

University of Sussex Travel Plan 2020

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Executive Summary

Overview

The University of Sussex has demonstrated a long and ongoing commitment to Travel Planning. Since 1999, a number of iterations of The University's Travel Plan have been produced to support both the operational requirements of the University, and expansion and redevelopment of the campus.

The University had a version of the Travel Plan approved by Brighton and Hove City Council (BHCC) in December 2013 to support Masterplan proposals. Since then, the University has produced updated versions of the Travel Plan with the most recent version (dated January 2019) approved by BHCC in May 2019.

This document provides an update to the 2019 Travel Plan and includes specific reference to the East Slope development (LPA Ref: BH2016/01001) for a new student centre, 391m² of mixed-use retail space and 249 student bedrooms as part of the S106 agreement, and the retention of the temporary Friston Building (LAP Ref: BH2020/01326) for an additional five years.

The University of Sussex is committed to its objective of becoming one of the greenest universities in the UK and to achieving Platinum accreditation of the EcoCampus award scheme. The University has an Environmental and Sustainability Policy (and a complementary Environmental Management Plan and Carbon Management Plan) in place which has been initiated and is supported by the University's senior management team.

The Policy highlights the need for integration of the environmental aims and objectives with other strategic plans for the University. Specifically, and of direct relevance to this Travel Plan and the University's development proposals, the Policy cites that this integration will be achieved by:

- developing the campus in a sustainable manner in accordance with the Strategic Framework 2025; and
- supporting the use of non-car means of transport through its Sustainable Transport policy (i.e. Travel Plan).

This updated 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, as well as health benefits.

The main over-arching objective for this Travel Plan is:

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

Whilst this Travel Plan therefore supersedes previous versions of the Travel Plan, measures and targets have continually been integrated into follow-on versions of the Travel Plan to ensure continuity and consistency across all iterations of the Plan.

1 Introduction

Background

- 1.1 The University of Sussex is located at Falmer, between Brighton and Lewes. The Falmer campus is bordered by the South Downs National Park and comprises 94 hectares of land and approximately 260,000m² of buildings.
- 1.2 To ensure that the University can continue to attract the best academics and students, a programme of investment has been implemented to modernise and improve the campus to include affordable student accommodation, social and work spaces, academic and research buildings, and improved sport and leisure facilities.

Campus Development Plans

- 1.3 The development programme includes creation of a new student village 'East Slope' which will bring significantly improved facilities and accommodation, which will in turn support the University's staff and student community. Prior to the development of East Slope there were around 4,300 rooms on campus; the East Slope redevelopment will bring an additional 1,400 bedrooms, with approximately 2,100 new units replacing around 590 outdated student bedrooms.
- 1.4 The redevelopment was granted planning approval in July 2015 following an appeal (LPA Ref: Ref BH2013/04337) and phased construction works started on-site in January 2017. The first phase of new accommodation opened in September 2018 and the University is aiming for full completion of the East Slope development by Spring 2021.
- 1.5 The development of East Slope will contribute significantly towards the University's target of offering on-campus accommodation to at least 40% of students. Plans are currently underway to design an additional residential led development on campus known as 'West Slope' which will further support this aim. The project is anticipated to bring forward in the region of a further 1,921 student bed spaces alongside ancillary commercial and academic floorspace.
- 1.6 The University of Sussex currently has 18,250 students with an on-campus population of 19,000 including students from the Institute of Development Studies (IDS) and the joint medical school with the University of Brighton.
- 1.7 As the University operates in an increasingly challenging economic environment, it will continue to review growth options to ensure that it maintains financial health. The outcome of the University's application for West Slope has no impact on the total student population or growth. The intention is to increase the number of students living on campus.
- 1.8 This Travel Plan, whilst supporting the University's ongoing development plans generally, will also specifically support the East Slope and emerging West Slope development proposals, alongside which this document was submitted. It will also account for the recent approval to retain the temporary 2 storey teaching building (Friston Building) on campus for five years and the new student centre on campus.

Ensuring Sustainability across the University

- 1.9 The University of Sussex is committed to its objective of becoming one of the greenest universities in the UK and to achieving Platinum accreditation of the EcoCampus award scheme. The EcoCampus scheme rewards universities for moving towards environmental sustainability, under-pinned by good operational and management practice. With the inclusion of Sussex Estates & Facilities, the University is working towards reducing its carbon footprint by 44% from a baseload year of 2005/6, which equates to approximately 9,000tCO₂, or equivalent to £1.5million from the annual electricity bill.
- 1.10 The University has an Environmental and Sustainability Policy (and a complementary Environmental Management Plan and Carbon Management Plan) in place which has been initiated and is supported by the University's senior management team. The Policy highlights the need for integration of the environmental aims and objectives with other strategic plans for the University. Specifically, and of direct relevance to this Travel Plan and the University's development proposals, the Policy cites that this integration will be achieved by:
- developing the campus in a sustainable manner in accordance with the Strategic Framework 2025; and
 - supporting the use of non-car means of transport through its Sustainable Transport policy (i.e. Travel Plan).
- 1.11 Although the University is still developing some of its plans for meeting its Sussex 2025 vision, it is committed to cutting its carbon emissions significantly through a robust Environmental Policy and Strategy, of which this Travel Plan comprises a key component.

Aims and Objectives of this Travel Plan

- 1.12 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 ensuring that staff, students and visitors to the University travel by sustainable transport modes, through improvements to the choice of transport available to them."*
- 1.13 The following sub-objectives have also been identified for this Travel Plan:
- Contribute towards the University's Environmental Policy objectives of reducing carbon emissions, including those generated by Scope 3 (travel) emissions;
 - Promote healthy forms of transport, such as cycling and walking;
 - 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;
 - Reduce the impact of cars on the University campus, our neighbours and surrounding areas;
 - 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;
 - Reduce the adverse environmental impact of University-related journeys;
 - Respect the needs of vulnerable/disadvantaged groups including those with mobility problems and those working unsociable hours;
 - Reduce the need to travel through supporting smarter working practices; and
 - Ensure the Travel Plan complies with BREEAM criteria.

Travel Plan Benefits

- 1.14 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, as well as health benefits.

Informants of this Travel Plan

- 1.15 The University of Sussex has demonstrated a long and ongoing commitment to Travel Planning. Since 1999, a number of iterations of The University's Travel Plan have been produced to support both the operational requirements of the University, and expansion and redevelopment of the campus.
- 1.16 The University had a version of the Travel Plan approved by Brighton and Hove City Council (BHCC) in December 2013 to support Masterplan proposals. Since then, the University has produced updated versions of the Travel Plan with the most recent version (dated January 2019) approved by BHCC in May 2019. Measures and targets have continually been integrated into follow-on versions of the Travel Plan to ensure continuity and consistency across all iterations of the Plan.
- 1.17 The various iterations of the University's Travel Plan have themselves been informed by a range of comprehensive surveys which have comprised a combination of full self-completion questionnaire-based surveys as well as shorter interview-based snapshot surveys. The following surveys have been undertaken:
- 2001: Full survey (questionnaire-based)
 - 2008: Full survey (questionnaire-based)
 - 2013: One day 'snapshot' survey (interview-based)
 - 2015: Full survey (questionnaire-based)
 - 2016: Car parking consultation (online survey)
- 1.18 In addition, a Travel Plan survey was undertaken amongst staff and students in April/May 2019. This comprehensive survey has informed the 2019 Travel Plan and this subsequent update in the absence of updated surveys in April / May 2020. Surveys could not be undertaken due to the unprecedented circumstances of the global COVID-19 pandemic. A national lockdown led to limited students on campus. As such, the surveys would not reflect typical travel mode characteristics or an appropriate baseline for mode share improvements in future years.
- 1.19 It is proposed for the surveys to be postponed until April/May 2021. However, in the absence of 2020 travel survey results, the 2019 results have been retained as part of this Travel Plan Update to reflect last known 'typical' student and staff travel behaviours on campus.

2019 Travel Plan Survey

- 1.20 The specific objectives of the 2019 travel survey were to:
- Establish the current travel patterns of staff and students at the University to understand whether there had been any changes in how people were travelling to and from the Falmer campus compared to previous years.
 - Identify the barriers to sustainable travel including walking, cycling and public transport use.
 - Explore measures that staff and students would like to see to further encourage and facilitate sustainable travel to and from the University.

- Understand views towards potential changes to car parking policy at the University.
- Meet the monitoring requirements of planning permissions associated with development at the University's Falmer campus.

1.21 The 2019 travel survey was undertaken online and was designed such that comparability with previous surveys was possible. Design of the survey was informed by focus group discussions comprising staff, students and other stakeholder representatives including BHCC. A copy of the 2019 Travel Plan survey is provided in **Appendix A**.

1.22 The survey ran from 25 April 2019 until 10 May 2019 and was widely and effectively promoted by the University, with a prize draw of sustainable travel prizes offered to incentivise response. Methods of promotion and awareness-raising of the survey included:

- Thursday 25 April-Fri 10 May: Social media promotion (student, staff and main accounts) and digital signs.
- Thursday 25 April: News story on university website.
- Thursday 25 April: 'Hot ticket' on staff news web page.
- Thursday 25 April: Alert on Student Hub web page.
- Thursday 25 April: Tile on Sussex Mobile app for students.
- Friday 26 April: Item in weekly travel update for registered drivers.
- Friday 26 April: News story in Staff Bulletin newsletter.
- Monday 29 April: News story in Flint student newsletter.
- Thursday 2 May: Email to all staff and students.
- Friday 3 May: Item in weekly travel update for registered drivers.
- Friday 3 May: Reminder in Staff Bulletin newsletter.
- Wednesday 8 May: Promotion at campus travel event.
- Friday 10 May: Reminder in Staff Bulletin newsletter.
- Friday 10 May: Item in weekly travel update for registered drivers

1.23 Key findings from the survey are provided in Sections 3 and 5.

Scope of this Travel Plan

1.24 This Travel Plan considers all aspects of travel behaviour associated with the University, including the East Slope, Student Centre and Friston Building proposals, including:

- Staff and student travel to/ from the Falmer campus for work/ study;
- Business travel;
- Visitor travel; and
- Deliveries and servicing.

Report Structure

1.25 This report is structured as follows:

- Section 2 provides an overview of the existing transport provision and travel options for accessing the Falmer campus.
- Section 3 details the impact of the University's existing Travel Plan upon travel to the Falmer Campus.
- Section 4 sets out the Travel Plan measures introduced to date.
- Section 5 provides an overview of transport improvements suggested by staff and students as part of the 2019 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 an Action Plan detailing the measures to be implemented as part of the Travel Plan, including timescales and responsibilities for delivery of measures.

2 Site Context

Site location

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

Pedestrian accessibility

- 2.2 A map of the University of Sussex's Falmer campus is provided in **Appendix B**, showing key pedestrian and cycle routes through the site and accessible routes between buildings. 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.
- 2.3 As shown by the map in **Appendix C**, the majority of the campus is within a 10-minute walk of the centre of the site. The University has produced materials aimed at highlighting and promoting walking around the campus including the campus map (**Appendix B**) which shows the step-free routes around the site; the number of steps and gradients at locations where there are steep slopes; wheelchair accessible entrances to buildings and availability of lifts; and the location and number of disabled parking spaces.

Improving pedestrian routes around the campus

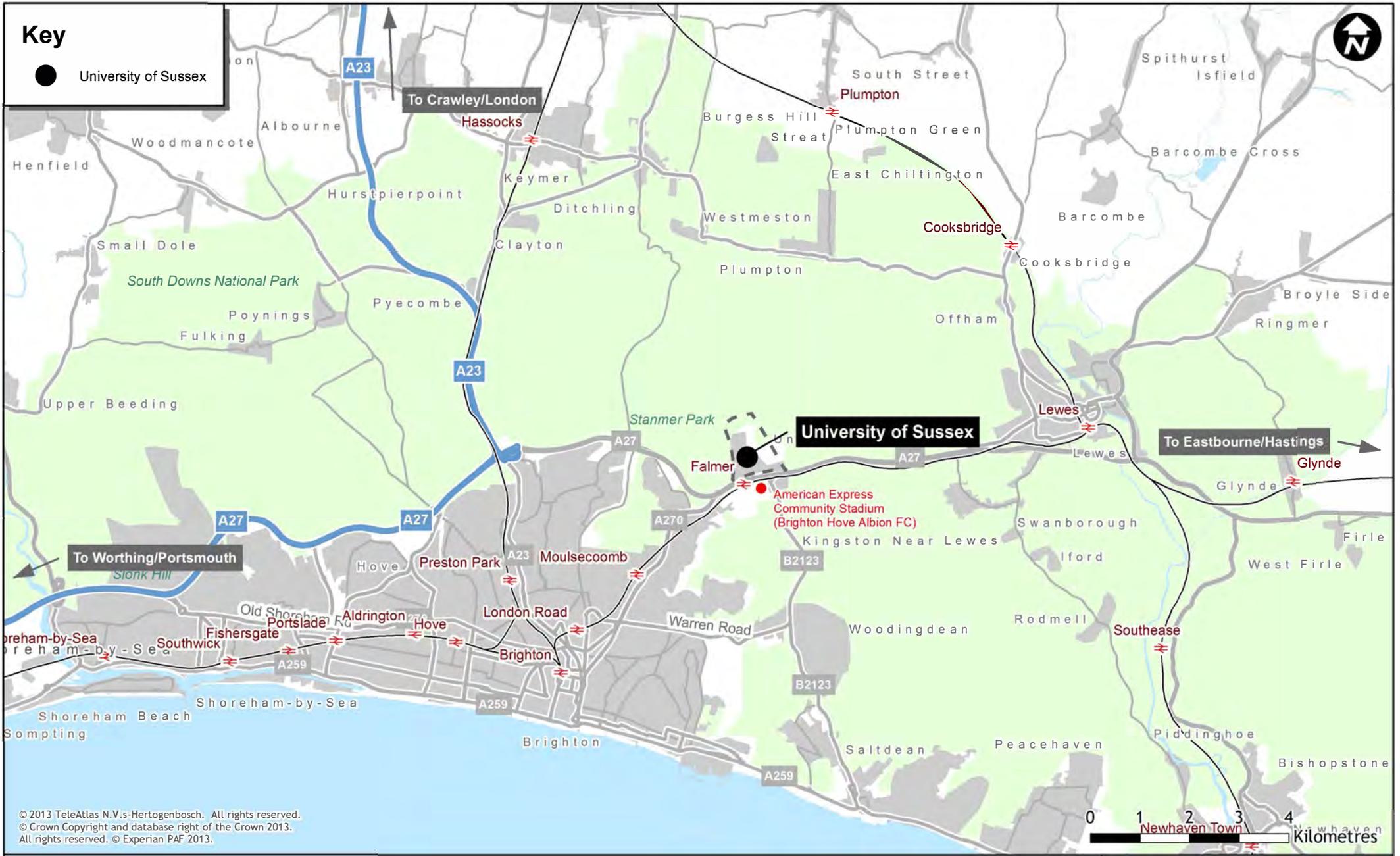
- 2.4 Steer undertook a PERS (Pedestrian Environment Review System) Audit of the Falmer campus on Monday 15 May 2017 between 10:00 and 13:00.
- 2.5 The quality of the pedestrian environment was assessed using the PERS framework. The following measures were identified to improve the pedestrian environment, and were progressed through a series of projects following the Audit:

Completed

- Introduction of 2 new zebra crossings on Boiler House Hill.
- Widening of the main north/ south thoroughfare from Bramber House to Lewis Court.
- Reallocation of footway space for pedestrians to reduce conflict points, notably at the junction of North-South Road and Biology Road.
- Formalising some of the more informal footpaths.
- Widening of footpaths where possible.

Ongoing

- Re-routing of cycle paths through the campus.
- Ensuring provision of fully accessible routes through campus.
- Improving dropped kerb provision.
- Replacing broken paving slabs with consistent materials across the campus.



University of Sussex Travel Plan 2019
 Figure 2.1: Location of Falmer Campus

		
Drawn by: EJB	Last Updated:	Revision:

Promoting running and walking

- 2.6 The University supports and encourages staff and students to walk and run through a number of initiatives:
- The weekly ‘Runch’ (Run at Lunch); a low-key, social running group aimed at staff and students.
 - ‘Commit to Get Fit’ is a month-long annual event at Sussex, providing staff with free fitness activities throughout May and encouraging staff to connect with colleagues across campus.
 - Wellbeing walks: Walking maps are provided to encourage campus users to walk around the campus countryside.
 - Boundary Walk/ Run: An annual event around the boundary of the Falmer campus.
- 2.7 A selection of materials produced by the University to support the above activities are provided in **Appendix D**.

