

Measures shaded green are currently ahead of the timescale set within the Travel Plan	Measures shaded blue are currently in line with the timescale set within the Travel Plan	Measures shaded orange are currently behind the timescale set within the Travel Plan	Measures shaded in yellow have been introduced as part of the current revision of the Travel Plan
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Section 1: Measurement

Objectives & Deliverables	Effect of implementation	Progress to Date (February 2019) KPI's	Timescale	People/ Location	Responsibility
1.1 Develop monitoring techniques	Measuring change in travel modes	<p>The Travel Plan provides a benchmark for transport modal split at the University, allowing us to review progress at defined intervals via staff and student travel surveys (1.2). KPI: Modal split comparison in Travel Plan Section 1.7 & 1.8.</p> <p>Transport information is utilised in compiling the University Estates Management Statistics (EMS), providing details of carbon emissions, modal split and cycle storage. KPI: Comparison of annual EMS statistics.</p> <p>Other on-going transport monitoring includes:</p> <ul style="list-style-type: none"> • Scope 3 carbon emissions (reported in the University Carbon Management Plan, methodology developed by the Geodata institute based on HEFCE guidance) • Uptake of Cycle 2 Work Scheme (4.14.1) • Uptake of parking permit and car share (6.1, 6.2) • Uni-link Mystery Shopper surveys (monthly reports) • Uni-link ticket sales & passenger numbers (monthly reports) • Demand for cycle storage (monitored monthly) 	On-going	Staff, students, All campuses	UoS

Appendix 2: Action Plan Active Objectives & Deliverables

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Objectives & Deliverables	Effect of implementation	Progress to Date (February 2019) KPI's	Timescale	People/ Location	Responsibility
1.2 Complete staff and student travel questionnaire	Measuring change in travel modes	<p>Staff Travel Surveys (including postgraduates) are conducted bi-annually. The most recent survey was completed in July 2017. Student Travel Surveys are conducted every 3 years, with the most recent completed in March 2016.</p> <p>Results are shared with SCC Travel Plan officers and form part of the annual monitoring report, comparing modal split results with Travel Plan targets.</p> <p>KPI: Survey Response Rate</p> <p>Staff Survey 2009: 27.3%</p> <p>Student Survey 2010: 4.7%</p> <p>Staff/Postgraduate Survey 2011: 35%</p> <p>Student Survey 2013: 6.6%</p> <p>Staff/Postgraduate Survey 2013: 17.6%</p> <p>Staff/Postgraduate Survey 2015: 23.7%</p> <p>Student Survey 2016: 7.5%</p> <p>Staff Survey 2017: 20.5%</p>	On-going	Staff, students	UoS
1.3 Record transport-related carbon emissions through EcoCampus Environmental Monitoring System	Measuring carbon associated with travel, contribute towards University EMS	<p>The University achieved the ISO14001 standard in July 2014. The EMS process includes monitoring of transport-related carbon emissions. The University was recertified to ISO14001:2015 in July 2017.</p> <p>We have sponsored an EngD project to review Scope 3 Carbon emissions, and work with HEFCE and the EAUC transport network on our carbon reporting methodology.</p> <p>The Geodata Institute have developed a tool to calculate commuter-based carbon using the results of our staff and student Travel Surveys. A carbon baseline figure from 2013 survey data is included within our Carbon Management Plan, and will be updated following each Travel Survey (Objective 1.2).</p>	On-going	Staff, students, All campuses	UoS

Objectives & Deliverables	Effect of implementation	Progress to Date (February 2019) KPI's	Timescale	People/ Location	Responsibility
1.3.1 Develop reporting methods for Scope 3 carbon emissions	Contribution to Carbon Management Plan, wider use of transport data	<p>Scope 3 carbon reporting (which includes commuter journeys) remains a voluntary element of carbon reporting, and the University Carbon Management Plan specifies that Scope 3 targets will be set from 2014. We have completed a baseline for carbon emissions using staff travel survey data (see 1.3), and will use this to develop our ongoing reporting methodology.</p> <p>KPI's: Scope 3 Commuter Carbon (Tonnes CO2) 2013 Travel Survey = 5068.85 tonnes 2015 Travel Survey = 5041.15 tonnes (-27.7 tonnes) 2017 Travel Survey = 5101.64 tonnes (+60.5 tonnes)</p>	December 2015 and annually thereafter	Staff, students, all campuses	UoS

Section 3: Reduce the need to travel

Objectives & Deliverables	Effect of implementation	Progress to Date (February 2019) KPI's	Timescale	People/Location	Responsibility
3.1 OBJECTIVE COMPLETE (See Appendix 3)					
3.2 OBJECTIVE COMPLETE (See Appendix 3)					
3.3 OBJECTIVE COMPLETE (See Appendix 3)					
3.3.1 Promote and monitor the use of teleconferencing/ videoconferencing	Reduction in staff and student trips to campuses Reduction in staff business trips	Clear information on videoconferencing facilities and instant messaging services is provided on the ISolutions website: https://www.southampton.ac.uk/isolutions/services/index.page We have considered ways to measure the use of videoconferencing facilities. However, increased use of informal technology (primarily Skype for business or Apple FaceTime) makes it difficult to monitor uptake accurately. We will continue to encourage the use of all forms of communication that negate the need to travel and explore measures to increase use of this technology.	On-going	Staff, Students All campuses	UoS Transport Team, I-Solutions
3.4 Review timetabling of lectures to avoid peak-hour journeys	Reduction in peak-hour trips	Some alterations have been made to University operating hours, including later opening of the University Administration Building and Library, with further alterations under consideration by the University depending on demand and student support. We react to these changes, assessing transport provision and the impact on peak hours. We refer to academic timetable information when planning future bus timetables.	On-going	Staff, students All campuses	UoS

