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# BU

Bournemouth  
University

# BU Travel Plan 2013-18



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## Statement of support from the Vice-Chancellor



### I am pleased to introduce and support the revised Bournemouth University Travel Plan 2013-18.

This is an important document for the following reasons:

- BU's Economic Impact Study 2013 recognised the university as one of the largest employers in the region and identified that 40% of our students come from within 40 miles of the university. Ensuring that staff, students and visitors can access the university is crucial to its continued development.
- The BU Strategic Plan 2012-2018 acknowledges that the higher education sector is becoming a more competitive market environment. BU has a goal of creating a stimulating, challenging and rewarding university experience in a world class learning community by 2018. In response to this, the university is embarking on a significant period of change to teaching space and facilities use. This will result in changes to travel patterns and this document is crucial in minimising the impacts brought about by these changes.
- The university acknowledges the importance of minimising the impact on the local and wider environment. Our Carbon Management Plan seeks to reduce our carbon footprint by 30% by 2015/16 from a 2005/6 baseline.
- The Travel Plan has an important role to play in improving the quality of life in the local environment by minimising the transport impacts of the institution by promoting a range of sustainable travel options to staff and students.

The BU Travel Plan 2013-18 seeks to build on the successful delivery of sustainable travel initiatives implemented through the previous BU Travel Plans. Notable successes have included the creation and expansion of the Bus for BU services and the provision of improved cycle facilities and infrastructure. This Travel Plan outlines a mix of new and existing initiatives across a number of different travel options, with the aim of achieving the challenging targets outlined in this document.

The Travel Plan will seek to bring financial, health, wellbeing, environmental, and social benefits to those that work and learn at the university, those who live in the local community and to the environment at large.

I would like to thank all who have contributed to the plan. I encourage all staff and students to play their part and to support the aims of the BU Travel Plan 2013-18.

## Executive summary ↘

**S**ince the launch of the first BU Travel Plan in 2003, Bournemouth University has a proven track record in delivering the necessary measures, initiatives and infrastructure to promote sustainable travel behaviour. The existing travel plan measures and initiatives are well established and have contributed to the environmental performance of the university. It has also secured its position as a responsible neighbour within the surrounding community.

Overall the 2008/12 Travel Plan was successful in influencing staff and student travel patterns. This was achieved by implementing a number of travel measures such as providing secure cycling parking at both the Talbot and Lansdowne campuses and increased investment in the Bus for BU services, offering real travel choices to staff and students.

Data from the most recent staff and student travel surveys, has identified the proportion of students driving to the university fell by 8%, however a number of areas were identified as requiring further improvement:

- The number of staff driving alone by car increased by 5% from 2007 to 2012.
- There was a significant fall in the proportion of cyclists travelling between 3 and 10 miles to the Talbot campus
- There are low levels of car sharing to both university campuses
- There is a low use of rail travel between 10 and 20 miles.

Another key challenge for the updated Travel Plan is to manage any changes in travel patterns resulting from future development plans.

In order to move the Travel Plan forward, the most successful measures from the previous plan will be retained, and a number of new initiatives will be implemented to contribute to the university's Vision and Values; reduce the transport related carbon emissions of the university; ensure the university

is accessible to staff, students and visitors; manage the demand for current and reduced car parking spaces on site; and to be accommodating of the Estates Development Framework and associated travel patterns.

The previous BU Travel Plans have set targets aimed at reducing the proportion of staff and students driving alone to the University. This Travel Plan will include a range of additional targets based around mode, distance and campus destination. The reason for this more robust evaluation approach is to ensure the Travel Plan is effective in delivering improvements in specific target areas.

The university has appointed a Travel Plan Co-ordinator as a dedicated resource to manage and implement the plan. A suite of new initiatives are proposed including the creation of the BU by Bike loan scheme to encourage affordable and active travel; incentives to promote car sharing such as dedicated parking bays for car sharers; Personalised Travel Planning sessions for staff and students; expanding the vacation bus services; and promoting video conferencing to reduce the need for business travel.

A full staff and student travel survey will be undertaken every two years, starting in 2014. Findings from the surveys will inform reviews of the BU Travel Plan.

## Introduction and background ↘



**The BU Travel Plan was formally launched in 2003 in response to changes to national and local transport policy, outlining the need to promote more sustainable travel options, in order to reduce dependency on private car travel. The Travel Plan sets out a clear strategy for managing the future transport requirements of the university, whilst considering the future development aspirations of the organisation. The primary objective of the plan was to reduce the number of staff and students travelling to the university by car alone.**

By 2007, significant improvements in staff travel behaviour had been seen. The Travel Plan had achieved a 23% reduction in staff driving alone to work, however the proportion of student's travelling alone by car had increased slightly.

An updated Travel Plan was published in 2008, and strived to build on the significant achievements of the first Travel Plan. The 2008-2012 Travel Plan has been successful in managing and influencing the travel patterns of staff and students, through a package of measures such as promoting cycling, and increased investment in the subsidised university bus services. The overall result has been a net reduction in car parking and the Travel Plan was successful in reducing the number of students travelling alone by car by 8% from 2007 to 2012.

