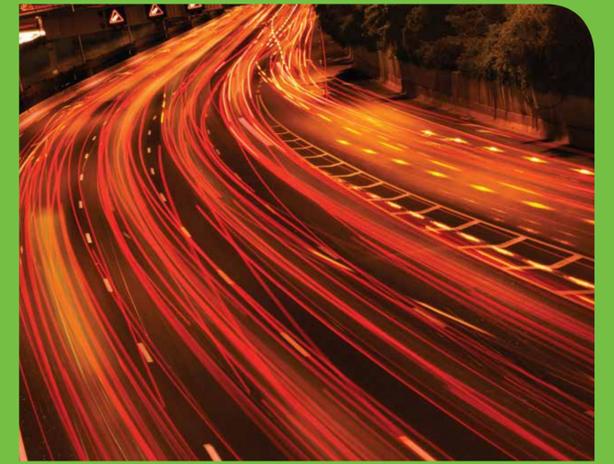


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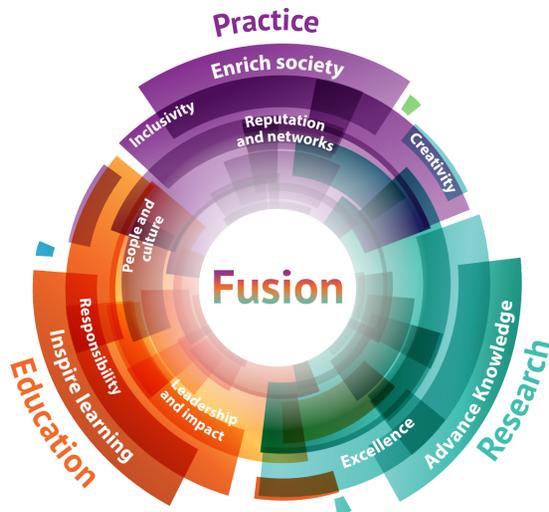
# BU Travel Plan: Setting the scene



## What is the Travel Plan?

BU invests in a considerable programme of travel measures to improve **your** travel opportunities. This is planned and co-ordinated through the **Travel Plan**. We are embarking on the process of refreshing your Travel Plan and we want to hear your views.

## Our BU2025 strategic plan areas



### The aim of the refreshed Travel Plan will be:

**“To enable all campus users to travel as sustainably as possible to enhance staff and student experience and minimise both on and off campus environmental impacts of BU’s operations, in alignment with BU2025 and Fusion principles.”**

## Why are we refreshing it now?

Travel plans are regularly reviewed and monitored. They evolve to meet operational needs and capitalise on new travel opportunities. A full refresh is undertaken circa every five years; why?

- **Travel is literally a fast moving sector!** There are new opportunities and new thinking to capitalise on
- **Best practice is to evaluate regularly.** Refreshing the Travel Plan ensures it continues to deliver for all.
- **Ensuring alignment with corporate strategies and vision –** Fusion and BU2025.

## Why do we need it?

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 by

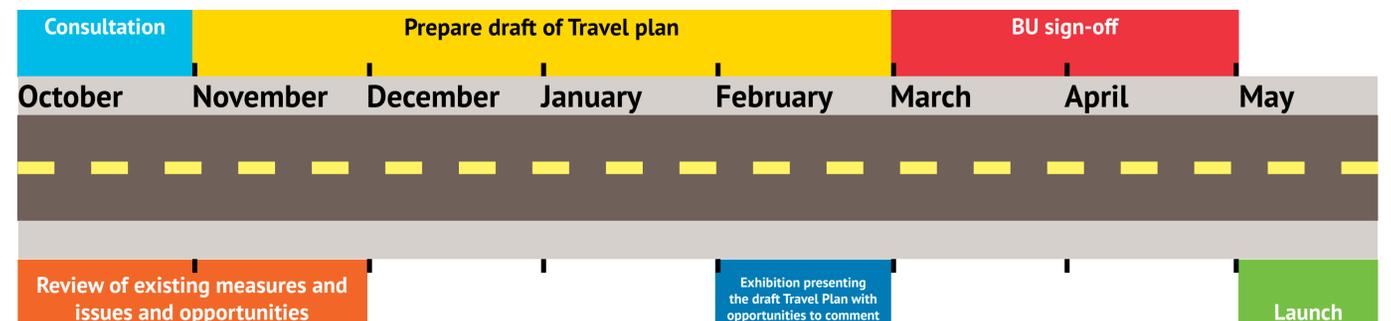
- **Reducing the impact of BU** on local road congestion, air pollution and carbon footprint
- **Providing effective management** of planned staff and student growth. With our current travel policies, the planned growth would result in a 250 parking space deficit across both campuses by 2025, along with the negative environmental issues associated with car usage
- **Meeting the statutory planning** requirement for our recent and planned campus development
- **Providing travel choice** for staff and students to access the campus sites
- **Meeting BU’s Corporate Social Responsibility –** supports ISO14001 and Eco-campus.

