



University of Suffolk



Sustainable Travel Plan

2019 - 2024

CONTENTS

Introduction	1
Context	2
Purpose and Principles	3
Site Location	4
Site Characteristics	5
Site Users	6
Roles and Responsibilities	7
Travel and Transport Infrastructures	8
Cycling and Walking	
Bus	
Park and Ride	
Train	
Car Parking	
The Hold	
Coach and Minibus Parking	
Delivery Vehicles	
Visitors	
University Van	
Business Mileage	
Electric Car Charging	9
Car Sharing	10
Travel Surveys	11
Travel Plan Review	12

Annex A

University of Suffolk Travel Action Plan

1. Introduction

This Sustainable Travel Plan aims to evaluate, develop the University's baseline position with regard to travel and transport arrangement, whilst identifying a wide range of initiatives for implementation to encourage the use of sustainable modes of travel.

Its central aim is to reduce the reliance on petrol/diesel based engines and single occupancy car journeys. It is anticipated that through the implementation of these initiatives and through the work of the Transport Working Group; staff and students will benefit from more affordable, better quality transport services, on a campus which is pedestrian and cycle friendly with improved air quality and local road congestion. The activities laid out in the Action Plan at Annex A, present the initial road map towards meeting this ambition.

The aim of the Travel Plan is to continuously improve a modal shift in travel behaviour away from single car occupancy towards, train, bus, cycling and walking commuting choices.

2. Context

A travel plan is a package of measures tailored to the needs of individual sites and aimed at promoting sustainable modes of travel choices and reducing the reliance on the car. It involves the development of a set of mechanisms, initiatives and targets that together will enable the University to reduce the impact of travel and transport on the environment, whilst bringing a number of other benefits for students, staff and local communities. Good accessibility is central to the creation of a sustainable University community and a travel plan is an important tool for delivering this. Those studying, working, or visiting the University need to be "well connected" with facilities to encourage safe walking and cycling, the provision of good public transport and easy access to high quality services.

Travel Plans are not only an integral element of the Government's transport policy, but also play an important role within University of Suffolk's wider sustainability agenda. Therefore, this Sustainable Travel Plan (STP) has been prepared in the context of relevant national, regional and local policies and cross-reference a range of University policies and documents.

In staff terms, the provision of travel choices is a key recruitment and retention tool, while for students the location of student accommodation, or the ability to travel in from home mean that modal shifts must rely on excellent travel choice availability. The University of Suffolk is a new type of Civic Institution, with a focus on delivering a positive high quality community impact. As such we make a significant contribution to the social, economic and cultural achievements of our region and beyond. We recognise that the University is a major generator of travel, with a large volume of students, staff, deliveries and visitors on site

daily; we therefore have a responsibility to limit any negative impacts associated with these trips, including congestion and emissions. In line with its Sustainability and Environmental Policy the University will endeavour to minimise its impacts associated with travel, help foster good community relationships and support government policies and local strategies. Travel and transport management are also important elements within our Carbon Management Plan.

3. Purpose and Principles

This document details the University of Suffolk Travel Plan for the period 2019 to 2024 and should be regarded as an organisational position statement and management plan, as such, it aims to achieve the following objectives:

- To present the current situation with regard to travel and transport of University user groups based on the information available at time of writing.
- To identify a package of measures tailored to the needs of students, staff and estate: working within the constraints of cost, location and wider access, with the aim of promoting sustainable modes of travel choices and reducing car reliance.

The implementation of the STP will endeavour to bring a number of benefits to the University, to its students, to the local community and to the environment. It is the intention that these benefits will be realised through the following core principles:

- Work with Suffolk County Council and local bus and train companies to enhance the availability of, and access to, public transport;
- Reduce absolute greenhouse gas emissions and transition towards decarbonisation;
- Increase travel engagement and generate a healthier, more motivated student and staff body;
- Improve sustainable access for employees, students, visitors, contractors and deliveries;
- Support for and integration with the University Sustainability and Environmental Policy and the Estates Strategy;

The expansion of the University has been identified as being critical to the Ipswich economy. Ipswich Borough Council (IBC) state within Policy CS13 Planning for Jobs Growth that it will continue to:

“Support the growth of University Campus Suffolk...in order to raise skill and qualification levels within the workforce”

However, an inevitable consequence of these collective activities is the demand for additional travel to and from the Campus; resulting in increased pressure on the local road infrastructure at peak times and an additional strain on campus car parking and parking in the area’s surrounding the University Estate. Additional travel adds to the burden to the Universities carbon footprint and presents a deleterious effect on local air quality, through an ongoing contribution to NOX, SOX and PM10 and PM 2.5, within Ipswich Air Quality Management (AQM) Zones as defined by Suffolk County Council. Of particular consideration is the AQM Zone on the junction of Grimwade Street, St Helen's Street, and the Star Lane gyratory system - including Fore Street, Salthouse Street, Key Street, College Street, Bridge Street, Foundation Street and Slade Street.