Since the inception of the first Travel Plan, the number of staff driving alone to work has decreased from 67% (2003) to 49% (2010). Despite these successes the new Travel Plan 2013-18 recognises that there are still a number of significant transport challenges. Detailed analysis of surveys collected from the last staff and student travel data revealed some key areas for improvement:

- More needs to be done to reduce the number of staff driving alone by car
- An increase in cycling between 3-10 miles of the university
- An increase in the number of rail commuters between 10 and 20 miles of the university

- Additional measures to increase the proportion of car shares across all distances travelled.

Combined with these current travel issues, the university is also embarking on a period of proposed development outlined in the Estates Development Framework (EDF). The EDF outlines the planned changes in land use and teaching space across the Talbot and Lansdowne campuses over the next 40 years. The Higher Education sector is an increasingly competitive market and in order for Bournemouth University to remain competitive and successful, the institution must improve facilities across both campuses. This may result in changes to travel patterns and the Travel Plan is crucial in minimising the impacts brought about by these changes.

The Travel Plan 2013-18 outlines a suite of measures that aims to reduce single occupancy car journeys to the university. The previous BU Travel Plan set a target of 40% for single occupancy staff car travel by 2012. The 2012 staff travel survey recorded an actual modal split of 49% for single occupancy car use. This suggests that the measures and initiatives in the previous plan were not sufficient to reduce staff single occupancy car use to target levels and a fresh approach is required.

A suite of updated measures will ensure the university is accessible for staff, students and visitors, via a range of sustainable travel options, while achieving targets of 42% staff and 5% student single occupancy vehicle rates by 2018.

## Travel to the university

### Staff travel

Over the duration of the 2008-2012 Travel Plan, the number of staff arriving at work as a driver alone (three days a week or more) rose from 44% to 49%. A thorough revision of the Travel Plan was therefore required to ensure the university meets its sustainable transport targets.

A staff travel survey was undertaken in 2012. The results of the survey were broken down so analysis could be carried out by campus, as well as by distance travelled. The travel survey data has helped to pinpoint the types of measures which will be most effective at increasing the uptake of sustainable transport.

Table 1 displays the main modes of staff travel to the university (at least three days per week). Some 61% of staff

surveyed travelled by car, of which 49% travelled alone and 12% indicated that they travelled by car share. In terms of non-car modes, 14% walked three days per week or more, 10% used the bus and 9% cycled. Only 4% of staff commute by rail, despite the Lansdowne campus being situated close to Bournemouth train station and a free bus service connecting the station to the Talbot Campus.

The 2012 survey data showed that the percentage of staff travelling alone by car to the university (at least three times per week) had increased by 5% and the number of staff commuting by bus had decreased by 6% since 2007.

A positive trend from 2007 to 2012 has been an increase in the number of staff using active travel modes (3 days or more per week). During this period walking increased by 1% and cycling by 2%.

**Table 1: University-wide, main modes of travel by staff travelling to Campus three days a week or more**

Mode	2002/03	2007	2012	2002-12 trend	2018 Target
Car alone 	67%	44%	49%	-18%	42%
Cycle 	3%	7%	9%	+6%	12%
Walk 	9%	13%	14%	+5%	14%
Bus 	6%	16%	10%	+4%	12%
Rail 	2%	4%	4%	+2%	5%
Car Share 	12%	12%	12%	0	14%
Motorised two wheeler 	0%	1%	1%	+1	1%
Other	1%	3%	1%	0	0%

## Student Travel

The 2010 student travel survey highlighted that the average student commute is 4.7 miles with 83% of students living within five miles of the university and 67% living within two miles. Analysis of the 2010 student survey revealed that there was a significant decrease in the number of students driving alone on three days a week or more to the university from 2007 to 2010 (from 15% to 7%). The reduction in student car trips resulted in an increase in more sustainable modes. Table 2 shows that walking (11%), cycling (1%), and bus travel (4%) all increased between 2007 and 2010.

## Summary

The Travel Plan has produced significant improvements in student travel over the last five years. This demonstrates the benefits of rolling out measures over the long-term and embedding them within the overall student experience package. The number of staff choosing to travel alone by car to the university has decreased significantly since 2003; however the number has risen between 2007 and 2012. The updated Travel Plan will address this trend as well as managing the levels of single occupancy car use as future development plans are implemented.

**Table 2: University-wide, main modes of travel by students travelling to campus three days a week or more**

Mode	2002/03	2007	2010	2002-10 trend	2018 Target
Car alone 	15%	15%	7%	-8%	5%
Cycle 	7%	8%	9%	+2%	10%
Walk 	38%	33%	44%	+6%	44%
Bus 	27%	31%	35%	+8%	36%
Rail 	1%	3%	2%	+1%	2%
Car Share 	11%	10%	3%	-8%	3%
Motorised two wheeler 	0%	0%	0%	0%	0%

## Travel Plan objectives and targets 2013-18



The objectives of the Travel Plan are to:

- Continue to deliver a leading Travel Plan
- Contribute to and support the Estates Development Framework and associated planning applications
- Meet the university's transport related carbon commitments
- Provide and continue to improve real and affordable transport options and facilities
- Encourage more sustainable ways of working
- Manage the demand for car parking within current and future levels of provision

- Reduce the impact of travel associated with the university on the local community.