Cycle accessibility

On and off campus cycle routes

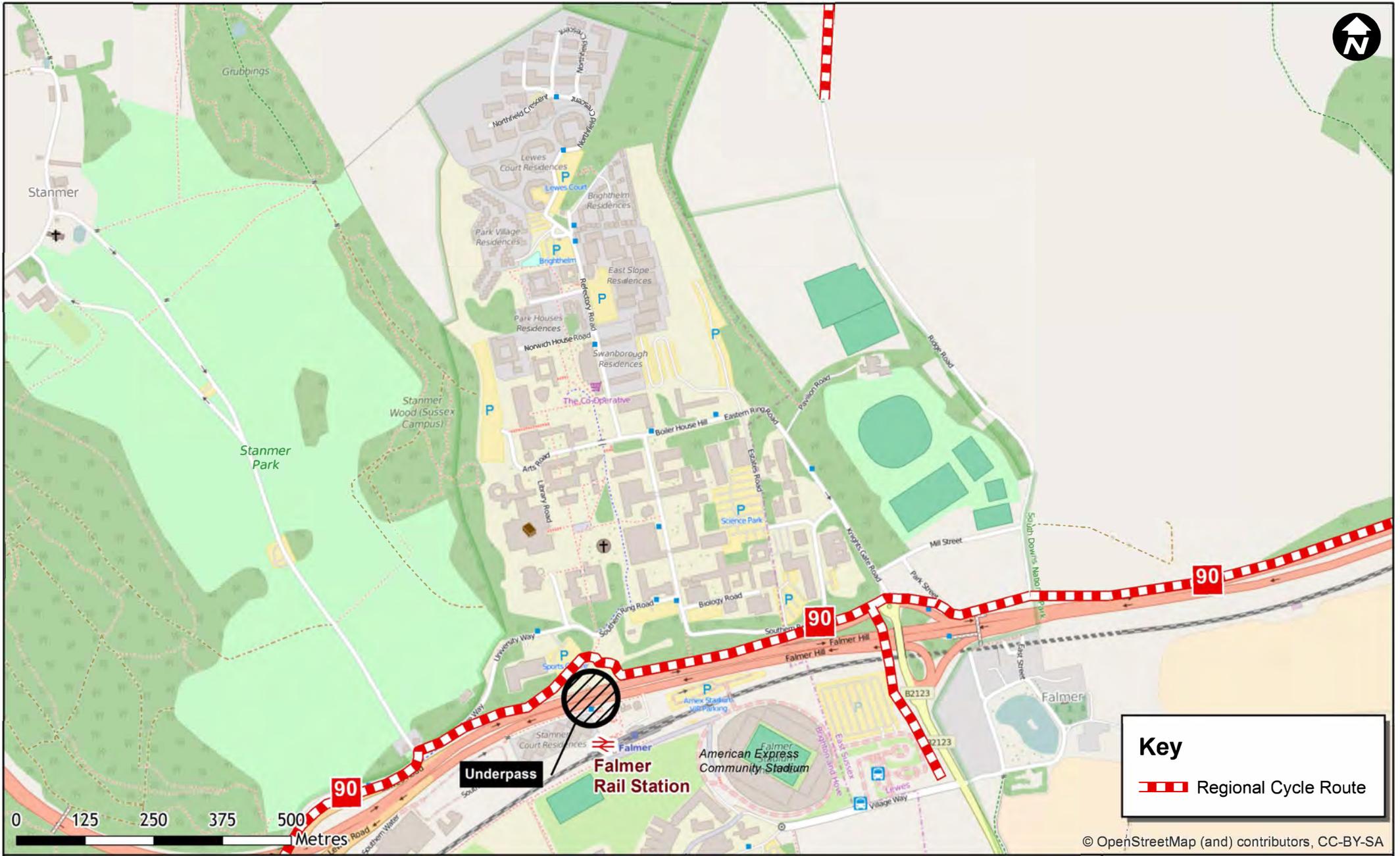
- 2.8 There are cycle lanes across Brighton, including along Lewes Road (the main route to campus from the city), the seafront, Grand Avenue and The Drive. Many of these routes form part of the national and regional cycle route network.
- 2.9 Cycle routes serving Falmer Campus are shown in Figure 2.2 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.
- 2.10 The University promotes BHCC’s online cycle map which enables users to select the type of route they wish to cycle and what facilities are of interest to them including cycle parking, signal-controlled crossings, and cycle retail and repair outlets.
- 2.11 The map in **Appendix B** shows the cycle routes running through the campus. A cycle route runs along Falmer House Road and along Arts Path, between Falmer House Road and Bramber House. As part of the emerging East and West Slope projects and wider campus sustainable travel initiatives, work is underway to extend the cycle path north from Bramber House, alongside reviewing the connections and pedestrian conflict points to the south of the Campus.

Cycle parking

- 2.12 Cycle parking facilities are provided at a number of designated areas throughout the campus. Upon East Slope completion, there will be circa 2,000 cycle parking spaces provided on site as detailed below within **Table 2.1**. A map of the location of cycle parking facilities (excluding East Slope) is provided in **Appendix E**. The cycle parking (long and short stay) will be brought forward in accordance with BH2016/01001 as set out within the East Slope Action Plan in Chapter 7.

Table 2.1: Falmer Campus Cycle Parking Provision

Residential Buildings	Cycle Parking
Northfield	400
Lewes Court	100
Park Village	120
Lancaster House	40
York House	14
Norwich House	11
Swanborough	20
East Slope - Block 1	20
East Slope - Block 2	20
East Slope - Block 3	30
East Slope - Block 6	30
East Slope - Block 9	40
East Slope - Block 10	62
East Slope - Block 11	56
East Slope - Block 14	32
East Slope - Block 15	68
East Slope - Block 23	144
Academic Buildings	Cycle Parking
Essex House	16
Jubilee	56
Fulton	16
Bramber House	82
Shawcross	52
Chichester 1	97
Chichester 2	20
Pevensey 1	144
BSMS	16
JMS	28
Medical Research Unit	10
Sussex House	30
Falmer House	94
Main Gym	66
Freeman Centre	20
Friston Building	16
Co-operative Child Care	10
Falmer Sports Complex	12
John Clifford West	8



University of Sussex Travel Plan 2019
 Figure 2.2: Cycle Routes Serving the University

Key

 Regional Cycle Route

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- 2.13 The University monitors cycle parking facilities to identify any bicycles that might be abandoned. If a bike is locked up on campus for a lengthy period, a warning notice is issued to notify the owner that it will be removed within two weeks if it remains in the same location. If the bike is not moved by the owner, it is placed in a compound for a further two weeks from where it can be reclaimed. Following that, if the bicycle is not claimed, it will be recycled. In July 2020, students and staff were asked to tag any bikes still on campus to indicate that they had not been abandoned. Any untagged bikes on campus were removed and placed in secure storage to allow for the campus bike racks to be refurbished.

Brighton bike-share scheme

- 2.14 The University of Sussex is part of the Brighton bike-share scheme. Up to 430 bikes are available for residents and visitors to hire from hubs and docking stations at 50 locations across Brighton and Hove. Solar-powered docking stations are provided at the Sports' Centre (20 docking stations) and York House (12 docking stations) on the Falmer campus. The scheme offers a range of tariffs to suit both regular and occasional users. Hire costs start from a 3p per minute tariff (minimum £2 charge). Users can also purchase an annual membership at £72, which includes 60 minutes free use every day. New for 2020/21, staff and students at Sussex can purchase a discounted annual membership at £65 (a 10% discount), which includes 30 minutes of free use every day. Staff and students should sign up with BTN Bike Share before 31 August 2021 and enter the code 'UNI2020' in order to unlock the free 30-minute ride.

Shower facilities

- 2.15 Shower facilities are available within a range of non-residential buildings across the Falmer campus, supporting staff and students travelling to the University by active means. Shower/changing facilities are available at the following locations:
- Arts A - Ground Floor (female); First Floor (male)
 - Arts B - Basement (female and male)
 - Biology - New Ancillary building (approved use only)
 - Biology - Fourth Floor
 - Bramber House - Second Floor, North End
 - BSMS - Ground Floor
 - Chichester II - Ground Floor and First Floor toilets
 - Essex House
 - Falmer House - First Floor (female)
 - Falmer Sports Complex - various
 - Genome - Ground Floor (approved use only)
 - IDS - restroom in Octagon (approved use only)
 - Library - Basement (approved use only)
 - Pevensey I - Ground Floor (male); Ground Floor (male and female)
 - Richmond - Second Floor toilets (male)
 - Shawcross - Ground Floor and First Floor
 - Sport Centre - various
 - Sussex House - Second Floor toilets (female); Second Floor toilets (male)
 - Trafford Centre (approved use only)

Bike maintenance

- 2.16 The Bike Shack is a free volunteer-run bike maintenance workshop on campus, where students and staff can get help to fix their bikes for free. The Bike Shack workshop is open from 1-3pm on weekdays (excluding Wednesdays) during term time under the Falmer House arches.
- 2.17 The University of Sussex website also includes useful links to online bike maintenance tutorials, and promotes BHCC's free cycle maintenance courses for staff and students living in Brighton or Hove.

Cycle training

- 2.18 The University promotes BHCC's free cycle training courses to Brighton & Hove residents. Training is provided for different levels of experience:
- Level 1 for beginners;
 - Level 2 for those wanting to learn to cycle safely and confidently on the roads.
 - Level 3 for those wishing to learn how to cycle safely on busy roads and at complex junctions.

Cycle to Work scheme for staff

- 2.19 Staff can purchase new bicycles and safety equipment with savings of up to 42% through the University of Sussex Cycle to Work scheme. A government-backed initiative, the Cycle to Work scheme allows staff to obtain a bike and/or cycling accessories to use for riding to work whilst making tax and National Insurance savings from their gross pay. Staff can choose a combination of bike and accessories up to a value of £1,000 and then rent the equipment through salary sacrifice from the University. The scheme is open to all full-time and part-time employees of the University whose contracts will run for 14 months or more from the time of ordering the bicycle.

Bus accessibility

- 2.20 The University of Sussex benefits from excellent bus connections including to Brighton city centre. Bus routes serving the Falmer campus are shown in Figure 2.3.
- 2.21 The University has excellent close-working relationships with the local bus operators which ensures that services are continually reviewed and refined. Following feedback received from staff and students in 2018/19, the University worked with operators to deliver a range of improvements. This included increasing the number of buses serving the campus on weekday mornings to help ensure that students were able to attend lectures and seminars on time.
- 2.22 From September 2019, almost 30 Brighton & Hove buses were timetabled to serve the Falmer campus from Lewes Road during the hour before lectures started at 09:00. The changes introduced to services to facilitate this improvement in service frequency included the following:
- **5B:** Extended to Falmer every 30 minutes during the daytime on Mondays to Fridays, providing links to student halls of residences, ASDA and Hollingbury. The first bus arrives on campus at 08:31, the last bus at 17:53.
 - **25:** Services increased to operate every 6 minutes during weekday daytimes in term time. At peak morning times, an empty bus starts at Elm Grove to help ensure all students and teaching staff arrive for the start of 9am lectures.
 - **25X:** The revised service operates every 10 minutes during weekday daytimes in term time, with revised timings to improve reliability.

- **N25:** From Monday to Saturday during term time, the frequency was increased to every 8 minutes after approximately 03.00, and then runs with a frequency of every 10 minutes until 04:52.
- **28, 29:** Amongst other timetable changes, an improved service was introduced from Brighton to Lewes during the weekday afternoon peak and during afternoons on Sundays and public holidays.

2.23 A summary of bus routes serving the Falmer campus is provided in Table 2.2.

Table 2.2 Bus routes serving Falmer campus

Service Number	Bus Stop Location	Route	Frequency To University (AM Peak: 08:00-09:00)	Frequency From University (PM Peak: 17:00-18:00)
5B	On campus	Sussex University – Coldean - Hollingbury – Brighton – Hove - Hangleton	2	2
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	12	Every 6 -7 minutes
25X	On campus	Portslade - Hove – Brighton - Sussex & Brighton Universities	5	6
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
50/ 50U	On campus	Brighton – Hollingdean – Sussex University	1	1
84	On campus	Whitehawk - Woodingdean - Sussex & Brighton Universities	1	1

2.24 There are a number of bus stops located throughout the Campus with shelters and seats provided at all stops. Due to ongoing construction works on campus affecting Refectory Road, the Bramber House bus stop is closed indefinitely, and bus services to Park Village and Northfield are limited.



5B



23



25



25X

Bus fares

- 2.25 All students and staff can travel for free by bus within the University campus. Buses leaving campus will be subject to standard rates. Students can buy one-week, three-month and yearly tickets. Students receive savings on their bus fare with a valid Student ID card when using Brighton & Hove Buses’ mobile phone app (m-ticket) or key smartcard.
- 2.26 Staff can obtain a 10% discount on Brighton & Hove networkSAVER bus tickets (7 day, 28 day, 90 day and annual) using the key smartcard or by registering for the ‘easit scheme’, which was revamped in 2019. Registration for the scheme is required to be able to benefit from the discounts offered. Interest-free season ticket loans are also available to staff for purchase of annual bus season tickets.
- 2.27 Fares for travel by student and staff are indicated in Table 2.3 whilst the boundaries of the citySAVER and networkSAVER areas are shown in Figure 2.4.

Figure 2.4 Areas covered by the citySAVER and networkSAVER



Table 2.3 Bus fares

Students	citySAVER	networkSAVER
1 day (24 hours on m-ticket)	£3.30	£3.60
2 days (on m-ticket only)	£6.20	£6.60
3 days (on m-ticket only)	£9.30	£9.90
4 days (on m-ticket only)	£12.30	£13.20
7 days	£14	£15
28 days (on m-ticket only)	£51.80	£54.90
90 days	£132.50	£143
12 months (on key only)	£413	£425
Staff (when buying online)		
1 day	£4.50	£5
7 days	£20.90	£22.90
Pay monthly	£77	£83
90 days	£200	£222
12 months	£635	£693

- 2.28 Multi-trip tickets are also available for single journeys with tickets costing £23.50 (10 single trips), £45 (20 single trips) or £60 (30 single trips). Trips are valid for one year.

Train accessibility

- 2.29 The University of Sussex is served by excellent rail links. Falmer Rail Station is located immediately south of the campus, adjacent to the A27, with convenient access to the station provided via an underpass. As shown in **Appendix C**, the station is less than a 10 minute walk from a significant proportion of the Falmer campus.
- 2.30 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.
- 2.31 Table 2.4 shows the average train frequencies for Falmer Station for east and westbound services.

Table 2.4 National Rail Services serving Falmer station

Destination	Weekday Peak Frequency (trains per hour)	Weekday Off-Peak Frequency (trains per hour)	Approximate Journey Time
Brighton to Falmer	6 trains arriving in AM Peak (08:00-09:00)	6 trains	10 minutes
Falmer to Brighton	5 trains departing in PM peak (17:00-18:00)	6 trains	10 minutes
Lewes to Falmer	6 trains arriving in AM Peak (08:00-09:00)	6 trains	7 minutes
Falmer to Lewes	6 trains departing in PM peak (17:00-18:00)	6 trains	7 minutes
Seaford to Falmer	2 train arriving in AM Peak (08:00-09:00)	2 trains	27 minutes
Falmer to Seaford	2 trains departing in PM peak (17:00-18:00)	1 train	26 minutes
Eastbourne to Falmer	3 trains arriving in AM Peak (08:00-09:00)	3 trains	36 minutes
Falmer to Eastbourne	4 trains departing in PM peak (17:00-18:00)	2 trains	~ 33 minutes

- 2.32 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.
- 2.33 Students can purchase a Unizone season ticket which offers unlimited train travel at a discounted cost in the Brighton and Worthing area. Tickets are available on a weekly, monthly or quarterly basis. Students are required to present a valid 16-25 Railcard (available to anyone aged 16 to 25, or over 25 and in full-time study) and student ID on purchase. Tickets can be purchased at any staffed stations within the Unizone area.
- 2.34 Staff can obtain a 15% discount on Southern rail services by registering for the 'easit scheme', which was revamped in 2019. Registration for the scheme is required to be able to benefit from the discounts offered. An interest-free loan is also available for University staff who wish to purchase a rail season ticket.

Local Highway Network

- 2.35 As indicated in Figure 2.1, the Falmer 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.
- 2.36 The A270 (Lewes Road) runs north-south to the south west of the Campus, providing access to Brighton.
- 2.37 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.
- 2.38 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.

Car parking

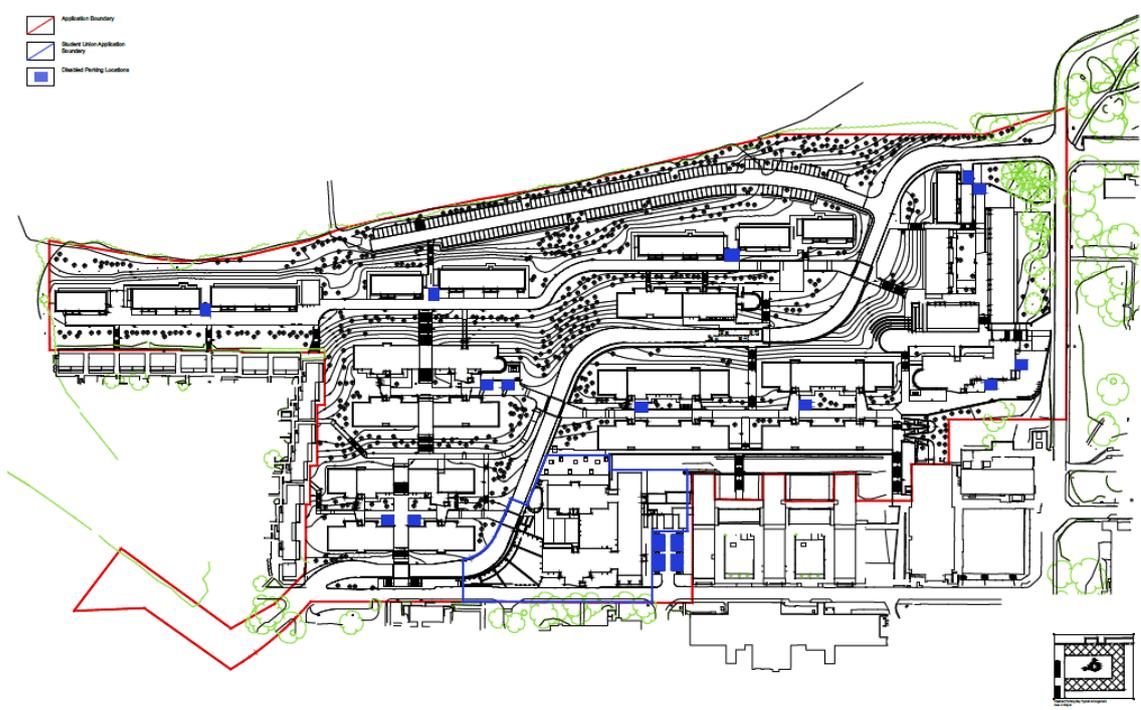
- 2.39 There are a total of 1,422 existing standard car parking spaces on site available for general permit parking, with a further 53 spaces for drivers with mobility impairments and 46 carer spaces (see Table 2.5). There are an additional 250 spaces at the Bridge car park, for use by students. The main locations for car parking on the Falmer are shown in **Appendix B**.

