bristol running the Wessex Red 16 service between the Stoke Bishop Halls of Residence, the University Precinct and the city centre. While the operation and management of individual services lies with the individual universities, there are many aspects of collaboration, including the on-going implementation of an ITSO-compliant smartcard ticketing system, the first of its kind in Bristol, and marketing of the Wessex Red brand.

The University of Bristol is in contact with its neighbouring schools, for example Bristol Grammar School, informing them of potential measures and initiatives that would benefit their students. For instance, Bristol Grammar School, as an important neighbour, transport provider and traffic generator, has been actively involved in the University’s Access & Movement Framework Study.

3.2 Working with external bodies

In order to further the aims of this Travel Plan, the University will continue to work closely with neighbouring Universities including the University of the West of England and The Environmental Association of Universities and Colleagues (EAUC) to ensure best practice is met and that sustainable travel is at the forefront of student’s (and associated staff) minds. The University will also work closely with UBHT, UWE and other large employers in the city to ensure cooperation on joint transport initiatives where appropriate, but also to lobby for better transport infrastructure within Bristol. Discussions will continue with public transport providers to look for ways of securing a better deal for University users through infrastructure improvements and incentives.

3.3 University demography

The University’s staff and student population for the academic year 2011/12 is detailed below.

Year 2011/12	Number of staff/students	Percentage
Staff*	5,721	
Full-time	3,915	68%
Part-time	1,806	32%
Students	19,122	
Undergraduate Students	13,459	70%
Postgraduates (taught)	3,381	18%
Postgraduate (research)	2,282	12%

* includes external and split-funded staff

The majority of students in their first year live in University managed accommodation. At the Stoke Bishop Halls of Residence, for the 2013/14 academic year 2,073 beds are available, with a further 636 beds at the Clifton Halls of Residence both of which are in walking and cycling distance of the University precinct.

In respect of students, the Travel Plan addresses the most frequent journeys:

- Between the term time residence and the University precinct (travel to study)
- Between the term time residence and shops, sport and entertainment (leisure travel)
- Between the term time residence and home (termly travel)

Staff working at the University of Bristol travel from a wide area, with approximately 900 (or 15%) travelling from origins beyond the Bristol (BS) postcode area.

3.4 Current travel patterns

The University conducts staff and student travel surveys every two years, on alternate years. The last staff survey was completed in 2011 with the corresponding student survey taking place in 2012.

The aims of the surveys are to identify:

- Current travel patterns.
- Changes over time and the impact of specific transport initiatives
- Improvements to the current travel plan.

All surveys include the following information:

- Mode of travel
- Distance and duration
- Car travel (including parking locations)
- Bicycle and motorcycle travel (including parking locations)
- The willingness to use public transport and all other sustainable modes
- Views on the priority of transport issues
- Please note, Car Driver = driver alone

Staff

In 2011, a survey was sent to all members of University staff, resulting in 2,306 respondents. In comparison 2829 survey results were received in 2007, and 2647 survey results in 2005). The 2013 results are currently being analysed and so will be incorporated into the Travel Plan during the next review in 2015/2016.

Of the 2011 results:

- 40.9% were male respondents, 58.9% were female respondents, 0.2% transgender.
- There was a fairly even distribution of responses from each of the salary brackets.

- The 26 – 35 age group had the highest number of responses at 30.6%.
- 22.5% have caring responsibilities that impact on their travel to work arrangements.
- 68.8% identified the Precinct as their main place of work, with 3.4% from Langford.
- 74.8% of staff were contracted to full-time working hours.

Travel to Work Patterns from the 2011 staff survey

The table below shows the travel patterns of staff over the last nine years. The data displayed here is in response to the question asking staff how they ‘Usually’ travel TO work. Compared to the previous Travel Survey in 2005, the main shift in travel patterns is an 8% decrease in car use (car driver) and an increase in walking and cycling. Percentage details are shown in the table below. HUBS, train and formal car sharing all show a slow decrease in percentage.

	1998	2001	2003	2005	2007	2009	2011	Trend
Bus	12%	12%	11%	8%	7%	10%	10%	Recent stability
Train	2%	3%	3%	3%	3%	5%	6%	Increasing
Hospital & Uni Bus Shuttle*	0%	2%	2%	2%	1%	1%	2%	Stable
Car-Driver	44%	32%	35%	29%	21%	21%	18%	Decreasing
Car-Passenger	6%	4%	3%	3%	3%	4%	4%	Stable
Car-Sharer (formal)	0%	6%	5%	4%	3%	3%	2%	Slowly decreasing
Park and Ride	1%	1%	1%	1%	1%	1%	1%	Stable
Motorbike/Moped/Scooter	2%	2%	2%	2%	2%	3%	2%	Stable
Pedal Cycle	7%	8%	11%	11%	12%	14%	15%	Increasing
Walk	19%	23%	26%	29%	30%	32%	28%	Stable

* In 2012 the University discontinued its involvement with HUBS due to low patronage levels by University users

Student travel data

The table below shows the travel patterns of students travelling to their place of study from their term time accommodation. The predominant mode of travel usually used is by foot (walking).

TRAVEL TO STUDY	Usual mode 2008	Usual mode 2012
Bus	4%	4%
Train	2%	3%
Car Driver - own	4%	6%
Car Driver – with at least one passenger	1%	2%
Car-Passenger	1%	2%
Car-Sharer (formal	Less than 1%	Less than 1%
Taxi	Less than 1%	Less than 1%
Park and Ride	Less than 1%	Less than 1%
Motorbike/Moped/Scooter	Less than 1%	Less than 1%
Pedal Cycle	12%	13%
Walk	75%	70%

The table below shows the travel patterns of students travelling to their term time accommodation from their non-term time address (travel to University). Train has been highlighted at the preferred mode, followed by Car Passenger, Bus and Car Driver (own).

TRAVEL TO UNIVERSITY	Usual mode 2008	Usual mode 2012
Bus	15%	14%
Train	29%	41%
Plane	12%	13%
Car Driver - own	14%	10%
Car Driver – with at least one passenger	5%	3%
Car-Passenger	17%	13%
Car-Sharer (formal	Less than 1%	Less than 1%
Taxi	3%	1%
Park and Ride	Less than 1%	Less than 1%
Motorbike/Moped/Scooter	Less than 1%	Less than 1%
Pedal Cycle	01%	1%
Walk	3%	3%

3.5 Principles

The University of Bristol attracts thousands of students every year along with its staff, visitors and contractors. Inevitably, while considerable effort is made to promote and encourage the use of sustainable travel modes, a small minority of students and a greater proportion of staff drive to study or work. The level of car usage can cause considerable management problems and has a negative effect on the local environment. The below policy statements focus on the modes of travel used to access the University. For full details on the transport provision and current university initiatives refer to Section 6.