## The Travel Plan to date has achieved

**Over 20% reduction** in single occupancy of cars coming on to campus between 2003 and 2018 (67% to 46%)

**Increase in UNIBUS journeys** from circa 400k per year in 2012/13 to over 1 million in 2017/18.

## Timeline





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# BU Travel Plan: Objectives



We are proposing a number of objectives for which we seek your views. Please place a coloured dot against each objective based on the degree to which you support it.

Objectives exercise	Support spectrum		
	Strongly agree	Neutral	Strongly disagree
To reduce the number of cars driving to and from BU's campuses			
To maximise opportunities for BU staff and students to undertake their travel using sustainable and active travel modes			
To limit the environmental impact of BU's activities and be a clean neighbour			
To enhance the environment in which we live, work and learn			
To minimise BU's carbon footprint			
To enable strategic campus development to be delivered in a sustainable and inclusive manner			
To be at the forefront of innovations in travel and to make those opportunities easily accessible to staff and students			
To link with partners such as BU faculties, industry and local authorities to foster research and development into travel related initiatives and applications and their benefits			
To collaborate with our neighbours, the local authorities and other major employers to seek ways to limit the environmental impact of travel.			

# BU Travel Plan: Parking principles



Achieving balance between the supply and demand for parking at both campus sites is going to be a key challenge throughout the period to 2025 and will need to be a key facet of the new Travel Plan. We propose to identify key “parking principles” which will inform future developments in parking policy. Please place a coloured dot against each principle based on the degree to which you support it.

Parking principles exercise	Support spectrum		
	Strongly agree	Neutral	Strongly disagree
<b>The cost of providing and maintaining parking</b> at the university will be cost neutral. Income from parking charges will as a minimum cover the cost of providing parking at BU. Any surplus income will be re-invested into improving parking facilities and alternative sustainable travel options			
<b>With the exception of visitors</b> to recruitment events and essential operational contractor provision, parking spaces at BU will be paid for			
<b>Parking at BU will support the operational requirements of the university</b>			
<b>The university has no obligation to provide parking</b> for students, staff or visitors			
<b>Where possible, the university will seek to prioritise parking spaces</b> for people who need them most			
<b>To enable strategic campus development</b> to be delivered in a sustainable and inclusive manner			
<b>The university will seek to reduce the demand on parking</b> by providing alternative travel options which are aligned with and contribute to the university’s broader sustainable travel agenda			
<b>The university will seek to operate an efficient car parking management system,</b> where there is equilibrium between the supply of and demand for spaces.			