Table 2.5 Locations of car parking (2020)

Car Park	General Permit Spaces	Disabled Spaces	Carer Spaces	Visitor Parking?
P1 Science Car Park	439	13	26	-
P2 Falmer Sports Complex	38	3	0	Yes
P3 Biology Road	63	4	6	-
P4 Sussex House	101	4	7	Yes
P5 Sports Centre (partially closed)	121	2	0	Yes
P7 Jubilee multi-storey	328	13	0	Yes
P7a Upper Arts Car Park	84	0	7	-
P8 Park Village	106	3	0	-
P9 Lewes	94	9	0	-
P11 Knights Gate Car Park	48	2	0	-
Total	1,422	53	46	

2.40 The Jubilee multi-storey car park contains nine electric car charge points, available for use for drivers who have registered their electric vehicle with the Transport Office. Standard and accessible parking spaces are also being brought forward within the East Slope development in accordance with BH2016/01001, there are 21 proposed disabled spaces as illustrated in blue within **Figure 2.5**.

Figure 2.5: East Slope Parking Layout



University Parking Policy

2.41 The University updated its Car Parking Policy in 2018. This introduced greater management and control of vehicles parking on campus in order to actively promote and incentivise travel by sustainable modes. An overview of key aspects of the policy is provided below.

Staff

2.42 All staff are eligible to park on campus and to apply for a parking permit; staff can register multiple vehicles to one permit registered to one address (up to five vehicles). Staff may also apply for a ‘pass to park’ which is issued free of charge and allows the daily use of scratch cards for parking.

Students

2.43 Student parking on campus is subject to the following eligibility. New for 2020/21, students can now apply for a parking permit for one term only:

- Students living on campus with families;
- Students who are responsible for young children or other dependents, with select parking spaces reserved for carers before 10:00;
- Blue badge holders (also exempt from parking charges);
- Mobility: Students with a temporary mobility issue may apply for a temporary permit via Student Support. Standard parking fees apply;

- Students who have a declared disability (where need has been advised and assessed by SSU);
- PhD students who are also members of University staff, depending on working hours and employment status;
- Public Transport Accessibility: Where public transport exceeds 1.25 hours; and
- Students are not eligible to apply for a 'pass to park' to use scratch cards.

Students (Bridge car park):

- 2.44 The University aims to maintain the number of spaces at existing levels throughout the redevelopment process on campus; however the Bridge car park, owned and operated by Brighton & Hove Albion Football Club has been leased by the University and provides a further 250 spaces for students. The floodlit Bridge Car Park is monitored by the Football Club's CCTV network, which also covers the walkway from the Bridge car park alongside the railway to the footbridge over the track by Falmer Station.
- 2.45 All students are eligible to apply for a permit to park at the Bridge Car Park, which is located off campus but only a 10 to 15 minute walk from the campus. Bridge Car Park permits are also valid in the Falmer campus car parks between 17:00 and 08:00 and at weekends.

Visitors

- 2.46 Parking is available in designated bays in Car Park 5 (Sports Centre), Car Park 4 (Sussex House) and Car Park 2 (Falmer Sports Complex). Visitor cars must be registered with the Transport Office by the appropriate School or Department.

Pay by Phone

- 2.47 A limited number of bays in car parks 5, 4 and 2 are available for staff, students and visitors wishing to pay by phone to park. Pay by phone parking is £2.50 per stay, restricted to 3 hours with no return permitted within 4 hours.
- 2.48 The University is mindful of the need to respect its neighbours, and staff and students are reminded not to park in Falmer village, Coldean, or Stanmer Park. There is also recognition that construction and improvement works on campus over the next few years will continue to place pressure on the number of parking spaces. The 'weekly parking update' contains up-to-date information on any works that affect parking and driving on campus.

Student Arrival/Drop Off & Events

- 2.49 When a student accepts their accommodation agreement online, they are then asked to complete an online housing induction, which at the end of the process they are then offered to book a timeslot for arrivals weekend. Timeslots are offered for three of the on campus residences on the Friday and then all residences on the Saturday and Sunday. The timeslots are split over the three days at 1-hour intervals, which allow the traffic on campus to continue moving. All cars are allowed to park up for a maximum of 1 hour to unload cars and are then directed to park in the multi-story car park should they wish to remain on campus for longer than the allotted hour. There are a number of parking Marshalls employed to assist with the management of the traffic over arrivals day. For check out, based on differing timetables and exam periods the timeframe is considerably spread out. As such no dedicated booking system is currently implemented, albeit the University continues to monitor the process throughout all residences on Campus.

- 2.50 The timing, demand, availability of car parking and need for management is considered in detail in the planning of events. The sustainable travel options to/from the Campus are also promoted before arrival weekend and likewise for events held on Campus.

Car parking charges

- 2.51 Parking charges apply:

- All year round (not limited to term times),
- Monday to Friday; and
- 09:00-17:00.

- 2.52 Parking permits are issued to staff and eligible students who pay up-front or via monthly salary and are renewed on an annual basis.

Table 2.6 Parking charges

	Payment Method	Amount (/2)
Full-time University staff	Monthly payroll deduction	£360 per year (£30 per month)
Part-time University staff	Monthly payroll deduction	Pro rata according to contracted hours (e.g. if 0.5FTE the charge would be £15 per month)
University Staff on 'zero hours' contracts and Associate/ Doctoral/ retired Tutors	One-off payment upon collection of permit	£36 per year i.e. treated as a notional 0.1 FTE
Students – for campus parking (eligible students only)	One-off payment upon collection of permit	£198 per year
Students – for Bridge car park	One-off payment upon collection of permit	£360 per year
Non-University Staff	Monthly payroll deduction via employee's organisation	Pro rata according to contracted hours (e.g. if 0.5FTE the charge would be £15 per month)
	Payment Method	Amount (20/2)
Staff	Scratch card (must be displayed with a valid pass to park)	£20 for book of 10
Students	Students are not eligible to apply for a pass to park, or use scratchcard parking	N/A
Visitors	Pay by phone or scratchcard available only via School or Department	£2.50 (3 hour stay)
Blue badge holders and motorcyclists are exempt from parking charges		

Parking enforcement

- 2.53 The University of Sussex works in partnership with First Parking, an approved parking operator and a registered member of the British Parking Authority who is authorised to impose Parking Charges Notices (PCNs). The ability to better enforce parking on the Falmer campus has significantly improved parking and movement around the site since the partnership began in April 2017.

Parking Panel and Appeals

2.54 The University of Sussex Parking Panel a group established to process parking applications for certain 'Exceptional Circumstances', respond to escalated complaints and appeals, and to generally make decisions enacting the Parking Policy. The Parking Panel comprises a mix of staff and student representatives, and currently consists of the following members:

- University of Sussex - Facilities Contract Manager (Chair)
- Sussex Estates and Facilities - Head of Customer Services
- Students' Union Representative
- Professional Services Representative
- Academic Representative
- HR Representative (as required)

Car sharing

2.55 The University does encourage staff and students to car share but this is an area that will be taken forward more pro-actively over the coming period.

Motorcycle parking

2.56 Motorcycles can only be parked in spaces designated for motorcycle parking. To park on campus, motorcycle owners must register their vehicle with the University's Transport Office but there is no charge for motorcycle parking.

2.57 There are five designated areas for motorcycle parking:

- Pevensey 1 undercroft
- Sport Centre
- Biology Road
- Lewes Court car park (P9)
- Jubilee -storey car park which includes 6 ground anchors for motorcycles.

Electric vehicles

2.58 The University supports the use of electric vehicles as a more sustainable alternative to diesel/petrol vehicles. The Jubilee multi-storey car park incorporates nine electric car charging points which can be used by all drivers permitted to park in the Jubilee multi-storey car park i.e. those with a campus parking permit or a pass to park. There are a further seven electric charging points across the campus. Electric vehicle charging is charged at a cost of 15p per kWh (kilowatt hour) with charging points managed via the POD Point Open Charge app. The University will also investigate opportunities to provide charging points for electric wheelchairs across the campus.

Taxis

2.59 The University and the Students' Union have a 'Fare Deal' scheme with Streamline Taxis. Taxi 'freephones' linked to Streamline Taxis are available in Bramber House, East Slope, Sussex House, Falmer House and York House, or alternatively Streamline Taxis can be called from a standard phone. Visitors, staff and students can travel by taxi for a flat fare of £12, anywhere in central Brighton (the area from Brighton Pier to Preston Street, including Western Road, Brighton station and North Street).

2.60 A new taxi stand has recently been installed adjacent to the newly refurbished Northfield social space to provide space for 3 waiting taxis.

Other Travel Plan measures

2.61 There are a number of other initiatives in place that impact travel to/from the University:

- Some staff are able to work flexible hours and/or work from home if the nature of their job permits this. This reduces the need to travel and/or enables staff to plan their journeys around public transport timetables.
- Video-conferencing facilities are available on campus and use of Skype is encouraged for remote dial-in to meetings, reducing the need to travel.
- Lectures are timetabled to take place on Monday to Friday, therefore spreading travel demand.

3 Travel Plan Impact

Introduction

- 3.1 Implementation of the University's Travel Plan has generally been effective in managing travel to the University over the preceding years, against a backdrop of increasing student and staff numbers. As detailed in section 1.15, the University has undertaken travel surveys since 2000 against which the effectiveness of the Travel Plan and the measures implemented have been monitored, as set out in this Section.

2019 Travel Survey Response

- 3.2 In 2019, an online self-completion survey was undertaken which was designed such that survey results were comparable to the 2001 and 2008 surveys. The survey was agreed with BHCC prior to its dissemination to staff and students.

- 3.3 In total, there were 3,026 responses to the survey of which:

- 943 were a University of Sussex member of staff.
- 39 were employed by a business or other organisation on the campus.
- 2,039 were students (including 344 postgraduate students).
- 5 respondents cited that they were regular visitors to the University.

- 3.4 The 2019 survey achieved an excellent response, with 826 additional respondents than was achieved in 2015 and 1,266 more than in 2008. This reflects the extensive promotion of the survey undertaken by the University (as described in section 1.20) as well as possibly indicating a greater desire for staff and students to engage with matters related to travel and sustainability.

Main mode of travel

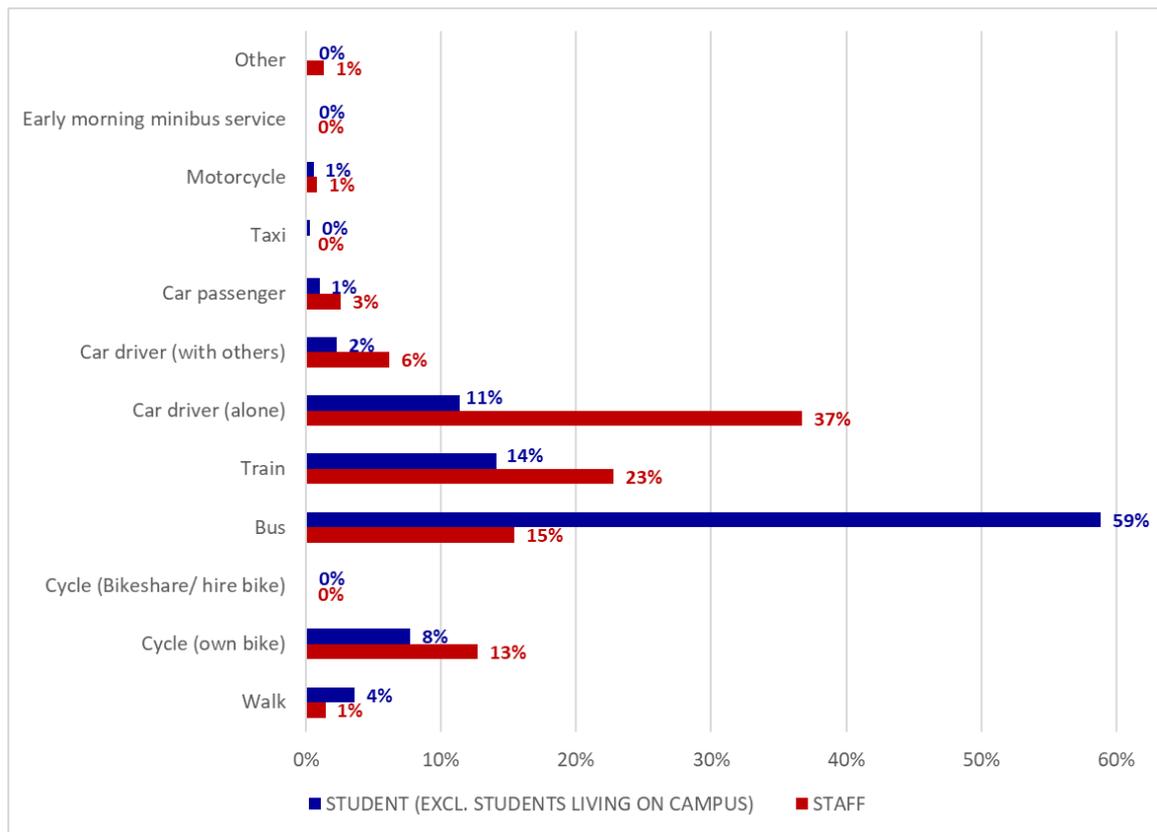
- 3.5 Figure 3.1 shows the main mode of travel for student and staff journeys to the University i.e. the mode that respondents to the survey stated that they used for the longest distance. The student mode split proportion excludes those student respondents who live on campus.

- 3.6 It should be noted that the main mode question was an additional question included for 2019; previously, main mode had been calculated using a different methodology.

- 3.7 It can be seen that amongst students, the bus is the means of travel used by the majority of respondents (59%), with train the next most commonly cited mode mentioned by 14% of student respondents. 4% of students walk to the University whilst 8% cycle and 14% travel by car.

- 3.8 Amongst staff, 46% of respondents travelled by car to the University which included 37% of staff respondents travelling by car alone. A higher proportion of staff (13%) cycled to the University compared to students.

Figure 3.1 Main mode of travel for journeys to the University



Main mode: A comparison with previous years

3.9 A comparison was done of the use of different modes of transport between 2013, 2015 and 2019 (see Table 3.2). The data suggests that for students:

- There has been increased use of the bus for travel to the University. Since 2013, there has been a 9.7% increase in the proportion of students using the bus.
- Use of the train has reduced with a 6.3% reduction in the proportion of students using the train since 2013.
- Proportions cycling and walking to the University has decreased, whilst car use has seen a slight increase in use. Nonetheless, use of the car is significantly lower than those using public transport.

3.10 The data suggests that for staff there has been:

- An increase in the proportion of staff citing use of the car as their main mode.
- An increase in train between 2015 and 2019, but a decrease in bus.
- A reduction in cycling since 2015 but an increase since 2013.

Table 3.1: Staff and student ‘main mode’ comparison (2013, 2015 and 2019)

	(excl. those living on campus)				2013 %	2015 %	2019 %	2015-19 Change (%)
	2013 %	2015 %	2019 %	2015-19 Change (%)				
Car driver (alone)	9.2%	8.1%	11.4%	+3.3	32.3%	32.2%	36.7%	+4.5
Car driver (with others)	1.9%	2.1%	2.3%	+0.2	4.3%	2.8%	6.2%	+3.4

Car (as passenger)	2.1%	1.1%	1.0%	-0.1	2.9%	2.0%	2.6%	+0.6
Train	20.3%	13.1%	14.1%	+1.0	29.4%	21.0%	22.8%	+1.8
Bus	49.2%	54.3%	58.9%	+4.6	18.4%	21.5%	15.4%	-6.1
Cycle	11.5%	11.0%	7.9%	-3.1	9.8%	17.4%	12.7%	-4.7
Walk	5.0%	10.3%	3.6%	-6.7	2.6%	3.1%	1.5%	-1.6
Motorcycle	0.7%	-	0.6%	-	0.3%	-	0.8%	-
Early morning bus service/ other	-	-	0.2%	-	-	-	1.3%	-
Taxi	-	-	0.3%	-	-	-	-	-

Travel by other modes

3.11 The frequency of travel by different modes was further explored to examine use of other transport modes in addition to the 'main mode' (see Table 3.2 and 3.3 for students and staff respectively). It can be seen that **for students** (Table 3.2):

- There has been a general reduction in the proportion of students cycling, even when consideration is given to occasional cycling; 81% of student respondents said that they never cycle compared to 58% citing they never cycled in the 2015 survey.
- There has been an increase in the proportion of students who never use a car to travel to the University; 76% of students never travel by car alone compared to 67% in 2015. Similarly there is a lower proportion of students travelling by car with others to the University.

Table 3.2 Mode by frequency of travel: Students (2015* and 2019) – excl. students living on campus)

	5+ days a week	3 / 4 days a week	1 / 2 days a week	1-3 times a month	A few times a year	Very occasionally	Never
Walk: 2015	10%	-	-	-	-	-	-
Walk: 2019	6%	5%	5%	3%	2%	6%	72%
Cycle (own bike): 2015	11%	-	-	-	-	-	-
Cycle (own bike): 2019	4%	5%	3%	2%	2%	3%	81%
Cycle (bike share): 2019	0%	0%	0%	0%	1%	3%	95%
Bus: 2015	54%	-	-	-	-	-	-
Bus: 2019	39%	23%	8%	7%	3%	6%	14%
Train: 2015	13%	-	-	-	-	-	-
Train: 2019	6%	9%	6%	9%	9%	13%	48%
Car driver (alone): 2015	8%	-	-	-	-	-	-
Car driver (alone): 2019	5%	5%	5%	3%	2%	4%	76%
Car driver (with others): 2015	2%	-	-	-	-	-	-
Car driver (with others): 2019	1%	2%	3%	2%	2%	4%	85%
Car passenger: 2015	1%	-	-	-	-	-	-
Car passenger: 2019	0%	2%	4%	7%	5%	15%	66%

*The 2015 Travel Plan set out the main mode of travel for 5 days a week as included in Table 3.2. The frequency data recorded in 2015 was for all students including those living on campus. These values have therefore not been included in Table 3.2 as they are non-comparable with the 2019 off-site student data collected.