Walking

Physical activity helps people to manage stress, back pain, weight and medical conditions – all of which may lead to absenteeism and loss of production. A work/ study place environment that fosters physical activity and good health can contribute to the health and well-being of all individuals and that of the organisation itself. Walking is best suited to journeys under two miles. Providing safe opportunities for walking is important and the University is working with the Local Authority to support the development of suitable walking routes.

Cycling

Cycling is an excellent way of maintaining a healthy lifestyle and is best suited to journeys of approximately five miles, although many users will often travel greater distances. Topographically, the location of the University Precinct may be regarded as a barrier to those not currently cycling. Providing safe opportunities is fundamental in creating a supportive environment for potential, infrequent and regular commuter cyclists. The University is working with the Local Authority to support the development of suitable cycling routes. The University provides approximately 1,901 cycle parking spaces on its Estate. 945 secure spaces and 956 short stay spaces. Additional spaces are installed on an annual basis.

Bus Travel

Bristol is served by a comprehensive public transport system of buses. Bus travel can provide a good alternative to the private car for the majority of journeys. There are many advantages to travelling by bus including being able to relax, socialise, read and work, while there is no need to worry about finding a parking space at the destination. Good quality public transport services can help hard to reach groups access the University – and provide real benefits to the local economy. Whilst the University has no direct involvement in the running of the public bus service in and around Bristol it does lobby the relevant operators to provide suitable, reliable, frequency and cost effective services. Since October 2010 the University has provided its own bus service between the Stoke Bishop Halls and Residence, the University Precinct and the city centre, seven days a week during term time, which can be used by students, staff, visitors and the general public. Operating times and frequency of services change on an annual basis in response to user demand and or infrastructure changes.

Rail Travel

Bristol is the regional capital of the south west and has good intercity rail connections. It has two major train stations, Bristol Temple Meads and Parkway. First Great Western is the main train operator serving most parts of the country including London, the Midlands, South Wales and the South West. Bristol has eleven suburban rail stations serving Lawrence Hill, Stapleton Road, Montpelier, Redland, Clifton Down, Sea Mills, Shirehampton, Avonmouth, Bedminster, Parson Street and Filton Abbey Wood. Train travel can provide a good alternative to the private car for the majority of journeys (both long and short in distance).

Taxi Travel

Bristol is served by hundreds of licensed taxis (hackney carriages) and private hire vehicles, with numerous Bristol City Council taxi ranks located around the Centre. Taxis are convenient, providing a door-to-door service, although it can be expensive if travelling alone. Students at the University of Bristol can take advantage of the guaranteed taxi ride home if they come to be alone, with no money late in the evening. The Student's Union has secured a contract with Swift Line who will take students home if they leave their student card with the taxi driver. The card is returned once the fare has been paid.

Motorcycling

Motorcycles have the advantage of being more manoeuvrable in congestion, require less space to park, have greater fuel efficiency when compared to other fossil fuel powered vehicles, and are a means to reduce social exclusion for those attempting to enter the workforce or continue their education. Motorcycles, whether ridden by staff or students, can be parked on the Precinct, but not in marked car parking spaces (which are subject to the University's parking permit system) or block fire exits or walkways (including pavements). At the time of writing there was motorcycle provision for approximately 50 motorbikes on the University Estate of which 26 are only available to staff. Free on street motorcycle parking is also provided within the Kingsdown Residents Parking scheme and within the future Resident Parking schemes.

Car Sharing

The University strongly recommends those that regard driving as a necessary requirement that they investigate opportunities to car share with others as a means of travelling efficiently, reduce costs and allow time for socialising. For staff, the University parking permit system provides specific car sharing spaces for formal car sharing teams. For students, the University advises students not to bring their cars to the University. Informal car sharing² does however take place by those students who have brought their cars to the University. Student informal car sharing teams are not permitted to park on the University Precinct.

Car Clubs

Currently there are no Car Club³ cars/bays situated on the University grounds. A number of Car Club operators have now reduced the insurance age to enable students to become members of a scheme. The University is not part of a car club scheme at present, but staff and students can join independently.

Car Travel

Bristol is a very congested city and very limited parking is available at the University. In the case of the University Precinct, a parking permit system is in force for staff wishing to

² Car sharing involves two or more people sharing a car for their journey to/from work or place of study. It appeals to people because it can reduce stress, can bring direct cost savings and can provide an opportunity to socialise. Informal car sharing is a team that has been created without the use of a car sharing scheme and software.

³ Car Club cars give the user all the benefits of access to a car without having to own and maintain a car of their own. When a member of the club, the user can book the car over the internet, use the car and then return it to its own privately marked bay.

bring a vehicle to work while students are not allowed to park unless they have an essential need (such as a disability).

Demand for car travel remains consistently strong and there are many pressures on existing parking areas in the University Precinct. Although students are unable to park in the University Precinct, the University is unable to prevent students bringing their cars to the University and this can have consequences on adjacent local communities. With demand for University parking outstripping available spaces, it is acknowledged University staff and students may park on-street in areas not managed by existing Residents' Parking Scheme areas. With Bristol City Council's intention to complete its ring of Residents' Parking Scheme areas around the city centre, reduced on-street parking availability will undoubtedly place even greater strain on existing, yet diminishing University off-street parking resources. The University has approximately 1,258 parking spaces on its Estate, including the Halls of Residence parking. It currently have provision for 117 spaces for staff and students with a disability. This figure is reducing on an annual basis due to the completion of the University's Estate Development Strategy.

Other measures/initiatives

The University is committed to reducing single car occupancy travel for both staff and students. It is also committed to helping to reduce its impact on the environment locally, regionally and nationally. A number of additional areas have been identified where relevant measures will be researched and implemented, for example more sustainable working practices, fleet management and the promotion of eco-driving.

4 Objectives

Implicitly, the objective of any travel plan is to reduce the number and impact of single occupant vehicle trips. Explicitly, and taken from the University's Sustainability Policy, the objective of the University Travel Plan is:

To maintain Staff and Student Travel Plans consistent with best practice and user/business needs; to deliver these plans in such a manner as to be cost-neutral to the University.

