

UNIVERSITY TRAVEL PLAN

In relation to Health & Life Sciences building

INTRODUCTION

Part of the University's planning permission for the construction of a new Health & Life Sciences building includes the requirement to produce a Travel Plan. The University's approach to Travel Plans is to produce a campus-wide Plan, as many travel options apply across the whole campus, rather than to individual buildings.

Wokingham Borough Council have confirmed acceptability of the Travel Plan and discharged Condition 13 of their planning decision. Reading Borough Council have requested an amendment to the Travel Plan in relation to Condition 26 of their planning decision:

I have reviewed the travel plan and it is noted that the Travel Plan only includes a target for reducing single occupancy vehicles and does not includes any targets for reducing all vehicle movements. This is not acceptable and therefore a revised Travel Plan is required that addresses this.

Given the published status of the campus-wide Travel Plan (2017-2022), it is not considered appropriate to undertake a wholesale update at this point in time. Therefore, this paper has been prepared to address the comments of Reading Borough Council and demonstrate that the existing Travel Plan does seek to achieve a net reduction in all vehicle movements over the plan period.

TRAVEL REDUCTION TARGET

The headline focus of the University's Travel Plan is to deliver a reduction in the proportion of commutes to the University being undertaken by SOV (single occupant vehicle). This is recognised as being the standard measure for Travel Plans, as it will be delivered through the increase of more sustainable travel modes (including car sharing).

Further, the University has defined a 'carbon hierarchy' within its Travel Plan to prioritise least-impact options first. Alternatives to single occupant car travel are prioritised by hierarchy in terms of their carbon impact as follows:

- Removing the need to travel
- No carbon modes (walking and cycling)
- Low carbon, (public transport e.g. train and bus)
- Car share and responsible car use (including electric vehicles)
- Remove need to travel at peak times.

The University's headline target for 2022 is for 87% of trips to/from the University by students and staff to be by sustainable methods (defined as those other than SOVs). This target is a new stretch target, from our original 83% target, as our 2018 travel survey found this target had already been met.

NET IMPACT OF TRAVEL PLAN TARGETS

Table 1 - 2016 car journeys to campus

	2016	2016 Travel Survey (recalc 2018)	
	Overall	Staff	Students
University population	18937	4620	14317
SOV Split	16.24%	40.44%	8.42%

No of SOV cars	3075	1868	1205
Carshare Other Split	1.04%	2.09%	0.71%
No of Carshare Other cars	198	96	101
Carshare With Colleague Split	1.88%	4.41%	1.07%
No of Carshare with colleague cars	357	204	153
TOTAL CARS ON CAMPUS	3630	2168	1460

Table 1 shows the proportion of staff, students and the total population combined who travelled to the University by car in 2016. As can be seen, SOVs are by far the largest proportion of this mode of travel, which is one of the reasons why they are the primary target for improvement. Other travel methods (for the overall population) are:

Table 2 - 2016 journeys to campus by other modes

Mode	Percentage
Bus	6.38%
Train	3.82%
Cycle	9.96%
Walk	57.05%
Work from home	4.29%
Other	0.53%

Error! Not a valid bookmark self-reference. below illustrates the projected car journeys to campus in 2022, if the Travel Plan SOV target is met. This illustrates that through the successful application of the range of measures proposed to encourage sustainable travel choices within the Travel Plan a **net reduction in journeys to campus of 301 per day** (an 8.3% absolute reduction) is projected. This assumes no further growth in the University's population, as the population has grown at a faster rate than anticipated and has now plateaued.

Table 3 - Projected 2022 car journeys to campus

	2022	<i>(based on 2018 population)</i>	
	<i>Overall</i>	<i>Staff</i>	<i>Students</i>
University population	21112	4394	16718
SOV Split	13.00%	37.00%	5.00%
No of SOV cars	2745	1626	836
Carshare Other Split	1.30%	3.13%	0.82%
No of Carshare Other cars	274	137	137
Carshare With Colleague Split	1.47%	3.97%	0.82%
No of Carshare with colleague cars	311	174	137
TOTAL CARS ON CAMPUS	3329	1937	1109

Having regard to the above, it is not considered necessary to impose further targets to reduce all vehicle movements as this will inherently occur as a result of the target to reduce single occupancy travel.