3.12 **For staff** (Table 3.3) it can be seen that:

- Occasional use of the train and cycling is relatively comparable to previous years.
- There is a lower proportion of staff who travel as a passenger to the University, but a higher proportion of staff who travel by car alone.

Table 3.3: Mode by frequency of travel: Staff (2015 and 2019)

	5+ days a week	3 / 4 days a week	1 / 2 days a week	1-3 times a month	A few times a year	Very occasionally	Never
Walk: 2015	7%	2.5%	1%	3.5%	4%	7%	74%
Walk: 2019	7%	3%	4%	3%	5%	9%	69%
Cycle: 2015	9%	15%	6%	4%	2%	8%	56%
Cycle (own bike): 2019	10%	14%	8%	3%	4%	5%	57%
Cycle (bike share): 2019	0%	1%	2%	0%	2%	2%	94%
Bus: 2015	25%	5%	7%	8.5%	8%	12.5%	34%
Bus: 2019	17%	9%	8%	9%	11%	16%	29%
Train: 2015	22.5%	8.5%	8%	7%	13%	19%	21%
Train: 2019	22%	12%	9%	7%	12%	18%	20%
Car driver (alone): 2015	28%	14%	8%	3%	2.5%	5%	39.5%
Car driver (alone): 2019	29%	20%	10%	4%	3%	5%	29%
Car driver (with others): 2015	2%	3%	2%	2%	3%	11.5%	76%
Car driver (with others): 2019	7%	6%	5%	2%	5%	9%	67%
Car passenger: 2015	0.5%	5%	3%	1.5%	5%	16.5%	69%
Car passenger: 2019	3%	3%	4%	4%	7%	16%	63%

Next Steps

Staff & Student Travel Surveys

- 3.13 The next survey was proposed for April / May 2020 however due to unprecedented circumstances and the global COVID-19 pandemic; it was not possible for surveys to be undertaken. This was a result of national lockdown, and no students on campus. As such, the surveys would not reflect typical travel mode characteristics or an appropriate baseline for mode share improvements in future years.
- 3.14 It is proposed for the surveys to be postponed until April/May 2021, assuming that student numbers and movements have returned to normal. However, in the absence of 2020 travel survey results, the 2019 results have been retained as part of this Travel Plan Update to reflect last known 'typical' student and staff travel behaviours on campus.
- 3.15 Future travel surveys will also align with TRICS SAM surveys for multi-modal assessment of impact of travel surveys. All targets will be discussed and agreed before and after the first TRICS SAM survey with BHCC. Additional traffic surveys will be taken in conjunction to capture baseline carbon emissions on campus including servicing and delivery movements.
- 3.16 This additional carbon capture on campus will be used alongside the scope 3 emissions from business air travel, emissions from waste, water supply and water treatment already collected

on campus to meet the University's target to reduce its carbon footprint by 44% from a baseload year of 2005/6.

Delivery and Servicing Movements

3.17 As stated, the TRICS SAM surveys to be undertaken will seek to capture delivery and servicing movements to/from Campus. The surveys will enable targets to be set to meet the following core objectives with regard to servicing, deliveries and freight movements:

- promoting smarter operations that reduce the need for freight travel overall or that reduce or trips particularly those in peak periods;
- encouraging greater use of sustainable freight modes;
- encouraging use of greener vehicles;
- communicating servicing/delivery facilities (through dissemination of information) to staff, students (where relevant) and suppliers; and
- encouraging the most efficient use of freight vehicles and servicing/delivery trips.

4 Travel Plan Measures Implemented

4.1 This section summarises the extensive range of measures that have been 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 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 (2013-2015)

- 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 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.

Transport Initiatives Implemented (2016-2018)

- Three new double-decker bike racks and additional Sheffield stands were installed, boosting the University's on-site cycle parking provision by 160 spaces.
- The University's Cycle to Work scheme was launched in April 2017, and is being delivered by 'Cycle Solutions'.
- The University supported Bike Week and the Brighton & Hove Cycle Challenge in March 2017.
- A new bike rack was installed at Sussex Downs College in June 2017, jointly funded by the College and the University of Sussex; 21 University of Sussex post-graduates live in Calburn House on the Sussex Downs campus.
- A purpose-built bike store was provided at Abacus House which is home to a number of University of Sussex students living off site.
- The Brighton bike-share scheme went live in September 2017, with 32 stands located on the University of Sussex campus.
- In April 2017, a consultation was carried out with support from the Students' Union, to better understand local bus service issues. Bus service routing, frequency and timing improvements were subsequently introduced in April 2017 and September 2017 across a number of services including Routes 23, 25/25X, N25 and 28/29.
- The University joined the 'easit' scheme in 2017, bringing discounts for staff on rail and bus fares.
- Teaching hours extended to 8pm on Monday to Friday.
- Nine electric charging points were provided in the new Jubilee car park which opened in May 2018.
- New arrangements for car parking enforcement came into effect in April 2017.
- An updated Pedestrian Strategy and Vehicle Circulation Strategy were produced.

Some comments received via the University's 2019 Travel Plan survey referenced appreciation of the University's ongoing efforts to encourage sustainable travel:

"In general transport policy has shown a marked improvement in recent years: keep up the excellent work!!"

"Responding to climate change is urgent. I appreciate the commitment to sustainability and public transport".

"I think the University has done a tremendously good job with its parking and cycling policy over the last year. It makes me motivated to cycle to work (and to drive when need arises), to come to campus frequently instead of working from home, and to be part of the daily life of our wonderful University. Thank you!"

Whilst other comments acknowledged the impact that senior managers have had on endorsing sustainable travel:

"I'd like to thank the university leadership team for championing cycling and for blogging about their own positive experiences of this mode of transport. The more we can do to make cycling accessible and possible for as many people as possible the safer, healthier and more enjoyable our journeys to work would be."

- 4.3 Additional transport improvements were explored in the 2019 travel survey. Key results are provided in 5.

Transport Initiatives Implemented (2019-2020)

- Working group set up to discuss Cycle to Work scheme. The University is currently awaiting approval.
- Real time live information board located in the student's union.
- HR rewards are provided with subsidised travel
- Sustainable working group set up to look at behaviour change on campus.
- Student parking permits to be issued per term instead of per year.
- flexible working policy is being reviewed particularly in light of COVID-19.

5 Transport Improvements

5.1 The 2019 travel survey asked respondents how important they considered a range of transport options to be for University users (see Table 5.1). 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.

5.2 Figure 5.1 presents this information in a slightly different way, considering all responses and therefore providing a more holistic perspective of priorities of staff and students.

5.3 It can be seen that **high priorities for staff** are:

- Providing improved, level access routes for pedestrians, wheelchair users etc. around the campus (considered a high priority by 49% of staff) and leading to/from the camps (42% of staff respondents).
- Incentivising public transport use (also considered to be a high priority by 49% of staff).
- Improving cycle routes leading to/from the Falmer campus.

5.4 The initiative to which staff were most opposed was towards reducing the number of parking permits issued.

5.5 **High priorities for students** were largely related to improving bus services and included:

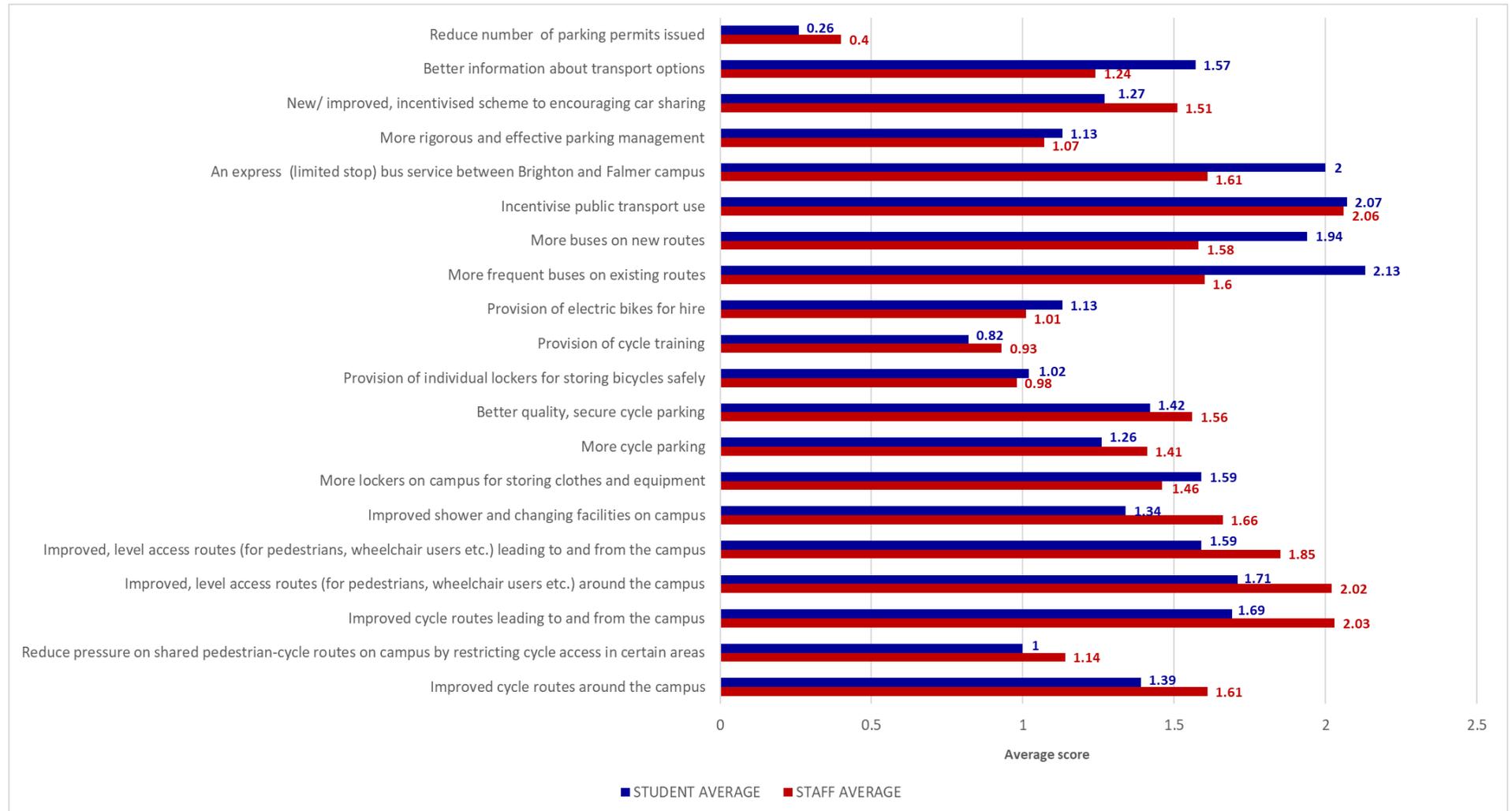
- More frequent buses on existing routes (considered to be a high priority by 51% of students).
- The provision of a free bus service as per Brighton University.
- An express (limited stop) bus service between Brighton and Falmer campus (a high priority for 50% of students).
- Incentivising public transport use.
- Providing more buses on new routes.

5.6 As with staff, the initiative to which students were most opposed was towards reducing the number of parking permits – with opposition mentioned by 26% of student respondents.

Table 5.1: Sustainable Travel Initiatives and Student / Staff Responses

	Students					Staff				
	High	Medium	Low	Neutral	Opposed	High	Medium	Low	Neutral	Opposed
Improved cycle routes leading to and from the campus	31%	30%	17%	21%	1%	46%	29%	7%	17%	1%
Improved, level access routes (for pedestrians, wheelchair users etc) around the campus	33%	29%	13%	23%	1%	49%	24%	8%	19%	0%
Improved, level access routes (for pedestrians, wheelchair users etc) leading to and from campus	28%	30%	14%	27%	1%	42%	25%	9%	23%	0%
More frequent buses on existing routes	51%	26%	12%	10%	2%	31%	27%	17%	24%	2%
More buses on new routes	43%	27%	13%	16%	1%	30%	29%	12%	27%	2%
Incentivise public transport use	49%	24%	11%	14%	2%	49%	25%	10%	14%	2%
An express (limited stop) bus service between Brighton and Falmer campus	50%	20%	13%	15%	2%	32%	25%	16%	25%	2%
Better information about transport options	25%	30%	23%	20%	1%	15%	26%	30%	26%	3%
Better quality, secure cycle parking	24%	26%	18%	31%	1%	29%	28%	15%	27%	1%
Improved shower and changing facilities on campus	18%	28%	25%	28%	1%	28%	32%	17%	22%	0%
Improved cycle routes around the campus	17%	30%	28%	23%	2%	26%	31%	22%	20%	1%
New/improved, incentivised scheme to encourage car sharing	17%	29%	24%	27%	4%	22%	33%	22%	20%	3%
More lockers on campus for clothes and equipment	27%	29%	21%	22%	1%	21%	31%	22%	26%	0%
More cycle parking	17%	26%	24%	32%	1%	21%	31%	19%	28%	1%
Reduce pressure on shared pedestrian-cycle areas by restricting cycle access in certain areas	13%	22%	27%	29%	9%	18%	24%	21%	26%	10%
More rigorous and effective parking management	19%	22%	18%	36%	6%	17%	20%	23%	31%	9%
Provision of individual lockers for storing bikes securely	12%	21%	26%	37%	4%	12%	18%	29%	36%	4%
Provision of electric bikes for hire	13%	25%	29%	29%	4%	10%	20%	36%	30%	4%
Reduce number of parking permits issued	6%	9%	17%	42%	26%	10%	12%	18%	29%	31%
Provision of cycle training	8%	15%	33%	38%	5%	9%	19%	34%	35%	4%

Figure 5.1: Sustainable Travel Initiatives and Student / Staff Responses



5.7 A summary of improvements to be considered, as suggested through open-ended comments is provided below:

Bus route capacity

5.8 The steady increase in student bus travel has led to pressure on key bus routes serving the Falmer campus during the morning and afternoon peaks. Bus services 25, 25X and 23 are amongst those most acutely impacted by the increased demand for services. Frustration has been expressed regarding the number of full buses that are unable to stop to pick up passengers. This has impacted journey time reliability with staff and students citing longer commute times, by earlier arrival at bus stops than timetables suggest in order to reach campus for timely arrival before morning lectures.

5.9 Following discussions between the bus operator and the University in Summer 2019, improvements were made to the services as detailed in Section 2.22.

Bus service improvements

5.10 A number of improvements were suggested including:

- **Additional bus catchment areas** - These will need to be considered alongside the catchment analysis of the locations from which staff and students will be travelling to and from the University.
- **Bus waiting facilities:** Increased demand for services had led to overcrowding at some bus stops (e.g. the A27 by Falmer Station) with concern for impact on safety. Some respondents were frustrated with the suspension of bus stops on the Falmer campus due to on-site works.
- **Fare cost:** Bus fares were considered to be high with some students stating that year-on-year inflation in price coupled with no net improvement in service provision as unacceptable.

Train services

5.11 Overcrowding and fare cost on trains were also raised as issues, particularly during peak hours.

5.12 Infrastructure and waiting facilities at Falmer Station could also be improved, including the pedestrian/cycle between the station and the campus.

5.13 Staff welcomed the reduced rail fares that were possible with the easit scheme although it was inconvenient that this could not be used in conjunction with the Southern key card. Similarly, easit discounts cannot be applied when purchasing tickets at ticket machines.

Cycling

5.14 The benefits of cycling were highlighted as well as suggestions as to how cycle routes could be improved both on and off campus. This included the potential of electric bikes to enable a wider group of staff/students to cycle. Security and theft of bicycles on campus, and a lack of safe cycle parking facilities was highlighted as an area of concern. Improvements to shower and locker facilities and better locational awareness of these facilities was also highlighted for improvement.

Shared spaces on campus

5.15 Whilst active travel is encouraged on campus, with increased pedestrians and cyclist activity, this conflicts with ongoing construction and has caused issues with shared space. Emphasis was

put on conflict between pedestrians and cyclists where pedestrians it was felt that pedestrians often stray into cycle lanes, sometimes due to their lack of attention and cyclists travel too fast/carelessly. Respondents highlighted the need to ensure that any displacement of cyclists as a solution to issues must not force cyclists onto roads around the campus that were considered unsafe or too circuitous.

Accessibility

- 5.16 Designated accessible routes on campus are not considered acceptable for accessible users. Respondents felt that the University should review campus accessibility and ensure that routes are of a high standard and accessible, with appropriate alternative routes provided during building works, as required.

Car parking

- 5.17 Restrict student parking on campus was criticised for the length of stay on campus. Whilst long-stay parking is available at the Bridge car park, only 3 hour short-stay shorter-stay parking is available on campus and considered 'insufficient' by students.
- 5.18 Staff generally suggested that it is now easier to park than in previous years – albeit at the expense of reduced on-site parking for students. However, some staff mentioned that it was still difficult to park after certain times (0930/1000) and some staff arrived early to be guaranteed of a space. The carers' spaces were welcomed.

Electric vehicle charging

- 5.19 In response to objectives to reduce the University's carbon footprint, sustainable travel was highlighted as having a key role to play in this. Electric vehicle charging points were welcomed on campus and there was a call for an on-site car club, and increased promotion and facilitation of car sharing.
- 5.20 The feedback from the survey has informed the Action Plan provided in Section 7 and has been applied to the new East Slope development.

6 Targets and Monitoring

- 6.1 The University will continue to monitor and review the Travel Plan on an ongoing basis, ensuring that the aims and measures included in the Travel Plan are closely integrated with the University's development plans.

Targets

- 6.2 The objectives of the University's Travel Plan were set out in Paragraph 1.10. The targets for the Travel Plan as well as the current mode split (main mode) are provided in Table 6.1.