The above objective is addressed through specific actions contained in this plan.

5 Targets

In order to monitor the effectiveness of the Travel Plan and to achieve its objective, the Sustainability Policy sets out a series of transport targets.

1. Develop a framework to support sustainable modes of transport to work and study at the University by staff and students (e.g. walking, cycling, public transport and car sharing). Achieving 85% (baseline 2007) and 96% (baseline 2008) respectively by 2016 for sustainable modes of transport.
2. Reduce the percentage of single occupancy car journeys made to the University by staff and students by 2016 from 21% to 15% (baseline 2007) and to remain at 4% (baseline 2008) respectively.
3. Reduce the percentage of all students and Stoke Bishop students bringing a car to the University by 2016 from 27% to 14% (baseline 2008) and 19% to 7% (baseline 2008) respectively.
4. Increase the percentage of all students and Stoke Bishop students usually travelling by bus from 4% to 10% (baseline 2008) and 3% to 60% (baseline 2008) respectively by 2016.
5. Reduce car and aviation business mileage by 5% by 2016 (from a baseline of 2009).
6. Review the University's supply and demand for fleet vehicles and produce a fleet management plan by 2014.
7. Measure and analyse visitor activity to the University; develop and implement a management plan to encourage sustainable travel by visitors by 2016.
8. Identify measure and monitor carbon emissions related to all University transport by 2015.
9. Identify how 'deliveries' to the University can be reduced and develop a reduction plan by 2016.
10. Analyse and seek opportunities to reduce student travel to and from Bristol by 2016.

6 Travel Plan measures - Action Plan 2009 – 2016

This travel plan is a management tool designed to minimise the negative impact of travel and transport. It considers how travel can be influenced using a combination of measures, both physical and behavioural. Travel plans are dynamic and evolve with changing circumstances.

A complete set of specific staff and student travel plan measures are detailed in this section. In some instances, the travel needs and support mechanisms for staff and students align but in others it is necessary to design and implement separate measures.

Student Travel Plan Measures – Action Plan 2009 -2016

Ownership		Location	
Sust.	Sustainability	P	Precinct
STG	Strategic Transport Group	SB	Stoke Bishop Halls of Residence
Res.	Residences	CH	Clifton Halls of Residence
BS	Building Services	SH	Student Houses
IT	Information Technology (Estates)	All	All of the above locations
AR	Academic Registry	PA	Private Accommodation
CP	Capital Projects		
CSEH	Centre for Sport, Exercise & Health		
UBU	University of Bristol Union		

Competition date: The dates identified in this document are based around the University's academic and financial year.

Resources: The resources identified in this document refer to financial resources only. Any specific actions that are expected to have a severe impact on staff resources have been identified with two ticks ✓ ✓

Walking

Actions in place	Ownership
The University maintains, wherever possible, the footpaths within the Halls of Residence campuses and the University precinct.	BS
The University continually liaises with the City Council and other relevant organisations for the improvement of the walking networks in and around the University.	Sust.
Initiatives are already in place to encourage active travel – Pedometer challenge	Sust./ CSEH
Walking Budi Scheme	Sust

Recommended actions	Location	Completion date	Resources	Ownership
The University will ensure a correct level of signage around the precinct and the halls of residence.	All	On-going	✓	BS

Cycling

Actions in place	Ownership
The University continually liaises with the City Council and other relevant organisations for the improvement of the cycle networks to the University.	Sust.
Cycle facilities are provided at every hall of residence and are strategically located on the precinct.	Sust./Res.
An online cycle parking facilities map is available, along with a range of cycle literature	Sust./IT
Cycling Budi Scheme	Sust
A free bi-weekly cycle surgery	Sust
Free cycle training	Sust
Discounts at local bike shops – bikes and accessories	

Recommended actions	Location	Completion date	Resources	Ownership
Installation of additional student cycle parking facilities. Work alongside the Precinct Masterplan and BREEAM with the development of the new buildings.	P, SB, CH	On-going	✓ ✓	Sust./Res
Prepare and implement the University's Cycling Strategy through delivery of the University's Local Sustainable Transport Fund programme	All	2014/15	✓ ✓	Sust

Motorcycling

Actions in place	Ownership
Motorcycle parking and anchors are provided in a number of the Halls of Residence car parks and on the Precinct.	Sust./Res

Recommended actions	Location	Completion date	Resources	Ownership
Due to the extremely low levels of motorcycle usage in the student travel survey no further actions will take place at this time. This will be reviewed if deemed necessary.	N/A	N/A	N/A	N/A

Bus travel

Actions in place	Ownership
A University bus service – part of the Wessex Red Network	Sust/Res
Frequent liaison with the major bus operators in Bristol	Sust.
Extension of the National Express Coach service to serve the Halls of Residence during the introductory week	Sust

Recommended actions	Location	Completion date	Resources	Ownership
Incorporate a new Access Road and Bus Terminus into the Stoke Bishop Halls of Residence	SB	2013/14	✓ ✓	Res
Investigate the demand for and implement if deemed necessary discounted bus and coach tickets for students – local and long distance	All	2013/14	✓	Sust.
The provision of real time passenger information at the Stoke Bishop Halls of Residence and precinct bus stops	SB, CH, P	2013/14	✓	Sust./CP

Rail travel

Actions in place	Ownership
Promotion of student First Great Western discount cards	Sust.

Recommended actions	Location	Completion date	Resources	Ownership
Investigate the demand for and implement if deemed necessary University discounted train tickets for students – local and long distance	All	2013/14	✓	Sust/UBU/STG
Investigate the provision of a student and staff bus service from the main train station (Bristol Temple Meads), the Precinct and Stoke Bishop	P, SB	2014/15	✓ ✓	Sust/Res/UBU/STG

Taxi travel

Actions in place	Ownership
The Students' Union has an arrangement with Swift Line (a local taxi company), who provide late night transport for students who do not have the correct fare. As soon as the fare has been paid, the surrendered card is returned to the student.	UBU

Recommended actions	Location	Completion date	Resources	Ownership
To continue to promote the arrangement with Swift Line	All	On-going		Sust./UBU

Car Management

Actions in place	Ownership
Each Hall of Residence allocates permits and manages their own car park	Res.