### Targets

In order to assess whether we are successful in achieving these objectives, a range of output and outcome targets will be used.

### Output targets

Output targets relate to actions to achieve by a particular date or trigger point. Table 3 summarises the main output targets for the Travel Plan 2013-18.

**Table 3: Output Targets**

Area of Focus	Output Target	Modes Affected
Deriving mode shift from staff that live within 3 miles of the university	<ul style="list-style-type: none"> <li>▪ Review accessibility levels within 3 miles to each campus</li> <li>▪ Implement 120 extra cycle parking spaces</li> <li>▪ Provide two additional secure cycle compounds</li> </ul>	Bus / Cycle / Walk
Staff bus mode share to Lansdowne Campus	<ul style="list-style-type: none"> <li>▪ Find a Bus Travel Champion</li> <li>▪ Provision of 5 RTPI units</li> </ul>	Bus
Parking permit distance is the most effective way of tackling single occupancy car use	<ul style="list-style-type: none"> <li>▪ Implement parking permit threshold distance to 2 miles</li> </ul>	All Modes
Encourage car sharing	<ul style="list-style-type: none"> <li>▪ Provide 20 allocated car sharing spaces</li> <li>▪ Increase car share website enrolment by 50 members</li> </ul>	Car
Increasing bus services out of term time	<ul style="list-style-type: none"> <li>▪ Increase the frequency of the U1 vacation service</li> <li>▪ Undertake a vacation trial on one further service to assess take up</li> </ul>	Bus
Clearer policy and promotion of home working could encourage staff to work remotely	<ul style="list-style-type: none"> <li>▪ Publish a Work from Home Policy (WFH)</li> <li>▪ Provision of 10 Laptops for use WFH</li> </ul>	All Modes



### Outcome targets

Outcome targets are used to measure the success of initiatives implemented through the Travel Plan.

Tables 1 and 2 outline the headline modal split targets for the Travel Plan 2013 -18 for staff and students. These targets follow on from those set in the previous Travel Plans.

In addition to these headline targets, specific outcome targets have been set to assess site specific staff travel to the Talbot Campus (Table 4) and the Lansdowne Campus (Tables 5).

In order to make the required incremental reductions in staff single occupancy car journeys to each campus, the Travel Plan 2013-18 also contains site specific modal targets by distance travelled. Tables 6 and 7 show the staff distance based modal targets for the Talbot and Lansdowne campuses against 2012 levels. The tables show that for shorter journeys, the proportions of staff travelling by bus, walking and cycling are targeted. For longer journeys the Travel Plan aims to increase the proportion of car share and rail journeys.

**Table 4: Talbot Campus Staff modal split targets**

Mode	2012	2018 Target
Car alone	49%	41%
Cycle	10%	12%
Walk	16%	16%
Bus	11%	13%
Rail	2%	3%
Car Share	11%	14%
Motorised two wheeler	1%	1%

**Table 5: Lansdowne Campus Staff modal split targets**

Mode	2012	2018 Target
Car alone	54%	45%
Cycle	8%	11%
Walk	10%	11%
Bus	8%	10%
Rail	6%	7%
Car Share	12%	14%
Motorised two wheeler	2%	2%

**Table 6: Staff distance-based modal outcome targets for the Talbot Campus**

Miles	Bus		Car driver (alone)		Car Share		Cycle		Motorbike		Train		Walk	
	2012	2018	2012	2018	2012	2018	2012	2018	2012	2018	2012	2018	2012	2018
>1	3%	3%	6%	5%	6%	6%	15%	16%	0%	0%	0%	0%	70%	70%
1-3	11%	13%	41%	35%	11%	11%	12%	15%	0%	0%	0%	0%	24%	26%
3-5	21%	24%	51%	40%	8%	14%	15%	17%	0%	2%	0%	3%	5%	0%
5-10	15%	18%	67%	54%	11%	17%	3%	5%	2%	2%	2%	4%	0%	0%
10-20	3%	4%	61%	55%	25%	28%	6%	5%	3%	3%	3%	5%	0%	0%
20+	4%	4%	75%	64%	4%	11%	7%	7%	0%	1%	11%	13%	0%	0%