Table 6.1: Student mode split targets – excl. students living on campus (2020-2024)

	Mode split 2019	Target 2020	Target 2022	Target 2024
Car driver (alone)	11.4%	11%	10.5%	10%
Car share	3.3%	3.8%	4.3%	4.8%
Train	14.1%	13%	11.9%	11.5%
Bus	58.9%	59%	59.3%	59.5%
Cycle	7.9%	8.4%	9%	10%
Walk	3.6%	3.8%	4.0%	4.2%
Other incl. motorcycle	0.8%	1%	1%	1%
Total	100%	100%	100%	100%

Table 6.2: Staff mode split targets (2020-2024)

	Mode split 2019	Target 2020	Target 2022	Target 2024
Car driver (alone)	36.7%	36.2%	35.7%	35.2%
Car share	8.8%	9%	9.1%	9.3%
Train	22.8%	23.3%	23.8%	24.3%
Bus	15.4%	14.8%	14%	13.2%
Cycle	12.7%	13%	13.5%	14%
Walk	1.5%	1.7%	1.9%	2%
Other incl. motorcycle	2.1%	2%	2%	2%
Total	100%	100%	100%	100%

- 6.3 The Travel Plan will also seek to encourage at least occasional use of cycling, and will aim to reduce the proportion of students and staff that stated that they 'Never' cycle to the University as reported in Tables 3.2 and 3.3 respectively.

Monitoring and Review

- 6.4 The University's Travel Plan Co-ordinator (Jayne Townsend) will be responsible for overseeing the monitoring and review of the Travel Plan, and for reporting findings and Travel Plan progress to the Council.

- 6.5 Questionnaire-based surveys as used for the University's ongoing Travel Plan monitoring programme and as agreed previously with BHCC, were proposed to be undertaken in April/May 2020, then 2022 and 2024 thereafter. Due to unprecedented circumstances and the global COVID-19 pandemic, it was not possible for surveys to be undertaken during April/May of this year. This is a result of national lockdown, and no students on campus. As such, the surveys would not reflect typical travel mode characteristics or an appropriate baseline for mode share improvements in future years.
- 6.6 It is proposed for the surveys to be postponed until April/May 2021, assuming that student numbers and movements have returned to normal. The surveys will be designed such that they enable a direct comparison with the 2019 survey results. The targets of this Travel Plan will be discussed and agreed with BHCC before and after this first TRICS SAM survey has taken place and the monitoring and review will continue to take place over a five year period or until the targets have been met. Should the targets not be met over the five year period, remedial measures will be implemented.
- 6.7 The 2019 baseline surveys have demonstrated their value in providing an invaluable and insightful means of identifying mode split for staff and students, whilst at the same time providing comprehensive insights into issues experienced by staff and students and the measures that campus users would like to see. Travel Plan measures implemented by the University over the years have been reliably informed by these surveys.
- 6.8 By 2021, the East Slope development will be complete, the Friston building will still be operational to support growing student populations, and the new student centre will be in use and better reflect typical travel characteristics than portrayed in 2020.
- 6.9 The East Slope accommodation has been opened in phases since work started on-site in January 2017. Construction is now almost finished, and the final phase is due for completion by the start of 2021. Surveys in 2021 will therefore reflect the completed development, and the follow up surveys in 2022 will incorporate the development at full operation and occupancy.
- 6.10 To support the surveys, the University will continue to monitor the number of cars accessing the campus, and the utilisation of car parks.

7 Management and Measures

Travel Plan / Transport Coordinator

- 7.1 The Travel Plan Co-ordinator (TPC) is Jayne Townsend. The TPC leads on the implementation of the Travel Plan and will ensure that the Action Plans set out in Table 7.2 and Table 7.3 are delivered and monitored effectively and in a timely manner.

Travel Plan Steering Group

- 7.2 A Travel Plan Steering Group will be established comprising staff and student representatives. The Group will meet termly to discuss and guide implementation of the Travel Plan.

Communications and Marketing

- 7.3 Promotion of the Travel Plan and the effective implementation of measures will be key to its success in meeting its objectives and targets. The University's Communications' Team will continue to promote the Travel Plan and measures included within it through a range of media and ensure that the website is kept current and updated.

Action Plan

- 7.4 Table 7.1 sets out the 2019 Action Plan targets and the status to date.
- 7.5 Table 7.2 sets out the Action Plan that applies specifically to the East Slope development. Table 7.3 sets out the Action Plan for the University, including the Friston Building and Student Centre.

Table 7.1: 2019 Action Plan Review and University Comments

	MEASURE	Comments	
Encourage walking	1.1	Review the use of shared spaces across the campus and identify areas where mitigation is needed	New legislation in place - Manual for Streets.
	1.2	Consider development of a 'Campus-wide Design Code'	There has been a review of the external realm. A road map is to be developed in the medium timescale.
	1.3	Update a campus-wide review of the <i>quality</i> of infrastructure to support walking – Annual repairs LTM budget	Paving and sub structures included in the Annual repairs LTM budget
	1.4	Undertake a campus-wide accessibility and signage review	North-South Arts Path is accessible. Cycling is still permitted at this time.
	1.5	Review pedestrian routes between Falmer Station and the University campus	Falmer station underpass is under contention - this is not university-owned land.
	1.6	Continue to maintain, update and promote the campus maps	This has been updated to include East Slope residence.
	1.7	Continue to support and promote walking and running groups	Ongoing - on pause due to COVID-19. Clear targets for 2021.
	1.8	Keep the University's pedestrian strategy and crossing points under review	Sussex House and Falmer House crossing points under review. The latter has been postponed.
Encourage cycling	2.1	Review cycle routes leading to the campus and work with the Council and other key stakeholders to identify and deliver improvements	Liaison with the Council is ongoing. Cycle routes have been updated but not specific to the university.
	2.2	Ensure that staff and students are kept updated on works taking place near the campus	Weekly transport communications to staff and students.
	2.3	Review cycle routes on campus and develop a forward-looking strategy to identify improvements required – To be considered as part of the Master Plan for the campus	Ongoing
	2.4	Review and improve cycle parking on campus - To be considered as part of the Master Plan for the campus	Lots of cycle parking recommendations have been put forward pending review.
	2.5	Review the location and number of BTN Bike Share racks on campus, and support use of the initiative	BTN Bike Share has had a poor uptake on campus. The University has publicised and applied a discount this year (10%). Lewes may take up the scheme which will serve the University better.
	2.6	Review the location and standard of showers and lockers on campus	Ongoing
	2.7	Promote take-up of the cycle to work scheme	Ongoing

	MEASURE	Comments	
	2.8	Promote and facilitate cycle training for staff and students	Cycle to work scheme is in place, pending approval from working group. Brighton & Hove provide free cycle training for residents. This is publicised on the University website.
	2.9	Review and promote bicycle maintenance support	The Bike Shack is available on campus weekdays (excluding Wednesdays).
	2.1	Review cycling information provided to staff, students and visitors	Working group in place to improve cycle information for staff / students. Up-to-date website.
	2.11	Encourage cycling for business trips (staff)	Working group in place to improve cycle information for staff / students. Up-to-date website.
Encourage bus use	3.1	Continue to monitor bus services (routes and capacity issues) and introduce service improvements in discussion with operators	Ongoing
	3.2	Explore whether the current model of bus service provision is the most appropriate	Ongoing
	3.3	Review bus waiting facilities	A review of the bus waiting facilities has taken place. Improvements are limited due to the proximity of listed buildings on campus.
	3.4	Ensure that implications of roadworks are communicated to campus users	Ongoing
	3.5	Review the need for real time information on campus	Real time information boards are provided in the new student centre as conditioned.
	3.6	Promote subsidised travel options amongst staff	HR rewards scheme promotes subsidised travel.
Encourage train use	4.1	Review opportunities for improving the number and reliability of trains serving Falmer	Ongoing
	4.2	Promote subsidised travel options amongst staff and students	Ongoing
	4.3	Review operation and capacity issues at Falmer station	Ongoing
Encouraging car sharing	5.1	Explore relaunch of the car share scheme and options available	Working group established. Proposals for 'app' designed by students to be considered.
	5.2	Review incentives for car sharing	Working group established. Proposals for 'app' designed by students to be considered.

		MEASURE	Comments
Reducing the need to travel	6.1	Raise awareness of the HR policy for staff pertaining to flexi and home working	Ongoing
	6.2	Promote use of Skype and video-conferencing amongst new and existing staff	Ongoing
Operational	7.1	Consider staggering of teaching timetable	Ongoing
Deliveries & Servicing	8.1	Procurement will continue to encourage individual organisations to rationalise deliveries to the campus where possible to reduce the number of vehicles coming on to the site	Ongoing
	8.2	Convey to delivery companies the University's desire for them to use the most sustainable transport methods possible	Ongoing
	8.3	Regularly monitor the number and type of construction vehicles entering and exiting the campus	Ongoing
Visitors	9.1	Provide information for visitors via the website	Ongoing
	9.2	Advise visitors about the limited on-site parking and encourage travel to the site by non-car modes	Ongoing
Safety	10.1	Continue to monitor on-campus safety for all users	Ongoing
	10.2	Promote vehicle speeds on campus of less than 20mph	Ongoing
	10.3	Ensure traffic/parking does not hinder any vehicle but especially emergency vehicles.	Ongoing
car parking	11.1	Review car parking eligibility amongst staff and students	Working group established. Initiatives include carbon emissions monitoring, paper-less permit payments.
	11.2	Review the allocation of car parking spaces amongst staff and students	Ongoing

	MEASURE	Comments	
Raising Awareness & Marketing	12.1	Provide updates to the University community about the impact of the University's development plans on travel options	Weekly Transport Bulletins
	12.2	Promote the following via bulletins, student communications and web pages: travel survey results; travel plan measures; awareness raising events; travel plan progress and updates	Termly
	12.3	Undertake a Travel Plan awareness raising event annually	Term 1
	12.4	Participate in national awareness raising events	Ongoing
	12.5	Review the provision of travel information and provide comprehensive travel on the University's website	Annually
	12.6	Prepare a Communications' Strategy and undertake regular communications	Annually
	12.7	Undertake staff/student consultation	Annually - 2020 excluded. Travel behaviours will not reflect typical characteristics due to COVID-19.
Management of the Travel Plan	13.1	Continue to support the role of the Travel Plan Co-ordinator and provide additional resource as required to implement the Travel Plan and the measures included within it.	Ongoing
	13.2	Ensure regular Steering Group meetings via the Sustainability Committee to discuss progress, issues and updates, to include Sussex Estates and Facilities representatives, Travel Plan Co-ordinator, Student representative, HR and Environmental Manager.	At least termly
	13.3	Include Travel Plan as an Agenda item on relevant Senior Management Team meeting agendas as appropriate – Sustainability Committee	Ongoing
	13.4	Maintain close-working with the local Councils, bus operators, train operators, Brighton & Hove Albion Football Club and other stakeholders including the local community	Ongoing

Table 7.2: 2020 East Slope Action Plan

MEASURE		TIMESCALE	RESPONSIBILITY	COST
Encourage walking				
1	Review the use of shared spaces at East Slope and the Student Centre, and appropriate mitigation	Ongoing	Estates' Director	Medium/ High
2	Ensure East Slope complies with the Road Map in development for the campus	Annually	Estates' Director	Low
3	Undertake an accessibility and signage review for East Slope in cohesion with the total campus	Annually in June / July	Estates' Director	Medium LTM Budget
4	Update the campus maps to reflect pedestrian / cycle routes in / around East Slope. Include Friston building and routes to the new student centre.	Annually in July / August	Communications Manager	Low
5	Ensure pedestrian routes and crossing points servicing East Slope are within desire lines	Annually in June / July	Travel Plan Co-ordinator / SEF Transport Manager	Low
Encourage cycling				
6	Ensure that staff and students are kept updated on works taking place at East Slope	Ongoing	SEF Transport Manager	Staff time/ Medium
7	Review cycle routes on campus and extension to serve the East Slope development and new Student Centre	Annually in July / August	Travel Plan Co-ordinator/ Estates' Director	Medium / High
8	Ensure cycle parking spaces are provided as part of the East Slope development in accordance with planning consent.	Ongoing and on completion of all East Slope phases	Travel Plan Co-ordinator/ Estates' Director	/ Medium / High
9	Provide BREEAM compliant showers and lockers facilities	Ongoing and on completion of all East Slope phases	Travel Plan Co-ordinator	Staff time
10	Review cycling information provided to staff, students and visitors	Ongoing	SEF Transport Manager/ Communications	Staff time
Encourage bus use				
12	Review proposed bus waiting facilities in the vicinity of East Slope	Oct-20	SEF Transport Manager	Staff time/ Low
13	Ensure that implications of East Slope related roadworks are communicated to campus users	Ongoing	SEF Transport Manager	Medium/ High
14	Promote subsidised travel options amongst East Slope student residents	Ongoing from September 2020	SEF Transport Manager	Staff time

MEASURE		TIMESCALE	RESPONSIBILITY	COST
Encourage train use				
15	Promote subsidised travel options amongst East Slope student residents	Ongoing from September 2020	SEF Transport Manager	Staff time
Reducing the need to travel				
16	Promote use of Skype/MS Teams and videoconferencing amongst staff and students	Ongoing from September 2020	HR Manager	Staff time
Deliveries & Servicing				
17	Rationalise East Slope deliveries with campus deliveries where possible to reduce the number of vehicles on-site	Ongoing from September 2020	Procurement	Staff time
18	Promote sustainable delivery practices where possible	Ongoing from September 2020	Procurement / SEF Transport Manager	Staff time
19	Regularly monitor the number and type of construction vehicles entering and exiting the campus	Ongoing from September 2020	SEF Transport Manager	Staff time
Visitors				
21	Provide information for visitors via the website	Ongoing from September 2020	SEF Transport Manager	Staff time
22	Advise visitors about the limited on-site parking and encourage travel to the site by non-car modes	Ongoing from September 2020	SEF Transport Manager	Staff time
Safety				
23	Continue to monitor on-campus safety at East Slope	Ongoing from September 2020	Head of Health & Safety	Staff time
24	Promote vehicle speeds on campus of less than 20mph	Ongoing from September 2020	SEF Transport Manager	Staff time
25	Ensure traffic/parking does not hinder any vehicle but especially emergency vehicles	Ongoing from September 2020	SEF Transport Manager	Staff Time
Car parking				
26	Continue to promote car-free development. Monitor illegal parking	Ongoing from September 2020	Travel Plan Co-ordinator	Staff time/ Low
Raising Awareness & Marketing				
27	Promote the following via bulletins at East Slope: travel survey results; travel plan measures; awareness raising events; travel plan progress and updates	Termly	Travel Plan Co-ordinator	Staff time

MEASURE		TIMESCALE	RESPONSIBILITY	COST
28	Ensure all East Slope residents are part to the regular communications / strategy at UoS	August each year	Communications Manager	Staff time
Management of the Travel Plan				
29	Ensure East Slope representative is invited to the regular Steering Group meetings via the Sustainability Committee to discuss progress, issues and updates	At least termly	Travel Plan Co-ordinator	Staff time

Table 7.3: University Campus-Wide Action Plan

Encouraging walking

	MEASURE	TIMESCALE	RESPONSIBILITY	COST
1.1	Review the use of shared spaces across the campus and identify areas where mitigation is needed	Ongoing	Estates' Director	Medium/ High
1.2	Consider development of a 'Campus-wide Design Code' and Road Map	Ongoing	Estates' Director	Low
1.3	Update the campus-wide review of the <i>quality</i> of infrastructure to support walking – Annual repairs LTM budget	July / August 2021	SEF Maintenance	Staff time/ Low
1.4	Undertake a campus-wide accessibility and signage review	June / July 2021	Estates' Director	Medium LTM Budget
1.5	Review pedestrian routes between Falmer Station and the University campus	June / July 2021	Estates' Director / Highways / B&HCC	Low
1.6	Continue to maintain, update and promote the campus maps to include the temporary Friston Building, new Student Centre and East Slope	July / August 2021	Communications Manager	Low
1.7	Continue to support and promote walking and running groups	Ongoing	Sports' Centre Team	Staff time
1.8	Keep the University's pedestrian strategy and crossing points under review	July / August 2021	Travel Plan Co-ordinator / SEF Transport Manager	Low

Encouraging cycling

	MEASURE	TIMESCALE	RESPONSIBILITY	COST
2.1	Review cycle routes leading to the campus and work with the Council and other key stakeholders to identify and deliver improvements	Ongoing from September 2020	Travel Plan Co-ordinator	Staff time/ High
2.2	Ensure that staff and students are kept updated on works taking place near the campus	Ongoing from September 2020	SEF Transport Manager	Staff time/ Medium
2.3	Review cycle routes on campus and develop a forward-looking strategy to identify improvements required – To be considered as part of the Master Plan for the campus	Ongoing from September 2020	Travel Plan Co-ordinator/ Estates' Director	Medium / High
2.4	Provide an update to the request for short-stay Sheffield stand cycle parking in close proximity to the Student Centre entrance	December 2020	Travel Plan Co-ordinator/ Estates' Director	/ Medium / High
2.5	Review the location and number of BTN Bike Share racks on campus in line with BTN Bike Share expansion to Lewes and University uptake	Ongoing	Travel Plan Co-ordinator / Communications	Staff time
2.6	Review the location and standard of showers and lockers on campus	Ongoing from September 2020	Travel Plan Co-ordinator	Staff time
2.7	Promote take-up of the cycle to work scheme once approved by the working group	Ongoing from September 2020	HR Manager	Staff time
2.8	Promote and facilitate Brighton & Hove's free cycle training for staff and students	Ongoing	SEF Transport Manager	Staff time/ Medium
2.9	Review and promote bicycle maintenance support	Ongoing	SEF Transport Manager	Staff time
2.10	Review cycling information provided to staff, students and visitors	Ongoing	SEF Transport Manager/ Communications	Staff time
2.11	Encourage cycling for business trips (staff)	Ongoing	HR Manager	Staff time
2.12	Review cycle parking attributed to the Friston Building	Ongoing from September 2020	Travel Plan Co-ordinator	Staff time