Section 4: Active travel

Objectives & Deliverables	Effect of implementation	Progress to Date (February 2019) KPI's	Timescale	People/ Location	Responsibility
4.1 Feasibility study for the creation of showcase walking and cycling routes	Improved walking and cycling facilities Improved perception of walking and cycling	We are involved in a number of projects to improve the cycle network in partnership with SCC, in particular the way routes link together as a legible network. Active projects include: <ul style="list-style-type: none"> The upgrading of Lovers Walk (see 4.1.1) Improved access from Lovers Walk at the south-western campus entrance (linked to wider Lovers Walk project) The extension of cycle routes on Burgess Road Discussions are on-going with key stakeholders including SCC, Balfour Beatty and Sustrans (4.1.1).	On-going	Staff, students Avenue to Highfield Boldrewood to Highfield Glen Eyre to Highfield	UoS SCC
4.1.1 Investigate specific improvements that could be made to the link between Avenue Campus, Highfield Campus and Glen Eyre Halls	Improved walking and cycling facilities Improved perception of walking and cycling	A project to upgrade the Lovers Walk route in partnership with SCC is underway. SCC's highways and transport policy teams completed ecology studies during 2012, and the Avenue Campus was used for consultation events in April and May 2013. We have offered £20k from the transport budget towards implementation, and have supported SCC's Transforming Cities bid as a potential route to secure funding for the project. We will continue to offer support to the project.	Dependant on SCC project progress	Staff, students Avenue-Highfield-Glen Eyre	UoS SCC Sustrans
4.1.2 Increase pedestrian and cycle priority on campuses	Improved walking and cycling facilities Improved perception of walking and cycling	Works to improve pedestrian and cycle facilities on Admin Road (alongside B35 and B37 on Highfield Campus) have significantly increased space available to these modes, with a reduction in parking spaces. The Centenary Building (B100) is due to complete during summer 2019 and will include shared space public realm on Salisbury Road to increase the priority of pedestrians and cyclists and improve connections across the campus. Future projects will continue to focus on prioritising pedestrian and cycle movements.	Ongoing	Staff, students, visitors All campuses	UoS SCC
4.2 OBJECTIVE COMPLETE (See Appendix 3)					
4.3 OBJECTIVE COMPLETE (See Appendix 3)					

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4.4 OBJECTIVE COMPLETE (See Appendix 3)					
4.5 OBJECTIVE COMPLETE (See Appendix 3)					
4.5.1 OBJECTIVE COMPLETE (See appendix 3)					
4.5.2 Review and update online information for cycling and walking	Improved walking & cycling facilities Increased awareness	Online walking and cycling resources have largely replaced the need for printed route information. We will regularly assess our provision of online information for walking and cycling, including the use of links to external websites, and will work with SCC (via the Southampton Cycle Strategy) to provide a co-ordinated approach to route advice.	Ongoing	Staff, students, visitors, SCC Officers All campuses	UoS, SCC
4.6 New starter pack information on walking/cycling	Increased awareness of routes	Discussions have been held with HR to review starter pack travel information, and to revise travel information provided within letters of appointment. Information provided now adheres to the travel hierarchy (7.1). We have worked closely with the Residential Services Team to ensure that walking and cycling information is included in student welcome packs.	On-going	Staff, students All campuses	UoS

Objectives & Deliverables	Effect of implementation	Progress to Date (February 2019) KPI's	Timescale	People/ Location	Responsibility
4.7 Develop rolling programme to improve secure cycle parking	Improved cycle facilities Reduction in number of bikes stolen	<p>All external cycle storage on the Highfield Campus has been upgraded to 'Sheffield' cycle hoops. Areas where demand is highest have been targeted for provision of additional capacity, and security staff have been consulted to ensure storage is provided in locations which have CCTV coverage.</p> <p>KPI: Storage installed</p> <ul style="list-style-type: none"> • New cycle stores by B39 (28 bikes), B53 (48 bikes), B85 (72 bikes), B7 (76 spaces), beside B44 (40 spaces), WSA (40 spaces), Boldrewood (40 spaces) • Provision at Mayflower Halls (400 secure spaces, 54 external spaces), City Gateway (176 spaces), Chamberlain (192 spaces) • Extended cycle shelters at NOCS • Extended secure store beside SUSU shop (48 spaces) • Additional secure storage at Avenue (40 spaces) • Cycle store at Gateley halls of residence (40 spaces) • Additional secure spaces at Montefiore Halls (80 spaces) • Rolling improvements to external spaces (all campuses) 	On-going	Staff, students All campuses	UoS
4.8 OBJECTIVE COMPLETE (See Appendix 3)					
4.8.1 OBJECTIVE COMPLETE (See Appendix 3)					
4.9 OBJECTIVE COMPLETE (See Appendix 3)					
4.9.1 Develop and expand the University 'Uni-Cycle' project	Provide affordable bikes, increase cycle uptake, recycling initiative	<p>The Uni-Cycle project was introduced in 2010 and is now an established element of the Travel Plan. The scheme includes recycled bike sales, a Bike Dr service (4.17.1), advice on cycle security, safety, maintenance and rider confidence training, and discounted equipment sales (D-locks, lights, helmets & reflective equipment). The project was shortlisted for a Times Higher Education Award in 2011 and 2012.</p> <p>To date 330 bikes have been recycled and sold through the project.</p>	On-going	Staff, students Highfield Campus	UoS, SUSU