The University of Suffolk adheres to the following broader management principles to support this plan and ensure progression towards its implementation:

- The University of Suffolk supports an active management approach to reduce its environmental aspects and manage it’s impacts on the community.
- The University of Suffolk supports the wider socio-economic and regional spatial development activities required for a sustained and sustainable growth within our region.

4. Site Location

Suffolk is a largely rural County with a number of urban centres and a coastal boundary to the north. The transport challenges arising from the need to support socioeconomic growth are different across the county, reflecting the variety of growth sectors in the Suffolk economy and differences in housing growth pressures.

Ipswich town has been identified as a key urban centre for growth. It has an estimated population of 137, 532. The town lies to the north of the A14/A12 junction and is 10 miles inland from Felixstowe, the Country’s largest containment port and the 7th largest container port in Europe. Suffolk has generally good geophysical connectivity between main urban areas. However, 80% of businesses say they have been adversely affected by shortcomings in the transport network.

Ipswich also lies within the Haven Gateway sub-region. This sub-region encompasses the two main towns of Ipswich and Colchester together with the towns of Felixstowe, Clacton and Harwich, and the major ports at Felixstowe, Ipswich, and Harwich. Passenger train services provide access to London and links to Norwich and Peterborough, but the network also serves part of the east

coast and Felixstowe. Important parts of the strategic road network, notably the A14 corridor, can become congested at times, with increasing freight volumes. A long term investment programme by Network Rail on the Felixstowe to Nuneaton route hopes to remove up to 750,000 lorries from the roads each year by 2030.

The physical constraints and historical form of Ipswich have significant consequences for modern day traffic movement, particularly the mediaeval core of the town and the Waterfront and river to the south. All of these features are important to the character of Ipswich and as conservation areas are also major protected heritage assets.

They in effect confine traffic to only three 'crossing- points': Colchester Road north of the park; Crown Street north of the core; and Star Lane, College Street and Key Street north of the dock. Opportunities to radically change the traffic patterns within Ipswich are therefore significantly restricted by existing development and physical features.

Main routes into and out of Ipswich are congested and near to full capacity during typical rush hour times. Travel across Ipswich is restricted to certain routes by the River Orwell, an impact that is experienced and contributed to by University car user.

Suffolk County Council transport modelling shows there is likely to be a significant increase in congestion by 2031 when compared to the model's baseline of 2008. This growth in traffic is a result of changing patterns of travel behaviour and predicted future growth in housing and jobs in and around Ipswich. The predicted growth of University and the development of the Hold, County Heritage Centre on our North Campus Estate will further contribute to traffic growth and congestion at this particular gyratory.

A number of strategic transport improvements are planned for delivery in the short/medium term and outlined in Suffolk Local Transport Plan 2011-2031 Part 1: Transport Strategy. Of particular importance to Ipswich and therefore the University is the Suffolk County Council's transport scheme detailed within the SCC document: Ipswich – Transport fit for the 21st Century. The Suffolk Local Transport Plan details commitments to complete the duelling of the A11 and improve the A14/A12 junction at Copdock and the Ipswich rail chord. These works, will significantly enhance Ipswich's transport access networks and improve congestion concerns and the associated local air quality pollution that comes with stationary and slow moving traffic.

5. Site Characteristics

The University estate is a multi-building, located on an urban site; with private access roads and a public highway. The site can be roughly segmented into two sections, separated by Fore Street which splits the recently developed areas on the waterfront of Neptune quay, from the older area of our campus to the north. Both the North Campus and the Waterfront sites have several public entrances/exit, as can be observed in Figure 1.

The Estate is bounded to the south west by the Waterfront a predominantly mixed residential and business pedestrianised development and to the north by New Suffolk College. East of the Estate is Alexandria Park, accessed via Back Hamlet and residential areas beyond. Due west the site is bounded by Grimwade Street; a dual carriage one way road with Star Lane feeder. Duke Street runs north to south with the Waterfront building situated to the West. Long Street and New Street are privately owned by UoS and situated on North Campus, providing access and egress to the University Car Park.

Figure 1: University of Suffolk Estate



6. Site Users

Comprehensive site user data is currently complex to capture, particular those ad hoc users who attend the sites public areas, or for conferencing and enterprise activities. UoS is further developing methodologies to record site users. Any external references made to this document must therefore take into account an under estimation of visitor site user numbers and incomplete patterns of use with regard to modes of visitor travel.

In the Academic Year 2018/19, UoS had a total recorded number of 3405 staff and students; with additional regular sub contracted staff bringing the figure to 3501. Granulated data is reproduced in Table 1.