Recommended actions	Location	Completion date	Resources	Ownership
Undertake a full car park review	SB,CH, P	2013/14	✓	Sust
Investigate the centralisation of the allocation of car parking management for the whole University Estate	All	2014/15	✓	Sust

Car Clubs

Actions in place	Ownership
N/A	

Recommended actions	Location	Completion date	Resources	Ownership
To re-introduce a student Car Club scheme with free memberships.	All	2014/2015	✓	Sust

Car Sharing

Actions in place	Ownership
N/A	Sust

Recommended actions	Location	Completion date	Resources	Ownership
N/A				

Awareness Raising

Actions in place	Ownership
The University actively promotes and encourages walking, cycling, and the use of public transport to all students	Sust.

A University map and travel guide is produced each year	Sust./AR
Relevant travel and transport material is available through the Student's Union and the Hall Wardens.	Sust.
Relevant travel and transport information is included in all student registration/welcome packs at the start of the academic year and in the University's student prospectus.	AR
Relevant travel and transport information is included on each Hall of Residence's websites and the University's Transport Plan website	Sust./Res.
Induction talks take place at the Halls of Residence at the start of each academic year. Further talks are conducted on an ad-hoc basis	Sust.

Recommended actions	Location	Completion date	Resources	Ownership
Further joint working with the Students' Union, Sports Services and other relevant departments	All	On-going	✓	Sust.
Promote walking and cycling through specific transport events – bike week, Jam Busting	All	On-going	✓	Sust/
Continually review and update the University's transport web pages	All	On-going	✓	Sust./Res
Create an awareness strategy and programme for the continued promotion of sustainable travel to students, including consideration of the use of social media channels	All	On-going	✓	Sust.
Promote sustainable travel through National, Local and University transport events	All	On-going	✓	Sust

Sustainable methods of living

Actions in place	Ownership
Each Hall of Residence has a computer room	Res.
Video conferencing is already taking place within the University as are remote learning courses.	IT
Students are taking advantage of home delivery services	Supermarkets
Shop and Café in Stoke Bishop Halls of Residences	Res

Recommended actions	Location	Completion date	Resources	Ownership
Investigate the introduction of additional leisure facilities at the Stoke Bishop Halls of Residence	SB	2014/15	✓ ✓	Res

Staff Travel Plan Measures – Action Plan 2009 -2016

Ownership

STG	Strategic Transport Group
Sust	Sustainability
SS	Security Services
Finance	Finance
Personal	Personal
BS	Building Services
IT	Information Technology (Estates)
ILRT	Institute of Learning and Research Technology
ED	Estates Development
CP	Capital Projects
CSEH	Centre for Sport, Exercise & Health
UBU	University of Bristol Union
AO	Accommodation Office

Location

P	Precinct
All	The entire University Estate

Walking

Actions in place	Ownership	Funding Stream
The University maintains, wherever possible, the footpaths in and around the University precinct.	BS	
The University continually liaises with the City Council and other relevant organisations for the improvement of the walking networks in and around the University.	Sust	N/A
Initiatives are already in place to encourage active travel – Pedometer challenge	Sust / CSEH	STG/CSEH

Recommended actions	Location	Completion date	Resources	Ownership	Funding Stream
The University will ensure a correct level of signage around the precinct and the halls of residence.	P	On-going	✓	BS	Capital Programme
The creation of a 'walking buddies' scheme	All	2009/10	✓	Sust	STG

Cycling

Actions in place	Ownership	Funding
The University continually liaises with the City Council and other relevant organisations for the improvement of the cycle networks to the University.	Sust	N/A
Cycle facilities are provided throughout the precinct.	Sust	STG
Free adult cycle training lessons are provided on request to the Sustainability Manager (Transport)an Co-ordinator	Sust	STG
A tax benefit scheme is available for the purchase of new bicycle (salary sacrifice)	Sust/Finance	N/A
Discounts at local bicycle shops are available	Sust	N/A
A business cycle mileage rate is available	Sust/Finance	Individual department
Free micro-chip tagging is available on request to the Sustainability Manager (Transport)	Sust	STG
The University's Security Services regularly patrol the cycle facilities to aid cyclists personal safety	SS	SS
An online cycle parking facilities map is available, along with a range of cycle literature	Sust/IT	Sust./IT
A University Bicycle User Group offers support and information to users, and contributes, as appropriate to the development of cycling policy	Sust	N/A
The creation of a 'cycling buddies' scheme	Sust	STG

Recommended actions	Location	Completion date	Resources	Ownership	Funding
Installation of additional cycle parking facilities. Work alongside the Precinct Masterplan and BREEAM with the development of the new buildings.	All	On-going	✓ ✓	Sust./CP	STG/Capital programme
Investigate additional ways to provide financial support to encourage cycling, for example a University cycle hire scheme	All	2014/15	✓ ✓	Sust.	STG
Develop a Cycle Parking design guidelines document to maintain cycle parking installation standards across the University Estate	All	2013/14	✓ ✓	Sust	N/A

Motorcycling

Actions in place	Ownership	Funding
Motorcycle parking and anchors are provided in a number of locations on the Precinct.	Sust.	STG/Capital programme

Recommended actions	Location	Completion date	Resources	Ownership	Funding
Installation of additional motorcycle facilities	All	On-going	✓ ✓	Sust/CP	STG/Capital programme

Bus travel

Actions in place	Ownership	Funding
Provision of a University bus service	Sust/Res	Res
Frequent liaison with the major bus operators in Bristol	Sust.	N/A
Interest free loans for the purchase of bus season tickets	Sust./Finance	N/A
Provision of real time bus information at precinct bus stops	STG	Res
Tax benefit scheme for the purchase of bus season tickets (salary sacrifice)	Sust/Finance	N/A

Recommended actions	Location	Completion date	Resources	Ownership	Funding
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Rail travel

Actions in place	Ownership	Funding
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Interest free loans for the purchase of rail season tickets	Sust./Finance	N/A
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Recommended actions	Location	Completion date	Resources	Ownership	Funding
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Taxi travel

Actions in place	Ownership	Funding
The University has an account with Swift Line Taxis whereby individual departments can create their own account.	Purchasing Team	N/A

Recommended actions	Location	Completion date	Resources	Ownership	Funding
N/A	N/A	N/A	N/A	N/A	N/A