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4.10 Education programme for staff and students on cycle parking	Prevent inappropriate bike parking	<p>Advice on cycle parking and etiquette is provided on the online cycle route maps and within cycle store regulations. The transport website provides additional guidance including a cycle 'security tips' leaflet.</p> <p>On occasions when bikes are locked in inappropriate places, we provide targeted temporary signage and only resort to permanent signage where the problem continues.</p> <p>We carry out a campaign through the autumn & winter to encourage cyclists to wear bright/reflective clothing and use appropriate lights when cycling in the dark, including a launch event to coincide with the clocks changing in October (repeated when they change again in March). We promote the use of bike lights and 'sold secure' D-locks, sold at a discounted rate through the Uni-Cycle project (4.9.1).</p>	On-going	<p>Staff, students</p> <p>All campuses</p>	UoS
4.11 Promote existing shower facilities	Improved walking and cycling facilities	<p>The University 'Open Data' project provides online mapping to identify facilities available across the University, including shower and changing facilities http://data.southampton.ac.uk/location-feature/Shower.html.</p> <p>We continue to identify opportunities to introduce new facilities, including refurbishment of disabled toilets to provide showers or wet room facilities where there is demand.</p>	On-going	<p>Staff, students</p> <p>All campuses</p>	UoS
4.11.1 Review availability of showers and locker facilities for cyclists & pedestrians	Increased likelihood of regular walking/cycling	<p>We receive regular enquiries about the availability of lockers and shower facilities on University Campuses, and the use of existing facilities has increased as a result of greater cycle use. Locker availability in particular is limited, and shower facilities are not available in all buildings.</p> <p>We have carried out an initial review of shower and locker availability including feedback from users collected via the Staff Travel Survey. A detailed review is now underway to identify opportunities to improve existing facilities (including a review of secure cycle store capacity) and include adequate provision in new build or refurbishment projects.</p>	2015-16 and ongoing	Staff, all campuses	UoS
4.12 OBJECTIVE COMPLETE (See Appendix 3)					
4.13 OBJECTIVE NOT DELIVERABLE AT PRESENT (See Appendix 3)					

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Objectives & Deliverables	Effect of implementation	Progress to Date (February 2019) KPI's	Timescale	People/ Location	Responsibility
4.13.1 Trial of departmental pool bikes	Encourage occasional cycle trips between campuses	A trial pool bike is currently available in B35, signed out on a similar basis to departmental bus passes (5.3.1). During 2016/17 the bike was used on average once per week, and we will continue to offer it to staff as a travel option. We will also use the trial to promote the idea for other campuses, faculties and services.	Trial 2016-2017	Staff B35, University staff at SGH	UoS
4.13.2 Support YoBike hire scheme	Improved flexibility of cycle options	YoBike launched a bike hire scheme in Southampton in September 2017. We were a stakeholder in the implementation of the scheme and are actively supporting YoBike with collection points on University Campuses (managed in line with the Code of Conduct administered by SCC). We will continue to work with the local scheme managers to increase rider numbers and provide promotion opportunities.	September 2018 and ongoing	Staff and students, all campuses (Southampton)	UoS, SCC, YoBike
4.14 OBJECTIVE COMPLETE (See Appendix 3)					
4.14.1 Maintain and develop Cycle to Work Scheme	Increase % of staff cycling	A combination of website information, cycling events and online updates are used to inform staff of the way the scheme now operates and the benefits available for new cycle purchases. KPI: Scheme uptake 2010: 91 2011: 102 2012: 137 2013: 158 2014: 131 2015: 150 2016: 131 2017: 144 2018: 121	On-going	Salaried staff	UoS
4.15 OBJECTIVE NOT DELIVERABLE AT PRESENT (See Appendix 3)					
4.16 OBJECTIVE NOT DELIVERABLE AT PRESENT (See Appendix 3)					
4.17 OBJECTIVE COMPLETE (See Appendix 3)					

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Objectives & Deliverables	Effect of implementation	Progress to Date (February 2019) KPI's	Timescale	People/ Location	Responsibility
4.17.1 Maintain Bike Doctor Service through the Uni-Cycle scheme	Improved support for cycling	<p>The Uni-Cycle project provides a bi-monthly Bike Doctor service, which has proven to be very popular. In 2014, we received LSTF funding from SCC to increase the frequency to a weekly service, and uptake was good enough to justify continuing this level of provision for the 2014/15 academic year and beyond. Demand at events remains constant, and we will monitor it to measure the impact of the increased frequency.</p> <p>KPI: Rolling average monthly repairs</p> <p>45 (October 2012)</p> <p>90 (October 2013)</p> <p>95 (October 2014)</p> <p>83 (October 2015)</p> <p>98 (October 2016)</p> <p>86 (October 2017)</p> <p>102 (October 2018)</p>	On-going	Staff, students	UoS
4.17.2 OBJECTIVE COMPLETE (See Appendix 3)					
4.18 OBJECTIVE NOT DELIVERABLE AT PRESENT (See Appendix 3)					
4.19 Introduce active travel awareness events	Increase % of staff and students cycling	<p>We hold a range of regular events including a Bike Dr (see objective 4.17.1), Uni-Cycle events (4.9.1) and individual campus events with support from SCC, Police and cycle suppliers. During Freshers Week we have hosted the SCC 'My Journey' Roadshow, which was well received by students. We also run safety events timed to coincide with the start and end of British Summertime (March and October).</p> <p>We promote externally organised events in Southampton and Winchester to our staff and students.</p> <p>Events are advertised via SUSSED notice board articles, the transport website, Uni-Cycle Facebook group, SUSU social media, cycle mailing lists and posters on campus.</p>	On-going	Staff, students	UoS SCC HCC