Table 1: University Attendance Figures

Mode of Attendance	Heads	Equivalence
Staff	385	FTE
Student	3020	FTE
Security Guards,	9	FTE
35 Cleaners,	35	PT
NCC	2	PT
Rolling Contractors from annual/quarterly/monthly	50	PT
Total	3501	

Site Access

Staff and student access to buildings across the site is variable, to accommodate work life balance and domestic constraints; timings are shown below:

- *Waterfront Building:* 24hours a day seven days a week; during open period 06.00hrs - 22.00hrs and closed period 22.00hrs 06.00hrs
- *The Library:* Monday to Friday: (Semester 1 & Summer Break) from 08.30hrs until 21.00hrs (Semester 2) from 08.30hrs until 24.00hrs
Weekends: 09.00hrs until 17.00hrs
- *James Hehir, Long Street and Arts:* 08.00hrs until 22.00hrs
- *Sir Thomas Slade Court:* 07.00hrs until 20.00hrs
- *Neptune Marina:* 08.00 until 20.00

Peak arrival and departure times for staff and students are between 8.00/8.30 and 16.30/17.00 hrs

Site User Baseline Evaluation

To better evaluate transport and travel requirements, staff and student site users have been analysed using mapping data, geo-referenced from their postcodes. A number of inferences can be made concerning mode of travel choices, based upon distance to the Campus and proximity to a railway station from “in term” residence.

Map data suggests that approximately 44% of staff and students live within Ipswich and its immediate environs. An indicative proportion of these staff could realistically be supported towards a modal shift in travel choices to include public transport, walking and cycling; without an unacceptable impact on travel time, or cost for those who may choose currently to drive.

The remaining Staff who reside outside of the Ipswich catchment are widely distributed to a radius of up to an average of 20 miles. Further evaluation of postcodes reveal that a large proportion of staff commuters would need to drive a distance to railway stations, pay for weekly station parking, (at a cost that exceeds that of UoS car parking charging) in addition to the rail fare.

These factors must be taken into consideration when approaching Recruitment and Retention policies and approaching modal shift strategies.

Student Accommodation

Athena Hall is the on-campus halls of residence at UoS. It is located 300 metres from the Waterfront Building on Ipswich Waterfront, adjacent to the James Hehir Building. Capable of housing up to 590 students, Athena Hall offers a mixture of cluster flats and studio rooms. Whilst UoS own the land on which Athena Hall is built, the building and its operation are owned and operated by the management company.

No 75 Grimwald Street is also privately owned and located next to North Campus it house up to 49 Students. Additional private accommodation is available at Spring Court, a 15 minute walk from Campus, with up to 88 students.

The total number of recognised student accommodation is 727 beds.

The car park directly under Athena Hall is not for the exclusive use of student residents. It is a public car park operated by Ipswich Borough Council on a day-rate basis and cars left overnight will be subject to a fine. Other local car parking facilities are available off-campus; these are also chargeable on a day-rate basis. Because of the very limited downtown parking available, and in line with our Travel Policy, UoS strongly discourages resident students from bringing cars with them.

7. Roles and Responsibilities

The Estates Directorate takes the lead on the coordination of the Travel Plan and implementation of most actions. A Working Group was established in December 2018 to assist in the definition and delivery of objectives and targets against the University Travel Action Plan. Table 2 identifies participatory individuals and their responsibilities. The Travel Working Group meets 4 times a year.

Table 2: Travel Working Group

Name	Role	E-mail	Tel	Responsibility
Dave Green	Head of Estates	david.green1@uos.ac.uk	01473 338027	Overall responsible for Estates
Justine Oakes	Sustainability Manager	Justine.oakes@uos.ac.uk	01473 338006	Responsible for Travel Plan strategy, review, implementation co-ordination and cycle to work scheme
Georgia Downs	President of the Student Union	su.president@uos.ac.uk	01473 338157	Responsible for student engagement, campaigns and representation
Sarah Tattersall	Student Union Project Partner	Sarah.Tattersall@UOS.AC.UK	01473 338370	Responsible for student project delivery and engagement
Teresa Steward	Head of HR Projects	t.steward@uos.ac.uk	01473 338329	Responsible for Staff Well Being
Kim Ward	Health & Safety Manager	K.Ward@uos.ac.uk	01473 338438	Responsible for Health and Safety
Sam Philips	Maintenance and Services Manager	Sam.Phillips@uos.ac.uk	01473 338010	Responsible for car park Ipserve liaison, contractor access and wider Estates service provision

In addition to the Transport Working Group, the University also operates a Wellbeing Steering Group consisting of academics and professional service staff.

There are a number of wellbeing initiatives, which derive from this group underpinning our accreditation to the Workplace Wellbeing Charter Award, including a range of lunchtime clubs support cycling and walking for staff and students.

8. Travel and Transport Infrastructure

Cycling and Walking

Joined up careful spatial planning, and provision of safe and convenient alternatives to travel by vehicles, are the keys to reducing vehicular travel, local air quality pollution and reducing congestion. Pedestrian and cycle accessibility to the site from bus and rail stations is reasonably well served. Cycle access to the site is good from most direction through Ipswich, with access on Cycle Route 51 along the Waterfront to the both James Hehir, the Waterfront building and North Campus beyond.

Figure 2, shows the available routes on the Ipswich Cycle Map. Provision for cyclists within Ipswich is largely through the use of on-road cycle lanes, with shared use of pavements and segregated off-road routes in some places.

In order to encourage walking and cycling, UoS provides student, staff and visitor cycle parking within the curtilage of its buildings. Where possible these are covered, with some cycle parking areas being monitored by 24 hour CCTV camera's. Table 3 outlines the number of cycle spaces available. The Travel Action Plan seeks to increase the number of covered and enclosed cycle parking area's by end of academic year 2020.