Car Management

Actions in place	Ownership	Funding
Approximately 900 parking spaces are located on the University Precinct and Satellite sites	SS	TWIG
The University has a well-established car parking policy, based on a set of specific criteria (see appendix one)	SS/Sust.	TWIG
Security Services ensure that the car parking policy is enforced on a week day basis	SS	TWIG
Monitoring of the quantity and categorisation of parking spaces is carried out during the development of the Precinct Master Plan by Security Services	SS	TWIG
Security Services manage and maintain the Travel to Work System (electronic database of all permit holders)	SS	TWIG
The University provides a visitor booking and parking scheme	SS	TWIG
Security Services provide all permits, including the temporary permits for contractors	SS	TWIG
A business car mileage rate is available	Sust./Finance	Individual department

Recommended actions	Location	Completion date	Resources	Ownership	Funding
Undertake a complete review of the University's car parks policies and permit system to ensure the University is making best use of its resources.	All	2014/15	✓ ✓	SS/Sust	STG
Centralisation of the allocation of car parking management for the whole University Estate, including the Halls of Residence and Langford.	All	2014/15	✓ ✓	SS/Sust	STG

Update, monitor and maintain a new on-line car parking permit application process, including automatic prompts for sustainable travel	All	2014/15	✓ ✓	SS/Sust	STG
Liaise with Bristol City Council on the introduction of Residents' Parking Schemes in and around the University	All	On-going		SS/Sust	STG

Fleet management

Actions in place	Ownership	Funding
A number of departments have pool cars available for staff use (providing they meet the relevant criteria)	Individual Departments	Individual Departments
University departmental registered vehicles automatically qualify for a free allocated parking bay	SS/Individual Department	Individual Departments
Non-registered vehicles must apply and submit evidence on need which STG will review and determine the outcome (departmental users)	SS/STG/Individual Departments	Individual Departments

Recommended actions	Location	Completion date	Resources	Ownership	Funding
To review the University's fleet to ensure that it is making efficient use of these resources, including car parking allocation	P	2014/15	✓ ✓	Sust.	STG
Investigate whether more efficient vehicles (size) and increasing the number of vehicles fuelled by alternative fuel is required.	P	2014/15	✓ ✓	Sust.	N/A
Investigate the rationalisation of deliveries to the Precinct and to encourage local suppliers	P	2014/15		Sust.	N/A

Car Clubs

Actions in place	Ownership	Funding
Current members of staff at the University of Bristol can take advantage of a 50% discount on Zipcar annual membership	Sust	N/A

Recommended actions	Location	Completion date	Resources	Ownership	Funding
Investigate the implementation of a corporate car club membership scheme	P	2014/15	✓ ✓	Sust.	STG

Car Sharing

Actions in place	Ownership	Funding
The University has a private car sharing scheme – through Liftshare	Sust/Liftshare	STG
The University offers the following incentives to encourage car sharing: a guaranteed parking space, an emergence ride home scheme and 20 additional Category C parking coupons per team.	STG	STG

Recommended actions	Location	Completion date	Resources	Ownership	Funding
Increase the number of Category A1 car sharing parking spaces, based on need	P	On-going	✓	SS/Sust	STG
To review the existing car sharing policy, along with the enforcement to ensure the University is performing to best practice	All	2014/15	✓ ✓	Sust	STG

Awareness Raising

Actions in place	Ownership	Funding
The University actively promotes and encourages walking, cycling, and the use of Public transport to all staff and visitors	Sust.	TWIG
Relevant travel and transport material is available throughout the Precinct	Sust.	N/A
Relevant travel and transport information is included in the staff induction process	Sust.	Personnel
Relevant travel, transport and car parking information is included on the University's Transport Plan website	SS/Sust./IT	N/A
Specific travel and transport criteria are included in the University's Green Impact Awards	Sust.	N/A
Specific modal email groups have been created, including The University of Bristol Bike Users Group (TUB-BUG), and the Motorcycle Users Group (MUG) and the car parking permit holders group.	SS/Sust.	N/A
Information on sustainable modes and car parking is disseminated to staff using newsletters, pay slips and e-communications	SS/Sust.	N/A

Recommended actions	Location	Completion date	Resources	Ownership	Funding
Further joint working with Sports Services and other relevant departments	All	On-going	✓	Sust.	As appropriate
Recommended University cycle/walking route material to be revised each year	All	On-going	✓	Sust./Academic Registry	STG/ Academic Registry
Promote walking and cycling through specific transport events – bike week, Jam Busting June	All	On-going	✓	Sust	STG/CSEH
Promote sustainable travel through National, Local and University transport events	All	On-going	✓	Sust	STG/CSEH
Continually review and update the transport websites	All	On-going	✓	Sust.	N/A
Create an awareness strategy and programme for the continued promotion of sustainable travel to staff, including the potential use of social media	All	On-going	✓	Sust.	N/A

Sustainable methods of living/working

Actions in place		Ownership	Funding
The University has a Flexible Working Policy and a Positive Working Environment Policy		Personnel	N/A
Video conferencing facilities are available across the University		IT	IT

Recommended actions	Location	Completion date	Resources	Ownership	Funding
To continue to promote the flexible working and positive working environment policies and the conference facilities	All	On-going		Personnel	N/A
Install, where possible, additional conference facilities at the University	All	On-going	✓ ✓	IT/Individual departments	IT/Individual departments

Reduction of environmental impacts

Actions in place		Ownership	Funding
The University has a Sustainability Policy setting out transport objectives and targets		Sust.	N/A

Recommended actions	Location	Completion date	Resources	Ownership	Funding
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7 Funding and resources

The University is fully committed to the objective and targets given in this Travel Plan, utilising a number of funding sources to financially support it. In staff terms, parking permit income is ring-fenced to support car parking management and sustainable travel initiatives, including the creation of cycle parking facilities, while student travel initiatives are largely funded through a combination of the residential budget and contributions from student accommodation fees that finance operation of the University's bus service and other initiatives including the student car club.

Additional sources of financial assistance for the measures contained within the travel plan include:

- Capital building investment – construction of public transport facilities, installation of cycling-supportive facilities, including parking, changing and showering amenities, and maintaining foot paths.
- Public Realm commitment – installation of cycle facilities, maintaining foot paths and wayfinding improvements.
- Sport and Exercise and Health – commitment to fitness initiatives.
- Local Sustainable Transport Fund monies that support student cycling and public transport enhancements, as well as match-funded opportunities for specific facilities.