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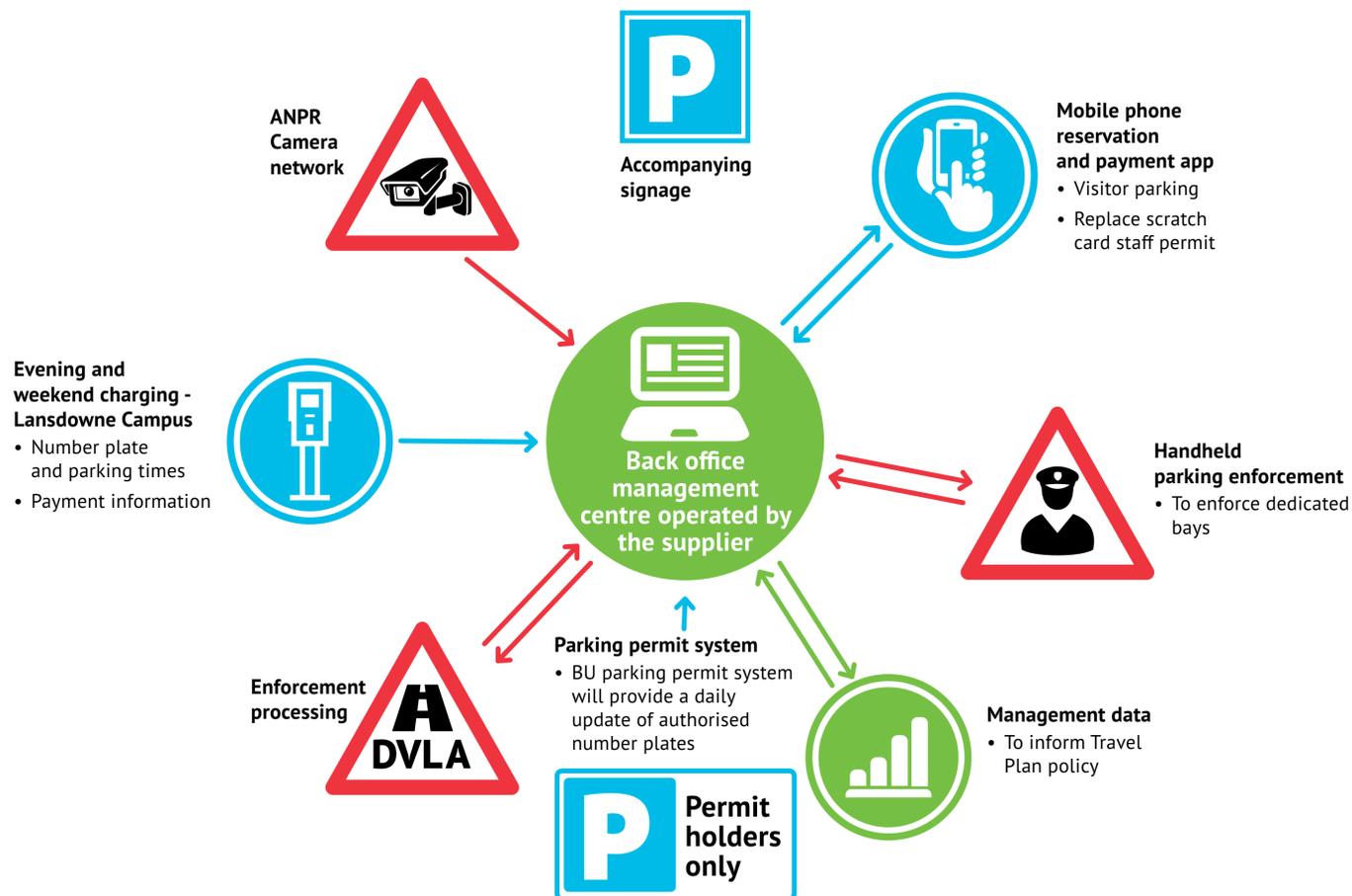
# BU Travel Plan: Parking management



## What is the issue?

- The demand for parking is currently high compared with available supply at both Talbot and Lansdowne
- The planned staff and student growth, and measures to enhance teaching by consolidating individual faculties in single locations, are likely to result in parking shortfalls under current travel behaviours
- Potential projects to improve the campus environments and provide new facilities could result in loss of parking.

## BU parking management system



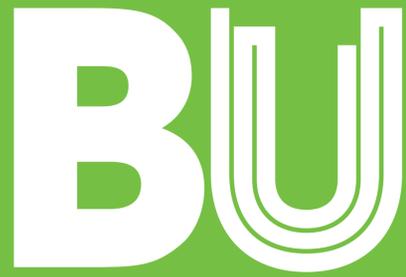
## The use of technology

In order to provide an improved experience for car park users, BU Estates is exploring opportunities for the procurement of a new parking management contract to deliver the following core benefits:

- A more robust parking enforcement service, discouraging non-permit holders and thus making it easier for permit holders to find a space
- Introducing and operating a virtual permit system to eliminate the need for staff to swap permits between vehicles and remove the risk of losing permits. The system will also reduce costs associated with issuing paper permits
- The collection of car parking data (for example, peak times, flows and average length of stay), which will inform the university's transport strategy moving forward
- Provides the potential for the university to charge non-BU permit holders for use of Lansdowne parking sites in the evening and at weekends in order to support the provision and enhancement of university parking and sustainable travel facilities.

The implementation of new technology does not change the existing terms and conditions for parking or the criteria for enforcing them. However, the mechanism for validating authorised permit holders parking in university car parks will be provided through automatic number plate recognition (ANPR) cameras and the use of virtual permits. This will replace manual foot patrols and physical windscreen permits.

We hope to have the new system in place by spring 2019.