Figure 2: Ipswich Cycle Map

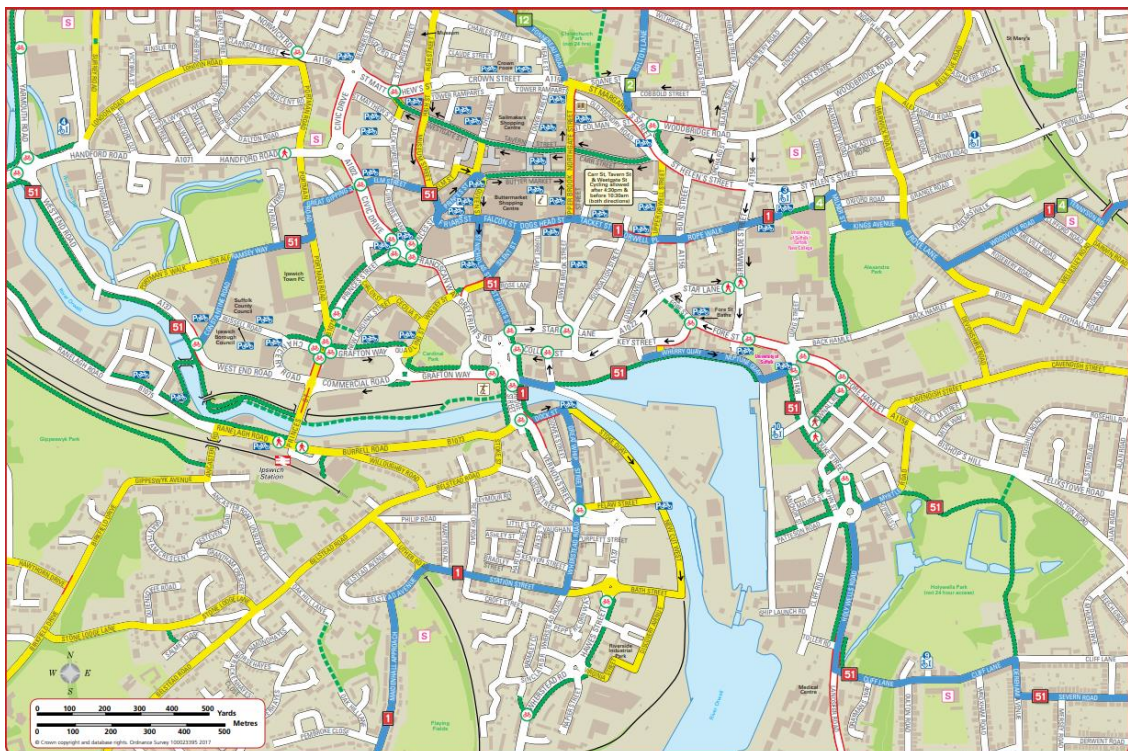


Table 3: Cycle Parking and Storage

All University of Suffolk Cycle Parking Spaces	
Covered Stands	45
Uncovered Stands	131
Secured Storage	0 cages, some areas covered by CCTV
Total	176

Bicycle Racks can be found:

- The University Car Park outside the Library Building (undercover)
- Rear of Waterfront Building (undercover and covered by CCTV)
- Front of Waterfront Building on the Plaza
- Rear of James Hehir Building (undercover)
- Front of James Hehir Building
- The Wharf Car Park (26 spaces of which 5 spaces undercover)

To encourage modal shifts UoS provides:

- Discounted bicycles through the 'cycle to work' scheme,
- Pool bicycles and equipment for staff to use on work related journeys,
- Shower facilities and lockers for both pedestrian and cyclist use,

Pedestrian access to the University is also well serviced, with signed footpaths to all parts of campus and high levels of street and security lighting in place. The Estate is checked and maintained regularly for defects, with a strong emphasis on health, safety and wellbeing. Pedestrians are given priority over vehicles on both North Campus and within the Waterfront environment.

Bus

The town has two bus stations. The majority of bus services in Ipswich are run by Ipswich Buses or First Eastern Counties Buses Ltd.

- [Ipswich Buses](#) - these are mostly 'town' services;
- [First Eastern Counties Buses Ltd](#) - these are mostly 'country' services.

