



University of Sussex
Travel Plan

Final Report
February 2016



Our ref: 22796101





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A Map of Falmer Campus

1 Introduction

1.1 The University of Sussex is committed to fostering a culture of sustainable practice throughout its operations, and recognises the challenge of making the University more environmentally sustainable at a time when it is enjoying wide-scale expansion. As the University realises its development aspirations over the next few years, there will continue to be a focus on ensuring that all transport and travel associated with its operations is undertaken in a sustainable way. This Travel Plan has been produced to support the development proposals at the University of Sussex and builds on previous versions of the University's Travel Plan.

Background

1.2 The University began work on development of its first Travel Plan in April 2000, with the Travel Plan subsequently approved by Brighton & Hove City Council (BHCC) in July 2003. Since then, the Travel Plan has been continually monitored, reviewed and updated in response to operational requirements of the University and to meet planning requirements associated with new development taking place at Falmer Campus.

1.3 Subsequent to the 2003 Travel Plan, the University developed further versions in:

- October 2013 as a condition of planning associated with the Northfield development; and
- December 2013 to support the Masterplan proposals for the Campus.

1.4 This Travel Plan supersedes the December 2013 Travel Plan but incorporates measures and targets included within it, thereby ensuring continuity with previous Plans.

Masterplan proposals

1.5 The University of Sussex's Masterplan for the Falmer Campus was approved in July 2015. It will provide new student residential accommodation (a net gain of 2,530 bedspaces on Campus), and facilities for teaching, research and other academic and support uses (net gain in floor space of approximately 40,000sq.m). The Masterplan is scheduled for completion by 2022 and includes an enhanced network of pedestrian routes and the displacement of vehicles from central areas, to be achieved through the relocation of car parks to peripheral areas wherever this is practically possible.

1.6 The Masterplan allows for an increase in student numbers to 18,000 by 2018, achieved through a combination of new-build development and redevelopment of existing buildings. Student numbers have already increased steadily since 2013:

- 2013-2014 = 13,103 students
- 2014-2015 = 13,775 students
- 2015-2016 = 15,433 students

- 1.7 In 2013, it was estimated that there were approximately 3,557 members of staff (1,844 full-time and 1,713 part-time), of which it was estimated that approximately 900 were zero-hours contract staff. In 2015, there were 3,254 members of staff, of which 1835 were full-time and 1,419 were part-time (913 of the latter were zero-hours contract staff).
- 1.8 The Travel Plan will play a key role in ensuring that the increased number of students and staff can access the Campus in an efficient and timely manner.

Travel Plan Benefits

- 1.9 This Travel Plan will bring a range of benefits to staff and students at the University including provision of improved travel choice to enable safe and efficient access to the campus. The Travel Plan will also bring Corporate Social Responsibility (CSR) and environmental benefits, for example, a reduction in carbon emissions from University-related activities through increased use of sustainable transport. This will itself support the University's Carbon Management Plan and Environmental Management System (EcoCampus).
- 1.10 In 2015, the University of Sussex retained an "Upper Second Class" People and Planet award and improved the University's league placing from 65th in 2014 to 43rd in 2015. This Travel Plan will support the University's aspiration to further improve the environmental performance of the University with the ultimate aim of maintaining a top 20 place in the People and Planet league, and a "First Class" award.

Scope of this Travel Plan

- 1.11 This Travel Plan considers all aspects of travel behaviour associated with the University, including:
- Staff and student travel to / from the Falmer Campus for work / study;
 - Business travel;
 - Visitor travel; and
 - Deliveries and servicing.

Structure of this Document

- 1.12 This Travel Plan is structured as follows:
- **Section 2** provides an overview of existing transport provision, and travel options for accessing the Falmer Campus.
 - **Section 3** details the impact that the University's existing Travel Plan has had on travel to the Falmer Campus.
 - **Section 4** sets out the Travel Plan measures introduced to date.
 - **Section 5** provides an overview of transport improvements that staff and students would like to see, based on findings from the 2015 travel survey,
 - **Section 6** includes objectives and 2022 targets for the Travel Plan, and proposals for the ongoing monitoring and review of the Travel Plan.
 - **Section 7** presents the measures to be implemented as part of the Travel Plan, including timescales and responsibilities for delivery of measures.

2 Existing Transport Provision

Site Location

- 2.1 The University of Sussex is located between Brighton and Lewes, approximately four miles north east of Brighton city centre and adjacent to the A27 trunk road (see Figure 2.1). The site is located close to the University of Brighton (Falmer Campus) and the American Express Community Stadium, home to Brighton and Hove Albion Football Club.

Local Highway Network

- 2.2 The Campus is well served in terms of access by road. The A27 trunk road, which is the responsibility of the Highways Agency, runs from east to west along the southern boundary of the Campus, providing access from the University to Lewes, Newhaven and Brighton (via the B2123 - Falmer Road) to the east; and Stanmer, Worthing and London to the west.
- 2.3 The A270 (Lewes Road) runs north-south to the south west of the Campus, providing access to Brighton.
- 2.4 There are two vehicular access/egress points to the Campus:
- Via the A27/ Knights Gate Road to the east.
 - Access to the A27 (eastbound) from Knights Gate Road is via a roundabout with the B2123 and the eastbound on-ramp to the A27.
 - Access to the A27 (westbound) from Knights Gate Road is via a roundabout with the B2123, the Drove and the westbound on-ramp to the A27.
 - Via the A270/ Stony Mere Way/ Sportcentre Road to the west.
- 2.5 Within the Campus, a network of roads provides access to academic buildings and car parks as well as to the student residences located at the northern end of the Campus. A map of the Campus is provided in Appendix A.

Public Transport Accessibility

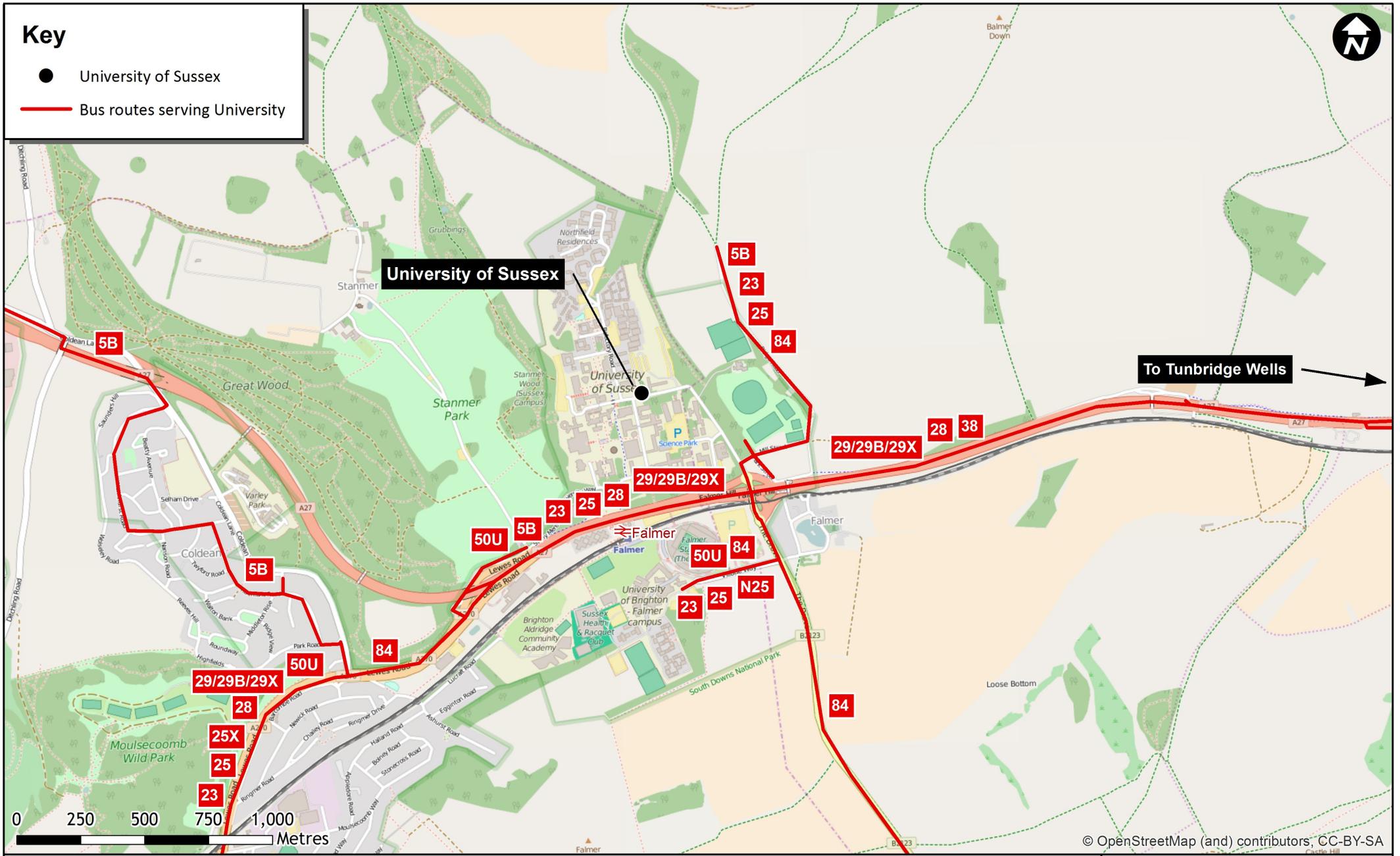
- 2.6 The Falmer Campus has excellent bus and rail connectivity, described as follows.

