
Sustainable Travel Plan

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Estates Department

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London South Bank University

Sustainable Travel Plan – Key Deliverables

1. Improve bike parking facilities at Southwark and Havering campus.
2. Reduce car parking spaces at Southwark campus.
3. Introduce procedures to measure emissions from fleet transport.
4. Organise bike week event annually.
5. Encourage alternative transport modes (walking/cycle).

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1. INTRODUCTION, AIMS AND OBJECTIVES

London South Bank University (LSBU) Sustainable Development Strategy recognises the commitment to reduce the environmental impact of the University and improve choices available to staff and students. A key strand of this Strategy is the establishment, development and monitoring of a **Sustainable Travel Plan** with initiatives aimed at reducing the University's overall travel related environmental impact (CO2 reduction).

The Travel Plan consolidates into one document a range of new initiatives coupled with continuation of business as usual geared to reducing the environmental impact of the University. The University, staff, students and the wider community all stand to gain from the benefits which can accrue from plan delivery:

- Reduced demand and release of space currently used for car parking with associated cost reduction.
- Improvements to staff/students health
- Help deliver Corporate Social Responsibility improvements to meet environmental targets.
- Provide opportunities to build exercise into daily life.
- The Travel Plan will encourage staff and students to think about their travel habits and to consider alternatives modes of transport where applicable.

2. BACKGROUND

With over 23,000 students and 2,500 staff, LSBU is one of the largest Universities in London. More than 70% of the current student populace live within the Greater London Area.

The existing Staff/Student travel profile, the extent and reach of the Public Transport Network, and other key GLA, Local Authority and Partner Organisation developments place LSBU in the upper quartile in terms of travel related environmental performance in comparison with benchmark institutions. These are encouraging results, however it is necessary to consolidate the progress made to date and to encourage and develop further green alternatives to single occupancy car use and in turn the switch from use of public transport to cycling and walking where feasible.

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2.1 PUBLIC TRANSPORT

LSBU has 2 campuses. Southwark is the main campus and Havering is a satellite. Both are well served by Public Transport, with an extensive and interlinked public transport system across all transport modes. (See links in the Appendix). Travel instructions and map of both campus can be found at: <http://www.lsbu.ac.uk/contact-us/maps-and-travel>

2.2 CAR TRANSPORT

Reflecting the comprehensive nature of the Public Transport Network, GLA and Local Authority Planning Regulations, the provision of on-site parking provision is already at a low level in ratio to the no of staff and students attending the University. Current available indicators show that LSBU's car park space-staff ratio (8.5%) is well below peer group (32-45%).

In addition, the measures to encourage cycling, walking and use of Public Transport, including the Congestion Charge, have resulted in the use of cars to travel to the University being in a very small ratio to the no of people attending, and compares favourably with other UK Universities. There will always be a requirement to provide car parking for disabled staff/students.

2.3 BUSINESS TRAVEL AND FLEET MANAGEMENT

The University operates a small fleet of 3 vehicles in support of University business, however vehicle use/cost/mileage data (€14k miles /pa for fleet) indicates that journey distances and usage has minimal impact and that the vehicle fleet and use is currently operated and managed effectively.

However, as the fleet contribute to Scope 3 emissions there is a need to introduce robust monitoring procedure for LSBU fleet. Over the next 12 months we will put in place a procedure to record and monitor our fleet emissions.

The University has in place a preferred supply arrangement for business travel services. The contract is placed by the London Universities Purchasing Consortium, and is a national agreement available to all consortium members.

2.3 CYCLING

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Cycle use has increased as environmental awareness improves and as a direct consequence of congestion charging. LSBU will work in partnership with external agencies where required and develop and promote cycling to work as a viable alternative to car or public transport use. An already developed cycle network through London exists.

LSBU encourages its staff to cycle to work and for business and offers Cycle to Work scheme which allows employees to buy a bicycle tax-free. This could save between 30 to 50 per cent on the cost of a new bike and accessories. Further information can be found at: <https://www1.lsbu.ac.uk/staff/livewell/cyclescheme.shtml>

2.4 WALKING

Pedestrian access via the public street network is currently unrestricted in all directions and suitable pathways, subways and access is available for locally based staff and students as well as those accessing the University from adjacent public transport facilities. Staff should walk where they feel that time, convenience and personal safety allow.