Section 5: Public Transport

Objectives & Deliverables	Effect of Implementation	Progress to Date (February 2019) KPI's	Timescale	People/ Location	Responsibility
5.1 Provide information on public transport	Improved passenger information Increased awareness of public transport services Improved perception of public transport	<p>Sources of public transport information include:</p> <ul style="list-style-type: none"> • The University transport website (www.soton.ac.uk/transport) • The Uni-link website (www.unilinkbus.co.uk) • The Uni-link office • Twitter links (via Uni-link website) • The University 'MySouthampton' App • Public transport apps (see 5.2.1) <p>We work closely with Go South Coast to explore how the information we provide can be streamlined and made clearer for passengers. The Uni-link office can edit content on the Uni-link website so we can react to operational problems at short notice, as well as updating social media.</p> <p>Go South Coast regularly review the information that is provided to passengers at bus stops, and propose alterations to better promote Uni-link services. They also manage a Twitter feed and Facebook group for Uni-link, and information provided on board Uni-link buses.</p> <p>We work with SCC on the 'My Journey' campaign to promote sustainable travel, which includes a focus on bus services, and use the 'Key' Smartcard on Uni-link (with associated promotion) to allow passengers to use the same ticket on multiple bus operators (currently Uni-link, Bluestar and Southern Vectis services).</p>	On-going	Staff, students, visitors, public All campuses	UoS Go South Coast
5.2 OBJECTIVE COMPLETE (See Appendix 3)					

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Objectives & Deliverables	Effect of Implementation	Progress to Date (February 2019) KPI's	Timescale	People/ Location	Responsibility
5.2.1 Investigate alternative options for provision of real-time passenger information (RTI)	<p>Improved passenger information</p> <p>Increase awareness of bus services</p> <p>Improve perception of bus travel</p>	<p>We continue to maintain RTI provision for Uni-link services & to explore ways to make this information more readily available. ITSO-enabled equipment was installed on Uni-link buses during 2013.</p> <p>As part of SCC's RTI system, an Information Totem was installed in the Highfield Interchange, providing better information on available services and opportunities to link to connections with other services, including rail.</p> <p>Real time bus information is available on the Uni-link and University Open Data websites, and via the University MySouthampton app.</p>	On-going	<p>Staff, students, visitors, public</p> <p>All main bus stops</p>	<p>Uni-link</p> <p>UoS</p> <p>SCC</p>
5.2.2 Trial and implement Uni-link App as primary ticketing option	Improved passenger experience	<p>App payment options have been developed for Uni-link, and are in the process of being trialed for our bulk ticket circulation to students in halls, as well as use for event bus ticketing and commercial sales. We will oversee trials of the new app platform with the aim to significantly increase its use and improve passenger experience.</p>	September 2019	Students, staff, visitors, public	Uni-link

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5.3 Review existing Uni-link and Bluestar services to grow the network	Improved bus services	<p>The U1 Uni-link service increased frequency from 15 minutes to 10 minutes in September 2010, and to 7 minutes in September 2013. The U6 service increased frequency from 30 minutes to 20 minutes in September 2011, and increased capacity in 2013 with the introduction of double decker vehicles. The U2 service increased from 30 minutes to 10 minutes in September 2014, to coincide with the opening of Mayflower Halls. The University entered a new 10 year contract with Go South Coast to operate Uni-link services, starting in August 2018.</p> <p>We continue to work with Go South Coast to expand Uni-link, and develop cross-ticketing options via the 'Key' Smartcard (5.6). We will also develop alternative payment options with Go South Coast, including promotion of on-line top-ups, App-based & contactless ticketing options.</p> <p>Reduced passenger numbers in 2016/17 and 2017/18 reflects student levels at the University.</p> <p>KPI: Passenger number annual % change: 2010/11: +10%, 2011/12: +5.5%, 2012/13 -0.7%, 2013/14 +15% 2014/15: +10%, 2015/16: +8%, 2016/17: -2.5% 2017/18: - 3.9%</p>	On-going	<p>Staff, students, visitors, public</p> <p>All campuses</p>	UoS Uni-link
5.3.1 Expand and promote the use of departmental bus passes	Improved access to bus services	<p>Departmental smart cards are held in B85, B35, B37, 26UR and 1 Guildhall Square at building receptions and are regularly signed out by members of staff travelling between campuses. We will continue to widen the availability of this service and monitor uptake.</p> <p>KPI: Record of pass usage (B35): 2011/12 academic year = 85 trips 2012/13 academic year = 137 trips 2013/14 academic year = 142 trips 2014/15 academic year = 282 trips 2015/16 academic year = 283 trips 2016/17 academic year = 331 trips 2017/18 academic year = 318 trips</p>	On-going	Staff, Highfield Campus	UoS