Encouraging bus use

	MEASURE	TIMESCALE	RESPONSIBILITY	COST
3.1	Continue to monitor bus services (routes and capacity issues) and introduce service improvements in discussion with operators	Ongoing from September 2020	Travel Plan Co-ordinator / SEF Transport Manager	Staff time
3.2	Explore whether the current model of bus service provision is the most appropriate	Ongoing from September 2020	SEF Transport Manager	Staff time
3.3	Review bus waiting facilities	February 2020	SEF Transport Manager	Staff time/ Low
3.4	Ensure that implications of roadworks are communicated to campus users	Ongoing from September 2020	SEF Transport Manager	Medium/ High
3.5	Provide real-time public transport passenger information signs (bus and rail) in a prominent location within the student centre to the north of the campus by East Slope	Ongoing from September 2020	Travel Plan Co-ordinator / SEF Transport Manager	Medium
3.6	Promote subsidised travel options amongst staff	Ongoing from September 2020	HR Manager	Low

Encouraging train use

	MEASURE	TIMESCALE	RESPONSIBILITY	COST
4.1	Review opportunities for improving the number and reliability of trains serving Falmer station	Ongoing from September 2020	Travel Plan Co-ordinator / SEF Transport Manager	Staff time
4.2	Explore real-time public transport passenger information signs (bus and rail) in prominent locations as undertaken at the Student Centre	Ongoing from September 2020	Travel Plan Co-ordinator / SEF Transport Manager	Medium
4.3	Promote subsidised travel options amongst staff and students	Ongoing from September 2020	SEF Transport Manager	Staff time
4.4	Review operation and capacity issues at Falmer station	June / July 2021	SEF Transport Manager	Staff time/ Low

Encouraging car sharing

	MEASURE	TIMESCALE	RESPONSIBILITY	COST
5.1	Explore relaunch of the car share scheme and options available as part of sustainability working group and student engagement such as design of App	Ongoing from September 2020	Travel Plan Co-ordinator	Staff time
5.2	Review incentives for car sharing	June / July 2021	Travel Plan Co-ordinator	Staff time

Reducing the need to travel

	MEASURE	TIMESCALE	RESPONSIBILITY	COST
6.1	Raise awareness of the HR policy for staff pertaining to flexi and home working	Ongoing from September 2020	HR Manager	Staff time
6.2	Promote use of Skype / MS Teams and video-conferencing amongst new and existing staff and students	Ongoing from September 2020	HR Manager	Staff time

Operational

	MEASURE	TIMESCALE	RESPONSIBILITY	COST
7.1	Consider staggering of teaching timetable	Ongoing from September 2020	Timetabling/ Student Experience	Staff time

Deliveries and servicing

	MEASURE	TIMESCALE	RESPONSIBILITY	COST
8.1	Procurement will continue to encourage individual organisations to rationalise deliveries to the campus where possible to reduce the number of vehicles coming on to the site	Ongoing from September 2020	Procurement	Staff time
8.2	Convey to delivery companies the University's desire for them to use the most sustainable transport methods possible	Ongoing from September 2020	Procurement / SEF Transport Manager	Staff time
8.3	Regularly monitor the number and type of construction vehicles entering and exiting the campus	Ongoing from September 2020	SEF Transport Manager	Staff time

Visitors

	MEASURE	TIMESCALE	RESPONSIBILITY	COST
9.1	Provide information for visitors via the website	Ongoing from September 2020	SEF Transport Manager	Staff time
9.2	Advise visitors about the limited on-site parking on campus and encourage travel to the site by non-car modes	Ongoing from September 2020	SEF Transport Manager	Staff time
9.3	Advise visitors about the limited on-site parking and detail Car Park Management strategies on event days.	Ongoing from September 2020	SEF Transport Manager	Staff time
9.4	Promote the sustainable travel to people (incl. general public) attending events specifically at the Student Centre	Ongoing from September 2020	SEF Transport Manager	Staff time

Safety

	MEASURE	TIMESCALE	RESPONSIBILITY	COST
10.1	Continue to monitor on-campus safety for all users	Ongoing from September 2020	Head of Health & Safety	Staff time
10.2	Promote vehicle speeds on campus of less than 20mph	Ongoing from September 2020	SEF Transport Manager	Staff time
10.3	Ensure traffic/parking does not hinder any vehicle but especially emergency vehicles.	Ongoing from September 2020	SEF Transport Manager	Staff Time

Car parking

	MEASURE	TIMESCALE	RESPONSIBILITY	COST
11.1	Continue to review car parking eligibility amongst staff and students, including making the application process paperless and review vehicle carbon emissions.	June / July 2021	Travel Plan Co-ordinator	Staff time/ Low
11.2	Review the allocation of car parking spaces amongst staff and students	Ongoing from September 2020	Travel Plan Co-ordinator	Staff time/ Low

Awareness Raising and Marketing

	MEASURE	TIMESCALE	RESPONSIBILITY	COST
12.1	Provide updates to the University community about the impact of the University's development plans on travel options	Weekly Transport Bulletins	SEF Transport Manager & Sustainability Working Group	Staff time
12.2	Promote the following via bulletins, student communications and web pages: travel survey results; travel plan measures; awareness raising events; travel plan progress and updates	Termly	Travel Plan Co-ordinator	Staff time
12.3	Undertake a Travel Plan awareness raising event annually to promote Sustainable Transport	Term 1	SEF Transport Manager	Low
12.4	Participate in national awareness raising events	Ongoing	Travel Plan Co-ordinator	Staff time
12.5	Review the provision of travel information and provide comprehensive travel on the University's website	July / August 2021	SEF Transport Manager	Staff time
12.6	Prepare a Communications' Strategy and undertake regular communications	July / August 2021	Communications Manager	Staff time
12.7	Undertake staff/student consultation	April/ May 2021 and annually thereafter	Travel Plan Co-ordinator	Low

Management of the Travel Plan

	MEASURE	TIMESCALE	RESPONSIBILITY	COST
13.1	Continue to support the role of the Travel Plan Co-ordinator and provide additional resource as required to implement the Travel Plan and the measures included within it	Ongoing	Estates' Director	Staff time
13.2	Ensure regular Steering Group meetings via the Sustainability Committee to discuss progress, issues and updates, to include Sussex Estates and Facilities representatives, Travel Plan Co-ordinator, Student representative, HR and Environmental Manager	At least termly	Travel Plan Co-ordinator	Staff time
13.3	Include Travel Plan as an Agenda item on relevant Senior Management Team meeting agendas as appropriate – e.g. Sustainability Committee	Ongoing	Estates' Director	Staff time
13.4	Continue to work closely with the local Councils, bus operators, train operators, Brighton & Hove Albion Football Club and other stakeholders including the local community	Ongoing as required	Travel Plan Co-ordinator / SEF Transport Manager	Staff time

Appendices

A Survey Questionnaire

About this survey

The University of Sussex is committed to improving transport options for staff and students, and supporting sustainable travel for journeys to and from the Falmer campus. Over the past few years, the University has introduced a range of measures to facilitate walking, cycling and public transport use and to manage car parking across the University. The University's Travel Plan provides the means for co-ordinating the delivery of measures and for monitoring the effectiveness of the University's efforts in encouraging sustainable travel.

We would now like to understand what additional measures and interventions YOU would like to see to improve transport options. Please have your say by completing this important survey which should take around 10 minutes. You can opt to be entered into a draw to win one of a number of sustainable travel related prizes. The closing date for completion of surveys is FRIDAY 10TH MAY 2019.

This survey is being carried out by transport consultancy Steer, on behalf of the University. All information will be treated in strictest confidence. Towards the end of the survey you will have the option of providing your postcode and contact details but immediately before those questions, we set out how we will look after any personal information that you might choose to provide. If you have any questions about this survey, please contact Lydia.Singer@steergroup.com



* 1. Are you:

- An undergraduate student (1st year) [GO TO Q2](#)
- An undergraduate student (2nd year) [GO TO Q2](#)
- An undergraduate student (3rd year) [GO TO Q2](#)
- An undergraduate student (4th year) [GO TO Q2](#)
- A postgraduate student [GO TO Q2](#)
- A regular visitor to campus [GO TO Q4](#)
- A member of University of Sussex staff [GO TO Q3](#)
- Employed by a business/ organisation on the campus *[please specify employer in box below]* [GO TO Q3](#)

Employer:

University of Sussex Travel & Car Parking Survey 2019

ABOUT YOU (STUDENTS)

* 2. Do you live on campus?

- Yes [GO TO Q6](#)
- No [GO TO Q4](#)

University of Sussex Travel & Car Parking Survey 2019

ABOUT YOU (STAFF)

* 3. Do you work:

- Full-time
- Part-time
- Other (please specify)

YOUR JOURNEY TO THE UNIVERSITY

4. How often do you use the following means of transport to travel to the University? This refers to travel between your TERM-TIME address and the University

	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	<input type="radio"/>						
Cycle (own bike)	<input type="radio"/>						
Cycle (bike share/ hire bike)	<input type="radio"/>						
Bus	<input type="radio"/>						
Train	<input type="radio"/>						
Car driver (alone)	<input type="radio"/>						
Car driver (with others)	<input type="radio"/>						
Car passenger	<input type="radio"/>						
Taxi	<input type="radio"/>						
Motorcycle	<input type="radio"/>						
University Night Bus (service N25)	<input type="radio"/>						
Early morning minibus service	<input type="radio"/>						

YOUR JOURNEY TO THE UNIVERSITY

* 5. What is your MAIN MODE of travel for your journey to University i.e. the mode that you use for the LONGEST DISTANCE

- Walk
- Cycle (own bike)
- Cycle (Bikeshare/ hire bike)
- Bus
- Train
- Car driver (alone)
- Car driver (with others)
- Car passenger
- Taxi
- Motorcycle
- Early morning minibus service
- Other (please specify)

University of Sussex Travel & Car Parking Survey 2019

CAR USE

* 6. Do you hold a University of Sussex car parking permit and/or have permission to park your car at Falmer campus? *[Tick all that apply]*

- No
- Yes, I have a (student) permit to park on the main campus site
- Yes, I have a (student) permit for Bridge Car Park
- Yes, I have a (staff) 'annual permit'
- Yes, I have a (staff) permit to enable daily pay-as-you-use parking
- Yes, I have a 'disabled person's permit'
- Yes, I have a temporary 'disabled person's permit'
- Yes, I am a carer for a registered disabled person
- Yes, I have University dispensation to park in bays for disabled persons
- Yes, I have a designated parking space

CAR USE

* 7. Do you EVER travel by car to the Falmer campus?

- Yes, as a car driver **GO TO Q8**
- Yes, as a car passenger (excluding taxi) **GO TO Q8**
- Yes, sometimes as a car driver and sometimes as a car passenger **GO TO Q8**
- No **IF STAFF OR EMPLOYED BY OTHER BUSINESS (FROM Q1) GO TO Q10. IF STUDENT, GO TO Q14. IF VISITOR GO TO Q16**

CAR USE

8. What are your main reasons for using a car to get to the University?*[Tick up to four boxes]*

- Time savings
- Cost savings
- Convenience/ flexibility
- Personal safety
- Public transport alternatives not available/ unrealistic
- Health reasons
- I need car during the day
- Parking is easy at the University
- I just prefer the car
- Childcare responsibilities/ other caring responsibilities
- Other (please specify)

CAR USE

9. Do you find it difficult to park on campus?

- Yes, always
- Yes, but only during term time
- Sometimes
- No, never

Any additional comments:

IF STAFF OR EMPLOYED BY OTHER BUSINESS (FROM Q1) GO TO Q10. IF STUDENT, GO TO Q14. IF VISITOR GO TO Q16.

University of Sussex Travel & Car Parking Survey 2019

CHARGING STAFF FOR CAR PARKING

Parking charges for staff could be modified as part of the new parking policy for the 2019-20 Academic Year.

The current cost of an Annual Staff Car Parking Permit is £360 per annum (pro-rated for part-time staff).

Staff are also able to pay to park on a daily basis subject to obtaining a (free) permit and displaying a scratch card. A book of 10 scratchcards costs £25.

Registered disabled staff (Blue Badge holders) are exempt from the parking fee. This will be retained under any new policy.

10. Please indicate to what extent you agree/ disagree with the following statements

	Strongly Disagree	Disagree	Agree	Strongly Agree	Don't know/ No opinion
The cost of parking for staff is good value compared to the cost of using public transport for travel to/ from the campus	<input type="radio"/>				
Car parking is expensive for staff	<input type="radio"/>				
The charge for staff car parking should be linked to salary i.e. staff on higher salaries should pay more for car parking	<input type="radio"/>				
'Zero hours' contracted staff currently pay £36 per annum for an annual permit. This charge should be increased for 2019/20	<input type="radio"/>				

Any additional comments:

University of Sussex Travel & Car Parking Survey 2019

CHARGING STAFF FOR CAR PARKING

11. Which of the following would be your preferred method for charging for parking for staff?

- Annual, flat rate charge
- Annual charge, linked to salary
- Pay-as-you-use, on a daily basis
- A combination of annual (flat rate) and pay-as-you-use charging (as with existing policy)
- A combination of annual (charge varies dependent on salary) and pay-as-you-use charging
- A charge linked to vehicle emissions
- Don't know/ No preference

Any additional comments:

University of Sussex Travel & Car Parking Survey 2019

WHO SHOULD PARK ON CAMPUS?

12. Currently, all members of staff are eligible to park on campus. Do you think that a distance-based 'Exclusion Zone' for staff should be introduced for travel to the Falmer campus? This would mean that staff living within a certain distance of the University would not automatically be entitled to park on-site.

- Yes
- Yes, but only if supported by needs-based criteria to allow people living in the Exclusion Zone to have a permit if they have legitimate reasons for using a car
- No
- Maybe
- Don't know/ No opinion

Please add any comments:

University of Sussex Travel & Car Parking Survey 2019

WHO SHOULD PARK ON CAMPUS?

13. Do you think that a 'Public Transport Exclusion Zone' should be introduced for staff that takes public transport into account? This would mean that staff who have good, reliable access to public transport for travel between home and the University would not automatically be entitled to park on campus. 'Good access to public transport' would need to be defined but could, for example, include a home address within reasonable walking distance of a frequent/ reasonable bus route that runs between e.g. 7.30am and 7.30pm, and with a reasonable journey time.

- Yes, a 'Public Transport Exclusion Zone' should be introduced
- Yes, a 'Public Transport Exclusion Zone' should be introduced but only if there are supporting, needs-based criteria to allow people living within the Zone to have a permit if they have specific reasons for using a car for travel to the campus
- No
- Maybe
- Don't know/ No preference

Any additional comments:

CHARGING STUDENTS FOR CAR PARKING

Parking charges for students could be modified as part of the new parking policy for the 2019-20 Academic Year.

The current cost of an annual student permit to park at the Bridge Car Park is £360 per annum.

Students living with their family on campus, students who have special needs (as defined by Student Support), carers and students with exceptional circumstances e.g. those who have no suitable public transport are charged £198 per annum for a parking permit.

Registered disabled students (Blue Badge holders) are exempt from the parking fee. This will be retained under any new policy.

14. Which of the following would be your preferred method for charging for parking for students?

- Annual, flat rate charge (as with existing policy)
- Pay-as-you-use, on a daily basis
- A combination of annual (flat rate) and pay-as-you-use charging
- A charge linked to vehicle emissions
- Don't know/ No preference

Please provide any comments on the cost and/or location of parking for students:

University of Sussex Travel & Car Parking Survey 2019

15. Would you be interested in joining any potential University Car Share Scheme, if this was set up?

- Yes, as a driver
- Yes, as a passenger
- Yes, as a driver and passenger
- No
- Don't know

IMPROVING TRANSPORT OPTIONS: BUS

16. Does a bus service run between a bus stop convenient to your home (term-time address) and the University?

- Yes, a direct service
- Yes, with a change
- No
- Don't know
- Not applicable as I live on campus

17. Tell us about any factors that discourage you from using BUSES/ using BUSES MORE OFTEN, to travel to the University [*Tick up to three choices*]

- There is no direct bus route [*please indicate in the comment box below, the area where you live*]
- Buses are too expensive
- Buses are too unreliable [*please indicate in the comment box below, which service you use*]
- It takes too long
- I have to carry equipment/ bags
- I don't know anything about them
- I don't feel safe
- I prefer car
- Waiting at a bus stop is unpleasant
- Buses are often full when they arrive [*please indicate in the comment box below, which service you use*]

Please add any further detail below about measures that you would like to see to improve options for bus travel to the University e.g. locations from which direct services are required

IMPROVING TRANSPORT OPTIONS: TRAIN

18. Tell us about any factors that discourage you from using TRAINS/ using TRAINS MORE OFTEN, to travel to the University *[Tick up to three choices]*

- There is no direct train route
- There is no convenient railway station near to where I live
- Trains are too expensive
- Trains are too unreliable
- It takes too long
- I have to carry equipment/ bags
- I don't know anything about them
- I don't feel safe
- I prefer car
- Waiting at Falmer Station is unpleasant
- Falmer Station is not close enough to the University
- The underpass between Falmer Station and the University is unpleasant
- Other (please specify)

19. Tell us about any factors that discourage you from CYCLING/ CYCLING MORE OFTEN, to travel to the University *[Tick up to three choices]*

- It is too far
- It is too dangerous
- It takes too long
- Nowhere secure to leave bicycles on campus
- No showers/ lockers available
- I have to carry equipment/ baggage
- I don't know any local cycle routes to/from the University *[please indicate which area you travel to/from]*
- Nowhere to leave my bicycle at my term-time address
- I don't own a bicycle
- I can't ride a bicycle
- I prefer car

Please add any further detail or comments:

University of Sussex Travel & Car Parking Survey 2019

PRIORITISING TRANSPORT IMPROVEMENTS

The following information will be used to inform the University's Sustainable Travel Plan

20. How important do you feel the following aspects are in shaping transport options for users of the campus [Tick one option for each row]

	High Priority	Medium Priority	Low Priority	Neutral/ Don't Know	Opposed
Improved CYCLE ROUTES around the campus	<input type="radio"/>				
Reduce pressure on shared pedestrian-cycle routes on campus by restricting cycle access in certain areas	<input type="radio"/>				
Improved CYCLE ROUTES leading to and from the campus	<input type="radio"/>				
Improved, level ACCESS ROUTES (for pedestrians, wheelchair users etc.) around the campus	<input type="radio"/>				
Improved, level ACCESS ROUTES (for pedestrians, wheelchair users etc.) leading to and from the campus	<input type="radio"/>				
Improved shower and changing facilities on campus	<input type="radio"/>				
More lockers on campus for storing clothes and equipment	<input type="radio"/>				
More cycle parking	<input type="radio"/>				
Better quality, secure cycle parking	<input type="radio"/>				
Provision of individual lockers for storing bicycles safely	<input type="radio"/>				
Provision of cycle training	<input type="radio"/>				
Provision of electric bikes for hire	<input type="radio"/>				
More frequent buses on existing routes	<input type="radio"/>				
More buses on new routes	<input type="radio"/>				
Incentivise public transport use	<input type="radio"/>				
An express (limited stop) bus service between Brighton and Falmer campus	<input type="radio"/>				
More rigorous and effective parking management	<input type="radio"/>				
New/ improved, incentivised scheme to encouraging car sharing	<input type="radio"/>				
Better information about transport options	<input type="radio"/>				
Reduce number of parking permits issued	<input type="radio"/>				

Please provide additional information to support the areas which you feel should be prioritised e.g. where should additional cycle parking be provided?