8 Monitoring and Review

Monitoring will be undertaken to assess whether the objectives and targets identified in this plan have been achieved.

This will take the form of:

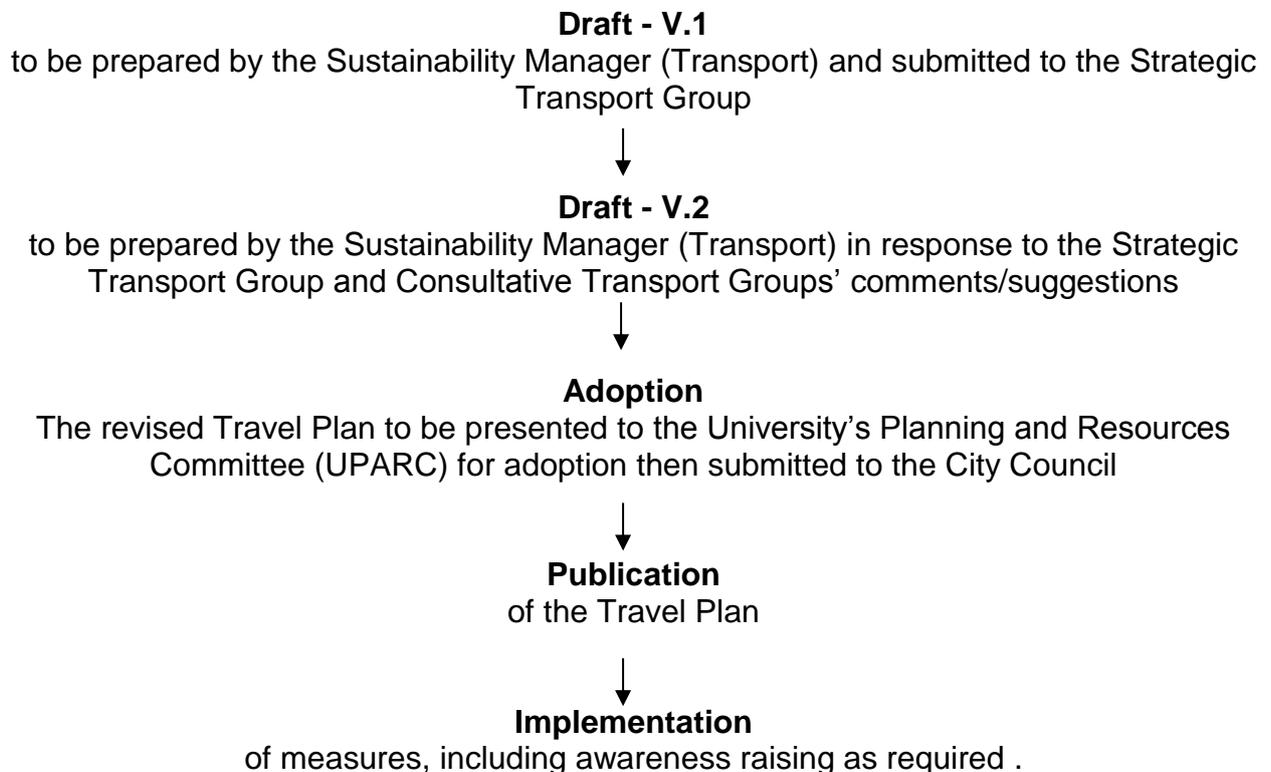
- Comprehensive staff and student travel surveys completed every two years (Staff in November and Student in April)
- The monitoring of incentives (take up) eg cycle training, interest free bus passes and cycle to work/salary sacrifice for bicycles
- The monitoring of usage of cycle parking facilities
- The monitoring of usage of car parks
- The monitoring of car parking permits allocated
- The monitoring of car parking enforcement
- The monitoring of usage of the University bus
- The request of provision of bus patronage data from the operators that serve the areas specified in the plan
- The University's Transport Plan website will invite comments on travel issues.
- The University's modal groups will be invited to comment on travel issues i.e. The University of Bristol Bike Users Group (TUB-BUG) and the Motorcycle Users Group (MUG).

A review of the Travel Plan will usually take place every year in line with the completion of core staff and student travel surveys. However, in light of the current University-led and external projects that are currently taking place that may significantly impact on the future

content of the University's travel plan, the next review will take place in 2015/2016.. By this time the outcomes of the projects identified in Section 1 will be known. The review will identify any priority initiatives for the next period and any revision of, or addition of, specific targets. It will also include the travel survey results (including the response rate), a summary of findings from all monitoring undertaken and an overview of the effectiveness of the measures. Progress will be reported back to the Strategic Transport Group and then published for University users to view on the University's website.

The process to revise the Travel Plan

The below diagram summarises in simple term the general process to produce and implement the University's Travel Plan. Depending on the level of update between revisions, additional steps may be introduced as necessary. Users will be informed and consulted when particular measures or initiatives will be introduced at the University and the revised plan will be made available via the Transport Plan website.



1 Appendix 1: Detailed Student Travel Plan targets

No.	Indicator	Baseline	2010 Target	2016 Target	Action*	Source of Data	Commentary
1	Conduct student travel survey every two years	2008 complete	2010 survey	Completion of survey and dissemination of results	Survey	Travel Plan Survey	The recruitment of a Travel Plan Assistant would aid this target.
2	Identify appropriate and affordable methods of travel	2008 survey	2010 survey	Prepare and implement student travel plan	Survey	Travel Plan Survey	The recruitment of a Travel Plan Assistant would aid this target.
3	Provide and promote more sustainable approaches to living	2008 survey	2010 survey	Adoption and implementation of the 2009 draft Sustainability Strategy, which has a travel element	Promote alternative working practices Encourage group home deliveries Student shop at Stoke Bishop	Travel Plan Survey	
4	Reduce environmental impacts from students travel	2008 survey	2010 survey	Achieve modal shift as detailed in indicators 4.1 - 4.2	Survey Provide alternative modes of transport Promote eco-driving Initiate a 'switch off' campaign	Travel Plan Survey Bristol City Council	
4.1	Proportion of students bringing their car to University	27%	24% by 2010	14% by 2016	Increase car park charges Centralise car park management Provide and publicise alternatives; car club, student bus etc	Travel Plan Survey	We believe a consistent approach to car parking will reduce the need to bring a car. Incentives and other measure are required in order for this target to be met.
4.2	Proportion of Students usually travelling to study by bus	4%	4.5% by 2010	10% by 2016	Provide and promote student bus and/or offer discounts to other services Promote all other bus services	Travel Plan Survey	Strong dependency on the extent of University-provided bus services

