



UNIVERSITY OF  
LIVERPOOL



# Umbrella Travel Plan

2014- 2018





# University of Liverpool Umbrella Travel Plan 2014-18

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University of Liverpool

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## Information Class: Standard

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# Executive Summary

This Travel Plan is the third Umbrella Travel Plan for the University. The first plan was produced in 2005 and covered the period 2005-2009, the second ran from 2009-2013 and this Travel Plan covers the period 2014-2018.

The Travel Plan objectives are as follows:

- To make a positive contribution to the University's Carbon Management Plan by reducing the University's transport carbon footprint (from both commuting, business and fleet vehicle journeys);
- To implement a package of initiatives which improves access by public transport, walking, cycling and car share and encourages staff, students and visitors to change their travel behaviour;
- To make a positive contribution to the University's Sustainability;
- To increase the efficiency of staff and student inter-Campus travel and create opportunities for inter-campus travel by sustainable modes, particularly to accommodate the anticipated future increases in movements between City Campus and Leahurst;
- To support the University's Estates Strategy and Capital Programme through managing access to campus facilities and between campus sites;
- To meet Liverpool City Council's sustainable travel requirements for future planning permissions; and
- To ensure the University has a parking management system that is efficient, effective, equitable and acceptable to staff, which accommodates the University's growth and development aspirations and supports safe and uncongested campuses with green space and high quality public realm.

Since the production of the previous Travel Plans the University has implemented a number of initiatives aimed at reducing the number of single occupancy trips to the University including;

- Public Transport Loans repayable by salary sacrifice;
- Liv Share car share scheme;
- Flexible working policy;
- Car Park charges;
- Contractor permits; and
- Environmental performance improvement group.

The most recent staff survey results reveal some very positive modal shifts including:

- Decrease in single car occupancy trips from 31.5% to 30.6%
- Increase in walking trips from 9.7% to 11.4%;
- Increase in cycling trips from 8.3% to 8.7%; and
- Increase in bus use from 12.1% to 14.1%.

A package of Travel Plan measures are set out in this plan in the form of an action plan which aim to further increase the number of trips to the University by sustainable modes.

Going forward, the emphasis should continue to be upon awareness raising with the University continuing to engage with stakeholders such as Liverpool City Council, TravelWise, Merseytravel and the bus operators, to develop joint campaigns and a providing regular travel plan information to staff.

# 1 Introduction

This document is the third Umbrella Travel Plan for all of the University of Liverpool's UK sites, covering the period 20014-2018. This document supersedes the previous Umbrella Travel Plan that covered the period 2009-2013.

## 1.1 Background and Context

The University of Liverpool is a teaching and research University with over 36,000 students and 5,000 staff. It was Founded in 1881 and is one of the original 'red brick' Universities. The University is the founding member of the Russell Group of Universities. In addition to staff and students, the University is home to 1,300 leading researchers and has countless partners.

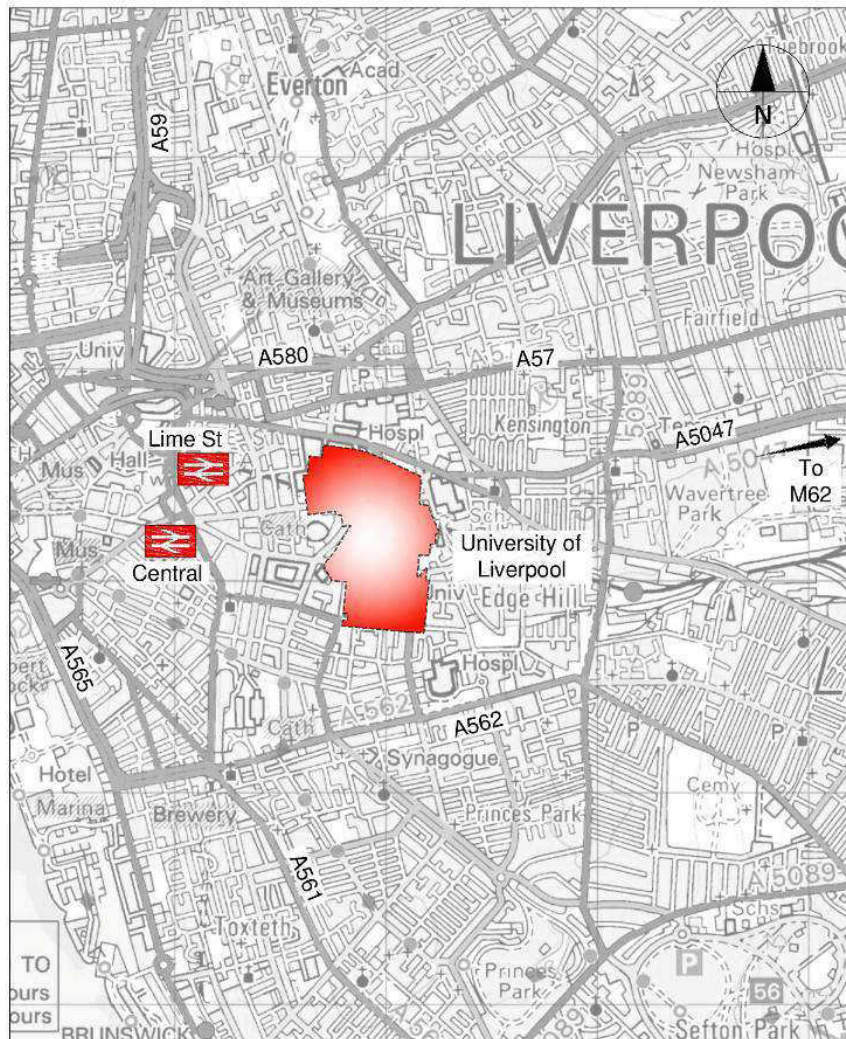
The University is a global institution with two UK campuses and one in Suzhou, China. The UK campuses are located within Liverpool City Centre and Leahurst on the Wirral Peninsula.

### 1.1.1 Main Liverpool Campus

The main University of Liverpool campus is located in the heart of Liverpool City Centre within the knowledge Quarter. The location of the campus is presented in Figure 1.1.

Over 400 courses are taught in 54 subject areas at the main campus. Approximately 5,000 staff and 20,000 students are based at the Liverpool campus with approximately 4,000 students staying in University owned accommodation.

Figure 1.1: Main Campus Location Plan



Source: Mott MacDonald

The main campus is spread over 100 acres and has the following facilities:

- 3 faculties (Health and Life Sciences, Humanities and Social Science and Science and Engineering)
- 14 schools/institutes
- 11 professional services departments
- 8 café bars
- Convenience shops
- 2 library's

- Sports Centre
- Children's Centre
- Victoria Gallery and Museum
- Garstang Museum of Archaeology
- Confucius Institute
- Law Clinic

The University offer on-site and off-site accommodation for students as follows:

#### On-site

- Dover Court (open September 2014) - 261 students
- Vine Court – 707 students
- Crown Place (open September 2014) – 1236 students
- Mulberry Court (closing September 2015) – 287 students
- Tudor Close – 101 students
- Melville Grove – 132 students

#### Off-site

- Carnatic Student Village – 1098 students
- Greenbank Student Village – 409 students

### **1.1.2 Leahurst Campus**

The Leahurst Veterinary campus is located on the Wirral Peninsula, approximately 12 miles from Liverpool City Centre and 9 miles from Chester. A location plan is presented in Figure 1.2 overleaf.

The Leahurst campus provides practical experience for 340 4<sup>th</sup> and 5<sup>th</sup> year veterinary students. Approximately 450 staff are based at the campus to operate the following facilities:

- Small animal hospital – 10,000 referrals/year, mainly cats and dogs;
- Equine hospital – 2,000 referrals/year;
- Pathology services – Includes post-mortem facilities;
- Wood Park Farm – Including visitor centre;
- Ness Heath Farm; and
- Continuing professional development seminars.



Students are expected to live within close proximity to the campus as they are required to be 'on-call' for parts of their 36 week training rotation. A small number of students stay on site to monitor emergency cases.

Figure 1.2: Leahurst Campus Location Plan



Source: Mott MacDonald

## 1.2 Ness Gardens

Located on the Wirral Peninsula, the University Botanical Gardens are situated in close proximity to Leahurst, south of Little Neston (Figure 1.3) and were presented to the University in 1948 to be kept as botanical gardens available to the public.

The Gardens are open to the public 10am to 4:30 pm in winter and 10am to dusk the rest of the year six days a week (closed on Tuesdays) all year round with a charge of £7.15 for adults and £6.50 concessions to enter the gardens. The site has become well renowned across the UK for its botanical research, conservation and education, with the largest UK collection of sorbus and most of the 49 known species of birch.

Figure 1.3: Ness Gardens Location Plan



Source: Mott MacDonald

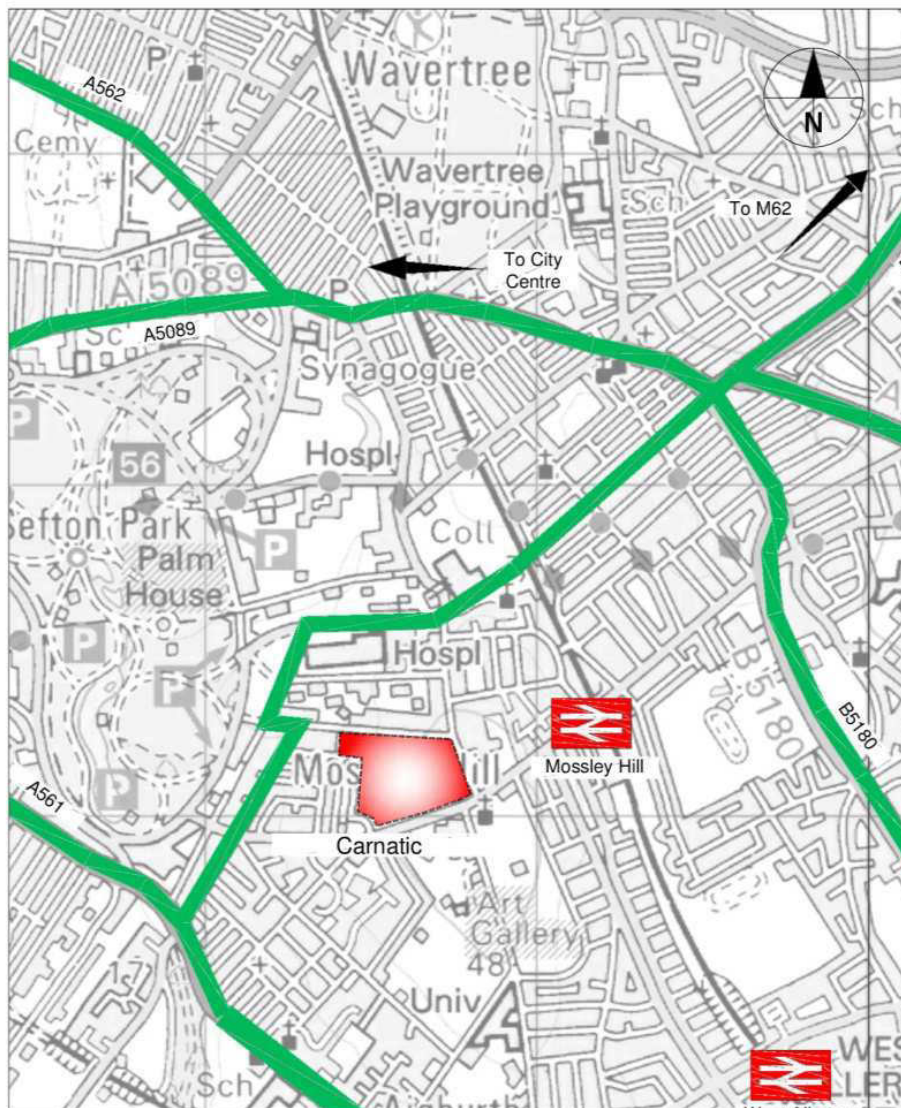


### 1.3 Carnatic Halls of Residence

Carnatic Halls of Residence is set within its own grounds in the suburban area of Mossley Hill (Figure 1.4). Following the closure of Dale Hall, the site now consists of five residences; Rankin Hall, Lady Mountford House, Salisbury Hall, Morton House, McNair Hall.

The campus houses approximately 1,100 students, each of the residences surround a communal building, Carnatic House, which houses a restaurant, bar, shops and a student health care centre.

Figure 1.4: Carnatic Location Plan

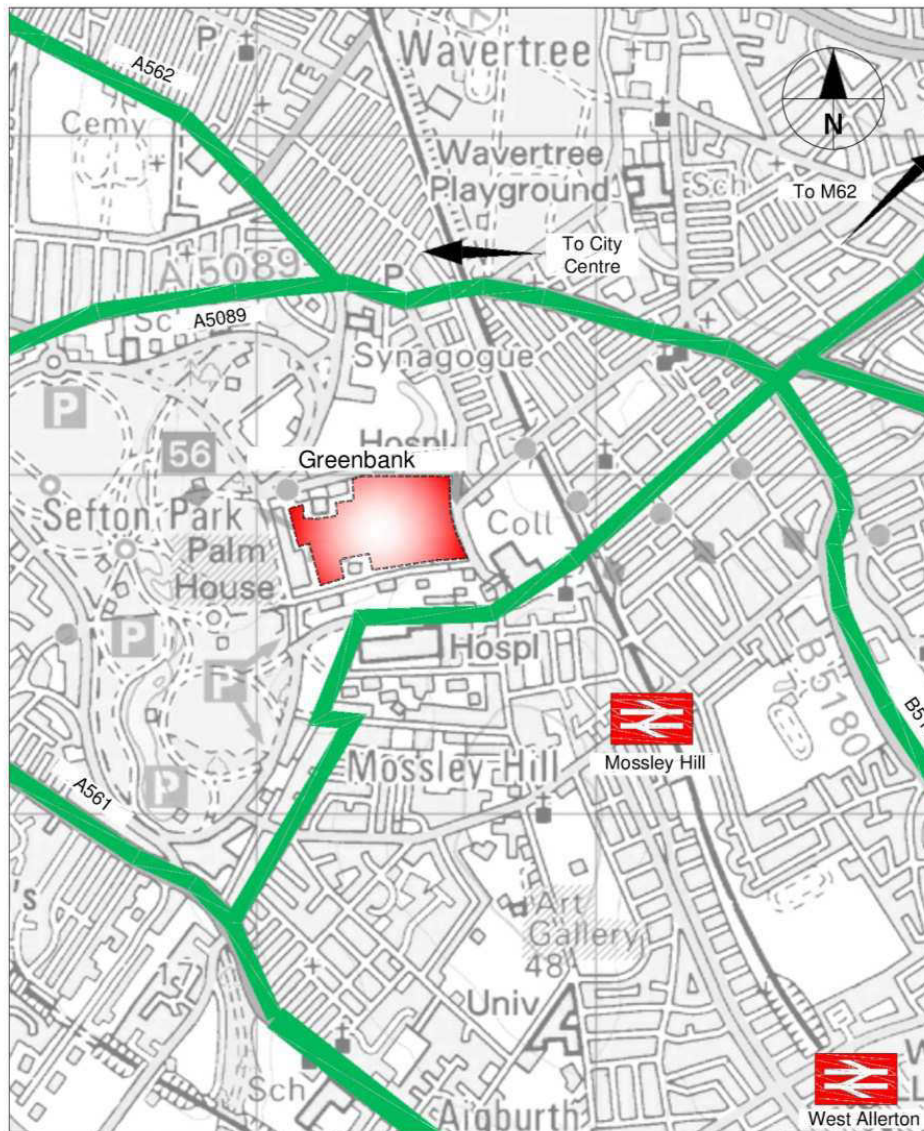


Source: Mott MacDonald

#### 1.4 Greenbank Halls of Residence

Greenbank Halls of Residence is located close by to Carnatic and is similarly situated in a suburban area of the city within Mossley Hill (Figure 1.5). Following the closure of Derby and Rathbone Hall to allow for a £50million demolition and refurbishment project, the site is now made up of one residence, Roscoe and Gladstone Hall. With Derby and Rathbone currently closed for redevelopment, the campus houses approximately 390 students, with Roscoe and Gladstone Hall offering 390 catered rooms.