**Table 7: Staff distance-based modal outcome targets for the Lansdowne Campus**

Miles	Bus		Car driver (alone)		Car Share		Cycle		Motorbike		Train		Walk	
	2012	2018	2012	2018	2012	2018	2012	2018	2012	2018	2012	2018	2012	2018
>1	0%	0%	7%	5%	7%	7%	0%	8%	0%	0%	7%	0%	80%	80%
1-3	17%	18%	45%	30%	10%	11%	10%	20%	0%	0%	1%	1%	16%	20%
3-5	10%	15%	54%	42%	14%	15%	12%	15%	6%	6%	2%	5%	2%	2%
5-10	4%	6%	58%	52%	16%	17%	11%	10%	2%	2%	11%	13%	0%	0%
10-20	0%	0%	83%	77%	7%	10%	0%	0%	0%	0%	10%	13%	0%	0%
20+	3%	3%	67%	65%	20%	20%	0%	0%	0%	0%	10%	12%	0%	0%



**BU Travel Plan  
measures:  
Achievements  
so far**



**T**he Travel Plan has delivered a range of measures since its inception. The following initiatives have already been implemented to encourage sustainable travel behaviour amongst staff, students and visitors.

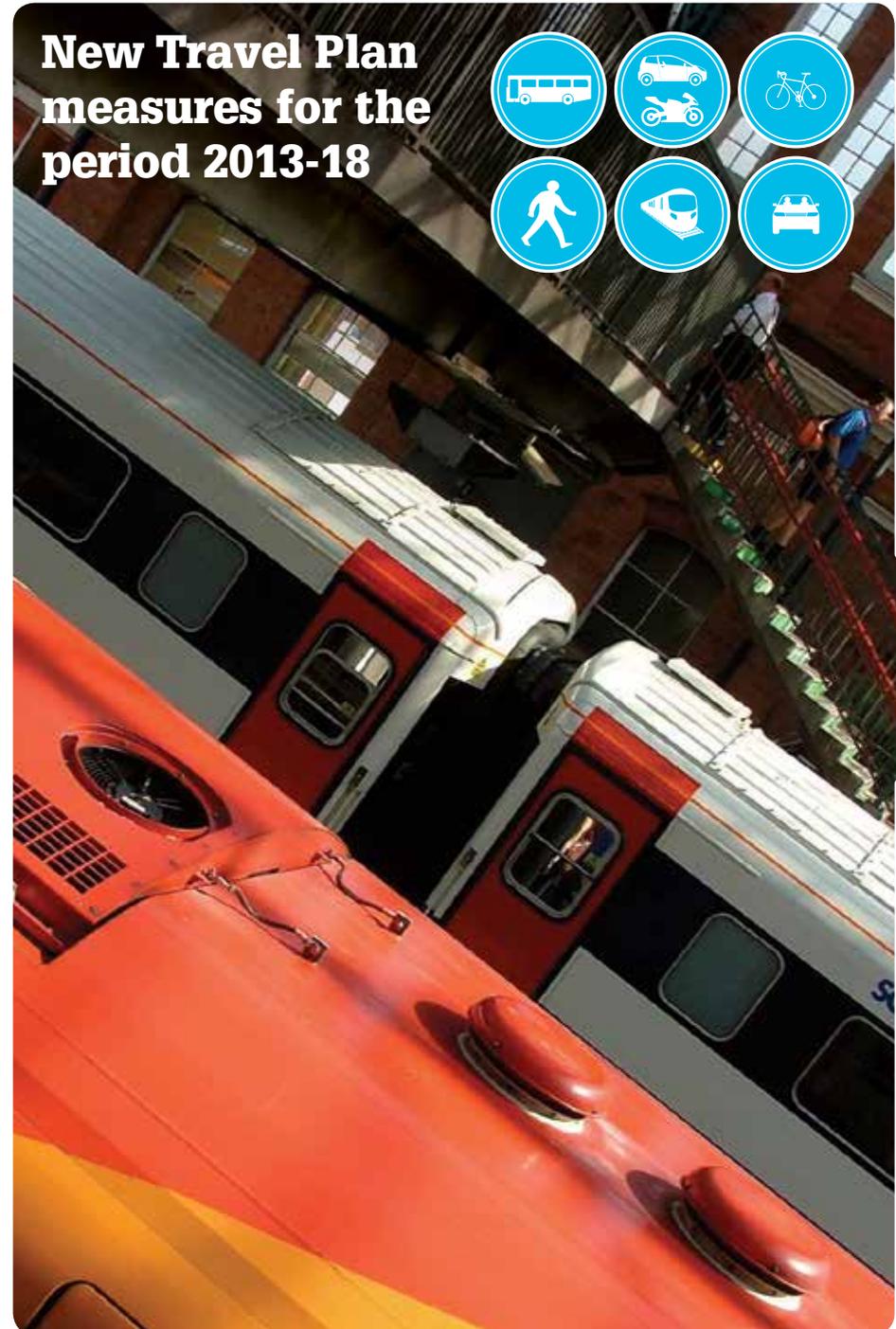
These measures will be retained as part of the BU Travel Plan 2013-2018:

**Walking and cycling:**

- Secure covered cycle storage provided at both the Talbot and Lansdowne campuses
- Installation of shower and locker facilities
- Interest free loan for staff to purchase a bicycle
- Free bicycle maintenance once per month
- The promotion of a Bicycle User Group (BU BUG)
- Provisions of subsidised D locks and lights
- Discounts at local cycle shops
- Promotion of safe and secure cycling