Bus Services

- 2.7 The University has worked closely with local bus operators and Brighton & Hove City Council to implement improvements to bus routes serving the Campus. The University is well served by a range of services, with buses operating at least every 5 minutes during peak times and every 10 minutes during off-peak/ night times. Buses connect to Brighton city centre in 25 to 30 minutes. Bus routes serving the Falmer Campus are shown in Figure 2.2.

Key

- University of Sussex
- Bus routes serving University



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University of Sussex Travel Plan 2016
Figure 2.2: Bus Routes Serving the University

Drawn by: EJB	Last Updated: 22/02/2016	Revision:

2.8 There are a number of bus stops located throughout the Campus with shelters and seats provided at all stops. Routes 5B, 23, 25, 25X, 50U and 84 run directly through the Campus serving these stops. Routes 28, 29, 29B, 29X, UB1 and 78 run along the A27, with the closest bus stops to the Campus located adjacent to Falmer Rail Station.

2.9 Existing weekday bus service provision in the vicinity of Falmer Campus is summarised in Table 2.1. All services are operated by Brighton & Hove Bus and Coach Company.

2.10 There is also an hourly coach service between Brighton and London run by National Express.

Table 2.1: Bus services serving Falmer Campus

Service No.	Stop Location	Route	Frequency TO University: AM Peak (0800-0900)	Frequency FROM University: PM Peak (1700-1800)
5B	On Campus	Sussex University – Coldean - Hollingbury – Brighton – Hove - Hangleton	3	1
23	On Campus	Brighton Marina – Sussex County Hospital – North Moulsecoomb – Sussex & Brighton Universities	3	3
25**/N25	On Campus	Portslade - Hove – Brighton - Sussex & Brighton Universities	8	Every 6 to 8 minutes
25X	On Campus	Portslade - Hove – Brighton - Sussex & Brighton Universities	4	5
28	A27	Brighton - Old Steine - Lewes Road - Sussex University - Lewes – Ringmer	3	3
29/ 29B/29X	A27	Brighton - Old Steine - Lewes Road - Sussex University - Lewes – Isfield - Uckfield - Crowborough - Eridge - Tunbridge Wells	2	2
50U	On Campus	Brighton – Hollingdean – Sussex University	1	2
84	On Campus	Whitehawk - Woodingdean - Sussex & Brighton Universities	1	1

National Rail Services

2.11 The closest rail station to the University Campus is at Falmer, which lies immediately south of the Campus, adjacent to the A27. Access to the station is provided directly on foot from the University, via an underpass.

2.12 Direct trains run from Falmer to Brighton, Lewes, Seaford and Eastbourne. The service between Falmer and Brighton operates at a frequency of approximately fifteen minutes, with a journey time of less than ten minutes.

2.13 Table 2.2 shows the average train frequencies for Falmer Station for east and westbound services.

Table 2.2: National Rail services serving Falmer station

Destination	Weekday Peak Frequency (trains per hour)	Weekday Off-Peak Frequency (trains per hour)	Approximate Journey Time (minutes)
Brighton to Falmer	6 trains arriving in AM Peak (0800-0900)	3 trains	9 minutes
Falmer to Brighton	5 trains departing in PM Peak (1700-1800)	3 trains	9 minutes
Lewes to Falmer	4 trains arriving in AM Peak (0800-0900)	4 trains	6 minutes
Falmer to Lewes	6 trains departing in PM Peak (1700-1800)	3 trains	6 minutes
Seaford to Falmer	1* train arriving in AM Peak (0800-0900)	2 trains	25-30 minutes
Falmer to Seaford	2 trains departing in PM Peak (1700-1800)	2 trains	25-30 minutes
Eastbourne to Falmer	3 trains arriving in AM Peak (0800-0900)	3 trains	~33 minutes
Falmer to Eastbourne	4 trains departing in PM Peak (1700-1800)	2 trains	~33 minutes

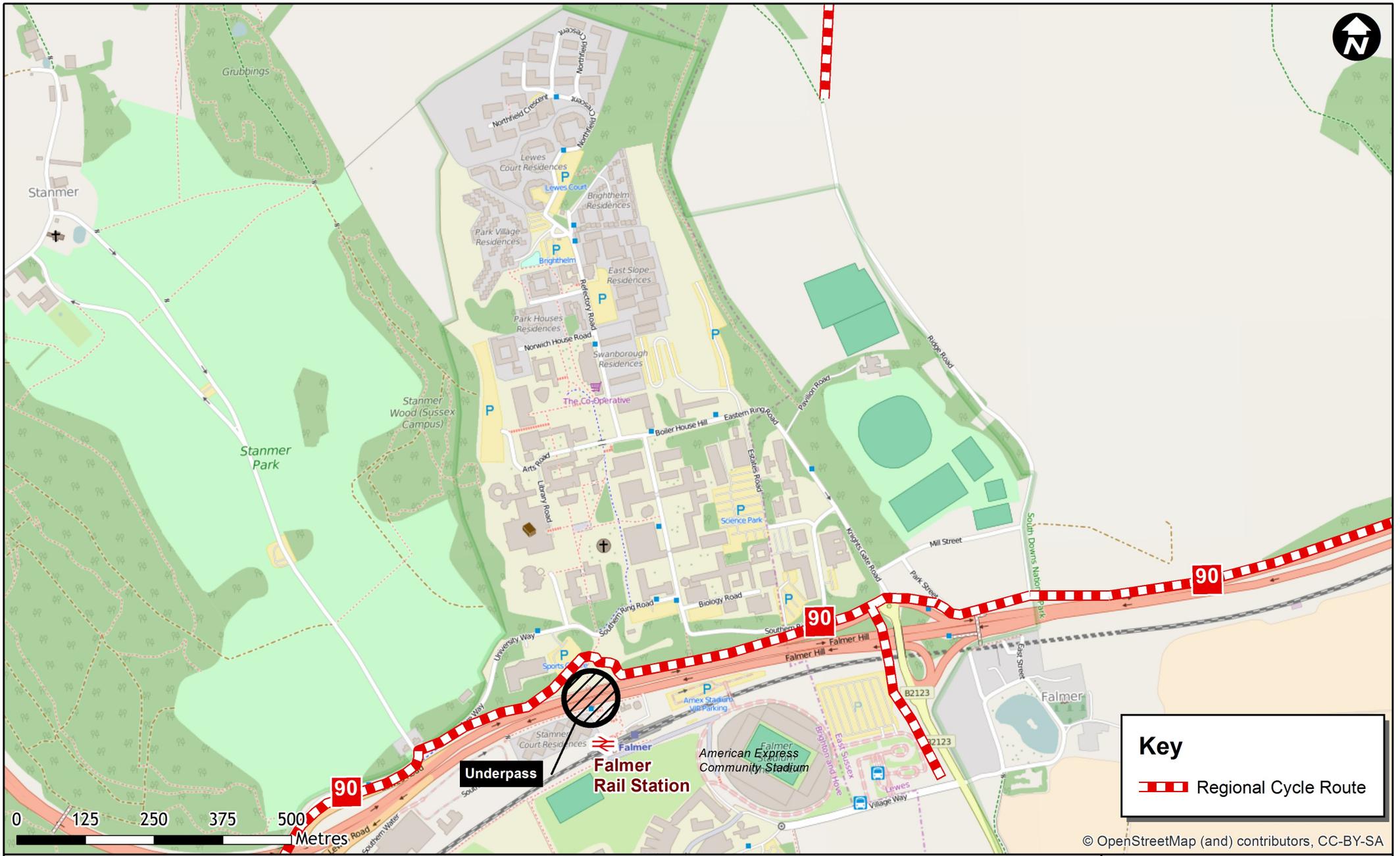
*Trains arrive 0758 and 0826

2.14 Brighton provides an interchange for longer distance rail travel, with fast trains running to London via Hassocks, Burgess Hill and Haywards Heath. London Bridge can be reached within 70 minutes, with a train service running approximately every 15 minutes. London Victoria can be reached in a time of between 50 minutes and 1 hour 20 minutes, with a service every 15 minutes.