Figure 1.5: Greenbank Location Plan



Source: Mott MacDonald

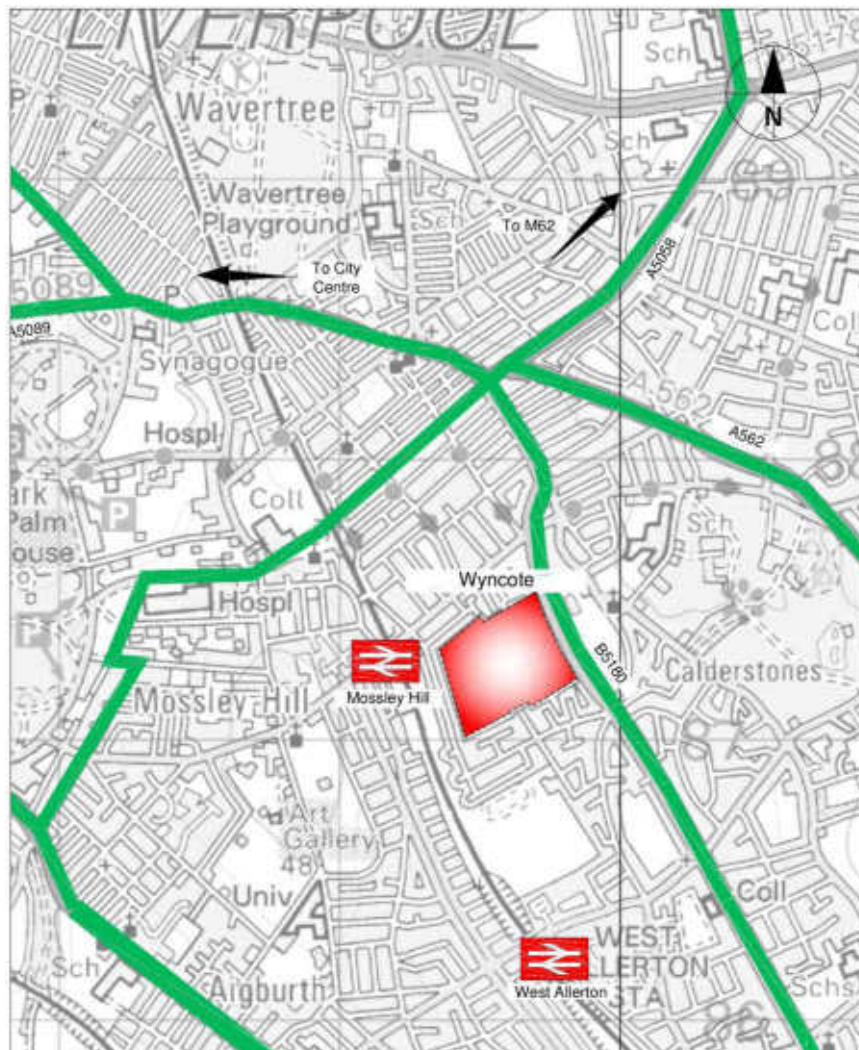


## 1.5 Wyncote Sports Centre

The Wyncote sports grounds are regarded as some of the best University sports facilities in the country with ten grass football pitches, four grass rugby pitches, one 3G rugby training area, two hockey pitches, one lacrosse pitch, an 18peg fishing pond and a pavilion that provides a dedicated meeting room and training facility. Wyncote is located in Mossley Hill, off Mather Avenue (Figure 1.6)

Facilities attract a high number of users and are available for booking by staff, students and visitors between 09:00-21:30 during Monday to Friday, between 09:00-18:00 on Saturdays and between 10:00-16:00 on Sundays.

Figure 1.6: Wyncote Location Plan



Source: Mott MacDonald

## 1.6 What is a Travel Plan?

A Travel Plan is a package of measures designed to reduce the number and length of un-sustainable trips generated by an organisation i.e. single occupancy car journeys and flying. A Travel Plan can address a range of travel types, including staff travel to work, business travel, journeys made by visitors and suppliers and fleet management.

A wide variety of benefits can result from the development and implementation of a Travel Plan, including:

- The opportunity to address transport problems, including:
  - Parking issues
  - Road safety
  - Accessibility to campus facilities and between campus sites
  - Congestion
  - Staff recruitment and retention
- Corporate Social Responsibility (CSR);
- Securing planning permission;
- Environmental credibility;
- Reduced need for expensive car parks;
- Reduced need to travel;
- Helping to tackle social exclusion;
- Improved health and physical fitness;
- Improved personal travel costs;
- Improved community relations; and
- Improved employee benefit packages.

It is important to note that the main objective of a Travel Plan is to change human behaviour. In order to achieve this, a combination of key skills is required, including:

- Marketing and Communications;
- Human Resources;
- Market Research;
- Estate Management;
- Project Management; and
- Transport Planning.

Research has found that the most successful way of managing an organisation's transport impacts is to improve the quality of non-car modes, raise awareness about the opportunities for the use of sustainable modes of travel and provide disincentives for car use. This is the basis upon which the University Travel Plan has been developed.



## 1.7 Travel Plan Objectives

Objectives are the high-level aims of the plan, which give direction and provide a focus. Specific, measurable targets that the Plan aims to meet are identified in Section 5.

The Travel Plan objectives are as follows:

- To make a positive contribution to the University's Carbon Management Plan by reducing the University's transport carbon footprint (from both commuting, business and fleet vehicle journeys);
- To implement a package of initiatives which improves access by public transport, walking, cycling and car share and encourages staff, students and visitors to change their travel behaviour;
- To make a positive contribution to the University's Sustainability Strategy;
- To increase the efficiency of staff and student inter-Campus travel and create opportunities for inter-campus travel by sustainable modes, particularly to accommodate the anticipated future increases in movements between City Campus and Leahurst;
- To support the University's Estates Strategy and Capital Programme through managing access to campus facilities and between campus sites;
- To meet Liverpool City Council's sustainable travel requirements for future planning permissions; and
- To ensure the University has a parking management system that is efficient, effective, equitable and acceptable to staff, which accommodates the University's growth and development aspirations and supports safe and uncongested campuses with green space and high quality public realm.

## 1.8 Structure of the Report

Following this Introduction, the Travel Plan report is structured as follows:

- Section 2 sets out the relevant University, local and national policy, that provides a framework within which this Travel Plan has been developed;
- Section 3 contains a summary review of access to each University site;
- Section 4 presents the findings from the 2014 staff travel survey, which sets the baseline against which the Travel Plan targets have been set;
- Section 5 sets out the targets for the Travel Plan;
- Section 6 identifies progress in implementing the measures contained in the 2009-2013 Travel Plan and sets new measures for the 2014-2018 Travel Plan;
- Section 7 provides the Travel Plan Action Plan, which sets out the timescales and responsibilities for the implementation of each measure, the complementary marketing and communications activities and the required management and monitoring activities; and
- Section 8 concludes the plan.

## 2 Policy Context

### 2.1 Introduction

This section contains a review of relevant national, local and University policy to clarify the policy context within which this Travel Plan has been developed.

### 2.2 National Policy

#### 2.2.1 National Planning Policy Framework

The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied. It sets out the Government's requirements for the planning system only to the extent that it is relevant, proportionate and necessary to do so. It provides a framework within which local people and their Councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities.

The NPPF states that pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life, including making it easier for jobs to be created in cities, towns and villages.

National Planning Policy Framework sets out the following guidelines with regards to transport:

- Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion.
- All developments that generate significant amounts of movement should be supported by a Travel Plan.
- Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.
- If setting local parking standard for residential and non-residential development, local planning authorities should take into account the accessibility of the development; the type, mix and use of development; the availability of and opportunities for public transport; local car ownership levels; and an overall need to reduce the use of high-emission vehicles.

This Travel Plan supports the guidelines set within the NPPF.

#### 2.2.2 CRC and ESOS Compliance

The University has a requirement to measure emissions for the national schemes discussed below.

The CRC Energy Efficiency Scheme (formerly known as the Carbon Reduction Commitment) is a mandatory carbon emissions reporting and pricing scheme to cover all organisations in the UK, using more than 6,000MWh per year of electricity. The scheme is managed, on behalf of the UK Government's

Department of Energy and Climate Change, by the Environment Agency (in England). As part of CRC reporting, there is a requirement for the University to monitor fleet emissions.

The Energy Savings Opportunity Scheme (ESOS) came in to force in July 2014. The ESOS Regulations 2014 bring into force Article 8 of the EU Energy Efficiency Directive and mandate that all large businesses in the UK undertake comprehensive assessments of energy use and energy efficiency opportunities at least once every four years. The University falls under the criteria of a large business and therefore must comply with ESOS regulations.

To comply with the regulations, an ESOS Assessment must be completed to:

- Measure total energy consumption for buildings, industrial processes and transport;
- Identify areas of significant energy consumption, accounting for at least 90% of total energy consumption; and
- Identify cost-effective energy efficiency recommendations for areas of significant energy consumption.

Compliance is to be reported to the Environment Agency. The first deadline for reporting compliance is the 5th December 2015.

## 2.3 Local Policy

### 2.3.1 Liverpool Unitary Development Plan/Local Plan

The Liverpool Unitary Development Plan (UDP) was adopted in November 2002 and provides a framework for how the city will develop by setting out policies governing development in Liverpool. The UDP is currently a saved plan.

The UDP will gradually be replaced when the Liverpool Local Plan and the Joint Merseyside and Halton Waste Local Plan are adopted. Until this time the UDP policies will still be used to determine planning applications.

The UDP aims to provide a balanced provision of transport infrastructure which:

- *provides access to employment, leisure, retail and other facilities for all of the City's residents*
- *meets the transport needs of people who are economically and socially disadvantaged*
- *allows for the safe, efficient and easy movement of goods into and throughout the City, in order to help secure the regeneration of the local economy*
- *protects and enhances the environment through reducing reliance on the private car*
- *promotes, in conjunction with the Passenger Transport Authority, investment in the public transport network and associated facilities*
- *improves facilities for cyclists and pedestrians*

- *provides a framework for investment in the efficiency of the road system*
- *reduces the availability of car parking facilities which would attract car borne commuters.'*

The policies reflect the overarching aims of national transport policy to promote sustainable travel choices, including walking, cycling and public transport.

### **2.3.2 Merseyside Local Transport Plan 3: 2011-2016**

The Third Local Transport Plan for Merseyside (2011-2016) (LTP3) sets out a transport development programme for the Merseyside area. It superseded the second LTP in 2011 and aims to support the continuing economic development of Merseyside by managing for economic growth.

The Third Local Transport Plan has the following vision;

*'A city region committed to a low carbon future, which has a transport network and mobility culture that positively contributes to a thriving economy and the health and wellbeing of its citizens and where sustainable travel is the option of choice'.*

The LTP has six goals:

1. Help create the right conditions for sustainable economic growth by supporting the priorities of the Liverpool City Region, the Local Enterprise Partnership and the Local Strategic Partnerships.
2. Provide and promote a clean, low emission transport system which is resilient to changes to climate and oil availability.
3. Ensure the transport system promotes and enables improved health and wellbeing and road safety.
4. Ensure equality of travel opportunity for all, through a transport system that allows people to connect easily with employment, education, healthcare, other essential services and leisure and recreational opportunities.
5. Ensure the transport network supports the economic success of the city region by the efficient movement of people and goods.
6. Maintain assets to a high standard.

The Merseyside Local Transport Plan (LTP) aims to give Merseyside a safer, sustainable, efficient and integrated transport network, accessible to all. It is produced for the Merseyside Integrated Transport Authority by the Merseyside Transport Partnership of Merseytravel and the five district councils of Merseyside - Knowsley, Liverpool, Sefton, St Helens and Wirral. The University Travel Plan contributes to the LTP3 vision.

TravelWise is the Partnership's campaign to help people on Merseyside make sustainable transport choices, including the use of public transport, walking, cycling and using cars wisely. The group raises awareness of the detrimental effects of increased car use and the subsequent benefits of walking, cycling, car sharing or increased public transport use.

TravelWise understand the implications of travel and the effect this can have on the quality of people's lives, the environment and the economy. They work with businesses and organisations such as the to develop Travel Plans in order to reduce their impact on traffic generation and make it easier for staff to reach their place of work. TravelWise operates an Employers Travel Plan Network, through which employers across Merseyside can access guidance, support and tools to help them develop and implement their Travel Plan. The University signed up to the Employers Network in 2007. The University Travel Plan has been developed with support from TravelWise. The TravelWise online survey tool has been used to baseline staff travel behaviour in order that new targets can be set. It also provides the basis upon which further monitoring can be carried out in the future.

### **2.3.3 Liverpool City Centre Strategic Investment Framework**

The Liverpool City Centre Strategic Investment Framework 2012 (SIF) is a strategy document to guide investment in the City Centre over the next 15 years (2012-2027) with the aim of providing certainty for investors by setting out the city's strategic direction.

The SIF outlines aspirations for improvements to the transport network to support the accessibility of the city centre through improved transport facilities and re-balancing the environment to support growth.