**Public transport:**

- The implementation of the University bus network linking our campuses with Poole, Charminster, Southourne and Boscombe
- An interest free loan for staff to purchase an annual public transport pass
- The provision of real time passenger information
- Free bus travel between the Talbot and Lansdowne campus for staff
- The introduction of a smartcard payment system on university bus services



**New Travel Plan measures for the period 2013-18**



**A**s well as retaining the most successful travel plan measures, a range of additional initiatives have been identified to try and meet the Travel Plan objectives and to ensure that the transport needs of staff, students and visitors travelling to the university are met:

Mode	Measure	Description
<b>All sustainable Modes</b>       	<b>Travel Plan Co-ordinator (TPC)</b>	A Travel Plan Co-ordinator has been appointed to oversee the implementation, administration and management of the Travel Plan. This part time role (0.6FTE) is also responsible for providing guidance, support and advice on travel related matters to staff, students and visitors.
	<b>Travel Information Pack (TIP)</b>	The development of a Travel Information Pack for staff, students and visitors. The pack will include all the necessary information required to help make informed decisions about journeys to/from the university and it will encourage the use of sustainable transport options.
	<b>Personalised Travel Planning (PTP)</b>	These voluntary sessions are aimed at assisting staff and students to identify the issues that affect their individual journeys to/from BU. The session will help individuals to understand their travel choices and will highlight the benefits associated with sustainable travel. This service is free of charge and is available to any staff member or student at BU.
<b>Walking</b> 	<b>Promotion of Walk to Work Week</b>	The university will support 'Walk to Work Week' by running a series of events such as lunch time walks and competitions (team and individual). To promote the campaign, a limited number of pedometers and walking related items will be given away as incentives.
	<b>Walkability route map</b>	The creation of a walking reference map to identify the most accessible and walking friendly routes to the university.
	<b>Walking Champion</b>	The identification of a walking champion to promote the benefits of walking to staff and students through a promotional campaign.
	<b>Personal safety events</b>	Staff and students will have the opportunity to attend Personal Safety talk presented by the University Police Officer.

Time scale	Target group/purpose	Measure initiated
August 2013	All staff and students	August 2013
April 2014	All staff and students	
February 2014	All staff and students	
Annually - May	All staff and students	
May 2015	All staff and students	
April 2014	All staff and students	
May 2014 (on-going)	All staff and students	

Mode	Measure	Description
Walking 	<b>Improve pedestrian accessibility to the university</b>	The university will lobby the local councils to improve walking infrastructure in the locality to make walking safer and more accessible.
Cycling 	<b>The BU by Bike subscription scheme</b>	This scheme aims at removing all the potential barriers to cycling to the University for staff and students. For a small annual subscription fee, the scheme offers: a refurbished bike, lights, D lock, a cycle helmet voucher, free monthly maintenance check, access to a free Urban Cycle skills training course and access to a free bike maintenance work shop. This initiative is supported by Bournemouth Borough Council.
	<b>Additional cycle parking and facilities</b>	BU has secured funding from Bournemouth Borough Council to install 150 new cycle parking spaces at the Talbot Campus. The new facilities will include covered visitor parking at Poole House; an extension to the secure compound at the Talbot Campus and the installation of a number of more convenient cycle parking spaces located around the Talbot Campus.
	<b>Cycle Champion</b>	The identification of a cycling champion to promote the benefits of cycling to staff and students through a promotional campaign.
	<b>Bikeability route map</b>	The creation of a bicycle reference map to identify the most accessible and cycle friendly routes to the university.
	<b>Bicycle security tagging</b>	To offer free security tagging to staff and students. The tags not only act as visual deterrent to bike theft, but can also help to identify the owners of recovered stolen bikes.
	<b>Cycle safety promotions</b>	The university will run a series of cycle safety promotional campaigns. To promote the events, a limited number of bike lights, high visibility ruck sack covers and strap bands will be given away as incentives to cycle safely.

Time scale	Target group/purpose	Measure initiated
Ongoing	All staff and students	August 2013
October 2013	All staff and students	October 2013
March 2014	All staff and students	
April 2014	All staff and students	
May 2014	All staff and students	
Ongoing	All staff and students	Commenced Sept 2013
Ongoing	All staff and students	Commenced Dec 2013