There are also bus services directly linking Ipswich to many Suffolk villages and towns. For further information please visit the [Suffolk on Board](#) website. The University is situated in close proximity to three main bus routes. The nearest stops for these routes are listed below:

- St Helens St (Dove Street)
- Grimwade Street (Fore Street)
- Fore Hamlet (Holy Trinity Church)

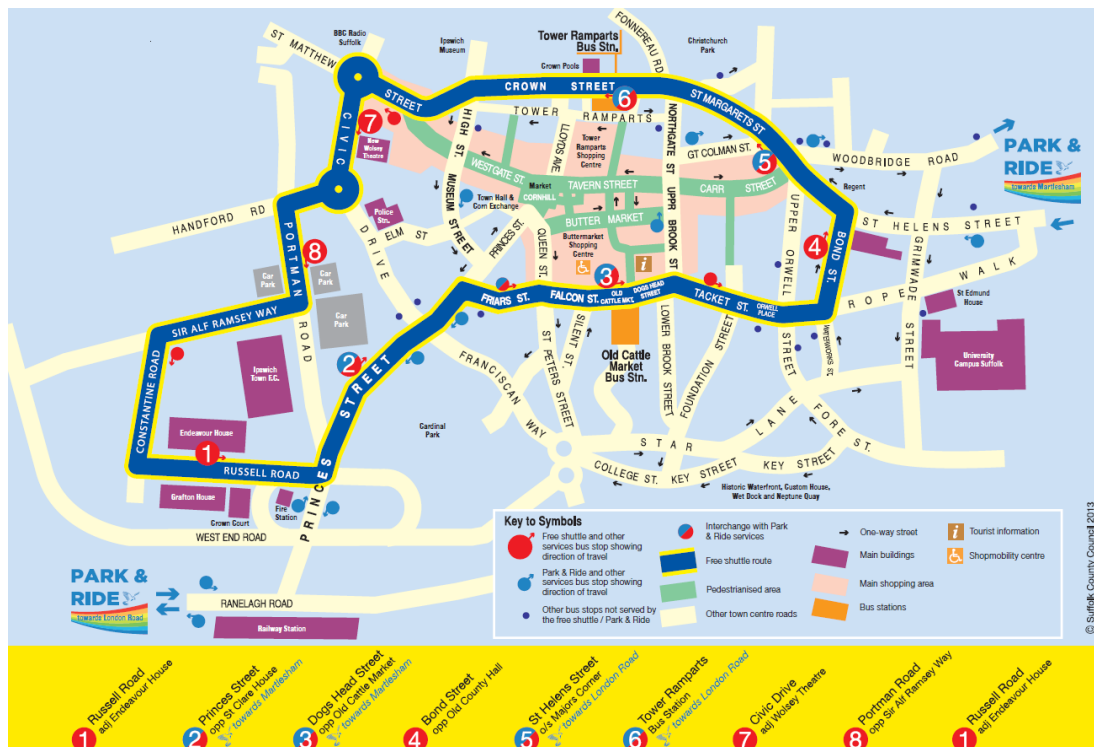
The bus stop on the east side of Grimwade Street, south of New Street, is the closest stop serving UoS and at the time of writing it is served by the following Ipswich area bus services:

Table 4: *Bus Routes*

Service	Route
1	Ipswich - Gainsborough - Ravenswood - Ransomes Europark (Ipswich buses)
4	Ipswich Rail Station - Broke Hall - Bixley – Martlesham (Ipswich buses)
4a	Ipswich - Broke Hall - Warren Heath - Ravenswood - Ipswich (First in Norfolk & Suffolk)
6	Ipswich Town Centre - Gainsborough - Ransomes Way - Hospital
60, 61, 61a	Ipswich - Greenwich/Gainsborough – Ipswich (First in Norfolk & Suffolk)
76, 76a, 77, 77a	Ipswich - The Trimleys – Felixstowe (Ipswich buses)
90, 91	Ipswich - Hadleigh – Sudbury (Beestons, Hadleigh Community Transport)
163	Levington - Nacton – Ipswich (Ipswich buses, Suffolk Norse)
X1	Ipswich - Gainsborough - Greenwich – Ipswich (Ipswich buses)
X3	Ipswich - Nacton Road - Priory Heath (Ipswich buses)

Ipswich Borough Council also operate a free shuttle bus service (No. 37), available to members of the public, it runs in a loop around the town centre every 15 minutes Monday - Friday 12.00pm and 2.00pm. The route with it's stops is reproduced in Figure 3 below. Stop 4 on Bond Street is the closest in proximately to the University.

Figure 3: Ipswich Shuttle Bus Service



Park and Ride

There are two Park and Rides servicing Ipswich town centre.