Within the Knowledge Quarter the SIF draft implementation strategy identifies improved accessibility to and from the area through improvements to pedestrian and cycling connectivity and improved parking provision.

## **2.4 University Policy**

### **2.4.1 HEFCE**

The University has a requirement to measure, monitor and reduce scope 3 emissions to the Higher Education Funding Council for England. Scope 3 emissions are indirect emissions that organisations produce through their activities, but occur from sources not owned or controlled by the organisation. For example business travel, commuting, supply chain (procurement), waste and water. Scope 3 emissions are reported upon in the CMP.

### **2.4.2 Carbon Management Plan**

The Travel Plan plays a key role in supporting the Universities Carbon Management Plan (CMP), agreed by the Vice-Chancellor and externally audited by the Carbon Trust, to reduce carbon emissions in line with best practice.

Installation of a new Combined Heat and Power Plant, the building of new buildings to BREEAM excellent standards and implementing fuel switching projects for selected parts of the estate have all had a positive impact on reducing carbon emissions across the campus.

The further implementation and development of Travel Plan initiatives are essential in making step changes to staff travel behaviours, particularly reducing single occupancy car journeys and encouraging more sustainable modes of travel which will in turn make a positive contribution to reducing the University's carbon reduction targets.

### **2.4.3 University Estates Strategy**

The Travel Plan supports the University Estates Strategy in ensuring the development of a sustainable environment through the wise use of all resources and adoption of framework by which environmental, social and economic factors can be considered.

The Travel Plan takes into account future changes in the location of University facilities and the associated faculties, with increased campus development activity taking places each year presenting ever evolving challenges for delivering sustainable transport choices, including:

- Installation of sustainable transport facilities into new developments and refurbishments across all campuses and halls of residence;
- Successful management of car parking provision alongside increased estate development;
- Understanding changes in staff and student travel patterns and campus movements as a result of operational changes, for example, increased city campus pedestrian movements as a result of on-campus halls of residences; and
- Following the City Council's planning guidelines relating to travel for future developments.



## 3 The University

### 3.1 Campus Overview

The University of Liverpool is located on three primary sites in and around Liverpool. At the heart of the city lies the University's main campus, where the majority of the faculties and departments are located. A total of 1,507 student residential study beds are located 3 miles southeast of the main campus, at Greenbank and Carnatic halls of residence, near to the University's main outdoor sports facilities location at Wyncote. Veterinary courses take place 12 miles from the main city centre campus at the Leahurst campus on the Wirral. This campus is in close proximity to the University Botanical Gardens, Ness Gardens, which are situated just south of Little Neston. A summary of access to each of these sites is provided below; more in detailed site audits for each site are included in Appendix A.

Outside of Merseyside, the University has a campus in central London within easy reach of Moorgate and Liverpool Street underground stations. The London campus offers several programmes of study including accounting, architecture, geography, planning, Irish studies, psychology, public health and several CPD programmes. Travel to the London campus has not been examined within this Travel Plan. However, University policy applies across all sites and where feasible the actions identified in this Travel Plan will be implemented at the London site.

### 3.2 Main Campus

#### 3.2.1 Vehicular Access

Located approximately 1km southeast of Liverpool City Centre, the main campus is well served by the local and regional strategic road network with excellent access to the M62 via Edge Lane (A5047).

The A5047 is a strategic transport route; it links the campus with the M62 which is located approximately 3 miles to the east of the campus. The M57, M6, M60 and M602 are all connected with the M62 between Liverpool and Manchester providing access to the campus from the wider north west region and beyond.

#### 3.2.2 Car Parking

The total combined number of staff parking spaces across the Liverpool city campus is 1,369 on-site and 165 off-site parking spaces to serve 4975 staff. It is estimated that there are approximately 3,500 staff (70% of the total staff) working at the university at any one time.

Parking charges were introduced at the main campus in 2007. The University currently charge staff 31p per hour for the car parking facilities up to a maximum fee of £2.17 a day or £10.85 a week (approximately £520 per annum). Payment for staff parking is via salary deduction with the car parking database linked to the payroll system to enable charges to be deducted from employee's monthly salary.

Limited visitor car parking is provided at the main campus and peak (07:30-17:29) charges are based on length of stay with under an hour costing £2.00 and over 4 hours £6.00. Off-peak (17:30-07:29) charges range from £1.00 for up to an hour or £3.00 for more than 3 hours.

### **3.2.3 Public Transport**

As the campus is located within close proximity to the City Centre bus access to the City Centre is excellent from within the Liverpool City Region and Cheshire areas. Several bus stops are located around the perimeter of the campus. Additional services can be accessed from Queens Square and Liverpool One bus stations, located within a 15 minute and 19 minute walk of University Square.

The main campus is in close proximity to Liverpool Lime Street and Liverpool Central. Liverpool Lime Street is approximately 1km from University Square which is approximately a 12 minute walk. Merseyrail, Virgin, London Midland and North Western trains serve Lime Street providing access to the wider Liverpool City Region, Manchester and beyond including direct trains to London, Birmingham and Leeds.

Liverpool Central is situated approximately 900m or approximately an 11 minute walk from University Square. Merseyrail Northern and Wirral line services terminate at Liverpool Central and serve the Sefton, Wirral, Knowsley and outer Liverpool regions.

The Mersey ferry terminal is located approximately 2.5km from University Square, roughly about a 25 minute walk or a 10 minute cycle ride and provides further public transport options for those travelling to the University main campus from across the River Mersey. Commuter ferry terminals are located at Seacombe, Wirral and the Pier Head, Liverpool.

### **3.2.4 Walking and Cycling**

There are a number of on and off-road cycle routes in the vicinity of the University, most notably the 'University Cycle Route'. It should be noted however that a number of the recommended on-street cycle routes are A roads with high traffic volumes, particularly in the AM and PM peaks. Cycle parking is provided though the main campus from Sheffield stands to secure cycle shelters.

The University is surrounded by public footways and pedestrian crossing points given its City Centre location. The walking environment within the main campus is improving, high quality public realm has been implemented in a number of locations including University Square, Mount Pleasant (adjacent to Cathedral) and Vine Court.

## **3.3 Leahurst Campus**

### **3.3.1 Vehicular Access**

Leahurst campus is located off the A540 Chester High Road. The A540 links Hoylake to the north west with Chester to the south east of the campus.

The M53 and A41 are located within 4 miles of the campus. The M53 runs between Chester and Birkenhead and is directly accessible from the Kingsway (Wallasey) tunnel. The A41 runs from Birkenhead to Wolverhampton, passing through east Wirral, Chester and the wider Cheshire region.

The M56 is located approximately 5 miles from the campus and connects with the M53, M6, M62 and M60 wider motorway network.

### **3.3.2 Car Parking**

There are approximately 300 car park spaces at the Leahurst campus for use by staff and students. Additional car parking is provided for clients of the small animal and equine hospitals. Parking at Leahurst is free of charge. Staff and students are required to display a parking permit in their vehicle if they wish to park on campus.

### **3.3.3 Public Transport**

The nearest bus stops to the campus are located on Hinderton Road. Two hourly bus services operate from these stops which run between Chester and West Kirby and Ellesmere Port and Neston.

The closest railway stations to the campus are Neston and Hooton. Neston is located on the Wrexham to Bidston line, an hourly service is in operation on this line during peak times. Hooton is located on the Liverpool to Chester/Ellesmere Port line with services every 15 minutes during peak times. The campus is approximately 2 miles from Neston Station and 3 miles from Hooton Station. There is no bus service between Hooton rail station and the campus.

### **3.3.4 Walking and Cycling**

The closest residential areas to the campus are Neston, Little Neston and Willaston. Willaston is located closest to the campus, approximately 1.5 miles from campus. Although 1.5 miles is not an unreasonable distance to walk, there are limited footpaths and crossing points in the vicinity of the campus due to the rural location of the campus.

Cycling is a popular mode of travel to the campus, particularly during the warmer months. Several off and on-road routes are located in close proximity of the campus including National Cycle Route 56 which runs along the Wirral Way (disused railway track) in close proximity to the campus. Cycle parking is provided throughout the campus.

## **3.4 Ness Gardens**

### **3.4.1 Vehicular Access**

Ness Botanical Gardens are located off Neston Road, around 2km south of the village of Little Neston and 2km north of Burton. With Liverpool located approximately 20km north of the site and Chester 17 km east, the M53 and A41 are key vehicle distributors connecting Chester to Birkenhead and Liverpool via the Kingsway tunnel.

### **3.4.2 Car Parking**

Parking is available free of charge to staff, volunteers, students and visitors with 100 parking spaces for the public, along with 12 staff parking spaces, 3 coach spaces and an 100 space overflow car park.

### **3.4.3 Public Transport**

The nearest bus stops are located on either side of Neston Road directly outside the main entrance to the site. An hourly bus service operates from these stops which run between Arrowe Park Hospital and Neston.

Neston Railway station is located 3km north of Ness Botanical Gardens and is part of the Wrexham to Bidston line with an hourly service operating from Bidston to Wrexham Central.

### **3.4.4 Walking and Cycling**

With only one footway running alongside Neston Road northbound carriageway, pedestrians must cross the road to gain access to the site using an un controlled pedestrian crossing. Internal improvements have been made by the Gardens to provide improved pedestrian access to the site on the southbound carriageway with construction of a footway on University land that leads into the site.

Two Sheffield stands are located in the main car park in close proximity to the main visitor building entrance and are available to visitors, staff and students. Shower facilities are available to those members of staff and volunteers who wish to cycle to work.

## **3.5 Carnatic Halls of Residence**

### **3.5.1 Vehicular Access**

Situated approximately 5.5km south east of Liverpool City Centre and the University City Centre Campus, Carnatic Halls of Residence are well connected to the city via the A561, A562, A5048, A561 and the B5175. Vehicular access to the site is good and can be gained via the M62 and the A5058, providing access to the Halls from across the Liverpool City Region and beyond.

### **3.5.2 Car Parking**

There are around 150 car parking spaces available to staff and students at Carnatic Halls. Car park spaces cannot be guaranteed or reserved for individuals and are allocated on a first come first served basis. Cars must be parked in authorised parking areas, with some areas reserved for halls staff.

### **3.5.3 Public Transport**

National bus company Arriva operates the 699, a dedicated University Bus Service that runs between the University City Campus to Carnatic Halls of Residence via Greenbank Halls of Residence. Other bus services are available in close proximity to the halls that run every 15 minutes during weekday operational hours, including the 61, 68 and 80 bus.

Mossley Hill train station is situated approximately 500m walk away from Carnatic Halls along Rose Lane, with a service to Liverpool Lime Street station approximately every 35 minutes.

### **3.5.4 Walking and Cycling**

The walking environment immediately surrounding the site is good with footways and lighting on both sides of the carriageway of Rose Lane/Elmswood Road and a pelican crossing linking the halls.

There is also good access to cycle routes around the halls of residence, most notably the University Cycle Route which provides access to the City Centre and main campus via North Mossley Hill Road, and the Trans Pennine Trail National Cycle Route 56 which also passes the halls of residence providing linkages to the wider conurbation from Halewood to Aintree. Staff and student bicycle storage is provided at the halls for a small fee per year.

## **3.6 Greenbank Halls of Residence**

### **3.6.1 Vehicular Access**

The Greenbank site is located within the Mossley Hill area of Liverpool on Greenbank Lane, in between both Greenbank and Sefton Park, approximately 5km from Liverpool City Centre and the main campus. The halls are well connected to the city via the A5058, A5089, A562 and B5175.

### **3.6.2 Car Parking**

There is limited car parking available on site with approximately 48 spaces at Roscoe & Gladstone and 51 spaces available at Derby and Rathbone. There are a limited number of car parking spaces available for student use within Greenbank which must be applied for. Those students with mobility issues have priority over car parking.

### **3.6.3 Public Transport**

Greenbank halls are directly served by the 699 bus service operated by Arriva. The service runs from Carnatic Halls to outside the main entrance of Derby and Rathbone Hall before continuing to the City Centre and main campus. Other bus services are available a short walk away along Smithdown Road where services 75, 80A, 80 and 86 provide direct access to the City Centre.

A direct service to Liverpool Lime Street is available from Mossley Hill train station approximately 1 mile from Greenbank Halls, roughly an 18 minute walk.

#### **3.6.4 Walking and Cycling**

Greenbank Halls are well served by footways and lighting on both sides of the carriageway on Greenbank Lane and Greenbank Road.

There is good access to cycle routes around the halls of residence, including the University Cycle Route providing access to the City Centre and main campus, and the Trans Pennine Trail National Cycle Route 56 which also passes the halls of residence. Staff and student bicycle storage is provided at the halls via key or fob access.

### **3.7 Wyncote Sports Ground**

#### **3.7.1 Vehicular Access**

The Wyncote sports grounds are located in the Mossley Hill area, approximately 7km south east of Liverpool City Centre and within 2km of both Carnatic and Greenbank halls of residence. The site can be accessed via Mather Avenue B5180, with a good connection to the A562 providing links the City Centre and the main campus.

#### **3.7.2 Car Parking**

Limited free car parking is available at Wyncote, the nearby Tesco supermarket car park is used as an overflow car park by students.

#### **3.7.3 Public Transport**

The sports grounds are located on a major bus route and as a result, visitors are well served with numerous services operating at a frequency of 15 minutes or better, providing access to and from the city centre and the south of Liverpool.

Mossley Hill train station is approximately 0.7miles from Wyncote sports grounds or roughly a 14 minute walk, providing access to Lime Street station every 35minutes.

#### **3.7.4 Walking and Cycling**

The pedestrian access to Wyncote is off the B5108 Mather Avenue, footways and grass verges are provided on both sides of the road separating pedestrians from the carriageway. To the north of the site is Rose Lane and Allerton Road, which have high pedestrian activity supported by pedestrian crossings.



There is no cycle infrastructure along B5180 Mather Avenue and some cyclists choose to ride on the footpaths alongside the carriageway. National Cycle Route 56 is located in close proximity to the site with access from Allerton Road and Garthdale Road, while the University cycle route can be accessed from Rose Lane.

## 4 Existing Staff and Student Travel Behaviour

### 4.1 Introduction

The University has undertaken staff travel surveys over the past 8 years to monitor how staff travel to work and provide a baseline upon which mode share targets can be set. This section provides a summary of the staff survey results.

### 4.2 Staff Travel Survey Results

The University have been undertaking staff travel surveys every 2 years for the past 8 years utilising the Travelwise employer's network online survey tool. The most recent survey was undertaken between July and August 2014. The staff survey was promoted using the University intranet monthly team brief. Paper copies were made available for staff that do not have access to a computer. However, no paper copies were requested. Appendix B contains a copy of the questionnaire.