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5.3.2 OBJECTIVE COMPLETE (See Appendix 3)					
5.4 OBJECTIVE NOT DELIVERABLE AT PRESENT (See Appendix 3)					
5.5 OBJECTIVE NOT DELIVERABLE AT PRESENT (See Appendix 3)					
5.6 OBJECTIVE COMPLETE (See Appendix 3)					
5.7 OBJECTIVE COMPLETE (See Appendix 3)					
5.7.1 Improve access to bus links between Southampton and Winchester	Increased choice of travel modes, reduced reliance on car use	<p>During the delivery of 5.7, bus ticket options between WSA and Highfield were developed to provide better value to students travelling between sites. We will continue to review these offers, and explore how these might be improved with the introduction of the 'Key' smartcard.</p> <p>A faculty-operated minibus service between Highfield and Winchester was introduced in September 2015 to provide an additional travel option. This service was expanded to a single decker coach contract in September 2017, running on an hourly timetable.</p>	On-going	<p>Staff, students, visitors</p> <p>WSA</p>	UoS
5.8 OBJECTIVE COMPLETE (See Appendix 3)					
5.8.1 Manage efficient and safe operation of bus interchange	<p>Improved waiting facilities</p> <p>Less conflict between modes</p> <p>More secure and welcoming</p>	<p>The Highfield Interchange was refurbished in 2010, increasing the capacity and safety of bus operations. We will manage the way that this space operates, in terms of safety for all users and efficient systems for the different uses that occur on and around the site (linked to 8.9).</p> <p>Speed bumps were installed to manage vehicle speeds in March 2011, and planter units were introduced in March 2012 to improve segregation between modes. We will continue to monitor their effectiveness.</p> <p>Development of the Centenary Building is taking place in close proximity to the Interchange, and we are actively managing operations with the project team for the duration of works (due to complete summer 2019).</p>	On-going	<p>Staff, Students, Visitors</p> <p>Highfield</p>	<p>UoS</p> <p>Uni-link</p>

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5.9 Improve bus stops	Improved waiting facilities Improved perception of bus travel	We regularly liaise with SCC Officers regarding the condition of bus stops, which are reviewed as part of our mystery shopper reports. Stops within the University site are monitored by the Transport Team. We have put forward some specific stop improvements as a proposal for delivery via SCC's 'Transforming Cities' bid. As per 5.1, Go South Coast continually review information that is provided to passengers at bus stops, maximising opportunities to promote Uni-link services.	On-going	Staff, students All main bus stops	Uni-link UoS SCC
5.10 Work with others to secure bus priority measures	Improved reliability of services Reduced journey times	We continue to liaise with SCC officers and other operators through the Bus Punctuality Task Force meetings to identify opportunities to improve conditions along Uni-link bus routes. Further bus priority measures have been discussed within the city centre and local centres such as Portswood, and the University will provide input to proposals. We have also engaged with SCC and other operators regarding proposals to remove bus priority measures on Above Bar Street, as this has the potential to negatively impact bus accessibility and reliability. SCC's bid for DFT Transforming Cities funding will open up opportunities to deliver priority measures and we are actively engaged with planning associated with the bid, as a key stakeholder.	On-going	Staff, students Southampton	SCC Uni-link Bus operators
5.11 OBJECTIVE NOT DELIVERABLE AT PRESENT (See Appendix 3)					
5.12 OBJECTIVE COMPLETE (See Appendix 3)					

Section 6: Cars and PTWs

Objectives & Deliverables	Effect of implementation	Progress to Date (February 2019) KPI's	Timescale	People/ Location	Responsibility
6.1 Promote liftshare.com use amongst staff	Increase in lift sharing Increased awareness	Lift sharing is promoted via the transport website, with a modest uptake from staff (11.2% of commuter trips in 2015). We promote membership of Liftshare.com, to aid the matching up of lift share partners. Applications for lift share permits continue to rise (see KPI's). KPI's: Car share permit uptake 2009/10: 135 permits 2010/11: 151 permits 2011/12: 160 permits 2012/13: 202 permits 2013/14: 236 permits 2014/15: 233 permits 2015/16: 213 permits 2016/17: 109 permits 2017/18: 155 permits	On-going	Staff, students, visitors All campuses	UoS
6.2 OBJECTIVE COMPLETE					
6.2.1 Review support for Lift Sharing	Increased uptake of lift sharing, reduced pressure on car park spaces	Staff feedback has indicated that lift sharing remains a relatively unpopular travel option, and the support offered by the University transport website and liftshare.com membership provides limited incentive or resources to increase uptake. We will engage with SCC on a relaunch of Lift Share services and promotion, with the aim of increasing uptake by staff. This objective was delayed until spring 2019 to allow better integration with staff benefits activities.	Summer 2018	Staff, all campuses	UoS

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6.3 Review existing car park provision	Provide safe car parks	<p>We operate a rolling scheme of car park maintenance, and consult within the University on development projects that will have an impact on car parking.</p> <p>We monitor the issuing of parking permits as an indicator for capacity, and the level of car use at the University.</p> <p>KPI: Staff parking permits issued</p> <p>2010= 2264</p> <p>2011= 1890</p> <p>2012 = 2073</p> <p>2013= 2028</p> <p>2014= 2024</p> <p>2015= 2143</p> <p>2016= 2130</p> <p>2017= 1892</p> <p>2018= 1888</p>	On-going	<p>Staff, students</p> <p>All campuses</p>	UoS
6.4 Work with key stakeholders to reduce on-street car parking	Reduction of on-street parking	<p>We regularly consult with SCC on alterations to Traffic Regulation Orders in the vicinity of the University, and support proposals to remove or restrict on-street parking provision in roads surrounding University sites. We respond to comments from resident groups regarding on-street car parking, providing support where appropriate.</p>	On-going	<p>Staff, students</p> <p>All campuses</p>	<p>SCC</p> <p>HCC</p> <p>UoS</p>
6.5 Introduce new car parking policies	<p>Increased cost for staff living close to campus or bus routes</p> <p>Reduction in overall parking demand</p>	<p>Alterations to the allocation of temporary parking permits at halls were introduced at the start of the 2010-2011 academic year, to increase control over hall parking spaces and increase opportunities to utilise halls for event parking and the promotion of park & ride/park & walk.</p> <p>A daily permit (6.2) was introduced as a flexible parking option for January 2014, to encourage & support regular use of other transport options. Uptake of this option is gradually growing.</p>	On-going	<p>Staff, students</p> <p>All campuses</p>	UoS