PRESSURE ON SHARED ROUTES USED BY CYCLISTS AND PEDESTRIANS

21. Do you think that pressure on shared routes used by cyclists and pedestrians make the area beneath the Arts Bridge (next to Shawcross) unattractive and potentially hazardous for users?

- Yes, it is an issue for pedestrians
- Yes, it is an issue for cyclists
- Yes, it is an issue for pedestrians and cyclists
- No, not particularly

Please add any further details about this or other potential areas on campus where there is pressure on space for cyclists and pedestrians:

22. Do you think 'Arts Path' through the centre of the campus should be prioritised for pedestrians, with cyclists required instead to use the North-South Road and rejoining Arts Road near the Shawcross/ Richmond building?

- Yes
- No
- Maybe
- Don't know

Please add any comments about this proposition:

23. Your views are important to us. Please add any other thoughts about your travel to/from the University

University of Sussex Travel & Car Parking Survey 2019

PRIVACY NOTICE

The final questions of this survey ask whether you are willing to provide postcode information to help with the strategic planning of measures, and/or your contact details for a prize draw. Our Privacy Statement is provided below, for those who are happy to provide this information.

Steer Group Ltd (Steer) has been appointed by the University to carry out this survey. For this exercise, Steer will act as Data Controller. This privacy statement outlines how we will collect, store, process and remove your data if you consent in giving any personal data to us as part of this survey.

How we will use the data you supply in this survey? The information you supply in this survey will help us to understand the improvements that you would like to see as part of the Travel Plan. Personal data collected in the survey (as optional questions) include postcode information which will be used for strategic travel planning purposes to inform our understanding of issues faced and transport improvements requested; and contact details which will only be used to identify the winners of the prize draw. The information will not be used in any other way.

How long will we keep your data? If you provide your consent we will keep your contact details until the prize draw has been completed. We will keep any postcode information for a maximum of 2 years, at which point the information will be deleted. You can remove your consent and request your contact details to be removed at a time before this by contacting us at privacy@steergroup.com.

Where will your data be stored and processed? The survey is being undertaken using Survey Monkey. Survey Monkey hosts data outside the EEA in USA. Survey Monkey is part of the Privacy Shield which requires them to provide similar protection to personal data shared between Europe and the US, as we are required to provide under UK law. Once the survey is complete, the data will be deleted from Survey Monkey and will be held securely within the EEA on Steer's IT infrastructure with suitable security in place to ensure that it is safe.

Who do we share your data with? We will not share your data with any third party.

What are your rights as a data subject? As a data subject you have the right to access your data, have inaccurate data corrected, have your data erased, restricted, or have it transferred to another data controller. Please contact privacy@steergroup.com if you wish to exercise any of these rights. You also have a right of complaint to the Information Commissioner's Office (ICO) at www.ico.org.uk if you think we have not dealt with your information in a proper manner.

* 24. **OPT IN/ OUT**

- I AGREE to any postcode and/or contact information I might choose to provide, being used as indicated above [GO TO Q25](#)
- I DO NOT AGREE to provide any postcode and/or contact information [GO TO 'THANK YOU' PAGE](#)

University of Sussex Travel & Car Parking Survey 2019

YOUR POSTCODE

Postcode information will only be used to understand the approximate areas where people are travelling from. It will not be used to identify individuals.

25. Please provide your full home postcode - for students, this is your TERM TIME postcode.

University of Sussex Travel & Car Parking Survey 2019

PRIZE DRAW

* 26. Would you like to be entered into a prize draw?

- Yes [GO TO Q27](#)
- No [GO TO 'THANK YOU' PAGE](#)

University of Sussex Travel & Car Parking Survey 2019

YOUR CONTACT DETAILS FOR PRIZE DRAW

27. Please provide your contact details below. These will only be used to identify the prize winners and will not be used for any other purpose.

Your name

Email address

Phone number

THANK YOU

Many thanks for completing this survey. Your time is much appreciated.

B Falmer Campus Map

Access

-  Primary pedestrian route
-  Other pedestrian route
-  Road with pavement
-  Cycle route
-  Step-free route
-  Entrance (wheelchair accessible unless wheelchair-user entrance label on building)
-  Wheelchair-user entrance
-  Steep slope (gradient)
-  Steps (number of steps)
-  Lift

Transport

-  Bus stop
-  Railway station
-  Car park
-  Number of disabled parking spaces
-  Car park under construction

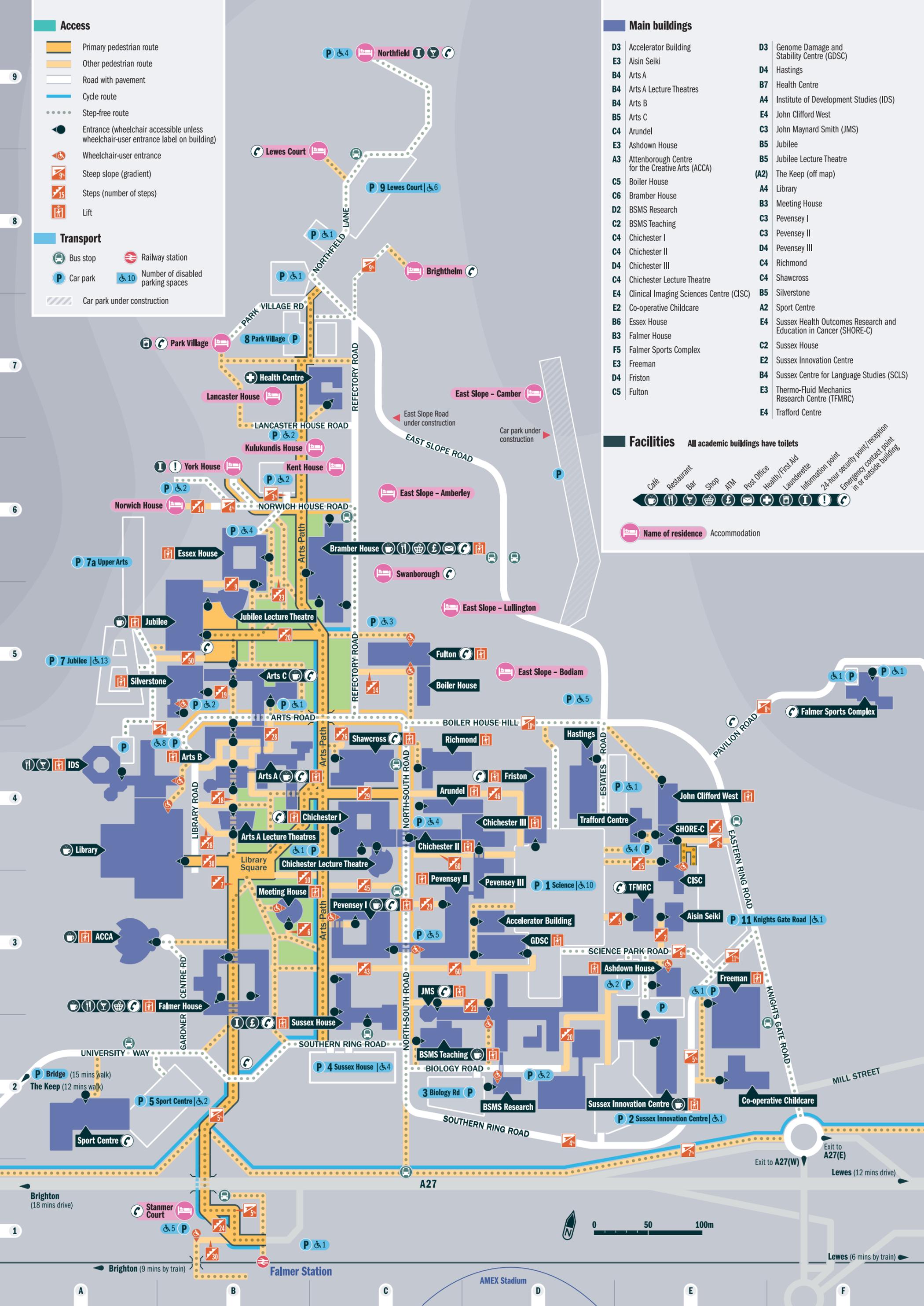
Main buildings

- | | |
|--|---|
| D3 Accelerator Building | D3 Genome Damage and Stability Centre (GDSC) |
| E3 Aisin Seiki | D4 Hastings |
| B4 Arts A | B7 Health Centre |
| B4 Arts A Lecture Theatres | A4 Institute of Development Studies (IDS) |
| B4 Arts B | E4 John Clifford West |
| B5 Arts C | C3 John Maynard Smith (JMS) |
| C4 Arundel | B5 Jubilee |
| E3 Ashdown House | B5 Jubilee Lecture Theatre |
| A3 Attenborough Centre for the Creative Arts (ACCA) | (A2) The Keep (off map) |
| C5 Boiler House | A4 Library |
| C6 Bramber House | B3 Meeting House |
| D2 BSMS Research | C3 Pevensey I |
| C2 BSMS Teaching | C3 Pevensey II |
| C4 Chichester I | D4 Pevensey III |
| C4 Chichester II | C4 Richmond |
| D4 Chichester III | C4 Shawcross |
| C4 Chichester Lecture Theatre | B5 Silverstone |
| E4 Clinical Imaging Sciences Centre (CISC) | A2 Sport Centre |
| E2 Co-operative Childcare | E4 Sussex Health Outcomes Research and Education in Cancer (SHORE-C) |
| B6 Essex House | C2 Sussex House |
| B3 Falmer House | E2 Sussex Innovation Centre |
| F5 Falmer Sports Complex | B4 Sussex Centre for Language Studies (SCLS) |
| E3 Freeman | E3 Thermo-Fluid Mechanics Research Centre (TFMRC) |
| D4 Friston | E4 Trafford Centre |
| C5 Fulton | |

Facilities

All academic buildings have toilets

-  Cafe
 -  Restaurant
 -  Bar
 -  Shop
 -  ATM
 -  Post Office
 -  Health/First Aid
 -  Laundrette
 -  Information point
 -  24-hour security point/reception
 - Emergency contact point in or outside building
-  Name of residence Accommodation



9

8

7

6

5

4

3

2

1

A B C D E F

Brighton (18 mins drive)

Brighton (9 mins by train)

Falmer Station

AMEX Stadium

Lewes (6 mins by train)

Lewes (12 mins drive)

Exit to A27(W)

Exit to A27(E)

0 50 100m

C Campus Pedestrian Route Map

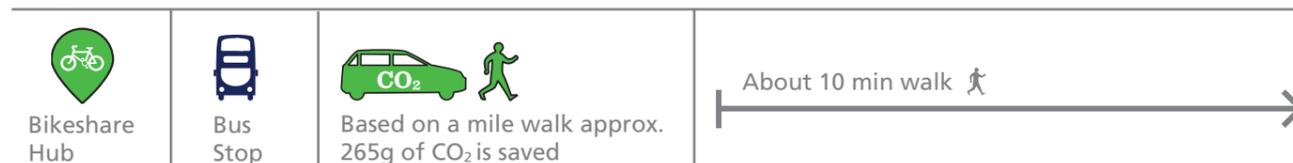
One Journey
Better



Sussex University

Walking Map

Key & Scale



Brighton & Hove
City Council

D Walking promotional materials

University of Sussex boundary walk



Way marker posts mark the route at regular intervals

Front Belt, Badgers and the Pelham Wall

The walk starts at Knights Gate Road at the main entrance to the University of Sussex. You then proceed due west down some wooden steps that take you into an old linear mainly beech woodland (Front Belt), and the path runs next to the old ivy clad Pelham flint wall. The Pelhams were the aristocrats who owned the estate before the University was built, and the wall is likely to be in the order of 300 years old, roughly the age of the beech trees in the woodland belt. On Friday 16 October 1987, winds in excess of 100 mph swept across southern England, and many old beeches and elms on campus were damaged or destroyed. The root plates of these trees were heaved up, forming cavities underneath. Many of these cavities are now occupied by badgers, and you can see their excavations on your right as you walk west along the path.



Robin (above) and herring gull (left)

As you proceed west, you cross the Southern Ring Road and the entrance to the Innovation

Centre, then the Southern Ring Road again just after the electricity sub-station. After crossing the road, you walk between a variety of trees that were planted by the original groundsman, Mr Don Collier, after the University opened in 1961, so these trees are all less than about 40 years old. This section of the path takes you to the other University entrance, after passing the Tenant Lain cottages on your right. Further trees are due to be planted along this belt during this year (2008) near the Western entrance.



Richmond Hill towards Stanmer Park

Richmond Hill, Russell's Clump and Grubbings

After crossing the road, the path runs through the Sport Centre car park with the Pelham wall now on your left. Growing along the wall is a good population of English elm trees. Most of these are young, and have grown suckers after the original trees were blown

down. The path then runs behind the Sport Centre through a fine stand of 300-year-old oaks, veers north and emerges at the bottom of Richmond Hill.

As you climb Richmond Hill, you pass Russell's Clump on your right, which is an ancient beech plantation that was also badly damaged by the 1987 winds. On the eastern edge of the clump is the University's wildlife dew pond, constructed in spring 2005 from money contributed for environmental improvements after the building of the Medical School. The pond is now supporting breeding frogs, dragonflies and much other wildlife, and providing drinking and bathing water for birds and other animals in dry summers. The short alternative walk post (7) directs you with a yellow arrow to this pond, and you are then left to make your way back to the centre of campus.



Dragonfly on the dew pond



Clouded Yellow butterfly on Hawkweed (top) and Fritillary on Knapweed (above)

The boundary walk proceeds north past the trees on your right up Richmond Hill to some more trees where you bear right. You then bear left and follow the tree line north, eventually passing through a kiss gate, into a field and further up Richmond Hill.

The top of the hill has the ancient name of Grubbings, and it is here that you will see a small pile of rubble that used to be the University observatory. This is a superb place to get your bearings and view the whole of the campus. It is also possible to see Falmer Church tower emerging from the trees in the distance to the south east, and Stanmer Park due west.



Jackdaw (top), blue tit (middle) and squirrel (bottom) are frequent visitors

Boundary Belt and Sunny Bank Wood

The footpath then turns east past the old observatory and down the hill past a field recently named the 'Field of Uncertainty' because it could not be established whether it was on University ground or not for some time. It is not. At the bottom of the hill you meet the Euro Constituency, County Constituency and Church Parish boundary, marked by a linear tract of woodland. Fallow deer can sometimes be seen emerging from these trees. You pass on to a farm track at the bottom of the hill, and have to climb over a stile into woodland on your right. This was called Sunny Bank Wood by one of the oldest residents of Falmer, Mrs Doris Williams, who wrote an informative book about the village, and worked at the University for many years.

On entering the wood, you can turn right and walk on the level back to the centre of campus. Alternatively, you can continue with the boundary walk by going straight ahead up a winding and sometimes muddy track that climbs quite steeply through the wood. You can see the chalk and flints exposed through the path, and many species of tree and ground flora in this rich little woodland including wild alpine strawberry.

Tenant Lain Belt

On reaching the top of the hill you come to a 'T Junction', the boundary walk proceeds left for a few metres and then right. The route then passes through Tenant Lain Belt, which is a wind break of mainly wind-damaged beech trees. About half way along, you will pass the Biology Field Trials Plot; this is an open air laboratory where ecological research is done for the School of Life Sciences. You also cross the road to the Sports Pavilion. At the southern end of the tree belt, you emerge into Falmer Village, but before you do, there is a notable tree on your right; this is a *Ginkgo biloba* or a maidenhair tree. Believed to originate from China, this tree is supposed to have medicinal properties. This specimen is clearly very old, probably in excess of 200 years. At the road, turn right and you will find yourself back at the beginning of the walk.



Ginkgo biloba

Read more about wildlife on campus at www.sussex.ac.uk/walkonthewildside

Wildlife photography by Paul Cecil

University of Sussex

Boundary walk

Enjoy the beautiful countryside around campus on our boundary walk. It's free, it's a great way to keep fit, and there's always something interesting to see.