#### 4.2.1 All Sites

A total of 763 staff completed the survey representing a web response rate of approximately 15%. Table 4.1 below shows the staff mode share between 2006/07 to 2013/14.

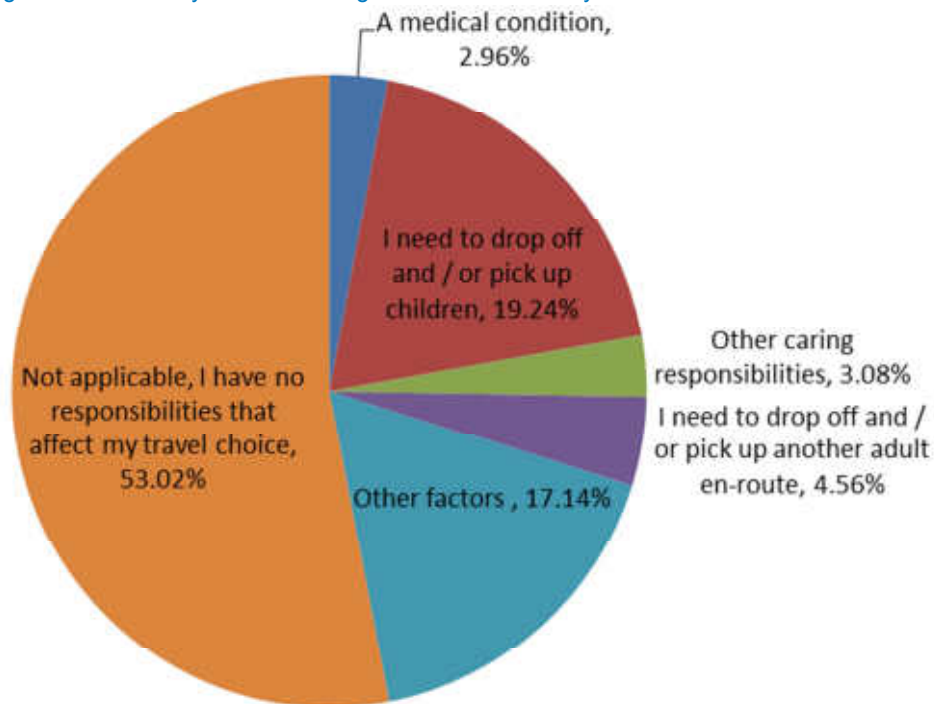
Table 4.1: All Sites - Staff Travel Survey Results 2006/7 – 2013/14

Mode	2006/07	2007/08	2009/10	2011/12	2013/14
Car alone	47.89%	41.0%	43.4%	31.5%	30.6%
Car share	11.74%	13.3%	10.4%	13.8%	13.4%
Walking	4.46%	13.1%	6.3%	9.7%	11.4%
Cycling	5.22%		7.9%	8.3%	8.7%
Bus	12.14%	9.7%	9.1%	12.1%	14.1%
Train	16.25%	19.3%	19.2%	23.5%	20.4%
Motorbike	0.65%	1.1%	0.7%	0.6%	0.7%
Taxi	0.30%	0.0%	0.0%	0.1%	0%
Other	1.35%	2.5%	3.0%	0.4%	0.7%
Total	100%	100%	100%	100%	100%

The survey results reveal some very positive modal shifts including a decrease in single occupancy car use and an increase in walking, cycling, bus and motorbike use. It is worth highlighting that although 61% of staff have access to a car every day or most days that almost 70% of staff chose to travel to the University by sustainable modes.

Responses to a selection of the surveys questions are presented in Figures 4.1 and 4.2 and Table 4.2 overleaf.

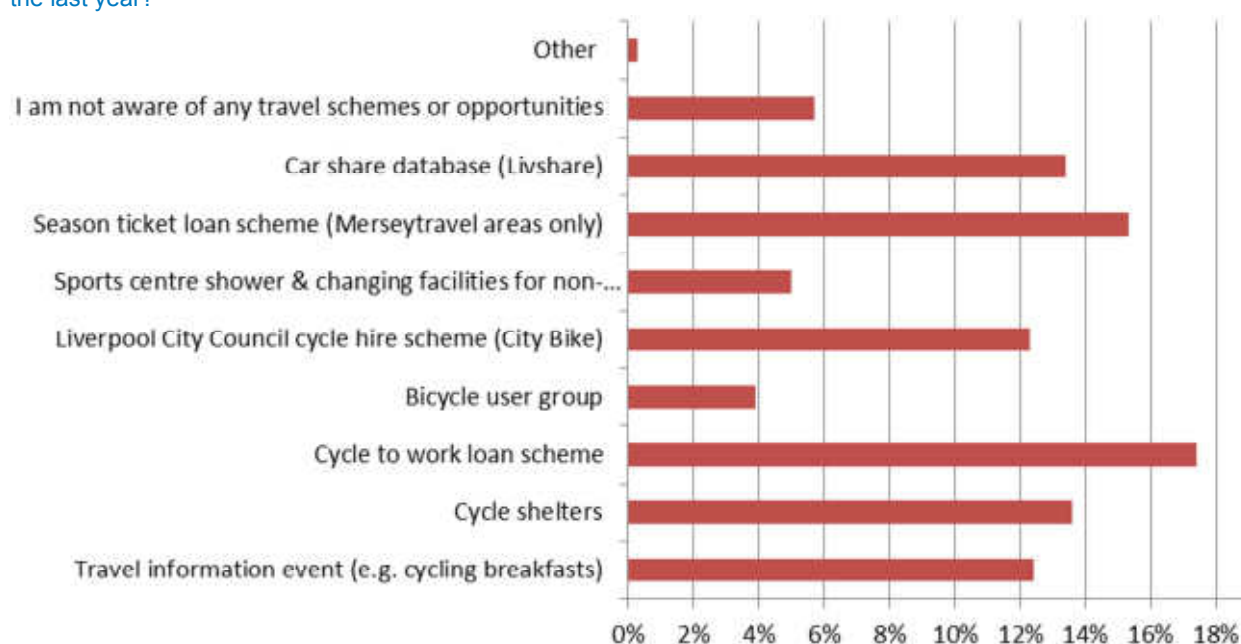
Figure 4.1: Do any of the following factors dictate how you travel to work?



The survey results show that the majority of respondents have no responsibilities that affect their travel choice which indicates there are opportunities to influence how these staff travel to work. The results show that almost a quarter (23%) of respondents have caring responsibilities. Other factors included:

- *'I tend to go to the gym or go shopping close to home after work so being in the car makes this easier*
- *Keeping fit and cost effective travel*
- *I feel safer travelling in the car to work do not always feel safe on public transport*
- *The weather! If it isn't raining, I walk*
- *Cost*
- *Lack of affordable public transport*
- *Poor public transport links to Leahurst; working on both campuses (Leahurst and Liverpool) and travelling between the two'*

Figure 4.2: Are you aware of any travel schemes or opportunities that have been offered through your workplace in the last year?



It would appear from the survey results that less than 1 in 5 staff are aware of the range of sustainable travel initiatives available to them. Although this figure is very low, significant improvement of this result can be achieved by regular promotion of the range of sustainable transport initiatives available.

Staff were given the opportunity to comment on their journey to work, a summary of the responses is given in Table 4.2 below.

Table 4.2: Summary Do you have any comments about your journey to work?

Mode	Response
Car	<ul style="list-style-type: none"> <li>- Falling provision of car parking remains a daily issue for staff, particularly those that work part time or shifts or those that use their vehicle during working hours to move sensitive items</li> <li>- The increased need for a multi-story parking facility</li> <li>- Upgrading the robustness of the parking barrier system</li> <li>- Car share scheme is useful but limited, with greater promotion needed and increased provision of car share parking spaces</li> <li>- Improved provision of parking spaces for blue badge holders and those with carer responsibilities</li> </ul>
Bus	<ul style="list-style-type: none"> <li>- South side of the campus could be better served by bus services</li> <li>- Improved bus services from north Liverpool direct to the main campus are required</li> <li>- Bus use would be better if it was cheaper and more reliable</li> <li>- Some staff expressed an interest in making the 699 available outside of term time</li> <li>- Signing up for the Trio pass makes the bus a more affordable option</li> </ul>

	<ul style="list-style-type: none"> <li>- However some staff argue a bus only ticket loan scheme (Solo pass) should be set up as staff currently have to buy a Trio pass which is more expensive to purchase</li> </ul>
Train	<ul style="list-style-type: none"> <li>- Merseyrail offer a good and frequent service</li> <li>- The walk from Lime Street to the campus is regarded as a barrier to train users that could be remedied by a peak hour shuttle service</li> <li>- Cost of travelling on train outside of Merseyrail network is more expensive than driving or car sharing</li> </ul>
Ferry	<ul style="list-style-type: none"> <li>- Ferry users expressed their pleasure with the service available</li> </ul>
Bicycle	<ul style="list-style-type: none"> <li>- Development of a segregated cycle route away from traffic into the city centre</li> <li>- Cycle lanes across the city regarded as being in poor condition</li> <li>- The University should explore corporate subscription for the CityBike scheme</li> <li>- Many staff unaware of shower/changing facilities or feel there aren't enough across the campus or they're of a poor standard</li> <li>- An increase in secure cycle parking facilities at key locations across the campus</li> </ul>
Other	<ul style="list-style-type: none"> <li>- Some staff have expressed that their department refuses to allow staff to work from home</li> <li>- Public transport season tickets to be promoted further across campus and to all staff</li> <li>- Increased need for integrated public transport links between Leahurst campus and the city campus</li> </ul>

#### 4.2.2 Leahurst

For Comparison purposes, Figure 4.3 shows the mode share for Leahurst staff. 40 members of Leahurst staff completed the surveys. Almost all staff travel to work by car (90%); this is unsurprising given the poor sustainable transport links to the campus. Table 4.3 contains a list of comments provided by staff on their journey to work.

Figure 4.3: How do you usually travel to work?

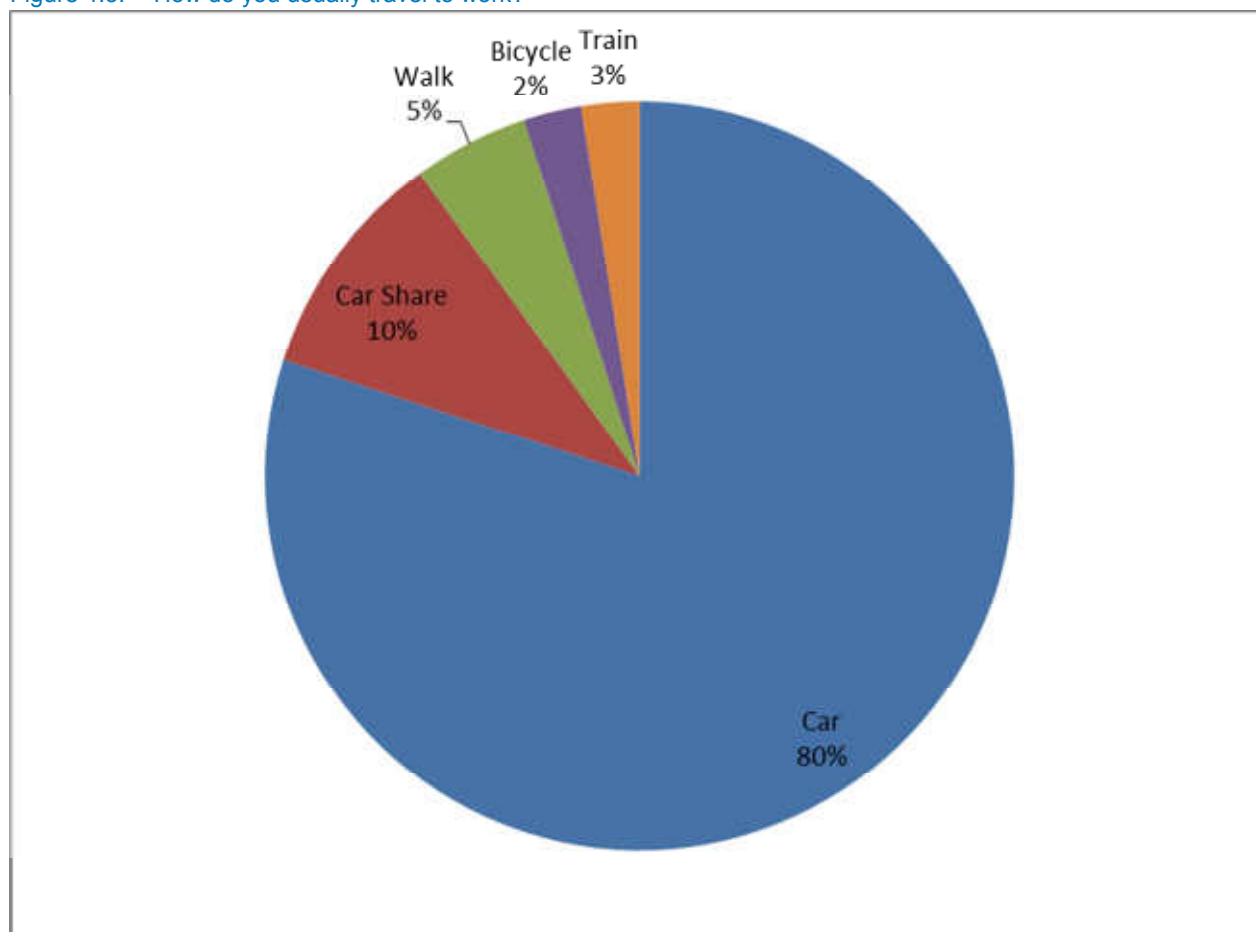


Table 4.3: Do you have any comments about your journey to work?

#### Staff Survey Comments

Travel to Liverpool - would like shuttle bus between Leahurst and Hooton (or Leahurst and Liverpool)

There is no public transport from home to Leahurst. Health condition prohibits me from cycling.

Frequently have to go to Central Campus. More frequent trains from Neston to Bidston would be helpful, as would improved parking at Central Campus

One of the other issues that seems to be not addressed is in getting from Leahurst to Liverpool - our School is split and much of our teaching is in Liverpool. The public transport links make a 1 hour lecture take 3 - 4 hours as it includes travel to Hooton, waiting for the train, train and walking from lime street plus fitting in with the return journey. In that case it is far quicker to drive but parking then is an issue as there is no provision, we are not eligible for Brownlow Street (application denied) and car parks are filled by 8.30 so occasional lectures and meetings later in the day are a problem.