Mode	Measure	Description
<b>Cycling</b> 	<b>Bike Doctor sessions at the Lansdowne Campus</b>	There are currently Bike Doctor sessions at the Talbot Campus once a month. It would be desirable to offer a Bike Doctor session for staff and students based at the Lansdowne Campus who may find it difficult to access the Talbot Campus sessions.
	<b>Bike maintenance course</b>	A local cycle maintenance course will be run, offering staff and students the chance to learn how to do basic bike servicing and repairs.
	<b>Urban Cycle Skills Training</b>	A free Urban Cycle skills training course will be run in conjunction with Bournemouth Borough Council. The course will cover how to cycle safely between the Lansdowne and Talbot Campus. This course will be of particular use to inexperienced domestic cyclists and visiting staff and students from abroad.
	<b>Provision of short term loan bikes and storage facilities</b>	The bike loan scheme will finance 10 loan bikes for use by staff and students for short durations e.g. use at a lunch time or to travel between campuses. The bikes will be stored at easy to access locations at both campuses.
	<b>Improve cycling accessibility to the university</b>	The university will lobby the local councils to improve cycling infrastructure in the locality to make walking safer and more accessible.
<b>Bus</b> 	<b>Increased bus service frequency and capacity</b>	The annual bus contract review will seek to increase the frequency and capacity of the BU bus service on some routes. This will include the vacation service on the U1.
	<b>Extension of bus services out of term time</b>	The TPC will assess the possibility of enhancing the vacation services by running a reduced U3 service during vacation periods.
	<b>Installation of further Real Time Passenger Information (RTPI) units</b>	Additional RTPI units will be installed in each of the buildings at Lansdowne, generally within foyer areas, and within a selection of buildings at Talbot.
	<b>Exploration of RTPI data to mobile devices</b>	The TPC will explore the possibility of a mobile phone app to communicate real time bus information to staff and students.

Time scale	Target group/purpose	Measure initiated
March 2014	Lansdowne staff and students	
Ongoing	All staff and students	Commenced Dec 2013
March 2014 (on-going)	All staff and students	
September 2014	All staff and students	
Ongoing	All staff and students	
September 2013	Staff and students within 1.5 and 5 miles; and staff and students travelling between campuses	September 2013
September 2014	Staff and Masters/PhD students within 0.5 miles of the U3 routes	
Commence July 2014	All staff and students	
December 2014	All staff and students	

Mode	Measure	Description
<b>Bus</b> 	<b>Bus champion</b>	The identification of a bus champion to promote the benefits of bus travel to staff and students through a promotional campaign.
	<b>Rail champion</b>	The identification of a rail champion to promote the benefits of rail travel to staff and students through a promotional campaign.
<b>Rail</b> 	<b>Promotion of Plus Bus provision</b>	To promote PLUSEBUS tickets, which are add-on bus tickets that can included as part of a rail ticket purchase. These are available for those travelling by rail to the Bournemouth and Poole area. Promotion of the U1 as a free service to the TC for those arriving by rail.
	<b>Revision of staff parking permit eligibility</b>	The staff car parking permit eligibility zone will be increased from 1.5 miles to 2 miles. A 12 month notice period will be given to staff affected.
 	<b>Identifying accessibility to university bus services</b>	To undertake a feasibility assessment of including a secondary parking permit criteria related to those staff who live within easy reach of a university bus route (400 metres).
	<b>Car Share promotional events</b>	The TPC will organise regular Car Share Promotional Events e.g. Car Share Coffee Mornings. The aim of these events will be to promote the benefits of car sharing and to enable potential car sharers to meet in a friendly and comfortable environment.
	<b>Car Share Travel Champion</b>	The identification of a car share champion to promote the benefits of car sharing to staff and students through a promotional campaign.
	<b>Dedicated parking spaces for car sharers</b>	To create dedicated parking spaces for car sharers. These will be located as close as possible to building entrances.
	<b>Car Share permit price discount</b>	To explore the possibility of a discounted parking permit for car sharers.
	<b>Car share mapping</b>	The creation of an interactive car share map to promote the availability of car sharing opportunities to the university.

Time scale	Target group/purpose	Measure initiated
April 2014	All staff and students	
April 2014	All staff and students	
April 2014	Staff living beyond 5 miles	
January 2015	Staff living within 2 miles of their main place of work	
March 2015	Staff living within 5 miles of either campus	
March 2014 (on-going)	Car sharers from 5 miles or beyond	
April 2014		
September 2014	Car sharers from 5 miles or beyond	
September 2014	Car sharers from 5 miles or beyond	
September 2014	All staff	

Mode	Measure	Description
 	<b>Sustainable business travel hierarchy</b>	Staff will be asked to apply a sustainable travel hierarchy when considering business and working travel options. If travel is necessary, a series of hierarchical questions will be asked and recorded which will be used to monitor and identify travel trends.
	<b>Develop a homeworking policy</b>	To develop a human resources policy to cover home working.
<b>Reducing the need to travel</b> 	<b>Provision of laptops</b>	To investigate the provision of lap tops that would encourage flexible/home working practices.
	<b>To promote the use of Teleconference/video conference facilities</b>	To promote the video conferencing facilities at the university to reduce the need to travel.

Time scale	Target group/purpose	Measure initiated
September 2014	All staff	Approved October 2013
November 2014	A proportion of staff	
November 2014	A proportion of staff	
November 2014	All staff	



## Monitoring the progress of the Travel Plan

The TPC will arrange for continued monitoring of the Travel Plan through a comprehensive programme of monitoring. This will allow the TPC to respond by modifying or concentrating those measures and initiatives deemed to be necessary in addressing issues as they arise.