Provision for Cyclists

2.15 Cycle routes serving Falmer Campus are shown in Figure 2.3 and include:

- An on-road cycle lane on the B2123, linking the Campus with Brighton city centre.
- A shared cycle and pedestrian path running along the northern side of the A27, between Falmer House Road and Knights Gate Road. This forms part of Sustrans Regional Cycle Route 90, connecting Brighton with Lewes and beyond.
- A shared cycle and pedestrian path linking Falmer Rail Station and Falmer House Road, via the A27 underpass.



University of Sussex Travel Plan 2016
 Figure 2.3: Cycle Routes Serving the University

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Drawn by: EJB	Last Updated: 27/03/2013	Revision:

- 2.16 Within the Campus, a cycle route runs along Falmer House Road and along the central north-south pedestrian route, between Falmer House Road and Bramber House.
- 2.17 Cycle parking facilities are provided at a number of locations throughout the Campus, including adjacent to the main University buildings e.g. Falmer House, Fulton Court and Bramber House, and close to on-site student residences. There are a total of 1,953 cycle parking spaces provided on site (an increase of 240 spaces since production of the December 2013 Travel Plan).

Pedestrian Access

- 2.18 There is a network of footpaths within the Falmer campus which link the University buildings and student residences, with good connections to Falmer Rail Station and bus stops on the southern side of the A27 via the well-lit underpass.

Car Parking

- 2.19 Car parking is provided at ten main locations around the Campus, with smaller pockets of parking areas dispersed throughout the site. There are a total of 1908 car parking spaces on site, including 126 spaces for drivers with mobility impairments and 122 spaces allocated to persons working on Campus who are not staff or students of the University of Sussex.

University Parking Policy

- 2.20 All staff and students are eligible to park on site except for those living on Campus with the following exceptions:
- Students with families resident.
 - Residential advisors.
 - Registered disabled students (also exempt from parking charges).
- 2.21 Parking charges apply across the Campus between 09:00 and 17:00 from Monday to Friday, during term time and holiday periods. There is a choice of payment options for staff and students:
- Daily, pay-as-you-use (£2.50 per day for staff and £1.30 per day for students); a permit to demonstrate entitlement to park is also needed but there is no charge for this; or
 - Purchase of an annual parking permit (£360 per annum for staff and £198 per annum for students).
- 2.22 Disabled permit holders and motorcyclists are exempt from these charges.

Car parking for football supporters

- 2.23 A number of car parks on the south side of campus are regularly used for parking by Brighton and Hove Albion FC season-ticket holders for the Amex Community Stadium. Parking on Campus is subject to a formal management contract between the Club and the University; only season-ticket holders or corporate guest fans, who display a pass to prove that they have pre-booked parking, are allowed to park.

Catchment Analysis

- 2.24 The 2015 travel survey showed that:
- 26% of student respondents lived on campus, with an additional 43% living less than 4 miles from the University; and

- 32% of staff lived less than 4 miles from the University.

2.25 As expected, the catchment is very local suggesting excellent opportunities exist for encouraging sustainable travel, including cycling and walking.

3 Travel Plan Progress

3.1 Implementation of the University's Travel Plan has been effective in facilitating travel behaviour change in favour of sustainable transport modes, as demonstrated in this Chapter.

Monitoring Surveys

3.2 The University has undertaken a range of travel surveys since 2000, against which the effectiveness of the Travel Plan and the measures implemented have been monitored. Surveys include:

- **2001 and 2008:** Comprehensive, self-completion surveys.
- **2012 and 2013:** 'Snapshot' surveys. These were not based on interviews, but instead sought to derive demand from data obtained through a range of counts and observations e.g. bus boarding surveys, rail tickets issued, parking counts.
- **November 2013:** Over 1600 face-to-face, interview-based surveys were undertaken amongst staff, students and visitors travelling to the Campus from off-site home locations i.e. students living on-site were out of scope for the survey. The surveys involved approaching people on-Campus, with interview locations carefully selected to ensure that there was no bias towards people arriving by a particular mode.
- **October 2015:** An online, self-completion survey was designed such that survey results were directly comparable to the 2001 and 2008 surveys. In total, there were 1676 respondents to the survey who specified whether they were staff (391 respondents); student (1277 respondents); or employed by another business/ organisation (8 respondents).

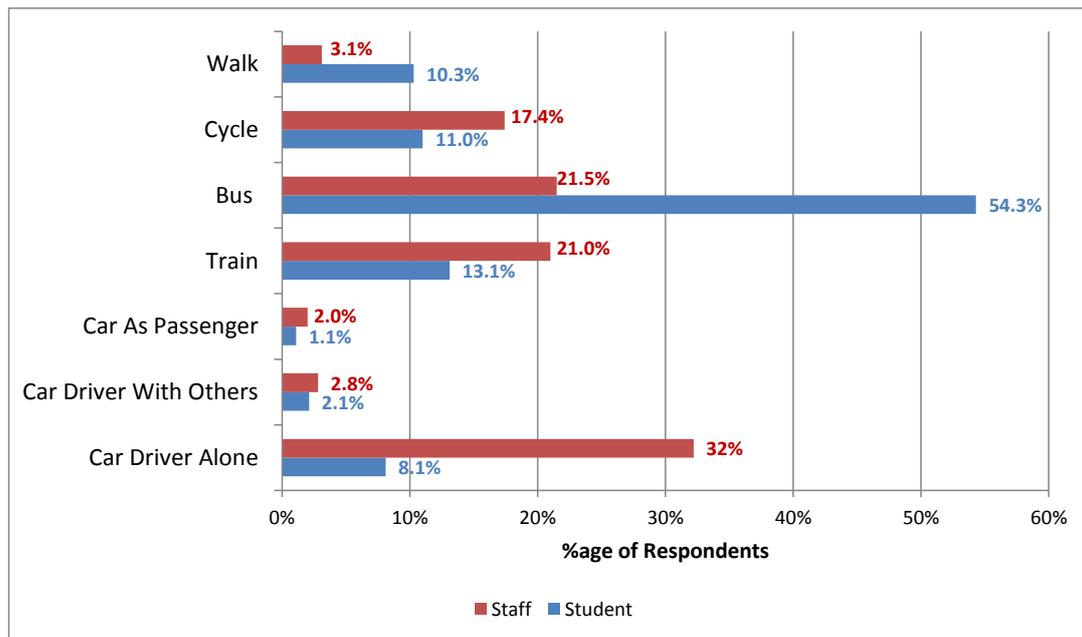
Main Mode of Travel (2015)

3.3 Respondents were asked to specify how often they used different modes of travel (from a list provided), to get to the University. The main mode of travel to the University was then calculated for each respondent, selected as the mode used most frequently to access the Campus.

3.4 The main modes used by staff and students are shown in Figure 3.1. Amongst staff, 32% chose to travel by car alone as their main mode, with 42.5% choosing public transport, almost equally split between train and bus. A higher proportion of staff than students cycled as their main mode (17% and 11% respectively).

3.5 It can be seen that bus is the most popular mode choice for students (54%) followed by train (13%). Only 8% of students travel by car alone to the University as their main mode.

Figure 3.1: Main mode of travel to the University



Travel Plan Progress (2001-2015)

3.6 A comparison of the mode split in 2015 compared with previous years is shown in Tables 3.1 and 3.2 for staff and students respectively.

Table 3.1: Staff: Mode of Travel to the Campus

	No. of respondents [2015]	% of respondents [2015]	%age of all respondents [Nov 2013]	UoS' surveys [2001]	UoS' surveys [2008]	%age point change (2013 – 2015)
Car (Driver Alone)	126	32.2%	32.3%	47%	45%	-0.1
Car (Driver With Others)	11	2.8%	4.3%	18% (Car share)	9% (Car share)	-1.5
Car (as Passenger)	8	2.0%	2.9%			-0.9
Train	82	21.0%	29.4%	16%	17%	-8.4
Bus	84	21.5%	18.4%	12%	15%	+3.1
Cycle	68	17.4%	9.8%	5%	12%	+7.6
Walk	12	3.1%	2.6%	1%	1%	+0.5
Motorcycle	-	-	0.3%	1% (Other)	1% (Other)	-
TOTAL	391	100%	100%	100%	100%	

3.7 The data suggests that for staff:

- Car use (driver alone) has remained at a similar level to 2013.
- Car sharing has reduced by 2.4 percentage points.
- Bus use has increased by 3.1 percentage points.
- Cycling has increased by 7.6 percentage points. This may however be partly due to the fact that the 2013 data is based on mode split on one day in November, whereas the 2015 survey considers main mode more holistically.