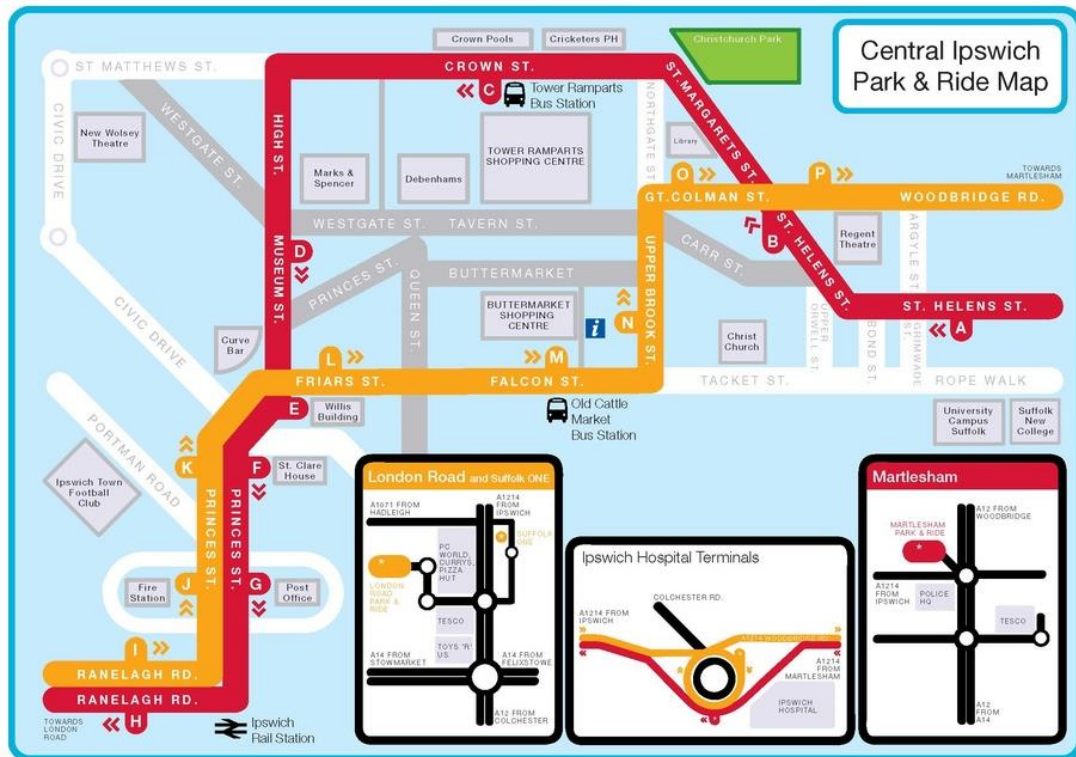
The London Road terminal is located near the A12/A14 interchange. It is signed from the A14 (from Felixstowe and Stowmarket directions), from the A12 (from Colchester direction), from the A137 (Wherstead), the A1071 (from Hadleigh) and the A1214 (out of Ipswich).

The Martlesham terminal is located at the roundabout where the A1214 from Ipswich town centre meets the A12 from Lowestoft/Woodbridge.

Both sites are open at least 10 minutes before the first bus of the day and has 550 parking spaces. The first departure is at 6.52am and buses run every 12 minutes. The entrance is closed at 7.00pm but customers can leave the site at any time. The London Road Stop P on Woodbridge Road is the closest point to the University, with Stop A on St Helen’s Street for Martlesham.

The University is currently negotiating an extension of the Park and Ride services to bring both buses closer to the campus.

Figure 4: Park and Ride Stops



Fares are variable, with a one-day ticket between £3.60 and £4.70 contactless. A more comprehensive range of tickets are available for a week, month, 10 days, 3 months or a year which reducing the cost significantly. Staff and students who regularly use park & ride can take advantage of the First Bus Commuter Travel Club.

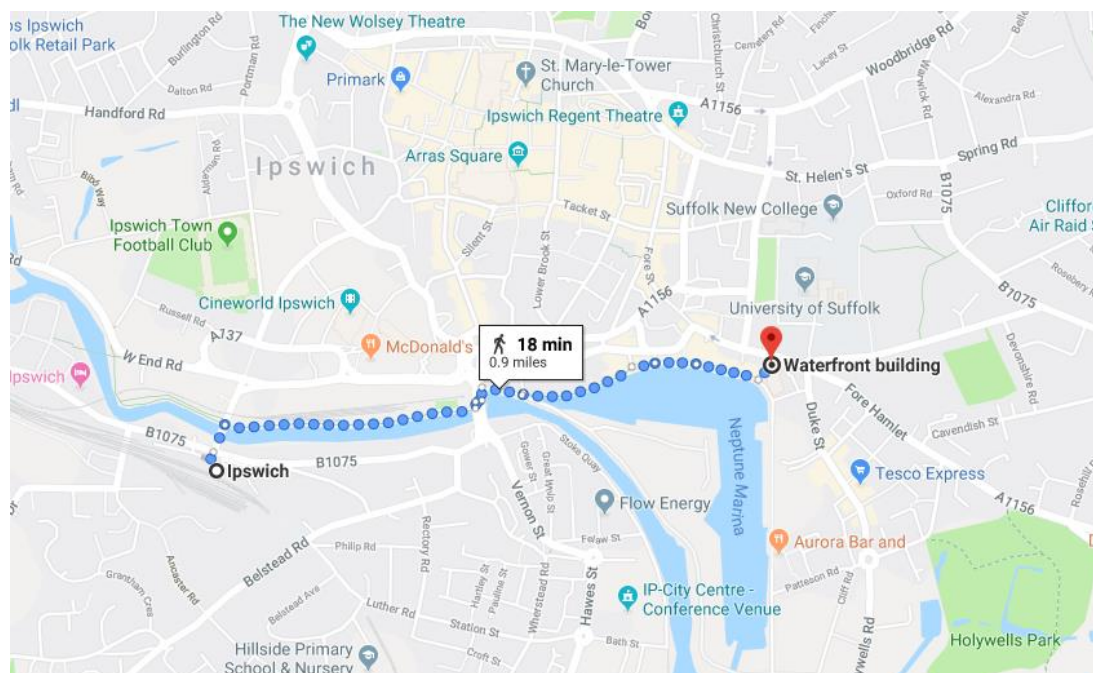
Train

Ipswich has a station on the InterCity, Greater Anglia (Abellio) main line to London and offers direct links to Colchester, Stratford, Bury St.Edmunds, Cambridge, Ely, Peterborough, Norwich, Felixstow and Lowestoft. The University has a 10% discount with Abellio on any block of travel cards over a month. The station has good accessibility and mobility arrangements and a lift is available.