US
University of Sussex



Fallow deer



Kestrel



Long-tailed tits



Sparrowhawk



Ginkgo biloba



Fungi on a beech tree



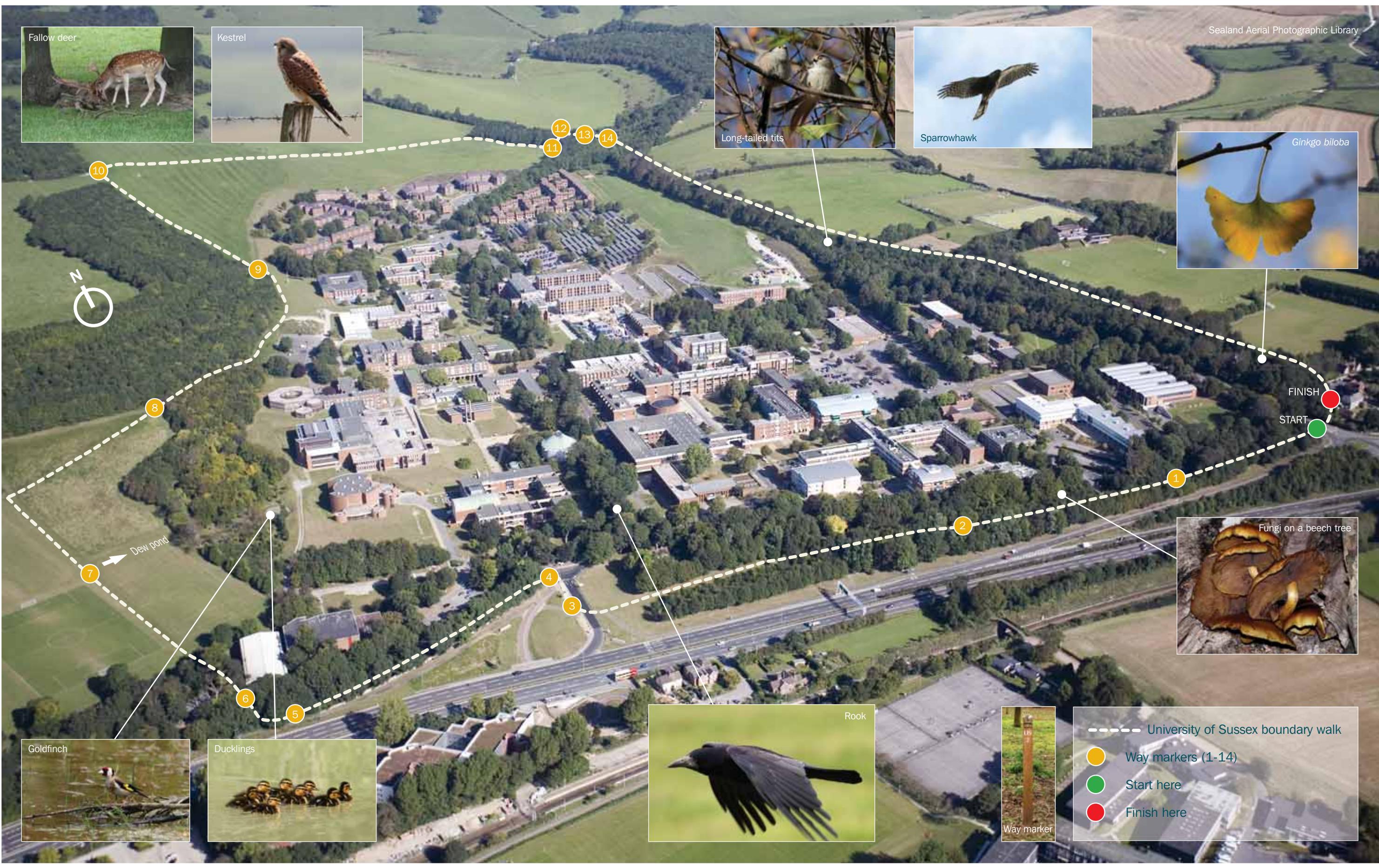
Rook



Way marker

--- University of Sussex boundary walk

- Way markers (1-14)
- Start here
- Finish here



Dew pond



Goldfinch



Ducklings

Get healthy, get active

Working towards a healthier
campus



Inactivity is now recognised as a major factor in health and economic costs, with estimated cost to the economy of £8.2 billion per annum

Walking is the most accessible way of becoming active. There is no need for membership, just a little motivation will achieve results.

For more information on the activities in the leaflet and how you can become healthier and more active then contact:

Sport Centre
T 01273 678288
E sussexsport@sussex.ac.uk
W www.sussexsport.com

US
University of Sussex

Walking, Running, Cycling

The routes in this leaflet vary in distance and difficulty, the red route will take over an hour and is steep in places, where as the purple route is a quick lunchtime route taking approx 20 minutes and is a great introduction to exercise and campus walks. To view the distance and time taken go to www.motionbased.com

You can also join the regular walks on Tuesdays at 1pm from JMS reception or Mondays and Fridays at 1.05pm from the Sport Centre, also this year look out for RSPB led walks.



**Remember
to take
things slowly
and build up
your activity**

Share your route

Sussexsport have recently purchased a Garmin GPS watch compatible with the Garmin Motion Based website. The website allows you to download your route to see information on heart rate, distance, speed, calories expended, elevation and time. The website also allows users to see other routes downloaded by users, from the local area and across the world. So if you are just going out for a walk at lunchtime or the weekend, want a cycle route through Sussex or are travelling then the Garmin Motion Based website is the place to look. To use the GPS watch or to get the password to look at routes contact Terry Cooper on 8345 or t.cooper@sussex.ac.uk

Get healthy, get active

Campus walking, running
and cycling routes



US University of Sussex **sussexsport**

Health benefits of walking

The current adult recommendation is at least 30 minutes of moderate intensity activity on five or more days of the week. Currently only about 37 per cent of men and 25 per cent women achieve the recommended levels. Brisk walking is the perfect activity to help you meet the current exercise recommendations

Benefits of regular physical activity

- Reduce high blood pressure
- Prevention of diabetes
- Helps reduce weight
- Mental health benefits
- Prevents development of osteoarthritis and osteoporosis in certain groups
- Helps to reduce risk of coronary heart disease
- Increased energy levels

How much walking should I do?

Walking will only contribute to the improvement and maintenance of health if it is sufficient intensity, frequency and duration. In order to achieve the health benefits from walking you will need to do at least 30 minutes of moderate intensity on five or more days of the week.

How should I feel?

Being physically active will change how you feel, this is completely normal. You should feel warm, slightly out of breath and feel an increase in heart rate



What will I need?

Good footwear is essential. Take water with you and ensure that you drink every 10 minutes. If you are planning to complete one of the more demanding routes then ensure that you are properly hydrated, if you are thirsty then you are probably already dehydrated. Ensure that you have eaten a reasonable breakfast or lunch a couple of hours prior to your activity.



Useful information

www.healthycampus.com
www.whi.org.uk
www.sussexsport.com
www.sustrans.org.uk
www.who.int
www.bbc.co.uk/health

Get healthy, get active

The Healthy Campus 'Get healthy, get active' leaflet has been put together so that the university community can improve their health and well being and experience the beautiful surrounding countryside.

The leaflet contains varying levels of walks, runs and cycle routes. Also contact Sussexsport on 01273 678228 for more routes



Reduce your carbon footprint

A carbon footprint is a measure of the impact our activities have on the environment in terms of the amount of greenhouse gases we produce. It is measured in units of carbon dioxide. Walking to work rather than taking a short journey by car or bus can help to reduce the gases produced and also increase fitness and improve your health & well being. You could start by getting off the bus one stop before your stop and then progress to two. This will make a big difference to your fitness levels, even if it feels like a small change

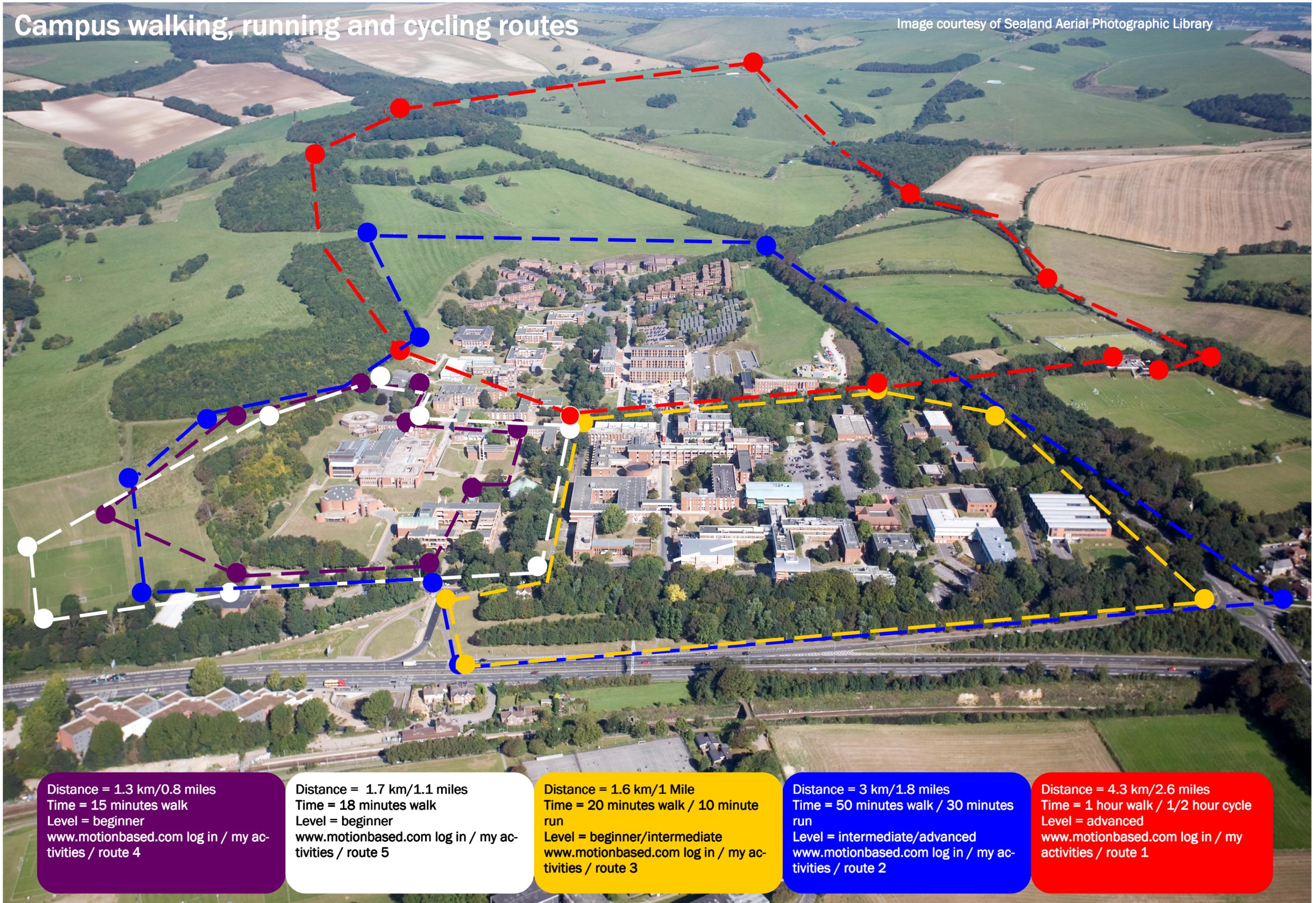
Here's a list of simple things you can do to reduce your carbon footprint

These will start to reduce your contribution to global warming. The items in this list will cost you no money at all and will in fact save you money.

- Car share your journey to work
- If your journey is short, walk to work
- Turn it off when not in use (PC, Printer, TV etc)
- Turn down the central heating slightly (try just 1 to 2 degrees °c)
- Turn down the water heating setting (just 2 degrees °c will make a significant saving)
- Fill your washing machine or dishwasher with a full load
- Fill the kettle with only as much as you need
- Unplug your mobile phone as soon as it has charged.

Campus walking, running and cycling routes

Image courtesy of Sealand Aerial Photographic Library



E Campus Cycle Parking Map

Access

- Primary pedestrian route
- Other pedestrian route
- Road with pavement
- Cycle route
- Step-free route
- Entrance (wheelchair accessible unless wheelchair-user entrance label on building)
- Wheelchair-user entrance
- Steep slope (gradient)
- Steps (number of steps)
- Lift

Transport

- Bus stop
- Railway station
- Car park
- Number of disabled parking spaces

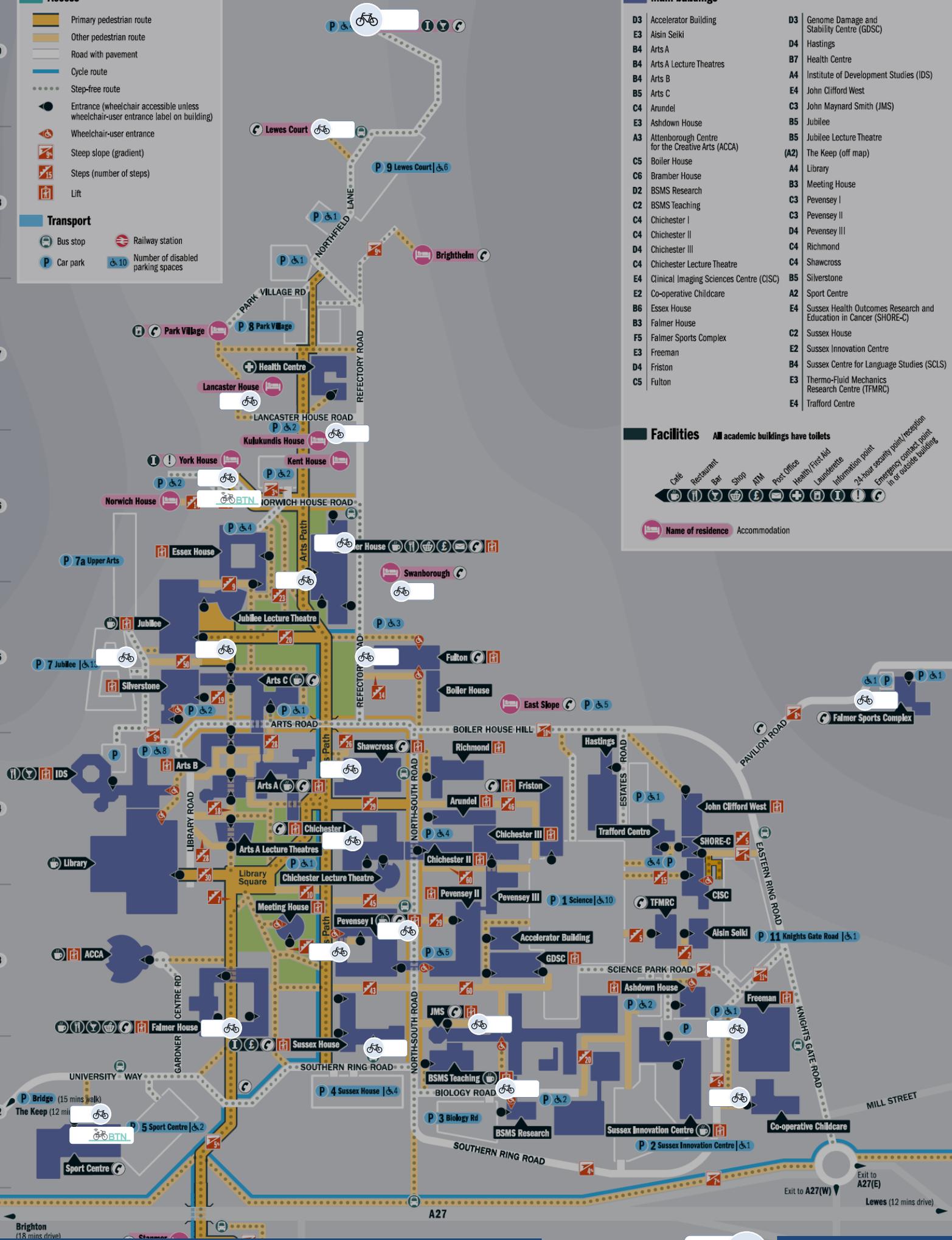
- ### Main buildings
- | | |
|---|--|
| D3 Accelerator Building | D3 Genome Damage and Stability Centre (GDSC) |
| E3 Aisin Seiki | D4 Hastings |
| B4 Arts A | B7 Health Centre |
| B4 Arts A Lecture Theatres | A4 Institute of Development Studies (IDS) |
| B4 Arts B | E4 John Clifford West |
| B5 Arts C | C3 John Maynard Smith (JMS) |
| C4 Arundel | B5 Jubilee |
| E3 Ashdown House | B5 Jubilee Lecture Theatre |
| A3 Attenborough Centre for the Creative Arts (ACCA) | (A2) The Keep (off map) |
| C5 Boiler House | A4 Library |
| C6 Bramber House | B3 Meeting House |
| D2 BSMS Research | C3 Pevensey I |
| C2 BSMS Teaching | C3 Pevensey II |
| C4 Chichester I | D4 Pevensey III |
| C4 Chichester II | C4 Richmond |
| D4 Chichester III | C4 Shawcross |
| C4 Chichester Lecture Theatre | B5 Silverstone |
| E4 Clinical Imaging Sciences Centre (CISC) | A2 Sport Centre |
| E2 Co-operative Childcare | E4 Sussex Health Outcomes Research and Education in Cancer (SHORE-C) |
| B6 Essex House | C2 Sussex House |
| B3 Falmer House | E2 Sussex Innovation Centre |
| F5 Falmer Sports Complex | B4 Sussex Centre for Language Studies (SCLS) |
| E3 Freeman | E3 Thermo-Fluid Mechanics Research Centre (TFMRC) |
| D4 Friston | E4 Trafford Centre |
| C5 Fulton | |

Facilities

All academic buildings have toilets

Cafe Restaurant Bar Shop ATM Post Office Health/First Aid Laundryette Information point 24-hour security point/reception Emergency contact point in or outside building

Name of residence Accommodation



Bike racks available on Falmer Campus

Sussex Estates and Facilities For more information, visit www.sussex.ac.uk/transport

0 50

Bike racks

Brighton Bike Hire

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