Table 3.2: Students (living off-site): Mode of Travel to the Campus

Mode	No. of respondents [2015]	% of respondents [2015]	%age of all respondents [Nov 2013]	UoS' surveys [2001]	UoS' surveys [2008]	%age point change (2013 – 2015)
Car (Driver Alone)	83	8.1%	9.2%	24%	21%	-1.1
Car (Driver With Others)	22	2.1%	1.9%	15% (Car share)	6% (Car share)	-0.8
Car (as Passenger)	11	1.1%	2.1%			
Train	135	13.1%	20.3%	22%	22%	-7.2
Bus	558	54.3%	49.2%	27%	27%	+5.1
Cycle	113	11.0%	11.5%	8%	14%	-0.5
Walk	106	10.3%	5.0%	3%	9%	+5.3
Motorcycle	-	-	0.7%	1% (Other)	1% (Other)	-
TOTAL		100%	100%	100%	100%	

3.8 The data suggests that for students:

- Car use (driver alone) has fallen by 1.1 percentage points since 2013.
- Bus use has increased by 5.1 percentage points.
- Walking has increased by 5.3 percentage points.
- Train use has decreased by 7.2 percentage points.

Travel by Other Modes

3.9 The frequency of travel by different modes was further explored to examine use of other transport modes in addition to the 'main mode'. It can be seen that in 2015, for staff (Table 3.3):

- 24% of staff cycle to University on 3 or more days per week, whilst 6% cycle once or twice a week;
- 14% of staff, who cycle to the University, do so 1 to 3 times per month or more infrequently. 56% of staff never cycle.
- 10.5% of staff car share on 3 days per week or more.
- 30% of staff use the bus on 3 days per week or more, whilst 7% use the bus once or twice per week.
- 31% of staff use the train on 3 days per week or more, whilst 8% use the train once or twice a week.
- 39% of staff, who use the train, do so 1 to 3 times a month or less frequently.

Table 3.3: Staff: Mode by frequency of travel

	5 days a week or more	3 or 4 days a week	Once or twice a week	1 to 3 times a month	A few times a year	Very occasionally	Never
Walk	78%	2.5%	1%	3.5%	4%	7%	74%
Cycle	9%	15%	6%	4%	2%	8%	56%
Bus	25%	5%	7%	8.5%	8%	12.5%	34%
Train	22.5%	8.5%	8%	7%	13%	19%	21%
Car driver (alone)	28%	14%	8%	3%	2.5%	5%	39.5%
Car driver (with others)	2%	3%	2%	2%	3%	11.5%	76%
Car passenger	0.5%	5%	3%	1.5%	5%	16.5%	69%
University Night Bus	0%	0%	0.5%	1%	1%	3%	95%
Early morning minibus service	0%	0%	0%	0%	0%	0%	100%

Note: may not total 100% due to rounding.

3.10 The frequency of student travel by different modes is shown in Table 3.4. It can be seen that:

- 13% of students cycle to University on 3 or more days per week, whilst 5.5% cycle once or twice a week.
- 23% of students cycle 1 to 3 times per month or more infrequently. 58% of students never cycle.
- 5.5% of students car share on 3 days per week or more.
- 52% of students use the bus on 3 days per week or more, whilst 16% use the bus once or twice per week.
- 16% of students use the train on 3 days per week or more, whilst 14% use the train once or twice a week.
- 40% of students use the train 1 to 3 times a month or less frequently.

Table 3.4: Students (including those living on-site): Mode by frequency of travel

	5 days a week or more	3 or 4 days a week	Once or twice a week	1 to 3 times a month	A few times a year	Very occasionally	Never
Walk	36%	6%	3.5%	3%	11%	5.5%	35%
Cycle	6%	7%	5.5%	4%	15%	4%	58%
Bus	31%	21%	16%	9%	6%	3%	14%
Train	8%	8%	14%	16%	14%	10%	30%
Car driver (alone)	4.5%	4%	4%	4%	15%	2.5%	67%
Car driver (with others)	1.5%	2%	4.5%	4%	15%	4%	69%
Car passenger	1%	1%	8%	9%	18%	10%	53%
University Night Bus	1.5%	6%	16%	14%	13%	9%	40%
Early morning minibus service	1%	0%	1%	1%	15%	2.5%	79%

4 Travel Plan Measures Implemented

4.1 This Chapter summarises the wide range of measures implemented since 2001 as part of the University's Travel Plan, demonstrating the University's commitment to sustainable travel.

Transport Initiatives Implemented (2001 – 2008)

4.2 In 2001, the University of Sussex developed and published its first five year Travel Plan. Milestone achievements from the Plan included:

- Car parking charges introduced in 2004/05; these are reviewed annually;
- New car parking charge level applied in 2006;
- Ban introduced for Campus residents parking on-site;
- Cycle routes on Campus extended;
- Cycle stands and shelters expanded, and reviewed annually;
- Frequency of bus services to Campus improved;
- Interest-free loans introduced for purchase of annual season tickets for public transport for staff;
- Improved bus waiting points, shelters and raised kerbs for new easy access buses;
- New pedestrian routes created; and
- New shower facilities introduced.

Transport Initiatives Implemented (2009 – 2010)

- Additional footpaths provided:
 - at Science car park from Hastings building to Pavilion Road; and
 - in Sports Centre car park.
- Bus shelter on Refectory Road moved to Boiler House;
- Cycle shelter provided at Engineering 1;
- University car share scheme relaunched;
- Awareness raising events held;
- Recycled pool bike scheme set up;
- Faded parking bay markings replenished; and
- Layout of Science car park altered to improve pedestrian linkages (final section completed in summer 2011).

Transport Initiatives Implemented (2010 – 2011)

- Falmer House Road access closed;
- Opening of Stanmer Link Road and rerouting of buses through the campus;
- Prepared Construction Management Plan including signage strategy for construction vehicles;

- Altered northern section of Eastern Ring Road to allow two-way working for construction vehicles;
- Reallocated parking spaces to increase the provision of contractor parking on campus;
- New residences provided on site to reduce the number of students commuting to the Campus;
- Pedestrian signage on campus reviewed;
- Raised awareness to staff about flexible working and home working; and
- Provided travel planning information to staff and students.

Transport Initiatives Implemented (2011 – 2013)

- Car parking charges on-site reviewed;
- University worked with local bus operators and Brighton & Hove City Council (BHCC) to implement significant improvements to bus routes serving the Campus including:
 - A review of bus routes, resulting in the re-routing of routes 23, 25 and N25 to the new Northfield Development to ensure the Campus is fully accessible by bus.
 - Increased frequencies during peak (approximately every five minutes for route 25) and off-peak/night time (approximately every ten minutes for route N25) and increased capacity of bus services with the use of the bendy bus (for routes 25) and adjustments to kerb lines, to ensure bendy buses can access the internal roads across the Campus.
- A review of bus stops across the Campus which resulted in the reconfiguration of stops, improved kerb access and bus stop layouts to improve access for pedestrians. The key bus stop improvements that were implemented across the Campus are summarised below:
 - Addition of a bus stop and a waiting area with raised kerb at Boiler House. The improvements included alteration to the junction to allow for the bendy buses that are now being used by Brighton and Hove Bus & Coach Company.
 - Relocation of the bus stop from the southern end of Bramber House to the northern end to remove conflict with the delivery area for The Co-operative store.
 - Removal of bus stop from the northern end of Refectory Road. The stop was deemed no longer required, given the low usage and close proximity to the existing stop on Refectory Road.
 - Removal of bus stop from Refectory Road at East Slope, now serviced by the new bus stop located at Boiler House.
 - Addition of shelter to bus stop at University Way.
- Introduction of speed cushions at various locations around the campus to enforce the 20mph speed limit across the Campus;
- The Brighton Smartcard / Key was introduced on local buses serving the campus which offered students a reduced rate of up to £100 for an annual pass;
- Provision of cycle parking and pedestrian facilities at the Northfield Residential site;
- New shower facilities provided in the Jubilee Building; and
- YMCA recycled pool bike scheme introduced.

Transport Initiatives Implemented 2013 - 15

4.3 All of the University Estates and facilities operations are now undertaken by the newly formed Sussex Estates and Facilities LLP (SEF). The following transport-related initiatives were implemented between 2013 and 2015:

- A new cycle path was opened between Falmer and Woodingdean;
- Additional speed control cushions were placed on Campus roads;

- 2 new Renault electric vans were introduced by the SEF, for post and maintenance operations to replace the previous diesel vehicles that were used;
- Free cycle riding and maintenance training was provided by BHCC on campus for staff and students;
- Fixed cycle pumps were introduced at locations across the campus;
- The Southern Train Brighton Uni Zone was extended to cover East Worthing to Eastbourne;
- Brighton and Hove Bus Company introduced the 25X limited stop express service between the University and Brighton city centre;
- Brighton and Hove Bus Company extended the 50U to include the University, Hollingdean and Brighton city centre; and
- The covered cycle stand was relocated from the Mantell building to Bramber house.