5	Provide information to students	2008 survey	2010 survey	Desired modal shift achieved by 2016, with appropriate interim targets	Provide information through events, website, newsletters, emails etc	Travel Plan Survey Monitoring of website	The recruitment of a Travel Plan Assistant would aid this target.
6	Ensure that Travel Plan is sustainable both financially and environmentally	2008 survey	Assessment after 2010 survey and ongoing financial scrutiny once budget is in place	Plan delivered cost-neutrally, assessment of environmental impact after each Student Travel Survey	Conduct an environmental impact assessment and review finances every two years	Travel Plan Survey	
7	Partnership approach	Student travel policy and plan board	Quarterly meetings	Scrutiny by invited representatives of stakeholders	Scrutiny by invited representatives of stakeholders	Student travel policy and plan board	

2 Appendix 2: Stoke Bishop Halls of Residence

Churchill Hall, Badock Hall, University Hall, Wills Hall, Durdham Hall and Hiatt Backer Hall.

Student Beds

Stoke Bishop	Existing Bed Spaces	Proposed number of beds Oct 2014
Hiatt Baker	443	766
Durdham Hall	224	224
Churchill Hall	356	356
Badock Hall	434	434
Wills Hall	335	335
University Hall	301	301
Total	2093	2416

Bicycle parking facilities

Stoke Bishop Halls of Residence –February 2013			
Hall/Facility	Lockable sheds (Number of parking spaces)	External hoops (Number of parking spaces)	Combined TOTAL
Hiatt Baker	0	40	40
University	88	58	146
Wills	138	0	138
Durdham	128	4	132
Badock & Conference	119	90	209
Churchill	130	0	130
TOTAL	603	192	795

Car parking at the Halls of Residence

Each Hall of Residence has its own car park. These all vary in size, but the responsibility and management is on the individual hall wardens. There is currently no charging for cars using these car parks while the Hiatt Baker refurbishment is completed. Staff, visitors and contractors all have access to these car parks. During the University Holidays a small proportion of these car parks are also used for conference car parking. At present, each hall of residence has differing policies and procedures about car parking.

Stoke Bishop Halls of Residence - 2013	
Hall/Facility	Parking Provision by Hall of Residence
Hiatt Baker	0
University	84
Wills	73
Durdham	45
Badock	67
Churchill	58

TOTAL	327
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3 Appendix 3: Clifton Halls of Residence

Goldney, Manor House and Clifton Hill House

Student Beds

	Number of beds Sept 2013
Goldney Hall	262
Clifton Hill House	226
Manor Hall	260
Total	748

Access arrangements

Table below identifies the access arrangements for the Clifton halls of residence.

Mode	Arrangements
General vehicular, delivery and emergency access	Access to the site is primarily served off Lower Clifton Hill and Clifton Wood Road. Each Hall has its own access/egress with adequate facilities for accepting deliveries. Emergency vehicles access each hall using the same access/egress points.
Public Transport	Bus access to the site is principally provided by services which stop on Clifton Triangle, a five minute walk from the residences. First Bus services 1, 2, 8, 9, 40/40A, 41, 330 and Wessex Red 15 and 16 all serve the area and the City Centre.
	There is a combination of sheltered and unsheltered bus stops provided on the Clifton Triangle and Queens Road. All have a good standard of crossing facilities between the Halls and the bus stops and display real time information.
Pedestrian	Access to these Halls of Residence is provided off Lower Clifton Hill and Clifton Wood Road. Desire lines from this site focus the majority of movements north-eastwards to the University Precinct, eastwards to the City Centre and northwards to the Students Union. These destinations are only a short distance away.
Cycle	Although not on a National Cycle Network, these Halls do have a recommended cycle route to the University Precinct via York Place and Queens Avenue/Elton Road and to the City Centre via Hotwells Road.

Bicycle parking facilities

At the time of writing, bicycle parking facilities at the Clifton Halls of Residence are impacted by local refurbishment projects and more accurate information will be available post construction in late 2013. Additional cycle parking facilities are to be provided at Manor Hall in due course.

Clifton Halls of Residence – March 2012			
Hall	Lockable Sheds (number of parking spaces)	External hoops (number of parking spaces)	Combined TOTAL
Clifton Hill House	26		26
Goldney	24	16	40
Manor	26		28
TOTAL	78	16	94

Car parking at the Hall of Residence

As with the Stoke Bishop Halls of Residence, each hall has its own car park. These all vary in size, but the responsibility and management is on the individual hall wardens. At present, each hall of residence has differing policies and procedures about car parking, with some of these facilities are temporarily closed and the provision of additional facilities is currently under review. Once the facilities are planned / available details will be included in this plan. Below, are the figures relating to provision prior to these works, and it is likely provision will be decreased from what is detailed below.

Clifton Halls of Residence - 2008								
Hall	Staff	Reserved	Visitor	Disabled	Student	General	TOTAL	Motorbike
Clifton Hill House				3		13	16	
Goldney				3		21	24	
Manor						25	25	
TOTAL				6		59	65	2