The use of public transport to Leahurst would be greatly improved if there were a shuttle bus between Hooton and the campus, as there is at other vet school campuses in rural locations

I work at Leahurst, but in Liverpool at main campus 2-4 times/ week. The lack of integrated travel between Leahurst and

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Liverpool is a major issue that needs addressing

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I like the walk

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I hate the journey to and from work. It takes over an hour of stop start traffic through bottle neck areas. Major reason why I do not enjoy working here. Also costs around Â£700.00 per year in tunnel toll fees.

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I have borrowed a bike to see how I would get on cycling to work. I would like to use the cycle loan scheme but I am worried that I would be paying for the bike twice, it doesn't seem to work out to be a good deal.

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I'd love to be able to take public transport to work, but no practical option is available.

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Leahurst is a fantastic campus its a pity it is not served by public transport better than a bus once an hour which the last bus is app 6pm - parking is an issue even though you do not have to pay parking fee - I would consider a different mode of transport

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Public transport to work would take over 2 hours each way; the Wirral is poorly served.

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would use public transport more if Leahurst had better public transport links. There are very few buses that go past and it would make sense if there was a bus stop outside of the main entrance or a much more regular bus service from Hooton station to Leahurst.

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Lack of parking in Liverpool means the journey between Leahurst and Liverpool is quite stressful and adds an extra 40 mins to our journey

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There is no buses from the Hooton train station to the Leahurst campus, this affects a lot of people travelling here.

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Please note that I work at Leahurst and on the North campus. There are no public transport links close to where I live. To make the journey to work would take me at least 90 minutes on public transport and it takes 50 minutes by car (and I'd have to use my car to drive to the nearest public transport link). If anyone else travelling to the University lived anywhere near me, and was prepared to put in the hours that I work (approx. 60 hours per week) then I'd gladly give them a lift. I haven't found anyone meeting those criteria. The provision for people working on more than one campus is absolutely abysmal!

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I would prefer to travel by public transport, however a 30 min walk to the train station, a 30 min train and then a 40 min walk means this is not a viable option. I would car share if I could find anyone else who would like to. I wish there was some form of shuttle or bus between university campuses. Transport to Leahurst from Liverpool is not easily facilitated.

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No public transport options from Little Sutton to Leahurst. I always use the train to get to Liverpool when I have to (average 2x weekly)

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would really like to use public transport or cycle but it is not possible to Leahurst when living over 30 miles away. and would also need to be time and cost effective on a daily basis

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## 5 Travel Plan Targets

### 5.1 Introduction

It is important that the travel plan is not regarded as a static document; instead it should evolve following a process of monitoring and review to ensure that it remains relevant to staff and students. Targets are used to assess whether the Travel Plan is meeting its objectives. All Travel Plan targets should be SMART: Specific, Measurable, Achievable, Realistic and Time-bound

### 5.2 Progress

Mode share targets were set in the previous Travel Plan. Progress against these targets is presented in Table 5.1 below where red denotes the target has not been achieved, amber indicates the target was almost achieved (within 20%) and green indicates the target was achieved.

Table 5.1: Staff Survey – Progress against Targets 2009-2014 (All Sites)

Mode	2009/10		2011/12		2013/14	
	Target	Survey Result	Target	Survey Result	Target	Survey Result
Car alone	35%	43.4%	30%	31.5%	28%	30.6%
Car share	14%	10.4%	15%	13.8%	15%	13.4%
Walking	7%	6.3%	9%	9.7%	10%	11.4%
Cycling	9%	7.9%	11%	8.3%	11%	8.7%
Bus	12%	9.1%	13%	12.1%	13%	14.1%
Train	20%	19.2%	20%	23.5%	21%	20.4%
Motorbike	2%	0.7%	2%	0.6%	2%	0.7%

The Table shows that the University has made a lot of progress against meeting mode share targets since 2009/10. In 2009/10, none of the set targets were achieved. Whereas in subsequent years the majority of targets have been achieved or almost achieved. Table 5.2 below presents the difference between the most recent staff survey results and the targets set.

Table 5.2: Staff Survey – Progress against Targets 2013/14

Mode	Target 2014	2013/14 Survey Result	Difference
Car alone	28%	30.6%	2.6%
Car share	15%	13.4%	1.6%
Walking	10%	11.4%	1.4%
Cycling	11%	8.7%	2.3%
Bus	13%	14.1%	1%
Train	21%	20.4%	0.6%
Motorbike	2%	0.7%	1.3%

Table 5.2 shows that the targets set for walking and bus travel have been achieved. Car, cycle, train and motorcycle travel targets were not achieved. However, it is important to note that single car occupancy has significantly reduced over the past 5 years.

### 5.3 Revised Targets

Table 5.3 below sets out the staff mode share targets for the period 2014-2018.

Table 5.3: Staff Mode Share Targets 2014-2018

Mode	2013/14 Survey Result	2016 Target	2018
Car alone	30.6%	28.5%	27%
Car share	13.4%	14%	14%
Walking	11.4%	12%	12%
Cycling	8.7%	9%	9.5%
Bus	14.1%	14.5%	15%
Train	20.4%	21%	21.5%
Motorbike	0.7%	1%	1%
Other	0.7%	-	-

### 5.4 Monitoring

Over the past 8 years, the University has conducted staff mode share surveys every 2 years, it is intended to continue this course of monitoring for the period 2014-2018.

In addition to the travel surveys, cycle parking occupancy audits and changing facility audits (location of lockers, showers and changing facilities) will be undertaken on a regular basis.

## 6 Travel Plan Review

### 6.1 Introduction

The previous Travel Plan was completed in 2009 and was intended to cover the period 2009 to 2013 (inclusive). Over this period the University has made much progress in implementing the Travel Plan measures set within the action plan. A summary of the Universities achievements over the past 4 years is given below.

### 6.2 Public Transport

Since the launch of the previous Travel Plan, the University has introduced a salary sacrifice scheme for staff for the purchase of annual public transport season tickets. Staff are given a loan for the purchase of an annual ticket and pay back the loan monthly through salary sacrifice. Between August 2013 and August 2014, 323 public transport ticket loans were issued to staff.

### 6.3 Walking and Cycling

A number of walking and cycling initiatives have been implemented since 2009 including:

- **Car Park Barriers** - Several comments were received from cyclists regarding the obstructive length of the car park barriers following the implementation of the parking barriers in 2007. As a result the University shortened the barriers to allow cyclists to easily navigate them.
- **Individual Travel Plans** - Over the last 4 years significant development has occurred within the campus. The University commissioned bespoke Travel Plans for each new building to ensure that infrastructure to facilitate sustainable travel was considered.
- **Directional Signage** - It was identified in the previous Travel Plan that signage between the main campus and Lime Street station was poor. In the last 4 years Liverpool City Council has installed directional finger posts at several locations around the University directing pedestrians between City landmarks including the University and Lime Street station.
- **Cycle to Work** - The University continues to operate a cycle to work scheme via P&MM. The scheme gives staff the opportunity to purchase a bicycle with cycle vouchers at local cycle shops or Halfords. The cost of the vouchers is paid via salary sacrifice. Between August 2013 and August 2014, 55 staff took part in the cycle to work scheme.
- **Cycle Audit** - Cycle audits are undertaken on a regular basis. The next round of surveys are planned in October to review the location of existing cycle parking and identify areas where cycle parking is required or is underutilised. Resource has been allocated to update campus plans with the location of cycle parking and changing facilities following the audit. In addition, a programme of cycle parking improvements will be produced where necessary.
- **Bicycle user group (BUG)** – A BUG has been running at the University for several years. The BUG generally meets every quarter and provides a forum for staff and students to voice and discuss cycle issues. The group is often attended by representatives from Travelwise and Liverpool City Council.

Each meeting is minuted and distributed to members and relevant facilities management staff for consideration.

- **Bicycle Mileage** - Staff can now claim a 20pence per mile allowance for business travel by bicycle.
- **City Bike** - Liverpool City Council launched City Bike in Spring 2014. City Bike is a bicycle public hire scheme, 100 stations are proposed within Liverpool over the coming year. Three stations are located adjacent to the University, these are located at Abercromby Square, Brownlow Hill and the Guild of Students. Daily, weekly and annual subscriptions are available. A request was made to the City Council for student and corporate membership to be made available. Student membership is £50/year which entitles students to get the first 30min of any bicycle journey for free.

Although, student membership is available, the cost of membership is likely to be too costly for students. The Guild of Students currently offers students the opportunity to hire a bicycle for £90 per year with no usage restrictions. Therefore, this might be a better option for some students.

Corporate membership requires organisations to purchase credit pre-loaded onto city bike cards. The Finance department is currently seeking advice from HMRC on whether City Bike corporate membership could be made available to staff.

- **Increased Anti-theft Measures** - Following a spate of bicycle thefts, the University has taken action to mitigate future thefts and has arranged an event mid-October to promote cycle security and cycling in general. D-locks will be available for purchase at cost price and security tagging will be offered at the event.
- **LUCC** - The Liverpool University cycle club (LUCC) <http://www.liv.ac.uk/sports/sports/cycling/> was launched in 2013 and runs weekly bike rides for all abilities. The club also hosts trips to cycling events and gives members the opportunity to compete in British University and College Sport events.

## 6.4 Car Sharing

Since the previous Travel Plan was launched the University has created a Car Share scheme 'Liv Share' open to all University staff. To register, users log in to the system via the intranet using their University login details and enter their journey details and multi-criteria preferences such as: workplace location, working hours, male and/or female passengers, whether they prefer to listen to the radio or not. Matches are then presented in terms of a percentage by which your preferences match each other. Staff can view other match details before deciding a preferred match. Once a suitable travelling match is selected contact with the match is made using the automated e-mailing system to start arranging car sharing i.e. where to meet and at what time. At present 16 car share groups are registered with between 2 and 5 people in each group.

Designated car sharing car parking is provided in the Hart building car park (16 vehicles) and the Foundation Building (25 spaces). Security has a list of those vehicles registered to Liv Share and issue penalty notices to any unauthorised parked vehicles.

## **6.5 Reducing the Need to Travel**

As recommended in the previous Travel Plan a formal Flexible working policy was implemented in 2010. All staff with at least 26 weeks service can apply for flexible working arrangements. Agreement to flexible working arrangements is not guaranteed and is dependent upon the operational need of the University but where feasible staff may be granted permission to change their hours of work, start time and place of work.

High specification IT and conferencing facilities including video-conferencing are available for use by all staff on the main campus at the Foresight Centre. At the time when the previous Travel Plan was completed, there were issues with the quality of the ISDN line which prevented the use of tele and video-conferencing. This issue has now been resolved.

## **6.6 Promotion, Marketing and Communication**

Travel information is available to staff via the University's website on the Visiting the University, Travel Plan and Sustainability web pages. Travel information is updated on a regular basis.

Travelwise rolled out a Personalised Travel Planning project between to staff and students on behalf of the University between 2009 and 2011. The project provided personalised travel advice to staff and students, however only a 2% shift in mode share was recorded. The project report concluded that the cost effectiveness and benefit results did not suggest a case for continuing workplace PTP as a standalone measure at the University in its current format.

Several cycle promotion events have been held over the last 4 years including cycle breakfasts and Dr. Bike sessions. Events have also been timed to coincide with national events such as cycle to work week.

## **6.7 Car Park Management**

Since 2009, a number of car park management initiatives have been implemented:

- Reduction in car park charges for honorary (generally unpaid) staff
- One-shot tickets – The previous Travel Plan made recommendations for the option of staff to arrange one-shot tickets parking tickets for University visitors in advance of their arrival. This system was trialled and found to require a lot of administration and therefore was discontinued.
- Contractor permits – Due to the increasing amount of development taking place on the main campus, a significant increase in contractor car parking was noted. Several complaints were also received from staff regarding the number of spaces being taken up by contractors. As a result, a contractor permit system was implemented. Contractors must apply and pay for a permit to park on campus. Contractor permits are limited to 2 per compound.
- Contractor Register – Contractors that do not have a permit are permitted to enter the main campus to deliver materials/drop off equipment only. However, there are instances where contractors need to work from their vehicles. Contractors that need to park on site must contact the Facilities Management

help desk to be put on the contractor register at least a day before they require access. Car park security has access to the register and will not issue fixed penalty notices to those contractors on the register.

- Car Park Charges - Charges have been increased on an annual basis since they came into effect in 2007. Revenue generated by the charges are used to fund travel plan initiatives, car park operation and maintenance. Parking charges were reviewed in 2010 for a three year period to 2013.
- Initial Movement Study - Mott MacDonald was commissioned early 2014 to undertake an initial movement appraisal of the main campus and Leahurst. The main focus of the study was car parking and a number of recommendations have been made to improve car park management and provision. The recommendations are currently under review.

## **6.8 Environmental Performance Improvement Group (EPIG)**

The EPIG was set up in April 2014. The aim of the group is to demonstrate a continuous improvement in performance across the significant environmental impact areas. To ensure that the University environmental performance targets fulfil the requirement of current and proposed legislation; are aligned with national and sector targets; and achieve the objectives set out in the University's Sustainability Strategy.

The Group is responsible to the Sustainability Policy Board for the monitoring of performance for the aspects of University activities which have been identified as having a significant environmental impact; travel and transport is one of these activities.

It was noted by the previous Sustainability Policy Board that the Sustainability Team would engage with relevant departments and programme managers in order to address improving the universities environmental performance. The Environmental Performance Improvement Group aims to engage experts in each particular field to bridge the gap between strategic targets and operational delivery.

## 7 Travel Plan Action Plan 2014-2018

### 7.1 Introduction

Although the University has made much progress, the University is keen to keep working on promoting and facilitating sustainable travel to the University. This section of the plan sets out how the University intends to address mode share in order to encourage greater use of sustainable travel modes.

### 7.2 Action Plan 2014-2018

The Travel Plan Action Plan for 2014-2018 is contained in Appendix C and focusses on the areas discussed below.

#### 7.2.1 Public Transport

At present the University only offers public transport loans for journeys on the Merseytravel network. Consideration should be given to offering season ticket loans for journeys that originate/end outside the Merseytravel boundary.

Although Lime Street Station and Central station are located in close proximity to the University, the incline of Brownlow Hill is perceived as a barrier. It may be possible for the University to purchase a large number of bus tickets at a discounted rate for the journey from the bottom to the top of Brownlow Hill. Staff and students could purchase the discounted tickets from the University. This may encourage increased rail usage, particularly during the winter months.

A bus stop audit was undertaken in the vicinity of the main campus to identify the type and condition of bus stops. The audit was presented to Merseytravel and agreed by Merseytravel that some bus stops would benefit from improvement. Those improvements are identified in Table 7.1 below.