4.4 Additional transport improvements that staff and students would like to see were explored in the 2015 travel survey. Key results are provided in Section 5.

5 Transport Improvements: 2015 Survey Findings

- 5.1 Respondents to the 2015 survey were asked how important they considered a range of transport options to be for University users. Results are shown in Table 5.1 and Figure 5.1.

Table 5.1: Use of initiatives and potential mode change

	STAFF					STUDENTS				
	High	Medium	Low	Neutral	Opposed	High	Medium	Low	Neutral	Opposed
Improved cycle routes in/around the campus	30%	30%	18%	20%	2%	21%	29%	22%	25%	2%
Improved pedestrian routes in/around the campus	25%	32%	24%	19%	0%	22%	31%	31%	14%	2%
Improved shower/locker facilities for walkers & cyclists	29%	36%	13%	21%	0%	22%	29%	24%	24%	2%
Improved cycle parking	23%	34%	17%	25%	0.5%	22%	30%	22%	24%	1.5%
Provision of cycle training						11.5%	21%	33%	30%	4%
More frequent buses on existing routes	31%	22%	21%	25%	2%	46%	25%	17%	9%	2%
More buses on new routes	26%	26.5%	16%	30%	1.5%	37%	27%	19%	15%	2%
University to subsidise bus fares	39%	26%	9%	19%	8%	72%	14%	6%	6.5%	1%
More rigorous/effective car park management	14%	18%	22%	34%	13%	12%	20%	29%	33%	7%
New/ improved car sharing scheme	17%	30%	24%	27%	2.5%	17%	29%	24%	26%	3%
Fleet of University cars for hire	5%	12%	27%	40%	17%	13%	22%	27%	26%	13%
Encourage less people to drive to campus	24%	23%	16%	24%	13%	16%	28%	26%	20%	11%
Improved personal safety	15%	27%	23%	35%	0%	24%	30%	25%	18%	2%
Better information about transport options	16%	32%	24%	29%	0%	27%	31%	26%	15%	1%
Deter people from driving by increasing car parking charges	6%	8%	12%	20%	55%	7.5%	12%	23%	20%	37.5%
Reduce number of parking permits available to decrease reliance on the car	6%	8%	14%	22%	50%	7%	13%	22%	24%	33%

5.2 Table 5.1 shows that high priorities **for staff** are:

- To improve cycle routes in/ around the campus.
- To improve shower/ locker facilities for walkers and cyclists.
- More frequent buses on existing routes.
- University to subsidise bus fares.

5.3 There was significant opposition to:

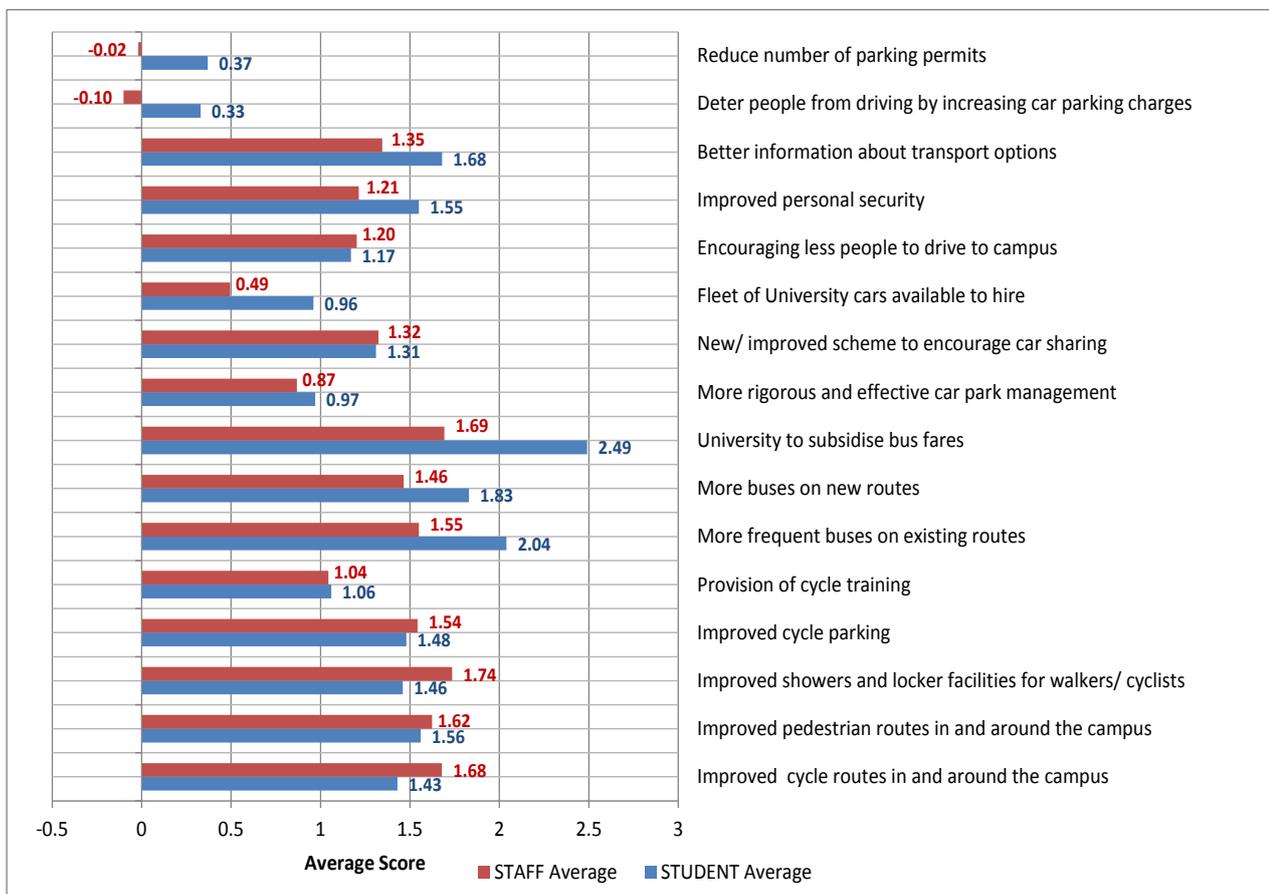
- Increasing car parking charges (55% of staff respondents were opposed).
- Reducing the number of parking permits available (50% opposed).

5.4 17% of staff respondents were opposed to a fleet of University cars for hire (although comments received suggested some support for bikes available for hire on the Campus). 13% were opposed to more effective/ rigorous car park management and encouraging less people to drive to campus.

5.5 Figure 5.1 considers ALL responses, and therefore provides a more holistic analysis for this question. A score of 3 has been assigned for a High Priority rating; 2 for a Medium Priority; 1 for a Low Priority; -1 for 'Opposed'; and 0 for 'Neutral'. An average has then been calculated for each initiative.

5.6 It can be seen that when all options are considered, the priorities detailed in section 5.2 and 5.3 still apply. However, 'improved pedestrian routes in/ around the campus' and 'improved cycle parking' also feature to a greater extent i.e. they are considered a priority for a large number of respondents, but not the highest priority.

Figure 5.1: Views towards different initiatives: Average ratings



5.7 The clear priorities for **students** are associated with buses as a means of addressing the issues raised earlier in this report, and in particular:

- University to subsidise bus fares;
- More frequent buses on existing routes.
- More buses on new routes.

5.8 ‘Better information about transport options’ and ‘improved personal security’ was also important.

Other Potential Staff Initiatives

5.9 The survey also explored whether staff would use a number of additional initiatives, and importantly whether they would encourage a change in the way that staff travel to/ from work or for journeys in the course of work (see Table 5.2).

5.10 It can be seen that the initiatives that would encourage greatest mode change are:

- ‘Provision of a pool car for business travel off-site’: 55.5% of staff respondents said that this would encourage a mode change although only 19% of staff said that they would make use of the initiative.
- The ‘cycle mileage allowance for business travel’: 53% of staff respondents said that this would encourage a mode change although only 18% of staff said that they would make use of the initiative.
- 61.5% of staff said that they would take advantage of homeworking if possible but only 23.5% said that this would encourage mode change.
- Flexitime would potentially be used by 43% of respondents with 39% citing that it would encourage a mode change.

Table 5.2: Use of initiatives and potential mode change

	WOULD YOU USE?				ENCOURAGE MODE CHANGE?		
	Already doing	Yes	No	Not sure	Already doing	Yes	Not sure
Flexi-time – making it easier to e.g. fit in with public transport or car share	32.5%	43%	16.5%	8%	38%	39%	24%
Cycle mileage allowance for business travel	1%	18%	60%	22%	20%	53%	27%
Provision of pool car for business travel off-site	0%	19%	60.5%	20.5%	18.5%	55.5%	26%
Home-working	17%	61.5%	13.5%	9%	63.5%	23.5%	13%
Staff travel loan for public transport season ticket purchase	11%	32.5%	37%	20%	38%	43%	19%

5.11 Findings from the survey have been used to inform the measures proposed in Section 7.

6 Objectives and Targets

Objectives

6.1 The over-riding objective of the University's Travel Plan is:

"To reduce the impact of University generated traffic on the environment and the local community by encouraging staff, students and visitors to the University to travel by sustainable transport modes, through improvements to the choice of transport available to them."