4 Appendix 4: The Precinct

Site location

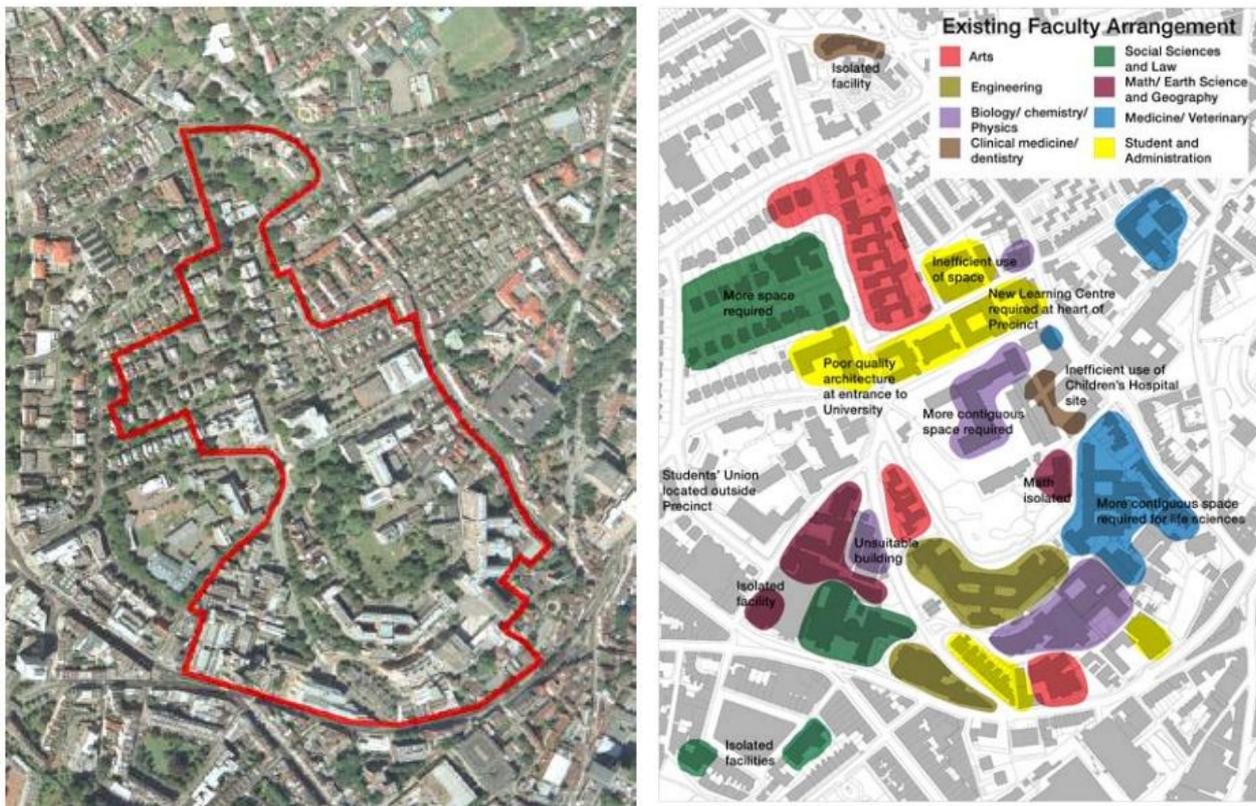
The University of Bristol is located to the north of the city centre and is accessible by a variety of means of travel.

University Precinct

The University currently operates through six faculties:

1. Arts
2. Social Sciences and Law
3. Science (including)
 - i. Mathematics, Earth Sciences and Geography
 - ii. Biology, Psychology, Chemistry and Physics
4. Engineering (including Computer Science)
5. (Clinical) Medical and Dentistry
6. Medical and Veterinary Sciences

These all fall within the University Precinct boundary as shown below.



Mode	Arrangements
General vehicular, delivery and emergency access	Access to the site is primarily served Parry's Lane and St Michaels Hill. The Precinct contains a Public Highway and is therefore easily accessible to all vehicle type
Public Transport	There is an extensive bus network in Bristol provided by a number of operators including First Bus and the South Gloucestershire Bus and Coach Company. For travel further afield, Bristol is well served by national and local coach services. These services operate from Bristol's main bus station which is approximately 0.75km from the Precinct. There are three bus stops within the Precinct; the west side of St Michael's Hill, on the north side of Tyndall Avenue and on the north side of Elton Road.
	The University provides a bus service to the Precinct from the Stoke Bishop halls of residence – the 16, which forms part of the Wessex Red network. First Bus services 8 and 9 also run directly through the Precinct. There are a number of additional services that run on the roads surrounding the Precinct, for example Whiteladies Road and Queens Road and Park Row. This provides a high level of accessibility between the Precinct and many parts of the city including the bus station, city centre, Broadmead, and the Halls of Residence at Clifton and Stoke Bishop
	There are three Park and Ride sites in Bristol which have bus stops approximately 0.75kn from the Precinct. These are the A4 Portway (service 902), Long Ashton (903) and the A4 Bath Road (service 904). These services can also be used by the residents that live locally to the P&R sites.
	Temple Meads train station is approximately 25 minutes' walk to the Precinct. By bus it is served by the First Group 8 and 9 services, although the route between Bristol Temple Meads and the University Precinct is not direct. Clifton Down rail station is also in close proximity to the Precinct, an approximate 20-minute walk.
Pedestrian	Pedestrian provision within the Precinct is generally good, with crossings of highways provided on the most-used routes. Pedestrian activity is higher within the internal areas of the Precinct around Royal Fort House and the Chemistry, Engineering and Medical Science blocks and along Tyndall Avenue.
Cycle	The University provides cycle facilities for staff and students in the forms of Sheffield hoops and showers. The National Cycle Network (NCN), promoted by Sustrans runs through the Precinct along Woodland Road and continues north along Whiteladies Road

Cycle parking at the Precinct

At the time of writing (Sept 2013) there was cycle parking provision for approximately 1,012 bicycles on the University Precinct, of which approximately 748 are available for students. Table 11 below shows the percentage split between the different types of facilities. Short stay cycle parking includes Sheffield hoops, wheel racks and double stacker cycle parking. Cycle parking spaces are continually being installed on the Precinct.

Precinct - 2013		
Short Stay (staff and student)	Lockable Shed (staff only)	Total Bikes
748	264	1,012
74%	26%	100%

Motorcycle parking at the Precinct

At the time of writing (Sept 2013) there was motorcycle provision for approximately 50 motorbikes on the University Precinct. 26 are within lockable sheds and only available for staff. Free on street motorcycle parking is also provided within the Kingsdown Residents Parking scheme.

Car parking at the Precinct.

Car parking on the precinct is under strict control. New parking policy and procedures were implemented in 2000 as a result of the University staff transport plan that was produced and adopted. All parking spaces are divided into categories allowing the University to allocate permits accordingly and carry out relevant parking enforcement. Students are not permitted to park on the precinct unless they have a form of disability and have been granted the appropriate permit. In November 2013 the University managed 76 car parks on the Precinct; ranging from 2 spaces to 45 spaces, with a total of 866 spaces. A breakdown of classification can be seen below.

Precinct – November 2013	
Cat A	226 (111 DDA and 115 car share)
Cat A Departmental	176
Cat B	176
Cat C	250
Visitor	38

The Precinct falls within the Kingsdown Residents Parking Scheme. The surrounding roads are either resident parking permits or metered parking spaces. On-street parking is managed and enforced by the City Council.