Bicycles can be taken on the train, however Greater Anglia's new policy requires a cycle reservation for each journey and has reduced available cycle space on trains to a maximum of 6 bikes. Greater Anglia advocates the use of two bicycles, one at each end of journey, or the use of their Abellio Bike and Go scheme, at a cost. Rural trains feeding into mainline stations are limited to 4 bicycles on a first come first served basis.

Figure 5 below shows approximately walking time from the station to the Waterfront and North Campus.

Figure 5: Walking Map Ipswich Station to University of Suffolk



Car Parking

Registered University of Suffolk staff and students may use the Car Parks at the University. There are two main car parks on land owned by the University, located on North Campus and the Wharf on the Waterfront. Further parking is available to registered staff and students at Athena Hall at the University daily parking rate, with additional disabled access parking at the back of the Waterfront Building. The Athena Hall car park is also available to the public.

There are a total number of 374 parking spaces for Staff and Students, Figure 5 shows a breakdown of the number of spaces and user provision.

All car parks are operated through ANPR by Ipserve and car parking security staff who ensure that only registered users have access. Staff and students pay a flat rate of £2 per day to park in the University, or affiliated Athena Hall car park.

Table 5: Breakdown of Parking Provision

Location	Parking Type	Number
North Campus (University Owned)	Parking	67
	Disabled Space	14
	Motorcycle	6
	Student Union Bus	2
	IWIC	6
	Nursery	2

Waterfront (University Owned)	Disabled Space	7
The Wharf (University Owned)	Parking	156
	Disabled Space	12
	Motorcycle	5
Athena Hall (Privately Owned)	Parking	88
	Disabled Spaces	5
University Avenue	Disabled Spaces	4
Total Parking		
	General Parking	311
	Disable Parking	42
	Motorcycles	11
	Partner Organisations	10
Total Spaces		374

The University of Suffolk values diversity and recognises individual academic and professional identities, which includes mobility and access needs. We operate an accessible campus, with disability parking being located in close proximity to each of our buildings.

Although 11 designated spaces are available for motorcycles, there is no restriction on a motorbike using a general parking space if there are no remaining designated areas available.

The Hold

Collaborative estates expansion with Suffolk County Council sees the opening of the HOLD on North Campus in 2019. The Hold will house new accommodation for the Ipswich branch of the Suffolk Record Office; the facilities will include a search-room, administration areas, strongrooms and offices for the Suffolk Record Office, an education annexe with a lecture hall, seminar rooms and learning centre, ancillary café, retail and exhibition space.

Once The Hold is open, travel demand will be generated by SCC staff, volunteers and visitors to the facility. University students and staff already on site will have access to the lecture facilities and not influence the increase of footfall to the carpark, or wider travel requirements.

The revised planning application transport assessment document, submitted by Robert West Consultants in 2017, presented projected travel demand of potential users to the hold which is summarised in Table 6.

Table 6: Net Change in Trip Generation (Daily)

Mode of Travel	Baseline		Projection		Net Increase
	Visitors	Staff and Volunteers	Visitors	Staff and Volunteers	
Car/ Motorcycle/ Taxi	22	13	44	32	41
Public Transport	6	1	13	2	8
Coach	0	0	0	0	0
Bicycle	0	1	0	3	2
Walk	3	2	6	2	3
Other	0	0	1	0	1
Total	31	17	63	39	54

Hold car parking will be available within the curtilage of the Hold Building and for restricted to facility users and staff only. With 22 spaces available, of which 3 are allocated to disabled drivers and 8 electric car charging ports. Car parking for the Hold and Sustainable Travel management will be managed by SCC.

Collaboration between the University and SCC on wider Sustainable Travel to the Campus and the Hold is an important feature of moving forward a modal shift in sustainable travel options for the Town and multiple user groups.

Coach and Mini-Bus Parking

Coach parking is not available on the University car parks. A set down and pick up space is located on Long Street in a designated area. Timing is restricted to 15 minutes.

Delivery Vehicle Loading/Unloading

A period of up to 30 minutes may be granted to allow for the loading or unloading of vehicles in connection with University business or activities. Those wishing to load/unload should seek authorisation from Estates prior to loading/unloading. When loading/unloading vehicles should not form an obstruction, should not be parked on double or single yellow lines or parked in ways which obstruct other users.

Visitors

All visitors are directed to either the pay & display car parks at Duke Street (Duke Street, IP4 1JD is £5.50 per day/£1.70 per hour) or Athena Hall. Information is also made available on Sustainable Travel options to the Campus. Visitors and members of the public are not permitted to park in the university car parks.