6.2 The following sub-objectives have also been identified:

- Ensure the Travel Plan complies with BREEAM criteria;
- Actively promote and encourage the use of sustainable transport options (through positive actions and communications, internally and externally) for travel to, and from, the University for all site users;
- Promote healthy forms of transport, such as cycling and walking;
- Reduce the adverse environmental impact of University-related trips;
- Ensure that the transport impacts are considered in all policies developed by the University and ensure that policies are developed in such a way as to minimise any adverse impacts;
- Respect the needs of special/vulnerable groups e.g. those with mobility problems and those working unsociable hours; and
- Reduce the need to travel through supporting smarter working practices.

Targets

6.3 The 2022 mode split targets set in the 2013 Travel Plan are detailed in Table 6.1, together with the current staff and student mode split figures as identified in the 2015 travel survey. Revised 2022 Travel Plan targets are also included in the Table, taking into consideration the 2015 figures.

Table 6.1: Travel Plan Targets: 2022

	STAFF			STUDENTS		
	2022 Target as specified in Dec 2013 Travel Plan	Mode split 2015	Revised 2022 Target	2022 Target as specified in Dec 2013 Travel Plan	Mode split 2015	Revised 2022 Target
Car Driver	35		34	9.6		
Car (as Passenger)	1.8	37%	3	2.1	11.3%	10.5
Car (dropped off)	0		-	0.3		
Taxi	0	-	-	0.3	-	-
Motorcycle	0.3	-	0.3	0.4	-	-
Train	32.1	21%	25	20.8	13.1%	15
Bus	16.7	21.5%	14.6	50.1	54.3%	50
Cycle	11.3	17%	20	11.6	11%	14
Walk (all the way)	2.7	3.1%	3.1	4.8	10.3%	10.5

Monitoring and Review

- 6.4 The University will monitor and review the Travel Plan on an annual basis, with measures adapted according to phasing of the Masterplan.
- 6.5 The University's Transport Manager will be responsible for monitoring and review of the Travel Plan, and for reporting findings and Travel Plan progress to the Council.
- 6.6 It is proposed that:
- Face-to-face, interview-based surveys will be undertaken in March 2018, 2020 and 2022.
 - Questionnaire-based surveys exploring attitudes etc will be undertaken in March 2017, 2019, 2021 and 2023.
- 6.7 In addition, counts will be undertaken to monitor e.g. the demand for cycle parking etc, and to ensure that cycle parking is provided at acceptable levels and in the appropriate locations.

7 Travel Plan Measures

Managing Trips to the Falmer Campus: Key Challenges

7.1 The Travel Plan will ensure that there is:

1. Effective management of car parking to provide a real deterrent for staff/students/visitors to bring their cars to the Campus.
2. Adequate bus and rail capacity during peak hours to accommodate the increase in demand for public transport.
3. Good quality infrastructure provision (both on and off site) to support the increase in cycling and walking associated with the Masterplan, to ensure safe and pleasant routes and secure parking, are available. The Transport Strategy will aim to shift staff/students from public transport to cycling and walking; the local catchment and improvements to the main route to the site from Brighton, suggest that there is great potential for encouraging more cycling.

Key Measures

7.2 The Travel Plan comprises a suite of measures to accommodate the change in demand for travel across different modes. Key measures proposed are described below.

Car Park Management

7.3 Given that there is no additional (general) car parking to be provided on site as part of the Masterplan, a key element of the Travel Plan will be the introduction of a fair and transparent parking policy to effectively manage the number of Campus users travelling to the site by car. The policy will ensure that levels of parking and the number of cars travelling to the site are retained at levels only slightly above existing levels, despite the increase of approximately 3,650 and 2,550 people travelling to the Campus in 2019 and 2023 respectively (as established within the 2013 Masterplan and associated Travel Plan).

7.4 Under the new parking policy, staff and students living off Campus will no longer be automatically entitled to park at the Falmer Campus. Instead, parking permits will only be issued to staff/ students who are able to meet a set of clearly defined criteria.

7.5 The core policy will comprise three key elements:

- **ELEMENT 1:** Needs-based eligibility criteria;
- **ELEMENT 2:** Criteria based on EITHER i) a circular, distance-based eligibility zone; OR ii) a public transport zone; OR iii) a mix of both e.g. a circular walking/ cycling zone combined with a public transport zone;
- **ELEMENT 3:** A charging regime that further incentivises sustainable travel, including car sharing.

7.6 An overview of each of these elements is provided below:

Element 1: Needs-based eligibility criteria

7.7 The new policy would ensure that those with a real need to drive by car are able to park on site, regardless of where they live. Students living on Campus would, as with the existing policy, not be permitted to bring a car to University unless they have a disability. Eligibility criteria would be developed following consultation with staff and students, but would take into account:

- disability and medical conditions;
- working hours (which affect public transport availability);
- work requirements e.g. needing a car during work;
- care commitments e.g. nursery/school run, caring for elderly relatives etc; and
- regular car sharing.

7.8 There is considerable opportunity to encourage car sharing; only 4.8% of staff and 3.2% of students currently car share despite a large number of staff and students living in close proximity and arriving on Campus at similar times. However, there has been only limited success to date in facilitating an increase in car sharing and thus car sharing will be formally encouraged through the parking criteria and/or charging regime. Provision of on-site car sharing spaces will also be introduced.

Element 2: Circular Eligibility Zone or Public Transport Exclusion Zone

7.9 A circular 'eligibility zone' centred on the University would be identified, with staff/ students whose home falls within the zone boundary only qualifying for a permit if they can identify a real need (see eligibility criteria above). Those living outside the zone boundary would automatically qualify for a permit.

7.10 The 'eligibility boundary' may not, however, reflect the relative ease of travelling to the Campus, particularly by public transport. For example public transport routes may favour trips from certain locations beyond the zone. A more sophisticated 'public transport zone' system will therefore also be explored based on the accessibility of the site from different locations by different modes. For example, staff who are able to access the site by public transport in less than 30 minutes by a frequent bus service, could be deemed ineligible for a parking permit given that reasonable alternatives are available.

7.11 Under both scenarios, the zone boundaries during different phases of the Masterplan would be defined to ensure that the number of people entitled to a permit is compatible with the number of available spaces at peak times.

Element 3: Revised Charging Regime

7.12 The scale of charges will also be reviewed and alternatives explored to the current charging regime to further incentivise sustainable travel. This will include consideration of:

- Salary-related charging.
- Reduced rates/ dedicated spaces for car sharers.

Phasing Considerations

7.13 Staff and students will renew permits on an annual basis. This will enable refinements to be made to criteria as the Masterplan progresses; 2019 may, for example, require stricter criteria given that it will present the greatest transport challenge for the University.

Car Parking Enforcement

- 7.14 The University already has effective enforcement processes in place including Automatic Number Plate Recognition (ANPR) technologies. This will enable effective administration, monitoring and enforcement of the new car parking policy. The University would also closely monitor any external impacts of the revised parking policy e.g. any increases in off-site/ on-street parking.

Public Transport

- 7.15 There will be a significant increase in public transport use and a corresponding relative increase in the number of buses serving the Falmer Campus as a result of the Masterplan proposals. To support the vision for a Campus that is pedestrian and cycle friendly, there is an aspiration not to increase the number of buses running through the heart of the Campus. To this end, provision of an on-site turning area for additional buses serving the Falmer Campus will be explored and a review of bus service operations through the Campus will be undertaken.
- 7.16 All bus stop facilities implemented as part of the Masterplan proposals will be of high quality with seating and shelter provided. Real time information will also be available at all new bus stops.
- 7.17 The University will continue to work in close partnership with bus operators and Brighton University to deliver the level of service required to meet the increased demand.
- 7.18 The demand for travel by rail will also increase significantly, and the University will work with rail operators to deliver a level of service provision to meet demand.

Encouraging Walking and Cycling

- 7.19 A number of measures will be introduced to support walking and cycling to the University including:
- Improvements to the north-south network of pedestrian routes;
 - An option for provision of a 'free' bicycle for students staying in off-site University owned and managed accommodation (the cost to be included within accommodation fees).

Other Measures to Manage Demand for Travel

- Spread demand for travel by adjusting timetabling and scheduling; to include more lectures later in the day and more online/distant learning opportunities.
- 7.20 In addition there are a number of other measures, many of which are ongoing, which are set out in the following pages.