3. TRAVEL SURVEY

A Travel Survey was conducted in March/April 2010 to obtain staff and student feedback on alternative transport and facilities. The survey was made available to all staff and students and over 400 responses were received.

The majority of staff and students that responded to the survey are full time (staff - 84%; students – 88.5%) and are based on the Southwark campus (staff - 94.9%; students – 96.7%). The main modes of transport used to reach LSBU by staff and students are shown in the table below:

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Staff		Students	
Mode	Percent	Mode	Percent
Bicycle	8.9	Bicycle	3.3
Walk	4.6	Walk	18.0
Bus	11.0	Bus	27.9
Train	41.7	Train	14.8
Train and bicycle (cycle to/from the station)	0.9	Tube/Underground	27.9
Tube/Underground	18.7	Car (drive alone)	1.6
Car (drive alone)	5.2	Other, please specify ²	6.6
Car (car share)	1.2		
Other ¹	7.7		

Figure 1: Respondents in 2010 Travel Survey

¹Other includes combinations of car, walk, bus, tube, bicycle, riverboat, moped and electric car

²Other includes combinations of car, tube, bus and train

3.1 PUBLIC TRANSPORT

Of those that travel on public transport, 85.3% of staff are aware of the interest-free season ticket loan that is available to staff and 90% of students know about the TFL 18+ Student discount scheme.

3.2 CAR TRANSPORT

The reasons given for travelling by car to LSBU include convenience, the need to transport materials and dropping off children at school/childcare. The majority of those travelling by car do so alone (81.8%). Of car user respondents, 70% said that they would continue to drive the LSBU if car parking permits were introduced and the number of car parking spaces reduced.

3.3 CYCLING AND WALKING

For the purposes of data analysis, travelling less than 2 miles to get to university (5.1% of staff and 26.8% of student respondents) is regarded as a reasonable walking distance and travelling less than 6 miles (32.1% of staff and respondents) is regarded as a reasonable cycling distance. The main mode of transport used travelling less than 2 and less than 6 miles to get to the university is shown below.

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Staff - Distance to LSBU < 2 miles

Mode	Percent
Bicycle	12.5
Walk	68.8
Bus	6.3
Tube/Underground	6.3
Car (drive alone)	6.3

Staff - Distance to LSBU < 6 miles

Mode	Percent
Bicycle	16.7
Walk	14.7
Bus	23.5
Train	10.8
Train and bicycle (cycle to/from the station)	1.0
Tube/Underground	16.7
Car (drive alone)	8.8
Car (car share)	2.9
Other ³	4.9

Figure 2: Distance travelled to work by staff.

³ Other includes run, walk then bus, electric car

Students - Distance to LSBU < 2 miles

Mode	Percent
Bicycle	0,0
Walk	53,3
Bus	40,0
Train	6,7

Students - Distance to LSBU < 6 miles

Mode	Percent
Bicycle	6,3
Walk	31,3
Bus	43,8
Train	9,4
Tube/Underground	9,4

Figure 3: Distance travelled to work by students

The responses of those travelling less than 6 miles are now considered in order to assess what improvements could be made to encourage cycling and walking to LSBU. Of staff that travel less than 6 miles, 77.5% know about the Cycle to Work Scheme, 51.7% know the location of bike racks and 34.8% know the location of showers and changing facilities. Of students that travel less than 6 miles, 25% know the location of bike racks and 12.5% know the location of showers and changing facilities. When asked whether any of the following initiatives/facilities would encourage walking or cycling, the responses shown in the tables below were given.

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Initiative/Facility	Percent
Cycle training	20.0
Cycle maintenance workshops	27.4
Information on Cycle to Work Scheme	16.8
Information on location of cycle racks	28.4
Information on location of showers and changing facilities	32.6
Information on location of local bike repair shops	18.9
Secure cycle parking facilities	42.1
Covered cycle parking facilities	33.7
Meeting people who walk/cycle from the same location	14.7
Information on walking and cycle routes to the university	33.7
Better/safer cycle paths/lanes	53.7
Other	12.6

Figure 4: Combined response in relation to initiatives and facilities

4. TRAVEL PLAN DELIVERABLES

The following actions combine existing proposals and actions identified from the travel survey.