University Van

The university van is used predominately around the site for moving difficult objects as part of the estate portering duties. It is occasionally used on short trips off site. Feasibility studies are underway to consider the use of an electric vehicle to perform these activities.

Business Mileage

Business mileage payments are available as follows:

- **Car:** 45p per mile for first 10,000 business miles, 25p per mile thereafter
- **Motorcycle:** 24p per mile
- **Bicycle:** 20p per mile

9 Electric Car Charging

As part of our Carbon Plan, the University is moving toward decarbonisation across its estate. Part of this programme will entail the installation of car charging facilities for electric vehicles. Initial quotes for the supply, installation and commissioning of Electric Vehicle Supply Equipment are currently underway with a commitment to install by September 2020 as funding allows.

Four charging stations up to 7.2kw will be made available on North Campus, with the exploration of further units as take up dictates. It is anticipated that these will be free for the first 12 months to help encourage transition to electric vehicle from staff and students.

10 Car Sharing

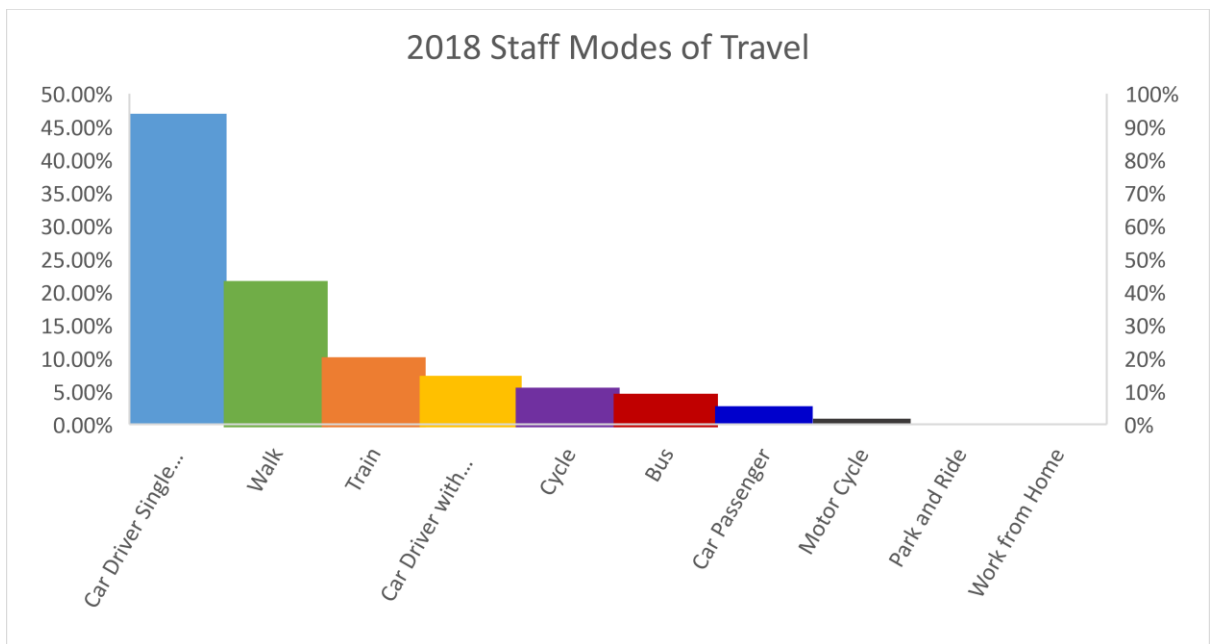
Car sharing is defined as two or more individuals who are sharing a vehicle to travel from home to the University. Information on the Suffolk Car sharing scheme is available for staff and student on the Local Travel Options pages of the University Intranet.

The Student Union regularly run campaigns to promote and encourage car sharing between students to Campus. Advice is available from the Sustainable Manager on options and schemes that run beyond county. As part of the Travel Action Plan, more formalised and incentivised initiatives are to be tabled to explore reduced parking fee for car sharing.

11 Travel Surveys

Staff travel surveys have been conducted every year as part of the wider Suffolk County Council travel surveying process. With a staff of 385, we returned 217 respondents representing a 56.36% participation in 2018 Survey. The share of staff journeys to work made by all different modes, as measured by the four most recent travel surveys, is summarised in the chart in Figure 6 below.

Figure 6: Staff Modes of Travel



The 2019 data will be available shortly and enable a comparison of performance and analysis of modal shifts based on engagement activities over AY 2019/20.

From 2020 the Survey will be extended to include the student body, which make up the majority of travel user groups, thereby ensuring a more accurate targeted strategy towards modal shifts. Baseline data will be taken from 2016 Surveys and reset once a larger percentage of staff and student respondents has been obtained. It is therefore anticipated that perceived performance is likely to dip, before we are able to move more assuredly forward towards improving performance.

12. Travel Plan Review

This Travel Plan will be monitored on an annual basis and reviewed at 18 month intervals to ensure progression against the Action Plan.