Table 7.1: Recommended Bus Stop Improvements

Bus Stop Reference	Location	MT Suggested Improvement
S41230A	Myrtle Street/Vine Street	2 bay cantilever shelter, 23m bus marking and 6m of Kassel kerbs
S41052A	Myrtle Street/Grove Street	2 bay cantilever shelter, markings refresh and 6m of Kassel kerbs
S41052B	Myrtle Street/Grove Street	2 bay cantilever shelter, markings refresh and 6m of Kassel kerbs
S41078A	Grove Street/Cambridge Street	2 bay cantilever shelter, markings refresh and 6m of Kassel kerbs
S41078B	Grove Street/Cambridge Street	Markings refresh and 6m of Kassel kerbs
S41078C	Oxford Street East/Grove Street	6m of Kassel kerbs
S41078D	Oxford Street East/Grove Street	6m of Kassel kerbs



Merseytravel advised that they did not have the budget to undertake these works at present and would be seeking contributions from the University. It is recommended that the University keeps in regular contact with Merseytravel as funding may become available to Merseytravel in the future to enable these works to be progressed.

Access to the Leahurst campus by active modes or public transport is difficult due to the rural location of the campus. Hooton rail station is located approximately 4km from the campus. Although there is a regular rail service to Hooton from Liverpool, Chester and Ellesmere Port, there is no regular bus service to connect the station to the campus and the service that does serve the rail station stops 1 km away from the campus on Hinderton Road. In addition, poor pedestrian access is provided between this stop and the campus. The pedestrian route between the bus stop and the campus has narrow footways, missing dropped kerbs and no crossing facilities.

Discussions are currently underway between the University and Cheshire West and Cheshire Council (CWAC) regarding:

- The frequency of services between Hooton rail station and the campus
- Possibility of re-directing the 272 via Ness Gardens
- The possibility of the 272 stopping closer to the campus
- The poor connectivity between the existing stop on Hinderton Road and the campus.

CWAC Council has requested evidence (post code plot and student mode share data) of the demand for increased frequency of bus services between Hooton rail station and the Leahurst Campus. This data is in the process of being collected and will be supplied to CWAC when available. However, if CWAC agree that there is a demand for increased bus services, the provision of another bus to allow the frequency of the 272 to be improved would be in the region of £120,000 per year and CWAC would be expecting the University to contribute towards this additional cost. The University contribution is dependent on the level of grant funding available to CWAC.

A cheaper option is the provision of a private or University mini-bus to run between popular student areas e.g. Willaston and Neston, Hooton rail station and Leahurst campus.

### **7.2.2 Cycling and Walking**

The main campus plan is updated on a regular basis. However, no campus plan is available for Leahurst. Those travelling to Leahurst for the first time may benefit from a campus plan.

A cycle audit was completed in February 2014 by the sustainability team to collect cycle parking occupancy and capacity. Almost 700 cycle parking spaces are provided at the main campus. Table 7.2 provides a summary of the survey results; the complete results are included in Appendix D.

Table 7.2: Cycle Audit Summary – February 2014

Campus	Capacity	Occupancy, % (Averaged over a 5 day weekday period)
North	225	58%
Central	296	35%
South	204	34%

Although there is sufficient cycle parking on campus it is not necessarily in the right location. Often bicycles are chained to railings in popular areas whilst several racks are unoccupied in less popular areas. A cycle audit is scheduled for October to observe the location, type and occupancy of cycle parking on the main campus, at halls and at Leahurst. Following the audit a parking rationalisation exercise will be completed to identify where additional cycle parking is required, which areas would benefit from upgraded facilities and any damaged parking that needs to be replaced. In addition, the location of changing and shower facilities will be identified. Potential improvements will be scheduled into the capital works programme. Travelwise grant funding for sustainable travel improvements may provide an opportunity for further infrastructure upgrades/improvements.

The bicycle user group has been meeting for several years, however, there is no forum for staff and students to meet and discuss other modes of travel. The staff survey provided staff with the opportunity to provide their contact details if they wished to be part of travel groups to discuss car parking, walking and public transport. 200 staff expressed interest in becoming part of these group(s). It is recommended a travel group is set up to discuss and report any travel issues. Representatives from Liverpool City Council, Travelwise and bus operators should be invited to the group.

Travelwise has produced a free web tool (<http://www.cyclingworks.co.uk/>) designed to support, promote and increase cycling in Merseyside. The tool aims to encourage cycling more often by enabling users to log information about their cycling journeys and set personal goals. Individuals and organisations can sign up, each month a prize is given to the individual that has logged the most miles. The tool can also be used to facilitate inter-organisation competitions. The website is also used to promote cycling events, competitions, training and maintenance sessions and provides a link to a range of Merseyside cycle maps. Registering is very straight forward and will enhance the cycling offer of the University.

The public realm in and around the University has improved in recent years at the main campus due to University and commercial development investment which has benefitted cyclists and pedestrians. Although the University heavily promotes cycling, walking has not received as much consideration. There are several activities the University could take part in/arrange including; Travelwise walking campaigns, walk to work week, arrange lunchtime leisure walks and arrange discounts with local outdoor shops on walking attire.

Walkit wis a free urban walking route planning tool , it allows users to get a route map between any two points, including your journey time, calorie burn, step count and carbon saving. Users can search for walking directions using the journey planner, or try a recommended walk. A calorie map (<http://www.liv.ac.uk/sustainability/on-campus/travel/initiatives/walk/>) is provided on the University website

which highlights routes in the vicinity of the main campus. Whereas the Walkit tool can be used to plot specific trips e.g. Lime Street to University Square, or trips from home to nearby bus stops or rail stations.

### **7.2.3 Car Sharing and Car Clubs**

Although the University has taken a big step forward to encourage the car sharing by developing Liv Share, uptake of the scheme could be improved. Of 5,000 staff, only 16 car share groups are registered. The most recent travel survey results that 9% of staff trips to the University are car sharing trips, therefore the majority of car sharing is arranged outside of Liv Share. One of the reasons for this low uptake is that staff are unaware of the scheme, only 13% of staff travel survey respondents were aware of the scheme. Information on Liv Share is provided on the sustainability page of the University website (<https://livshare.liv.ac.uk/>). However it requires further promotion. The University's monthly team brief, website, intranet and social media should be utilised in the promotion of Liv Share.

Liverpool City Council is supporting the City Car Club (<http://www.citycarclub.co.uk>) and has expressed interest in having a car club bay(s) in the vicinity of the University. The car club is a vehicle hire club where members pay as they go to hire a range of vehicles. Vehicles are parked in marked locations throughout the city. Personal and business membership is offered. Members pay an annual fee (£60 minimum) and then a pay as you approach to car hire applies. Daily rates start at £25 per day for cars. Annual membership for businesses is £10 per annum for organisations with more than 4 allocated drivers. It is recommended that business membership is investigated further as this may allow the University to reduce the current fleet or have more flexible business travel options.

### **7.2.4 Reducing the Need to Travel**

As discussed previously the main campus Foresight Centre provides high specification tele and video-conferencing facilities. However, the use of these facilities is not widely promoted to staff. The University's monthly team brief, website, intranet and social media should be utilised in the promotion of IT facilities.

### **7.2.5 Establish Student Travel Patterns and Monitoring**

Staff Travel surveys have been completed every 2 years over the last 8 years. However, student mode share has not been reported upon in the past. The first student mode share survey is planned in October and will be repeated at the same frequency of the staff travel survey.

### **7.2.6 Marketing and Communication**

The University has a number of channels to promote and communicate Travel information, advice and events including:

- University Website
- Intranet

- Team Brief
- Email
- Guild of Students
- Facebook
- Twitter

The website and intranet are updated on a regular basis. However, the following should be considered:

- Links to Liverpool cycle maps, walkit, cycling works
- Regular travel plan bulletins via a range of channels
- Merseytravel travel planning tool to be located on the directions page and Travel Plan pages of the website

At present Travel Plan information is part located on the facilities management travel plan web page ([http://www.liv.ac.uk/facilities-management/travel\\_plan/](http://www.liv.ac.uk/facilities-management/travel_plan/)) and the sustainable travel website (<http://www.liv.ac.uk/sustainability/on-campus/travel/initiatives/>). To make it easier for staff, students and visitors to locate travel information, links to travel information are currently being migrated to a single location. Currently advice on how to travel to the University by a range of modes is provided, along with a range of travel plan initiatives.

### **7.2.7 Business Travel**

The University has a policy manual on claiming business expenses which has a business travel section but does not have a formal business travel policy. Records of the number of business trips, mode and miles travelled are not collected by the University.

The creation of a formal business travel policy would allow the University to influence the way staff travel on university business to reduce the number of single occupancy, the length and number of vehicular trips.

### **7.2.8 Fleet/Deliveries**

The University has 60 diesel powered fleet vehicles comprising pool cars, vans and specialist vehicles. The university has 4 pool cars for which there is high demand. Pool cars are generally used for travel to training and events. As with business travel, no record of pool car usage is kept for monitoring purposes. Keeping a record of usage including reason for use, miles travelled and occupancy will enable the University to gain a better understanding of how the fleet is used and an opportunity to tailor the fleet to meet the needs of the University.

The University is keen to make use of electric vehicles for site operations and facilitate the use of electric vehicles amongst staff. The University have commissioned the Energy Saving Trust to undertake a fleet review. The review will include:

- Analysis of where and how plug-in vehicles could work within the University
- Whole life cost analysis, comparing existing vehicles with suitable plug-in alternatives
- Infrastructure advice
- A tailored final report.

The review is expected to be complete late spring.

### **7.3 Action Plan Summary**

A summary of progress against the previous Travel Plan action plan (2009-2013) is presented in Table 7.3. Progress against the previous action plan is presented using a traffic light system where:

- Green - Action has been completed
- Amber – Feasibility of action is being investigated/action is in the process of being completed
- Red – Action has not been completed
- White – Action is not considered feasible

Table 7.3: University-wide Umbrella Travel Plan Action Plan Summary

Item No.	2009-2013 Action	Progress to end of 2013/14	Proposed Further Action
<b>Public Transport</b>			
1	Implement a salary sacrifice scheme for the purchase of Mersey Travel bus season tickets by staff.	Salary sacrifice scheme implemented	Continued provision and promotion of scheme.
2	Investigate the feasibility of diverting the existing 272/3 service to serve the Leahurst site.	Cheshire West and Chester Council contacted to discuss frequency and re-routing of bus services to Leahurst.	Further liaison with CWAC Council following plotting of Leahurst student postcodes.
3	Create a public transport pocket guide for travelling between Greenbank and the City Campus in partnership with Merseytravel/ TravelWise.	Travelwise are in the process of updating the how to get to guide for the Main Campus which will be available to staff and students	Provide Travelwise with web links to University travel plan pages.
4	Upgrade all bus stops at the City Centre Campus, Greenbank, Carnatic Halls and Leahurst identified as being of poor quality.	A bus stop audit was completed and presented to Merseytravel. However, Merseytravel requires funding from UoL to upgrade stops which UoL cannot provide at present.	Liaise with Travelwise regarding available grant funding to upgrade poor quality bus stops.
5	Facelift to address unappealing frontage at Mossley Hill station, which serves the halls of residence and Wyncote Sports Ground.	Improvements have been made to the station frontage. However, the station would benefit further improvement.	No further action proposed.
6	Investigate the feasibility of creating a park and ride service at Leahurst using the Inter-Campus bus. Would operate from the Leahurst Campus to the City Campus via the most direct route. Would also act as a park and ride for staff living in Wirral and Cheshire.	Only small numbers of staff travelling between the Leahurst and Main campus and therefore considered not feasible in terms of cost. Park and ride facilities are provided at a number of Wirral and Cheshire rail stations for use by staff.	No further action proposed.
7	Investigate the viability of creating park and ride facilities with local alliance partners.	The main campus is well served by public transport owing to its City Centre location. Therefore, a number of park and ride opportunities already exist within Merseyside and the wider area.	No further action proposed.

Item	2009-2013 Action	Progress to end of 2013/14	Proposed Further Action
<b>Cycling/Walking/Motorcycle</b>			
8	Shorten car park barriers on existing car parks and remove end steadies to provide access for cyclists at each barrier entry point.	Action completed	No further action proposed.
9	Promote a cycle mileage allowance for staff business trips undertaken by cycle.	Action completed	Continue cycle mileage allowance.
10	Update the City centre campus maps and way-finding boards to show all cycle storage facilities.	Action ongoing	Campus maps are updated on a regular basis. Map to be updated following the cycle parking audit which is to be completed October 2014
11	Carry out an audit of all motorcycle parking facilities on City Campus.	Not completed	To be completed October 2014
12	Carry out an audit of all cycle storage facilities at Halls of Residences.	Not completed	To be completed October 2014
13	Develop and implement a programme of capital works to improve cycle and motorcycle facilities for 2009/2010 financial year.	Not completed	To be completed following the cycle parking audit in October 2014
14	Provision of free umbrellas, personalised alarms and pedometers for staff.	The University employs 5,000 staff. The provision of umbrellas, pedometers and alarms is not economically feasible at present.	No further action proposed.
15	Continue operating the existing Cycle to Work scheme with P&MM.	Action ongoing	Continued to provision and promotion of scheme.
16	Ensure the views of cycle users are included within decisions on the design of cycle infrastructure improvements at the earliest opportunity.	Action ongoing	Continue to consult cyclists through the BUG and other channels.
17	To manage the movements of cyclists on campus through the development of key cycle routes.	Cycle issues discussed via the BUG	On campus key cycle routes to be discussed at the next BUG meeting
18	Ensure cycle facilities are included within the building design of all new capital projects.	Current planning policy states the requirements for cycle parking which all	Continue to provide appropriately located cycle parking for new buildings



Item	2009-2013 Action	Progress to end of 2013/14	Proposed Further Action
		planning applications for new buildings must adhere to.	
19	Create minimum standard of cycle parking for both long and short stay to rationalise the style of the various facilities throughout the campus sites.		To be completed following the cycle parking audit in October 2014.
20	Improve signage of walking routes to Lime Street station.	Action completed.	No further action proposed.
21	Continue the Bicycle User Group activity and consider widening their scope to include walking and public transport users.	Action Ongoing.	Set up user groups for other modes of travel or a single travel group to cover all modes of travel to the University. Interested participants have been identified through the staff travel survey.
22	Ensure showers, equipment lockers and secure cycle storage facilities are included within the building design of all new capital projects.	User facilities are considered in the design of new buildings.	An audit of locker, changing and shower facilities is being undertaken at present to verify the location of facilities.
<b>Car Sharing and Clubs</b>			
23	Create priority parking spaces for car sharers in line with mode share targets.	Action completed.	Monitoring of occupancy and capacity of car share car parking to be undertaken on a regular basis.
24	Hold series of car sharing matching events.	Car share website provides the mechanism for matching car sharers and therefore not required	No further action proposed.
25	Further incentivise car sharing through prize draws and other methods proposed.	Action not completed.	Awareness raising events/articles to be held/disseminated to staff
26	Investigate the feasibility of providing car club vehicles (e.g. Whizz Go) on campus.	City Car Club has replaced Whizz Go. Initial meeting with Council held to discuss the provision of a City Car Club bay at the main campus.	Further meeting to be held with Liverpool City Council to discuss the provision of a City Car Club parking bay at the main campus.
<b>Reducing the Need to Travel (commuting &amp; business)</b>			
27	Develop a formal Flexible Working Policy for University staff.	Action completed.	Continue to provide a Flexible Working Policy