4.1 PUBLIC TRANSPORT

- Re-publicise the TfL Student Discount Scheme for purchase of discounted travel season tickets.
- Re-publicise the interest free loan scheme for staff.
- Improve University information sources on public transport services and offer student/staff links via the University web site and staff and student gateway to TfL and National Rail websites.
 - <http://www.tfl.gov.uk/>
 - <http://www.thetrainline.com/>

4.2 CAR TRANSPORT

- Staff and Student Parking Reduction – Investigate conversion of car park space to alternative use, such as cycle rack/shelters
- Parking Charges - The University will explore the option of introducing car parking charge at Southwark Campus. In general, this will exclude staff who have

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- a mobility disability as recognised under the DDA, but who may not have a blue badge and all blue badge holders. Special arrangement for contractors and suppliers will be made as well. All visitors will be encouraged to travel by public transport. Over the next 12 months, we will work to develop the system and to refine the operational aspects of parking charges.
- ZipCar, a car-share scheme/network has a car parked on Keyowrth Street. Details of the scheme can be found here:
http://www.zipcar.co.uk/zipcar-is-here?gclid=CN-q_LDs_bsCFabLtAod3GYAtA

4.3 BUSINESS TRAVEL AND FLEET MANAGEMENT

- External Business Travel contract is promoted by Corporate Procurement through the Procurement Network.
- Reinforce requirement for use of Public Transport (where appropriate and cost effective) in lieu of car.
- Details of the business travel services will be published by Corporate Procurement to the University's intranet as part of a managed preferred supplier list for all centrally co-ordinated contracts.
- Review use/no of current vehicle fleet through improved Planning procedures (mileage and journey reduction).
- University to investigate shifting vehicle fleet towards greener vehicles (lower emission, Bio-diesel or Veg oil fuels) at scheduled replacement.

4.3 CYCLING

- Re-publicise the Cycle to Work Scheme.
- Maintain and improve locker/drying/shower/changing facilities
- Provide information on location of cycle racks, showers and changing facilities to all staff and put on staff and student gateway.
- Provide links on university website and staff and student gateway to cycling journey planners to enable staff and students to plan safe cycling routes:
- Cycle Route Planner: <http://www.tfl.gov.uk/roadusers/cycling/11598.aspx>
- Provide cycle maintenance sessions on a quarterly basis.
- Promote secure cycle parking facility in Faraday car-park.
- Provide more secure cycle parking for staff and students (i.e. in existing car parks

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- Provide covered cycle parking where possible.
- Encourage cycling as an alternative to public transport where feasible and build healthy exercise into daily life.
- Carry out a university-wide 'Bike Week' on an annual basis.

4.4 WALKING

- Pedestrianisation proposals and improved access as part of the Public Realm Improvements and the Elephant and Castle Enterprise Quarter regeneration
- Maintain and improve locker/drying/shower/changing facilities
- Provide links on university website and staff and student gateway to cycling journey planners to enable staff and students to plan safe cycling routes:
- Walking Route Planners:
 - <http://walkit.com/cities/london/>;
 - <http://www.tfl.gov.uk/gettingaround/walking/default.aspx>
- Encourage walking as an alternative to public transport where feasible and build healthy exercise into daily life.

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Appendix 1 : Public Transport Links

1. **Link to London Underground TFL Journey Planner** -
http://journeyplanner.tfl.gov.uk/user/XSLT_TRIP_REQUEST2?language=en
2. **Link to National Rail Journey Planner**
<http://ojp.nationalrail.co.uk/service/planjourney/search>
3. **Link to travel maps**
<http://www.tfl.gov.uk/gettingaround/1106.aspx>
4. **Link to Bus Routes / Maps**
<http://www.tfl.gov.uk/tfl/gettingaround/maps/buses/tfl-bus-map/text/>

For Southwark Campus:

<http://www.tfl.gov.uk/gettingaround/maps/buses/southwark.aspx>

For Havering Campus:

<http://www.tfl.gov.uk/gettingaround/maps/buses/havering.aspx>