Table 7.1: Travel Plan Measures: Timescales and Responsibilities

MEASURE	DESCRIPTION	TIMESCALE	RESPONSIBILITY
Management of the Travel Plan	Continue to support the position of a Transport Manager	Ongoing	Estates Director
	Ensure regular Steering Group meetings via the environmental forum to discuss progress, issues and updates including: <ul style="list-style-type: none"> • Estates and Facilities Management representatives; • Transport Manager; • Bicycle User Group (BUG) Representative; • Student representative; • HR; and • Environmental Manager 	Ongoing	Transport Manager
Awareness raising and marketing	Undertake a Travel Plan awareness raising event annually and continue to promote the Travel Plan on the University's web pages.	2016 – ongoing annually	Transport Manager/ IT
	Promote the following initiatives via bulletins, student communications and web pages: <ul style="list-style-type: none"> • Travel survey results; • Bike doctor visits; • Pool cycles; and • Progress and update of travel plan. 	Ongoing	Transport Manager
	Participate in awareness raising events e.g. Green Week, Bike to Work, EcoFair etc.	Ongoing	Transport Manager
	Review the provision of travel information, and provide comprehensive travel information on the University's website	From Sep 2016	Transport Manager
	Prepare a Communications Strategy and undertake regular communications.	Ongoing	Transport Manager/ Comms. Team
	Undertake staff/student consultation.	Annually	Transport Manager
Encouraging public transport use (train, bus)	Promote staff salary sacrifice scheme or interest-free loans for public transport annual season ticket purchase.	Ongoing	Transport Manager/ HR
	Review public transport operations and establish whether there are other models of service provision that would deliver additional services and more competitive prices for tickets.	By Dec 2016	Transport Manager
	Undertake regular discussions with service providers on public transport services and operations to meet the needs of the campus.	Ongoing (annually)	Transport Manager

MEASURE	DESCRIPTION	TIMESCALE	RESPONSIBILITY
	Provide real-time bus time displays on campus.(currently displays are provided at the Student Union, Falmer House)	2018	Transport Manager
	Investigate introduction of bus ticket subsidy.	Ongoing	Transport Manager/ HR
	Review bus waiting facilities.	Annually	Transport Manager
Encouraging walking	Review existing pedestrian signage on campus and off-campus in collaboration with the campus wide signing project.	Sept 2016	Transport Manager/ Estates Director
	Review existing pedestrian routes and crossing points. Seek to provide new direct pedestrian routes and crossing facilities on the campus	Sept 2016	Transport Manager
Encouraging cycling	Continue to improve and encourage the use of pool bikes.	Ongoing	Transport Manager
	Review quality of cycle routes and linkages on the campus and promote these through the awareness raising measures outlined above.	Ongoing	Transport Manager
	Review the use of all cycle stands, to identify where demand exceeds supply and the need for relocation.	Ongoing	Transport Manager
	Provide weekly Dr Bike on Campus – and review provision.	Ongoing	Transport Manager
	Introduce cycle to work scheme (National Scheme).	Sept 2016	HR
	Provide cycle training.	Ongoing	Transport Manager
	Distribute cycle maps via road shows and other campus activities. Ensure cycle maps are readily available across the campus.	Ongoing	Transport Manager
	Negotiate discounts with local bike provider for cycle purchase.	2016	Transport Manager
	Review shower and locker facilities, and improve facilities as appropriate	Dec 2016	Transport Manager
	Ensure regular communication with BUGs.	Termly	Transport Manager
Reduce the number of car journeys to and from the campus	Re-launch the car share scheme	2016	Transport Manager
	Ensure access restrictions and car parking are clearly signed and enforced	Ongoing	Transport Manager
	Review incentives for car sharing	Sept 2016	Transport Manager
Smarter choices	Raise awareness of HR policy to staff pertaining to flexi and home working.	Ongoing	HR

MEASURE	DESCRIPTION	TIMESCALE	RESPONSIBILITY
Staff (including business travel) / students	Provide travel planning information to existing staff and students	Ongoing	Transport Manager
	Ensure University of Sussex travel information web pages are kept up-to-date. Raise awareness of Brighton & Hove's Journey On.	Ongoing	Transport Manager/ Comms. Team
	Investigate the potential for the provision of bicycle mileage for staff business travel.	September 2015	HR
Servicing and deliveries	Procurement to encourage individual organisations to rationalise deliveries to the campus where possible to reduce the number of vehicles coming onto site.	Sept 2014 - ongoing	Transport Manager
	Convey to delivery companies the University's desire for them to use the most sustainable transport methods possible.	Ongoing	Transport Manager
	Head of Projects in collaboration with the Transport Manager to produce a Signage Strategy to direct contractors along appropriate routes, parking areas and access and egress points.	Sept 2015	Head of Projects
	Regularly monitor the number and type of construction vehicles entering and exiting the campus, by use of automatic vehicle register on entrance/exit routes from campus.	Ongoing	Transport Manager
Parking	Review car parking charges in terms of costs and operational times.	Annually	Transport Manager
	Review car parking eligibility, including staff/ student consultation.	2014/15	Transport Manager
	Regularly review demand for disabled parking and ensure that the number of spaces is maintained throughout the redevelopment programme.	Ongoing	Transport Manager
	Review the provision of contractor parking on the campus and increase as needed.	Ongoing	Transport Manager
	Investigate areas on the campus where contractor parking could be provided during the redevelopment.	Ongoing	Transport Manager
Visitors	Provide public transport and cycling information via the web site.	Ongoing	Transport Manager
	Advise visitors about the limitation of on-site parking availability and changes to the number of car parking spaces throughout the course of the University's redevelopment programme, to encourage non-car travel.	Ongoing	Transport Manager
Safety	Liaise with the Health and Safety Officer to promote (on-site) safety for all users.	Ongoing	Transport Manager
	Promote vehicle speeds on the campus of less than 20 mph.	Ongoing	Transport Manager
	Ensure traffic/parking does not hinder any vehicle but especially emergency vehicles.	Ongoing	Transport Manager

MEASURE	DESCRIPTION	TIMESCALE	RESPONSIBILITY
Environmental	Where new car parking is being created or existing car parking is being refurbished, install Sustainable Urban Drainage Schemes (SUDS) where possible, in accordance with Environment Agency guidance to minimise urban rainwater runoff.	Ongoing	Transport Manager
	Support and promote the use of public transport providers that are known to use alternative fuel options.	Ongoing	Transport Manager
	Assess the feasibility of replacing all University fossil-fuel powered vehicles with electric or hybrid vehicles and promote at awareness raising events through the University's website and publications.	Ongoing	Transport Manager
	Reduce CO2 emissions through the reduction in car journeys on the campus and encouraging sustainable modes of travel such as walking, cycling and public transport. This can be monitored through traffic surveys of the number and types of vehicles on the campus.	Ongoing	Transport Manager
Monitor and review of Travel Plan Measures	<p>Monitor travel modes through:</p> <ul style="list-style-type: none"> • Undertaking staff and student travel surveys over the next six year period (face-to-face interviews in 2018, 2020 and 2022; and questionnaire-based in 2017, 2019, 2021 and 2023). • Reviewing and updating the Travel Plan. 	October 2017	Transport Manager

A Map of Falmer Campus



0 50m 100m

Main buildings

Accelerator Building	49	Health Centre	6
Aisin Seiki	41	Institute of Development Studies (IDS)	19
Arts A	22	John Clifford West	35
Arts B	18	John Maynard Smith	47
Arts C	17	Jubilee	15
Arundel	28	Jubilee Lecture Theatre	15a
Asa Briggs (A1 and A2) Lecture Theatres	21	The Keep	60
Ashdown House	42	Library	20
Attenborough Centre	56	Mantell	32
Boiler House	31	Meeting House	53
Bramber House	13	Pevensey I	52
BSMS Research	45	Pevensey II	50
BSMS Teaching	46	Pevensey III	26
Chichester I	24	Richmond	29
Chichester II	25	Shawcross	23
Chichester III	27	Silverstone	16
Chichester Lecture Theatre	51	Sport Centre	57
Childcare Centre	58	Sussex Health Outcomes Research and Education in Cancer (SHORE-C)	37
Clinical Imaging Sciences Centre (CISC)	39	Sussex House	54
Essex House	12	Sussex Innovation Centre	44
Falmer House	55	Sussex Centre for Language Studies	22
Falmer Sports Complex	36	Thermo-Fluid Mechanics	43
Freeman	43	Research Centre (TFMRC)	40
Friston	33	Traford Centre	38
Fulton	30	Visitors' car park	VP
Genome Centre	48	Hastings	34