Item	2009-2013 Action	Progress to end of 2013/14	Proposed Further Action
28	Resolve the ISDN line quality issue through adopting a new supplier (to facilitate tele and video-conferencing).	Action completed.	Promote conferencing facilities to staff.
29	Research the viability and cost of creating a Hub and Satellite network of tele/video conferencing facilities.	Action completed.	Promote conferencing facilities to staff.
30	Implement the hub and satellite videoconferencing facility.	Action completed.	Promote conferencing facilities to staff.
31	Promote the facilities to staff and encourage their usage by asking staff to state their reason why the meeting/visit cannot be undertaken by Video/Teleconferencing on the Travel request form.	Action not completed.	Promote conferencing facilities to staff.
<b>Promotion/Marketing/Communications</b>			
32	Update all sustainable travel intranet and internet sites and promote online journey planning and fare websites through the sustainable travel intranet and internet pages.	Travel Planning website is in the process of being updated.	Promote new travel planning website to staff and students.
33	Establish branding for the Travel Plan.	Action completed.	Continue to use Travel Plan branding on all correspondence with staff and students.
34	Produce second edition of Staff and Student Travel Plan Guide, to include details of new initiatives and transport links with Leahurst, Ness Gardens, Wyncotes and the Halls of Residences.	Travelwise are in the process of creating a how to get to guide for the Main Campus which will be available to staff and students	Promote the how to get to guide to staff and students.
35	Roll out the personalised journey planning project with 2,000 staff and students.	Action completed.	No further action proposed.
36	Regular Travel Plan Article in the Precinct Staff Newsletter.	Travel Plan articles are disseminated to staff via the monthly team brief newsletter and sustainability website and intranet but travel planning is not a regular feature.	Make sustainable travel a regular feature in team brief. Promote existing sustainable travel initiatives and upcoming events.
37	Participation in annual events such as cycle	Action ongoing.	Continue to participate in sustainable travel

Item	2009-2013 Action	Progress to end of 2013/14	Proposed Further Action
	and walk to work week and Travelwise week / Green week.		events.
<b>Business Travel</b>			
38	Amend the staff business travel mileage claim form to include public transport and cycle business mileage so that the use of sustainable modes for staff business travel can be actively monitored.	Staff can claim bicycle mileage allowance but not public transport mileage allowance.	No further action proposed.
39	Business travel audit - baseline review of total University business mileage (and costs and indicative carbon emissions) for all modes (University vehicle fleet, car mileage, rail, air and taxi expenses data). Annual monitoring of business travel data.	Action not completed.	Consider undertaking a business travel audit.
40	Promote a cycle mileage allowance for staff business trips undertaken by cycle.	Action ongoing.	Continue to promote the cycle mileage allowance.
<b>Fleet/Deliveries</b>			
41	Undertake audit of all fleet operations.	To be completed.	Consider undertaking an audit of fleet operations.
42	Investigate the viability of creating a bio-diesel reprocessing plant at the City Centre campus using the expertise of the Engineering Department and other faculties.	Not considered feasible at present.	No further action proposed.
43	Policy on fleet vehicle procurement – linked to CO2 emissions.	Low emission vehicles favoured in procurement process but there is no official fleet procurement policy.	Consider the implementation of a formal fleet procurement policy.
44	Carry out a pilot of running a small number of vehicles on bio-diesel.	Not considered feasible at present.	No further action proposed.
45	Green procurement of goods and services.	There is no 'green' procurement policy in place. However, the existing procurement policy include guidance on sustainable procurement.	No further action proposed.

Item	2009-2013 Action	Progress to end of 2013/14	Proposed Further Action
<b>Engagement of Commercial Tenants</b>			
46	Integration of a voluntary cooperation agreement into on-campus tenancy agreements to stipulate that tenants sign up to promoting the use of sustainable travel modes by their staff and visitors, monitoring their annual performance and disseminating monitoring results.	It is considered that this initiative would be difficult to impose and monitor and has therefore not been undertaken.	No further action proposed.
<b>Establish Student Travel Patterns &amp; Monitoring</b>			
47	Student travel survey - undertake web-based travel survey of all University students to enable travel mode share targets to be identified. Repeat on annual basis as part of monitoring exercise.	A Student survey is currently being arranged and is to be launched in October 2014	Student survey is to be undertaken at the same frequency of the staff survey (every 2 years).
48	Staff travel survey - Repeat on annual basis as part of monitoring exercise.	Action ongoing.	Continue to undertake staff travel survey every 2 years.
<b>Car Parking Management</b>			
49	Introduction of increases in staff parking charges in September 2010 (to more closely reflect market rates and to give disincentive for car travel). Increase charges on an annual basis in line with University of Liverpool staff salary index.	Action ongoing.	Car park charges to be reviewed periodically.
50	Increase visitor parking charges during peak time to ensure they are competitive with local commercial car parks. Retain current maximum charge during off peak times (in evenings and weekends) to help support widening participation events that are often held outside of core working hours.	Action ongoing.	Car park charges to be reviewed periodically.
51	Introduce a system where Honorary staff who are deemed to be making a significant contribution to the University can apply, through their Head of Department, for special	Action completed.	Continue to provide honorary staff car parking discount.

Item	2009-2013 Action	Progress to end of 2013/14	Proposed Further Action
	dispensation with regards to car parking.		
<b>52</b>	Investigate the feasibility of a salary sacrifice scheme for staff car parking charges.	Salary sacrifice has been investigated in the past and not considered feasible.	No further action proposed.
<b>53</b>	Investigate the feasibility of introducing visitor 'one-shot parking tickets' (available at a flat rate fee of £4.00 and purchased through the Vehicle Parking Office in advance of visitor arrival).	System trialled but not feasible due to level of administration required.	No further action proposed.
<b>54</b>	Introduce parking permit system for authorised contractors.	Action completed.	No further action proposed.
<b>55</b>	Updating the Vehicle Parking Policy to make clearer reference to clamping and enforcement.	Action completed.	No further update proposed in the near future.
<b>56</b>	Consider variable parking charges e.g. related to vehicle environmental performance, salary bands.	Car parking charges are currently fixed.	No further action proposed.

## 8 Conclusions

Significant progress has been made over the over the last 7 years in reducing the number of staff which drive alone to the University. Over this period the University has considerably increased the number of staff travelling to work using sustainable modes from 52.1% in 2007 to 69.4% in 2014. The University continues to implement incentives and disincentives, intended to raise awareness and increase the attractiveness of sustainable modes whilst penalising single occupancy car use. It is important to note that the most successful travel plans contain both types of measures and the University should continue to incentivise sustainable transport and use prohibitive measures to manage demand for car travel to achieve greater modal shift in the future.

Car park charges were introduced at the University in 2007 and have increased over recent years. All revenue generated from car parking contributes towards the operation of the car parks and the Travel Plan including; management, maintenance and security. The capacity and operation of car parks is currently under review. The University commissioned Mott MacDonald Consultants to undertake an Initial Movement Study early 2014. The study examines access to the main campus and the Leahurst campus and provides recommendations for improved accessibility to these campuses with a focus on car parking. The University is currently considering the recommendations and will communicate potential changes to car park operation to staff in due course.

The staff travel survey revealed there is a lack of knowledge amongst staff of the sustainable travel opportunities available to them. Regular promotion of the range of sustainable transport initiatives available will aid further reduction of single car occupancy journeys to the University. Therefore, going forward, the emphasis should continue to be upon awareness raising with the University continuing to engage with stakeholders such as Liverpool City Council, TravelWise, Merseytravel and the bus operators, to develop joint campaigns and a providing regular travel plan information to staff.



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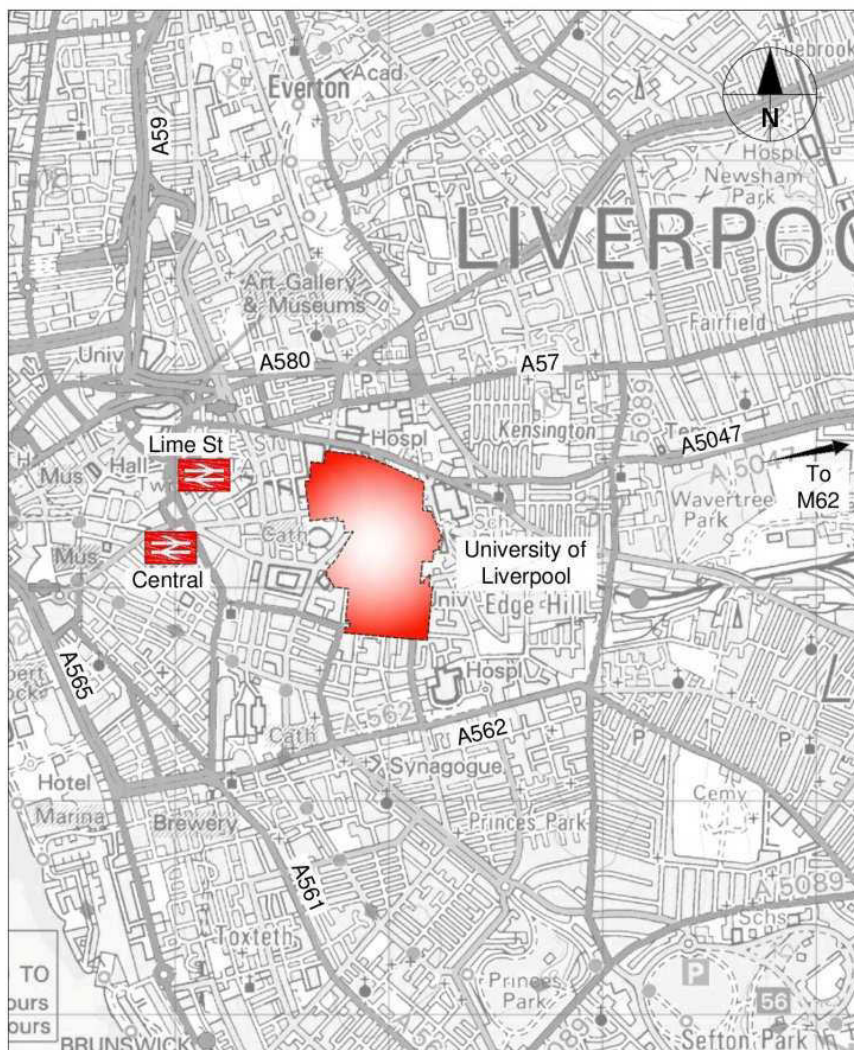
## Appendix A. Site Audits

# Main Liverpool City Campus

## Main Campus Overview

The main campus is located in the heart of the city centre within the Knowledge Quarter. Over 400 courses are taught across 54 subject areas on the main campus. Approximately 5,000 staff and 20,000 students are located on the campus. The University offers a wide range of undergraduate and postgraduate courses through three Faculties: Humanities and Social Sciences, Science and Engineering and Health and Life Sciences. The City Campus is split into three sub campuses, North, Central and South. The location of the City Centre campus is shown in Figure A.1 below.

Figure A.1: Location of City Centre Campus



## North Campus

The Foresight Centre, the Biosciences building, Harold Cohen Library, the Sherrington Building and the Victoria Gallery as shown in Figure A.2 are located in the North Campus. In close proximity to the North Campus are the Royal Liverpool University Hospital, the Liverpool School of Tropical Medicine and the National Oceanography Centre.

The Apex project is currently the focus of campus development in the North Campus. Now in phase 2, the new bio-science building will provide accommodation currently located in the Royal Liverpool University Hospital, providing laboratories and ancillary facilities to the Faculty of Medicine.

Dover Court halls of residence opened in September 2014 on the North Campus. The new halls, located on Great Newton Street provide 261 student self-catered en-suite rooms.

Figure A.2: Looking south along Ashton Street towards the Victoria Gallery



## Central Campus

The Central Campus is the core of the University Campus, with high levels of staff and student activity due to the location of shops, cafes, banks and the newly renovated Liverpool Guild of Students and Careers Services.

Other key buildings within the Central Campus include the University's Sports and Fitness Centre and the Foundation Building (Figure A.3). The Fitness Centre facilities include a swimming pool, sports halls and a gym; all of which are available for use by staff, students and the general public.

Located on Brownlow Hill, in the centre of the Central Campus is Crown Place halls of residence which opened in September 2014. The halls include accommodation for 1236 students and have improved the University's on-site City Centre residential offer.

Further to this, the proposed Materials and Innovation Factory is expected to open in 2016, at the heart of the Central Campus. The facility will provide a research hub.

Figure A.3: University Square and the Foundation building



### **South Campus**

The South Campus includes the Sydney Jones Library, Rendall Building, Eleanor Rathbone Building, the Management School and Abercromby Square (Figure A.4).

There is a large concentration of on-campus residencies within the South Campus, including the recently opened Vine Court which provides accommodation for 707 students; the refurbished Tudor Close accommodating 100 students; Melville Grove which provides accommodation for 350 students and is currently subject to a phased refurbishment programme and Philharmonic court which is currently closed for refurbishment and due to reopen in 2015 to accommodate 350 students.