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6.5.1 Explore alternative parking enforcement measures	Enforcement of parking restrictions	The University ceased clamping vehicles as part of its parking enforcement strategy from December 2011. Enforcement is currently via penalty charge notices, and we will continue to monitor and review enforcement to ensure the measures we take are effective.	On-going	Staff, students, visitors All Campuses	UoS
6.6 OBJECTIVE NOT DELIVERABLE AT PRESENT (See Appendix 3)					
6.7 Increase in car parking costs at UoS	Bus journeys become more cost effective Reduction in number of car drivers	Parking permit prices increased in 2009-2010, 2011 (10% increase for higher pay bands), 2014 (3.3% for all bands, based on RPI), 2015 (2.5% for all bands, based on RPI), 2017 (2%, based on RPI) and 2018 (2.7%, based on RPI). A reduced price permit for low emission vehicles was introduced in January 2018, and continued in 2019. KPI: Comparison of annual parking cost to annual bus pass: Parking permit: £333 Bus Pass: £330	On-going	Staff, students All campuses	UoS
6.8 Introduce incentives for non-car use	Reduction in number of car drivers	The daily permit (measure 6.2) provides an option for occasional car use when adopting alternative modes. Go South Coast provided a free day of travel on Uni-link services during University staff party events (July 2012, 2013, 2014, 2015, 2016, 2017, 2018). We have also introduced and promoted the use of departmental Uni-link smart cards for travel between UoS sites (5.3.1). We will continue to develop other incentives.	On-going	Staff All campuses	UoS
6.9 OBJECTIVE COMPLETE (See Appendix 3)					
6.10 OBJECTIVE COMPLETE (See Appendix 3)					

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Objectives & Deliverables	Effect of implementation	Progress to Date (February 2019) KPI's	Timescale	People/ Location	Responsibility
6.11 Phase out car parking on east side of Highfield campus	Reduction in parking per head of population	<p>This objective is connected to the Estate Strategy and on-going plans for the east side of the Highfield campus. The Transport Manager is involved in estate planning at the University, and represents the objectives of the Travel Plan in these discussions.</p> <p>Safety improvements linked to objective 4.1.2 and 8.9 were undertaken on Admin Road during summer 2014, and continued in 2018/19, reducing car parking and providing better pedestrian and cycle facilities. The redevelopment of Engineering Square took place during summer 2016, providing additional secure cycle storage and a reduction in car spaces.</p>	<p>Summer 2014 (Admin Road)</p> <p>Summer 2016 (Engineering Square)</p> <p>Summer 2018 (Road between B35/B27) Spring 2019</p>	<p>Staff</p> <p>Highfield</p>	UoS
6.12 OBJECTIVE COMPLETE (See Appendix 3)					
6.12.1 OBJECTIVE COMPLETE (See Appendix 3)					
6.13 OBJECTIVE NOT DELIVERABLE AT PRESENT (See Appendix 3)					
6.14 Update visitor information on website and other promotional material	Reduction in visitor car trips	<p>Information provided on the University website is regularly reviewed and updated as necessary, including details on how to access the campus. The Transport website underwent significant review in autumn 2015, to streamline information and provide clearer links to external travel sites.</p> <p>Visitor information is structured to promote sustainable travel options, with lone occupant car travel included as a 'last resort'.</p> <p>Park and ride options from halls of residence are promoted for event parking.</p> <p>Online travel information is reviewed as part of wayfinding improvements (linked to measure 4.4, & 8.5).</p>	On-going	<p>Visitors</p> <p>All campuses</p>	UoS
6.15 OBJECTIVE COMPLETE (See Appendix 3)					
6.16 OBJECTIVE COMPLETE (See Appendix 3)					
6.17 OBJECTIVE NOT DELIVERABLE AT PRESENT (See Appendix 3)					

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Objectives & Deliverables	Effect of implementation	Progress to Date (February 2019) KPI's	Timescale	People/ Location	Responsibility
6.18 Work with SCC on introduction of Park and Ride sites	Reduce staff, student and visitor trips to the campuses Reduce need for car parking	We have discussed options for park & ride sites with various stakeholders including Southampton General Hospital, Sustrans and SCC; however a suitable site has not been identified to date. Halls car parking and the car park at the Wide Lane sports facility are regularly used to provide park & ride services for University events, and we will continue to promote this ahead of offering parking at the Highfield campus.	For 2010–2011 academic year and on-going	Staff, students, visitors All Southampton campuses	SCC UoS
6.19 OBJECTIVE COMPLETE (See Appendix 3)					

Section 7: Business travel and optimisation of supplier deliveries

Objectives & Deliverables	Effect of implementation	Progress to Date (February 2019)	Timescale	People/Location	Responsibility
7.1 OBJECTIVE COMPLETE (See Appendix 3)					
7.1.1 Challenge the need to travel	Reduction in staff and student business travel	I-Solutions have published an online list of the video conferencing facilities currently available at the University. We will promote use of these facilities (3.3.1). In line with the travel hierarchy (measure 7.1), use of these measures should come before any mode of physical travel. We will continue to encourage the use of all forms of communication that negate the need to travel and explore measures to increase use of this technology.	On-going	Staff, students All campuses	UoS
7.2 OBJECTIVE COMPLETE (See Appendix 3)					
7.3 OBJECTIVE COMPLETE (See Appendix 3)					
7.4 OBJECTIVE COMPLETE (See Appendix 3)					
7.5 When choosing venues for events, prioritise locations accessible by public transport and promote alternatives to the car	Reduce need to use car to attend events Increase use in public transport	The Transport Team responds to queries relating to event travel and provides advice on public transport options. This applies to events held on University sites, and elsewhere. Event venues are restricted to those on the procurement supplier list, which are reviewed periodically by the procurement team.	On-going	Staff, students All campuses	UoS
7.6 Rationalise delivery and service timetabling	Reduction in peak-hour HGV movements	A permit system operates within Library Square West (a key delivery location) to restrict vehicle access between 10am and 3pm, managing vehicle flows (including deliveries) during this time. Similar restrictions are in place to manage the delivery area adjacent to the Uni-link interchange. Drop-off bays were installed as part of the re-design of Admin Road, to provide a formal location for deliveries. We will continue to monitor use of these facilities, and consider opportunities to provide further facilities where demand is identified.	On-going	HGV's & LGV's All campuses	UoS