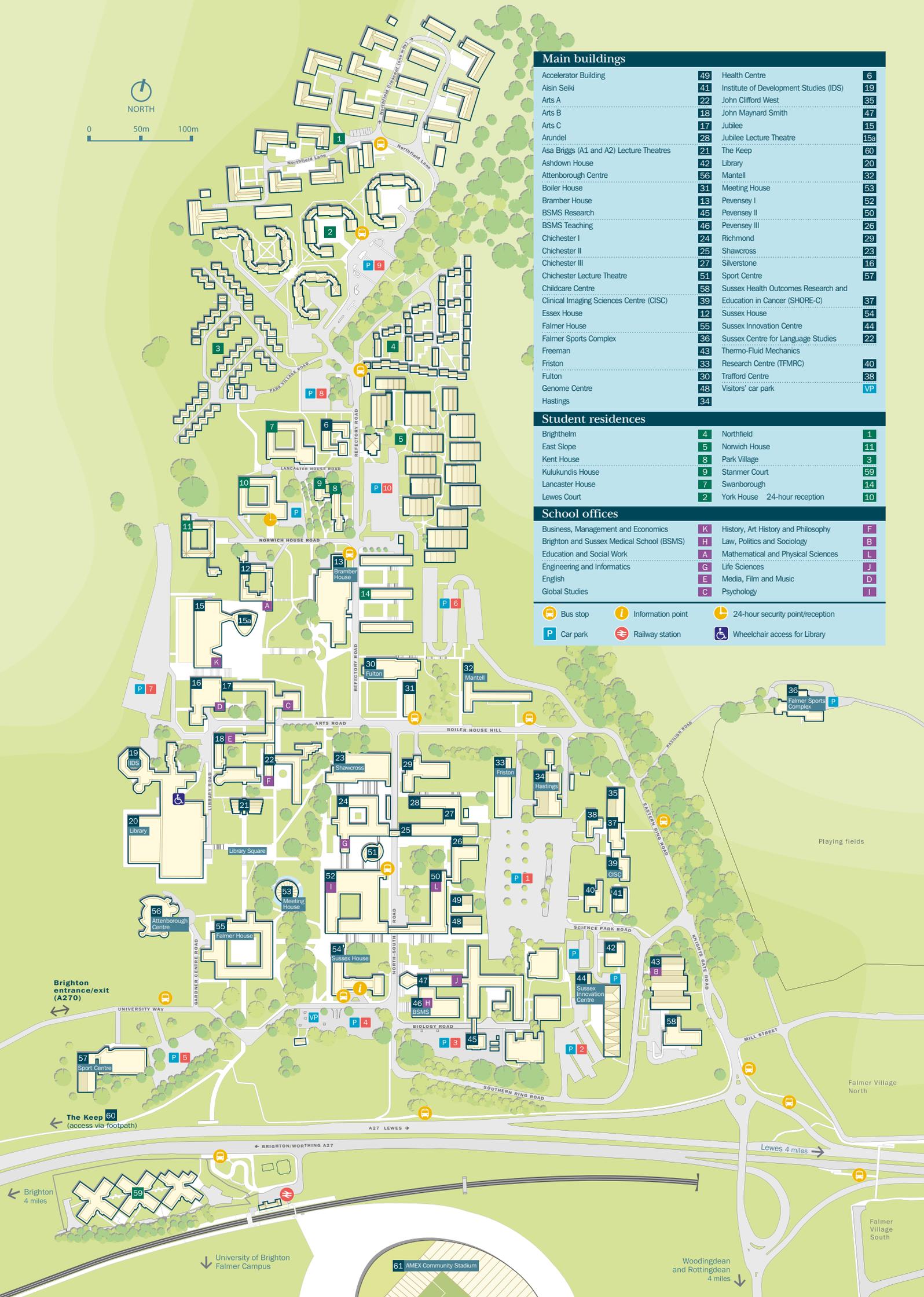
Student residences

Brightelm	4	Northfield	1
East Slope	5	Norwich House	11
Kent House	8	Park Village	3
Kulukundis House	9	Stanmer Court	59
Lancaster House	7	Swanborough	14
Lewes Court	2	York House 24-hour reception	10

School offices

Business, Management and Economics	K	History, Art History and Philosophy	F
Brighton and Sussex Medical School (BSMS)	H	Law, Politics and Sociology	B
Education and Social Work	A	Mathematical and Physical Sciences	L
Engineering and Informatics	G	Life Sciences	J
English	M	Media, Film and Music	D
Global Studies	C	Psychology	I

Bus stop
 Information point
 24-hour security point/reception
 Car park
 Railway station
 Wheelchair access for Library



Brighton entrance/exit (A270)

The Keep 60 (access via footpath)

Brighton 4 miles

University of Brighton Falmer Campus

61 AMEX Community Stadium

Woodingdean and Rottingdean 4 miles

Lewes 4 miles

Falmer Village North

Falmer Village South

Playing fields

Reception

54 Main reception Sussex House

Academic units

18 American Studies Arts A & B
 17 Anthropology Arts C
 18 Art History Arts A
 15 Business and Management Jubilee
 28 Chemistry Arundel
 15 Economics Jubilee
 12 Education Essex House
 29 Engineering and Design Richmond
 18 English Arts B
 43 Genome Centre
 17 Geography Arts C
 22 History Arts A
 24 Informatics Chichester I & II
 17 International Development Arts C
 17 International Relations Arts C
 43 Law Freeman
 47 Life Sciences John Maynard Smith
 50 Mathematics Pevensey II
 16 Media and Film Silverstone
 46 Medical School BSMS
 16 Music Silverstone
 22 Philosophy Arts A
 24 Physical Geography labs Chichester I
 50 Physics and Astronomy Pevensey II
 43 Politics Freeman
 52 Psychology Pevensey I
 12 Social Work and Social Care Essex House
 43 Sociology Freeman
 15 SPRU – Science Policy Research Unit Jubilee
 22 Sussex Centre for Language Studies Arts A

University offices

20 Careers and Employability Centre Library
 13 Conference Centre Bramber House
 54 Development and Alumni Relations Sussex House
 34 Estates and Facilities Management Hastings
 34 Health and Safety Office Hastings
 34 Occupational Health Hastings
 55 Research and Enterprise Falmer House
 61 Student Recruitment and Marketing AMEX Community Stadium
 10 Security Office (24-hour reception) York House
 44 Sussex Innovation Centre
 55 University of Sussex Students' Union Falmer House
 54 Vice-Chancellor's Office Sussex House

Student services

54 Admissions Office Sussex House
 55 Advice & Representation Centre (USSU) Falmer House
 20 Careers and Employability Centre Library
 53 Chaplaincy Meeting House
 54 Finance Office Sussex House
 55 Muslim prayer facility Falmer House
 13 Residential Sport and Trading Services Bramber House
 13 Student Life Centre Bramber House
 13 Student Systems and Records Office Bramber House
 52 Student Support Unit Pevensey I
 34 Sussex Abroad Office Hastings
 6 University Counselling Service Health Centre

Other units on campus

39 Clinical Imaging Sciences Centre (CISC)
 41 IMRA Europe UK Research Centre Aisin Seiki
 19 Institute of Development Studies (IDS)
 33 International Study Centre Friston
 37 Sussex Health Outcomes Research and Education in Cancer (SHORE-C)
 40 Thermo-Fluid Mechanics Research Centre (TFMRC)
 32 University of Gothenburg Mantell

Learning services

56 Attenborough Centre for the Creative Arts (opens 2016)
 26 Attenborough Centre Creativity Zone Pevensey III
 23 IT Services Shawcross
 20 Library
 60 Mass Observation Archive The Keep
 60 Special Collections The Keep

Campus services and shops

54 Barclays Sussex House
 20 Bookshop Library
 58 Childcare Centre
 13 Conference Centre Bramber House
 13 The co-operative (supermarket) Bramber House
 6 Dentist Health Centre
 6 Health Centre
 3 Laundrette Park Village
 13 Newsagent (in The co-operative) Bramber House
 6 Pharmacy Health Centre
 13 Post Office (in The co-operative) Bramber House
 34 Print Unit Hastings
 57 Sport Centre
 55 Students' Union Shop Falmer House
 36 Sussexsport (Sport Services) Falmer Sports Complex

Cafés on campus

22 Arts Piazza Café Arts A
 50 Bridge Café Pevensey II
 17 Dhaba Café Arts C
 46 Doctor's Orders Café BSMS
 5 East Slope Bar East Slope
 13 Eat Central (ground floor) Bramber House
 13 Dine Central (first floor) Bramber House
 19 IDS Café and Bar IDS
 15 Jubilee Café Jubilee
 20 Library Café Library
 44 Sussex Innovation Centre Café Sussex Innovation Centre
 55 The Union Bar Falmer House

Can't find what you're looking for?

- Drop in to the main reception, Sussex House 54 9am to 5pm
- To find a person on campus, call switchboard on (01273) 606755
- In an emergency call (01273) 873333 or visit Security Office (24-hours)
- For more information, visit

www.sussex.ac.uk

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