Figure A.4: Abercromby Square Garden



## Site Accessibility

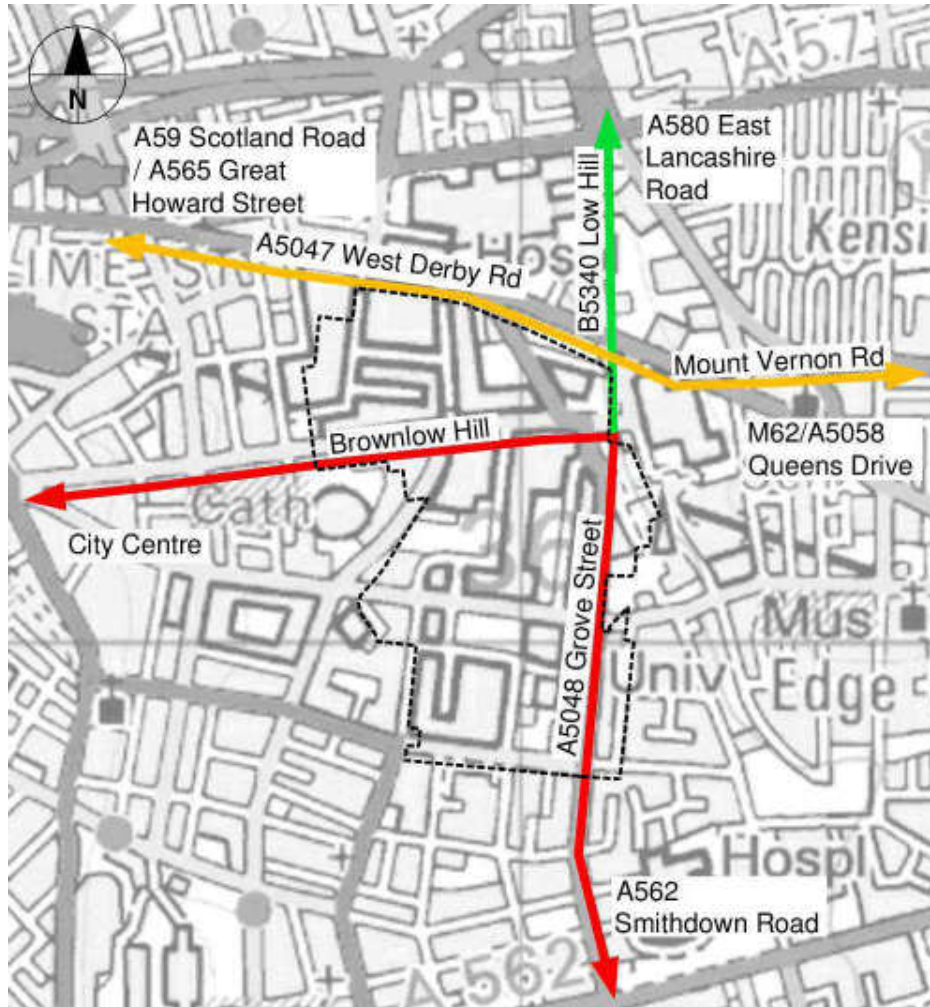
### Vehicular Access

The main campus is located approximately 1km southeast of Liverpool City Centre and is well located for access to the strategic road network (Figure A.5).

The campus is bound by the A5047 West Derby Street to the north and A5048 Grove Street to the east. Brownlow Hill runs directly through the north and central campus and provides direct access to Liverpool City Centre for private vehicles, public transport and cyclists. Figure A.6 gives an overview of the local road network surrounding the campus.



Figure A.5: Main Campus Strategic Local Routes



The A5047 Edge Lane is a strategic transport route linking the campus with the M62 which is located approximately 5km to the east of the campus. The M57, M6, M60 and M602 are all connected with the M62 between Liverpool and Manchester providing access to the campus from the wider north west region and beyond.

To the north, the A5047 connects the campus with the A59 and A565 which provide access to north Liverpool, Sefton and Lancashire as shown in Figure A.6. The A5048 links the campus with the A562 to the south which passes through south Liverpool and terminates in Widnes. The A5048 connects the campus with the City Centre to the east.

Following the successful development of the strategic Hall Lane Bypass in 2011, there has been a significant improvement to access from the M62 via Edge Lane to the University campus and City Centre. As a result, the University City Campus is now a strategic gateway to the City Centre (Figure A.7).

Figure A.6: Strategic Routes to the Main Campus

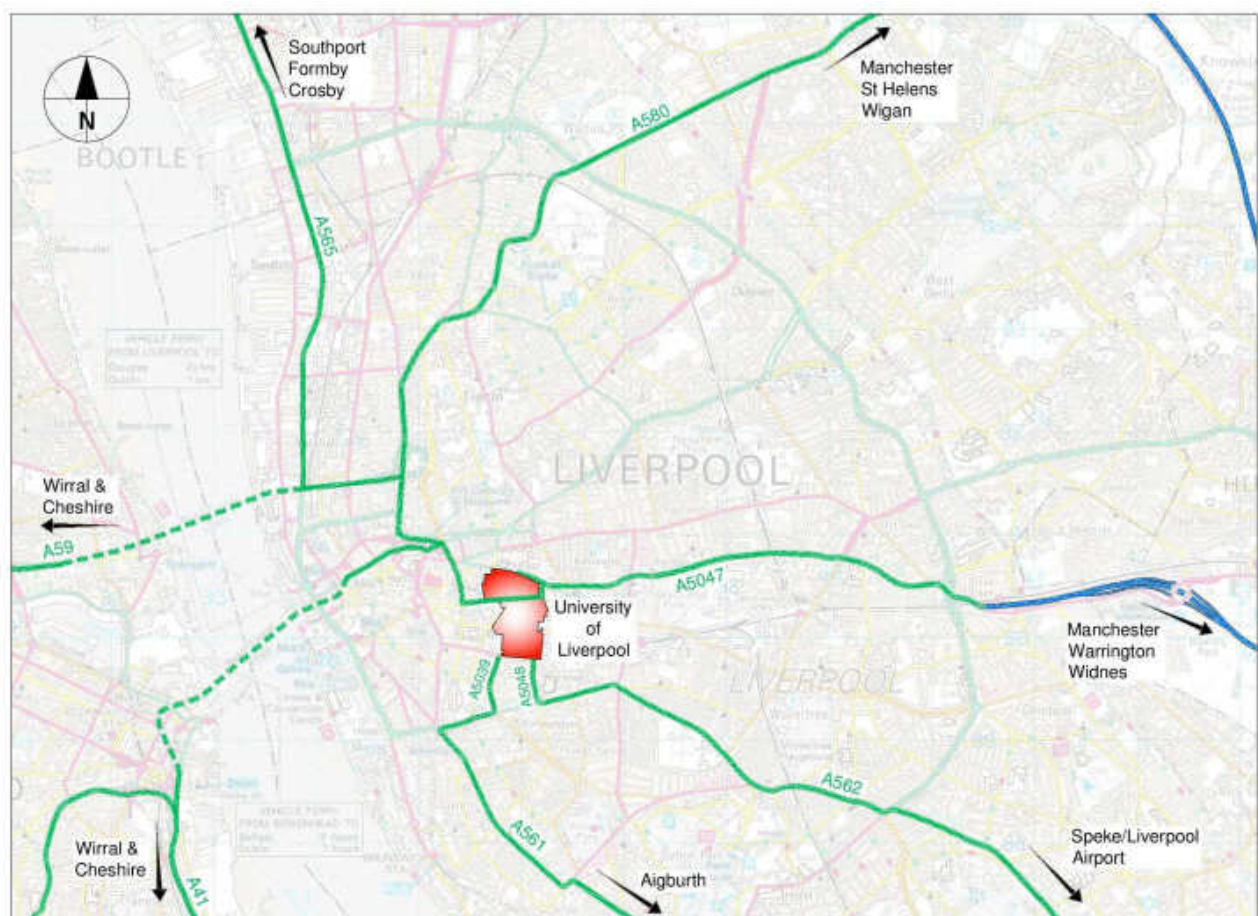


Figure A.7: The A5047 approach to the University City Campus



## Car Parking

1,369 on-site and 165 off-site car parking spaces are provided across the Liverpool City Campus. It is estimated that there are approximately 3,500 staff (70% of the total staff) working at the university at any one time. Students are not permitted to park on site unless they have mobility issues. Table A.1 provides a breakdown of the location and type of car parking provided at the main campus.

Table A.1: Parking Capacity on Main Campus (April 2014)

Location	Type of Space	Current # of parking spaces available (April 2014)
North Campus	Staff	507
	Visitor	61
	Disabled (staff & visitor)	34
	Motorcycle	11
Central Campus	Staff	372
	Visitor	59
	Disabled (staff & visitor)	17
	Motorcycle	0
South Campus	Staff	306
	Visitor	0
	Disabled (staff & visitor)	13
	Motorcycle	2

Location	Type of Space	Current # of parking spaces available (April 2014)
Totals	Staff	1185
	Visitor	120
	Disabled (staff & visitor)	64
	Motorcycle	13
<b>Total on-site car parking</b>		<b>1369</b>

Almost every staff car park is barrier controlled (as seen in Figure A.8) with access granted via swipe authorisation of a staff identity card at the barrier. The car park barrier system is linked up to a database which logs times of entry and exit from the car park for each member of staff.

Figure A.8: Parking barrier on Cambridge Street



Two on-campus car parks are operated via automatic number plate recognition (ANPR) cameras. Only authorised staff have access to these car parks.

Parking charges were introduced at the main campus in 2007. The University currently charge staff 31p per hour for the car parking facilities up to a maximum fee of £2.17 a day or £10.85 a week (approximately £520 per annum). Payment for staff parking is via salary deduction with the car parking database linked to the payroll system to enable charges to be deducted from employees monthly salary. Motorcycle users can access the vehicle car parks for free by using the intercom and requesting the barrier to be raised. Table A.2 presents a breakdown of parking charges on the main campus.



Table A.2: City Centre Campus Parking Charges

User Group	Charge per Annum
Apprentices	£155
Post Graduate Research Students	£155
Honorary Staff	£310
Consultant Staff	£520
Project Managers	£520
Contractor Parking (2 per development)	£860
Tenants	£860

Staff who do not park in a designated bay are issued with a fixed penalty notice of £60.00, reduced to £30.00 if paid within 14 days. Staff who refuse to pay risk having their right to park on campus revoked by deactivating their parking pass.

There are a total of 3 dedicated visitor car parks on campus which are barrier controlled and operated via a pay on exit system. During peak hours (07:30-17:29 Monday to Friday) visitors are charged £1.00 per hour up to a maximum of £6.00 and £1.00 per hour up to a maximum of £3.00 during off peak hours (17:30-07:29).

Figure A.9: Vehicle parking on Bedford Street South



Designated car sharing car parking is provided in the Hart building car park (16 vehicles) and the Foundation Building (25 spaces). Staff who have indicated that they are car sharers will be granted access to car share car parks via additional access rights (Figure A.10). Staff can apply to become a member of the University's car sharing scheme (LivShare) via the staff intranet. Staff are invited to fill in their personal details and preferences to find a 'match' and the details of the potential car sharing partners.

Figure A.10: Car Share Parking Sign at Foundation Building access



Liverpool City Council has enforced a controlled parking zone near to the University campus in order to prevent unwanted congestion and discourteous car parking on local roads as shown in Figure A.11.

Figure A.11: On-street parking on Grove Street



Following several complaint regarding car parking, the University of Liverpool commissioned Mott MacDonald to undertake an Initial Movement Appraisal of the main Liverpool campus and Leahurst Campus. The purpose of the report was to highlight the current parking and broad accessibility issues for travel to the University; review the changing University environment; and recommend key strategy actions

to develop and investigate further. Figures A.12 and A.13 present the location, the type and the capacity of parking across the main campus.



Figure A.12: Main Campus Car Parking Plan

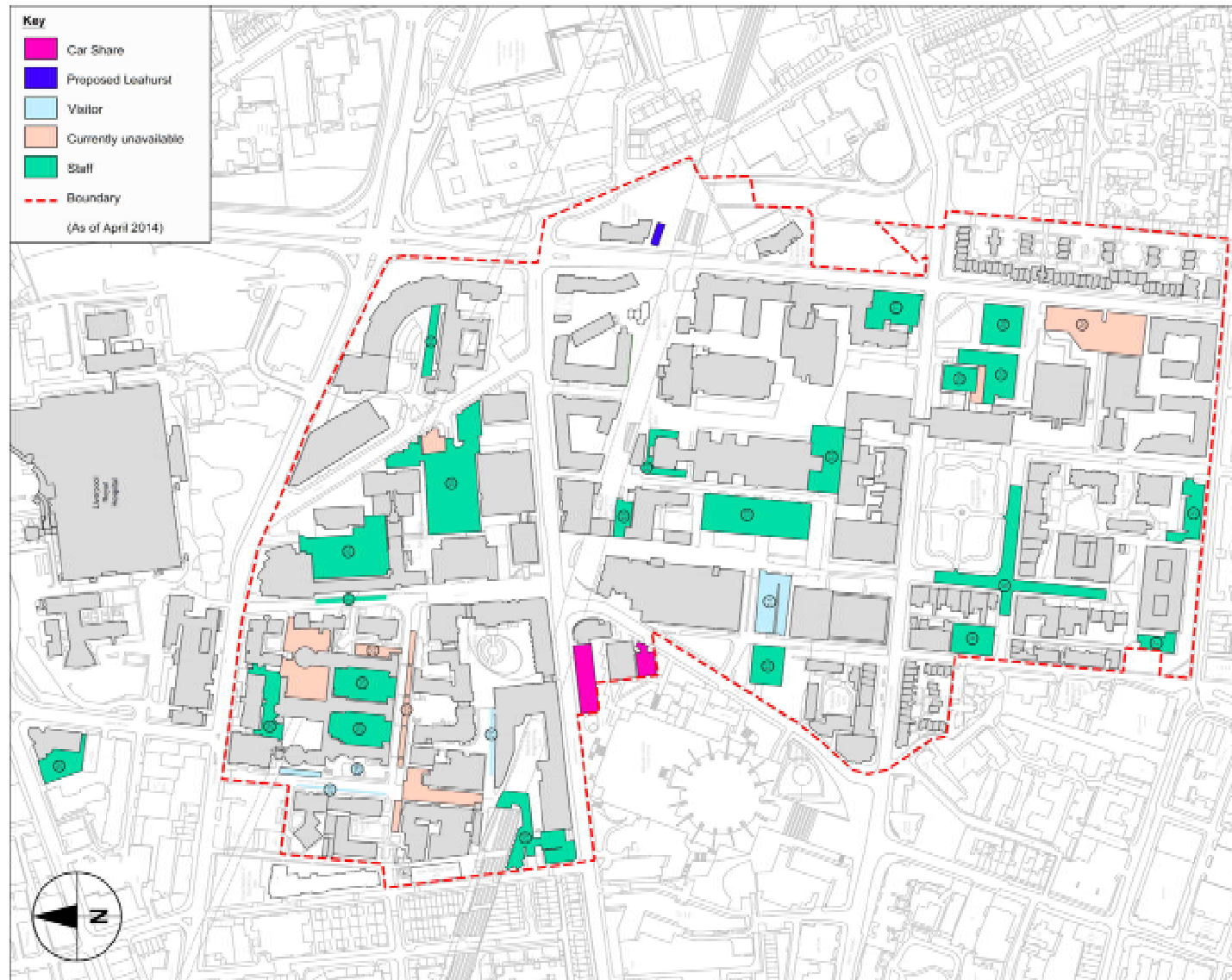


Figure A.13: Main Campus Car Park Capacity