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Objectives & Deliverables	Effect of implementation	Progress to Date (February 2019)	Timescale	People/Location	Responsibility
7.7 Centralise purchasing	Reduction in HGV movements	Catering deliveries are centralised to reduce vehicle movements, and we will work with the University Procurement Team and other departments to identify areas where centralisation may be achievable. We have attended steering group meetings with SCC Officers and Meachers Global Logistics to explore the viability of the Southampton Sustainable Distribution Centre project in relation to University deliveries. This objective was part of the EngD project referenced in 1.3.	For 2013–2014 academic year and on-going	HGV All campuses	UoS
7.8 Provide information to suppliers on how to reach University	Reduction in HGV mileage	Route information is provided via the transport website and is readily available to suppliers and visitors to the University. The website was updated in 2015, to improve the clarity of information provided. Improvements to on-street information have been introduced via the wayfinding project (8.5).	On-going	HGV All campuses	UoS Suppliers
7.9 OBJECTIVE COMPLETE (See Appendix 3)					

Section 8: Management measures

Objectives & Deliverables	Effect of implementation	Progress to Date (February 2019)	Timescale	People/Location	Responsibility
8.1 OBJECTIVE COMPLETE (See Appendix 3)					
8.2 OBJECTIVE COMPLETE (See Appendix 3)					
8.3 OBJECTIVE COMPLETE (See Appendix 3)					
8.4 OBJECTIVE COMPLETE (See Appendix 3)					
8.5 Review signing on campus	<p>Improved public realm</p> <p>Improved staff and student experience of campus</p>	<p>We have an active project to review and update wayfinding on and around University campuses.</p> <p>Noticeboards containing site maps have been provided at strategic locations around the Highfield campus, to aid navigation. We will continue to assess the need for further boards.</p> <p>Navigation between campuses has been improved as part of the Legible Cities project undertaken by SCC. The University provided £30k funding for signs and map totems surrounding University Campuses (September 2014).</p> <p>Signs across the estate are checked and replaced as necessary, with consideration of their relevance. Signing and wayfinding are reviewed whenever pedestrian or cycle routes are reviewed or changed (4.4), for example as part of the Admin Road project, Engineering Square redevelopment and South Gower Building (linked to 8.9).</p>	On-going	<p>Staff, students, visitors</p> <p>All campuses</p>	UoS
8.6 OBJECTIVE COMPLETE (See Appendix 3)					
8.7 Provide personal travel planning	Awareness of sustainable travel modes	The Transport Team provide individual travel planning advice on request, including tailored advice on cycle routes, bus connections and lift sharing opportunities. We will look to develop this service further in partnership with SCC and Sustrans, with support from the 'My Journey' campaign. The Sustainability E-Learning Tool (launched in October 2014) is available to all staff and provides links to location-specific transport advice.	On-going	<p>Staff, students</p> <p>All campuses</p>	<p>UoS</p> <p>Sustrans</p>

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Objectives & Deliverables	Effect of implementation	Progress to Date (February 2019)	Timescale	People/Location	Responsibility
8.7.1 Provide targeted travel advice for local population centres	Awareness of sustainable travel modes	The travel survey records the postcodes that staff and students travel from to reach the University. We will seek to provide specific travel information for local centres and areas where large concentrations of staff/student journeys originate.	2014 and on-going	Staff, students	UoS
8.7.2 Expand provision of Personal Travel Planning (PTP) for staff	Greater awareness of travel options	Working with SCC's 'My Journey' team, we will investigate other ways to provide targeted travel planning advice for staff, to improve awareness of all available travel options. Possible activities include campus events targeted at specific groups (departments, faculties, those living in specific postcode areas) and promotion of the 'My Journey' Journey Planner tool.	2016 and on-going	Staff, all campuses	UoS, SCC
8.8 OBJECTIVE COMPLETE (See Appendix 3)					
8.9 Carry out an audit of risks associated with all modes of travel (and interaction between modes) across the University estate	Improved public realm Improved campus safety	We review risks associated with transport activity at the University at least annually, identifying problem areas and mitigating risk in order of priority. We work closely with the Estates & Facilities H&S Manager to agree an on-going strategy to identify sites with significant risk of conflict, and develop and implement measures to minimise this risk. So far, risk assessments have been carried out for the Highfield, WSA and Avenue campuses, although the focus has been on Highfield due to the wide range of activities undertaken on the campus.	For 2011-2012 and annually thereafter	Staff, students, visitors All campuses	UoS
8.10 Use transport projects to reduce risk of conflict between pedestrian, cyclist and vehicle movements	Improved safety, improved aesthetic quality of campuses	Linked to Objective 8.9. Various transport projects have been undertaken to improve segregation of pedestrians/cyclist and vehicles across campuses and more will be brought forward as part of our assessment of campus risks. Through involvement with strategic campus development projects, we will seek to influence future infrastructure layout at the University to prioritise sustainable travel, separate service and delivery activities from pedestrian areas, and reduce the impact of car parking on the operational and aesthetic quality of University campuses.	On-going	Staff, students, all campuses	UoS