Monitoring will take place every two years to capture changes in travel patterns and trends and to measure the effectiveness of the Travel Plan. Table 7 outlines the Travel Plan Monitoring Programme.

**Table 7: The Travel Plan Monitoring Programme**

Year	Monitoring Process	Coordinated by
2014	<ul style="list-style-type: none"> <li>Staff Online Travel Survey</li> <li>Student Online Travel Survey</li> <li>Review Output Targets</li> <li>Review Bus Patronage data</li> <li>Submission of Travel Plan Monitoring Report</li> </ul>	Travel Plan Co-ordinator
2016	<ul style="list-style-type: none"> <li>Staff Online Travel Survey</li> <li>Student Online Travel Survey</li> <li>Review Output Targets</li> <li>Review Bus Patronage data</li> <li>Submission of Travel Plan Monitoring Report</li> <li>Identification of remedial action</li> </ul>	Travel Plan Co-ordinator
2018	<ul style="list-style-type: none"> <li>Staff Online Travel Survey</li> <li>Student Online Travel Survey</li> <li>Review Output Targets</li> <li>Review Bus Patronage data</li> <li>Submission of Travel Plan Monitoring Report</li> </ul>	Travel Plan Co-ordinator

The travel surveys will provide a comparison to previous travel surveys and will help to establish:

- Travel behaviour – How staff and students are travelling to and from the Lansdowne and Talbot campuses (modal split).
- Attitudes towards travel – Identifying the issues or barriers to travelling by low carbon transport options.

- Staff and student thoughts about the Travel Plan measures and to gauge if changes need to be made.

A monitoring report will be submitted to Bournemouth Borough Council and Poole Borough Council every two years, highlighting the progress of the Travel Plan and advising of further measures or initiatives to be introduced.

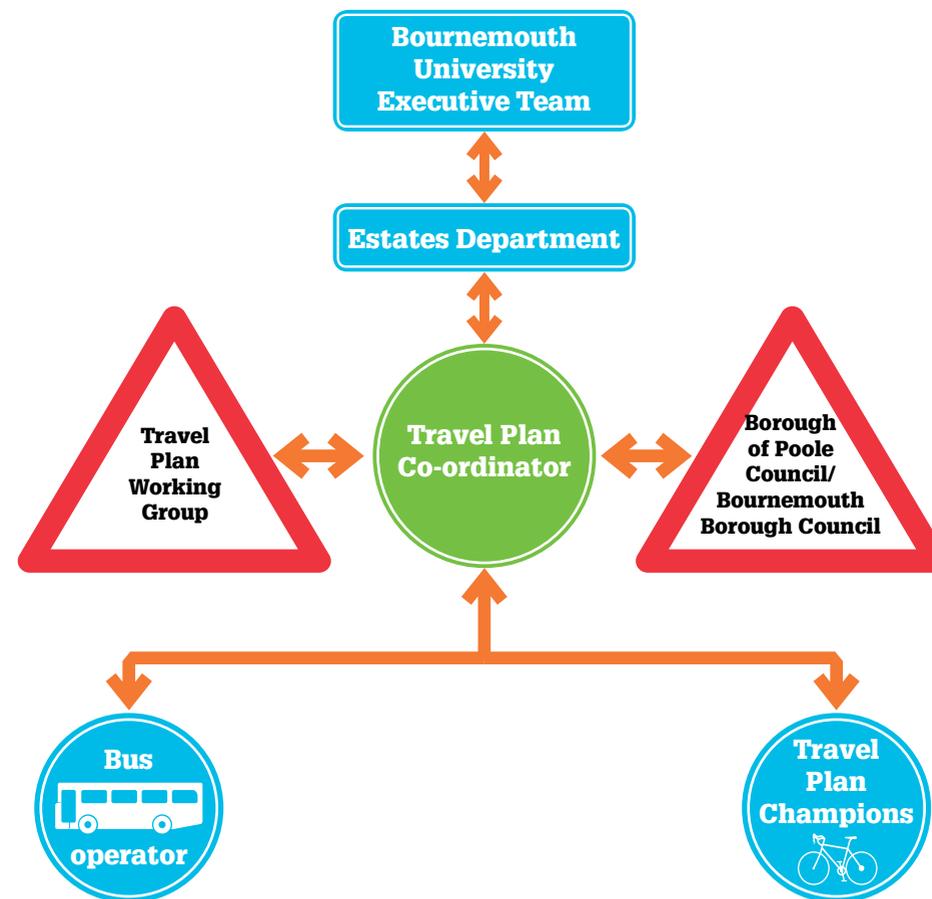
## Management of the Travel Plan

Bournemouth University has a management structure in place to deliver the Travel Plan. This is led by the Estates Department and is overseen by the Travel Plan Group, which is made up of key stakeholders at Bournemouth University including:

- Academic staff
- Professional services and support staff
- Students' Union representatives
- Trade union representatives
- Finance Team
- Human Resources
- BU Bicycle User Group.