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# BU Travel Plan: Potential parking solutions



There is a range of possible approaches to parking management, which fall on a spectrum between increasing supply and restricting demand. We would like your feedback about the approach we should take. Please choose a coloured dot based on your mode of travel and place it along the spectrum, in the box for the campus site that you travel to most frequently.

Please note, all policy measures progressed will be subject to appropriate Equalities Impact Assessment and the necessary safeguards implemented to ensure that changes are not discriminatory. Further consultation will take place on specific measures.

## Approach 1: New parking management policies

### Example

- Potential new parking management policies. Introduce policies to encourage regular drivers to travel by other modes on some days, or limit the number of days permit holders can drive to campus
- Use technology to implement more tailored parking management measures, such as occasional use parking permits
- Introduce an extension of “needs-based” parking permit criteria to include public transport journey time. Existing exemptions would be retained.

## Approach 2: Better management/enforcement of existing policies

### Example

BU is planning to introduce Automatic Number Plate Recognition (ANPR) to allow better enforcement and management of existing car parks and policies. This technology could be used in the future to implement a range of permit types and/or a daily based charging system for permit holders.

## Approach 3: Provide additional new car parking



### Pro

- Less expensive than new parking provision
- Money can be spent elsewhere including on sustainable travel and campus development
- Can be a more equitable way of allocating parking than “first come, first served”
- Avoids a negative impact on the campus environment through the allocation of land for parking
- Wider benefits of reduced car usage, e.g. on congestion and air quality.

### Con

- Some people will lose the ability to park on campus
- Risk of reducing the number of days people travel to campus.

### Pro

- More flexible parking solutions for car park users to encourage behaviour change
- To encourage permit holders to consider their travel options on a daily basis when possible
- To use extensive occupancy and vehicle count data from an ANPR system to allow for more efficient management of our car parks
- No-one would lose access to parking
- Could be applied short-term in early stages of growth
- Would complement other travel plan measures to promote alternative travel modes

### Con

- Unlikely to be the full solution
- “First come, first served” would still be the main factor in getting a space.

### Pro

- Reduces parking pressure without affecting individuals’ ability to drive to campus.

### Con

- High capital cost
- Environmental harm and lost opportunity of allocating campus land to parking in place of other facilities
- Potential risk that planning consent would not be granted
- Negative impacts of increased car usage such as congestion and air quality.



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# BU Travel Plan: Potential parking solutions



	Approach 1	Approach 2	Approach 3
Talbot			

	Approach 1	Approach 2	Approach 3
Lansdowne			

Key mode of travel	Single occupancy car 3-5 days	Single occupancy car less than 3 days	Car share	Rail	Bus	Walk	Cycle	Other/prefer not to say
Colour								



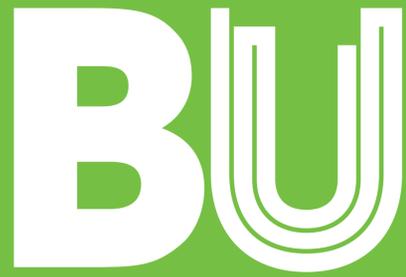
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# BU Travel Plan: Consulting on specific measures



The table below includes a list of headline measures, some of which BU already provides, and others whose feasibility is being considered. Please place a coloured dot in the column which most fits you in relation to each measure. Wide support for a measure will mean that BU will undertake further work on its feasibility, including with local authorities, but does not guarantee that it will be provided.

Which measures would you like to see included in the BU Travel Plan 2019-2025?	I would not use this	I currently travel by car and would use this instead	I don't travel by car and would use this
Use of parking at Talbot Campus as "Park and Ride" for Lansdowne, including free bus travel			
Park and Ride scheme which costs no more than either a bus fare or parking permit			
Occasional use parking permits to provide parking flexibility rather than paying for full time parking			
Incentives to full parking permit holders who use their cars less frequently			
Preferential parking spaces for car share teams			
Cheaper parking permits for car sharers			
Assistance in finding a car share team			
Bournemouth-wide bike hire scheme			
Cycle safety training			
Cheaper Unibus travel			
Travel "apps" providing real time information on travel options			
Personal travel advice			
Trial usage of an electric bicycle			



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# BU Travel Plan:

## Your suggestions for measures



What other travel measures do you think BU should consider implementing to help you travel more sustainably? Please write on a post-it.

### Your suggestions

A large, empty white rectangular area for writing suggestions.

### What do **you** want from **your** Travel Plan?

**Thank you for coming today and for providing valuable feedback. Please use this space to add any further comments that you have on the Travel Plan.**

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