Section 9: Delivering the plan

Objectives & Deliverables	Effect of implementation	Progress to Date (February 2019)	Timescale	People/Location	Responsibility
9.1 Regular review of Travel Plan	Ensure plan is up to date and actions are being delivered	We will continue to carry out annual reviews of Travel Plan progress against Action Plan objectives, and will update the content of the Travel Plan document to coincide with Travel Surveys (1.2). Reviews will be published on the Transport website. We will continue to work closely with SCC officers to ensure they are aware of Travel Plan progress.	2009–2010 academic year and annually thereafter	Staff All campuses	UoS
9.1.1. Increase awareness of the Travel Plan & Travel Plan measures	Better engagement with staff & students	The 2017 staff and student travel surveys indicated that awareness of the Travel Plan was low amongst staff, and particularly students, although awareness of available travel measures was much greater. We have increased the prominence of the Travel Plan on the University Transport website, and will consider the benefits of increasing staff and student awareness of the Travel Plan document.	2015 and on-going	Staff, students, all campuses	UoS
9.2 Develop travel plans for specific building projects	Consistent application of travel plan objectives	The Travel Plan is be included with all future planning applications of sufficient size made by the University. Building-specific Travel Planning statements may be required for future development projects, however these will refer to the measures and targets set out within the overarching Travel Plan.	On-going	Staff, students All campuses	UoS
9.2.1 Monitor transport to and from new University sites	Positive student experience, embedding sustainable behaviour	The opening of Mayflower Halls in September 2014 and City Gateway in September 2015 introduced new travel demands. We will monitor and review transport activity at these halls so that pedestrian, cycle and public transport provision is aligned as closely as possible to demand. We will carry out a travel survey at each new site during the first academic year to seek feedback from site occupants. As a destination site, we will monitor travel to and from the Centenary Building on Highfield Campus when it opens in summer 2019. The location of the building (adjacent to the interchange and cycle routes on Salisbury Road) will assist us promoting access via sustainable modes.	October 2014 and on-going	Students, staff, new sites	UoS

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Objectives & Deliverables	Effect of implementation	Progress to Date (February 2019)	Timescale	People/Location	Responsibility
9.3 Work in partnership with other key stakeholders	Support sustainable travel initiatives	<p>We regularly meet and consult with stakeholders (9.5, 9.8, 9.9) and have built a strong network of contacts that help us deliver our Travel Plan objectives. Partnership projects to date include the Highfield Interchange (Go South Coast and SCC), cycle routes on Salisbury Road and Bassett Road (SCC), the LSTF bid (9.3.1) and a range of collaborative events with businesses, local authorities and transport charities.</p> <p>The University is a member a range of stakeholder groups, including the SCC Travel Planners Forum, Chamber of Commerce, Three Rivers Rail Partnership and Winchester District Strategic Partnership.</p>	On-going	<p>Staff, students</p> <p>All campuses</p>	<p>UoS</p> <p>SCC</p> <p>HCC</p> <p>Sustrans</p> <p>Others</p>
9.3.1 OBJECTIVE COMPLETE (See Appendix 3)					
9.4 Use University expertise and student projects to help deliver elements of the plan	Support delivery of the plan	<p>We meet with the Student Union Services Team, VP Welfare and VP Communities officers periodically to discuss transport matters relevant to the Students Union.</p> <p>We continue to provide ideas for student research projects, with active projects completed by the Transport Research Group, Faculty of Engineering & the Environment, Geodata Institute and School of Management.</p> <p>The Uni-Cycle project (4.9.1) is reliant on input from student volunteers to continue to operate and grow.</p> <p>As per 1.3 we sponsored an EngD project on transport-related carbon reporting and delivery consolidation. The outputs of this project was published in 2018.</p>	On-going	<p>Staff, students</p> <p>All campuses</p>	UoS
9.5 Develop good working relationship with HCC on transport matters	Support delivery of the plan	<p>We have developed good relationships with Travel Planning and Highways officers at Southampton City Council, Hampshire County Council, Eastleigh Borough Council and Winchester City Council. We meet regularly with a number of SCC, HCC and WCC officers to discuss transport matters.</p>	On-going	<p>Staff, students, visitors</p> <p>WSA</p>	<p>UoS</p> <p>SCC</p> <p>HCC</p>
9.6 OBJECTIVE COMPLETE (See Appendix 3)					
9.7 OBJECTIVE NOT DELIVERABLE AT PRESENT (See Appendix 3)					

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Objectives & Deliverables	Effect of implementation	Progress to Date (February 2019)	Timescale	People/Location	Responsibility
9.8 Share best practice with HEIs	Promote sustainable travel	The University is an active member of the Environmental Association for Universities and Colleges (EAUC), and has built a strong network with transport and environmental professionals at other organisations. The group provides an excellent opportunity to share experiences with other institutions and has an active email forum that encourages discourse on a wide range of transport issues. The Associate Director, Transport & Sustainability is the chair of the EAUC Transport Network group, and was awarded a Fellowship in 2017.	On-going	HEIs All campuses	UoS Other HEIs
9.9 Share best practice with other local bodies	Promote sustainable travel	We are actively involved with numerous local groups, including the Hampshire Chamber of Commerce Planning and Transport Group, the Southampton Travel Planners Forum, Winchester District Strategic Partnership Transport Working Group, Bus Punctuality Task Force, Sustrans and the Three Rivers Rail Partnership. We are members of ACT Travelwise and the Chartered Institute of Highways and Transportation. We regularly attend events and meetings held by these groups and share best practice associated with the delivery of the Travel Plan.	On-going	Local bodies All campuses	UoS Other local bodies