A Travel Plan Coordinator has been appointed to manage the day to day requirements of the Travel Plan and to ensure that the measures and initiatives proposed with the Travel Plan are successfully delivered. The management structure of the Travel Plan is shown in Figure 1.

**Figure 1: The BU Travel Plan management structure**



## Get involved



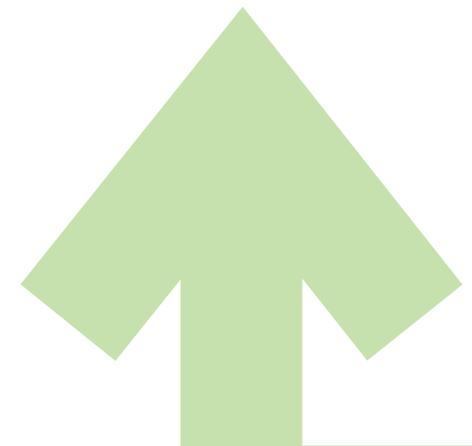
The Travel Plan 2013-18 has a wide range of measures designed to offer real sustainable travel alternatives to staff, students and visitors. Here is a flavour of some of the initiatives on offer through the Travel Plan:

**BU by bike** gives staff and students the opportunity to cycle safely and cheaply to the university. If you subscribe to the scheme you will be given the loan of a refurbished bike with lights and a D lock for the academic year, along with a cycle voucher, maintenance voucher, access to a free monthly bike check; free cycle skills training course, and access to a free bike maintenance workshop. The cost of subscribing to BU by bike is minimal. For further details: <http://studentportal.bournemouth.ac.uk/services/transport/cycling/bubybike.html>

The **Bus for BU** offers staff, students and visitors a direct and convenient way to travel to/from and between the university campuses. Staff can travel for free between the Talbot and the Lansdowne on the U1 and U4 services. The university subsidises the U1, U2, U3 and U4 services. Staff and students can also use the 15,M1 and M2 services, as well taking advantage of cheaper fares through 'the Bus for BU key card'. The benefits of using the key card rather than cash include cheaper fares, convenience, security, less waste and faster boarding times! You can also use the Key on all other More Bus services (except night buses) after 9am Mondays to Fridays, anytime weekends and pay just the child cash fare to the driver. For further details: [www.bournemouth.ac.uk/about/transport\\_and\\_maps/local\\_buses.html](http://www.bournemouth.ac.uk/about/transport_and_maps/local_buses.html)

The **BU Car Share Group** offers staff and students the opportunity to save money (the average person can save around £1,000 a year by car sharing). BU has its own free car sharing database which matches people making similar journeys. The Travel Plan hopes to encourage lift sharing by offering dedicated parking spaces and other incentives for car sharers. Members of the BU car sharing group will qualify for the 'lift home policy'; if your driver has to leave without you, BU will pay for a taxi. For further details: [www.bournemouth.ac.uk/about/transport\\_and\\_maps/car\\_sharing.html](http://www.bournemouth.ac.uk/about/transport_and_maps/car_sharing.html)

**BU Travel Champions** – The Travel Plan will seek to identify walking, cycling, bus, rail and car share champions to enhance the profile of each travel type. The modal champions will be passionate about the benefits associated with their mode and keen to tell others about why travelling that way is so beneficial. If you are interested in being a travel champion, or would just like more information about the BU Travel Plan, please email [TPlanGroup@bournemouth.ac.uk](mailto:TPlanGroup@bournemouth.ac.uk).



## Why think about your travel behaviour?



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**M**aking more trips by alternatives to the car can have a big impact on you, your family and friends and the local community. Some of the main benefits are outlined below:

### Financial benefits

The cost of driving continues to rise, with fuel, insurance, garage bills and road tax all on the increase. Walking and cycling are very low cost travel options for shorter journeys. The university also offers an interest free loan to purchase rail and bus season tickets or a bicycle. Car sharing is a fantastic way to save money, with the average car sharer saving around £1000 every year.

### Improve your health

Active travel (walking and cycling) has been proven to create significant health benefits. Increased activity helps to reduce health issues such as high blood pressure, heart disease and Type 2 diabetes. It can also reduce stress and improve mental wellbeing.

### Environmental benefits

Reducing the number of car journeys to and from the university will not only make it easier for you and others to travel by alternative means, but it will also reduce journey times for bus passengers and car sharers, whilst making cycling and walking safer travel options. Reducing the number of car journeys to/from the university will improve air quality and reduce congestion on the local road network.

### Community benefits

Choosing to walk, cycle, take the bus, or car share gives you the opportunity to interact with like-minded individuals. It will also improve safety and will help to build community relations and reduce the impact of our travel on the community.

### Think family and friends

Being active with friends or family members is a great way to spend time together. Not only will you be having fun, but you will be getting exercise and fresh air. If you want to cycle, but don't have a bike, then apply for the BU by Bike scheme today!